

CALTRAIN ELECTRIFICATION

FREQUENTLY ASKED QUESTIONS | November 2017

Q: What Is Caltrain Modernization (CalMod)?

A: The CalMod Program includes electrification and other projects that will upgrade the performance, efficiency, capacity, safety and reliability of Caltrain's service. Electrification provides the foundation that future CalMod improvements are based on, including full conversion to an electric fleet, platform and station improvements, the extension of service to Downtown San Francisco, and other projects that allow Caltrain to grow and evolve with the Bay Area.

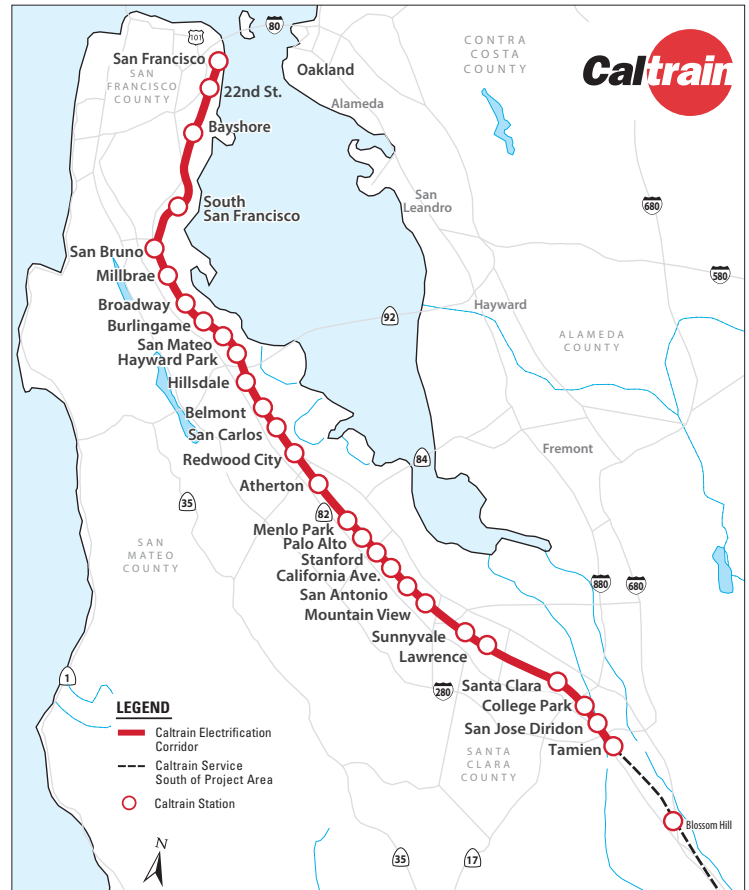
Q: What is Caltrain Electrification?

A: Caltrain Electrification is a key component of the CalMod Program. The current project will electrify the Caltrain Corridor from San Francisco to San Jose, convert diesel-hauled trains to electric trains, and increase service up to six Caltrain trains per peak hour per direction.

When the corridor from the 4th and King Station to the Tamien Station is electrified, Caltrain will have a "mixed fleet" of approximately 75 percent electric trains and 25 percent diesel trains. Full conversion of the fleet will occur at a future time when funding is identified and the remaining diesel trains reach the end of their service life. Electrified service is scheduled to commence in 2022.

Q: Why is Caltrain Electrification needed?

A: Since 2005, Caltrain ridership has doubled and quickly outpaced the system's capacity as commuters have increasingly relied on the service to connect to some of the world's most innovative and fastest growing companies. Today, Caltrain serves 65,000 daily riders and provides a much needed alternative to the heavily congested U.S. 101 and 280 freeways. The dramatic ridership increase has strained the system and the peak hour service is over maximum capacity, with many trains operating with standing room only. In addition to the needs of the riders, the vast majority of Caltrain's current fleet is over 30 years old and needs replacing. Many of the diesel locomotives are past their expected retirement dates which can result in significant mechanical delays to the system.



Q: How long has Caltrain operated on the corridor and when did Caltrain start working on the electrification project?

A: For over 150 years, there has been passenger rail service on the Caltrain corridor. The corridor was first owned by Southern Pacific and officially became "Caltrain" in 1992 when the Peninsula Corridor Joint Powers Board (JPB) was created and bought the corridor. The JPB began planning for the upgrade and electrification of the Caltrain corridor in the 1990's. Both the 1999 and 2004 Caltrain Strategic Plans referenced a desire for electrification of the corridor.

FOR MORE INFORMATION

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Q: What are the benefits of Caltrain Electrification?

A: Caltrain Electrification will modernize the Caltrain Corridor making it possible to increase service while offering several advantages in comparison with existing aging diesel service.

These include:

- **Improved Train Performance, Increased Ridership Capacity and Increased Service**
Electric Multiple Unit (EMU) electric trains can accelerate and decelerate more quickly than diesel-powered trains, allowing Caltrain to run more efficiently. In addition, because of their performance advantages, electric trains will enable more frequent and/or faster train service to more riders. For more information on the EMUs, visit calmodtrains.com.
- **Reduced Engine Noise Emanating from Trains**
Noise from electric train engines is measurably less than diesel train engines.
- **Improved Regional Air Quality**
Electric trains will produce substantially less corridor air pollution compared with diesel trains, even when the indirect emissions from electrical power generation are included.
- **Increased Revenue and Reduced Fuel Costs**
An electrified Caltrain will increase ridership and fare revenues while decreasing fuel costs.
- **Job Creation Throughout the Country**
Caltrain Electrification will create jobs not just in California but across the country. Manufacturers from Florida to Texas will supply parts for the new infrastructure and electric trains. In Utah, Caltrain Electrification is the driving force behind the building of a new railcar assembly plant that will create new employment opportunities for over 550 workers.

Q: What will happen to service to Gilroy?

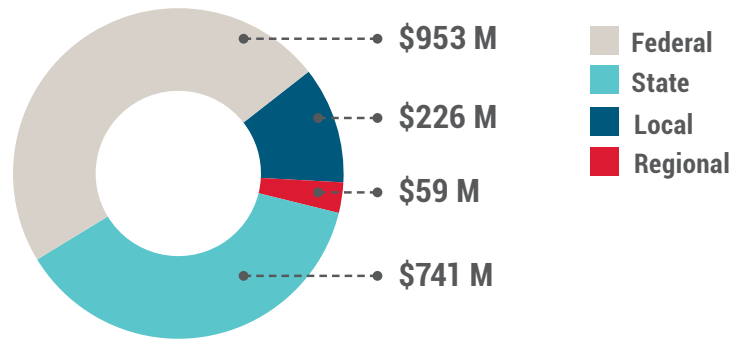
A: The current Caltrain Electrification project only includes electrification to a point approximately two miles south of Tamien Station. Caltrain will continue to provide diesel service to Gilroy.

Q: Why not electrify south of Tamien Station?

A: Caltrain does not own the southbound right-of-way beginning two miles south of Tamien Station. Union Pacific Railroad owns this section of the corridor.

Q: What is the project cost and how is it funded?

A: The total PCEP cost is \$1.98b. The project is funded through local, regional, state and federal sources.



Q: When will this project start and finish?

A: In June 2017, both the train and infrastructure builders were issued Notices to Proceed, and construction has begun. Communities will be notified prior to the start of construction and major construction activities. Community meetings will also be held prior to construction with regular updates given to the cities and communities. For more information on construction, visit www.caltrain.com/PCEPconstruction. The first electric trains are scheduled to be in service in 2022.

Q: Will the project reduce the need to use horns?

A: No. The use of horns is dictated by federal safety regulations for at-grade crossings. The project does not include changes in at-grade crossings and will not change the requirements for, or the use of, horns at these crossings.

Q: Is Caltrain only considering electrification because of High-Speed Rail (HSR)?

A: Caltrain has been considering electrification for decades, long before the 2008 voter approval of the HSR Prop 1A Bonds. Both the 1999 and 2004 Caltrain Strategic Plans referenced a desire for electrification. The 25 kVA/60 Hz overhead contact system design is a logical choice for Caltrain Electrification because it is a standard proven design that has been used on the U.S. east coast (Northeast Corridor) and in many locations in Europe.

Q: Does the Caltrain EIR for Caltrain Electrification allow high-speed rail trains to use the Caltrain Corridor?

A: No. Caltrain was the lead agency for environmentally clearing its electrification project. The Caltrain Electrification EIR did not environmentally clear HSR service in the Peninsula corridor. The California High-Speed Rail Authority (CHSRA) is the lead agency for a subsequent and separate environmental process to clear HSR service on the Peninsula Corridor.