

# CalMod Local Policy Maker Group (LPMG)

Thursday, August 22, 2013

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. Fourth and King Station/Yard Reduction/Removal Feasibility Assessment
  - b. Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) Update
  - c. Peninsula Corridor Electrification Project Delivery Method
  - d. General CalMod Updates
3. Public Comments
4. LMPG Member Comments/Requests
5. Next Meeting: September 26 @ 6:00PM, SamTrans Office

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*Future Item Ticklers:*  
- Local Concerns Log



## Memorandum

**Date:** August 19, 2013

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

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

**Re:** Fourth and King Station/Yard Reduction/Removal Feasibility Assessment

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At the request of the City/County of San Francisco to support local development efforts, Caltrain has been studying the feasibility of reducing and/or removing the existing 4th and King Station/Yard which currently functions as the San Francisco Caltrain terminus station.

The study is being fully funded by the City/County of San Francisco.

The purpose of the feasibility assessment is to objectively assess the level of ease/difficulty in reducing/removing the Fourth and King Station/Yard. Data and analysis is needed to inform public discussion and to determine if this concept should be included in the Peninsula Corridor Electrification Project (PECP) EIR as requested by City/County of San Francisco.

Reduction and removal options have been identified and assessed by the technical team at a conceptual level. The team focused on understanding the feasibility and system-wide operational implications of the options.

Staff will provide a presentation to the LPMG previewing the results of the study.



## Memorandum

**Date:** August 19, 2013

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

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

**Re:** Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) Project.

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The Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) project is one of the projects identified in the \$1.5 billion high-speed rail early investment program outlined in the 9-Party Regional Funding MOU for the peninsula corridor.

It is an advanced signal system project that will improve the safety of the Caltrain corridor as well as provide performance enhancements needed for improved Caltrain service and the future Caltrain/high-speed rail blended system.

The critical project milestones are as follows:

- Phase I Critical Design
- Phase II Final Design, Data Communications Subsystem & Fiber Backbone Installation
- Phase III Installation, Testing, Commissioning

The project is currently in Phase II and will enter the installation phase in the fall of this year. Revenue service is scheduled to be in service by the end of 2015.

The LPMG received an update on the CBOSS PTC Project in March 2013. Since that time, staff has provided updates to the City/County Staff Coordination Group (CSCG) in March, May, and August. Staff also met with each of the 17 cities along the Caltrain corridor to help coordinate local agency permits and public outreach.

Staff will provide an update on the advanced signal system project.



## Memorandum

**Date:** August 19, 2013

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

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

**Re:** Peninsula Corridor Electrification Project Delivery Method

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The Peninsula Corridor Electrification Project (PCEP) will electrify the Caltrain corridor from approximately the 4<sup>th</sup> and King Caltrain terminus station (San Francisco) to approximately the Tamien Caltrain Station (San Jose), convert diesel-hauled to Electric Multiple Unit (EMU) trains, and increase service up to six Caltrain trains per peak hour per direction. Initially, service between San Jose and San Francisco will utilize a mixed fleet of EMUs and diesel trains. The operating speed will be up to 79 miles per hour, which is what it is today.

The target date for electrified Caltrain service is by 2019. In order to meet this goal, it is critical to identify the appropriate project delivery method at this time.

At the August Joint Powers Board (JPB) meeting, staff gave a presentation on the Peninsula Corridor Electrification Project (PCEP) delivery options and assessment of which options best meet the program objectives. In September, staff will return with a staff recommendation for Board approval and action. A copy of the JPB memo is attached.

The LPMG will receive a similar presentation on the project delivery options and given an opportunity to provide feedback.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Marian Lee  
Executive Officer, Caltrain Modernization Program

SUBJECT: **PENINSULA CORRIDOR ELECTRIFICATION PROJECT DELIVERY METHOD**

**ACTION**

This report is for information only. No Board action is required.

**SIGNIFICANCE**

The Peninsula Corridor Electrification Project (PCEP) is a key component of the Caltrain Modernization program.

The PCEP will electrify the Caltrain corridor from its San Francisco station to approximately the Tamien Caltrain Station, convert diesel-hauled to Electric Multiple Unit (EMU) trains, and increase service up to six Caltrain trains per peak hour per direction. Initially, service between San Jose and San Francisco will utilize a mixed fleet of EMUs and diesel trains.

The operating speed will be up to 79 miles per hour, which is what it is today. The target date for electrified Caltrain service is by 2019. In order to meet this goal, it is critical to identify the appropriate project delivery method at this time.

At the August Board meeting, staff will make a presentation on the project delivery options and assessment of which options best meet the program objectives. In September, staff will return with a staff recommendation for Board approval and action.

**BUDGET IMPACT**

There is no impact to the existing budget.

## **BACKGROUND**

In 2012, the Metropolitan Transportation Commission (MTC), the California High-speed Rail Authority (CHSRA), Caltrain and six other San Francisco Bay Area funding partners established an agreement to support a Caltrain/High-speed Rail blended system in the Peninsula corridor and to invest early in the Caltrain Modernization Program.

This approximate \$1.5 billion Early Investment Program provides funding for the PCEP and the advanced signal system known as the Communications-based Overlay Signal System (CBOSS), which includes positive train control (PTC). The CBOSS project is already underway.

The early investment program will meet the PTC Federal mandate by 2015, provide electrified Caltrain service by 2019 and support blended operations with high-speed rail by 2026-2029.

Prepared By: Marian Lee  
Executive Officer, Caltrain Modernization

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