December 8, 2014

Media Contact: Will Reisman, 650-508-7704

**Caltrain Sets Disadvantaged Business Enterprise Goal for Electrification Project**

Caltrain’s Board of Directors has authorized the publication of a participation goal for Disadvantaged Business Enterprises (DBEs) as part of the rail agency’s [Peninsula Corridor Electrification Project](#).

Based on an extensive research process, which included engagement with the Federal Transit Administration, Caltrain staff recommends a DBE goal of 5.2 percent of the total contract for the electrification project. DBE hiring standards are included to prevent discrimination and ensure that small, disadvantaged businesses can compete fairly and have proper representation in large-scale projects. The federal government defines DBEs as for-profit businesses where socially and economically disadvantaged individuals own at least a 51% interest while also controlling management and daily business operations.

The 5.2 percent figure for the electrification project was determined after Caltrain engaged in a process based on methodology established by the federal government. The process, which is available [here](#), factored in the availability of DBEs within Caltrain’s market area relative to all area businesses, while examining other DBE availability factors. The Caltrain board authorized the publication of the recommended DBE goal at its December meeting.

Caltrain welcomes public comments on the DBE goal-setting process. Public comments provided before **January 7, 2015** will be reviewed and may provide a justification for adjusting the DBE participation goal. To provide feedback, interested members of the public can email [barkerj@samtrans.com](mailto:barkerj@samtrans.com), or mail to:

```markdown
DBE Officer  
San Mateo County Transit District  
1250 San Carlos Avenue P.O. Box 3006  
San Carlos, CA 94070-1306
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To qualify as a DBE, the individual in charge of the business must be a U.S. citizen, a member of a socially or economically-disadvantaged group and have a personal
net worth of less than $1.32 million. Minority group and women-owned businesses qualify as DBEs.

Federal and state certifiers determine whether a company qualifies as a DBE based upon on-site visits, personal interviews, reviews of licenses, stock ownership, equipment, bonding capacity, work completed, and resume’ of principal owners and financial capacity.

Caltrain is scheduled to be operating electrified train service between winter 2020 and spring 2021. Electrifying the Caltrain system will improve corridor air quality by up to 97 percent by 2040, more than double current weekday ridership with increased service and the proposed downtown San Francisco extension, and take more than 600,000 daily vehicle miles off the region’s roadways.

At its December meeting, the Caltrain board received the Final Environmental Impact Report of the electrification project. That document will be up for approval at the board’s January meeting.

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*About Caltrain: Ownced and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain has enjoyed more than four years of consecutive monthly ridership increases, surpassing more than 60,000 average weekday riders earlier this year. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.*

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