



## **Caltrain and High-Speed Rail Joint Local Policy Maker Group (LPMG) Meeting**

**Thursday, November 30, 2017**

**6:00 p.m. – 7:30 p.m.**

**SamTrans Offices – Bacciocco Auditorium 2nd Floor  
1250 San Carlos Ave., San Carlos**

### **Agenda**

1. LPMG Chair Report
2. Caltrain Business Plan
3. Caltrain Peninsula Corridor Electrification Project Update
4. High-Speed Rail Update
  - a. Statewide Update
  - b. Project Section Update
  - c. Outreach Update
5. Public Comments
6. LPMG Member Comments/Requests
  - a. Grade Separation Toolkit
7. Next Meetings
  - a. December meeting cancelled due to winter holidays
  - b. 2018 Calendar (attached)

*All items on this agenda are subject to action*



## Memorandum

**Date:** November 30, 2017  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** Sebastian Petty, Project Manager  
**Re:** Caltrain Business Plan Update

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### Caltrain Business Plan Update

Caltrain staff last updated the LPMG on the Caltrain Business Plan in August of 2017. During the August 2017 update Staff discussed the general purpose of the Business Plan and presented background data on Caltrain's business performance since 2005. Staff also described a "phasing" process for the Business Plan wherein the first phase would be conducted during the Fall of 2017 and would include the development of a high level business "strategy" laying out the process and scope for the development of the full Business Plan in Phase 2.

Since August, Caltrain staff has continued engagement with corridor stakeholders and has worked to develop a draft Business Strategy and scope of work for the Business Plan. This work has proceeded in coordination with a Caltrain Board Ad-Hoc committee that was formed to help guide the Business Plan. In September, Caltrain hosted an all-day stakeholder workshop focused on the "future of Caltrain." The workshop was attended by general managers and staff from Caltrain's funding partners and peer agencies, state officials, and members of the business and advocacy communities. The workshop was also attended by members of the Caltrain Business Plan Ad-Hoc Committee and by several LPMG members. Participants were asked to envision the future they wanted for the railroad and to consider the challenges and obstacles that might stall or prevent the realization of that vision.

Following the workshop staff has worked to develop a technical scope of work for the Business Plan that responds to the issues and ideas raised during conversations with stakeholders. The draft Business Strategy and Scope will be presented to the Caltrain Board for initial review and comment as an informational item in December. Caltrain staff will then solicit additional stakeholder input and will prepare a final version of the Business Strategy and scope for potential JPB adoption in January of 2018.

Given the magnitude of this effort and the desire to receive important feedback from local jurisdictions, staff is recommending that the scope of the LPMG be expanded to include the Caltrain Business Plan. The Business Plan is a framework for discussing the future of Caltrain, after the Peninsula Corridor Electrification Project.



# Caltrain Business Plan Update

LPMG  
November 30, 2017



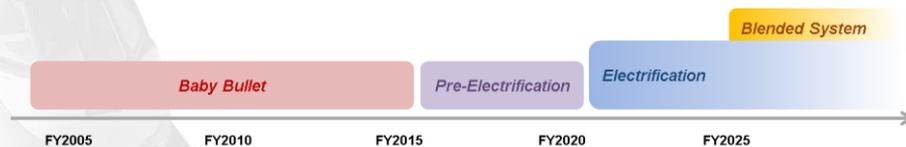
## Overview

- Background and Context
- Activity since last update (August)
- Phase 2
- Next Steps

## Background and Context

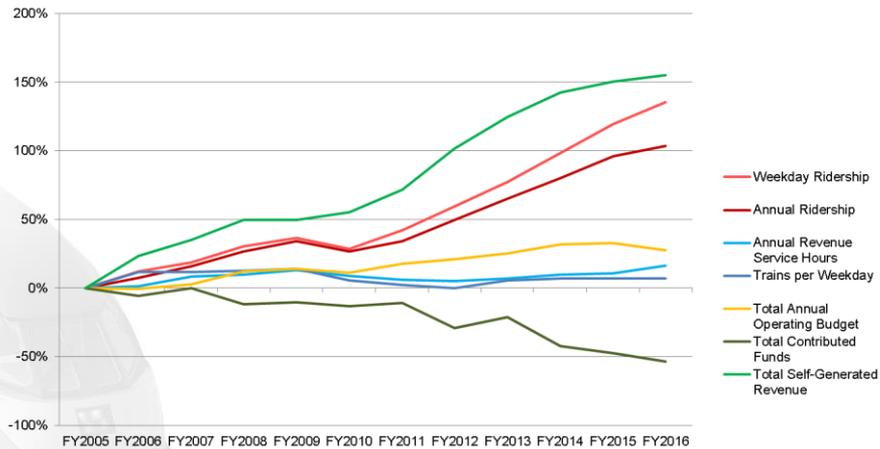
## Background- a Changing Business Context

- Since 2005
  - Ridership increasing while service levels unchanged
  - Declining operating subsidies from SamTrans, CTA, City/County SF due to their own transit needs; increased reliance on fare revenue
  - Limited resources for capital improvements
  - Signature investment in electrification and modernization and commitment to blended system





## Background- Business Metrics



Percentage Change in Key Operating Metrics - CPI Adjusted

5



## Background - Financial Outlook

- **Electrification benefits:**
  - More rides – projected increase of approx. 65k today to over 100k daily
  - Lower cost per passenger
- **Continued need:**
  - Ongoing annual need for \$30-\$40 million in operating subsidies; increase over recent years (\$17-25 million) due to dramatic ridership increase despite lower per passenger cost, similar to FY2001-2011 (\$30 - \$40 million typical)
  - Capital funding needs increase; existing infrastructure and fleet ages and new systems and infrastructure are added
  - Funding needed for purchase remaining 25% of fleet; 6 cars per train currently funded but could run up to 8 if funding for remaining cars secured
- **Funding risks:**
  - Caltrain will be at risk if member contributions fall short or if ridership significantly declines
  - Only commuter rail in country without a dedicated permanent source of funding

6



## The Caltrain Business Plan



- The purpose of the Caltrain Business Plan is to maximize the value of the public investment in Electrification
- The Business Plan will identify the steps and resources needed to truly modernize the railroad
- The Business Plan will lay out the strategic position and importance of the Caltrain corridor and how Caltrain can maximize its effectiveness and integrate with a growing, megaregional rail system



7



## Business Plan Timeline

- April 2017 - Business Plan concept introduced to JPB
  - Background context
  - Discussion of need and conceptual elements
- July 2017 – Update to JPB
  - Refinement of conceptual elements
  - Phasing of plan
- August 2017 – Update to CSCG, LPMG and Citizen’s Advisory Committee

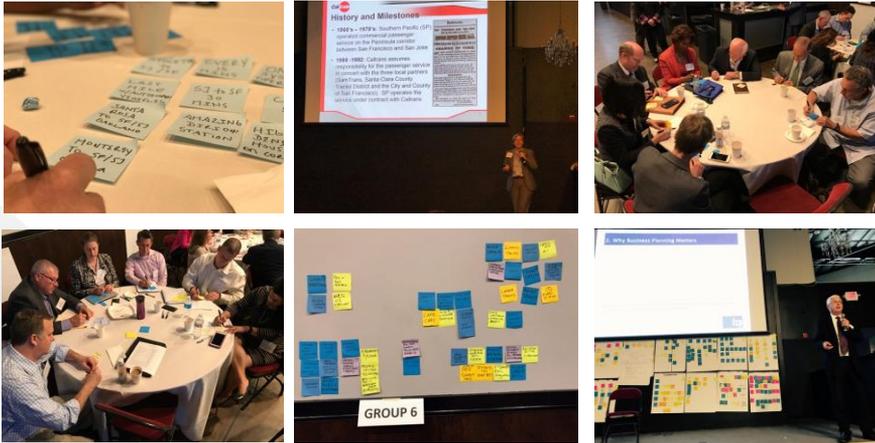
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## Activity Since Last Update

## Activity Since Last Update

- September 2017
  - Meetings of JPB Ad Hoc Sub-Committee
  - Corridor Stakeholder Workshop (9/20)
- October – November 2017
  - Business Strategy and Scope Development (ongoing)

## Stakeholder Workshop



## Stakeholder Workshop - Participants

- Board Ad Hoc Committee
- Partner agency General Managers and staff
- State and regional agencies
- Peer railroads
- LPMG delegation
- Advocacy groups
- Private sector groups and companies

## Stakeholder Workshop – Topics

- Caltrain history and background
- Local, regional and state context
- Brainstorming
  - “Vision” for Caltrain’s future
  - Challenges and obstacles
- Expert Presentations
  - Business Context of European passenger rail
  - Business planning and business case analysis

**“Phase 2”**

## Proposed Scope Overview

- Draft materials under development
  - Business “Strategy” policy statement
  - Business Plan Scope
- Board review and proposed adoption in December 2017 / January 2018
- Year long process of technical work and outreach to complete Business Plan by end of 2018
- Significant level of effort anticipated

## Proposed Scope Overview

- Key Questions to be addressed
  - How should Caltrain grow over time? What service levels and patterns will best serve the region’s needs in the future?
  - How can the service be delivered as effectively as possible?
  - How does Caltrain interact and connect with the various communities it touches? What kinds of opportunities, impacts and benefits does Caltrain create

## Next Steps

17

## Next Steps

- December
  - Draft Scope to JPB
  - Webinar and comment opportunity
- January
  - Final Scope to JPB in January
  - Full update to CSCG and LPMG

18



## Memorandum

**Date:** November 30, 2017  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** Michael Burns, CalMod Chief Officer  
**Re:** Peninsula Corridor Electrification Project Update

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The attached presentation is the 12<sup>th</sup> quarterly update on the Peninsula Corridor Electrification Project. The presentation provides a high-level update on the overall progress of the project between July 1 and September 30, 2017. This presentation was also presented to the Caltrain Board at their November meeting.

### Construction Update

The construction schedule for the corridor is phased with construction activities occurring first in segments 2 and 4 followed by construction activities in segments 1 and 3 (see map).

Over the last three months, construction activities have been taking place in work segment 2 (South San Francisco to Redwood City) and Segment 4 (Santa Clara and San Jose). Work includes utility potholing and relocation, tree pruning / removal, signal inspection and foundation installation.

### Public Meetings About PCEP Construction (Occurred):

- Redwood City – November 2017
- Belmont / San Carlos – October 2017
- San Mateo – September 2017
- Burlingame / Millbrae – August 2017
- South San Francisco / San Bruno – July 2017

Notification of the construction work and public meetings have been disseminated by direct mail to residents adjacent to the tracks, weekly construction notice emails, weekly website updates, social and traditional media.

Over the next three months, the construction work will progress to the other cities within work segment 2 and 4. Caltrain will continue to hold community meetings prior to construction activities in work area.

### Project Contact Info

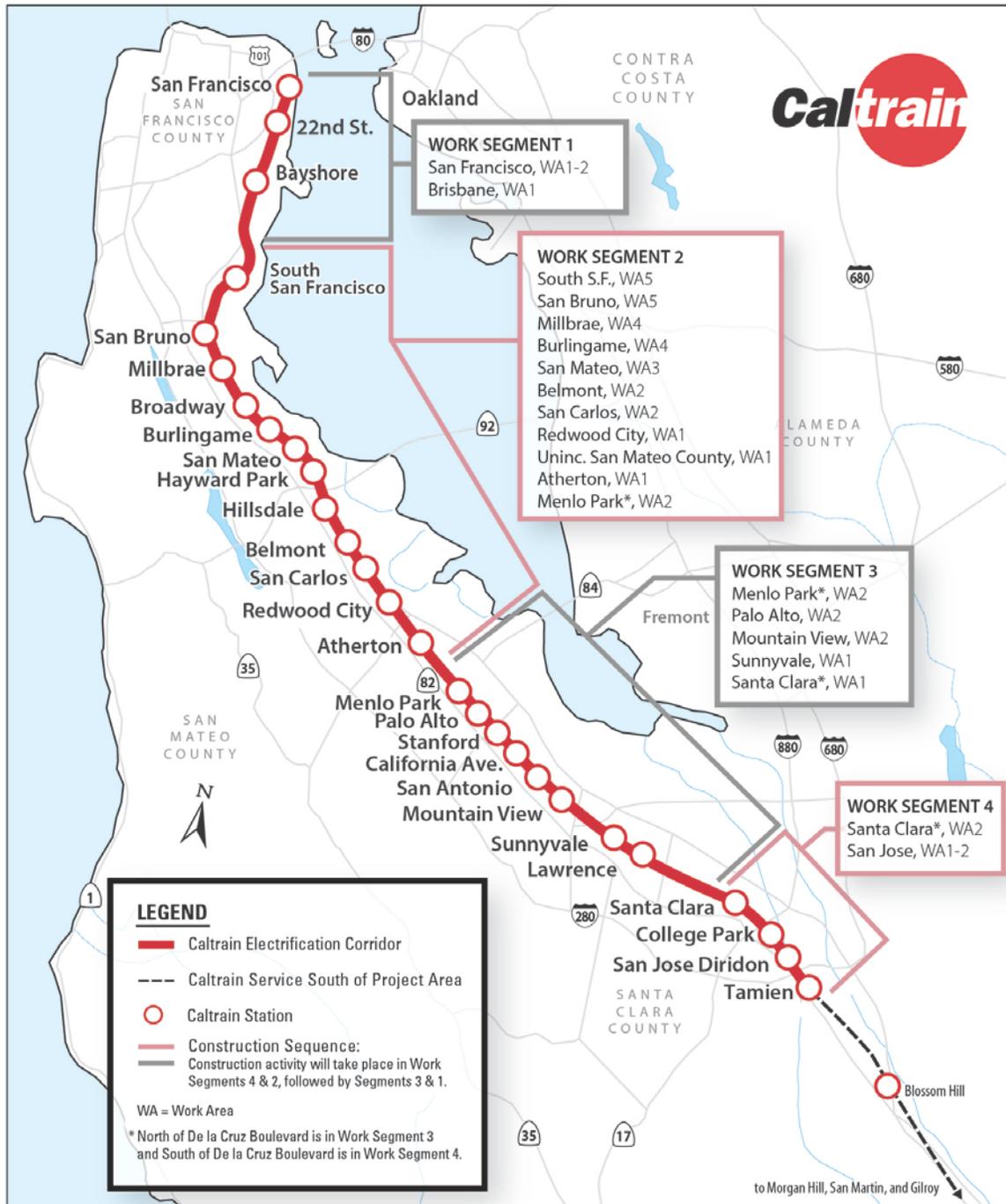
- Website: [www.caltrain.com/PCEPConstruction](http://www.caltrain.com/PCEPConstruction)
- 24-Hour Project Hotline: 650.399.9659
- Project Email: [calmod@caltrain.com](mailto:calmod@caltrain.com)
- Sign-up for Weekly E-Updates: [www.caltrain.com/PCEPConstruction](http://www.caltrain.com/PCEPConstruction)
- Project Office: Open 9-5; 2121 S. El Camino, San Mateo, CA 94403

### City Design Review Meetings

Caltrain is continuing to meet with cities where 65% overhead contact system pole design is complete. Currently, this includes cities in Segments 2 and 4 (see map).

# Peninsula Corridor Electrification Project

## Construction Segment Map



## Electric Train Design

Caltrain launched a website ([www.calmodtrains.com](http://www.calmodtrains.com)) to engage the public on the look and feel of the new electric trains. The site served as one of the avenues for public feedback on the train's onboard bike storage, seat colors, and exterior design as well as a location to learn about the train's features and amenities. After feedback was gathered from online surveys, in-person events, and community meetings the following features were selected for the new trains:

- Exterior design (red, white, and gray pattern)
- Seat colors (gray and red)
- Onboard bike storage (stacking, similar to current system)



# CalMod



## Peninsula Corridor Electrification Project (PCEP)

Q1 Quarterly Update #12  
July 1 - September 30, 2017

LPMG Meeting  
November 30, 2017 

# CalMod

## Work Segment Map



## Electrification - Infrastructure

- Construction activities in Segment 2
  - Began tree trimming and removals
- Progression of field activities
  - Cont. utility potholing and completed signal potholing
  - Prepared sidings and staging areas for start of foundation installation
  - Installed test piles
  - Performed stray current surveys
  - Relocated existing signal cables



## Electrification - Infrastructure

- Progression of design
  - Overhead Catenary System (OCS)
    - Complete design for Segment 2 Work Area 5
    - Continued design for other Segments 2 and 4
  - Signal System
    - Continued submission & review 65% signal design for Segments 2 and 4
    - Continued technical coordination w/ UP for system wide signal system design
  - Traction Power System
    - Continued submission and review of 95% Traction Power Facilities design for Segment 4
    - Continued with Pacific Gas and Electric (PG&E) interconnection feasibility study for Segments 2 and 4
  - Communication System
    - Continued work 65% system wide communication system design



**CalMod**

## Electrification - Infrastructure



Test pile installation in preparation for foundation installations



5

**CalMod**

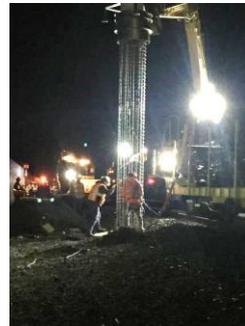
## Electrification - Infrastructure



Potholing



Drilling



Installing



6

## Electrification - Infrastructure

- Supervisory Control and Data Acquisition (SCADA) Contract (ARINC Inc.)
  - Completed contract negotiations
  - Awarded contract at August Board meeting
  - Executed in September
  - Notice to Proceed and kickoff meeting in October



## Electrification - Infrastructure

- Tunnel Modifications
  - 100% Plans and Specifications reviewed
  - Completion of bid package targeted for December
- Centralized Equipment Maintenance and Operations Facility (CEMOF)
  - Developed design concepts
  - Reviewed with stakeholders



## Electrification - Infrastructure

- PG&E
  - Supplemental Agreement #3 approved for final design and long lead procurement
  - Progress on power quality studies with PG&E
  - Start interconnection option study and coordination
  - Temporary power available from PG&E by summer 2018



## Electrification - Infrastructure

- Utility Relocation and Coordination
  - Relocation required at locations of overhead power and communication lines
  - Relocation notices sent to owners of utilities
  - Conducted utility partnering session
  - Received relocation schedules from PG&E and Silicon Valley Power
  - Received first PG&E relocation designs



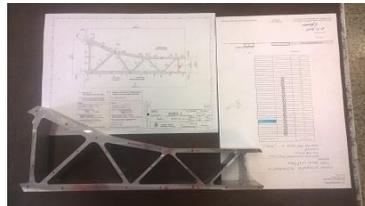
## Electrification - Infrastructure

- Disadvantaged Business Enterprise (DBE) Participation and Labor
  - Design-Build contract has a DBE goal of 5.2%
    - \$1,795,031 (0.258%) paid to date
  - Upcoming solicitations for DBE/ Small Business Enterprise to be determined
    - Tunnel modifications
    - CEMOF facility upgrades Electric Multiple Units (EMUs)
    - On-call safety & security support for PCEP



## Electric Vehicles (EMUs)

- Stadler
  - Input for board bike storage received with stacked option selected
  - Completed preliminary design review meetings for car shell, ventilations and mechanical systems
  - Receiving extrusions for car body manufacturing



Carbody - Aluminium Section of End Underframe



Carbody - Aluminium Section of Roof End Structure



## Electric Vehicles



Mockup of engineer's console and seat within the cab



## Safety

- Safety and Security Certification Review Committee
  - monthly meeting w/ participation from FRA, FTA and Project Management Oversight Committee
- Fire Life Safety & Security Committee - monthly basis with representatives from local fire, police and County Office of Emergency Services personnel
- Certifiable Element and Items List developed
- Two incidents in the quarter
  - No injuries or schedule impacts
  - Mitigation efforts undertaken to prevent repeats



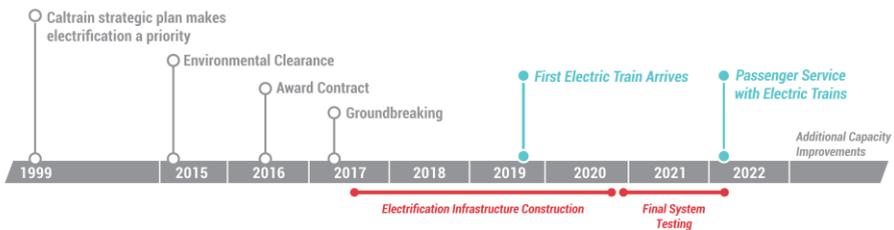
## Quality Assurance

- Revised PCEP Quality Management Plan
- RFP preparation underway for QA lab
- 7 audits conducted this quarter (35 to date)
  - Wayside power cabinets
  - Switch machines
  - Bridge segments
  - Concrete batching
  - Traction power facilities/systems
  - Control point signaling
- No findings



## Schedule

### MILESTONES



\*Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.

Note: **Schedule Subject to Change**





## Budget & Expenditures (in millions)

	Budget	Current Budget*	Q1 Costs	Costs to Date	Estimate at Completion
Electrification	\$696.6	\$696.7	\$24.8	\$157.2	\$696.7
SCADA	\$0.0	\$3.4	\$0.0	\$0.0	\$3.4
EMU	\$550.9	\$550.9	\$29.7	\$43.6	\$550.9
Separate Contract & Support Costs	\$417.2	\$417.2	\$15.9	\$123.4	\$417.2
Contingency	\$315.5	\$312.0**	\$0.0	\$0.0	\$298.9
Forecasted Costs & Changes	\$0.0	\$0.0	\$0.0	\$0.0	\$13.1
<b>PCEP Total</b>	<b>\$1,980.3</b>	<b>\$1,980.3</b>	<b>\$70.4</b>	<b>\$324.1</b>	<b>\$1,980.3</b>

\* Includes executed change orders and awarded contracts

\*\* Refer to Contingency Drawdown Table on next slide for details



Note: Budget / Expenditures as of **September 30, 2017**



17



## Contingency Drawdown Table

Contracts	Drawdown Amount	Contingency
		\$ 315,533,611
BBII Executed Change Orders	\$ 85,472	
SCADA Contract	\$ 3,446,917	
<b>Total</b>	<b>\$ 3,532,389</b>	
Remaining Contingency		\$ 312,001,222



Note: As of **September 30, 2017**



18

## Risk Management

- September Risk Refresh Meeting
  - Comprehensive review of full risk register
- Top Risk: Contractor may be unable to develop grade crossing modifications that meet operational requirements prior to scheduled sub-system testing of the grade crossings
- 276 risks; 106 active; 170 retired



## Environmental Compliance

- Pre-construction efforts
  - Nesting bird surveys
  - Biological surveys
  - Installation of wildlife exclusion fencing
- Archaeological exploratory trenching
- Construction noise and light mitigation



## Real Estate

Segment	Appraisal Packages Needed	Appraisals Completed	Acquisition Offers Presented	Acquisition Offers Accepted
Segment 1	8	0	0	0
Segment 2	27	26	25	21
Segment 3	11	7	6	0
Segment 4	9	9	8	0
<b>Total</b>	<b>55</b>	<b>42</b>	<b>39</b>	<b>21</b>

The real estate acquisition program has prioritized delivering property first the first two construction segments, 2 and 4. With those acquisitions finalized, the focus is now turning to segments 1 and 3, which are scheduled to commence later in the project schedule.

Note: As of **September 30, 2017**



## Groundbreakings

**Salt Lake City Vehicle Plant Groundbreaking**  
 October 13, 2017  
 Gov. Gary Herbert and Sen. Orrin Hatch helped celebrate the groundbreaking of a new vehicle plant that will help build Caltrain's EMUs



**PCEP Groundbreaking**  
 July 21, 2017  
 Gov. Jerry Brown, Dem. Leader Nancy Pelosi, Rep. Anna Eshoo, Rep. Jackie Speier, state and local elected officials, business leaders, environmentalists and transportation advocates joined together at the Millbrae Station for the official Caltrain Electrification Groundbreaking



## Electric Vehicle Outreach

- Input received
  - Seat colors (gray and red)
  - Onboard bike storage (stacking, storage, demarcation)
  - ADA restroom input from Caltrain Accessibility Advisory Committee (labeling, grab bars, emergency button)
  - Website



- Total Sessions: 7,817
  - Mobile (42.8%)
  - Desktop (52.4%)
  - Tablet (4%)
- Users
  - New (76.7%)
  - Returning (23.3%)



## Infrastructure Outreach



- Pre-construction community mtgs
- Notices (38,000+)
- Weekly e-mail updates
  - [www.caltrain.com/pcepconstruction](http://www.caltrain.com/pcepconstruction)
- Construction outreach office
- Dedicated 24-hour project hotline 650-508-7726
- Dedicated interactive website (upcoming)







# SAN FRANCISCO TO SAN JOSE PROJECT SECTION

Ben Tripousis, Northern California Regional Director  
Will Gimpel, Project Manager

LPMG Meeting  
November 30, 2017



# AGENDA REVIEW

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- California High-Speed Rail Program Update
- San Francisco to San Jose Update
- Outreach Update
- Questions & Comments

# CALIFORNIA HIGH-SPEED RAIL PROGRAM UPDATE



# FEDERAL INVESTMENT IN CALIFORNIA

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- Hundreds of Private Sector Firms Have Worked on the Program
- Thousands of Good Paying Jobs Have Put People Back to Work
- Billions of Dollars Have Infused the State's Economy

# CONNECTING & TRANSFORMING CALIFORNIA

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<https://youtu.be/Yhi4ckqxTjs>

# APPLICATION FOR NEPA ASSIGNMENT

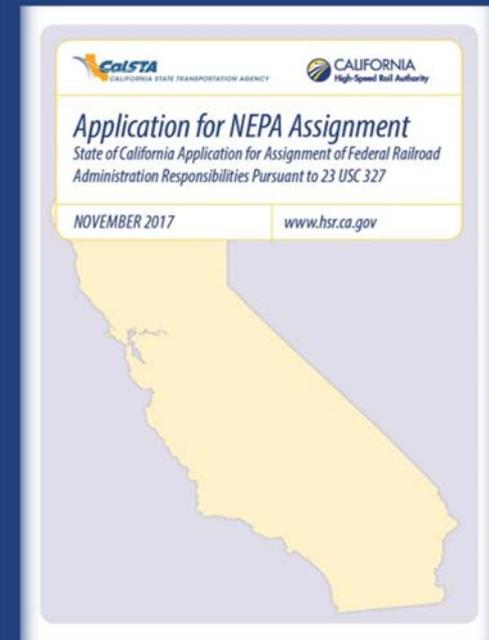
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- California State Transportation Agency & California High-Speed Rail Authority Seeking NEPA Assignment from FRA
- First Transit/Rail Program to Apply for NEPA Assignment
- Execution Anticipated in Spring 2018
- NEPA Assignment Details:
  - » State Assumes the Federal Environmental Responsibilities Under NEPA and Other Federal Environmental Laws
  - » All Remaining Phase I and Phase II Project Sections, Related Rail Projects
  - » Will Continue to Manage CEQA in Addition to NEPA
  - » Enables More Efficient Reviews and Approvals of the Environmental Documents
  - » FRA Stays Involved on Several Levels

# NEPA ASSIGNMENT: Public Comment Period

- Starts on Thursday, November 9 and Ends on Monday, December 11
- Several Ways to Comment:
  - » Provide written or oral comment at the Authority's Board of Directors meeting on November 15, 2017.
  - » Online via our web comment form
  - » Via email at [NEPA@hsr.ca.gov](mailto:NEPA@hsr.ca.gov)
  - » Mail your comment to:
    - Attn: NEPA Assignment Application
    - California High-Speed Rail Authority
    - 770 Street, Suite 620 MS-1
    - Sacramento, CA 95814

## APPLICATION FOR NEPA ASSIGNMENT



→ [Learn More](#)

→ [Public Comment](#)

# SAN FRANCISCO TO SAN JOSE SECTION OVERVIEW



# UPDATED ENVIRONMENTAL SCHEDULE

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Spring 2016

Project  
Definition

Ongoing

Design &  
Technical  
Analysis  
Station  
Footprint  
Outreach

Summer 2018

Identify  
Preferred  
Alternative  
Board  
Concurrence  
Outreach

Winter 2019

Release Draft  
Environmental  
Document  
Outreach  
Public Hearing

Winter 2020

Final  
Environmental  
Document/  
Record of  
Decision

\*Preliminary/Subject to Change

# SAN FRANCISCO TO SAN JOSE: Overview

- 51-Mile Blended Corridor
- Smallest footprint of previously considered alternatives
  - » Fewer impacts to landowners
  - » Fewer environmental impacts
- Currently evaluating two alternatives
  - » Three Key Project Elements
  - » Common Project Elements
- Stations being studied
  - » San Francisco (4<sup>th</sup> and King)
  - » Millbrae (SFO)
  - » San Jose (Diridon)
- Elements of the alternatives can be “mixed and matched”



# 25<sup>th</sup> AVENUE GRADE SEPERATION

- City of San Mateo Grade Separation Funding Agreement
  - » \$84 million Funding Agreement has been finalized with the City of San Mateo and Caltrain for the construction of the 25<sup>th</sup> Avenue Grade Separation Project



*Groundbreaking ceremony on Sept 26*

- The Authority, in partnership with local stakeholders, the City of San Mateo, and the Peninsula Corridor Joint Powers Board, is making a life-saving investment, by contributing funding to this important safety improvement project.

*Photos and graphics for illustrative purposes only.*

# PASSING TRACKS: Next Steps

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- Currently, both Short-Middle 4 Tracks and No Additional Passing Tracks options are being studied as part of the environmental review process
- HSR continues to work with Caltrain and CalSTA on the blended corridor operational analysis and design
- HSR is committed to working with Caltrain to assure both operators can provide the best possible service and assure operational flexibility for future growth
- Until sufficient analysis is complete, HSR cannot identify a preferred alternative regarding passing tracks

# OUTREACH UPDATE



# CITY/COUNTY STAFF COORDINATING GROUP: Oct 18 Tour

- Points of Interest:

- » Salesforce Transit Center, Brisbane LMF sites, Proposed HSR Stations, Passing tracks at San Carlos Station, existing passing tracks at Redwood City Station



- Stakeholders in attendance:

- » City of San Francisco, City of Santa Clara, City of Palo Alto, City of Redwood City, San Francisco County Transportation Authority, City of Sunnyvale, City of Mountain View, City of San Jose, SamTrans, City of Menlo Park, City of Millbrae, Transbay Joint Powers Authority

# NEXT STEPS / FURTHER WORK

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- Continue outreach along the corridor with additional public meetings in:
  - » San Francisco and Millbrae on high-speed rail stations
  - » Brisbane on the location of a light maintenance facility
  - » San Mateo, Belmont, San Carlos, and Redwood City on potential passing tracks
  - » Santa Clara and San Jose on the aerial approach to Diridon Station
- Environmental Justice Outreach Continues

# QUESTIONS & COMMENTS



# THANK YOU & STAY INVOLVED

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**Website:** [www.hsr.ca.gov](http://www.hsr.ca.gov)

**Helpline:** 1-800-435-8670

**Email:** [san.francisco\\_san.jose@hsr.ca.gov](mailto:san.francisco_san.jose@hsr.ca.gov)

**Northern California Regional Office**  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 206  
San Jose, CA 95113  
[www.hsr.ca.gov](http://www.hsr.ca.gov)



[instagram.com/cahsra](https://www.instagram.com/cahsra)



[facebook.com/CaliforniaHighSpeedRail](https://www.facebook.com/CaliforniaHighSpeedRail)



[twitter.com/cahsra](https://twitter.com/cahsra)



[youtube.com/user/CAHighSpeedRail](https://www.youtube.com/user/CAHighSpeedRail)



**Memorandum**

**Date:** November 30, 2017

**To:** Local Policy Maker Group

**From:** Casey Fromson, Government and Community Affairs Director

**Re:** 2018 LPMG Schedule

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The Local Policy Maker Group (LPMG) meets every month on the fourth Thursday of the month at 6pm. Location for Caltrain Hosted Meetings: Caltrain Administrative Office 1250 San Carlos Ave San Carlos, CA 94070.

2018 Meeting Schedule
January 25, 2018 – Caltrain Hosted
February 22, 2018 – HSR Hosted
March 22, 2018 – Caltrain Hosted
April 26, 2018 – HSR Hosted
May 24, 2018 – Caltrain Hosted
June 28, 2018 – HSR Hosted
July 26, 2018 – Caltrain Hosted
August 23, 2018 – HSR Hosted
September 27, 2018 – Caltrain Hosted
October 25, 2018 – HSR Hosted
November 29, 2018* – Caltrain Hosted
December 27, 2018 – HSR Hosted

Note: \*Changed to avoid conflicts on Thanksgiving