



Memorandum

Date: October 24, 2013

To: CalMod Local Policy Maker Group (LPMG)

From: Marian Lee, CalMod Executive Officer

Re: October CalMod E- Update

This memo was prepared to provide a brief update on key CalMod activities since the September LPMG Meeting.

Peninsula Corridor Electrification Program (PCEP) Environmental Impact Report (EIR)

The environmental team is continuing to work on the environmental analysis and report. The team has finished the field surveys and the technical studies are almost complete. The cumulative and alternative analyses are underway. The PCEP Administrative Draft EIR (internal document) is being prepared.

The DEIR (public document), is targeted for release in Winter 2013/2014 and completion of the Final Environmental Impact Report (FEIR) in Fall 2014.

4th and King Station/Yard Reduction/Removal Feasibility Assessment

At the request of the City/County of San Francisco to support local development efforts, Caltrain has been studying the feasibility of reducing and/or removing the existing 4th and King Station/Yard which currently functions as the San Francisco terminus station.

In August, the LPMG was presented with an update on the technical study. The analysis is now complete and has been provided to the JPB members' staff for review and comment.

To support additional time for staff review, this item has been pushed out by a month and will be presented to the JPB and the LPMG in November. The presentation will be

focused on concluding the study and identifying next steps to support the city's development goals.

Caltrain Strategic Plan

Caltrain's current Strategic Plan was adopted by the Peninsula Corridor Joint Powers Board in 2004. Since that time, Caltrain's customers, services, policies and future plans have evolved. It is timely for Caltrain to update the Strategic Plan to look ahead and develop appropriate policies to guide decision-making. The Strategic Plan will include JPB commitments to the Caltrain Modernization Program and blended system with high-speed rail.

The strategic plan process will include outreach and updates to the LPMG, City/County Staff Coordinating Group (CSCG) and the Peninsula Corridor Working Group (PCWG) as well the community at-large.

The JPB received a Strategic Plan presentation at the October Board meeting to publically kick-off the effort. LPMG will receive the same presentation at the November meeting.

CalMod Local Policy Maker Group (LPMG) Summary Meeting Notes for September 26, 2013

The following are summary meeting notes. The purpose of these notes is to capture key discussion items and actions identified for subsequent meetings.

JPB Staff Report

Staff provided the following update:

- Good progress is being made on the Peninsula Corridor Electrification Project (PCEP) environmental technical studies;
- The schedule for completing the analysis and staff review on the Fourth and King Street Station/Yard Reduction Study has been extended by approximately a month; and
- The November LPMG meeting is rescheduled from the 28th to 20th due to the Thanksgiving holiday.

Information/Discussion Items

1. Level Boarding

Currently, Caltrain does not have level boarding but it is a desired system improvement that requires additional planning and funding beyond the scope of the Caltrain Modernization Program.

Level boarding allows passengers to get on and off the train from the platform without stepping up or down. Examples of level boarding systems include BART and MUNI. Level boarding benefits include safety enhancements, operating efficiencies, and passenger convenience.

The LPMG received a presentation that highlighted constraints and opportunities for achieving future level boarding along the Caltrain corridor. It also discussed the challenges associated with achieving shared platforms in a system that supports multiple tenants with different systems.

Input from these discussions will be used to inform long-term planning for level platforms and in the short term, development of vehicle specs for the procurement of Electric Multiple Units (EMUs) included in the Caltrain Modernization Program.

Comments:

- *LPMG members and public speakers asked for quantitative data on the benefits associated with level boarding. Caltrain has not yet conducted a comprehensive analysis quantifying the full costs and benefits of level boarding on the Caltrain corridor. (Note, as follow up, for general education purposes, the attached has been prepared providing references to third party analysis of level boarding.)*
- *A public speaker expressed concern about trains potentially swaying into a level boarding platform that is less than three inches away from the train. (Note, these types of issues will be examined as part of the extensive planning necessary for advancing level boarding.)*

2. Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) Update

The Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) project is one of the projects identified in the ~\$1.5 billion Caltrain Modernization Program. It is an advanced signal system project that will improve the safety of the Caltrain corridor as well as provide performance enhancements needed for improved Caltrain service and the future Caltrain/high-speed rail blended system.

The LPMG has received several presentations on the CBOSS PTC Project. Based on feedback from the August CBOSS PTC Project presentation, additional information was provided on the specific light and noise impacts associated with the project.

The LPMG also received updated information on the outreach efforts with city staff, neighborhood associations, and residents living close to the tracks.

Comments:

- *City of San Mateo member asked how the light and noise impacts measure up to the city's local ordinance(s). (Note, as follow up information has been obtained and provided to City of San Mateo staff.)*

Public Comments (after all information/discussion items were complete)

A public speaker suggested that the LPMG members consider identifying a different managing agency for Caltrain in light of recent accusations in the news about Samtrans mishandling financial transactions.

Third Party Resources
October 16, 2013

Several individuals have asked for additional information quantifying the benefits of level boarding. Caltrain has not yet completed the technical analysis to quantify the full costs and benefits of level boarding on the Caltrain corridor. For more information, please review the third party resources below.

Public documents:

1. ***DOT's New Level Boarding Rule: Commuter Operator Challenges*** (L. Cobb; April 18, 2012; 2012 ASME Joint Rail Conference presentation)
Link: (No link, available upon request)
2. *Rebalancing Commuter Rail Level Boarding with Freight Clearance Requirements* (D. Nelson, E. Martinez, S. Bonina; June 5, 2012; 2012 APTA Rail Conference presentation)
Link: <http://www.apta.com/mc/rail/previous/2012/presentations/Presentations/Nelson-D-Rebalancing-Commuter-Rail-Level-Boarding.pdf>
3. Federal Register (dated September 19, 2011) – Final Rule by DOT (Docket OST-2006-23985), *Transportation for Individuals with Disabilities at Intercity, Commuter, and High Speed Passenger Railroad Station Platforms*
Link: <http://www.gpo.gov/fdsys/pkg/FR-2011-09-19/pdf/2011-23576.pdf>

Released before the Department of Transportation Final Rule on Platform heights:

4. *Level Boarding Challenges for Commuter Rail Systems* (G. Cameron; 2008 APTA Rail Conference paper)
Link: (No link, available upon request)
5. Federal Register (dated February 27, 2006) - Notice of Proposed Rulemaking by DOT (Docket OST-2006-23985), *Transportation for Individuals with Disabilities*
Link: <http://www.gpo.gov/fdsys/pkg/FR-2006-02-27/pdf/06-1658.pdf>

To request resources, contact Casey Fromson, Caltrain Public Affairs Officer: fromsonc@samtrans.com