



Local Policy Maker Group (LPMG) Meeting

Thursday, July 26, 2018

5:30 p.m. – 7:30 p.m.

**SamTrans Offices – Bacciocco Auditorium 2nd Floor
1250 San Carlos Ave., San Carlos**

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 August 23, 2018 at 5:30pm

All items on this agenda are subject to action



Memorandum

Date: July 28, 2018
To: Local Policy Maker Group (LPMG)
From: Sebastian Petty, Caltrain
Re: Caltrain Business Plan Updates

PROJECT UPDATE

The following is the first 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 a presentation that reflects project materials and messaging.

ONGOING TECHNICAL WORK

The Caltrain Business Plan consulting team is fully engaged and has begun technical work on the Business Plan. Key areas of focus for the team during July have included:

- Development of project management procedures, communications standards and templates and review protocols
- Development of an integrated technical approach and schedule including specifications for the development and integration of planning tools and models
- Data collection and review of background documents
- Organizational assessment interviews

MEETINGS AND OUTREACH

The Project Partner Committee (PPC) kicked off its first meeting on June 25. This committee will meet monthly and includes technical staff representing a number of partner agencies with elevated governance, funding and/or technical relationships to the Caltrain Corridor. The role of the Project Partner Committee is to provide technical feedback into the Business Plan process and to ensure coordination and consistency of messaging with partner plans, projects and initiatives. Organizations represented in this committee include:

- City and County of San Francisco (representing the San Francisco Mayor's Office, the Municipal Transportation Agency and the San Francisco Planning Department)
- San Francisco County Transportation Authority (SFCTA)
- Transbay Joint Powers Authority (TJPA)
- San Mateo County Transit District (SamTrans)
- San Mateo County Transportation Authority (SMCTA)
- City / County Association of Governments of San Mateo County
- Santa Clara Valley Transportation Authority (VTA)

- City of San Jose (representing the Diridon Integrated Station Concept Plan process)
- Stanford University
- Metropolitan Transportation Commission (MTC)
- California High Speed Rail Authority (CHSRA)
- California State Transportation Agency (CalSTA) and the Caltrans Division of Rail

Additional stakeholder meetings held during late June and July include:

- City/County/Staff Coordinating Group (July 18)
- JPB Ad Hoc Committee (July 23)
- Local Policy Makers Group (July 26)

In addition to the above meetings, the team has been working to develop a comprehensive outreach plan for the Business Plan and has begun the process of developing a dedicated project website.

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 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 August project update and stakeholder meetings will cover the following topics:

- Introduction to service planning concepts and process
- Developing a 2040 Service Vision – assumptions and priorities
- Exploring the corridor-community interface

Caltrain Business Plan

LPMG
July, 2018





Thinking Big



Crafting a 2040 Vision



**Crafting a
2040 Vision**



Framing the
Challenges



Exploring the
Opportunities



Next Steps



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.

Milestones that Shaped the Railroad's Future

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



Framing the Challenges



Crafting a
2040 Vision



**Framing the
Challenges**



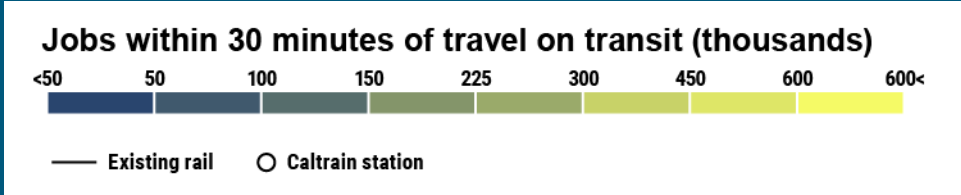
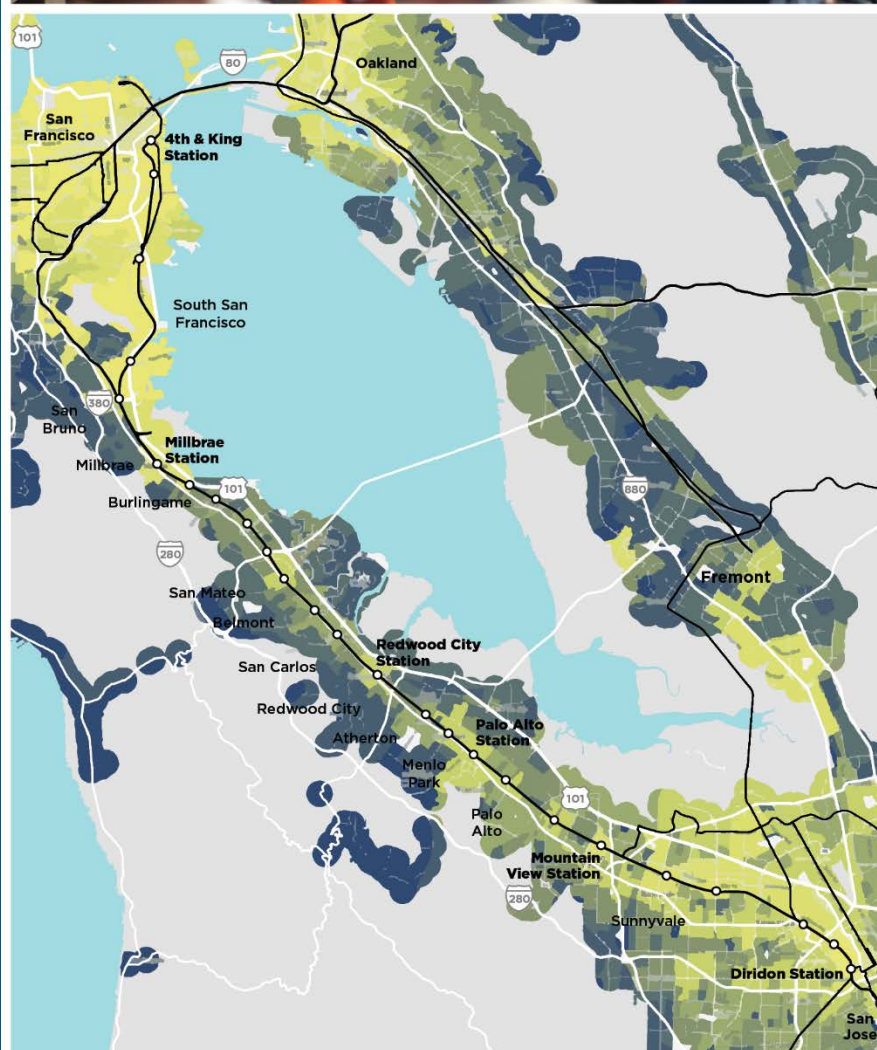
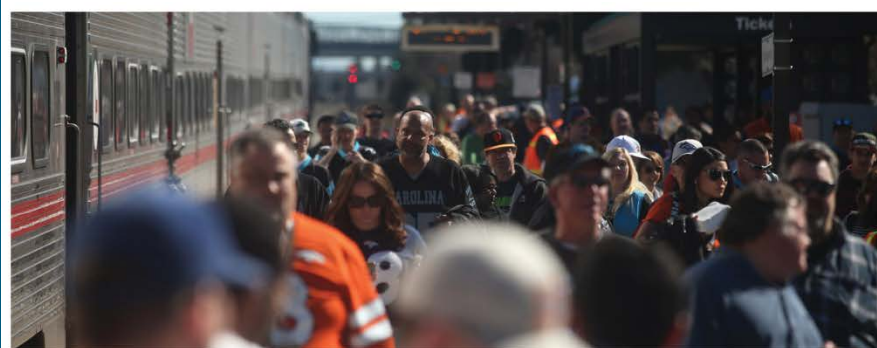
Exploring the
Opportunities



Next Steps



Improving Caltrain is Vital to the Health of the Region's Economy



Railroads are Complex Systems

Caltrain's role and context extend beyond the Bay Area. The system influences and is influenced by many different scales



Individual



Community



Corridor



Region



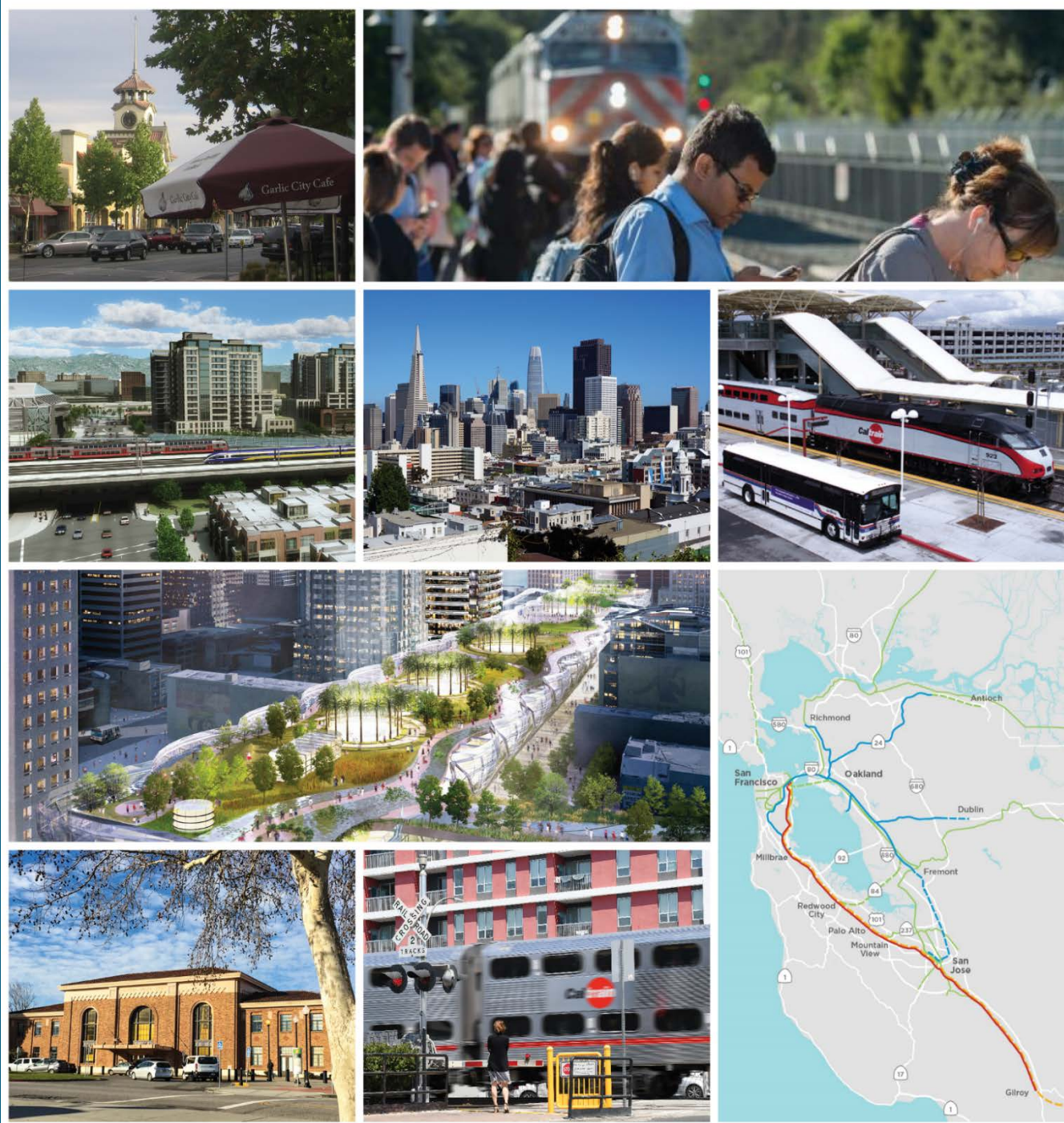
State



Country



Globe





Caltrain's Corridor is Varied and Constrained



Mostly 2 Tracks

Some 4-Track Sections



Width Varies



Multiple Tenants



At-Grade Crossings



Bridges & Tunnels



Ownership Varies

Especially at Stations



Caltrain Owns Tracks

Union Pacific Railroad Owns Tracks. Caltrain Has Access Rights

The Corridor is Woven into the Diverse Communities it Serves



Benefits

- Mobility options
- Regional connectivity
- Land use diversity
- Sustained economic growth



Challenges

- Grade crossings
- Impacts to corridor-adjacent neighbors
- Diverse community approaches to land use planning

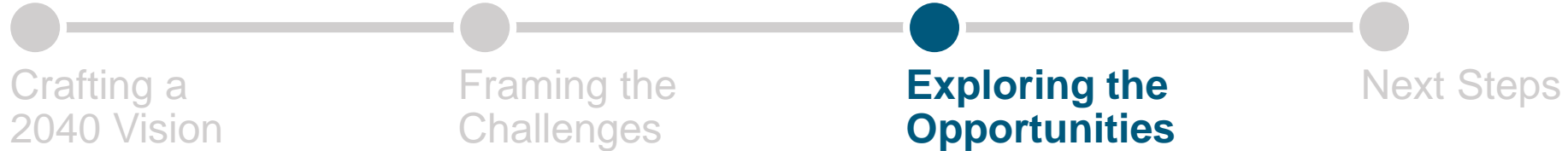


SHARING SESSION

What are the challenges to your jurisdiction?



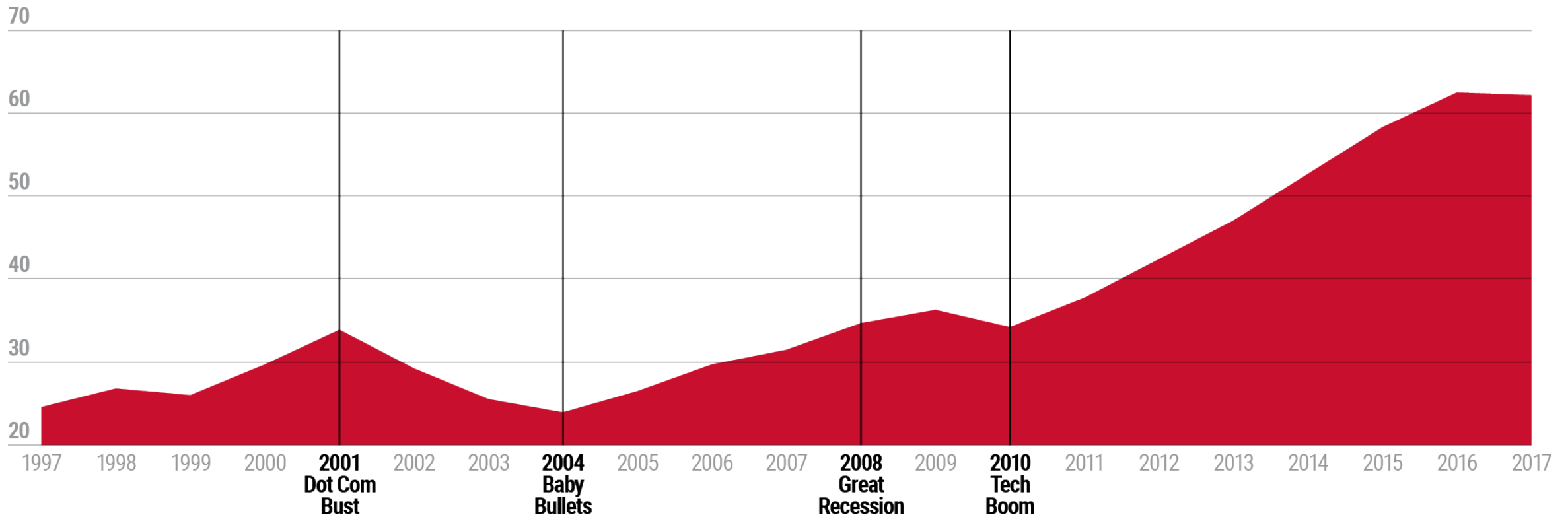
Exploring the Opportunities



Caltrain's Ridership and the Region's Economic Growth are Mutually Supportive

Caltrain Average Weekday Ridership (Thousands)

1997 – 2017



The Caltrain Corridor is Already Exceptional

The unique geography of the Caltrain Corridor and the booming Bay Area economy have helped the system become one of the most intensively used and productive passenger railroads in the country

National Transit Database Facts

- Caltrain is the 7th largest commuter rail system in the country by ridership
- Caltrain is the second most dense commuter railroad in the United States with nearly 20 million annual unlinked passenger trips per 150 track miles
- Caltrain serves 50 percent more riders than Metrolink (LA) using a quarter of the track
- Caltrain has the highest farebox recovery rate of any major commuter rail system in the country
- Since 2010 Caltrain ridership has increased by nearly 75% as compared to an average of 30% for the ten largest commuter rail systems in the US



Electrification is the Foundation for Growth with Plans for More



Multiple Sources Offer Potential Funding for the Corridor



Existing

- FTA
- STA and SB1
- Regional (RM3)
- Local partner funds and sales tax measures
- CHSR investment

Potential

- SB797 (?)
- Private sector (?)
- Value Capture (?)
- New state or regional funding sources(?)

What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service



SHARING SESSION

What are the opportunities in your jurisdiction?

Why is the future of the Caltrain corridor important to you?

Communication is a Key Success Factor

Meeting Schedule

Monthly: Board

- JPB Ad Hoc Committee
- Peninsula Corridor Joint Powers Board (JPB)
(monthly memos, quarterly presentations)

Monthly: Stakeholder

- Project Partner Committee (PPC)
- **Local Policymaker Group (LPMG)**
- **City/County Staff Coordinating Group (CSCG)**

Quarterly: Stakeholder

- Partner General Managers (PGM)
- Citizen Advisory Committee (CAC)
- Stakeholder Advisory Group (SAG)
- State and Federal Elected Officials (SFO)
- Caltrain Commuter Coalition (C3)



Next Steps





Project Focus Areas

First 6 Months

Service Vision

- Service
- Business case
- Organization
- Community interface

Second 6 Months

Implementation Plan

- Business Plan development
- Funding and Implementation Plan



Meeting Look-Ahead

August

● ————— ●

Service planning: Elements critical to designing a rail service

Service Vision: Assumptions and priorities

Exploring the corridor-community interface

September

Travel market assessment

Economic and community benefits of Caltrain

FOR MORE INFORMATION

WWW.CALTRAIN.COM





Memorandum

Date: July 26, 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

July was a busy time for electric train manufacturing, with the first trainset undergoing underframe welding inspections on the restroom car and final welding inspections on its coach car; as well as structural testing of the second cab carshell. The second trainset's cab carshell also underwent compression testing. The vehicles continue to take shape as carbody subassemblies and the welding of car shell structures continues.

The new electric trains will be state-of-the art vehicles with many enhancements and amenities over the current diesel fleet, including more plentiful power sources at every seat (except flip seats), allowing riders to stay full-charged throughout their ride.



View more pictures at CalMod.org/gallery.

ELECTRIFICATION INFRASTRUCTURE UPDATE

In July, crews continued potholing utilities in San Francisco and Brisbane while continuing foundation installation in South San Francisco, San Bruno, Millbrae, Burlingame and San Mateo. Crews also continued construction of the Traction Power Substation in San Jose which will provide power to the overall system once electrified.

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

Upcoming Meetings

- SF, August TBD
- Brisbane, August TBD

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



Memorandum

Date: July 26, 2018
To: CalMod Local Policy Maker Group (LPMG)
From: Boris Lipkin, Acting Northern California Director, California High-Speed Rail Authority
Re: High-Speed Rail Program Overview & Update

Statewide Program Update

Under new leadership by CEO Brian Kelly (former California Secretary of Transportation), the California High-Speed Rail Authority (Authority) is charting a new course for how it is managing and delivering the nation’s first high-speed rail system. Since joining the Authority in February 2018, CEO Kelly has been working to instill a more disciplined approach to program delivery through a three-step process:

- **Step 1:** The adoption of the 2018 Business Plan laid out the vision and a new implementation strategy while clearly spelling out and acknowledging the challenges facing the Authority
- **Step 2:** The baseline, adopted by the Board of Directors in June 2018, aligns the scope, schedule and budget to deliver the priorities set forth in the 2018 business plan. In short, it represents the “what,” the “when” and the “cost.”
- **Step 3:** The program management plan – which staff will bring to the Authority’s Board of Directors at their August 16 meeting in Sacramento – will lay out how we will organize and manage the team to ensure that the right resources are in the right place and that we have the governance structures set up to manage the program.

As discussed at the June LPMG meeting, the adoption of the baseline set targets for completion of the environmental documents for the San Francisco to San Jose and San Jose to Merced sections. From those targets, the Authority has developed its schedules for interim milestones in the development of those environmental documents. The key milestones in that process include the following:

Milestone	San Francisco to San Jose Section	San Jose to Merced Section
<i>Preferred Alternative for Board Adoption</i>	December 2019	September 2019
<i>Draft EIR/EIS</i>	March 2020	December 2019
<i>Final EIR/EIS and Record of Decision (ROD)</i>	March 2021	November 2020

San Francisco to San Jose Project Section

Preliminary Engineering for Project Definition

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 is conducting a Preliminary Engineering Project Definition (PEPD) review with jurisdictions along the corridor. The objective of this review is for local jurisdictions to better understand, provide feedback to the regional design team on the preliminary

designs, and to discuss areas of interest or concern for their jurisdiction. The design review will be limited to 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 system. To support this review, the Authority will be hosting two rounds of office hours to meet one-on-one with city and county staff. These meetings will be held during the weeks of July 23rd.

Both Caltrain and the Authority are mindful that the Authority is conducting this environmental review effort at the same time as Caltrain is developing its Business Plan. The Caltrain Business Plan is a separate planning effort for the rail corridor between San Francisco and Gilroy that will look at the long-range vision of the corridor (beyond just the introduction of high-speed rail) – it is not an environmental process. Its scope encompasses multiple timeframes and stages in the development of the corridor - including time periods both before and after the start of high-speed rail service. That planning process will develop a long-term service vision and may identify additional projects in the corridor that go beyond those that are part of the design review the Authority is undertaking now. The Authority is a partner and active participant in Caltrain's Business Plan process and we are working together to ensure that Caltrain's long-range planning process and the Authority's near-term project and associated environmental clearance are mutually supportive.

San Jose – Merced to San Jose Project Section

The 2018 Business Plan outlines a new concept that would extend electrification from San Jose to Gilroy with service operating within the Union Pacific Railroad (UPRR) corridor thereby resulting in a three-track system south of Diridon Station, fewer modification to existing infrastructure, and fewer impacts to private property. The Authority has and will continue to coordinate its planning, engineering, and environmental analyses of this new concept with city and county staff, elected officials, property owners, and other stakeholders between San Jose and Gilroy.

The Authority continues to meet with regional partners to coordinate various planning efforts at and around San Jose Diridon Station. This includes both the planning work being undertaken through the Diridon Station Integrated Concept Plan as well as the Station Area Advisory Group. With several concurrent planning processes for the station and surrounding area that go beyond just the introduction of high-speed rail to the corridor, the Authority is working collaboratively with its partners to ensure that plans are synced up and linked appropriately.

Additional outreach efforts in the corridor include the San Jose CWG in August 2018, right of way and program update workshops in Morgan Hill and Gilroy, and continued Environmental Justice (EJ) outreach, including reconfirming EJ representation on CWGs.

Connecting Communities Strategy (CCS) Opportunities for Local Communities

As discussed during the June 28 LPMG meeting, the Authority is currently implementing the Connecting Communities Strategy (CCS) to comprehensively map projects related to active transportation, station access, and transit-oriented development as identified by Community Working Group and Technical Working Group members in 2016 and 2017. The CCS will also include an analysis of potential grant funding opportunities to share with corridor and station communities. The projects are packaged by areas with the greatest concentration of disadvantaged communities. They are organized to create "co-benefits," which can increase the competitiveness of local grant applications.

After more than a year of mapping and analysis, and in collaboration with our California Climate Investment (CCI) partners to align state cap and trade funding to invest in local community projects along the blended service corridor and station areas, the Authority will be meeting with city and county staff and disadvantaged communities between July and September 2018 to confirm community projects, investment priorities, and identifying technical assistance needs.

Community Working Groups

In the coming weeks, the Authority intends to engage the City/County Staff Coordinating Group (CSCG) and the LPMG to solicit their feedback and recommendations on current Community Working Group (CWG) membership. This reaffirmation process is intended both 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. There are three CWGs in this 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). 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. These groups are comprised of representatives from neighborhood associations and disadvantaged communities as well as business/economic, transit advocacy, and environmental stakeholders. Prior to the next round of CWG meetings, planned to occur in October 2018 (for the San Francisco to San Jose section), the Authority will be contacting current members to reassess their interest and availability to participate. In that timeframe, the Authority will also utilize CSCG and LPMG members' recommendations to invite additional stakeholder groups to participate in a CWG.



CALIFORNIA
High-Speed Rail Authority

NORTHERN CALIFORNIA PROJECT UPDATE

Boris Lipkin, Acting Northern California Regional Director

Local Policy Maker Group
Thursday, July 26, 2018



THREE STEPS TO POSITION FOR SUCCESS

1. Development and Adoption of the 2018 Business Plan



2. Approval of the Program Baseline



3. Revision of the Program Management Plan



PROGRAM MANAGEMENT PLAN

- The Program Management Plan will:
 - » Revisit the organizational structure
 - » Align resources with project needs
 - » Improve program governance
- Critical to improving organizational performance
- Will be brought to the Board for approval in August

ENVIRONMENTAL MILESTONES – SF TO SJ

- Preferred Alternative for Board Adoption – December 2019
- Draft EIR/S – March 2020
- Final EIR/S/ROD – March 2021



ENVIRONMENTAL MILESTONES – SJ TO MERCED

- Preferred Alternative for Board Adoption – September 2019
- Draft EIR/S – December 2019
- Final EIR/S/ROD – November 2020



ENVIRONMENTAL REVIEW AND BUSINESS PLAN

- The Authority is conducting this environmental review for the projects necessary to introduce HSR service in the corridor.
- **Caltrain Business Plan**
 - » A separate planning effort for the rail corridor between San Francisco and Gilroy
 - » Will look at the long-range vision of the corridor (beyond just the introduction of high-speed rail)
 - » It is not an environmental process
- We are working together to ensure that Caltrain's long-range planning process and the Authority's near-term project and associated environmental clearance are mutually supportive.

UPCOMING ACTIVITIES

- **SF-SJ PEPD Review with City and County Staff**
 - » Round 1 Office Hours: Week of July 23
 - » Round 2 Office Hours: Week of August 20

- **Connecting Communities Strategy**
 - » July/August: Meetings with disadvantaged communities
 - » August/September: Meetings with interested city staff
 - » October: Present to Community Working Groups

- **Community Working Groups**
 - » Reconfirm Community Working Group members with CSCG and LPMG members
 - » Next round of CWG meetings: October 2018

- **Environmental Justice Outreach - Ongoing**
 - » July/August: Conduct interviews and reconfirm EJ representation on CWGs

THANK YOU & STAY INVOLVED

Website: www.hsr.ca.gov

Helpline: 1-800-435-8670

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

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