

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

Location: SamTrans Offices  
1250 San Carlos Avenue, 2<sup>nd</sup> Floor- Bacciocco Auditorium, San Carlos

Date: December 20, 2012

Time: 6:00PM – 7:30PM

### **Agenda**

1. Introduction
  
2. Information/Discussion Items
  - a. LPMG - S. Murphy
  
  - b. Corridor Electrification Environmental Process – M. Lee (Attachment A)
  
  - c. JPB/HSR New/Updated Agreement - S. Murphy (Attachment B)
  
  - d. HSR/Caltrain Blended System Planning Studies – M. Lee (Attachment C)
  
3. Public Comments
  
4. LMPG Member Comments / Requests
  
5. Next Meeting: January 24, 2013, 6:00PM, SamTrans Offices

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*Future Item Ticklers:*

- *Local Concerns Log*



## **Memorandum**

**Date:** December 20, 2012

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

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

**Re:** Corridor Electrification Environmental Process

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Based on the 2012 nine-party MOU HSR Early Investment Strategy for a Blended System in the Peninsula Corridor (MOU), Caltrain will update/recirculate the Caltrain Electrification Environmental Assessment/Final Environmental Impact Report (EA/FEIR) completed in 2009.

ICF International, environmental on-call consultant to the JPB, will lead the corridor electrification environmental clearance process. Rich Walters, Project Manager, will provide an overview of the recommended environmental approach, project scope, schedule, and immediate next steps.

This information is being shared with staff through the CSCG (City/County Staff Coordination Group) as well as the Peninsula Working Group (Member of the 9-party MOU).



## Memorandum

**Date:** December 20, 2012

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

**From:** Seamus Murphy, Director, Government and Community Affairs

**Re:** JPB/CHSRA Agreement

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The Peninsula Corridor Joint Powers Board (JPB) and the California High Speed Rail Authority (CHSRA) are in a partnership to share the peninsula rail corridor to provide commuter and high-speed rail services.

The existing 2004 Memorandum of Understanding (MOU) and 2009 Agreement and amendment to the agreement are outdated. A new/updated agreement is needed to reflect current policies defined in the 2012 CHSRA Business Plan, 2012 nine-party MOU HSR Early Investment Strategy for a Blended System in the Peninsula Corridor and the JPB resolution #2012-18 adopting the MOU.

Please see attached staff memo to the JPB for more information. This staff item was presented to the JPB in December as an information item. Also in December, a similar memo was prepared by the CHSRA staff and presented to their Board.

This information is being shared with staff through the CSCG (City/County Staff Coordination Group) as well as the Peninsula Working Group (Member of the 9-party MOU), and additional public venues as requested.

It is planned to bring this item to the JPB and the CHSRA in January for action.

Attachment B

**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: JPB AND CHSRA AGREEMENT UPATE**

**ACTION**

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

**SIGNIFICANCE**

The Peninsula Corridor Joint Powers Board (JPB) and the California High Speed Rail Authority (CHSRA) are in a partnership to share the peninsula rail corridor to provide commuter and high-speed rail services. The existing 2004 Memorandum of Understanding (MOU) and 2009 Agreement and amendment to the agreement are outdated. A new/updated agreement is needed to reflect current policies defined in the 2012 CHSRA Business Plan, 2012 nine-party MOU HSR Early Investment Strategy for a Blended System in the Peninsula Corridor and the JPB resolution #2012-18 adopting the MOU.

The purpose of the new/updated agreement is to define a new partnership for planning, environmental review, design and construction of a blended system in the peninsula rail corridor.

The blended system is comprised of several interrelated capital projects. The early investment projects are the Caltrain Electrification Infrastructure and advanced signal system projects (commonly known as Communications-based Overlay Signal System (CBOSS) which includes Positive Train Control (PTC)). The remaining additive interrelated capital projects are the Downtown Extension (DTX) Project, San Jose Diridon Station, Millbrae BART/Caltrain Station and Core Capacity upgrades to stations, tunnels, bridges, passing tracks (to be determined) and other track modifications and rail crossing improvements including grade separations (to be determined).

The MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail, as well as other passenger and freight services.

The following principles, consistent with and/or included in the referenced documents above are being considered for inclusion in the new/updated CHSRA and JPB agreement.

The blended system will:

- Primarily utilize existing tracks;
- Remain substantially within the existing JPB right of way;
- Be used by Caltrain, CHSRA, other passenger and freight services; and
- Meet both CHSRA and Caltrain operational requirements.

The JPB as the owner of the rail corridor will:

- Implement the early investment projects defined in the 2012 nine-party MOU;
- Update/Recirculate the Caltrain Electrification Environmental Assessment/Final Environmental Impact Report (EA/FEIR) completed in 2009;
- Lead and complete the advanced signal system by 2015 and electrification by 2019; and
- Implement the projects in a way that respects community partners and stakeholders.

The CHSRA as an investor and tenant in the rail corridor will:

- Incorporate the early investment projects into its next business plan update;
- Release \$705 million of Proposition 1A funding for the early investment projects; and
- Serve as the lead agency for subsequent environmental clearance of additive improvements in the peninsula corridor to support a blended system.

Both the JPB and the CHSRA will:

- Develop an organizational framework to deliver the early investment projects and continue planning for a blended system; and
- Continue the 50/50 cost sharing arrangement to administer and manage delivery of the early investment projects and plan for the blended system.

### **BUDGET IMPACT**

There is no impact to the existing budget.

### **BACKGROUND**

Staff will seek input from the corridor city/county partners as well as the nine-party MOU signatories, on the update of the existing JPB/CHSRA MOU and Agreement. Much of the input gathered from development of the nine-party MOU is relevant and will be considered in developing the new/updated JPB/CHSRA MOU.

Staff will be back to the Board in January requesting approval of a new/updated JPB/CHSRA MOU.

Prepared By: Marian Lee  
Executive Officer, Caltrain Modernization Program

650.622.7843



## Memorandum

**Date:** December 20, 2012

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

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

**Re:** HSR/Caltrain Blended System Planning Studies

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Based on the 2012 nine-party MOU HSR Early Investment Strategy for a Blended System in the Peninsula Corridor (MOU), the JPB and the CHSRA are continuing to plan a "Blended System" in the peninsula corridor.

Based on a capacity analysis prepared by LTK Engineering, which determined that a blended system is operationally viable, two planning studies have been prepared over the last several months in response to local concerns and questions:

- Service Plan/ Operations Considerations
- Grade Crossing and Traffic Analysis Study

Staff will provide an overview of the study scopes, preliminary findings and next steps. The nature of the studies is educational and will help inform on-going efforts to define additive system upgrades (beyond corridor electrification) needed to support blended operations.

This information is being shared with staff through the CSCG (City/County Staff Coordination Group) as well as other public venues as requested.