



Memorandum

Date: April 30, 2014

To: CalMod Local Policy Maker Group (LPMG)

From: Marian Lee, CalMod Executive Officer

Re: April CalMod E- Update

This memo provides a brief update on key CalMod activities since the March LPMG in-person meeting.

Peninsula Corridor Electrification Program (PCEP) Draft Environmental Impact Report (DEIR)

The environmental team conducted four public meetings in March and April. In addition to those meetings, the environmental team presented at other venues as requested, such as chamber of commerce organizations and city council and city rail committee meetings. The environmental team held office hours for city staff and responded to individuals that had questions or needed guidance on where to find information in the DEIR.

All substantive written comments will be responded to in the Final EIR. The comment period is 60 days (15 days longer than what is required by law) and will close on April 29, 2014.

Advanced Signal System (CBOSS PTC)

The advanced signal system project, also called Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC), is being installed along the Caltrain corridor. Installation of the communications subsystem started on September 4, 2013 in San Jose. The general installation progress is south to north. To date, the communications subsystem installation work has reached as far north as Redwood City.

Currently, the field team is performing a variety of installation activities including pulling the fiber optic cable and installation of the CBOSS PTC equipment onboard the trains. There were no new complaints from residents since the last meeting.

Caltrain staff will continue to coordinate with city/county staff on construction and testing activities.

CalMod Program Team Update

At the April 3, 2014 JPB meeting, the Board approved the last owner's team selection that will provide electrification expertise for a 25kV system. Consultant expertise in the areas of safety, electric vehicles, and project delivery were selected and approved at previous board meetings.

The CalMod owner's team is now complete. At the next meeting, staff will provide a brief presentation on the structure of the owner's team, the process for engaging the potential design builders, and the Request for Proposal process.

On April 10, 2014, to kick off the engagement of potential builders, the CalMod team held an Industry Day event which was attended by over 100 interested designers/builders.

CalMod Local Policy Maker Group (LPMG) Summary Meeting Notes for March 27, 2014

Summary Notes

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

MEMBERS PRESENT: C. Wiest (Atherton), C. Lentz (Brisbane), R. Holober (Millbrae), R. Bryant (Mountain View), L. Kniss (Palo Alto), B. Pierce (Redwood City), R. Collins (San Carlos), G. Gillet (San Francisco), J. Matthews (San Mateo), K. Matsumoto (South San Francisco), J. Davis (Sunnyvale)

CHAIR: A. Tissier (JPB)

MEMBERS ABSENT: C. Stone (Belmont), M. Brownrigg (Burlingame), R. Cline (Menlo Park), K. Ibarra (San Bruno), S. Wiener (San Francisco County), A. Kalra (San Jose), J. Matthews (Santa Clara)

VACANT SEAT(S): San Mateo County, Santa Clara County

CALMOD TEAM PRESENT: J. Buckingham, D. Chung, S. Cocke, C. Fromson, M. Lee, R. Walters

JPB Staff Report

Staff provided the following update:

- The procurement of the owner's team is almost complete. The last approval for consultant selection will be before the JPB in April. Following the final approval, the CalMod team is going to hold an Industry Day with the potential builders on April 10, 2014.
- Due to the length of the DEIR presentation, the presentations on longer platforms/trains and the SF budget will be postponed to the May LPMG meeting.

(Note: A Member asked for information related to level boarding. This item was presented to the LPMG at a previous meeting and staff sent the presentation to that Member. SF staff indicated after the meeting that their suggested item could be placed at a future meeting time TBD.)

- The Caltrain Strategic Plan continues to move forward with the development of guiding principles and goals. Specific objectives are being developed and will be presented to the LPMG at a future meeting for input and discussion.

Information/Discussion Items

1. PCEP DEIR

Rich Walter, Project Manager with ICF International, provided an overview of the DEIR, including the project scope, regional benefits, information related to key areas of local concern, and venues for public input.

The state environmental clearance process was initiated on January 31, 2013. The DEIR was prepared over the last year and released on February 28, 2014 for a 60-day review and public comment period, which is longer than what is required by CEQA. The Final DEIR is expected in fall 2014 and Board Certification in winter 2014.

The following are highlights of key comments made at the meeting. Notes on the more extensive discussion were taken by staff and will be considered in the development of the Final EIR. Separate from the LPMG meeting, LPMG members and public were encouraged to submit comments in writing if they desired a written response to their comments in the Final EIR.

- *Members expressed support for Caltrain pursuing a center pole alignment which could potentially reduce impacts to trees and properties.*
- *Members stressed the importance of minimizing impacts to trees and asked questions about the mitigation measures identified in the DEIR such as the tree replacement fund and how that would apply to each jurisdiction.*

Staff stated that further efforts will be made to avoid the impact. If the impact cannot be avoided, the project will replace trees or pay into a fund guided by local tree ordinances.

- *One Member expressed concern about the impact tree removal would have on dust/dirt dispersion to properties close to the tracks.*
- *One Member talked about improvements to bike and pedestrian access at the stations and expressed support for reduced auto parking and bathrooms at stations.*
- *Members were interested in understanding the relationship between ridership projections and capacity.*

Staff stated that they will incorporate ridership information in the May presentation on longer platforms and trains.

- *Members discussed the sensitivities their communities have with train horns noise.*
- *One Member encouraged staff to better describe for the public the electromagnetic fields/interference concerns. Some type of visual was recommended.*
- *One Member expressed concern about having safety measures associated with station platforms.*
- *One Member asked about how the increase in parking demand at select stations would have a spillover impact on their city. Staff noted that they would follow up with information about which cities have excess demand from the DEIR.*

(Note: The DEIR states that excess weekday parking demand beyond capacity of Caltrain lots and on-street parking occur at the following select stations in 2020: SF - 124, 22nd Street - 18, SSF - 14, Hillsdale - 33, Mountain View - 136, Sunnyvale - 447, and Tamien - 455.)

- *Other Members asked questions about the schedule for the new electric trains and full conversion; what happens if the HSR funds are not available; quiet zone opportunities and challenges; track capabilities to support higher speeds; and future level boarding.*

Staff stated by 2019, Caltrain would operate a mixed fleet of EMUs and diesel trains. Sometime before high speed rail is in the peninsula, all trains along the blended system will need to be EMUs and funding will be needed. If HSR Prop 1A funding is not available, the PCEP will be stalled until alternative funding sources can be identified. Quiet zones are not part of the PCEP. Quiet zones are one of a number of potential cumulative train noise mitigation approaches discussed in the DEIR. Track improvements maybe needed to support blended service speeds of up to 110 mph – the specifics still need to be developed with high speed rail. There is no level boarding in the PCEP but is desired for future improvements beyond electrification and needs funding.

- *PFRUG stated that if freight operating windows are to be reduced from what they are today, the freight community will be impacted economically. PFRUG noted that the economic impact on businesses was not necessarily a CEQA issue but was important for the LPMG members to understand the impacts beyond CEQA.*

- *A public speaker stated: a center pole alignment will not work with trains going 120 mph; dual mode trains will be better as you could purchase them now and run in diesel mode until you get electrification; factory train construction would be beneficial.*

(Note: It should be clarified that the blended system will operate up to 110mph. Dual mode alternative and factory train alternatives are evaluated in the DEIR.)

2. CBOSS PTC Update

The advanced signal system project, also called Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC), is being installed along the Caltrain Corridor from the 4th and King Station in San Francisco to the approximately Tamien Station in San Jose.

Installation of the communications subsystem started on September 4, 2013 in San Jose. The general installation progress is south to north. To date, the communications subsystem installation work has reached as far north as Redwood City.

Currently, there are a variety of installation activities occurring in several cities – Redwood City, Unincorporated San Mateo County, Menlo Park, Palo Alto, Mountain View, Santa Clara, Sunnyvale, and San Jose. CalMod staff continues to work closely with City and County staff to provide appropriate outreach and communications to community members, especially in areas where there are modifications to the installation schedule.

There was limited time left in the meeting when this agenda item came up. Caltrain staff provided a very brief overview of the presentation and offered to follow-up with anyone that had questions after the meeting.

Members were provided with a presentation that included recent pictures taken from the field of the various installation activities including directional boring, pulling inner-ducts through the conduit, and installing wires in wayside infrastructure.

- *A member of the public asked that the JPB CAC receive the CBOSS PTC presentation.*

(Note: The CalMod team has been and will continue to update the CAC at a future meeting.)