



Notice of Cancellation

Caltrain Local Policy Maker Group (LPMG) Meeting

The Caltrain LPMG meeting for Thursday, May 27, 2021
has been cancelled.

The next scheduled meeting is Thursday, June 24, 2021.



Memorandum

Date: May 27, 2021
To: CalMod Local Policy Maker Group (LPMG)
From: John Funghi, CalMod Chief Officer; Lori Low, Gov. Affairs Officer
Re: Caltrain Electrification Project E-Update

ELECTRIC TRAIN UPDATE – INSIDE THE ELECTRIC CAB

Check out electric trainset #1 running at corridor speed (79 mph) and above at the Transportation Technology Center facility in Pueblo, Colo. These high-performance trains can accelerate and decelerate more quickly than diesel-powered trains, enabling more frequent and faster train service to more riders.



For you super train nerds (like us!) watch the [extended cut](#) of electric train #1 and view more images at CalMod.org/gallery.

CONSTRUCTION UPDATE:

Construction to make Caltrain a modern, electric commuter rail system continues! This month, crews installed foundations, poles, and wire from Brisbane to San Jose. As of May, work has started on all ten traction power facilities along the corridor. Here are some construction highlights on the project to date.

- Foundation installation complete south of Menlo Park Station
- Pole installation complete in Segment 3 (Menlo Park to Santa Clara)
- Over 700,000 feet of overhead wire installed



Installation of overhead wire at a Caltrain Station

To sign up for weekly construction updates or for more construction information, visit [CalMod.org/construction](https://www.calmod.org/construction).

PUBLIC MEETINGS:

JPB Board Meeting – June 3 at 9:00 a.m – Please note, this will be remote only

For more details, and a full list of upcoming meetings, please visit [CalMod.org/Events](https://www.calmod.org/Events).

DETAILED PROGRESS REPORT:

- [March Monthly Progress Report](#) presented to Caltrain Board on May 6, 2021



Memorandum

Date: May 27, 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 March 22, Caltrain implemented a new service change designed to improve connections and transfers to BART at Millbrae. Caltrain is now looking at options to adjust and expand service in the late summer early fall timeframe – coincident with BART’s planning service expansion. An update on service restoration will be provided to the LPMG in July.

As a final piece of recovery planning, Caltrain staff is now working on a mid-range Business Strategy to help the railroad navigate the coming years. Staff presented the scenario planning work that has been developed to support this business strategy at the March LPMG meeting. We expect this item to come to the LPMG in either June or July.

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: May 27, 2021
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

California Comeback Plan:

On May 15, Governor Gavin Newsom presented the California Comeback Plan, a \$100 billion economic package that outlines strategies and investments to spur California’s recovery from the COVID-19 pandemic. The Plan has a single goal to “hit fast forward on our state’s recovery by directly confronting California’s most stubborn challenges”, one of which is to build infrastructure for the next century. To that end, the Plan boasts an \$11 billion investment to build a modern transportation system, allocating funds to roads, bridges, high-speed rail, public transportation, and ports.

As part of the transportation infrastructure investment, the Plan proposes a \$4.2 billion Proposition 1A funding allocation to high-speed rail. This funding would allow the Authority to complete construction in the Central Valley, leverage potential federal funds, advance work to launch service between Merced and Bakersfield, and advance planning and project design for the entire project.

May 2021 Construction Update:

Using new drone footage, the May 2021 construction update highlights the progress being made in the Central Valley. Since the start of construction, the Authority has created 5,500 jobs, 3,700 of which went to National Targeted Workers or workers from economically disadvantaged backgrounds. Watch the construction update video by clicking on the image below:



To stay informed about the latest construction updates, visit:
https://buildhsr.com/construction_update/.

Sustainability:

In celebration of Earth Day 2021, the Authority announced that it will require all future construction contracts to use only 100% Zero Emission Vehicles (ZEV) for their project fleets. This is the most recent step the Authority is taking to ensure California high-speed rail is the **greenest infrastructure project in operation and construction.**

The Authority had an existing mandate that required contractor fleets be composed of new, more-fuel efficient models. With the increased availability of ZEVs, the implementation of this decision will drive harmful emissions closer to zero and is intended to keep particulates out of the air in communities with poor air quality and high rates of asthma, like many of those in the Central Valley. This change helps California manage its pressing issues with climate change, traffic and airport congestion, and energy dependency.

NORTHERN CALIFORNIA UPDATE**Recirculated Document for the San Jose to Merced Project Section:**

The Revised Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (EIR/EIS) was released on April 23, 2021 and is now available for public review until June 9, 2021. The Revised Draft EIR/Supplemental Draft EIS is available on the Authority website at [hsr.ca.gov](https://www.hsr.ca.gov), and a fact sheet and other resources are available at [MeetHSRNorCal.org](https://www.MeetHSRNorCal.org). The Authority is asking that reviewers limit the scope of their comments only to the new information within the Revised Draft EIR/Supplemental Draft EIS.

The Authority will continue working on responses to comments and preparing the Final EIR/EIS, which is expected to be released in December 2021. In January 2022, the Final EIR/EIS will go before the Authority's Board for the Record of Decision (ROD).

RECENT AND UPCOMING OUTREACH ACTIVITIES**Recent and Upcoming Outreach Meetings:**

- April 22, 2021: Gilroy Chamber of Commerce
- April 26, 2021: Lorin Eden Elementary Presentation, Grades 1-3
- May 11, 2021: TJPA CAC Presentation
- May 26, 2021: Q2 Legislative Briefing
- June 1, 2021: Atherton Rail Committee Presentation
- June 3, 2021: Lorin Eden Elementary School Presentation, Grades 4-6