

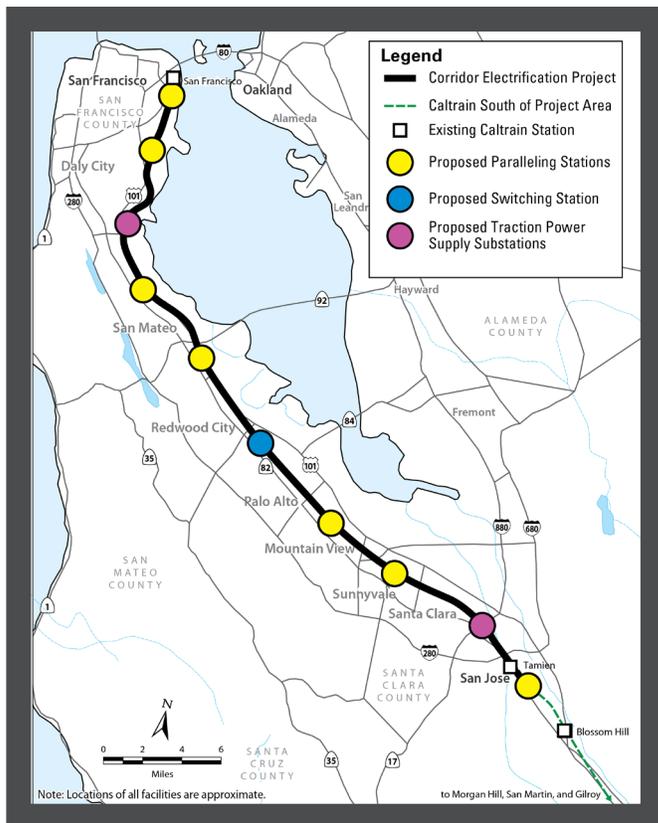
Peninsula Corridor Electrification

Fact Sheet | February 2013



PROJECT OVERVIEW

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the Bay Area's population grows. The Caltrain Modernization Program, scheduled to be completed by 2019, will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.



The Corridor Electrification Project is a key component of the Caltrain Modernization Program and consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for services between the Fourth and King Street Station in San Francisco and the Tamien Station in San Jose. The project would include the installation of new electrical infrastructure and the purchase of electrified vehicles. Caltrain will continue Gilroy service and support existing tenants.

On January 31, 2013, Caltrain initiated environmental review to evaluate the environmental issues associated with proposed improvements included in the Peninsula Corridor Electrification Project. Caltrain previously evaluated corridor electrification in a prior Environmental Impact Report (EIR)¹, but decided to prepare this new EIR for the corridor electrification to update existing conditions, the environmental analysis, and the cumulative analysis. Completion of a new EIR will also allow public agencies, stakeholders, the public and decision-makers the opportunity to review and comment on the project's environmental effects in light of current information and analyses.

The Corridor Electrification Project will provide environmental approval for operation of up to 6 Caltrain trains per peak hour per direction (an increase from 5 currently) with operating speeds of up to 79 mph (same as today).

PROJECT GOALS

An electrified Caltrain would better address Peninsula commuters' vision of an environmentally friendly, fast, reliable service. The primary goals of the Peninsula Corridor Electrification Project include the following:

Improve Train Performance, Increase Ridership and Increase Service:

Electrified trains can accelerate and decelerate more quickly than diesel-powered trains, even with longer trains, allowing Caltrain to run longer trains and increase capacity. Electrification performance allows increased peak service levels from the current 5 trains to 6 trains per peak hour per direction with existing tracks.

- Increase Revenue and Reduce Cost:** Anticipated increased ridership will increase fare revenues and conversion from diesel to electricity will reduce fuel costs. These efforts will substantially reduce but not eliminate the need for financial subsidy.
- Reduce Environmental Impact by Reducing Noise Emanating from Trains:** Noise from electrified trains is measurably less when compared with diesel trains. Train horns will continue to be sounded at grade crossings, consistent with safety regulations, whether or not electrification is pursued.
- Reduce Environmental Impact by Improving Regional Air Quality and Reducing Greenhouse Gas Emissions:** Electric operations would produce substantial reductions in corridor air pollution emissions when compared with diesel locomotives, even when the indirect emissions from electrical power generation are included in the analysis. In addition, the increased ridership would reduce automobile usage, resulting in additional air quality benefits.

Provide High-Speed Rail (HSR) Compatible Electrical Infrastructure:

An electrified Caltrain system would set the stage for an enhanced, modern commuter rail service and for future blended HSR service. While this project will not include or study all infrastructure necessary to implement high-speed rail service in the corridor (such as HSR maintenance facilities, station improvements, or passing tracks), the electrical infrastructure (such as overhead wire systems) will be compatible for later blended service².

¹ The Federal Transit Administration completed environmental review under the National Environmental Policy Act (NEPA) in 2009 for the electrification project.

² At a future date, the California High-Speed Rail Authority and the Federal Railroad Administration will conduct their own environmental review to approve running high-speed rail trains on the Caltrain corridor as part of blended service.

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FOR MORE INFORMATION

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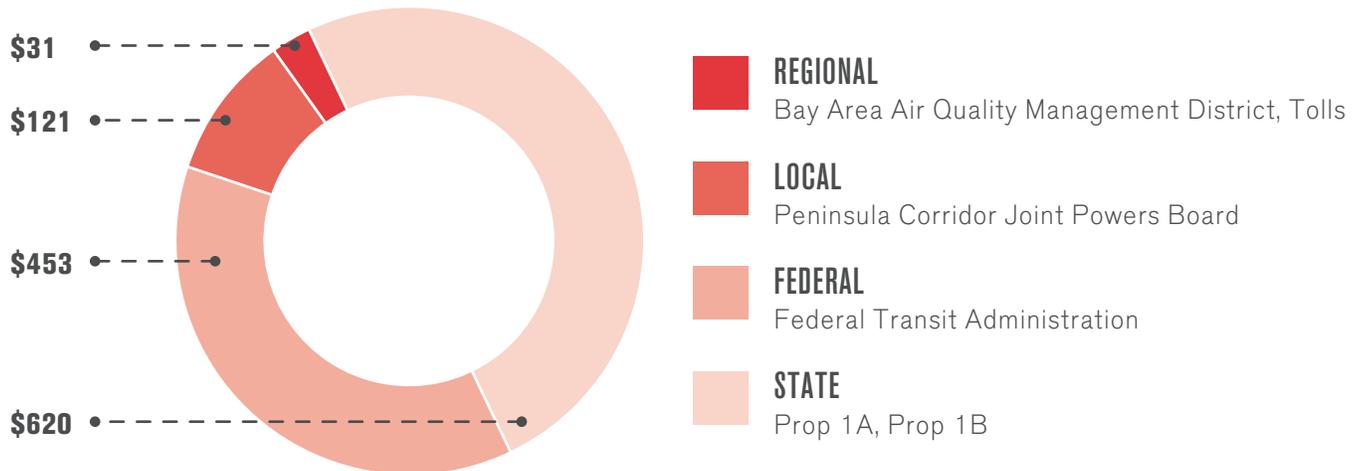
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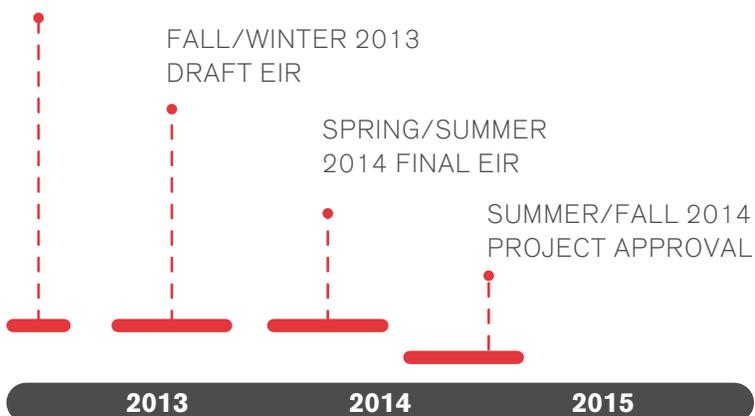
FUNDING: MILLIONS (\$), YEAR OF EXPENDITURE



ENVIRONMENTAL REVIEW SCHEDULE

JAN 31, 2013–MAR 18, 2013

PUBLIC SCOPING



Schedule subject to change

PROJECT SCHEDULE

The preliminary project schedule is as follows:



The goal for electric revenue service is 2019. Project Delivery schedule has not been finalized yet.