



Local Policy Maker Group (LPMG) Meeting

Thursday, August 23, 2018

5:30 p.m. – 7:30 p.m.

SamTrans Offices – Bacciocco Auditorium 2nd Floor

1250 San Carlos Ave., San Carlos

Meeting cancelled due to lack of quorum.

Agenda

1. Staff Report
2. Caltrain Business Plan
3. Caltrain Electrification Project
4. HSR Updates (Presented by California High-Speed Rail Authority Staff)
5. Public Comments
6. LPMG Member Comments/Requests
 - a. Grade Separation Toolkit
7. Next Meeting
 - a. Thursday, September 27, 2018 at 5:30pm

All items on this agenda are subject to action



Memorandum

Date: August 23, 2018
To: Local Policy Maker Group (LPMG)
From: Sebastian Petty, Caltrain
Re: Caltrain Business Plan Update

PROJECT UPDATE

The following is the second in a series of monthly project updates for the Caltrain Business Plan. These updates provide a high level summary of project activities and progress and are paired with an annotated presentation that reflects project materials and messaging shared with stakeholder groups during the subject month. The following “August” update covers work completed in late July and August of 2018.

ONGOING TECHNICAL WORK

The Caltrain Business Plan consulting team is continuing technical work on the Business Plan. Key areas of focus for the team during August have included:

- Detailed specification, data gathering and development of technical modeling tools and approaches that will be used to support the development of a 2040 service vision and accompanying business case. Key areas of focus include the development of service and operational planning tools, the specification of a ridership demand model, and the development of an integrated business modeling tool
- Ongoing interviews and research related to the organizational assessment
- Data gathering and preparation of initial factsheets and outreach approaches to support the community interface assessment

MEETINGS AND OUTREACH

The Project Partner Committee (PPC) held its second meeting on July 31st and provided initial input and feedback on the attached presentation materials covering the month of August.

The enclosed “August” outreach materials have also gone to the following additional stakeholder groups during August:

- JPB Ad Hoc Committee (August 13)
- City/County/Staff Coordinating Group (August 15)
- Local Policy Makers Group (August 23)

In addition to the above meetings, Caltrain staff also presented more general information about the Business Plan process to the following groups during the month of August;

- Caltrain Citizen Advisory Group (received a presentation on August 15 and will receive future monthly written updates and presentations on the same schedule as the JPB)
- The California High Speed Rail Authority's San Jose Citizen Working Group (August 16)

In addition to these presentations, the team continues to work on the refinement and finalization of outreach plans including the development of initial collateral and dedicated website design. The team is also preparing for an expanded round of outreach and meetings anticipated to occur in the September through October timeframe.

August Presentation

As referenced above, the Business Plan team has developed the attached "August" slide deck to support stakeholder outreach activities in August. This deck was presented to the PPC in draft on their July 31st meeting and was subsequently refined for presentation to the Ad Hoc Committee, CSCG and LPMG in August.

NEXT STEPS

The first six months of the Business Plan are focused on the development of a long-range service vision for the railroad accompanied by an assessment of the community-corridor interface and the Caltrain organization. The following six months will be focused on the creation of the implementation plan, including a detailed business plan and funding approach.

The Business Plan team will continue to provide monthly updates throughout the Business Plan process similar to this one. This regular cycle of materials will be paired with more extensive, milestone-based outreach to an expanded group of stakeholders and the public. The first wave of expanded outreach will begin in late September.

The September project update and stakeholder meetings will cover the following topics (subject to refinement and change):

- Focus on travel market assessment and service goals
- Discussion of Caltrain's economic impacts and influence
- Description of the integrated business modeling process
- Project schedule and milestones

Slide 1



This presentation includes material about the Caltrain Business Plan developed for stakeholder outreach during the month of August, 2018. A similar set of materials will be developed by the team each month and will be presented at various stakeholder venues or as requested.

Slide 2




The theme of August's presentation is "Looking Forward to a 2040 Vision." The first part of the presentation introduces key service concepts related to the development of a 2040 Service Vision. It describes the major assumptions that will underlie the development of a service vision, outlines some of the major service choices that must be addressed on the corridor, and explains the general methodology that will be used to address service planning within the Caltrain Business Plan. The second part of the presentation explores the concept of the "corridor-community interface" and explains how this framework for thinking about the corridor relates to the service vision. The presentation describes how the corridor-community interface will be addressed as part of the Business Plan.

Slide 3

What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.



Slide 4

What Will the Business Plan Cover?

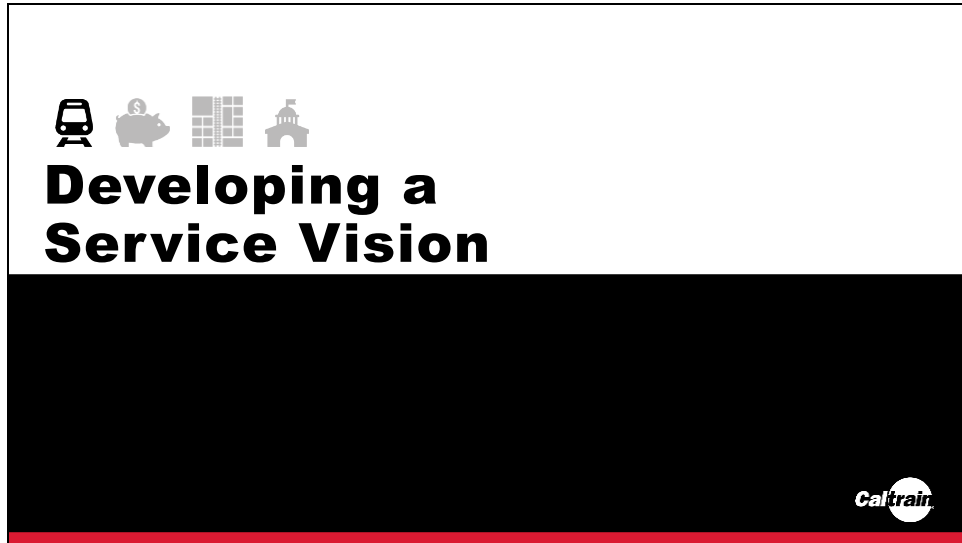
Technical Tracks

 Service <ul style="list-style-type: none">• Number of trains• Frequency of service• Number of people riding the trains• Infrastructure needs to support different service levels	 Business Case <ul style="list-style-type: none">• Value from investments (past, present, and future)• Infrastructure and operating costs• Potential sources of revenue	 Community Interface <ul style="list-style-type: none">• Benefits and impacts to surrounding communities• Corridor management strategies and consensus building• Equity considerations	 Organization <ul style="list-style-type: none">• Organizational structure of Caltrain including governance and delivery approaches• Funding mechanisms to support future service
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The Business Plan is a major effort that is supported by significant analytical work and stakeholder engagement. The technical work of the Business Plan is divided into four major “technical tracks.” This presentation is focused on the “service” and “community interface” tracks

Slide 5

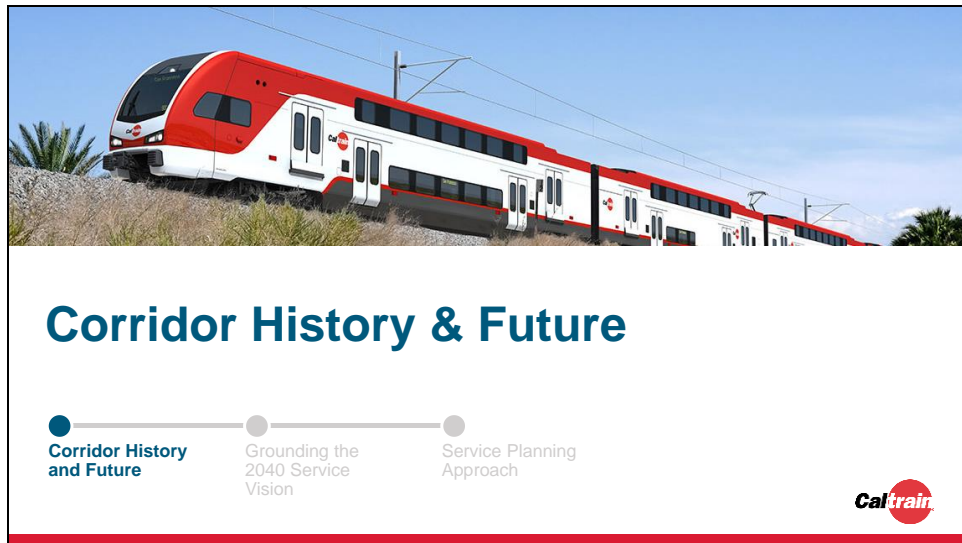


Developing a Service Vision




The following slides specifically focus on the “service” element of the Business Plan and begin the conversation about the assumptions and technical considerations involved in developing a long-range Service Vision for the railroad.

Slide 6

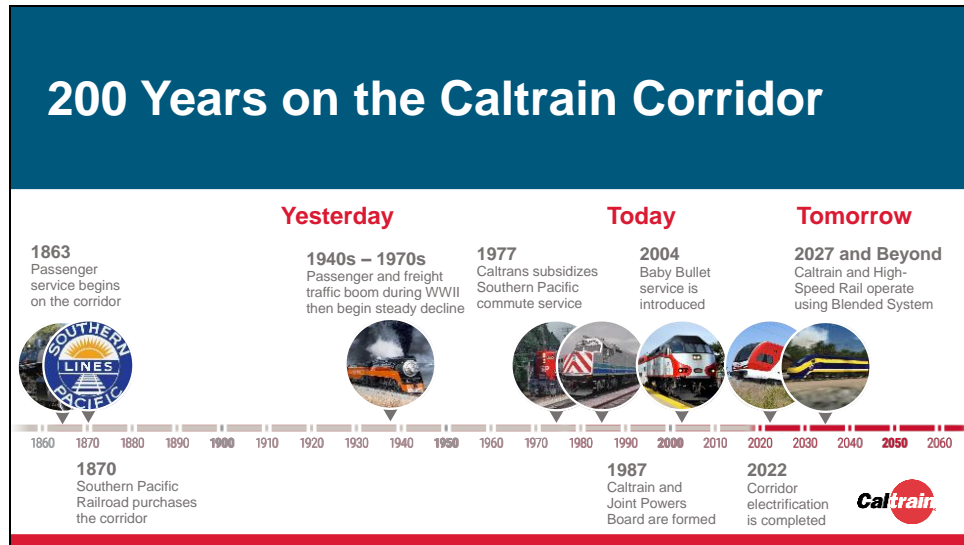


Corridor History & Future



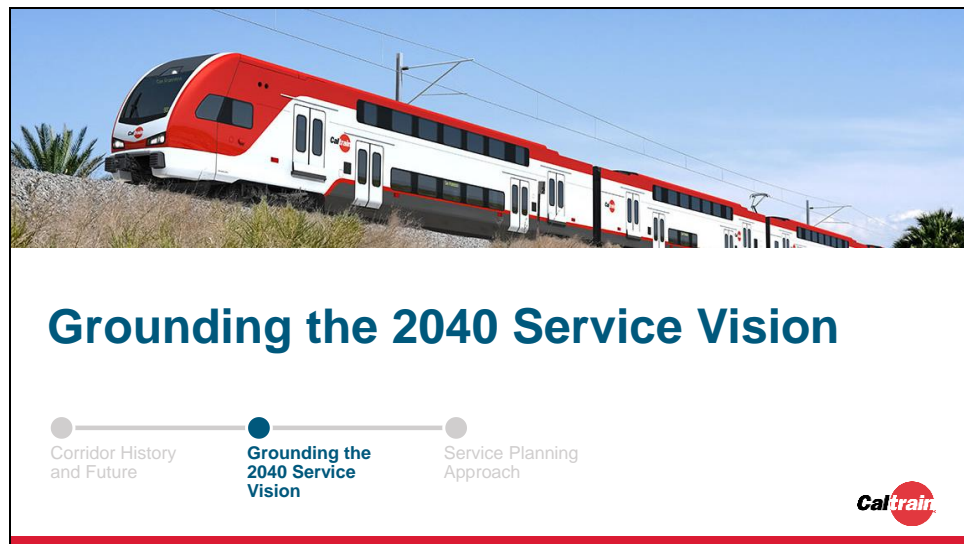
- Corridor History and Future
- Grounding the 2040 Service Vision
- Service Planning Approach

Slide 7



The Caltrain corridor is an infrastructure asset whose history and planned future span a more than 200 year period. The railroad has hosted passenger service since 1863 and has undergone many different changes and evolutions in ownership and service. The electrification of the railroad and the advent of blended operations with High Speed Rail are a new and significant chapter in the life of the corridor. The service that is coming will be very different than what operates on the corridor today.





Slide 8




Slide 9

What is the Service Vision?

An Achievable End State for the Corridor in 2040

 Train Service <ul style="list-style-type: none">• Frequencies• Stopping patterns• Service types• Number of trains	 Infrastructure Needs <ul style="list-style-type: none">• Fleet• Systems• Infrastructure• Support facilities	 Costs <ul style="list-style-type: none">• Operating• Maintenance• Capital	 Outcomes <ul style="list-style-type: none">• Ridership• Mobility benefits• Revenues
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The 2040 Service Vision describes an achievable, complete “end state” for service on the Caltrain corridor. The “Vision” is not representative of a single project or program- it is a complete and cohesive description of how the Caltrain service will function in 2040. The Vision will include the details of the service, the investments required to support it, and a description of the costs and benefits associated with its implementation.

Developing a fully realized “vision” for how Caltrain service will operate in 2040 helps build certainty around the future of the railroad and provides Caltrain’s partners and stakeholders with the information they need to plan with the railroad in an integrated and collaborative way.

Slide 10

Where do We Start?

The Service Vision Exists within an Established Framework

 Existing Policy Decisions <ul style="list-style-type: none">• Commitment to a Blended System• Primarily a 2-track corridor	 Planned Projects <ul style="list-style-type: none">• Stations• Connecting services• Grade separations	 Community Acceptability <ul style="list-style-type: none">• Tangible benefits• Mitigated or acceptable impacts	 Market Responsiveness <ul style="list-style-type: none">• Origins and destinations• Capacity• Travel times• Coverage	 Fiscal Reality <ul style="list-style-type: none">• Realistic scale• Value for money
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The development of Caltrain’s 2040 Service Vision doesn’t start with a blank slate. The future service vision will build on existing policy commitments and will support the plans and projects of the railroad’s partners. In particular this means planning for a future that includes fully electrified, blended operations with High Speed Rail on a primarily 2-track system.

The Service Vision must also respect the needs of the communities served by the railroad. It must deliver tangible benefits to the towns and cities it traverses while addressing or mitigating impacts. Finally, the vision must also be responsive to market conditions and fiscal reality – it must prescribe a course of action for the railroad that is achievable and represents a prudent use of public assets and funds.

Slide 11

**Building Blocks
for a 2040
Service Vision**

Caltrain

Assumptions

- Fully electrified service between San Francisco and Tamien
- Additional electrified service from San Jose to Gilroy on a 2-track electrified system

Explorations

- Details of service, fleet and infrastructure

The following slides outline a baseline set of “building blocks” that begin to define what a 2040 Vision for the Caltrain corridor could include. The slides highlight a working set of broad assumptions and explorations that must be established early in the process to begin building and testing more detailed service plans.

“Assumed” projects will be taken as a given in any 2040 Service Vision developed for the corridor while projects for “Exploration” will also be incorporated in the service planning analysis so that the opportunities for their implementation along with the potential impacts and benefits to the overall Caltrain system can be more fully understood.

These “building blocks” are intended to set a functional, high level framework for what the railroad will look like in 2040. More detailed assumptions and explorations related to other connecting services, land uses and individual station projects or grade crossing improvements will also be considered within the Business Plan and will be discussed and documented as service planning progresses. Similarly, these slides are focused on what will be assumed and explored regarding the railroad’s “end state” in 2040. The details of how individual projects and services may be implemented and phased over time to achieve the 2040 vision will be analyzed through the Business Plan process.

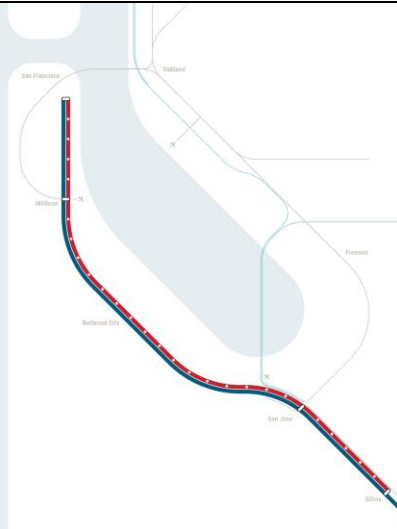
Slide 12

Building Blocks for a 2040 Service Vision

High Speed Rail

Assumptions

- Full HSR Service from Los Angeles to San Francisco (Phase 1)
- Related corridor and station upgrades consistent with a primarily 2-track Blended System (under study through HSR environmental)



Slide 13

Building Blocks for a 2040 Service Vision

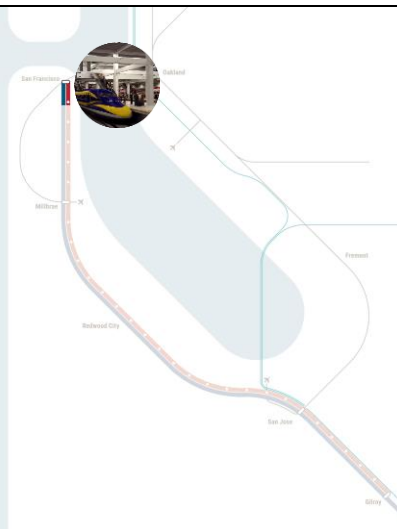
North Terminal

Assumptions

- Caltrain/HSR Downtown Extension to Salesforce Transit Center

Explorations

- 4th/King/Townsend reconfiguration
- Pennsylvania Ave alignment
- Potential reconfiguration or relocation of storage and maintenance facilities
- Potential interface with new transbay crossing



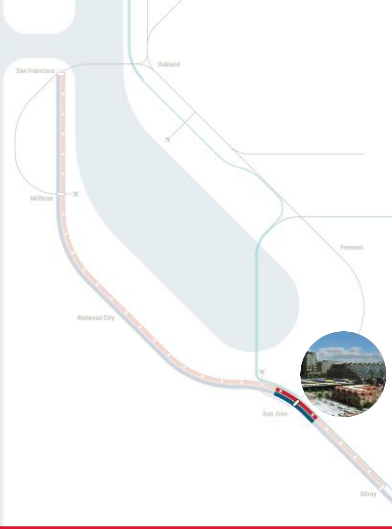
Slide 14

Building Blocks for a 2040 Service Vision

South Terminal

Explorations

- Reconstruction and reconfiguration of Diridon Station
- Additional potential modifications to surrounding rail facilities and potential relocation of CEMOF



The map on the right shows the rail corridor from San Francisco in the north to San Jose in the south. Key stations labeled include San Francisco, Oakland, Fremont, San Jose, and Gilroy. A red line indicates the proposed rail route, which is highlighted in a darker red at the Diridon Station area in San Jose. A small circular inset image shows a view of the Diridon Station area.

Slide 15

Building Blocks for a 2040 Service Vision

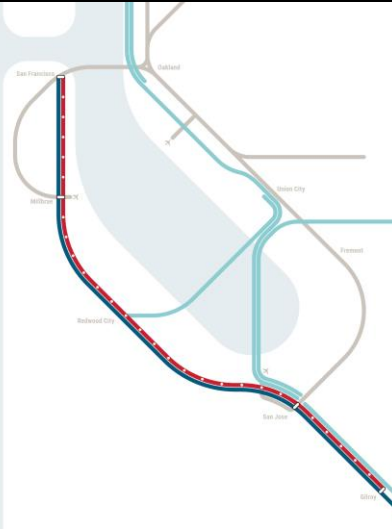
Connecting Services

Assumptions

- BART to Diridon and Santa Clara
- Expansion of ACE and Capitol Corridor service
- Continued use of corridor by freight

Explorations

- Dumbarton Rail Service
- Monterey County Rail Service



The map on the right shows the rail corridor from San Francisco in the north to San Jose in the south. Key stations labeled include San Francisco, Oakland, Fremont, San Jose, and Gilroy. A red line indicates the proposed rail route, which is highlighted in a darker red at the Diridon Station area in San Jose. The map also shows connections to BART and ACE services.


Slide 16

SHARING SESSION

Do the projects listed make sense as a starting point?


Are there other projects related to rail service that should be considered?

Slide 17



Service Planning Approach

Corridor History and Future Grounding the 2040 Service Vision **Service Planning Approach**



The following section of the presentation describes how service planning will be approached with a particular focus on explaining the key “supply-side” concepts and choices that need to be addressed on the Caltrain corridor. It is important that stakeholders interested in the future of Caltrain service understand these concepts and the inherent service trade-offs they inform.


Slide 18

Key Concept

Planning within Constraints

The Caltrain corridor is not a blank slate. Over the past decade, the JPB and its partners have made major policy decisions that inform and bound how the railroad will grow and evolve in the future.

- **2008** CHSRA specifies its alignment
- **2011-2013** "Blended System" introduced
CHSRA Business Plan confirms Blended System
Senate Bills 1029 and 557 provide Prop 1A funds and codify 2-track blended system
- **2013-2017** Peninsula Corridor Electrification Program environmentally cleared
Receipt of Federal Full Funding Grant Agreement
Full Notice to Proceed issued



During the last 10 years, the JPB and its partners have made several key policy decisions regarding the future of the corridor. Specifically, the JPB has committed to operating an electrified Caltrain service on a primarily 2-track mainline corridor that will be shared with High Speed Rail.


Slide 19

Key Concept

Planning within Constraints

The decisions and commitments that have already been made on the corridor bring three fundamental service planning questions into tension with one another:

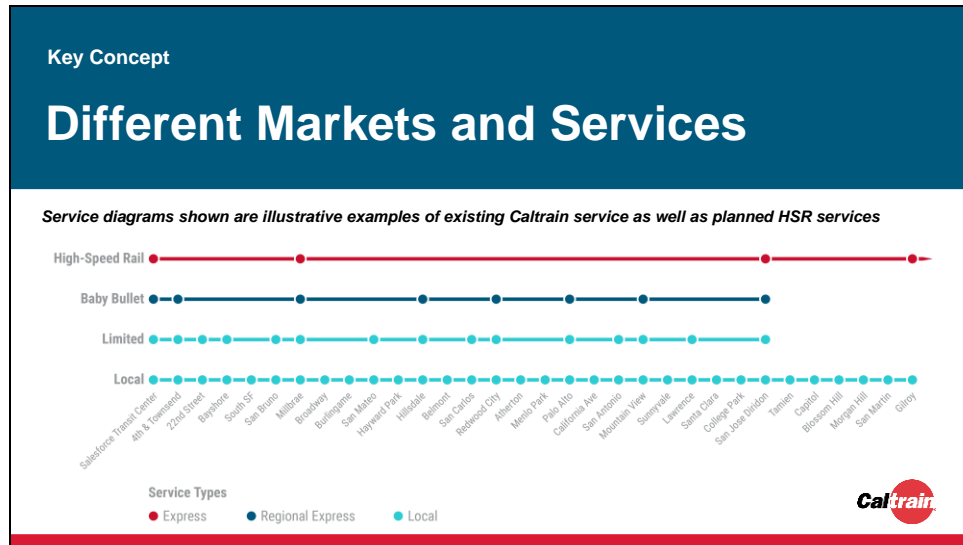
- 1. Service Differentiation**
How can local, regional and high speed services be blended and balanced on the corridor to best serve multiple markets?
- 2. Peak Service Volume**
How much growth peak train traffic volume can the corridor support and what kinds of growth may be required to meet long term demand?
- 3. Service Investments**
What types of investments into operations, systems and infrastructure will be required to achieve the desired types and volumes of service?



19

The commitment to an electrified, 2-track blended system fundamentally shapes and structures how future rail service on the corridor can evolve. Specifically, the commitment raises three critical and interrelated questions that must be answered as a long range service plan for the corridor is developed.

Slide 20



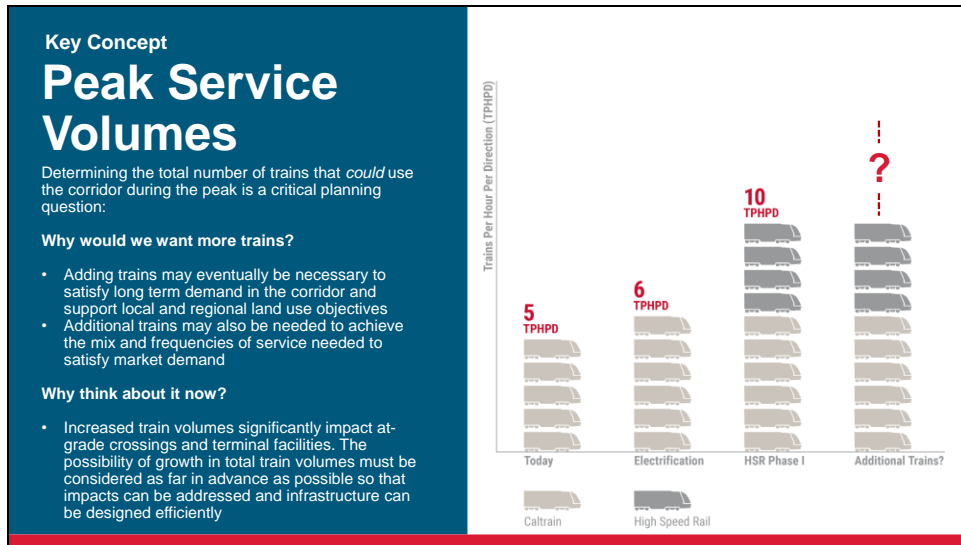
The Caltrain corridor accommodates different types of train services that serve different markets with distinct stopping patterns. Service differentiation allows the corridor to provide a range of travel options that effectively cater to multiple user types and market needs. However, service differentiation it also introduces an increased level of operational complexity and tradeoffs that must be addressed through the service planning process.

Today, Caltrain provides three “types” of services- shown in an illustrative format above;

- All-stop local trains that run during the off-peak and on the weekends and provide full coverage to the system
- Limited-stop local services that balance improved travel times with coverage goals to different origins and destinations. Today these limited-local services are operated as either skip-stop or zone-express type patterns. The former is illustrated in the above diagram.
- The “Baby Bullet” regional express service that runs during commute hours and prioritizes improved travel times between major origins and destinations.

In the future, Caltrain has committed to further differentiation of services as it shares the corridor with High Speed Rail- a true “express” service that will stop in San Francisco, Millbrae, San Jose and Gilroy.

Slide 21



Today Caltrain operates a maximum of 5 trains per peak hour per direction in the corridor. With electrification, Caltrain will add a 6th train during peak hours. High Speed Rail will operate 4 trains per peak hour per direction once it implements its full Phase 1 operations between San Francisco and LA. At that time there will be a total of 10 trains per hour per direction operating in the peak on the mainline corridor.

As the Business Plan looks to 2040 and beyond, there will be consideration of whether the corridor needs to plan for potential growth in peak hour train volumes above 10 trains per hour per direction. While such increased levels of train service would not be implemented for some time the possibility of future growth in peak train service levels will fundamentally structure how services and infrastructure on the corridor are planned.

In addition to peak service levels the Business Plan will also consider the critically important issue of improvements to off-peak and shoulder services (these issues will be discussed in detail in a subsequent presentation). Ultimately, however, it is peak service levels that are the key driver major infrastructure and equipment needs on the railroad as well as impacts to surrounding communities. The extent to which any growth in planned peak service volumes is desirable and can be accommodated is a fundamental issue that needs to be addressed in the 2040 service vision.

Slide 22

Key Concept
Improving Service Requires Investment

There are many different ways to invest in a railroad.

Caltrain can improve its service by investing in improved operations, new systems and expanded infrastructure.

Careful planning allows for investments to be made in a way that is cost effective and minimizes community impacts.

Operations

- Increased service coordination and expanded operations to maximize the use of physical infrastructure

Systems

- Improved train performance
- Fleet expansion
- Improved train control and signaling

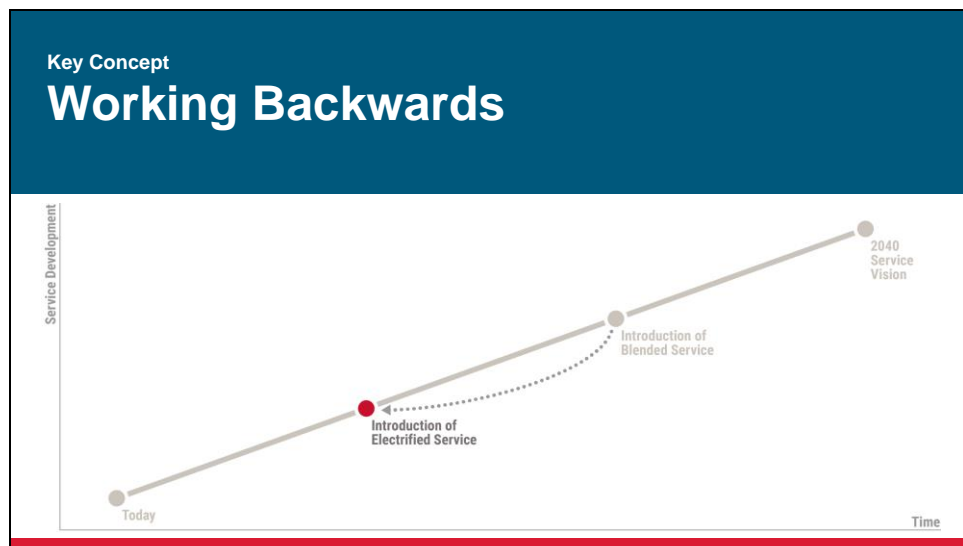
Infrastructure

- Track enhancement and expansion
- Station and terminal improvements
- Grade crossing investments



Improvements in service can be achieved through various combinations of investment. All of these investments require planning and resources and all have different costs, benefits and different implications for the communities served. A core task of the business plan will include analyzing how different investments can be combined to efficiently and effectively support improved services. The types and scale of investment that are feasible in the corridor, both from a financial and community-impact perspective will ultimately help determine what can be achieved within the 2040 Service Vision.

Slide 23



The Business Plan is initially focusing on a 2040 Service Vision in order to ensure that investments in the corridor are made as strategically and efficiently as possible. Once a 2040 vision has been set, the team can develop a phasing and implementation strategy that allows for incremental growth from today towards the vision. This will ensure that the corridor and its assets are used as efficiently as possible in a manner where services are continuously improved over time.

Slide 24

Key Concept
Fine-Tuning a Complex System

Infrastructure
Yards
Stations
Maintenance
Junctions
Tracks
Storage
Platforms

Service
Frequency
Connectivity
Service types
Coverage
Quality
Speed
Performance

2040 Operations

Capacity
Seats
Occupied track slots
Residual track slots
Utilization
Unplanned events
Contingency
Disruptions

Processes & Equipment
Rolling stock
Dispatching
Signaling
Fare collection
Operating procedures
Regulation
Boarding level

Railroads are complex systems.

Their successful operation is the result of many interconnected pieces and process working together to achieve a desired set of outputs

Major changes to service or infrastructure impact all parts of the railroad and need to be considered holistically on a system wide basis

Railroads are complex systems and rail service planning involves considering interactions between many different variables. Trying to modify or plan for only one aspect of the railroad in isolation can lead to unintended consequences and impacts within the system as a whole.

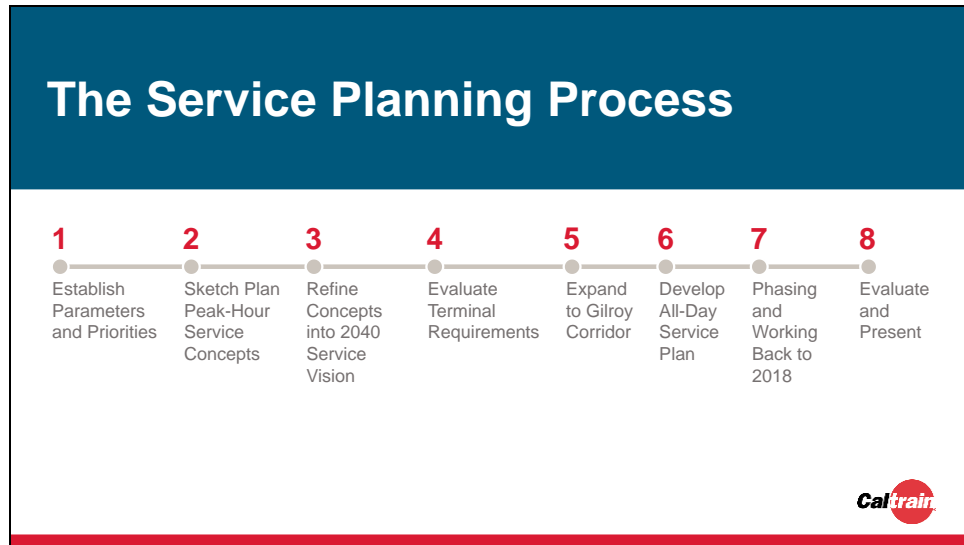
The Business Plan process will evaluate service comprehensively- an approach that helps ensure full consideration of the many connected parts of the railroad and allows for overall system outcomes to be optimized

Slide 25

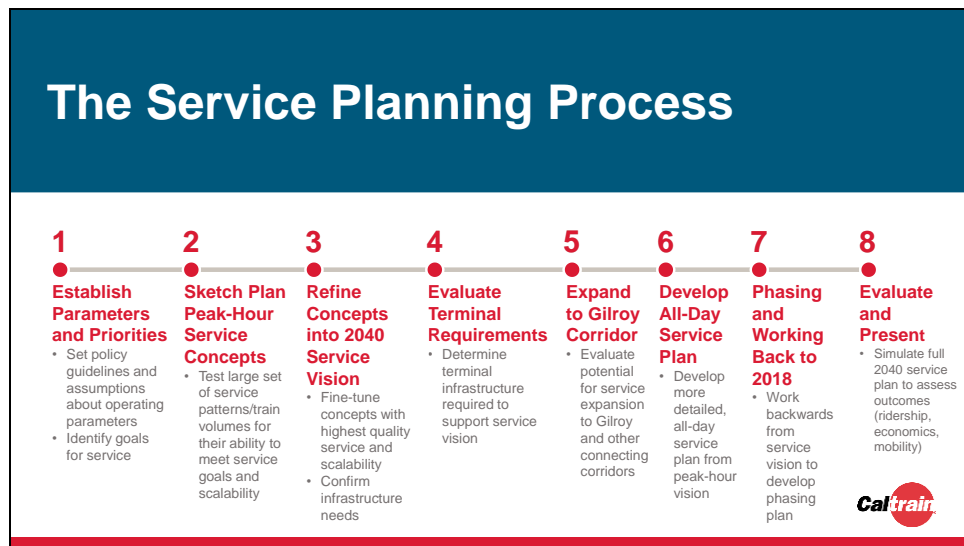
SHARING SESSION

Do you have any questions about the key service concepts and trade-offs?

Slide 26



Slide 27



Slides 26 and 27 present a simplified walkthrough of the service planning methodology that will be used in the Business Plan to develop a 2040 Service Vision. This description outlines the series of steps that will allow the team to address the concepts and trade-offs described above in a systematic and deliberate manner.

Slide 28

SHARING SESSION

**What parts of the service planning process
are you most interested in?**

Slide 29



**Exploring the Corridor –
Community Interface**








The second part of August’s presentation focuses on introducing and exploring the concept of the “Community Interface.” This effort supports the development of the Service Vision by specifically focusing on the interface between the rail corridor and the communities it serves while beginning the conversation about how to address the range of opportunities and challenges associated with an active rail corridor.








Slide 30

What is the Corridor – Community Interface?

A Framework for Describing how the Railroad Interacts with Its Surroundings

 Physical Spaces	 Operational Impacts	 Land Use Influence	 Mobility Outcomes	 Economic Interactions
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At the Community and Corridor Scale

 Individual	 Community	 Corridor	 Region	 State	 Country	 Globe
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July’s Business Plan update described how the Caltrain corridor is important at many different scales ranging from the interests of individual customers up to railroad’s role as part of a global passenger rail industry. The corridor-community interface is a framework that is useful for specifically thinking about how the opportunities, benefits, challenges and impacts of the railroad manifest specifically at the community and corridor-wide scales.

Slide 31

What Are the Opportunities and Challenges of a Rail Corridor?

 Local/Regional Mobility	 Place-Making	 Noise/Vibration	 Physical Structures
 Land Use Opportunities	 Economic Development	 Visual Impact	 Traffic/Safety


DRAFT

The Caltrain corridor generates a wide range of both benefits and impacts in the communities it serves. Many of the benefits Caltrain generates are diffuse- meaning that they accrue broadly to a wide range of residents living within a particular city or town. Conversely, many of the rail corridor’s impacts are specific and have a localized effect on particular neighborhoods or properties.

Slide 32

The Corridor-Community Interface is Rooted in Physical Reality

At Grade
Crossings
Bridges & Bents
Tunnels
Stations
Connections
Support Facilities
Construction

Caltrain

The corridor-community interface is not abstract- it is rooted in physical reality. Over its 150-year history the railroad has existed and evolved as a real, specific “place” that varies along its length and interacts with its surroundings in different ways.

Slide 33



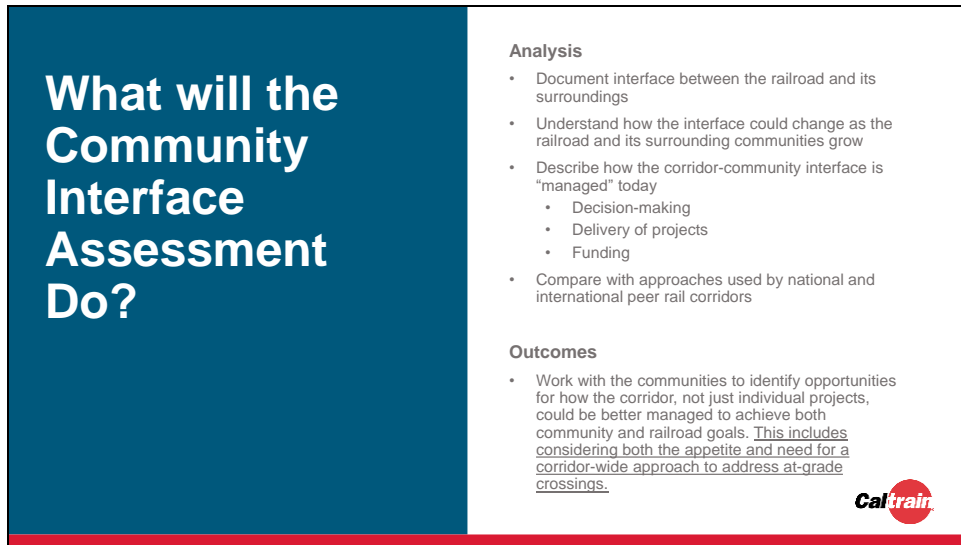
Within the diverse spectrum of spaces and interactions described in slides 31 and 32 it is clear that at-grade crossings are one of the most significant and pressing issues within the corridor-community interface.

The Caltrain corridor has 42 at grade crossings on the main line between San Francisco and San Jose and there are more than 30 at grade crossings on the Union Pacific-owned portion of the corridor between San Jose and Gilroy. Gate-downtime at at-grade crossings presents a challenge to traffic circulation- an issue that will grow worse both as service on the railroad grows and as local traffic volumes increase.

Many crossings on the corridor have already been grade separated and cities up and down the corridor are currently building and planning for the closure or separation of more than a dozen additional crossings. The above slide shows grade separation or closure projects that are in active construction, design or planning on the corridor today. Collectively, these projects amount to billions of dollars in active, planned or proposed investment. Although these projects have been conceived of and planned by individual cities they effectively represent a “hidden” megaproject that is emerging in the Caltrain corridor.

The planning, phasing, funding and constructing of the projects shown is an immense challenge. As the corridor considers its long range future the demand for improvements at at-grade crossings will grow more intense. As it considers the long range future of the corridor, at-grade crossings will, necessarily, be a major focus of the Business Plan process.

Slide 34




What will the Community Interface Assessment Do?

Analysis

- Document interface between the railroad and its surroundings
- Understand how the interface could change as the railroad and its surrounding communities grow
- Describe how the corridor-community interface is "managed" today
 - Decision-making
 - Delivery of projects
 - Funding
- Compare with approaches used by national and international peer rail corridors

Outcomes

- Work with the communities to identify opportunities for how the corridor, not just individual projects, could be better managed to achieve both community and railroad goals. This includes considering both the appetite and need for a corridor-wide approach to address at-grade crossings.



The Community Interface component of the Caltrain Business Plan will develop a framework to support a corridor-wide conversation about how the railroad can grow in concert with the communities it serves. Specifically this means thinking about what changes or strategies can be employed in the corridor to maximize the opportunities and benefits of the railroad provides while addressing challenges and mitigating impacts.

As the corridor owner, it is Caltrain's responsibility to elevate this conversation, supply factual information and analysis, and to assess the concerns and interests of all of the different stakeholders involved. Ultimately, the Business Plan will seek to frame the question of whether a new or expanded approach to the management of the community-corridor interface should be considered (including the potential for a corridor-wide grade-crossing strategy).

It is not Caltrain's intent to answer this question on its own- any decisions about the future of the corridor-community interface are the collective responsibility of corridor communities, the railroad, the region and the State. Each of these parties has different resources, roles and responsibilities but all share an interest in the future of the corridor. The near-term goal of the Business Plan is to build a better factual understanding of the community-corridor interface and to assess whether there is sufficient consensus and the collective will among corridor stakeholders to consider a new approach.

Slide 35

SHARING SESSION


What elements of the corridor-community interface are most important to your jurisdiction?

Are there any important elements of the community corridor interface we've missed?

What can Caltrain do to help your community?

Slide 36

FOR MORE INFORMATION
WWW.CALTRAIN.COM





Memorandum

Date: August 23, 2018

To: CalMod Local Policy Maker Group (LPMG)

From: John Funghi, CalMod Chief Officer; Casey Fromson, Gov. Affairs Director

Re: Caltrain Electrification Project Update

ELECTRIC VEHICLE UPDATE

Manufacturing marked a major milestone with the carshell of the first trainset passing multiple structural load tests. Train manufacturing continues its busy schedule, with three trainsets now in production.

A mock-up of the new electric train cab has been installed, which will assist the crew in learning the different functionalities and features of the new high-performance trains' control car.



Cab Car Mock-up

View more pictures at CalMod.org/gallery.

ELECTRIFICATION INFRASTRUCTURE UPDATE

Construction to make Caltrain a modern, electric commuter rail system continues. In August, crews finished the first pass of potholing for utilities in San Francisco and Brisbane while continuing to pothole from Belmont to San Jose. Crews also continued tree work in Menlo Park and San Jose as well as the construction of the Traction Power Substation in San Jose.

To sign up for weekly construction updates or for more construction information, visit CalMod.org/Construction.

Public Meetings Re: Construction Activities

Occurred

- Burlingame, July 18
- Burlingame, August 1

Upcoming

- San Francisco, August 21
- Palo Alto, August 28
- Brisbane Council, September 6
- Mountain View, September 12
- Sunnyvale, September 17

For more details, and a full list of upcoming meetings, please visit CalMod.org/events

DETAILED PROGRESS REPORT

To view the detailed Monthly Progress Report, please visit:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html

CalMod



Peninsula Corridor Electrification Project (PCEP)

LPMG Meeting
August 23, 2018



Tree Pruning/Removal



August 2018

Potholing

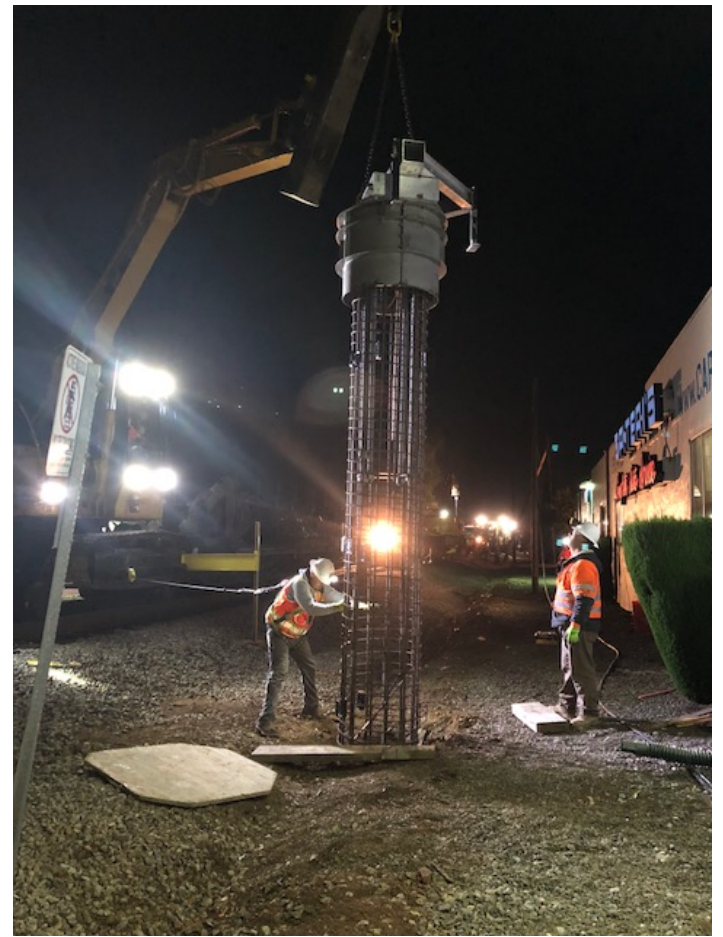


Potholing



August 2018

Foundation Installation



Foundation Installation



August 2018

Pole Installation



Pole Installation



August 2018

Traction Power Facilities



August 2018

Upcoming Events

- Community Meetings
 - San Francisco: August 21
 - Palo Alto: August 28
 - Brisbane Council: September 6
 - Mountain View: September 12
 - Sunnyvale: September 17
- San Francisco Tunnel Work (Starts Oct)
 - Will require weekend shutdowns of Caltrain service north of Bayshore Station
 - Bus service will be provided to SF Stations



Public Outreach

- Weekly Updates at calmod.org/get-involved
- Mailers, Press Releases, Social Media

CalMod

Dear Caltrain Neighbor:




Over the next three months, Caltrain will be performing work on the railroad corridor in your area to improve Caltrain service as part of the Peninsula Corridor Electrification Project. The anticipated activities during this time include locating underground utilities, testing soil conditions, inspecting signal/communication equipment, and tree trimming/removal to prepare the corridor for the installation and operation of modernized transit service. After tree trimming/removal occurs, crews will begin work on the foundations for the overhead contact system.



Work will take place during the day and at night. Night activities will occur between 8:00 p.m. and 6:00 a.m. We apologize for any inconvenience this may cause. To mitigate noise and other impacts during nighttime activities, the field team will utilize acoustical barrier blankets, and will position lights away from residential, roadways, and business areas.

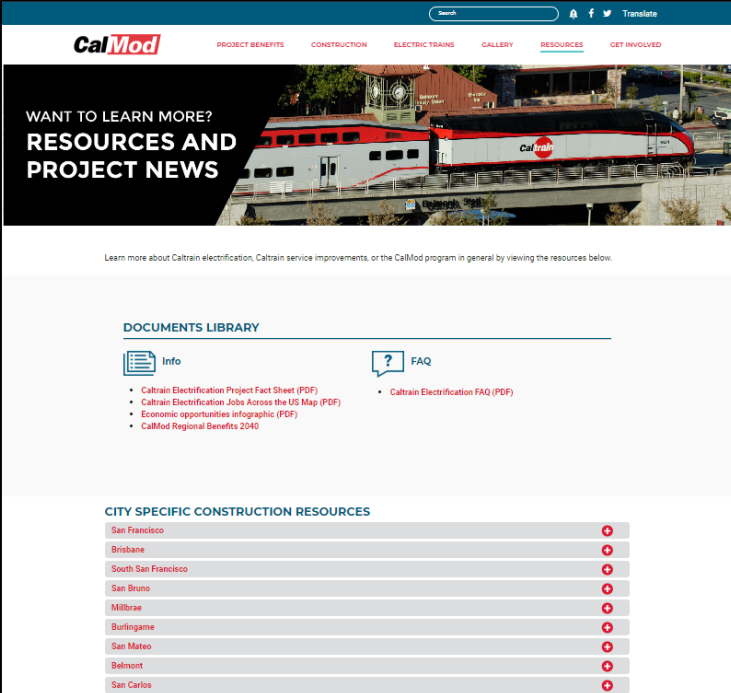

The electrification project will allow Caltrain to operate quieter, cleaner, more frequent and/or faster train service to more riders. Increased capacity and improved service will help Caltrain meet the increasing ridership demand and alleviate regional traffic congestion. The new electric trains are scheduled to be operational in 2021.

We apologize for any inconvenience you might experience while we work to deliver these critical benefits to our communities.

Please visit our website at www.caltrain.com/PCEP for weekly construction notice updates. Thank you for your patience and understanding.

 @Caltrain #CalModTrains  Caltrain.com/PCEP  650-399-9659

 www.facebook.com/caltrain  calmod@caltrain.com Para traducción llama al 1-800-660-4287



WANT TO LEARN MORE?
RESOURCES AND PROJECT NEWS

Learn more about Caltrain electrification, Caltrain service improvements, or the CalMod program in general by viewing the resources below.

DOCUMENTS LIBRARY

- Info**
 - Caltrain Electrification Project Fact Sheet (PDF)
 - Caltrain Electrification Jobs Across the US Map (PDF)
 - Economic opportunities infographic (PDF)
 - CalMod Regional Benefits 2040
- FAQ**
 - Caltrain Electrification FAQ (PDF)

CITY SPECIFIC CONSTRUCTION RESOURCES


- San Francisco
- Brisbane
- South San Francisco
- San Bruno
- Millbrae
- Burlingame
- San Mateo
- Belmont
- San Carlos

calmod.org/resources






CALMOD CONTACT INFORMATION

WEBSITE  CalMod.org

PHONE  650-399-9659
800-660-4287 (Toll Free)

EMAIL  CalMod@caltrain.com

OFFICE  2121 S. El Camino, Suite A-100
San Mateo, CA 94403
9 a.m. - 5 p.m. Monday - Friday

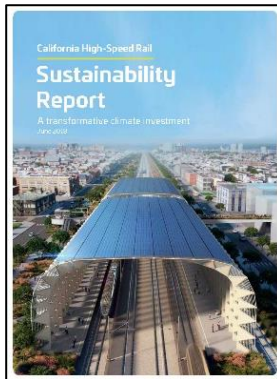
FACEBOOK  www.facebook.com/caltrain
TWITTER  @caltrain



Memorandum

Date: August 23, 2018
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Acting Northern California Regional Director
Re: High-Speed Rail Program Overview & Update

CALIFORNIA HIGH-SPEED RAIL 2018 SUSTAINABILITY REPORT



On August 16, the California High-Speed Rail Authority (Authority) issued its 2018 Sustainability Report, the third annual report of its kind. It provides a status report on the Authority’s efforts to deliver the greenest infrastructure program in the country.

This report details the progress the Authority is already making in fulfilling our commitments to Californians to curb air pollution and greenhouse gas (GHG) emissions, protect endangered species and transition to a sustainable, low carbon future. For instance, future High-speed rail stations and service facilities will be designed to be net-zero energy, meaning they will produce at least as much energy on-site as they consume over the course of a year.

In the Central Valley, construction crews are using the cleanest Tier 4 equipment and the Authority is offsetting the emissions being generated by the construction. Beyond just the construction, the Authority is also committed to operating using 100 percent renewable energy to deliver a high-quality transportation system that benefits Californians both now and for generations to come.

High-speed rail is a cornerstone of California’s aggressive efforts to tackle climate change, protect the environment and enhance quality of life. The full report, a highlight sheet, and the “Get the Facts” fact sheet and videos can all be found [online here](#).

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

Preliminary Engineering for Project Definition Review

The Authority is in the middle of the environmental review process for the elements that will be necessary to bring high-speed rail onto the existing Caltrain corridor. With the Caltrain Electrification project heavily into construction, the Authority is now in the process of environmentally clearing the set of investments that will be made in the corridor focused on allowing high-speed trains to run.

As part of the environmental review process, the Authority has conducted a Preliminary Engineering for Project Definition (PEPD) review with jurisdictions along the corridor. The objective of this review was for local jurisdictions to better understand the design elements, provide feedback to the regional design team on the preliminary designs, and to discuss areas of interest or concern for each jurisdiction. The design review included the specific parameters and scope of the project elements necessary for high-speed trains to run between San Jose and San Francisco while meeting the Authority’s requirements for the statewide system. The Authority hosted the first round of office hours between July 23 and August 8 and met with the City and County of San Francisco, San Francisco International Airport, Brisbane, San

Bruno, Millbrae, Burlingame, City of San Mateo, Belmont, San Carlos, Redwood City, Atherton, Menlo Park, Palo Alto, Mountain View, City of Santa Clara and VTA. The Authority received feedback during these meetings on a broad range of topics including information on planned or expected projects in or around the corridor (i.e., grade separations, housing and other commercial developments, pedestrian crossings and road closures), the planned safety modifications that the Authority is proposing, as well as noise, traffic and aesthetic impacts.

Information that we received about planned or expected projects will inform both the design team as they do their work as well as the planning team so that they can incorporate these projects into the Connecting Communities Strategy (CCS). As we described in June, the CCS is an effort that the Authority has undertaken to identify relevant projects, understand community priorities, figure out their interface with the high-speed rail program, and help cities pursue a variety of State funding sources provided by the Authority's partner agencies. The planning team is in the process of reaching out to the cities that expressed interest in the CCS to schedule meetings to discuss potential partnerships and funding opportunities through various statewide initiatives.

A second round of PEPD review with select jurisdictions (if there are significant changes from what was developed so far) is anticipated for November 2018. The Authority thanks the city, county and agency staff that took time out of their busy schedules to meet with us to help inform our project design.

SAN JOSE TO MERCED TO SAN JOSE PROJECT SECTION

The 2018 Business Plan outlines a new concept that would extend electrification south of San Jose to Gilroy. The new concept would have high-speed rail service operating in a blended system with Caltrain within the Union Pacific Railroad (UPRR) corridor. This concept would consist of primarily a three-track system south of Diridon Station with two electrified passenger tracks for high-speed rail and Caltrain and one unelectrified track for UPRR to maintain their service. This concept is intended to allow for the Authority to have fewer modifications to existing infrastructure and fewer impacts to private property. The Authority has developed the horizontal footprint for the three tracks using the existing corridor (wherever feasible) and will be overlaying the vertical interfaces (e.g. would adding another track require a road to be depressed a bit more to allow a new rail bridge to be added?) and systems requirements (e.g. locations of overhead catenary system portals every approximately 1,500 – 2,000 feet).

The Authority has and will continue to coordinate its planning, engineering, and environmental analyses of this new alignment alternative (as well as the other alternatives that were developed in 2016/2017) with city and county staff, elected officials, and other stakeholders between San Jose and Gilroy. Additionally, the Authority is actively engaged in the planning and coordination around the future vision for Diridon Station and the surrounding area through the Diridon Integrated Station Concept Plan, the Station Area Advisory Group and the Diridon Joint Powers Advisory Board.

COMMUNITY WORKING GROUPS

The Authority has three Community Working Groups (CWGs) in the San Francisco to San Jose Project Section – the San Francisco County CWG, the San Mateo County CWG, and the Santa Clara County CWG (which encompasses the northern part of the County north of San Jose). These groups are comprised of representatives from neighborhood associations and disadvantaged communities as well as business/economic, transit advocacy, and environmental stakeholders. The Authority last met with the San Francisco to San Jose Project Section Community Working Groups in early 2017. The Authority plans to hold the next round of meetings in October 2018. In preparation for these meetings, the Authority

is looking to reaffirmation the membership of these groups and has solicited feedback and recommendations from CSCG and LPMG members on current CWG membership. We would very much appreciate any feedback you may have by Friday, August 31. This reaffirmation process is intended to ensure CWG meetings are well attended and that membership is reflective of the range of stakeholder interests in the San Francisco to San Jose Project Section.

The San Jose to Merced Project Section will be undergoing a similar reaffirmation process for the San Jose CWG and the Morgan Hill-Gilroy-Los Banos CWG. The San Jose CWG membership will be reaffirmed in follow-up to the group's meeting that was held on August 16 and the Morgan Hill-Gilroy-Los Banos CWG will follow soon after.



CALIFORNIA
High-Speed Rail Authority

NORTHERN CALIFORNIA PROJECT UPDATE

Boris Lipkin, Acting Northern California Regional Director

**Local Policy Maker Group
Thursday, August 23, 2018**



AGENDA

- **2018 Sustainability Report**
- **Update on Preliminary Engineering for Project Definition Review Process**
- **Update on San Jose to Merced Project Section**
- **Outreach Update**

SUSTAINABILITY REPORT

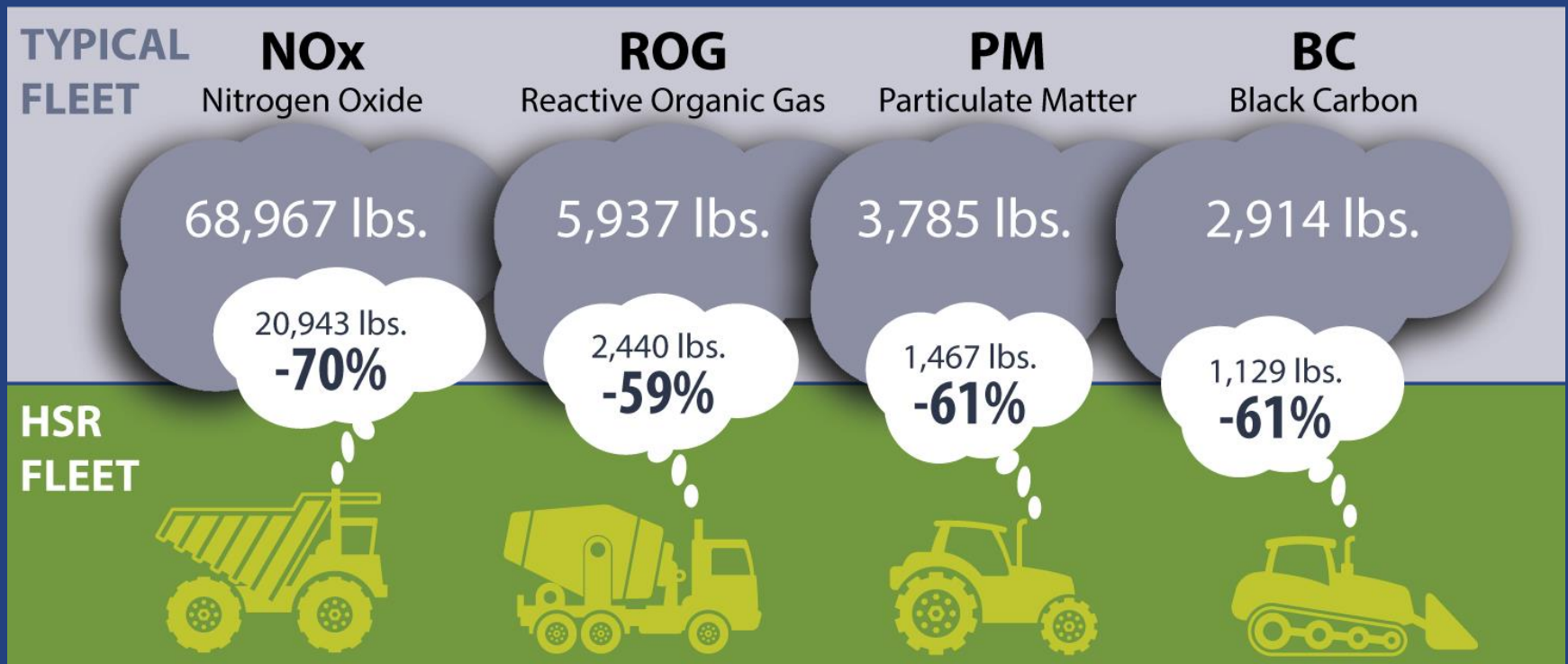


HIGH-SPEED RAIL: Key to a Sustainable Future

- Our goal – create the cleanest infrastructure project in the nation
- Our commitments:
 - » Net-zero emissions in construction
 - » Zero emissions trains powered by 100 percent renewable energy
 - » Net-zero energy stations
 - » Catalyst for more sustainable development
- Top sustainable infrastructure project in North America for the second year in a row per the GRESB Infrastructure Assessment
- Key to tackling climate change and reaching a low-carbon future



RESULTS: AIR QUALITY



In addition:

- Over 1,300 lifetime tons of air pollution offset to date
- Additional 3,500 tons of pollution reduction annually in operation

RESULTS: AVOIDING GHG EMISSIONS

Exhibit 21: 2017 Materials Management (in Tons)



- 64,489 Concrete Recycling
- 38,802 Asphalt Recycling
- 11,063 Mixed Recycling
- 3,311 Metals Recycling
- 2,306 Organics
- 361 Recycled Wood
- 326 Materials Landfilled

RESULTS: OFFSETTING GHG EMISSIONS

- 200 trees planted to date will:
 - » Offer shade
 - » Improve air quality
 - » Provide recreation benefits in West Fresno
 - » Offset 600 tons of GHG over their lifetime
- Partnering with Tree Fresno and California Urban Forestry Coalition on additional planting

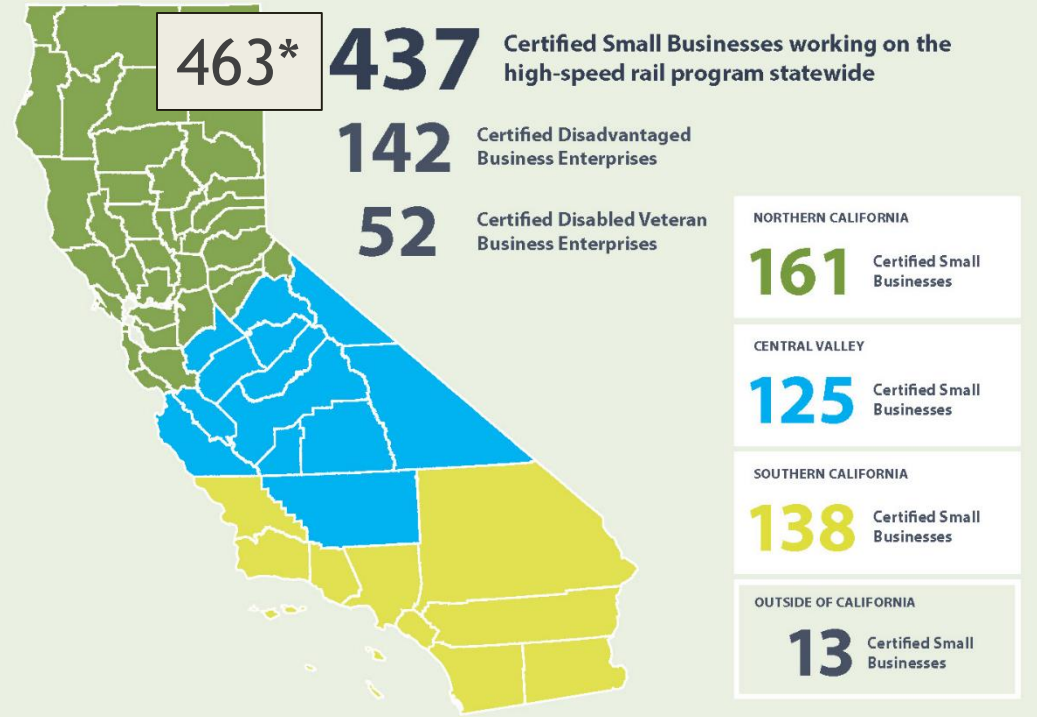


RESULTS: JOBS AND ECONOMIC ACTIVITY

Providing Benefits Now:

- 45% of workers to date live in disadvantaged communities
- 115 of 463 small businesses are located in disadvantaged communities

54% of total project expenditures occurred in disadvantaged communities throughout California, spurring economic activity in these areas.



RESULTS: HABITAT

- 2,500 acres of habitat preserved and restored
- 1,200 acres of agricultural land approved for conservation
- 273 deeded acres of agricultural land have been secured



HABITAT CONSERVATION IN THE CROSS CREEK CORRIDOR

UPDATE ON PRELIMINARY ENGINEERING FOR PROJECT DEFINITION (PEPD)



UPDATE ON PEPD REVIEW

✓ **Round 1 Office Hours (July 23 – August 8) – Completed!**

Thank you for meeting with us!

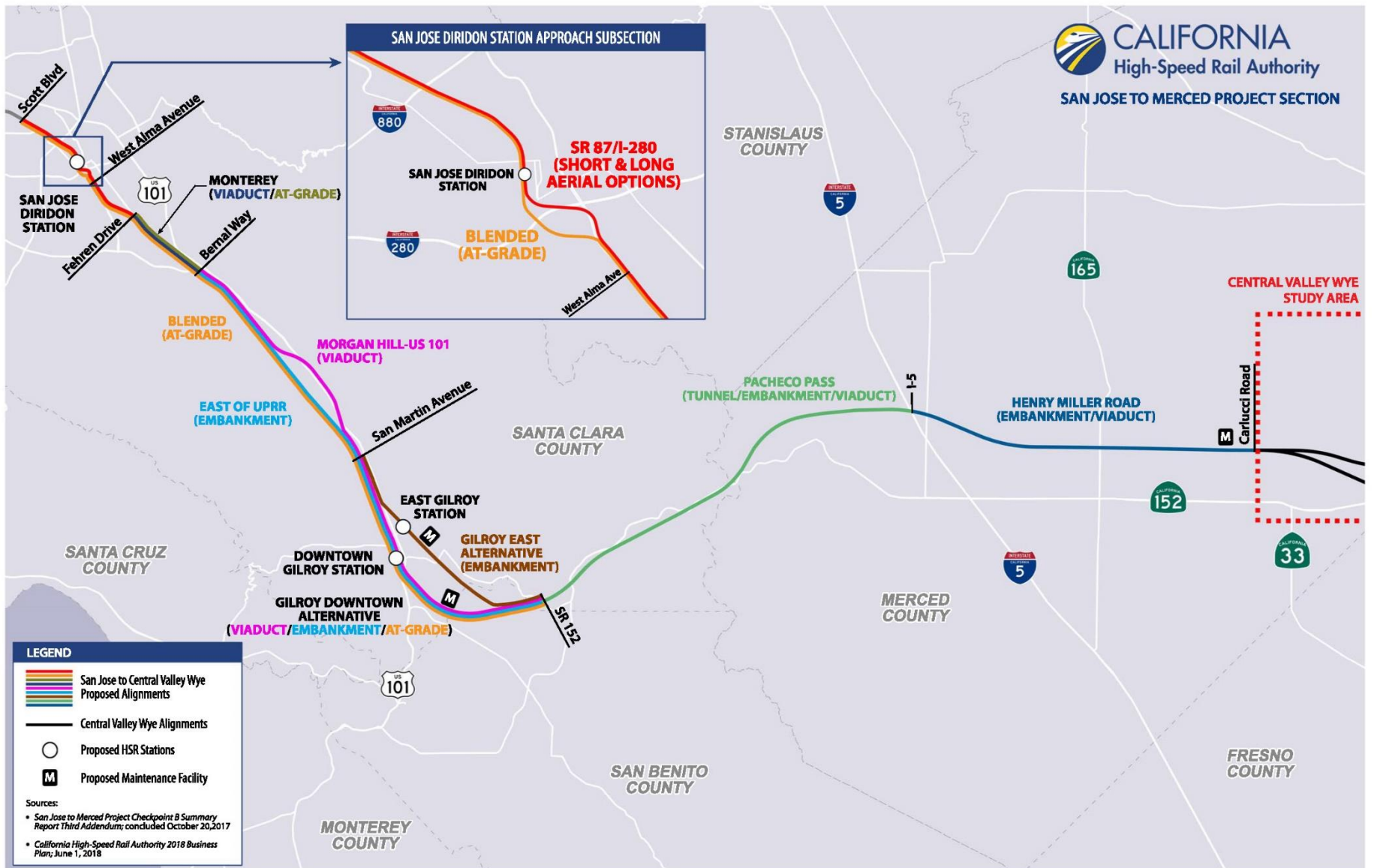
Key Themes

- **Planned or expected projects (i.e., grade separations, housing and other commercial developments)**
- **Positive response to key design features: planned safety modifications within existing ROW, minimal impacts**
- **Emphasis on safety, noise, traffic and aesthetic impacts**
- **Interest in the *Connecting Communities Strategy (CCS)* process**
- **Questions: environmental schedule, coordination with Caltrain, train speed, etc.**

SAN JOSE TO MERCED PROJECT SECTION UPDATE

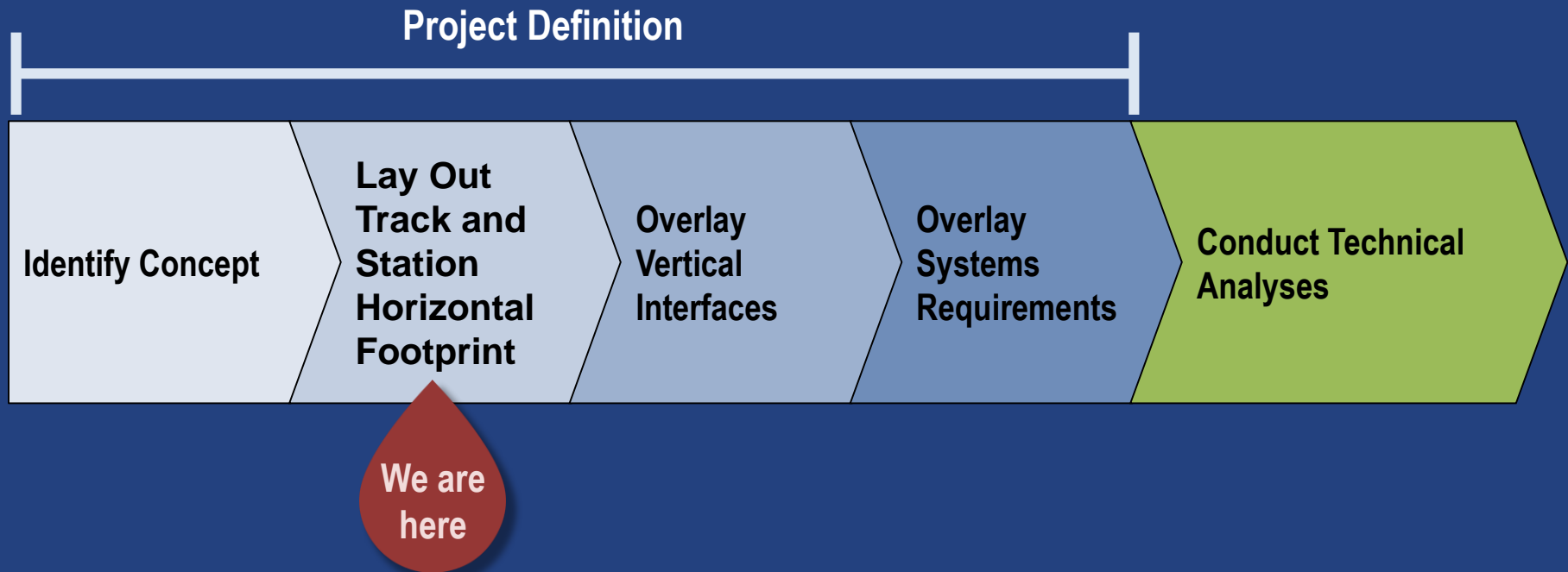


SAN JOSE TO MERCED ALIGNMENT OPTIONS



DRAFT - AUGUST 2018

PROCESS FOR DEVELOPING AN ALTERNATIVE



KEY ALTERNATIVE INPUTS

BASIC CONCEPT

- » At-grade alignment using existing Caltrain/UPRR Corridor
- » Primarily 3 tracks (2 electrified passenger tracks, one unelectrified freight track)*
- » Blended operations with 110 mph max speed

KEY DESIGN CRITERIA

- » Priority: stay within the existing railroad rights-of-way while maintaining 110 mph speed
 - Use Caltrain/HSR Blended system criteria to reduce need for additional property
- » Maintain functionality for Caltrain service to existing Caltrain Stations
- » Minimize modifications to existing infrastructure where practical
- » Improve corridor safety through continuous fencing and four-quad gates at grade crossings

*Note: There are three existing tracks north of Diridon that would be expanded to four tracks and a passing siding for UPRR would be added in Coyote Valley

OUTREACH UPDATE



UPCOMING ACTIVITIES

- **Connecting Communities Strategy**
 - » August: Meetings with disadvantaged communities
 - » August/September: Meetings with interested city staff
 - » October: Present to Community Working Groups
- **Community Working Groups**
 - » Next San Jose CWG: August 16
 - » Email sent to CSCG/LPMG members to respond to Morgan Galli by August 31
 - » Next Round of meetings: October 2018
- **Environmental Justice Outreach**
 - » August: Conduct interviews and reconfirm EJ representation on CWGs
- **Other Events**
 - » Salesforce Transit Center Public Block Party: August 11
 - » Morgan Hill High-Speed Rail Public Meetings: August 14
 - » Santa Clara City Council Study Session: September 18

SALESFORCE TRANSIT CENTER GRAND OPENING



THANK YOU & STAY INVOLVED

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Email: san.francisco_san.jose@hsr.ca.gov

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California High-Speed Rail Authority
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