

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes for January 27, 2022**

Summary Notes

The purpose of these notes is to capture key discussion items and actions identified for subsequent meetings.

City / County	Representative or Alternate	Present
Atherton	R. Polito	X
Belmont	T. McCune	X
Brisbane	T. O'Connell	X
Burlingame	E. Beach	X
Gilroy	R. Armendariz	X
Menlo Park	J. Wolosin	
Millbrae	G. Papan	X
Mountain View	M. Abe-Koga	X
Morgan Hill	G. Borgioli, Y. Martinez Beltran	X
Palo Alto	P. Burt, L. Kou	X
Redwood City	M. Smith	X
San Bruno	M. Salazar	X
San Carlos	R. Collins	X
San Francisco	A. Sweet	
San Jose	S. Jimenez	
San Mateo	A. Lee	
Santa Clara	A. Becker	
South San Francisco	E. Flores	X
Sunnyvale	R. Melton	
San Francisco BOS	TBD	
San Mateo BOS	TBD	
Santa Clara BOS	TBD	
Chair	Jeff Gee	X
Vice Chair	Emily Beach	X

VACANT SEATS: Santa Clara BOS, San Francisco BOS, San Mateo BOS

CALTRAIN STAFF: Casey Fromson, Pranaya Shrestha, Jadie Wasilco, Brent Tietjen, Dora Seamans

1. Call to Order

Chair Jeff Gee called the meeting to order at 5:35 p.m.

2. Staff Report

Casey Fromson, Chief Communications Officer, recognized Jadie Wasilco as the new Manager of Government and Community Affairs for Caltrain. Ms. Fromson's report included updates on the electrification project, ridership, additional service throughout day, evenings, and weekends, and the additional fifty percent discount on fares. Ms. Fromson reported updates on a detailed grade separation study, the ongoing governance process impacting staff resources, and Caltrain's funding efforts.

3. Caltrain Electrification Project Update Pranaya Shrestha, CalMod Chief Officer, provided an update to members on the Caltrain Electrification construction and train manufacturing process. The project encompasses 51 miles from San Francisco to San Jose, has a newly adopted budget for \$2.44 billion for improved performance, greater capacity, quieter train engines, reduced carbon footprint, improved regional air quality, reduced greenhouse gas emissions, and job creation across the country. Revenue service date remains Fall 2024

LPMG members' and alternate members' key comments and clarifications with staff included the following:

- Staff and LPMG members to help ensure each city and all LPMG members know about the upcoming grade crossing cut overs and testing
- Clarification that cut overs are the best alternative for safety and less impact to riders and revenue service by shutting down one of the two tracks for upgrade work and using the other for train operation and then switching them to work on the other track
- Risk analysis was done and final integration testing will be done once the trains are here and any risks mitigated
- Cut overs will be where there are existing grade crossings
- Advantages of electrification includes better deceleration and acceleration performance, which makes it easier to serve smaller, less served stations, and for more flexibility in future scheduling
- In 2024, there will be some concurrent diesel and electric trains running, but there are plans on how to get to future zero emissions sooner including potential hybrid train service down to Gilroy
- Confirmation that Union Pacific (UP) and AC (Altamont Corridor) still currently provide diesel service
- Morgan Hill and Gilroy are not included in the electrification plan because this part of the corridor (south of San Jose) is owned by Union Pacific and UP has not been interested in electrification
- The State and HSR (High-Speed Rail) are in discussion with UP for potentially purchasing their portion of the corridor for future electrification
- Caltrain owns the property from San Francisco to San Jose and funded electrification there
- Confirmed that there are no additional right of way needs within the current system for cut overs
- Recognition of impacts that the governance process has had on both the Caltrain and SamTrans organizations and the desire to focus on the 2040 service plan and completing electrification
- Recently the MTC (Metropolitan Transportation Commission) funding contribution was approved on January 26 for almost the entire amount to acquire the right-of-way from Southern Pacific, and of that amount there was \$19.8 million owed to San Mateo County
- There will be a cut over schedule that staff will provide to each of the cities in advance as they work with each city's process, including mailers, public notices, and public meetings as needed before any work takes place

Public Comment:

- A member of the public commented on grade crossings, crossing gates, two speed check, cut overs, constant warning time, future activation of a wireless optimization system, and support for quiet zone RFPs (Request for Proposals).

4. Electrification Memo (informational) - provided in the packet and no staff presentation

5. Caltrain High-Speed Rail Memo (informational) - provided in the packet and no staff presentation

6. Public Comments on Items Not on the Agenda

- A member of the public commented on the Request for Proposal (RFP) for train horn quiet zone assessment in Menlo Park, necessary capital improvements, and future quiet zones in other cities.

7. LPMG Member Comments/Requests

- Future staff briefings with new LPMG members
- A shorter presentation on recovery to City of San Carlos
- A future discussion on grade separations and having alternatives in San Mateo County, citing the High-Speed Rail EIR (Environmental Impact Report) with it and the station to be two miles underground from the LA Burbank section and with a freeway overpass for many train tracks
- Staff to develop and share a cut over schedule or forecast (subject to change) with all LPMG members and cities

8. Next Meeting

Thursday, February 24, 2022, at 5:30 p.m.

9. Adjournment

The meeting was adjourned at 6:46 p.m.