



## **CalMod Local Policy Maker Group (LPMG)**

Thursday, December 18, 2014

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. Peninsula Corridor Electrification Program Final EIR – (Attachment A)
  - b. 2014 Recap / 2015 Agenda and Schedule
3. Public Comments
4. LMPG Member Comments/Requests
5. Next Meeting In-person: February 26, 2015 at 6:00pm



## Memorandum

**Date:** December 18, 2014

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

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

**Re:** **Peninsula Corridor Electrification Project EIR**

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The Peninsula Corridor Electrification Project (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.

Since the close of the DEIR comment period, the project team has prepared written responses to substantive written comments received during the DEIR comment period and prepared necessary revisions to the EIR. These changes and responses are included as part of the Final Environmental Impact Report (FEIR) which was released on December 4, 2014.

The FEIR will be available for review for 30 days (CEQA only requires responses be provided to public agencies 10 days before certification; Caltrain is making the FEIR available to the public for 30 days which is not required by CEQA) before the Caltrain Board will consider project approval and certification at the January 8<sup>th</sup> board meeting.

LPMG members should have received a CD copy of the FEIR and it can also be viewed online [HERE](#). It is available in hard copy at libraries in each of the 17 cities along the Caltrain corridor between San Jose and San Francisco. The FEIR can be printed at certain Copymat locations in each of the counties. The library locations and Copymat locations are listed [HERE](#).

This will be the LPMG's third presentation on the Peninsula Corridor Electrification Project (PCEP) Environmental Impact Report (EIR). In addition to the presentations, Caltrain Modernization (CalMod) and EIR staff provided verbal and written updates on the EIR progress to the LPMG throughout 2014.

At the December LPMG Meeting, Rich Walter, consultant with ICF International, will provide a summary of the key issues raised in comments received and the most substantive revisions reflected in the FEIR. A copy of the presentation is attached.



# Peninsula Corridor Electrification Project Final Environmental Impact Report

LPMG  
December 18, 2014



## PCEP Environmental Milestones

Description	Date
Conceptual design	2002
Draft EA/EIR	2004
35% design	2008
Final EA/EIR <ul style="list-style-type: none"><li>• FONSI</li><li>• State clearance postponed</li></ul>	2009
Current EIR <ul style="list-style-type: none"><li>• NOP (January 2013)</li><li>• DEIR (February 2014)</li><li>• FEIR (December 2014)</li></ul>	2013 - 2015



## California Environmental Quality Act (CEQA)

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## Environmental Impact Areas

- Key Impact Areas
  - Construction Noise; Operational Aesthetics; Traffic
- Other CEQA Subject Areas
  - Air Quality, Biological Resources, Cultural Resources, Electromagnetic Fields/Interference, Energy, Geology, Seismicity and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Waste, Hydrology and Water Quality, Land Use and Recreation, Operational Noise; Population and Housing, Public Services and Utilities; Other Transportation
- Cumulative Impacts
- Alternative Analysis

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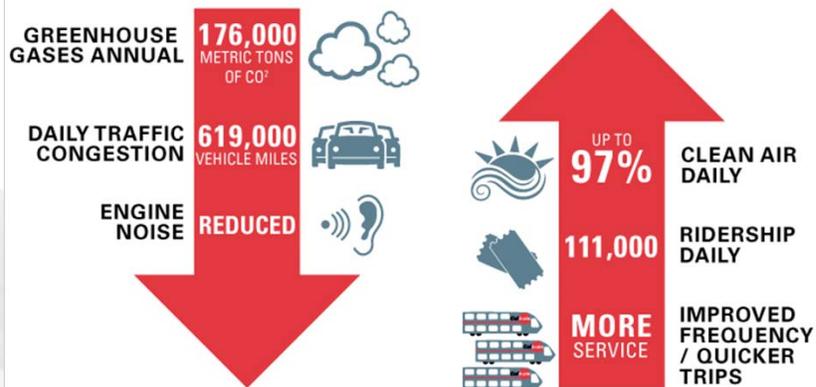
## Project Purpose & Need/Objectives

- Improve Caltrain system performance
- Increase service & ridership
- Increase revenue & reduce fuel cost
- Reduce environmental impacts related to train noise, and air quality and greenhouse gas emissions
- HSR-compatible electrical infrastructure

## Project Description

Area	Project	Service
51+ miles San Francisco to San Jose (Tamien station)	Electrification: <ul style="list-style-type: none"> <li>• Overhead Contact System (OCS)</li> <li>• Traction Power Facilities (TPF)</li> </ul> Electric Multiple Units (EMUs)	Up to 79 mph Service Increase <ul style="list-style-type: none"> <li>• 6 trains / hour / direction</li> <li>• More station stops / reduced travel time</li> <li>• Restore Atherton &amp; Broadway service</li> </ul> Mixed-fleet service (interim period)  Continue tenant service  Continue diesel service to Gilroy

## Key Regional Benefits (2040)



## Comments on the Draft EIR

- Comment Period of 60 days (exceeding 45-day required period)
- Commenters (230 Total)
  - 4 State Agencies
  - 5 Regional Agencies
  - 18 Local Agencies
  - 17 Organizations
  - 5 Private Companies
  - 180 Individuals

Note: All written comments received within DEIR comment period are responded to in FEIR.

## Key Comments

- Visual Aesthetics (other than trees)
- Tree Removal
- Noise
- Local Traffic
- Traction Power Facilities
- Bikes on Board
- Freight
- Alternatives
- High-Speed Rail/"Segmentation"

## Visual Aesthetics\*

- Key Comments
  - OCS & Traction Power Facilities (TPF) impacts
- Key Responses
  - Existing transportation & utility corridor
  - Additional visual simulations
  - Revised mitigation for Traction Power Facilities
  - Tree mitigation will help OCS impacts

\* Note: Other than trees

## Trees

- Key Comments:
  - Tree removal
- Key Responses:
  - Five test cases of tree mitigation application
  - DEIR (worst-case) to FEIR(likely impact)\*
    - Removal of 2,200 to 1,000 trees
    - Prune 3,600 to 3,200 trees
  - Tree mitigation measure

\* Note: Electric Safety Zone (ESZ) in 2 track areas 24' to 21'; ESZ in multi track areas 24' to 18'; ROW needed for ESZ from 18 to 7 acres

## Noise

- Key Comments:
  - Did analysis include all project noise sources?
  - Request for project mitigations (quiet zones & grade separations)
- Key Responses:
  - Horn, train, wheel-rail, ambient noise considered
    - No project-level significant impacts
  - TPF impacts
    - SSF & Palo Alto
    - Mitigations: design treatment, equipment/site relocation

## Local Traffic

- Key Comments:
  - Specific location concerns
  - Support for grade separations
- Key Responses:
  - 10 new study locations added
  - No new significant impacts in FEIR
  - Grade separations
    - Not financially feasible for PCEP
    - Partner with local, regional, state, federal agencies, implement over time

## Traction Power Facilities

- Key Comments:
  - Study additional options
- Key Responses:
  - Added options per city/county request\*
    - TPS1, Option 4 (SSF)
    - PS3, Option 2 (Burlingame)
    - PS4, Option 3 (San Mateo City)
    - SWS, Option 2 (San Mateo County)
    - PS5, Option 1B (Palo Alto)

TPS = Traction Power Substation; PS = Paralleling Station & SWS = Switching Station

## Bikes on Board

- Key Comments:
  - Requested expanded onboard bicycle capacity
- Key Responses:
  - Continue bikes onboard program
  - Specific bicycle capacity not significant environmental impact
  - Separate EMU procurement input process

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## Freight

- Key Comments:
  - Vertical clearances, operational hours, EMI
- Key Responses:
  - Vertical clearances
    - Existing clearances accommodated
    - Limited cumulative effect
  - No temporal separation/operational hours same as today
  - EMI-proven controls from Northeast Corridor

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## Alternatives

- Key Comments:
  - Fully consider non-electrified vehicle alternatives
- Key Responses:
  - 52 alternatives considered
  - Screened alternatives
  - Four non-electrified alternatives analyzed:
    - No Project
    - Diesel Multiple Unit
    - Dual-mode Multiple Unit
    - Tier 4 Diesel Locomotive\*

\* Note: Added for FEIR

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## High-Speed Rail / “Segmentation”

- Key Comment:
  - Analyze High Speed Rail/Blended Service in PCEP EIR
- Key Responses:
  - High Speed Rail/Blended Service only at conceptual level
  - Analyzed in Cumulative Chapter
  - CEQA allows projects to be analyzed in separate environmental process
  - “Independent Utility”
    - Logical termini
    - Different proponents, different purposes
    - Environmental impacts can be fully disclosed

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## Other Additions

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## Cost Reduction Strategies

- Eliminate electrification of UP-owned MT-1 in South Terminal area
- Eliminate electrification beyond Michael Yard (move PS7 to just south of Tamien station) and defer electrification of Michael Yard
- Defer electrification of SF Yard storage tracks
- Use electric locomotives for protect sets
- Revise design concept to shared OCS pole foundations for Guy-wires

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## Legal Considerations

- The JPB is a federally regulated rail carrier, subject to the authority of the Surface Transportation Board (STB).
- Court rulings (past and recent) support argument that rail projects subject to STB jurisdiction are exempt from state environmental law, including CEQA.
- If EIR is legally challenged, JPB reserves the right to assert STB pre-emption of CEQA.
- JPB proposes to adhere to the mitigation identified in the EIR.

## Next Steps

## Key Milestones

- ➔ **FEIR Made Available (12/4/14)**
  - Notice of Availability, circulated widely (residents, CBOs, cities/counties, federal/local, agencies, individuals)
  - FEIR available on website, at libraries & copymats
  
- **JPB to Consider (1/8/15)**
  - Certification of the EIR
  - Adoption of findings, statement of overriding considerations
  - Consider adoption project / mitigation monitoring and reporting program



## Memorandum

**Date:** December 18, 2014

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

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

**Re:** **2014 Recap / 2015 Agenda and Schedule**

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As we near the end of the second full year of Local Policy Maker Group (LPMG) meeting, the CalMod team wanted to take this opportunity to thank you for your participation and contribution.

In 2014, we covered many issues and we benefited from the LPMG member's feedback that provides us with an important local lens and perspective from each city and county along the Caltrain corridor to be electrified. We had presentations and discussions on many topics, including:

- Peninsula Corridor Electrification Program (PCEP)
  - EIR
  - Cost and schedule update
  - Project delivery and procurement updates
  - EMU public outreach / survey
  - Technical analysis of alternative Caltrain electric trains compatible with HSR vehicles
- CBOSS PTC Project Installation
- LPMG Role / Structure
- Caltrain Strategic Plan

Our conversations and meetings with the City/County Staff Coordinating Group (CSCG) are also extremely valuable and help the CalMod team prepare for the LPMG meetings. We thank all the CSCG members for their time and effort.

In 2015, we will continue to have significant milestones for the Caltrain Modernization as well as more discussions about the Caltrain/HSR blended system. We hope you will be able to continue to be engaged and provide us with critical feedback that will ensure success for the CalMod Program.

The 2015 meeting schedule is as follows:

<b>Date</b>	<b>Meeting or E-Update</b>
January 22, 2015	E-Update
February 26, 2015	In-Person
March 26, 2015	E-Update
April 23, 2015	In-Person
May 28, 2015	E-Update
June 25, 2015	In-Person
July 23, 2015	E-Update
August 27, 2015	In-Person
September 24, 2015	E-Update
October 22, 2015	In-Person
November 19, 2015*	E-Update
December 17, 2015*	In-Person

Note: \*Changed to avoid conflicts on Thanksgiving and Christmas

The meeting location is on the 2nd floor at SamTrans Administrative Offices, 1250 San Carlos Ave., San Carlos at 6 p.m.

Please know that while the agenda is structured around the key program milestones, if there are topics that you would like covered, please let us know so we can address your interests and concerns.

Have a wonderful holiday and we look forward to seeing you in 2015.



**CalMod Local Policy Maker Group (LPMG)  
Summary Meeting Notes for November 20, 2014**

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**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. Lentz (Brisbane), J. Root (Burlingame), K. Keith (Menlo Park), R. Holoher (Millbrae), R. Bryant (Mountain View), M. Olbert (San Carlos), S. Gygi (San Francisco), J. Matthews (San Mateo), K. Matsumoto (South San Francisco)

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

**MEMBERS ABSENT:** C. Stone (Belmont), L. Kniss (Palo Alto), B. Pierce (Redwood City), K. Ibarra (San Bruno), S. Wiener (San Francisco County), A. Kalra (San Jose), J. Matthews (Santa Clara), J. Davis (Sunnyvale)

**VACANT SEAT(S):** San Mateo County, Santa Clara County

**CALMOD TEAM PRESENT:** D. Couch, D. Chung, C. Fromson, M. Lee

**JPB Staff Report**

Staff provided the following update:

- The Final EIR is scheduled to be released in December 2014 and the JPB will be asked to certify and adopt the project in January 2015.
- The Request for Qualifications (RFQ) process for the Electrification RFP was completed and there are 6 prequalified firms: Balfour Beatty Infrastructure; Caltrain Modernization Partners (Elecnor/Cobra JV); Mass Electric/Siemens JV; Peninsula Electrification Partners (PTG/Isolux Corsan JV); Shimmick/Alstom JV; Skanska-Comstock-Aldridge JV. They are qualified to bid on the RFP for the electrification system to be released in February 2015.
- The CalMod team is also preparing the RFP for the vehicles (separate from the Electrification RFP). The release of the vehicle RFP is being delayed. At the request of some stakeholders, the CalMod team is working with HSR to identify Caltrain vehicle

options that are compatible with HSR vehicles. The original recommended Caltrain vehicle is an in-service bi-level EMU that generally comes with boarding heights of ~25". The HSR single level vehicles being considered have boarding heights of ~50". Caltrain is being asked to look at technical solutions to achieving ~50" boarding heights to not preclude a future with shared platforms with HSR at select blended stations along the Caltrain corridor. This approach may have cost, engineering and operational implications throughout the system in all three counties. Over the next several months, these implications will be defined and presented to stakeholders for a policy decision on the Caltrain vehicles to be procured. The decision will inform the Caltrain vehicle RFP to be issued in summer 2015. CalMod staff requests all agencies/counties postpone taking policy actions related to this topic until after the technical analysis is complete.

*LPMG members' key comments include the following:*

- *Several members discussed potential changes to stations with shared vs. dedicated platforms.*
- *There was discussion about the importance and cost of shared platforms with HSR.*
- *Chair Tissier and CalMod staff committed to update the LPMG on the technical and trade-off analysis to inform policy discussion scheduled for March – May 2015.*

*Public Speakers:*

- *A public speaker stated in Europe they have standards for platform heights and there is a HSR vehicle with a 30" floor height that the California High-Speed Rail Authority should consider.*
- *A public speaker noted the importance of sharing platforms at the Transbay Terminal Center because it will improve the capacity of the terminal which provides access to a large job center in SF.*

## **Information/Discussion Items**

### **Peninsula Corridor Electrification Project Cost / Schedule Update**

The LPMG received a presentation on the projected cost and schedule for the Peninsula Corridor Electrification Project (PCEP), which includes electrification infrastructure and the purchase of new electric vehicles. (Note: For the purpose of cost estimation, the new electric vehicles assumed in-service bi-level EMUs that have boarding heights of ~25".)

In 2008 (based on 35% design), the PCEP estimated cost was \$1.23 billion. The cost update shows the PCEP estimated cost at \$1.47 billion to \$1.53 billion. The updated revenue service schedule is estimated to be winter 2020 to spring 2021. The original projection for the



electrified service was winter 2019. The increased PCEP cost is a result of inflation, updated industry information, additional engineering and an analysis of the challenges associated with constructing the project while also maintaining train service that continues to see dramatic increases in ridership demand. The range in cost and schedule reflects scope reductions and deferrals under consideration.

Caltrain is now working with its regional, state and federal funding partners to explore opportunities to secure additional investments needed to complete the program. Additional funding opportunities include California's cap-and-trade program, FTA's Vehicle Replacement and Core Capacity programs, regional bridge toll program and Caltrain fare. Caltrain financing and/or TIFIA loan would also help address the funding gap and meet cash flow needs.

The final cost of the PCEP will not be set until the procurement process is complete and contracts awarded, scheduled for late 2015 / early 2016.

*LPMG members' key comments include the following:*

- *One member asked if dual-mode vehicles were considered. (Note: Caltrain reviewed dual-mode vehicles as an alternative in the DEIR and compared to EMUs it is inferior in performance and environmental benefits.)*
- *Several members discussed the possible sources of funding to cover the projected funding gap and asked if those funding sources had expiration dates. (Note: The funding sources discussed do not have expiration dates.)*
- *One member asked questions about the benchmarks that were used to calculate inflation and prevailing wages and was satisfied with answers by staff.*

*Public Speaker:*

- *A public speaker stated that in Europe there is a more efficient way to build electrified systems. Dual-mode vehicles should be considered and have similar performance.*
- *A public speaker voiced support for the project and suggested looking at three county tax measures in 2016 to support Caltrain funding.*

#### LPMG Member Comments/Requests

- None