



Memorandum

Date: July 24, 2015

To: CalMod Local Policy Maker Group (LPMG)

From: Marian Lee, CalMod Executive Officer

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

This memo provides a brief update on key CalMod activities since the June Local Policy Maker Group (LPMG) in-person meeting.

Peninsula Corridor Electrification Project Quarterly Update #3

On July 2, 2015, the Caltrain Board received the Peninsula Corridor Electrification Project (PCEP) Quarterly Update. The update highlights milestones for both the Electrification and Vehicle contracts as well as a brief funding update. A copy of the presentation can be viewed here: http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/Board+of+Directors/Presentations/2015/2015-07-02+JPB+BOD+PCEP+Qtly+Update.pdf

Project Labor Agreement for the Peninsula Corridor Electrification Project

On July 2, 2015, the Caltrain Board approved the Project Labor Agreement (PLA) reached with the Building Trades Councils of the City and County of San Francisco, San Mateo County, and Santa Clara/San Benito counties as well as the International Brotherhood of Electrical Workers Union, Local 1245.

By approving the PLA, the Caltrain Board is assured that the electrification project will have sufficient skilled labor and that there is no work stoppages during the course of construction. To ensure these outcomes, a mechanism is established for resolving disputes between building contractors and skilled union employees in a proper manner. Before the agreement is binding, the international leadership of the trades councils must give its final sign off to the PLA, which is expected soon.

A copy of the staff memo and resolution can be viewed in the Board Agenda packet, (item #8) here:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2015/2015-07-02+JPB+BOD+Agenda+Packet.pdf

Electric Multiple Unit Request for Proposals

On July 2, 2015, the Board approved several policy actions regarding the Request for Proposals (RFP) for the Electric Multiple Unit (EMU). At the meeting, the Board decided the RFP would include the following direction: 8 to 1 ratio between seats and bikes; an option, if desired, for one bathroom per train; more comfortable and safer standing space; and an option that includes boarding at a similar platform height as High-Speed Rail trains. Separate from the RFP, the Board also committed to 1) at least \$3m towards investments in bike wayside storage such as secure e-lockers and 2) exploring potential to install additional restroom facilities at stations.

The Board decision came after extensive outreach and public feedback on these topics, including feedback from the LPMG. There will be additional opportunities for the public to provide input on the new trains after the car builder is selected in winter 2015 / 2016.

For more information, including the presentations provided to the Board, please visit: www.caltrain.com/emu

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes for June 25, 2015**

Summary Notes

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

Members Present:

City / County	Representative or Alternate	Present	
		Yes	No
Atherton	C. Wiest	x	
Belmont	C. Stone	x	
Brisbane	C. Lentz		x
Burlingame	J. Root	x	
Menlo Park	R. Cline		x
Millbrae	R. Holober	x	
Mountain View	C. Clark		x
Palo Alto	P. Burt		x
Redwood City	J. Seybert	x	
San Bruno	K. Ibarra		x
San Carlos	R. Collins		x
San Francisco	G. Gillett	x	
San Jose	A.Kalra		
San Mateo	Jack Mathews	x (chair)	
Santa Carla	Jamie Matthews		x
South San Francisco	K. Matsumoto	x	
Sunnyvale	J. Davis	x	

CHAIR – (Acting) Jack Matthews

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

CALMOD TEAM PRESENT: D. Chung, D. Couch, D. Elliot, C. Fromson, S. Murphy

JPB Staff Report

– None

Information/Discussion Items

Additional Feedback on May EMU Procurement Presentations

LPMG members were given an opportunity to provide additional comments on the EMU presentations (listed below) that they received at the May LPMG meeting.

Boarding Height:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Presentations/LPMG+Com+mon+Boarding+Height+05.28.15.pdf>

Seats/Standees/Bikes/Bathrooms:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Presentations/LPMG+Seats+standees+bikes+05.28.15.pdf>

LPMG members' key comments include the following:

- *Several members expressed support for having at least one bathroom per train.*
- *One member expressed disappointment that Caltrain, not HSR, was forced to change their car design. However, given the options Caltrain has, the staff recommendation is the most reasonable.*
- *One member asked clarifying questions about the timing to raise platforms to 25" or 50". (Staff explained no platform decisions will be made as part of the RFP process. The platform height decision will be made at a future date, after additional blended system planning is complete.)*
- *One member asked how many car builders participated in the Draft RFP process. (Staff noted that 7 car builders participated.)*
- *One member expressed concern that having one bathroom per train could create substandard access because ADA passengers couldn't travel between train cars. (Staff noted that the FRA requires onboard bathrooms to be ADA accessible but there is not a requirement to have a bathroom onboard or in every car. It is staff's understanding that one ADA accessible bathroom per train would be consistent with the current ADA regulations.)*

Public Speakers:

- *A public speaker mentioned the Caltrain Citizen Advisory Committee recommended one bathroom per train. The speaker also mentioned that the Federal Railroad*

Administration should weigh in on the boarding height issue and there is a Belgium vehicle that provides ADA access without level boarding.

Advanced Signal System – CBOSS PTC Update

The LPMG viewed the recently created CBOSS PTC education video and received a presentation on the installation and testing progress for the project. The majority of the installation work has been completed and the field team is moving into the testing phase. The expected date for revenue service demonstration is December 2015.

LPMG members' key comments include the following:

- *One member asked how we are using social media to promote safety on the corridor. (Staff noted that Caltrain has a robust social media operation that facilitates communication with customers and we also have team that participates in safety and mental health education campaigns along the corridor.)*
- *One member asked if there is technology available that can detect movement on the tracks and stop the train. (Staff noted, at the request of Palo Alto officials, Caltrain staff are evaluating several research and development concepts that could provide early warning of movement on the Caltrain corridor.)*
- *One member asked how the CBOSS PTC technology functions when a gate malfunctions. (Staff noted with the CBOSS PTC system, absent a communication signal from the grade crossing to the train, a speed restriction and/or stop command is issued to the train. Following that, communication will occur with the engineer and dispatcher for appropriate follow-up action.)*

Public Speakers:

- *A public speaker mentioned that he was confused what technology is being implemented and didn't know why Caltrain would wait to increase capacity. The date for FRA witness testing has moved several times and Caltrain should start with electrification in the northern section of the corridor, not the southern end. The public speaker mentioned the underlying signal system needs work and Caltrain will always have issues at at-grade crossings.*

Real Estate Update

The LPMG received a presentation on the current real estate milestones and process for the Peninsula Corridor Electrification Project. The process will be "friendly" and outreach has started to property owners in the southern segment of the corridor.

LPMG members' key comments include the following:

- *One member asked if the majority of the impacted property is commercial or residential. (Staff noted that they didn't have the exact breakdown on hand. The Final Environmental Impact Report identified 101 private and 62 public parcels that could be needed for fee or easement as part of the project.)*
- *One member asked if Caltrain or the county has eminent domain authority. (Staff noted that the eminent domain authority would come from the partner agencies, not from the JPB.)*

Public Comments

- *A public speaker noted that there was a press conference at SF City Hall and the issues at TJPA are not just a San Francisco issue. Because there are no tail tracks in the terminal, it will impact the ability for trains to reach the East Bay in the future. The public speaker also mentioned that capitol corridor will not make modifications to their boarding height and FRA will get involved in the level boarding discussion.*

LPMG Member Comments/Requests

- None