

Peninsula Corridor Electrification Project

San Carlos, California

(December 2020)

The Joint Powers Board (JPB or Caltrain) is upgrading and electrifying Caltrain's 51-mile double track commuter rail from the 4th and King Caltrain Station in San Francisco to the Tamien Station in San Jose. The project is being constructed primarily in the existing Caltrain corridor on right-of-way (ROW) controlled by JPB/Caltrain. The Peninsula Corridor Electrification Project (PCEP) includes two components: rolling stock and infrastructure. The rolling stock component includes the design and purchase of 96 Electric Multiple Units (EMUs) to replace approximately 75 percent of the existing diesel rolling stock. The infrastructure component includes the installation of an Overhead Contact System (OCS) and traction power substations (TPS) that will provide power to the EMUs, beginning at the 4th and King Caltrain Station in San Francisco and ending at the Tamien Station in San Jose.

Caltrain currently provides weekday service from 4:30 AM to 1:30 AM with a mix of local, limited, and express trains for a total of 46 northbound and 46 southbound trains per weekday between San Jose and San Francisco. Five trains currently operate in the peak hour in the peak direction. Due to the faster acceleration of the EMUs, Caltrain will be able to operate 57 northbound and 57 southbound trains per weekday between San Jose and San Francisco, including six trains in the peak hour in the peak direction, after completion of the Project. Based on existing service levels, the total available seats provided in the peak hour in the peak direction are 3,403, of which 96 percent are filled based on existing ridership levels. Upon completion of the Project in 2022, additional service will be provided resulting in total available seats in the peak hour in the peak direction of 3,768, resulting in an increase of eleven percent, thus meeting the statutory requirement that a Core Capacity project expand capacity by at least 10 percent.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$1,930.67 million. The Section 5309 New Starts funding amount is \$647.00 million.

Status

In July 2013, Caltrain's board selected the locally preferred alternative and adopted it into the fiscally constrained Regional Long-Range Transportation Plan. The project entered Core Capacity Project Development in April 2015. In late 2015, FTA re-evaluated the Finding of No Significant Impact (FONSI) that was approved in 2009. On February 11, 2016 FTA issued a re-evaluation finding that the results of the 2009 FONSI were still valid. The FTA approved the project's entry into the Engineering Phase on August 12, 2016. JBL/Caltrain and FTA entered into an FFGA on May 23, 2017 with revenue operations scheduled for August 22, 2022. Approximately 92% of the contracts have been awarded, of which 77% is construction and vehicle related. Approximately 48% of construction is complete.

Section 3005 of the Fixing America's Surface Transportation ("FAST") Act (Pub. L. 114-94; Dec. 4, 2015) authorizes FTA to award discretionary Federal capital investment funds for design and construction of the Peninsula Corridor Electrification Project (the Project), which is a Core Capacity Improvement project. Through FY 2020, Congress has appropriated a total of \$472.96 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal:		
Section 5309 Core Capacity	\$647.00	\$472.96 million in total appropriations through FY 2020
Section 5307 Urbanized Area Formula Funds	\$287.15	
State:		
Proposition 1A High Speed Rail Bonds	\$600.00	
Proposition 1B PTMISEA	\$6.61	
Low Carbon Transportation Operations Cap and Trade Funds	\$9.00	
Transit Intercity Rail Capital Program	\$20.00	
High Speed Rail Cap and Trade Funds	\$113.00	
Local:		
JPB member Agency Funds	\$128.51	
Carl Moyer Program Funds	\$20.00	
Metropolitan Transportation Commission Bridge Toll funds	\$39.40	
Additional JPB Agency Funds	\$60.00	
TOTAL	\$1,930.67	

NOTES: The sum of the figures may differ from the total as listed due to rounding.

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