



Notice of Cancellation

Caltrain Local Policy Maker Group (LPMG) Meeting

The Caltrain LPMG meeting for Thursday, September 23, 2021
has been cancelled.

The next scheduled meeting is Thursday, October 28, 2021.



Memorandum

Date: September 23, 2021
To: CalMod Local Policy Maker Group (LPMG)
From: Lori Low, Gov. Affairs Officer
Re: Caltrain Electrification Project E-Update

CONSTRUCTION UPDATE: ALL FOUNDATIONS COMPLETE SEGMENTS 2, 3 AND 4

In August 2021, the Electrification of Caltrain reached another milestone as the installation of all foundations from South San Francisco to Menlo Park (Segment 2) was completed. With this achievement, 90% of all necessary foundations along the corridor have been installed. Crews are continuing to install the remaining foundations in San Francisco and Brisbane and are continuing to install poles and wires throughout the corridor.



For a detailed update on progress in your area, visit CalMod.org/Construction.

ELECTRIC TRAIN UPDATE – NEW TESTING VIDEO

The electric train continues to undergo testing at TTCL, a federal facility known for its testing, development and deployment of transportation technologies in Pueblo, Colorado. Check out the [latest video](#) that includes aerial and up-close footage of the high performance train at and above corridor speeds.



To view more images of the construction, manufacturing and testing of the trains, visit [CalMod.org/gallery](https://calmod.org/gallery).

NEW LEADERSHIP FOR ELECTRIFICATION PROJECT



Caltrain Modernization Chief Officer John Funghi will be leaving at the end of this year. Funghi will be working until October 15, 2021 and then plans to take a well-deserved leave to the end of this year. The agency is transitioning the project to new leadership to ensure a successful outcome resulting in passenger service with high-performance electric trains by 2024. Caltrain is pleased to announce the appointment of Pranaya Shrestha as the Interim Chief of the Caltrain Modernization Program. Shrestha has 30 years of rail experience, including experience with 25kV AC commuter rail and DC light rail systems, and design-build project delivery successes with federal recognition.

For more information, read the news release, [Caltrain.com/about/MediaRelations/news/Caltrain_Announces_New_Leadership_for_Electrification_Project.html](https://caltrain.com/about/MediaRelations/news/Caltrain_Announces_New_Leadership_for_Electrification_Project.html)

PUBLIC MEETINGS:

JPB WPLP Committee Meeting – September 22 at 3:00 p.m. – Please note, this will be remote only

JPB Finance Committee Meeting – September 27 at 2:30 p.m. – Please note, this will be remote only

JPB Special Governance Meeting #5 – September 30 at 9:00 a.m. – Please note, this will be remote only

JPB Board Meeting – October 7 at 9:00 a.m. – Please note, this will be remote only

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

DETAILED PROGRESS REPORT:

- [July Monthly Progress Report](#) presented to Caltrain Board on September 2, 2021



Memorandum

Date: September 23, 2021
To: CalMod Local Policy Maker Group (LPMG)
From: Sebastian Petty, Deputy Chief, Caltrain Planning
Re: Caltrain Business Plan

PROJECT UPDATE

At the June 2020 Board Meeting, Peninsula Corridor Joint Powers Board (JPB) staff announced that activity on the Caltrain Business Plan would pause and pivot toward COVID Recovery Planning efforts. At the September 2020 Board Meeting the Board adopted the [Equity, Connectivity, Recovery & Growth Framework](#) (the Framework) – a significant policy document that outlines Caltrain’s approach to recovering from the COVID-19 Pandemic and growing the system in a manner consistent with the larger Business Plan process. The framework includes specific policies and actions that describe how Caltrain can recover in a way that emphasizes improving equity outcomes on the system and enhancing connectivity to the region’s transit network.

Following the adoption of the Framework, Caltrain staff has continued work on recovery planning. On August 30, Caltrain implemented a new service change surpassing its pre-pandemic levels, offering 104 trains per weekday, including hourly all-stop Local trains throughout the day and the return of the Baby Bullet express trains.

The new level of [weekday service](#) will provide increased service and frequency throughout the day and into the evening. Limited-Stop train service during the middle of the day will provide riders with a faster alternative, while half-hourly service until 11 p.m. will provide better local service into the late evenings, in keeping with the goals of the Framework. Another goal of the Framework captured by the new schedule is a move towards clock-face scheduling, so trains arrive at regular and predictable intervals, simplifying the riding experience.

The restoration of the third Gilroy train, which includes direct service to College Park station, provides increased service to South Bay residents. Weekend service is now be identical, rather than separate Saturday and Sunday schedules, which adds two additional round trips in morning and late evening on Sundays.

Caltrain developed the timetable with an emphasis on improving [BART connections](#) at the Millbrae Transit Center. Under the new timetable, the majority of connections during weekdays are between 8 and 15 minutes, just right for rider convenience while flexible enough to avoid missing transfers. An update on service restoration was provided to the LPMG in August.

Caltrain will continue to monitor ridership, as well as passenger experience with the new schedule. Another round of schedule adjustments is tentatively scheduled to take place in early 2022.

Background

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars.

Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system. The initial concept for a Caltrain “Business Plan” was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain’s interface with the communities it traverses. In October of 2019, the JPB marked a major milestone in the Business Plan process with its adoption of a “2040 Service Vision” for the Caltrain system. This action set long-range policy guidance for the future of the Caltrain service and allowed staff to advance toward the completion of the overall plan by summer of 2020.

Starting in March of 2020, however, the emergence of the COVID-19 Pandemic resulted in a rapid and severe crisis for the railroad, with ridership plummeting by as much as 98% and the implementation of significant service cuts. Based on this unprecedented circumstance, staff informed the Board of their decision to temporarily pivot Business Plan efforts toward recovery planning in June of 2020.



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: September 23, 2021
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Federal Investment: Two federal bills are currently being considered in Congress - The Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Package) and American Rescue Plan Act (Reconciliation Bill). The Infrastructure Investment and Jobs Act includes six different competitive grant programs which could provide additional funding to build components of California's high-speed rail program. These six programs combine to about \$57 billion of potential funding that the Authority anticipates being able to compete for. This bill is currently under consideration in the House, along with the American Rescue Plan Act, which proposes an additional \$10 billion specifically for high-speed rail. For more detailed information about the programs, please see CEO Brian Kelly's Report from the September Board of Directors meeting: <https://hsr.ca.gov/about/board-of-directors/ceo-report/>.

State Budget: In May, the Governor's budget proposed a package of transportation investments. The legislative session ended in September without finalizing this component of the budget so appropriation of the remaining \$4.2 billion in Proposition 1A funds for high-speed rail has been postponed until the legislature reconvenes in January 2022. The Authority proposes to use the remaining Proposition 1A funds to complete construction in the Central Valley, advance work to launch service between Merced & Bakersfield, and advance project design and other pre-construction activities across the entire Phase 1 system from San Francisco to Los Angeles/Anaheim.

The Governor's office made the following statement after this was announced:

"This Administration has been very clear on our intent to move forward an \$8 billion transportation infrastructure package that would position California well for new federal funding on the horizon. The proposal presented to the Legislature this past spring included billions for transit projects throughout the state, in Southern and Northern California, and included the continued march to build the nation's first truly high-speed train system, which is already under construction in the Central Valley. Our approach is consistent with the will of the voters and the Biden Administration's expectation for transformative, electrified and clean high-speed rail service in California. We believe the time for slow, diesel-emitting rail is over, and we remain committed to a transportation future that moves people quickly and does so without further polluting our environment. We remain committed to continuing negotiations with the Legislature throughout the fall so we can come back early in the new year with a resolution that ensures California

is well positioned to put new federal funding to use to build a better transportation future in this state.”



Construction Update: In celebration of Labor Day, the Authority crossed another milestone with **6,000 construction jobs** created to date across 119 miles of active construction in the Central Valley. A video to mark the milestone can be viewed [here](#). Additionally, the Central Valley office welcomed students to tour construction as part of [ValleyBuild](#) Partnership - a workforce training program that provides pre-apprenticeship training in the building

and construction trades to put students on a path to the union construction apprenticeship of their choice. For information about construction jobs with the Authority or pre-apprentice training programs like ValleyBuild Partnership, visit: www.hsr.ca.gov/jobs.

NORTHERN CALIFORNIA UPDATE

Recirculated Environmental Document for the San Francisco to San Jose and San Jose to Merced Project Sections: The comment period for the San Francisco to San Jose Project Section Revised/Supplemental Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (“recirculated document”) closed on September 8, 2021. The Authority received more than 100 comments on the recirculated document from 25 individuals, organizations, and jurisdictions. A single letter can have more than one comment in it.

The comment period for the San Jose to Merced Project Section Revised/Supplemental Draft EIR/EIS (“recirculated document”) closed on June 9, 2021. The Authority received over 200 comments on the recirculated document from 14 individuals, organizations, and jurisdictions. All comments are under consideration by the environmental review team. Responses to comments will be included in the Final EIR/EIS.

Final EIR/EIS: The project team continues to respond to comments and prepare the Final EIR/EIS documents for both the San Jose to Merced and San Francisco to San Jose Project Sections. These documents will be available for public viewing in the first and second quarters of 2022, respectively.

RECENT AND UPCOMING OUTREACH ACTIVITIES

- September 15: Northern California Virtual Town Hall from Salesforce Transit Center (link to video coming soon)
- September 17: 25th Avenue Grade Separation Project Ribbon Cutting at Caltrain Hillsdale Station
- September 19: [Viva Calle San Jose](#) Tabling Event
- September 21: Sons in Retirement Branch #125 Meeting
- October 2: [Los Banos Downtown Fall Street Faire](#) Tabling Event