

**CalMod Local Policy Maker Group (LPMG)  
Summary Meeting Notes for February 25, 2016**

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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:

City / County	Representative or Alternate	Present	
		Yes	No
Atherton	C. Wiest	x	
Belmont	E. Reed	x	
Brisbane	C. Lentz		x
Burlingame	E. Beach	x	
Menlo Park	K. Keith	x	
Millbrae	R. Holober	X	
Mountain View	L. Siegel	x	
Palo Alto	P. Burt	x	
Redwood City	S. Massur	x	
San Bruno	K. Ibarra	x	
San Carlos	R. Collins	X	
San Francisco	S. Gygi	X	
San Jose	Vacant		x
San Mateo	J. Goethals		x
Santa Carla	L. Gillmor		x
South San Francisco	K. Matsumoto	x	
Sunnyvale	J. Davis	x	

**CHAIR** – Adrienne Tissier

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

**CALMOD TEAM PRESENT:** D. Chung, S. Cocke, C. Fromson

**1. JPB Staff Report**

- Staff announced that Michael Burns has accepted the position as Interim Chief Officer of the CalMod Program. Michael was the Chief Executive Officer for the Santa Clara Valley Transportation Authority, the San Francisco Municipal Transportation Agency as well as a Caltrain Board member.

Link to the press release about the announcement:

[http://www.caltrain.com/about/MediaRelations/news/Former\\_SFMTA\\_and\\_VTA\\_CEO\\_To\\_Lead\\_Caltrain\\_Modernization\\_Program.html](http://www.caltrain.com/about/MediaRelations/news/Former_SFMTA_and_VTA_CEO_To_Lead_Caltrain_Modernization_Program.html)

*Public Speakers:*

- *A public speaker discussed the release of the HSR draft business plan and suggested that the LPMG put the draft business plan on the agenda for the next meeting.*

## **2. Information/Discussion Items**

### **a. Advanced Signal System (CBOSS PTC) Update**

The LPMG received an update on the Advanced Signal System Project. The same presentation was given to the Caltrain Board in February. The presentation outlined the progress on the project which includes nearly all the installation infrastructure work, all equipment on the trains and the construction of a backup control center facility. Testing, which involves close coordination with the Federal Railroad Administration (FRA), has been ongoing for months. The presentation also outlined the challenges that may impact the cost and schedule of the project. Many of the challenges stem from software release delays, contractor execution of the test plans and the changing FRA process. Caltrain staff is in close coordination with the contractor to ensure that there are appropriate and adequate resources assigned to the project.

*LPMG members' key comments include the following:*

- *Several members expressed concern / interest in the magnitude of the cost and schedule changes. (Staff explained that the agency is still evaluating the potential funding and schedule impacts.)*
- *Several members expressed interest in regular updates to understand how the cost and schedule mitigation efforts are progressing. (Staff agreed and explained in more detail the executive level oversight that has increased on the project.)*

*Public Speakers:*

- *A public speaker compared Union Pacific's positive train control system to Caltrain's system and expressed concern about the project's viability given the new subcontractor. (Staff is working closely with the new subcontractor, at the executive level to make sure they are appropriately managing and resourcing the project. There is also close coordination with Union Pacific to ensure interoperability which is part of the federal requirements for positive train control.)*

- *A public speaker expressed concern about the software rollout and suggested a third party review.*

b. Peninsula Corridor Electrification Project (PCEP) Funding Plan Update

The LPMG received the fifth quarterly update on the PCEP. The quarterly update highlights PCEP activities since the last quarterly update in November 2015.

Three design-build firms have been shortlisted to compete for the electrification infrastructure contract and the full electric vehicle proposals are due in March. The presentation highlighted a variety of project delivery efforts as well as a funding update. The significant funding update included the news that that Federal Fiscal Year 2017 budget included \$125 million for the PCEP through the Department of Transportation Federal Transit Administration (FTA) Core Capacity Program. The FTA also announced that the project will receive nearly \$73 million in prior year Core Capacity funding allocations.

*LPMG members' key comments include the following:*

- *Several members asked clarifying questions about the PCEP costs and funding for additional capacity improvements in the future. (Staff described the current funding sources for the PCEP and the conceptual planning and costs associated with longer electric trains/longer platforms and level boarding)*
- *One member asked a clarifying question about the real estate process. (Staff described the coordination that is occurring with City staff and the approximate location of the current real estate activity, in the southern part of the corridor.)*

### **3. Public Comments**

- *A public speaker expressed concern for the longevity of the current diesel fleet and a concern that trains will continue to breakdown and disrupt service. The public speaker also suggested using a specific train that is manufactured in Europe.*

### **4. LPMG Member Comments/Requests**

- *There was discussion about whether or not the LPMG could and should take "action" at the meetings. (Note: This will be on the agenda at a future LPMG meeting. The role and structure of the LPMG was last discussed in [January 2014.](#))*
- *There was discussion from several members about the need for a corridor-wide grade separation planning process. (Note: This will be on the agenda at a future LPMG meeting.)*