



CalMod Local Policy Maker Meeting

September 18, 2012





Agenda

1. Welcome / Introductions / Purpose
2. Caltrain Modernization Program Update
3. Local Policy Maker Partnership Discussion
4. Next Steps



Caltrain Modernization Program Update



Peninsula Vision

- Elected officials call for “blended system”
- What is it?
 - Electrified railroad from SJ to downtown SF
 - Support both Caltrain and HSR
 - Maximize use of existing tracks
- Why?
 - Minimize community impact
 - Lower project cost
 - Advance project delivery



Operational Feasibility

- Blended system concept has merit
- Potential: Up to 10 trains / hour / direction
- Speeds up to 79mph and 110mph

# of Trains	Without Passing Tracks	With Passing Tracks
Caltrain	6	6
HSR	2	4



Funding Commitment

- SF to SJ segment of the HSR system
- 9 party MOU
- Blended system
- Early/initial investment in peninsula
- \$1.5B investment for corridor electrification



Caltrain Modernization Projects

- CBOSS PTC
- Electrification Infrastructure
- Vehicles (Electric Multiple Unit)



State Legislation - SB 1029

- **\$705M for Caltrain Modernization**
 - \$600M from Prop 1A (HSR)
 - \$105M from Prop 1A (Connectivity)
- **Funds available for:**
 - “blended system improvements consistent with the MOU” and
 - “shall not be used to expand the system to a dedicated four-track system”



Early/Initial Investment

- **CBOSS PTC**
 - Delivery team in place
 - Critical to Final Design
 - Complete by 2015
- **Corridor Electrification**
 - Update /Recirculate Caltrain EA/EIR
 - Set up project delivery team
 - Electrified Caltrain service by 2019
 - Prepared corridor for Caltrain/HSR blended service



Corridor Electrification Target Milestones

- **Assumptions**
 - DBB for baseline conceptual schedule
 - Project delivery approach TBD
- **7 year implementation timeframe**
 - 1-2 years (Environmental & Design)
 - 3-4 years (Construction)
 - 1-2 years (Commissioning & Testing)
- **2019 Revenue Service**



Caltrain/HSR Blended System

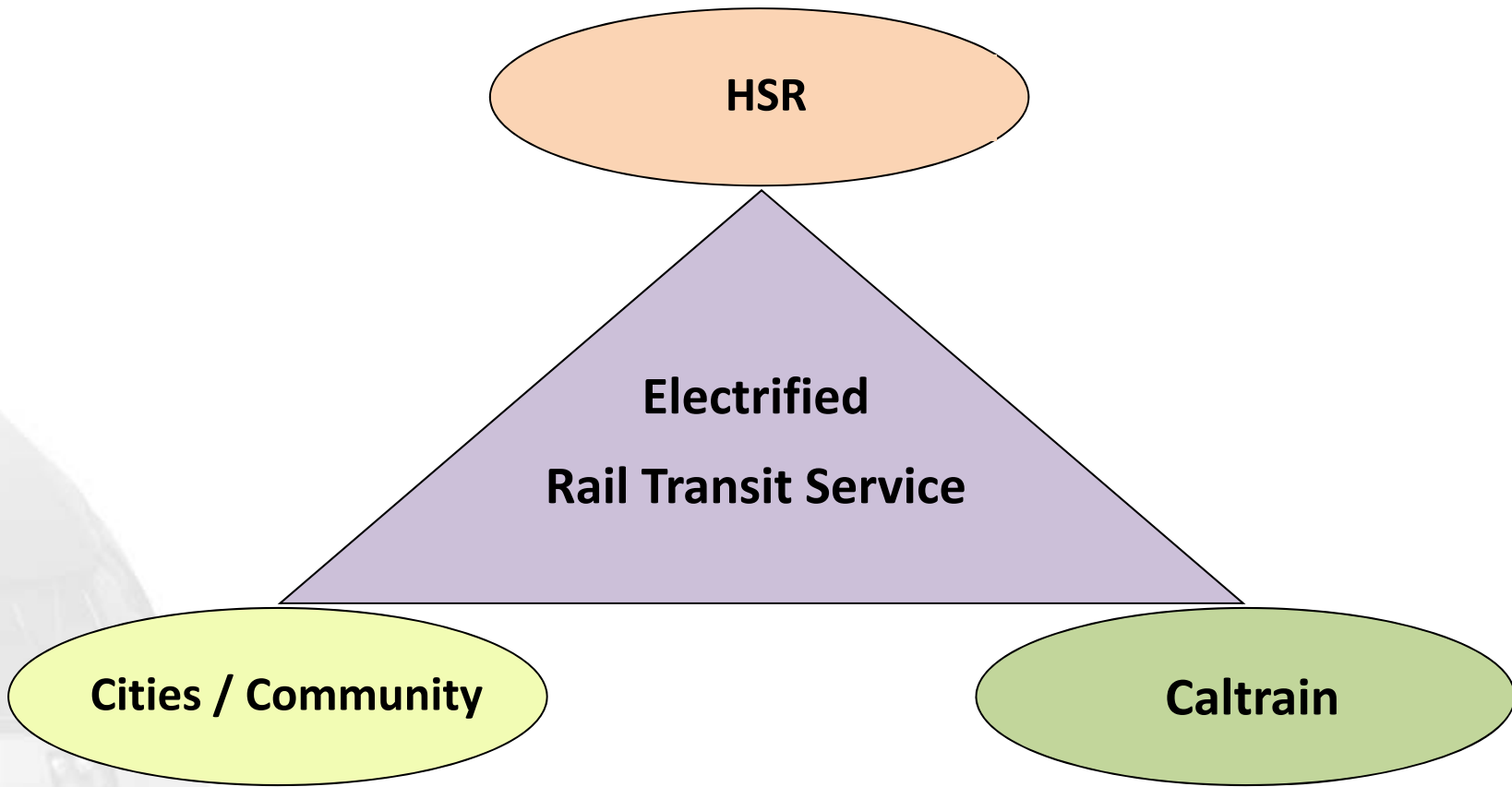
- **Blended system being defined**
 - Service plans
 - Infrastructure
- **Current planning studies**
 - Service Plan/ Operations Considerations
 - Grade Crossing and Traffic Analysis
- **Additional needs for blended service**
 - More funding
 - More environmental clearance



Local Policy-Maker Partnership Discussion



Partnership





Local Stakeholder Organization

	Peninsula Cities/Counties	Caltrain	High-Speed Rail
Policy	<ul style="list-style-type: none">- SMC Partnership- PCC- CC / Supervisors	JPB <i>(informed by CAC)</i>	CHSRA
Strategy Development	City/County Managers	Mike Scanlon <i>(Executive Team)</i>	Jeff Morales <i>(Executive Team)</i>
Technical	C/CSC <i>(City/County Staff)</i>	CalMod Program Staff	PB and HNTB



Local Outreach Requests

- PCC – Consideration of a CalMod/HSR Policy Advisory Committee
- SMRCP – Meeting to discuss policymaker involvement in CalMod program



Discussion

- Should there be an organized local policy maker group(s)?
- What is the purpose of the group?
- How should it be structured?
- What is the group's relationship to the JPB?



Next Steps