



**Memorandum**

**Date:** January 22, 2015

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

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

**Re:** **January 2015 CalMod E-Update**

---

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

**Peninsula Corridor Electrification Project (PCEP) Final Environmental Impact Report (FEIR)**

On January 8, 2015, the Peninsula Corridor Joint Powers Board (JPB) certified the FEIR and approved the planned electrification project of the Caltrain corridor between San Jose and San Francisco, a major milestone in the railroad's efforts to improve its commuter service. In addition to approving the Project, the JPB also adopted the California Environmental Quality Act (CEQA) Findings of Fact, Statement of Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) documents.

In accordance with CEQA, the FEIR is required at the state level to environmentally evaluate impacts and avoid or apply mitigation for significant impacts, where feasible. At the federal level, a final Environmental Assessment (EA) was completed in 2009. In accordance with the National Environmental Policy Act (NEPA), the Federal Transit Administration (FTA) issued a Findings of No Significant Impact after review and concurrence with EA findings. Staff has coordinated with the FTA throughout the State California Environmental Quality Act (CEQA) process.

During the environmental process, public outreach was conducted to meet and exceed the requirements of CEQA. The LPMG received three presentations during the environmental process.

A copy of the JPB memo, presentation, and board action can be found here:

[http://www.caltrain.com/Assets/\\_Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2015/01-08-15+JPB+BOD+Agenda+Packet.pdf](http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2015/01-08-15+JPB+BOD+Agenda+Packet.pdf)

## **Procurement Process**

### *Electrification Infrastructure*

In May 2014, Caltrain started the Request for Qualification (RFQ) process for designing and building the electrification system. Six firms have been pre-qualified to submit bids when the Request for Proposals (RFP) is issued. Those firms include Balfour Beatty Infrastructure, Caltrain Modernization Partners (Elecnor/Cobra JV), Mass Electric/Siemens JV, Peninsula Electrification Partners PTG/Isolux Corsan JV, Shimmick/Alstom JV, and Skanska-Comstock Aldridge JV.

The RFP for Electrification is scheduled to be released in February 2015. The LPMG will receive a presentation on the Electrification RFP at the February meeting.

### *Electric Multiple Unit (High-Performance Vehicles)*

In May 2014, Caltrain issued a Request for Information (RFI) for the procurement of Electric Multiple Units (EMUs). The RFI process, which included meetings with the industry, provided valuable information about in-service vehicles that meet the needs of Caltrain.

Caltrain was asked by several stakeholders to explore different vehicle options that would support shared platforms with HSR trains in the future. In fall 2014, to respond to the stakeholder requests, Caltrain and HSR staff commenced technical workshops to identify alternative Caltrain vehicle options to inform the Caltrain vehicle RFP.

The results of the analysis will be provided to policy makers, including the LPMG, before the vehicle RFP is issued. The results of the analysis and staff recommendations on the alternative vehicle options will be public in spring 2015 and policy action on the RFP is expected in summer 2015.

## **Advanced Signal System (CBOSS PTC) Project Update**

Installation started on September 4, 2013 in San Jose and has continued north. The CBOSS PTC team has completed 100 percent of the installation work related to the Data Communications Subsystem (conduit and fiber optic cable) and wayside infrastructure between San Jose and the Dumbarton Spur in Redwood City.

Currently, the CBOSS PTC team is installing conduit and fiber optic cable, within the Caltrain ROW, in the following cities: San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Brisbane, and San Francisco. On-board installation of CBOSS PTC equipment is moving forward smoothly and will be complete within the next few months.

In the coming weeks, the CBOSS PTC team will test the system in the areas of the corridor where installation work is complete. The tests must be done at night to avoid disruption of regular train service and properly record the results. Caltrain staff will continue to coordinate with city/county staff on construction and testing activities and notification. There have been no new complaints since the last update in December.

## **CalMod Local Policy Maker Group (LPMG) Summary Meeting Notes for December 18, 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), J. Root (Burlingame), B. Pierce (Redwood City) R. Holober (Millbrae), M. Olbert (San Carlos), S. Gygi (San Francisco), J. Matthews (San Mateo), K. Matsumoto (South San Francisco), J. Davis (Sunnyvale)

**CHAIR:** A. Tissier (JPB Representative)

**MEMBERS ABSENT:** C. Lentz (Brisbane), K. Keith (Menlo Park), L. Kniss (Palo Alto), R. Bryant (Mountain View), K. Ibarra (San Bruno), 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. Chung, S. Cocke, C. Fromson, M. Lee, R. Walters (ICF)

### **JPB Staff Report**

There was no report.

### **Information/Discussion Items**

#### **Peninsula Corridor Electrification Project Final Environmental Impact Report (FEIR)**

The LPMG received a presentation (the third this year) on the Peninsula Corridor Electrification Project (PCEP) environmental process. Rich Walter, consultant with ICF International, provided background on the environmental process, a summary of the key issues raised during the Draft Environmental Impact Report (DEIR) comment period and the most substantive revisions reflected in the FEIR.

The PCEP California Environmental Quality Act (CEQA) environmental clearance process was initiated on January 31, 2013 with the issuance of the Notice of Preparation. The Draft EIR (DEIR) was released on February 28, 2014 for a 60-day review and public comment period (15 days beyond what is required by CEQA). Four public meetings were held during March and April to solicit input on the draft impacts of the proposed project. Approximately 112 people

attended the public meetings and 229 written comments on the DEIR were received during the comment period.

The project team prepared written responses to substantive written comments received during the DEIR comment period and prepared necessary revisions to the FEIR. These changes and responses are included as part of the FEIR which was released on December 4, 2014.

The FEIR will be made available for review for 30 days (CEQA only requires responses be provided to public agencies 10 days before certification) before the Caltrain Board consider project approval and certification of the FEIR at the January 8th board meeting.

*LPMG members' key comments include the following:*

- *Members asked clarifying questions regarding: higher blended system train speeds, track configurations, freight operational hours, and city specific impacts, as well as a list of impacts without feasible mitigation. (Answers were provided by Caltrain staff and the environmental consultant team.)*
- *City of San Carlos requested Caltrain coordination on finding acceptable locations for planting new trees associated with the San Carlos transit-oriented development project, given the electrified system easement constraints. (Caltrain staff committed to continuing to working with city staff as the TOD project is being advanced.)*

*Public Speakers:*

- *A public speaker stated speeds up to 79mph will not meet Prop 1A requirements, the proposed alternative poles designs (such as center poles) will not support higher speeds, wayside horns are available and will reduce noise, and the underground traction power station in Anaheim, California should be considered.*
- *The Peninsula Freight Rail Users Group (PFRUG) expressed support for the PCEP FEIR. The representative expressed appreciation for addressing windows of operations and continued to express concerns about vertical clearance for freight.*

#### 2014 Recap / 2015 Agenda Schedule

Staff provided a summary of the key milestones achieved in 2014 and provided an overview of the presentations and discussions at the LPMG meetings. On behalf of Caltrain, staff expressed their appreciation to the LPMG members for their time, dedication and contribution to the Caltrain Modernization Program.

LPMG members were provided with the 2015 meeting schedule.

#### **Public Comments**

- *A public speaker mentioned different train designs that he is evaluating and will share with the LPMG and Caltrain in the future.*

#### **LPMG Member Comments/Requests**

- None