PRE-COVID-19

- 77 Miles
- 32 Stations San Francisco to Gilroy
- 92 Weekday Trains*
- 7th Largest Commuter Railroad in US*
  - 65,000 daily riders
  - Carries equivalent 4 lanes on 101
- One of highest farebox recovery in nation
- Bi-directional commute
- Key economic hubs throughout corridor
- Major transit system on western half of bay, connecting to BART, ACE, CC, MUNI, VTA, and SamTrans
ELECTRIFICATION PROJECT

Project Area

- 51 miles
- San Francisco to San Jose (Tamien Station)

Project Elements

Electrification
- Overhead Contact System (OCS)
- Traction Power Facilities

Electric Trains*
- 19 7-car train sets
- 133 electric cars

*Includes 2018 State TIRCP Funding

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CONSTRUCTION INFORMATION

- Potholing
- Foundations
- Poles
- Wires
- Tunnel work
- Traction Power Facilities

Note: Figures in a series. Job numbers represent total based on surveys from 2019. Economic impact of Public Transportation Investment © 2021 Caltrain
CONVENIENCE
Increased frequency and reduced travel time

COMFORT
Amenities like destination signs and electrical plugs, more room, and reduced engine noise

CAPACITY
Short and long-term capacity growth potential, without degrading service

SUSTAINABILITY
Replacing old diesel trains with new electric trains will reduce GHG and improve air quality
• SF Contribution, ~$60M

• Joint Caltrain / FTA schedule workshops schedule late September - October
PROJECT OVERVIEW

- PTC is a complex signaling and communications technology that is designed to make commuter rail even safer.
- It is a federal mandate for railroads across the country to adopt PTC by December 2020
- Caltrain’s PTC system:
  - September 7, 2019: Revenue Service mainline
  - December 2019: Full Interoperability
  - Summer 2020: Safety Plan submitted for final approval
  - December 2020: Full System Certification

BUDGET

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