



Local Policy Maker Group (LPMG) Meeting

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Gov. Code section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/94954726853?pwd=TKR1WFg2SEorZVh5U2xLWnhHSUNNdz09> for audio/visual capability or by calling 1-669-900-6833, Webinar ID: # 9495 4726 853 Passcode: 061243 for audio only.

Public Comments: The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Members of the public are encouraged to provide public comments in the following ways:

- **Email:** Comments may be submitted by emailing video@caltrain.com before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial *9 to request to speak. Each commenter will be notified when they are unmuted to speak.

Thursday, September 22, 2022

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update)
 - a. Caltrain Legislative Update
4. Caltrain Electrification Update (Presentation)
5. Caltrain Corridor Wide Grade Separation Strategy Introduction (Presentation)
6. Informational memos on Caltrain and High-Speed Rail (Informational)
7. Public Comments on Items not on the Agenda
8. LPMG Member Comments/Requests
9. Next Meeting
 - a. Thursday, October 27, 2022 at 5:30pm
10. Adjourn

All items on this agenda are subject to action

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes for August 25, 2022**

Summary Notes

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

1. Call to Order

Chair Jeff Gee called the meeting to order at 5:34 p.m.

2. Roll Call

| 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 | |
| Menlo Park | J. Wolosin | |
| Millbrae | R. Holober | |
| Mountain View | M. Abe-Koga | |
| Morgan Hill | R. Constantine, Y. Martinez-Beltran | |
| Palo Alto | P. Burt | x |
| Redwood City | M. Smith | |
| San Bruno | M. Salazar | x |
| San Carlos | R. Collins | |
| San Francisco | A. Sweet | |
| San Jose | S. Jimenez | |
| San Mateo | A. Lee | |
| Santa Clara | R. Chahal | |
| South San Francisco | A. Cisneros | x |
| Sunnyvale | R. Melton | |
| San Francisco BOS | TBD | |
| San Mateo BOS | TBD | |
| Santa Clara BOS | TBD | |
| Chair | Jeff Gee | x |
| Vice Chair | Michael Salazar | x |

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

CALTRAIN STAFF: Casey Fromson, Devon Ryan, Sam Sargent, Shirley Wong, Katie Scribner, Dahlia Chazan

CHSRA STAFF: Morgan Galli

TJPA STAFF: Adam van de Water, Alfonso Rodriguez, Lily Wu

3. Caltrain Staff Report

Casey Fromson, Chief Communications Officer, introduced Devon Ryan, Government Community Affairs Officer; Dahlia Chazan, Deputy Chief of Caltrain Planning; and Sam Sargent, Director of Strategy and Policy. Casey told the group that the Grade Separation Study now has a team to initiate the study and that it is in the beginning stages of what the scope will look like and that there will be a formal agenda item on it in September. She informed the group that starting September 12 there will be a new Caltrain service change, including a better BART connection and more service to certain stations. She said that the third and fourth electric train sets have arrived on the corridor and that there will be a special event at the end of September and that there will be events for the public to see the new trains and system in 2023, she also said that the power will be turned on to it on Monday.

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

- A member asked if the scope of the grade separation study will also include other rail safety improvements at grade crossings or only focusing on grade separations, *staff responded that they will take it down as a comment and it will help the team shape what they need to look at.*

Public Comments:

- Adrian Brandt said that he was excited to hear the Grade Separation Study is starting and suggested that as part of the scope they look at how much money is owed to the Union Pacific railroad and their freight operation.

4. California High Speed Rail

Morgan Galli, Northern California Deputy Regional Director, gave a verbal update that the California High Speed Rail Authority board certified the final EIR EIS for the San Francisco to San Jose project section, that it completes the continuous 420 miles of high-speed rail in the State of California. She informed the group that the board approved contracts to extend advanced design and preconstruction up to Merced and down to Bakersfield in the Central Valley.

5. Caltrain Electrification Update

There was none.

6. Downtown Rail Extension (DTX Update)

Dahlia Chazan, Deputy Chief of Caltrain Planning, introduced Adam van de Water, Executive Director of Transit Joint Powers Authority (TJPA), and Alfonso Rodriguez, Downtown Extension Project Director.

Adam Van de Water gave a presentation on the Downtown Rail Extension, which included the following:

- About TJPA
- Transbay Project Area (Before)
- Transbay Project Area (After)
- Connecting Riders and Community
- Phase 1 Salesforce Transit Center Complete
- Regional Integrated Transit System
- Regional Project Providing Direct Rail Connection
- Strengthened Collaboration and Partnership

- Committed and Planned Funding Sources
- Capital Funding Required by FTA Local Match Milestones

Alfonso Rodriguez took over and continued the presentation with the following:

- Project Timelines
- DTX Workplan: Activities in Progress
- DTX: Rendering of Concourse Level
- DTX: Rendering of Train Level

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

- A member asked for clarification about the project being located in San Francisco yet not being a San Francisco project as it has a huge regional impact, *staff responded that the ridership estimates indicate that by extending by those 1.3 miles that they can drive an additional 25% of riders throughout the entire Caltrain corridor, and by bringing it into downtown they can save the average rider 15 minutes each direction. When combined with High Speed Rail, they forecast up to 90,000 daily riders in and out of that station every day.*
- A member asked if there is a way to help solve the problem of grade crossing collisions around the peninsula with the future increase of trains, *staff responded that pedestrian safety will be a big part of the planning going forward.*
- A member asked if there were projections on the increase of ridership and the connection of rail to the downtown subway, *staff responded that the central subway is an extension of the T3rd which will come right near the 4th and Townsend station. the ridership model considers the projected ridership from electrification, the new speed the Stadler vehicles will bring in, and central subway and its projected ridership. Staff also said that they may not have the figures right now but they can get them.*

Public Comments:

- Adrian Brandt commented on the regionality of the project, they were dismayed that it was a part of a valued engineering process which caused the underground pedestrian connection that connects this project to the Embarcadero Muni and BART station to fall away. They said they are very hopeful to get that element back as it is a significant distance between the two stations.

Chair Gee gave the meeting over to Vice Chair Michael Salazar as he had to leave.

7. Joint Caltrain-CHSRA Letter – in packet

8. Caltrain Electrification Memo – in packet

9. California High-Speed Rail Memo – in packet

10. Public Comments on Items Not on the Agenda

There was no public comment.

11. LPMG Member Comments/Requests

There were no member requests.

12. Next Meeting

Thursday, September 22, 2022, at 5:30 p.m.

13. Adjournment

The meeting was adjourned at 6:22 p.m.

Caltrain Electrification Project Update

LPMG
September 22, 2022



Project Update

Infrastructure

- **Foundations:** All 3,092 foundations complete (January 2022)
- **Start Testing:** Spring/Summer 2022
- **Poles:** Installation to be completed 2022
- **Wire:** Installation to be completed 2023
- **Traction Power Facilities:** All 10 facilities to be completed 2022
- **Signal Work / System Integration and Testing:** 2022-2024

Revenue Service: September 2024



Foundations



Overhead Catenary System

Electric Trains

- **Trainsets 1 & 2 Arrive:** March 2022
- **Static Testing Begins:** Spring/Summer 2022
- **Santa Clara/San Jose Clearance Test:** July 2022
- **Trainsets 3 & 4 Arrive:** August 2022
- **Dynamic Testing:** Fall 2022

Revenue Service: September 2024

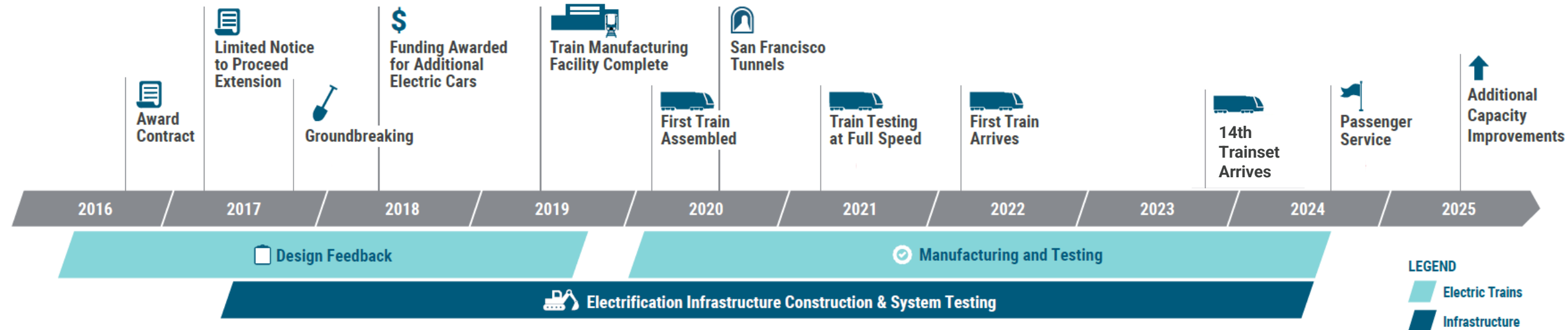


First Trainset Arrival



Clearance Test

Project Schedule



Energization

Testing Schedule – San Jose & Santa Clara

| Start Date | Work Activity |
|------------------|--|
| Late August 2022 | Energization Overhead Wire and Traction Power Facility Santa Clara & San Jose Segment |
| Fall 2022 | Testing of Traction Power Substation and Overhead Wires in Segment 4 |
| Fall 2022 | Electric Train Testing at CEMOF Facility |
| Late 2022 | Electric Train Testing in Segment 4 |

Safety Campaign Outreach

- Dedicated Webpage: Caltrain.com/safety
- Mailers to Segment 4 (San Jose and Santa Clara)
 - Mailers to other segments as they are energized
- Social Media
- Email Blasts
- Virtual Community Meeting
- City Communication Channels
- Local First Responder Coordination
- School Outreach Campaign



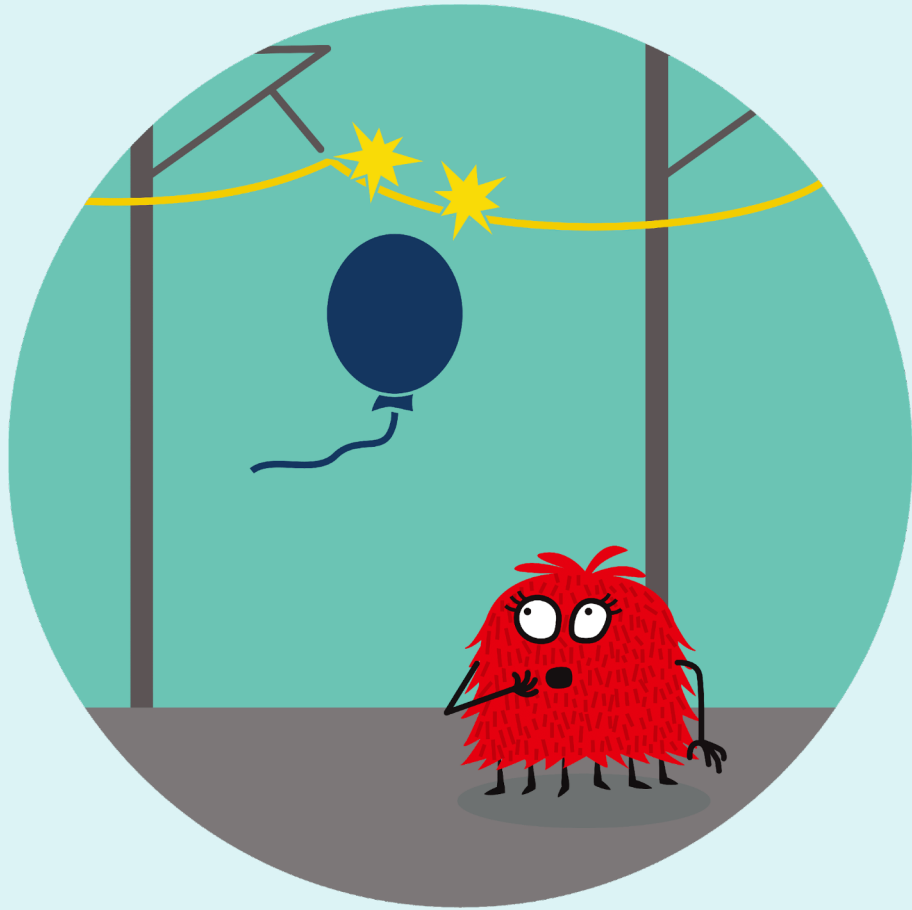
Sample Mailer

Be aware of overhead wires



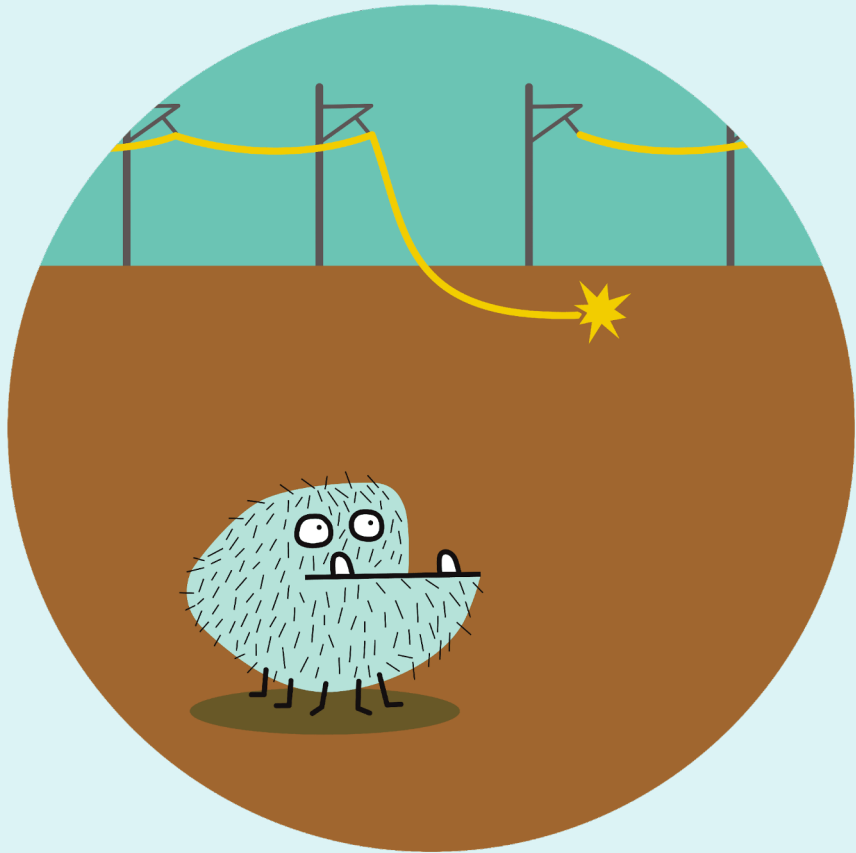
Caltrain's electric overhead wires carry 25,000 volts of electricity and can be dangerous and even life-threatening.

Keep yourself and objects away



**Never approach
overhead wires with
things like ladders,
antennas, balloons,
and most importantly,
yourself!**

Report damaged wires

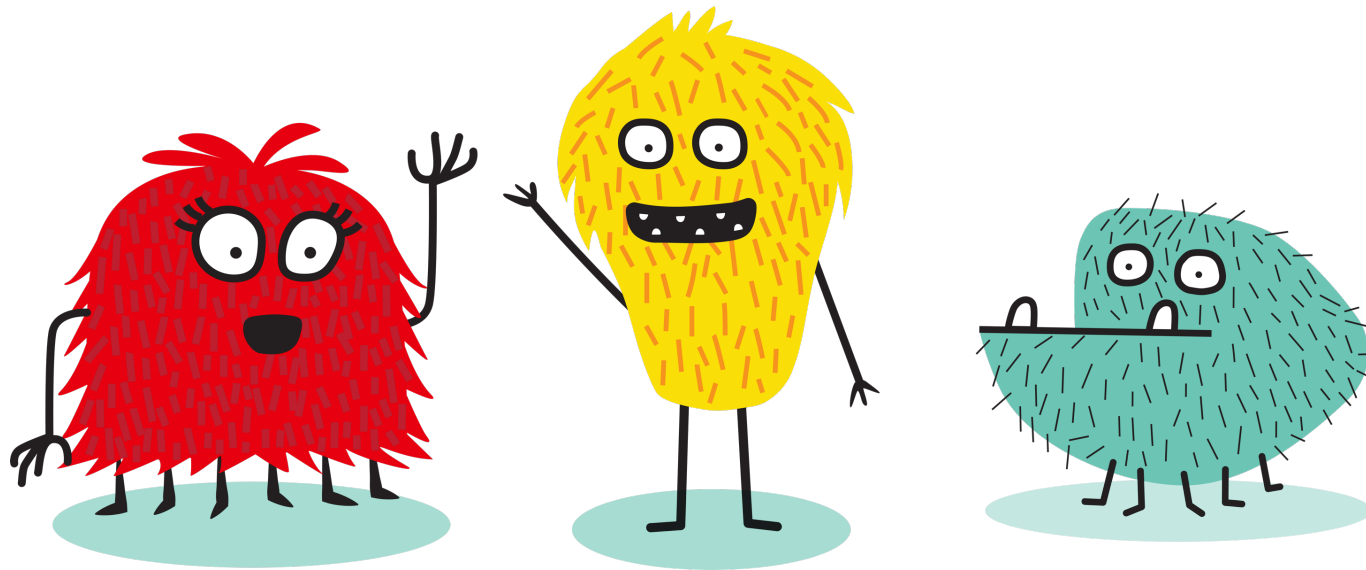


If you see a downed or otherwise damaged overhead wire, stay at least 25 feet away.

For emergencies or suspicious activity on Caltrain, call the Transit Police at 1.877.SAF-RAIL (1.877.723.7245).

Learn More at [Caltrain.com/safety](https://caltrain.com/safety)

Visit **Caltrain.com/safety** for more information about how to stay safe around the new electric overhead wires.



FOR MORE INFORMATION

WWW.CALTRAIN.COM



Corridor Wide
grade
▼ **separation**
Strategy

CSCG and LPMG Meetings – 09.21.22/09.22.22



LEGEND

- Caltrain Station
- Caltrain Route
- - - County Line
- At-grade crossings



Strategy Inception

- Grade separations have been constructed and reconstructed at various point in corridor history
- **Current At Grade Crossings**
 - ✓ 43 crossings (2 pedestrian) on Caltrain corridor
 - ✓ 28 crossings on UPRR corridor
- Planning for, funding, and constructing grade separations has been a decades-long challenge
- Currently implemented on project-by project basis and funding is largely first come, first serve
- Strategy identified as part of Caltrain Business Plan
 - ✓ Multi-year effort
 - ✓ Caltrain as the “convener” rather than sole owner



What is the CWGSS?

- Corridor-wide strategy and programmatic approach for:
 - ✓ Organization
 - ✓ Project development
 - ✓ Funding
 - ✓ Implementation of grade separations
- A stakeholder engaged process that seeks consensus on a shared vision and approach for grade separations informed by the complexity of challenges.
- Near term project development improvements.

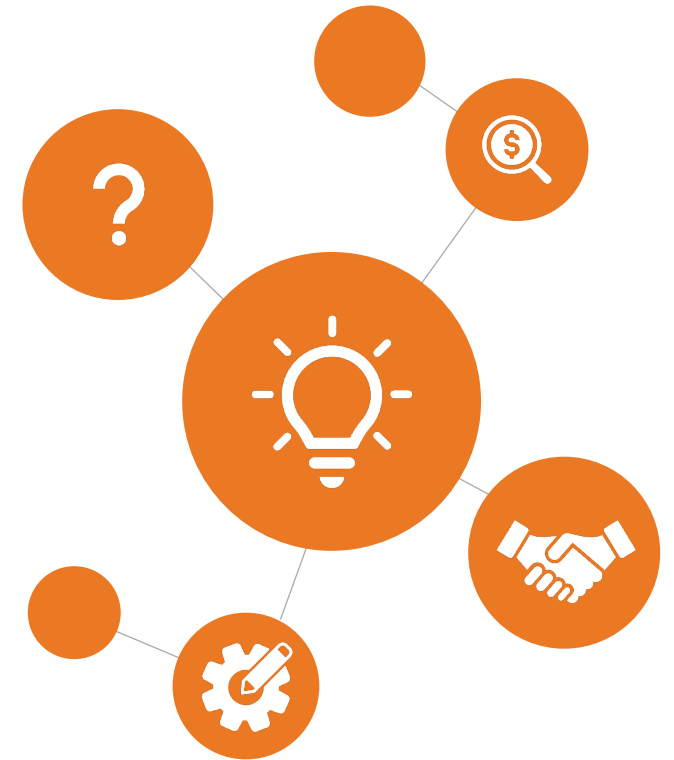


Why develop a corridor-wide strategy?

NO ONE VISION of:

- How to complete grade separations in line with stakeholder ambitions
- How grade separations fit into the future of the Caltrain corridor

The strategy will gather the ambitions of stakeholders to clarify and define a vision into balance with the complex web of organizational, technical, and funding challenges that must be addressed if the vision is to be realized.



Key Challenges and Opportunities



CHALLENGE

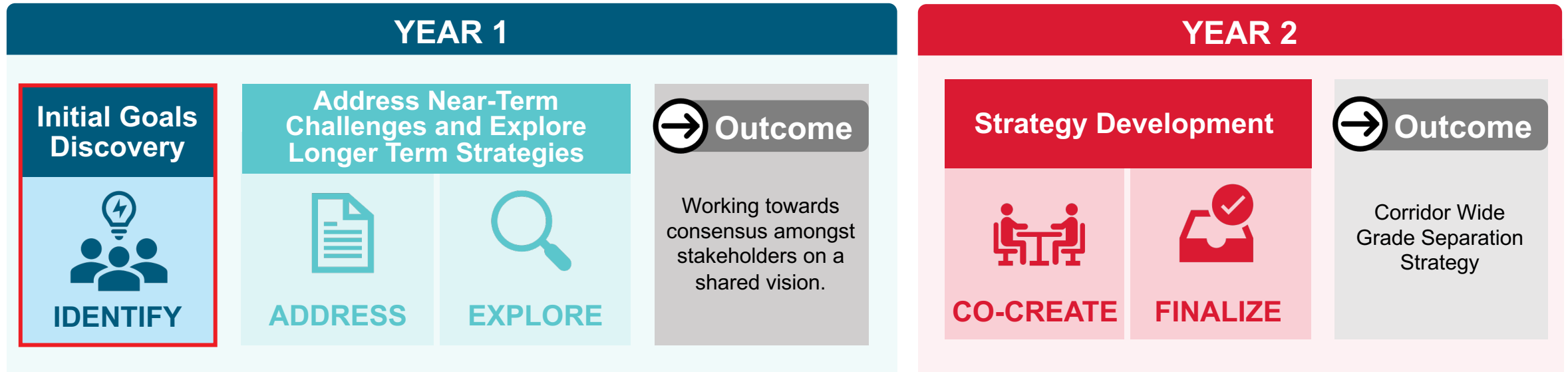
- Solutions require shared strategies (technical, political, financial, organizational, etc).
- The sizable number of interested internal and external stakeholders.
- The complexity of the issues this strategy touches.



OPPORTUNITY

- Caltrain to convene stakeholders through a structured process that **fosters a shared understanding** and **joint ownership** of the challenges and solutions.
- Execute an incremental approach that **collaboratively explores** the issues to organize a framework for the strategy.
- Deliver strong, consistent, and thoughtful internal and external communications that **cultivates trust**.

Project Approach



! Important to note

- Existing grade separation projects currently in development will continue in parallel

Year 1 Focus



Address Near-term Challenges/ Opportunities

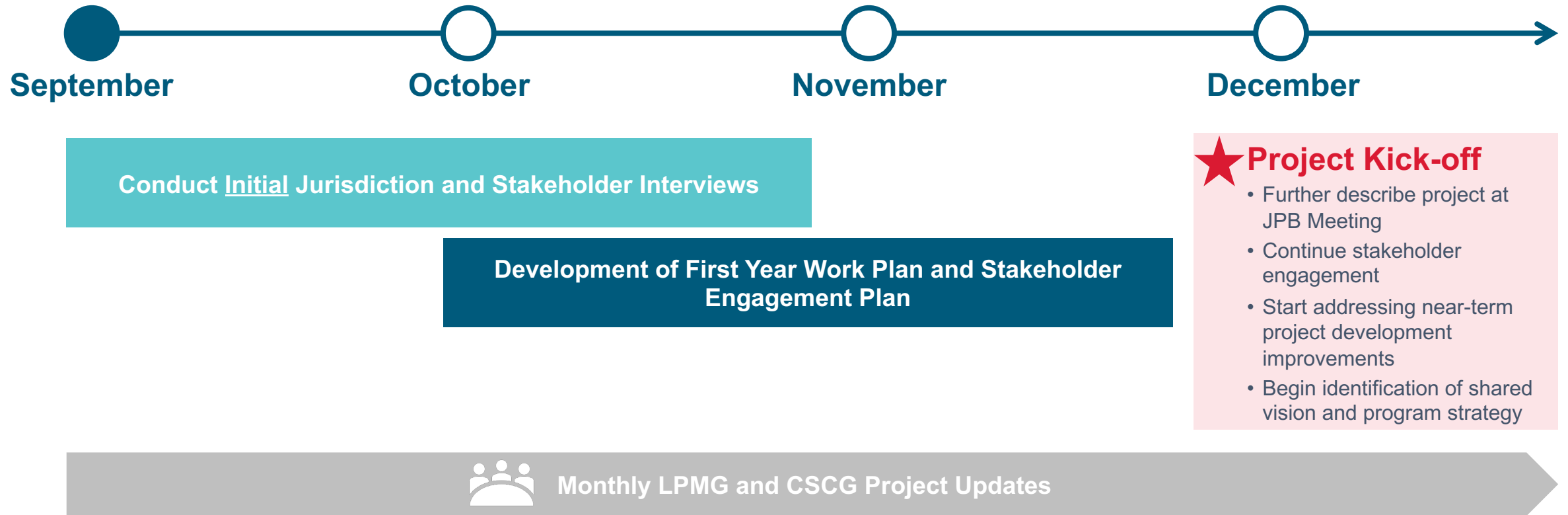
- Compile applicable design, construction, and operations grade separation standards
- Develop standard processes and procedures
- Define internal and external roles and responsibilities
- Compile funding information
- Develop FAQs for cities to reference
- **Deliverable: Grade Separation Delivery Manual**



Explore Longer Term Strategies

- Establish a common baseline understanding with all stakeholders about existing processes, complexities, and challenges
- Issue identification and technical exploration of potential approaches in response
- **Seek consensus on the vision.** *Example:* a fully grade separated corridor implemented with a high-degree of community sensitivity by 2050.

Look Ahead





Memorandum

Date: September 22, 2022
To: CalMod Local Policy Maker Group (LPMG)
From: Devon Ryan, Government and Community Affairs Officer
Re: Caltrain Electrification Project E-Update



Energization Milestone

For the first time, the Caltrain Traction Power Substation in San Jose was energized with power from Pacific Gas and Electric Company (PG&E), represents a critical step for Caltrain Electrification with power available along a six-mile stretch between Santa Clara and San Jose. Caltrain ensured that all employees and contractors received the necessary safety awareness training to work in electrified territory. Energization of these lines will enable Caltrain to begin testing and commissioning the overhead contact system and new electric trains. We are grateful to partner with PG&E on this important project.

Learn more about this major Caltrain Electrification [milestone](#).

Rail Safety Month

On September 7, the Caltrain Board of Directors adopted a proclamation designating September as Railroad Safety & Suicide Prevention Month. To highlight the importance of safety around train tracks, Caltrain launched a new, nationwide public service announcement (PSA) “[Stop Track Tragedies](#)”, in partnership with Operation Lifesaver, an international model program for rail safety education and awareness.

For more information, [visit our website](#).

Promoting Transit

September is also Transit Month, which celebrates the role of transit in the Bay Area. Transit advocates joined together on September 18 for a rally and ride along, and Caltrain continues to promote the month with a social media campaign and public outreach on the importance and enjoyment of riding transit in our region.

Follow Caltrain social media channels ([Twitter](#), [Instagram](#), [Facebook](#), [TikTok](#)) and #TransitMonth for more information.

Caltrain Electrification Funding

The State Budget included a minimum set-aside of \$900 million through the Transit and Intercity Rail Capital Program (TIRCP) for capital projects like Caltrain’s Electrification Project that have already received TIRCP funds and are seeking additional funding to maintain or leverage federal and local funds. We are awaiting the release of the guidelines for this program, which are expected in early Fall.

In terms of federal funding, Congress must pass a continuing resolution to keep the government funded before the new fiscal year begins on October 1. The U.S. Senate Appropriations Committee draft Fiscal Year 2023 Transportation, Housing and Urban Development (THUD) bill included \$10 million requested by Senator Feinstein and Senator Padilla for the installation of a new signal system needed for Caltrain’s Electrification Project. The U.S. House Fiscal Year 2023 THUD Appropriations bill, which passed in July, included language requested by Speaker Pelosi that would help Caltrain’s Electrification Project become eligible for \$51 million in funding through the Federal Transportation Administration’s Capital Investment Grants Program. We are extremely grateful for the unwavering support of our representatives.

Schedule Change

On September 12, Caltrain began running a new weekday schedule that reduces wait times for passengers connecting with BART in the evenings, while increasing service to the South San Francisco and 22nd Street Stations. During the peak morning and evening commute, two trains per hour per direction will stop at the new South San Francisco Station to provide increased service for the downtown area, Oyster Point employees and ferry riders. During the southbound morning and northbound evening commute, additional limited trains will stop at the 22nd Street Station to provide increased service.

Learn more about the [schedule change](#).

PUBLIC MEETINGS:

JPB WPLP Committee Meeting – September 28 at 3:00 p.m. – Please note, this will be remote only
JPB Board Meeting – October 6 at 9:00 a.m.

For more details, and a full list of upcoming meetings, please visit [Caltrain.com/Meetings](https://www.caltrain.com/Meetings).

PROGRESS REPORT:

The presentation on Caltrain Electrification progress presented at Caltrain's September 1, 2022 Board Meeting is [available here](#).



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: September 22, 2022
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

NORTHERN CALIFORNIA UPDATE

Central Valley Tour of Construction

The first week of September wrapped up with a visit of Central Valley construction sites by Freda Hawver Pachter, Legislative Assistant from the office of U.S. Senator Dianne Feinstein. Northern California stakeholders were also in attendance, including staff from the Metropolitan Transportation Commission and the Silicon Valley Leadership Group. The attendees were able to see progress at the Conejo Viaduct in Fresno County and were provided a tour of the Central Valley Training Center in Selma, CA. The tour ended with a visit to the top of the San Joaquin River Viaduct in Madera.



On September 23, Northern California Deputy Regional Director Morgan Galli will host the Quarter 3 Northern California Legislative Briefing in person in the Central Valley. Staff from the Northern California region's state and federal legislative delegations have been invited to tour construction sites in and around Fresno. In addition to touring construction, attendees will receive a presentation on project updates and recent milestones, state and federal funding sources and new grant opportunities, and an overview of prospects for collaboration and engagement with the Authority.

San Francisco to San Jose Project Section Updates

On September 8, the Authority released a new video that provides an overview of the San Francisco to San Jose project section. The 43-mile segment will connect communities from San Francisco, San Mateo, and Santa Clara counties to the rest of the state. The project section was approved by the Authority Board in August 2022 and will operate as blended service on the Caltrain corridor between stations at 4th and King in San Francisco, Millbrae-SFO (near the San Francisco International Airport), and San Jose (Diridon Station).

You can find the full video on the [Authority's YouTube channel](#).

Viva Calle San Jose

Authority staff hosted an informational booth at the Viva CalleSJ festival on September 18. This popular event temporarily closes miles of downtown San Jose streets to bring communities together to walk, bike, skate, and explore the city. The number one question: When will high-speed rail be happening? Over 120 people stopped by the booth to learn about ongoing construction and progress in the Central Valley and recent environmental clearance milestones in Northern California.



STATEWIDE UPDATE

Palmdale to Burbank Draft Environmental Impact Report / Statement (EIR/EIS)

The California High-Speed Rail Authority (Authority) has released the draft environmental document for the more than 30-mile segment between Palmdale and Burbank in Southern California. The project section is between 31 and 38 miles long and will connect two key population centers in Los Angeles County, the Antelope Valley and the San Fernando Valley, by linking future multimodal transportation hubs in Palmdale and Burbank.

The draft environmental document is available for California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) public review through November 1. Comments received will be reviewed and responded to in the Final EIR/EIS. The Final EIR/EIS for the Palmdale to Burbank Project Section is anticipated to be issued in 2023 and presented to the Authority Board of Directors to consider certification and project approval under CEQA and NEPA.

In conjunction with the public review period for the Draft EIR/EIS, the Authority invites the public to participate in an [online open house](#) and an [online public hearing](#).

- The [open house meeting](#) will provide the public an overview of the environmental document, opportunity for attendees to review and ask questions about the Draft EIR/EIS, and information on where to access the environmental document and how to participate in the public comment process.
- The [public hearing](#) will provide an opportunity to submit comments on the Draft EIR/EIS.

You can find the [news release online](#).

RECENT AND UPCOMING OUTREACH ACTIVITIES

- College of San Mateo Farmers Market: October 15, 2022
- Gilroy Farmers Market: October 29, 2022