



CalMod Local Policy Maker Group (LPMG)

Thursday, October 27, 2016

6:00 PM – 7:30 PM

SamTrans Offices - Bacciocco Auditorium 2nd Floor
1250 San Carlos Ave., San Carlos

Agenda

1. JPB Staff Report
2. Information/Discussion
 - a. Peninsula Corridor Electrification Project Timeline
 - b. Grade Separation – **Potential Action Item**
3. Public Comments
4. LPMG Member Comments/Requests
5. Next Meetings
 - a. HSR Meeting - November 17, 2016
 - b. CalMod Meeting - December 15, 2016 (Discussion)

All items on this agenda are subject to action

Memorandum

Date: October 27, 2016

To: CalMod Local Policy Maker Group (LPMG)

From: Michael Burns, CalMod Chief Officer

Re: Peninsula Corridor Electrification Project Timeline

On September 6, 2016, Caltrain awarded contracts to Stadler to design and manufacture high-performance electric trains called EMUs and to Balfour Beatty to design and build the electrification infrastructure for the Peninsula Corridor Electrification Project. A limited notice to proceed was given to both companies to advance design work. A full notice to proceed, which would include construction and major vehicle procurement activities is anticipated to occur in Spring 2017, after the Federal Transit Administration (FTA) Core Capacity Full Funding Grant Agreement is secured.

The attached presentation provides a high-level overview of the activities and schedule that is anticipated with both contracts. A more refined schedule will be available in early 2017.



Peninsula Corridor Electrification Project Timeline Update

LPMG
October 2016



PCEP Timeline

- LPMG / CSCG Formed (Oct 2013)
- Phase I: Environmental Clearance
 - Jan. 2013 to Jan. 2015
- Phase II: Procurement Process
 - Feb. 2015 – Sept. 2016
- ➔ Phase III: Limited Notice to Proceed
 - Sept. 2016 – March 2017
- Phase IV: Construction / Testing / Activation
 - March 2017 - 2021



Electric Trains - Activities

- Advance Design*
- Manufacture Vehicles
- Deliver / Test Vehicles
- Coming weeks, will provide additional information on detailed schedule

* During Limited Notice to Proceed

3



Electrification - Activities

- Advance Design*
- Utility Identification (Potholing)*
- Field Investigations (Geotech / Signal House)*
- Vegetation Removal
- Foundation Installation
- Poles and Cantilever Installation
- Wire and Hangers
- Testing

* During Limited Notice to Proceed

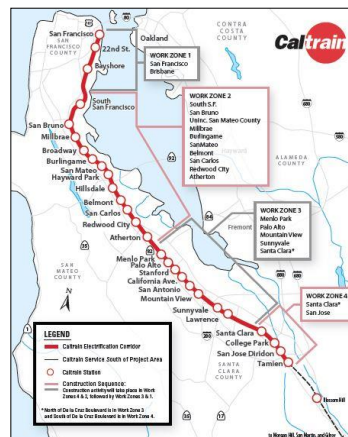
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Electrification – LNTF

- Timeframe: Sept. 2016 – March 2017
- Advance Design
 - Cooperative Agreements w/ cities: Additional review opportunities and staff reimbursement
- Utility Location and Field Investigations
 - Phased work starting in zones 2 & 4 followed by 1 & 3.
 - 75 percent work scheduled during the day

Electrification – NTP

- March 2017 – Fall 2020
- Phased Work
 - Zones 4 & 2
 - Zones 3 & 1
 - Map: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electrification/Work+Segments.pdf>
- Early 2017, will provide additional information on detailed construction schedule



Outreach

7

Outreach

- CBOSS PTC Outreach Coordination Example
- Close Coordination w/ CSCG & LPMG Critical
- Information
 - Weekly Website Update
 - Weekly Email Distribution
 - E-Updates
 - Traditional / Social Media
 - Project hotline and email

8



Outreach Venues

Joint Powers Board	Elected Officials	Community	Riders
Monthly Update, Report Website	LPMG / CSCG	Civic Organizations	Ambassadors*
Citizen Advisory Committee	Fed & State Stakeholders	Advocacy Groups	Station Tabling & Signage*
Bicycle Advisory Committee	City Councils	Construction Advisory Teams*	Onboard*
Caltrain Access Advisory Committee	Agency Partners	Public Meetings*	

*Mostly during Full Notice to Proceed

9



Outreach NTP

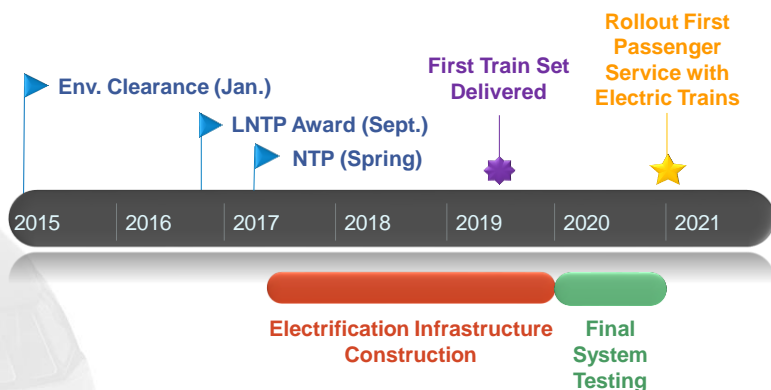
- Dedicated Outreach Team
- Community Outreach Office
- 24 Hour Hotline / Email
- Interactive Website & App
- Education Campaign
- Major Milestone Events

10

Electric Vehicle Outreach

- Rider Focus
- Stakeholder Input Key Design Elements
 - Seats
 - Standing Space
 - Bikes
 - Interior Lift
- Multiple Opportunities as Design Progresses
- In-person Meetings, Station Visits, Onboard, Traditional / Social Media, Website

High-Level Schedule



Note: Schedule Subject to Change



Questions

More information / leave comments:

website: www.caltrain.com/calmod

email: calmod@caltrain.com

phone: 650.508.6499

Memorandum

Date: October 27, 2016

To: CalMod Local Policy Maker Group (LPMG)

From: Michael Burns, CalMod Chief Officer

Re: Grade Separation Study Discussion - **Potential Action Item**

Since March 2016, the Local Policy Maker Group (LPMG) and the City / County Staff Coordinating Group (CSCG) have discussed the topic of a potential corridor-wide grade separation study funded by MTC. There is general consensus from the LPMG and CSCG that funding for grade separation planning and construction is critical. The scope, how the study would be managed, and who would lead the study is still under discussion.

At the August LPMG meeting, hosted by Caltrain, staff provided an update on the current status of grade separation projects along the corridor. The presentation highlighted the active work that is taking place to advance grade separation projects in nine cities and key elements that have led to successful grade separation projects.

At the September LPMG meeting, hosted by the California High-Speed Rail Authority, Gillian Gillet from San Francisco and Palo Alto Mayor Pat Burt provided the attached value document about the potential grade separation study. In October, Gillian Gillett provided a revised document which is also attached. Their motion would send LPMG members to MTC to discuss a grade separation study. There was not a quorum at the meeting and a vote was not taken. The audio recording of the meeting can be found here:

<https://www.dropbox.com/s/kx8h6nqpr3wu4qz/HSR%20LPMG%2009.22.16.MP3?dl=0>

At the October City / County Staff Coordinating Group (CSCG) meeting, staff discussed different possible approaches to the grade separation study in an effort to further define the scope of work. There was general consensus from the CSCG that a “toolkit” approach would be useful and Caltrain staff incorporated CSCG feedback in the attached document. Staff from the following cities participated in the meeting: SF, San Mateo, Menlo Park, Palo Alto, Atherton, San Jose, Redwood City, San Mateo County, Mountain View and Sunnyvale.

More discussion and possible action on this topic is expected at the October LPMG meeting.

NOTE: This potential study is not related to the California High-Speed Rail Authority Environmental Process. A separate analysis of traffic impacts and potential mitigations will occur through that process.

From: Gillian Gillet, Pat Burt
To: LPMG
Date: Sept, 22, 2016

Values of MTC Grade Separation Study Grant

As ridership and the number of trains on the Caltrain corridor is planned to increase dramatically in the coming years, the need to address the system wide need for grade separations has become a critical issue for the system as well as for vehicular, bike and pedestrian traffic in the corridor. Trains are projected to pass every three minutes on average resulting in a frequency of gate downtime that will create gridlock at many grade crossing, including crossings that are essential to serve Caltrain and intermodal stations. The long term success of rail on the corridor and the relationship of grade crossings to the wellbeing of the communities are dependent a comprehensive grade separation plan. Some cities have recently constructed key separations and other separations are either in advanced or early planning stages. To date, there has not been a system approach to grade separations on the corridor. In addition, cities have largely worked independently of each other. To the best of their ability and resources, Caltrain has provided support to their partner cities on such processes. However, Caltrain is a rail agency rather than a planning agency and they do not have staff, resources or a focus on grade separations. Lastly, cities have not had the benefit of a model of best practices for process and design issues, including how grade separations and stations can be designed to be enhanced senses of place in the communities.

- The MTC is a potential funder for such a system study with the LPMG as the potential client of the study. It is envisioned that in different ways all communities on the corridor will benefit from the study. Those who have full grade separations will benefit from helping to advance the operation of the corridor from greater system performance and reliability. These cities would be asked to contribute their experiences, both what worked well in their projects and what lessons were learned and how the process would function better in the future.
- Cities that are yet to fully plan and construct project will benefit from models for best public and stakeholder processes, as well as best design practices.
- Cities will consider their needs and do planning in greater collaboration with their neighboring cities to improve integration of planning, construction and funding efforts.
- A comprehensive plan will place the cities and Caltrain in better position to be qualified to obtain regional, state and federal funding opportunities. Some of these funding sources are known and can be planned for. However, funding opportunities change frequently and projects that have advanced furthest in planning often are in the best position to qualify when new funds become available.
- Engagement in the planning process by the MTC will result in greater engagement with the MTC on this critical regional transportation need that has historically not received the regional commitment of other major transportation projects.

Updated Information Provided by Gillian Gillett on October 2, 2016

Project Purpose and Need (Values) Statement:

As ridership and the number of trains on the Caltrain corridor is planned to increase dramatically in the coming years, the need to address system-wide grade separations has become a critical issue for the system as well as for vehicular, bike and pedestrian travel in the corridor. Trains are projected to pass every three minutes on average, resulting in a frequency of gate downtime that will create gridlock at many grade crossings, including crossings that are essential to serve Caltrain and intermodal stations. The long-term success of rail on the corridor, and the relationship of grade crossings to the wellbeing of the communities on corridor are dependent on a comprehensive grade separation roadmap.

Some cities have recently constructed key separations, and other separations are either in advanced or early planning stages. To date, there has not been a systems approach to grade separations on the corridor. In addition, cities have largely worked independently of each other. To the best of their ability and resources, SamTrans/Caltrain has provided support to their partner cities on such processes. However, SamTrans/Caltrain is a rail agency rather than a planning or economic development agency, and they do not have staff, resources, or a focus on multi-modal grade separations and economic development. Lastly, cities have not had the benefit of a model of best practices for process and design issues, including how grade separations and stations can be designed to enhance sense of place in communities.

The MTC is a potential funder and grants administrator for such a system study, with the LPMG as the potential client of the study. It is envisioned that in different ways all communities on the corridor will benefit from the study. Those who have full grade separations will benefit from helping to advance the operations of the corridor from greater system performance and reliability. These cities would be asked to contribute their experiences, both what worked well in their projects and what lessons were learned and how the process would function better in the future.

Cities that have yet to fully plan and construct projects will benefit from models for best public and stakeholder processes, as well as best design and engineering practices.

Cities will consider their needs and do planning in greater collaboration with their neighboring cities to improve integration of planning, construction and funding efforts.

A comprehensive strategy will place the cities and Caltrain in better position to be qualified to obtain regional, state and federal funding opportunities. Some of these funding sources are known and can be planned for. However, funding opportunities change frequently, and projects that have advanced furthest in planning often are in the best position to qualify when new funds become available.

Engagement in the planning process by the MTC will result in greater engagement with the MTC on this critical regional transportation need that has historically not received the regional commitment of other major transportation projects.

Here's the motion:

Moved that the LPMG send a delegation to the MTC to ask that the MTC fund and administer a high-level grade separation study to provide a roadmap and toolkit for all of the grade separations between San Francisco and Gilroy. The study should be managed by the MTC, in partnership with a Steering Committee comprised of interested members of the LPMG, one representative each from SamTrans/Caltrain, California High Speed Rail, and UP, with a technical working group comprised of the MTC, the CSCG, SamTrans/Caltrain, California High Speed Rail and UP.

Grade Separation Discussion – Toolkit Approach
Created by Caltrain with input from CSCG
Updated 10/25/16

Draft Scope:

- Context / History of the Caltrain Owned Corridor
 - Explain the population growth, traffic congestion and dramatic increase in riders.
 - History of the current grade crossings and list of at-grade separations that are still needed.
- Project Delivery Process Description (A new staffer or new councilmember could pick up this section and know how to get started on a grade separation process)
 - Planning / Conceptual Engineering (study alternatives, develop cost estimates)
 - Environmental / Engineering Design (complete environmental clearances, complete design standard conformance etc)
 - Construction (secure funding plan, proceed with construction)
- Metrics (much of this information is already available)
 - Safety (Accidents – pedestrian, vehicle etc)
 - Traffic and pedestrian counts at-crossings
- Regulations / Caltrain Standards
 - Grade standards, regulations for when grade separations are required, Caltrans responsibility etc
- Public Outreach
 - Best Practices
 - Context Sensitive Solutions could be a process that is described
- Case Studies / Lesson Learned
 - Examples of finished projects and what Caltrain and the local jurisdiction learned from them
- Place Making / Land Use
 - Visuals
 - Best Practices
- Funding Section
 - Current available sources
 - Innovative financing options
 - Cost sharing best practices
 - Magnitude of cost to build a grade separation on the corridor

NOTE: This scope is completely separate from HSR's EIR work. Traffic impacts and potential mitigations will be evaluated as part of the technical review during the HSR EIR process.