



Memorandum

Date: December 20, 2013

To: CalMod Local Policy Maker Group (LPMG)

From: Marian Lee, CalMod Executive Officer

Re: December CalMod E- Update

This memo provides a brief update on key CalMod activities since the November LPMG meeting.

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

The environmental team is continuing to prepare the PCEP Administrative Draft EIR (internal document). It is being reviewed internally by staff. The Draft EIR for public review is targeted for release in Winter 2013/2014 and completion of the Final EIR in fall 2014.

Advanced Signal System (CBOSS PTC Project)

The advanced signal system project, also called Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC), is being installed. Installation of the communications subsystem and fiber started on September 4, 2013 in San Jose and is currently occurring in Mountain View and Palo Alto.

The LPMG received an update on the advanced signal system project work in March, August, and September 2013. Regular updates to elected officials and staff will be provided throughout installation activities.

CalMod Local Policy Maker Group (LPMG) Summary Meeting Notes for November 20, 2013

Summary Notes

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

MEMBERS PRESENT: R. Bryant, P. Burt, R. Collins, J. Deal, J. Griffith, B. Grotte, K. Ibarra, J. Matthews, K. Matsumoto, B. Pierce

MEMBERS ABSENT: R. Cline, C. Conway, A. Kalra, W. Lee, A. Tissier, S. Wiener, C. Wiest, C. Wozniak,

STAFF PRESENT: C. Fromson, M. Lee, S. Petty

JPB Staff Report

Staff provided the following update:

- LPMG members and the public are invited to the 150th Caltrain Anniversary/ CalMod Celebration at the Caltrain Santa Clara Station on Saturday January 18, 2014 at 11am.
- The PCEP Administrative Draft EIR (internal document) is being prepared. The DEIR (public document) is targeted for release in winter 2013/2014 and completion of the Final Environmental Impact Report (FEIR) in fall 2014.

Information/Discussion Items

1. 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. In May and August, the LPMG received presentations on the status of the study and in November, preliminary findings from the completed technical study.

As a follow up to the technical study, San Francisco will be preparing a Rail Boulevard Feasibility Study. As this effort progresses, staff will request San Francisco to bring updates to the LPMG at key milestones of the project.

Comments:

- *Several LPMG members requested confirmation that the off-site facility locations, if needed as part of reducing the footprint of the 4th and King station/yard, would be located in San Francisco. Staff confirmed that the off-site locations evaluated in the technical study were located in San Francisco.*
- *Several LPMG members requested clarification about the potential benefits for Caltrain if the city/county developed the land at the 4th and King Station/Yard. Caltrain staff anticipated that the Rail Boulevard Feasibility Study would include more information about the benefits.*

2. 2013 Wrap-up and 2014 Schedule

As this was the last LPMG meeting for 2013, Caltrain staff expressed appreciation to the LPMG members for the engaged participation and feedback on important CalMod matters during the 2013 year.

The LPMG was provided with the following 2014 meeting schedule:

Date	Meeting or E-Update
January 23, 2014	In-person
February 27, 2014	E-Update
March 27, 2014	In-person
April 24, 2014	E-Update
May 22, 2014	In-person
June 26, 2014	E-Update
July 24, 2014	In-person
August 28, 2014	E-Update
September 25, 2014	In-person
October 23, 2014	E-Update
November 20, 2014*	In-person
December 19, 2014*	E-Update

3. Strategic Plan

Caltrain will be updating its Strategic Plan. The current Strategic Plan was adopted by the Peninsula Corridor Joint Powers Board (JPB) in 2004. Since that time, Caltrain's customers, services, policies and future plans have evolved.

The Strategic Plan will look ahead and develop appropriate policies to guide decision-making. It will reflect JPB policy commitments related to the Caltrain Modernization Program and blended system with high-speed rail.

The LPMG received a Strategic Plan presentation at the November meeting as part of the first wave of public input on the update effort. The strategic plan development will continue through 2014 and staff will be back for more input from the LPMG at critical milestones.

Comments:

The comments below are brief. Notes on the more extensive discussions were taken by staff and will be used for the development of the strategic plan.

- *Several LPMG members expressed concern about limiting capacity for Caltrain since the Caltrain system will also need to support high speed rail. Staff mentioned that Caltrain will need to explore additional ways of expanding capacity, including, maximizing seats in the new electric cars and ideas such as operating longer trains.*
- *A few LPMG members stressed the importance of evaluating longer station platforms to support longer trains and requested staff to bring this item to a future LPMG meeting.*

(Note, this concept was assessed qualitatively and is described in the June 2013 Caltrain/HSR Service Plan/Operations Considerations Analysis. Caltrain staff will present this item in more detail to the LPMG in early 2014.)

- *Several LPMG members requested the strategic plan to address regional and local connectivity issues and transit oriented developments occurring within their jurisdictions.*
- *Other comments included looking at improved location of Caltrain ticket vending machines.*

Public Comments (after all information/discussion items were complete)

A public speaker suggested fuel savings and air pollution reductions realized by the electrification project will be smaller than publicized for the electrification project; freight trains will hit the platforms if there is level boarding; and longer Caltrain trains is a better way to achieve increased capacity than level boarding.

(Note, the DEIR will provide updated analysis of fuel savings and air pollution reductions. Issues regarding freight trains and level boarding platform will be examined as part of the extensive planning necessary for advancing level boarding program. The LPMG will be presented with information on longer platforms/trains in early 2014.)