



CITY OF
**PALO
ALTO**

Peninsula Corridor Electrification Project (PCEP)

City of Palo Alto Rail Program

PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION

Project Description

- Caltrain ridership has doubled over past decade and quickly outpaced the system's capacity
- Scheduled to be implemented by 2020/early 2021
- Converting existing Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains from services between 4th and King Street Station in San Francisco and Tamien Station in San Jose.
- Project includes installation of new electrical infrastructure along the Peninsula corridor and purchasing of new electric trains
- Goals include electrifying and upgrading the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.



What is the Peninsula Corridor Electrification Project (PCEP)?

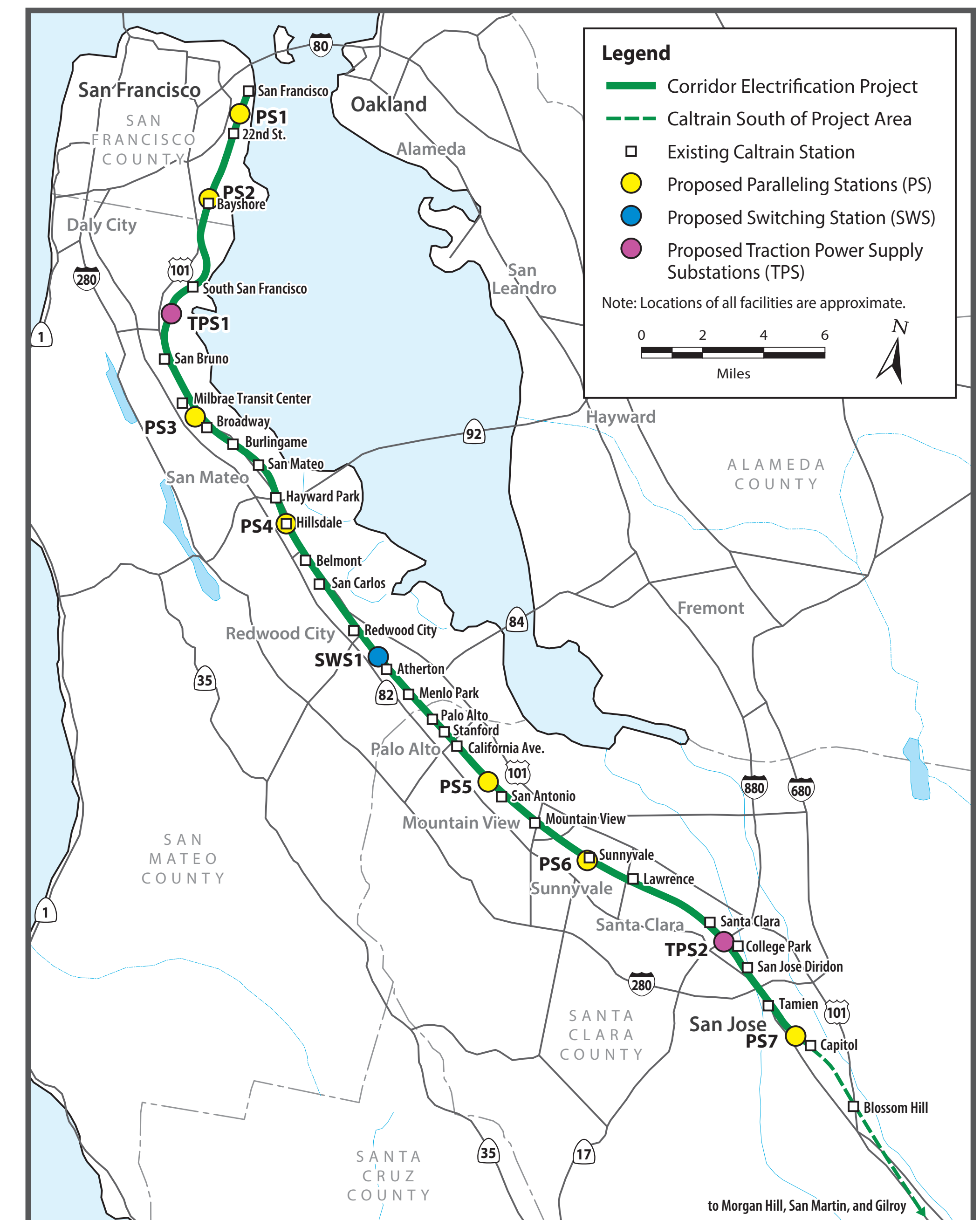
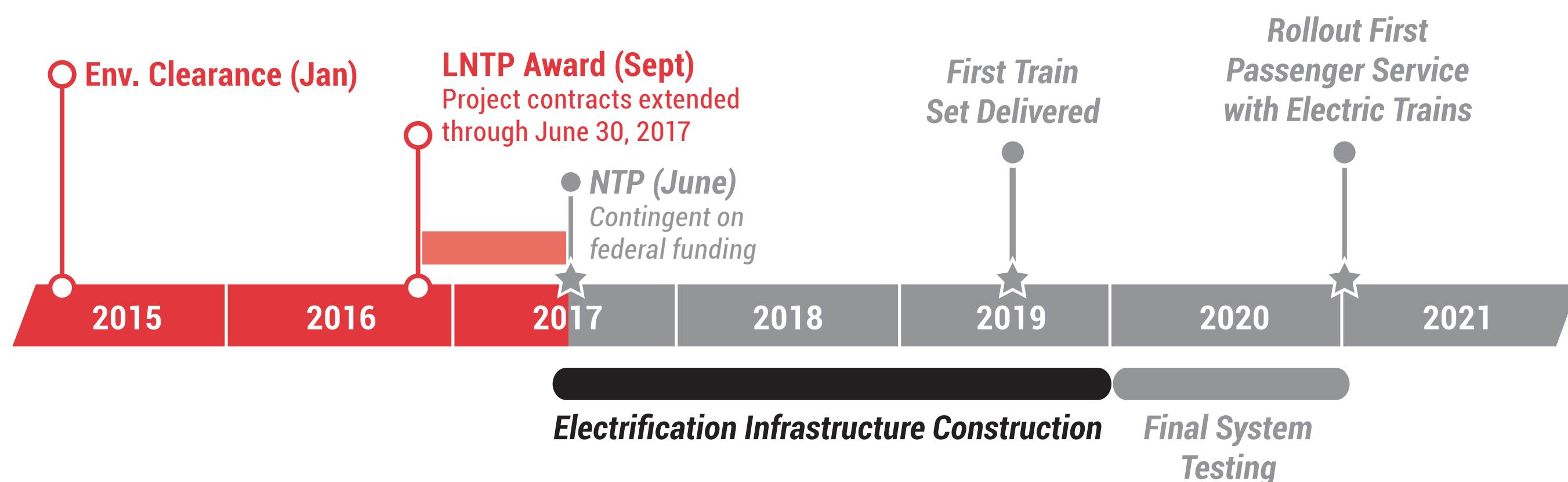
Project Purpose and Need

- Improve Train Performance
- Increase Service and Ridership
- Increase Revenue and Reduce Cost
- Reduce Environmental Impacts
 - » Reduce Noise from Train Engine
 - » Improve Regional Air Quality
 - » Reduce Greenhouse Gas Emissions
- High-speed Rail Compatible Electrical Infrastructure

Project Overview

- Distance: 51 miles (San Francisco Caltrain Station at 4th and King to south of Tamien Caltrain Station (San Jose))
- Speed: Up to 79 mph (same as present)
- Service: 6 trains per peak hour per direction (tpph/d) (current service is 5 tpph/d)
- Electrical Infrastructure and Vehicles
 - » Poles and Wires (Overhead Contact System)
 - » Traction Power Facilities (TPFs)
 - » Replacement of approximately 75% of current diesel service with Electric Multiple Units (EMUs)
- Maintain Caltrain Gilroy service and tenant use (freight and other passenger rail)

MILESTONES



PROJECT OVERVIEW MAP

www.caltrain.com/electrification