



## CalMod Local Policy Maker Group (LPMG)

Thursday, August 25, 2016

6:00 PM – 7:30 PM

SamTrans Offices - Bacciocco Auditorium 2<sup>nd</sup> Floor  
1250 San Carlos Ave., San Carlos

### Agenda

1. JPB Staff Report
2. Information/Discussion
  - a. LPMG Vice Chair - **ACTION ITEM**
  - b. Peninsula Corridor Electrification Project Quarterly Update
  - c. Grade Separation Update
3. Public Comments
4. LPMG Member Comments/Requests
5. Next Meetings
  - a. HSR Meeting - September 22, 2016
  - b. CalMod Meeting - October 27, 2016

*All items on this agenda are subject to action*

## Memorandum

**Date:** August 25, 2016

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

**From:** Michael Burns, CalMod Chief Officer

**Re:** LPMG Vice Chair – **ACTION ITEM**

---

The LPMG was created in October 2012 as the venue for local policy makers to discuss and inform decisions on the Caltrain Modernization (CalMod) Program, specifically implementation of the Advanced Signal System and Peninsula Corridor Electrification Project.

LPMG agenda items are identified to provide timely input to the Caltrain Board in their actions and discussions regarding the CalMod Program. The CalMod Executive Director provides regular updates to the Caltrain Board on the LPMG meeting discussions.

In January 2014, at the request by the City of Palo Alto and Town of Atherton, the topic of the LPMG structure was agendized. During the meeting, the role and structure of the LPMG was discussed and the group reached consensus that the LPMG should move forward with the current structure but continue to monitor its effectiveness and be open to making changes as necessary.

In January 2016, the LPMG schedule changed to provide alternating updates from Caltrain staff on the CalMod Program and the California High-Speed Rail Authority (CHSRA) staff on the Blended System Program.

At the request of several LPMG members, at the April and June 2016 meetings, the role / structure of the LPMG was agendized. After much discussion, several changes to the role / structure of the LPMG were decided at the June 2016 meeting. The changes are reflected below:

- The LPMG would be able to vote on agenda items. Not all items require action, and the action, individual votes or consensus positions, may vary depending on the item.
- A Caltrain Board member would be the Chair of the LPMG for both CHSRA Blended System and Caltrain CalMod LPMG meetings. The Chair position is tied to the role on the Caltrain Board, not to the individual Board member.
- *A Vice Chair would be selected from the LPMG membership.* (Note: A Vice Chair vote was scheduled for the July 23<sup>rd</sup> meeting hosted by CHSRA but there wasn't a quorum. The vote was rescheduled to the August 25<sup>th</sup> meeting.)

A copy of the audio and minutes from previous LPMG meetings can be viewed here:

<http://www.caltrain.com/projectsplans/CaltrainModernization/Meetings.html>

**Action:** Select a LPMG Vice Chair from the current membership (attached).

## CalMod Local Policy Maker Group (LPMG) Members

City / County	Representative	Alternate
<b>Atherton</b>	Councilmember Cary Wiest	Councilmember Rick DeGolia
<b>Belmont</b>	Mayor Eric Reed	Councilmember Charles Stone
<b>Brisbane</b>	Mayor Clifford Lentz	
<b>Burlingame</b>	Councilmember Emily Beach	Vice Mayor Ricardo Ortiz
<b>Menlo Park</b>	Mayor Rich Cline	Mayor Pro Tem Kirsten Keith
<b>Millbrae</b>	Councilmember Wayne Lee	Vice Mayor Reuben Holober
<b>Mountain View</b>	Councilmember Lenny Siegel	Councilmember Chris Clark
<b>Palo Alto</b>	Mayor Pat Burt	Councilmember Eric Filseth
<b>Redwood City</b>	Councilmember Shelly Masur	Councilmember Janet Borgens
<b>San Bruno</b>	Councilmember Ken Ibarra	
<b>San Carlos</b>	Councilmember Ron Collins	Councilmember Mark Olbert
<b>San Francisco BOS</b>	TBD	
<b>San Francisco</b>	Ms. Gillian Gillett	Ms. Susan Gygi
<b>San Jose</b>	Councilmember Raul Peralez	
<b>San Mateo Co. BOS</b>	TBD	
<b>San Mateo</b>	Mayor Joe Goethals	Councilmember Maureen Freschet
<b>Santa Clara Co. BOS</b>	TBD	
<b>Santa Clara</b>	Vice Mayor Teresa O'Neill	Mayor Lisa Gillmor
<b>South San Francisco</b>	Councilmember Karyl Matsumoto	Councilmember Rich Garbarino
<b>Sunnyvale</b>	Councilmember Jim Davis	
<b>CHAIR (JPB Rep): Adrienne Tissier</b>		

## Memorandum

**Date:** August 25, 2016

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

**From:** Michael Burns, CalMod Chief Officer

**Re:** Peninsula Corridor Electrification Project Quarterly Update

---

The attached presentation is the seventh quarterly update on the Peninsula Corridor Electrification Project (PCEP). The quarterly update highlights PCEP activities since the last quarterly update in May 2016. The same presentation was provided to the Caltrain Board at the August 4, 2016 meeting. Any significant updates since the quarterly report was presented to the Caltrain Board will be discussed verbally during the presentation.

The quarterly update is divided in several categories:

- Electrification Infrastructure
- Electric Trains
- Safety
- Third Party Agreements
- Schedule
- Budget & Expenditures
- Risk
- Quality
- Environmental
- Real Estate
- Community Outreach
- Labor & Disadvantaged Business Enterprises

A copy of the full quarterly update report can be viewed here:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/PCEP+Quarter+4+2016+Report.pdf>



# Peninsula Corridor Electrification Project Quarterly Update #7

LPMG  
August 25, 2016



## Progress Report (April 1 to June 30)

## Electrification Infrastructure

Design Build Contract	<ul style="list-style-type: none"><li>• Best Value Proposal: Balfour Beatty</li><li>• Negotiations through end of June</li><li>• Authorization Limited Notice to Proceed (July 7, 2016)</li></ul>
PG&E	<ul style="list-style-type: none"><li>• Master Agreement Executed</li><li>• Continue Coordination on Power Quality Study</li></ul>
Tunnel Modifications	<ul style="list-style-type: none"><li>• 65% Design Plans Completed</li><li>• Final Design Targeted End of 2016</li></ul>

3

## Electrification Infrastructure Continue

CEMOF	<ul style="list-style-type: none"><li>• Schematic Design Complete</li><li>• Preliminary Design to Start Once Vehicle Design is Available</li></ul>
Utility Relocation	<ul style="list-style-type: none"><li>• Monthly Utility Coordination meetings continued with telecom and power carriers</li><li>• Final verification requests were submitted to utility companies</li></ul>

4

## Electric Trains (EMU)

EMU Contract	<ul style="list-style-type: none"><li>• Single Proposer: Stadler</li><li>• Negotiations through end of June</li><li>• Authorization Limited Notice to Proceed (July 7, 2016)</li></ul>
EMU Related Activities	<ul style="list-style-type: none"><li>• Buy America Pre-Award Audit Conducted at Salt Lake City Facility</li><li>• Continue Work on System Interface Matrix</li></ul>

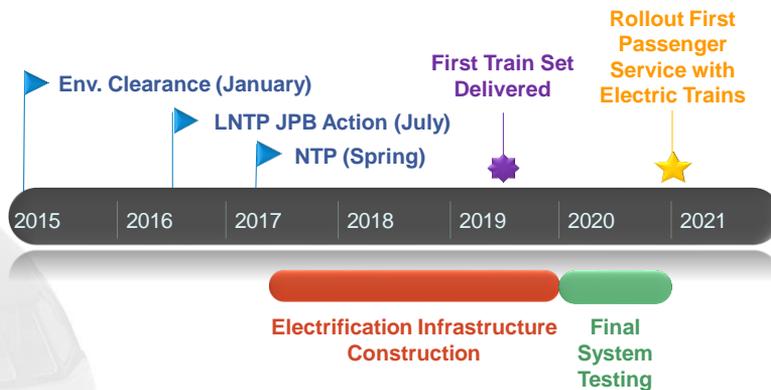
## Safety

- Hazard Management Plan Complete
- Integrating Utilization of IndustrySafe Application into Project Life Cycle
- Internal Audit of Safety and Security Management Plan
- Started Update of the Caltrain Roadway Worker Protection Program

## Third Party Agreements

City/County Agreements	<ul style="list-style-type: none"> <li>• 10 approved</li> <li>• 9 in-process</li> </ul>
Cooperative Agreement	<ul style="list-style-type: none"> <li>• San Mateo and Santa Clara Counties approved</li> <li>• SF in-process</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>• CPUC Operating Rules in-process</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Caltrans in-process</li> </ul>

## Schedule



Note: Schedule Subject to Change

## Budget & Expenditure

Category	Budget	Actual This Quarter
<b>Electrification</b>	\$ 697M	\$ 0
<b>EMU</b>	\$ 551M	\$ 0
<b>Separate Contract &amp; Support</b>	\$ 416M	\$ 5.42M
<b>Contingency</b>	\$ 316M	\$ 0
<b>PCEP Total</b>	\$ 1,980M	\$ 5.42M

Note: Budget / Expenditures as of June 30, 2016

9

## Funding Update

- 7-Party Supplemental MOU
  - Approved: JPB, VTA, SMCTA, SFCTA, MTC
  - Scheduled: City/ County San Francisco 8/8; California High-Speed Rail Authority 8/9
- FTA Core Capacity
  - First Quarterly Meeting with FTA HQ and Region
  - Preparing for FY18 President Budget
  - Finalizing documentation for Engineering Phase
  - Preparing to request the Full Funding Grant Agreement

10

## Risk / Quality / Environmental

Risk Management	<ul style="list-style-type: none"><li>• 223 Risks; 97 Retired</li><li>• Top Risk: Overhead Utility Relocation</li></ul>
Quality	<ul style="list-style-type: none"><li>• 4 Internal Audits Conducted</li><li>• 0 Non-Conformance Reports Issued</li></ul>
Environmental Consultation and Permits	<ul style="list-style-type: none"><li>• Completed Section 106 Process</li><li>• Completed Section 7 Endangered Species Act</li><li>• Ongoing Coordination other Permits</li></ul>

## Real Estate

Segment	Appraisal Packages	Appraisals Completed	Acquisition Offers
Segment 4	20	15	2
Segment 2	30	6	0
Segment 1	6	0	0
Segment 3	10	0	0
Total	66	21	2



## Community / DBE

Community Relations	<ul style="list-style-type: none"><li>• 48 community presentations</li><li>• Press releases, website updates</li><li>• Many stakeholder meetings: state &amp; federal staff, city / county staff, advocacy groups, chambers and businesses</li></ul>
DBE Participation and Labor	<ul style="list-style-type: none"><li>• TBD (Next Quarterly Report)</li></ul>

13



## Questions

More information / leave comments:  
website: [www.caltrain.com/calmod](http://www.caltrain.com/calmod)  
email: [calmod@caltrain.com](mailto:calmod@caltrain.com)  
phone: 650.508.6499

14

## Memorandum

**Date:** August 25, 2016

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

**From:** Michael Burns, CalMod Chief Officer

**Re:** Grade Separations

---

Several LPMG members have discussed interest in a corridor-wide grade separation study. As Caltrain and CHSRA staff gathered information from individual city / county staff and Local Policy Maker Group members about the potential scope of a corridor-wide grade separation study, it became clear that a baseline presentation about the current activities on the corridor would be helpful.

The attached presentation was created to give a snapshot of the current grade separation activities that are underway on the corridor today. The presentation also highlights three “case studies.”

Additional input is needed to determine the potential scope of a corridor-wide study. The sponsor of the study is also TBD.



# Grade Separation Overview

LPMG  
August 25, 2016



## Grade Separation

- **At-grade Crossing** where a roadway and railroad intersect at the same level. Gates and red flashing lights are used to stop street traffic when a train approaches.
- **Grade Separation** physical separation between railroad tracks and a roadway. This could be done with a bridge that allows the train to traverse the rail corridor at a different height than the roadway (rail over/road under, road over/rail under, or a variation), or via closing the roadway at the railroad crossing.
- **Key Benefits**
  - *Improve Safety.* Eliminates pedestrian, bicyclist, and motor vehicle conflicts with the railroad, which eliminates potential for accidents.
  - *Improve Circulation.* All modes would not have to stop and wait each time a train passes.

## Caltrain Corridor Crossings

- 54 Grade Separated ; 42 At-Grade



## Typical Project Development Process

- Planning / Conceptual Engineering
  - Study project alternatives & develop preliminary cost estimates
  - Public outreach
- Environmental / Engineering Design
  - Complete Federal and/or State environmental clearances
  - Complete design to ensure design standard conformance
  - Public Outreach
- Construction
  - Secure full funding plan
  - Proceed with Construction
  - Public Outreach



## Funding Source Examples

- Local
  - San Mateo County, Measure A (\$225M)
  - City Contributions
  - *Santa Clara County, Nov. Ballot Measure (\$700M)*
  - *San Francisco County, Nov. Ballot Measure*
- State
  - CA Public Utility Commission Sec. 190 Annual Budget (\$15M)
  - California High-Speed Rail Authority
  - Cap and Trade Programs
- Federal
  - Federal Railroad Administration in 2016 (\$25M)



## Current Project Status

Crossing Name	City	Project Development Phase	Council Approved Plans	Funding	Caltrain Role
16th St/Mission Bay Blvd*	San Francisco	Planning	No	City	Technical/Operational Compliance
Linden Ave	South San Francisco	Planning	No	SMCTA	Project Management
Scott St	San Bruno	Planning	No	SMCTA	Project Management
Broadway	Burlingame	Ready for Environmental	Yes. Alternative selected (15% plans)	SMCTA	Technical/Operational Compliance
25th Ave	San Mateo	Ready for Construction	Yes	SMCTA, City, CPUC, HSR	Project Management
Ravenswood Ave, + others	Menlo Park	Planning	Council decision anticipated 2017	SMCTA, City	Technical/Operational Compliance
Alma St, Churchill Ave, East Meadow Dr, Charleston Rd	Palo Alto	Planning	No	City	Technical/Operational Compliance
Castro St	Mountain View	Planning	Yes	City	Technical/Operational Compliance
Mary Ave	Sunnyvale	Planning	No	City	Technical/Operational Compliance
Whipple, + TBD	Redwood City	Planning	No	TBD	TBD

\* Part of the Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB), includes elements for surface tracks, Caltrain 4<sup>th</sup>/King Railyard, and I-280

## Project Examples

7

## Burlingame, Broadway

- City leading the Project Development Process
  - Caltrain worked as integral part of the City-led project team
  - Caltrain provided guidance, requirements and input on operations for how each alternative effects the railroad
- Planning Study Funded by SMCTA
- Completed Project Study Report
  - Conceptual engineering and 15% engineering plans
- Studied 6 alternatives
  - Selected "hybrid" design rail over, road under design
- 3 Public Outreach Meetings and 2 Council Meetings
  - City Council selected preferred alternative
- Next Steps: Advance Engineering and Identify Funding Plan

8

## Burlingame, Broadway



Rendering developed as part of the public outreach process

9

## San Mateo, 25<sup>th</sup> Avenue

- City is the Project Sponsor
- Caltrain Serves as Technical Project Management for City
  - Caltrain team is the “consultant” for the City
  - Caltrain provides guidance, requirements and input on operations for how each alternative effects the railroad
- Grade Separate 25th Avenue to improve safety, development in the area, and improve traffic circulation
- Scope
  - Construct Grade Separation at 25th Ave
  - Elevate rail between Hillsdale Boulevard and Highway 92
  - Relocate Hillsdale Station north of existing station
  - Construct East-West connections at 28th and 31st Avenues
- Next Steps: Completion of Design for Bid Process and Finalizing Elements of Funding Plan

10

## 25<sup>th</sup> Ave Cost / Funding Plan

Phase	Funding Source				Cost
	Measure A	San Mateo	State Section 190	State HSR Prop 1A	
<b>Funded</b>					
Environmental	\$2.5M	\$1.0M	-	-	\$3.5M
Design	\$4.2M	\$3.0M	-	-	\$7.2M
ROW	\$2.0M	\$2.0M	-	-	\$4.0M
<b>Proposed</b>					
Construction / Contingency	\$65.3M	\$6.0M	\$10.0M	\$84.0M	\$165.3M
<b>Total</b>	\$74.0M	\$12.0M	\$10.0M	\$84.0M	\$180.0M

## Grade Separation at 25<sup>th</sup> Ave



Construction: Summer 2017- Spring 2020

## Mountain View, Castro Street

- City leading the Project Development Process
  - Caltrain worked as integral part of the City-led project team
  - Caltrain provided guidance, requirements and input on operations for how each alternative effects the railroad
- Current Phase is City Funded
- Four Alternatives Studied for Reconfiguration / Grade Separation
  - Based on previous work as well as new conceptual design
- June 2016, City Council Moving Forward w/ Alternatives that Contemplate Closure of Castro Crossing and Reroute of Roadway
- Next Steps: City Initiating Phase II that will Evaluate Alternatives for Improved Transit Center Facilities

## Redirecting Traffic at Castro Street



## Lessons Learned

- City takes proactive approach as Project Sponsor
- City leads the public process early on
- City and Caltrain work collaboratively throughout the life of the project to ensure project meets Caltrain's standards
- City secures a funding plan with Caltrain's support

## Questions & Discussion