

NOTICE OF EXEMPTION

PROJECT TITLE

Communications Based Overlay Signal System (CBOSS)

PROJECT LOCATION

The project is located within the counties of San Francisco, San Mateo, Santa Clara, and Alameda in California. The project is located within the existing railroad right of way or within facilities that currently support railroad operations.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT

The project proposes to integrate a Positive Train Control (PTC) type system into the existing signal system and communications systems to provide additional functionality and improved safety and operational performance. The project will increase the safety and general welfare of the public and will provide more reliable rail operations.

The project proposes to install and operate the following elements:

- CBOSS cab – on-board subsystems in train cabs
- CBOSS field – wayside based subsystems in new and existing trackside signaling houses within the existing railroad right of way
- CBOSS track – track based subsystems for calibration and location determination within the existing railroad right of way
- CBOSS network – a dedicated communication network that includes a radio based element for communication with equipped trains. Modifications to the existing digital microwave system may need to be modified as part of the integration process.
- CBOSS office – an office subsystem located at the existing Central Control Facility
- CBOSS (EIC) portable – a portable subsystem for use by the Employee-In-Charge (EIC) of field work while working under Form B conditions in the railroad right of way.

The purpose of the project is to provide additional functionality and improved safety and operational performance by integrating a Positive Train Control (PTC) system into the existing signal system and communications systems. A PTC system is designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits, and the movement of a train through a switch left in the wrong position. The purpose of this project is also to fulfill the mandate of the Rail Safety Improvement Act of 2008.

There is a need to ensure that all operating passenger trains have the capability to continuously supervise the speed of the train and automatically intervene with a penalty brake application whenever train speed exceeds the “intervention” speed. This speed will be based on the train’s movement authority taking into account the particular train’s performance characteristics. This need arises from the Rail Safety Improvement Act of 2008 which mandates that Caltrain develops a plan to implement a PTC system by 2015 and that Caltrain implements a PTC system in accordance to the plan.

Name of Public Agency Approving Project:

Peninsula Corridor Joint Powers Board (Caltrain)

Name of Public Agency Carrying Out Project:

Peninsula Corridor Joint Powers Board (Caltrain)

Exemption Status:

Statutory Exemption. Section 21080(b)(10) of the Public Resources Code
Categorical Exemption. Section 15301 of the CEQA Guidelines

Reasons why the Project is Exempt:

The railroad and railbed improvements are exempt pursuant to 21080(b)(10) of the Public Resources Code:

A project for the institution or increase of passenger or commuter services on rail or highway rights-of way already in use, including modernization of existing stations and parking facilities.

The installation of the PTC system and modifications to the existing signal systems are exempt pursuant to Section 15301 (f) of the CEQA Guidelines:

Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices

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