



## **Memorandum**

**Date:** July 25, 2013

**To:** CalMod Local Policy Maker Group (LPMG)

**From:** Marian Lee, CalMod Executive Officer

**Re:** July CalMod E- Update

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This memo was prepared to provide a brief update on key CalMod activities since the June LPMG E-Update.

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

The environmental team is continuing to work on the analysis required for the PCEP EIR. The team has completed field surveys to update information on biological resources, cultural resources, and noise.

In June, the environmental team provided the City/County Staff Coordinating Group (CSCG) with information about the methodology that will be used for conducting the tree surveys for the EIR. Currently, the team is focused on conducting tree surveys and analyzing ridership and traffic.

The Draft Environmental Impact Report (DEIR) is targeted for winter 2013/2014 and the Final Environmental Impact Report (FEIR) in fall 2014.

### **PCEP Delivery Method**

Staff has been working on assessing delivery methods for the PCEP. Staff will provide an informational item on this topic at the August Peninsula Corridor Joint Powers Board (PCJPB) meeting. The LPMG will receive the same presentation at the August LPMG meeting.

Request for JPB approval of the recommended delivery method is targeted for the September PCJPB meeting.

### **CBOSS PTC Fiber and Data Subsystem Installation**

In March, the LPMG received a presentation on the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) project. CBOSS PTC is one of the projects identified in the \$1.5 billion high-speed rail early investment program outlined in the 9-Party Regional Funding MOU for the peninsula corridor.

This project includes PTC, a federal mandate that ensures additional safety measures, as well as specified attributes that will improve Caltrain operational performance. CBOSS PTC revenue service is scheduled for 2015.

The installation of the fiber backbone is scheduled to occur fall 2013 and Caltrain staff has been coordinating outreach and installation efforts with the CSCG.

The LPMG will receive an update at the August LPMG meeting.

### **CalMod Procurement Activities**

A procurement strategy has been developed for the CalMod program. Information was provided in the last E-Update to the LPMG on June 27. Detailed information can be found at <http://procurement.samtrans.com/vendorsolicitations.aspx>.

To date, two out of seven RFP's related to the CalMod program have been released. The two out on the street are related to obtaining expertise for the owner's team in the areas of project delivery and safety. The other three owner's team procurements to come in the next few months are in the areas of program management, electrification and vehicles.

The last two contractor procurements (related to final design, construction) are scheduled to be release fall of 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.

Reduction and removal options have been identified and are being analyzed by the technical team for feasibility. The team is focused this month on understanding the feasibility and systemwide operational implications of the options.

The LPMG will receive a presentation at the August meeting previewing the results of the study.

### **Blended System Planning Studies**

The following two blended system planning studies are now complete and available on the Caltrain website:

- [Caltrain/HSR Blended Service Plan Operations Analysis](#)
- [Caltrain/HSR Blended Grade Crossing and Traffic Analysis](#)

Staff is appreciative of your staff informing the studies and providing comments on the draft reports. These documents will be helpful in informing the planning of the blended system.



## Memorandum

**Date:** June 27, 2013

**To:** CalMod Local Policy Maker Group (LPMG)

**From:** Marian Lee, CalMod Executive Officer

**Re:** June CalMod E- Update

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This memo was prepared to provide a brief update on key CalMod activities since the May LPMG meeting. Attached are the summary meeting notes from the May meeting.

### Peninsula Corridor Electrification Environmental Impact Report (EIR)

The technical team is continuing to work on the environmental analysis of the project. We continue to target release of the draft Environmental Impact Report (DEIR) in winter 2013/2014 and the final (FEIR) in fall 2014.

### Project Team, Procurement, and Delivery Method

The necessary expertise for program implementation, integration and oversight has been scoped. The procurement strategy and conflict of interest policy has been developed and is available online:

<http://procurement.samtrans.com/vendorsolicitations.aspx>

The first procurement for project delivery services representing the owner was released June 21<sup>st</sup>. Over the next year, additional request for proposals (RFPs) will be released. The specific dates are to be determined.

### Blended System Planning Studies

The draft blended system planning studies are being finalized. Both studies are available on the Caltrain website:

- [Grade Crossing and Traffic Analysis Study](#)
- [Service Plan Operations Consideration Analysis Study](#)

Public comments on the two studies were due June 14<sup>th</sup> and the reports are scheduled to be finalized by the end of June.

A presentation on these studies was given to the LPMG in December 2012 and May 2013. The City and Staff Coordinating Group (CSCG) participated in the development of the studies. A presentation to the Friends of Caltrain occurred on May 29, 2013.

These studies are educational tools with limited application due to the speculative nature of the model inputs, such as the prototypical train schedule and assumed location of passing tracks. There are no recommendations or policy decisions in the reports. These studies are most useful for informing future efforts related to blended system planning.

## CalMod Local Policy Maker Group (LPMG) Summary Meeting Notes for May 23, 2013

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

### Information/Discussion Items

#### 1. Fourth and King Station/Yard Reduction/Removal Feasibility Assessment

The LPMG received a presentation on the scope of the study.

The City/County of San Francisco asked Caltrain to potentially reduce or remove the Fourth and King Station/Yard and include this concept in the Peninsula Corridor Electrification Project (PCEP) Environmental Impact Report (EIR). The City/County is interested in redeveloping the ~20 acres site to support future growth.

Caltrain is currently conducting the technical feasibility assessment to objectively assess the level of ease/difficulty in reducing or removing the station/yard and better understand the magnitude of the operational implications on the system.

Data and analysis is needed to inform public discussion and to determine if this concept can be included in the PCEP EIR. The assessment is scheduled to be completed by August 2013, which is when we will need to discuss next steps. The study is being fully funded by the City/County of San Francisco.

At the meeting, some LPMG members expressed concerns about where the 4th and King functions would be relocated and how that could impact their respective cities. Staff noted the concern and stated they would be back to the LPMG with the preliminary findings over the next few months.

#### 2. Blended System Planning Studies

The LPMG received a presentation on the draft *Grade Crossing and Traffic Analysis* blended system study. This was a follow-up presentation to the one the LPMG received on the blended system studies in December 2012.

Staff highlighted the following:

- The draft study examines how a prototypical modernized Caltrain and blended system train schedules could affect gate downtime and local traffic conditions at the system's at-grade crossings.

- The model results should be viewed as decent indicators of the range of impacts we might realize. The model results in absolute terms have limited application because the sensitive inputs, such as train schedule and location of passing tracks, are speculative at this time. Decisions on the blended system schedule and location of the passing tracks have not yet been determined.

This is the first of several planning efforts that will be needed to inform the blended system planning process and ultimately define the blended service schedule, grade crossing improvements and local traffic circulation strategies.

At the meeting, some LPMG members expressed the desire to have more accurate information about the traffic impacts in their jurisdiction. Additional analysis of the gate downtime and traffic circulation impacts associated with Caltrain electrification will be included in the PCEP EIR (currently being prepared by the JPB) and those associated with the blended service in the Blended System EIR/EIS (to be prepared several years out by the CHSRA).

It was announced that public comments on the studies would be collected until June 14, 2013 and the studies finalized by the end of June.