

“Blended System” Service Plan / Operations Considerations

Purpose and Summary Scope of Work

March 2012

Purpose

It is operationally viable to develop an electrified Blended System in the Caltrain right of way where Caltrain and High Speed Rail trains share a primarily two track system. As a result of preparing the Blended System Capacity Analysis and sharing the information with stakeholders, additional service plan / operations considerations (not originally scoped in the Capacity Analysis) have been identified and need to be addressed. The purpose of this analysis is to outline and assess the identified considerations. Findings from this analysis will further stakeholder dialogue and inform the development of Blended System project alternatives. The LTK simulation model developed as part of the Capacity Analysis and / or other analysis tools will be used for this effort.

Consultants

LTK

Target Schedule

Summer 2012

Key Tasks

Task 1: Overtake Options

- Define remaining overtake options conceptualized in the Capacity Study
- Complete analysis of all remaining overtake options
- Develop an operations pros and cons matrix of all tested overtake options

Task 2: Assess Stakeholder Requested Considerations

- Expand the Capacity Model and include service to Transbay Terminal
- Test Caltrain baby bullet schedule
- Test a mid-peninsula HSR station
- Test Dumbarton rail service
- Test longer Caltrain trainsets and minimize total train traffic
- Assess the impact on future freight, ACE, CC and Amtrak services

(Note: There has been a request to understand the maintenance and storage needs of the blended system. Caltrain will engage HSR to address this matter. However, the timing of when this matter will be resolved is unclear. The HSR schedule for continued work in the peninsula segment is not yet known.)

Deliverables

Draft and Final Report