



Memorandum

Date: June 26, 2014

To: CalMod Local Policy Maker Group (LPMG)

From: Marian Lee, CalMod Executive Officer

Re: June 2014 CalMod E- Update

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

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 majority of the work has occurred between San Jose and Redwood City.

Currently, the field team is performing a variety of activities including installation of fiber optic cable, wayside infrastructure, and installation of CBOSS PTC equipment on board the trains. Installation work commenced in a new area, the Dumbarton Spur which will connect to the back-up central control facility. 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.

Peninsula Corridor Electrification Project Procurement Update

In May, Caltrain released the Request for Qualification (RFQ) for the electrification infrastructure contract and the Request for Information (RFI) for the procurement of the Electric Multiple Units (EMUs).

The RFQ is an opportunity for design-build teams to go through a qualification process before the RFP is issued. Only prequalified teams will be able to submit a proposal. The RFI for the EMUs will provide the CalMod team with current information about the latest industry models. In late summer, there will be public outreach to help inform the RFP.

The information gathered during the RFQ and RFI process will help inform the RFP targeted for early 2015.

CalMod Local Policy Maker Group (LPMG) Summary Meeting Notes for May 22, 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. Stone (Belmont), C. Lentz (Brisbane), R. Bryant (Mountain View), B. Pierce (Redwood City), K. Ibarra (San Bruno), R. Collins (San Carlos), G. Gillett (San Francisco), J. Matthews (San Mateo), K. Matsumoto (South San Francisco), J. Davis (Sunnyvale)

CHAIR: A. Tissier (JPB)

MEMBERS ABSENT: M. Brownrigg (Burlingame), R. Cline (Menlo Park), R. Holober (Millbrae), L. Kniss (Palo Alto), 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: D. Couch, C. Fromson, M. Lee, S. Petty

JPB Staff Report

Staff provided the following update:

- Over 200 comments were received during the Draft Environmental Impact Report (DEIR) comment period. The EIR team is reviewing the comments and preparing the Final EIR. The Final EIR is anticipated in fall 2014.
- In May, Caltrain released the Request for Qualification (RFQ) for the electrification infrastructure contract and the Request for Information (RFI) for the procurement of electric trains (also called electric multiple units). The Request for Proposals (RFP) for both electrification and vehicles are targeted for early 2015. The LPMG received emails about these two procurement milestones.
- Caltrain submitted a TIGER Grant application to the US Department of Transportation (DOT) that would help fund the procurement of high-performance electric vehicles. Staff provided a list of organizations/elected officials that are supporting the application and encouraged LPMG members to consider sending a support letter for the application.

Information/Discussion Items

1. Caltrain Modernization Program Update

The LPMG received a presentation that outlines the CalMod owner's team structure and key consultant support. Staff also provided information about the process and timing for the electrification and vehicle procurement activities. Staff anticipates the first wave of external outreach activities regarding the EMUs to occur in late summer.

The following are key comments made after the presentation.

- *A public speaker expressed concern about the amount of money being spent on the Caltrain Modernization Owner's team contracts. (Note from staff: the referenced contracts are related to acquiring design build, safety, electrification, electric vehicles and program management expertise to deliver the Peninsula Corridor Electrification Project. These contracts have been approved by the JPB.)*

2. Caltrain Strategic Plan

Caltrain's current Strategic Plan was adopted by the Peninsula Corridor Joint Powers Board in 2004. It is timely for Caltrain to update the Strategic Plan to look ahead and develop appropriate policies to guide decision-making.

This was the third update the LPMG received on the Caltrain Strategic Plan. At the November 2013 and January 2014 LPMG meetings, staff presented draft goals and guiding principles. At the May 2014 meeting, staff presented more detailed draft objectives.

The May LPMG Strategic Plan update was part of a larger outreach effort to receive public input on the draft objectives. Stakeholders, customers and the general public received information about the draft Strategic Plan goals, guiding principles, and objectives through different public venues and were encouraged to provide input. In late summer, staff will provide the Caltrain Board with a draft of the Strategic Plan that incorporates feedback received during this outreach period.

The following are key comments made after the presentation. Notes on the more extensive discussion were taken by staff and will be used for the development of the Strategic Plan.

LPMG members' key comments include the following:

- *Explore ways to generate and conserve energy with the electrified system.*

- *Concern about the current and future capacity of the system and how growing ridership demand will be addressed.*
- *Focus on increasing off-peak ridership and building stronger relationships with the large employers on the Peninsula.*
- *Seek partnerships with large corporations and contributions.*
- *Grade separations are important. Planning and funding are needed.*
- *Make station improvements (i.e. weather protection) and expand amenities.*
- *Improve access. Better link east-west connectivity to the Caltrain system. Integrate cabs and manage curbside activities at the stations.*
- *Examine parking policies and explore how to better integrate management of those resources with the needs of the surrounding communities.*
- *Generate more revenue through advertisements.*
- *Improve signage and communication for riders.*

Public speaker key comments include the following:

- *The manufacturer should be responsible for SOGR; commitment to the DTX project should be clear; partnership with ACE and CC should be clear; the system should support hybrid electric-diesel vehicles.*
- *There should be an understanding that the ridership will grow faster than what is projected; the first and last mile connectivity (i.e. bike share and bikes on board) to the Caltrain system is important - this should be clearer in the access mode language.*
- *It is important to call out the importance of rail freight. It is mass goods movement and has social value. This is not a constraint.*

3. Longer Platforms / Trains

The longer platform / train presentation was developed to respond to requests from several LPMG members interested in more information on the ease or difficulty of extending Caltrain platforms to accommodate longer trains. Longer trains would

increase capacity and help address the growing demand for Caltrain service, however there are challenges and opportunities associated with the platform extensions.

Key challenges include making platform extensions at stations near at-grade crossings and funding needed to not only make the platform modifications but also to purchase the additional electric vehicles needed to lengthen the trains.

The following are key comments made after the presentation:

- *There were questions about the link between train capacity and ridership projections. Staff clarified that the ridership projections reflect demand for Caltrain service. In terms of how much would be realized is the ability to provide appropriate level of train capacity and comfort for our passengers. A more definitive answer is subject to the specifics of the electric vehicles design to be determined.*
- *A public speaker expressed support for longer trains now with platform expansion at select stations. With completion of the DTX project, the ridership demand will be significant.*
- *A public speaker expressed concern that the ridership forecast was low because the forecast is based on an assumption that only two Caltrain trains terminate at the Transbay Terminal Center. The speaker expressed support for longer trains with platform extensions at baby bullet stops.*