

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes for July 22, 2021**

Summary Notes

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

City / County	Representative or Alternate	Present
Atherton	M. Lempres	
Belmont	T. McCune	X
Brisbane	T. O'Connell	X
Burlingame	E. Beach	X
Gilroy	R. Armendariz	X
Menlo Park	J. Wolosin	
Millbrae	G. Papan	X
Mountain View	M. Abe-Koga	
Morgan Hill	R. Constantine	X
Palo Alto	L. Kou	X
Redwood City	M. Smith	X
San Bruno	M. Salazar	X
San Carlos	R. Collins	X
San Francisco	A. Sweet	
San Jose	S. Jimenez	
San Mateo	A. Lee	X
Santa Clara	A. Becker	X
South San Francisco	E. Flores	X
Sunnyvale	R. Melton	
San Francisco BOS	TBD	
San Mateo BOS	TBD	
Santa Clara BOS	TBD	
Chair	Jeff Gee	X
Vice Chair	Emily Beach	X

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

CALTRAIN STAFF: Casey Fromson, Brent Tietjen, Ryan McCauley

1. Call to Order

Chair Jeff Gee called the meeting to order at 5:31 p.m.

2. Staff Report

Casey Fromson, Acting Chief Communications Officer, provided an update on Caltrain's service increase effective August 30, 2021. This service change will include the most amount of service provided in Caltrain's history with 104 weekday trains. The railroad will also be launching a marketing and communications campaign to let riders and community members know about the service increase. Staff requested that members help spread and amplify the message.

LPMG members' key comments regarding the staff update:

- Chair Gee asked if staff could elaborate on the transfer coordination efforts with BART at the Millbrae station. *(Caltrain staff noted that prior to this schedule change, staff had been working to better coordinate transfers with BART at Millbrae. Although Caltrain has implemented a more regular schedule, BART is switching to an irregular schedule due to some necessary construction work, which may affect certain transfer windows for riders, however the majority of transfers will still be well-timed. Staff also noted that communication efforts will be made to ensure riders will have the information available on how to transfer and how long the transfer periods will be.)*
- Chair Gee asked if staff could go into detail about the staffing needs for the upcoming service increase. *(Caltrain staff noted that a new class of engineers and operators are being trained to ensure the service level announced will have adequate resources.)* Chair Gee noted that the agency is fortunate to have an incoming class, as there have been operator shortages across the industry.
- A member asked if the service increase includes a fourth train for southern Santa Clara County. *(Caltrain staff answered no, but it includes a third train to southern Santa Clara County. The fourth is still being coordinated with VTA.)* Chair Gee requested that when the schedule is finalized, that staff share with the LPMG members.
- A member thanked staff for the coordination efforts with BART and asked if transfer information will be made available on the printed timetables, digital messaging signs at the Millbrae station, and if Caltrain has its own app that can be used to message riders. *(Caltrain staff answered that there is a Caltrain app and notifications will be pushed through to users. Staff noted that there is an exhaustive list of efforts for communications, which includes visual messaging signs, mailers, app messages, social-media contests and others. Staff also noted if members have additional ideas for outreach to let staff know.)* The member followed up, asking if the kiosk at the BART station would have a customer service representative there and what the status is on Caltrain ticketing machines. *(Caltrain staff noted that the agency has been updating ticket machines that are able to distribute Clipper Cards and that have been installed at the Millbrae station.)*

Public Comments:

- A member of the public noted that at the Caltrain Citizen's Advisory Committee, they received a presentation on the updated schedule. They noted that BART will be running an irregular schedule that will change during the weekends, which will affect transfer times between the two systems. They noted that the new clipper capable machines have been deployed to the Millbrae station, but was unsure if they will be installed at the mezzanine level. The member of the public also noted that the service increase will restore the third train to Gilroy, and that the fourth train will be implemented in the near future. They also stated that the service increase will greatly benefit mid-day, off-peak, and weekend riders, and that many of the peak-hour commuters continue to work remotely. *(Chair Gee requested staff send out the presentation presented to the CAC.)*

- A member of the public noted that the Baby Bullet will no longer stop at the Sunnyvale station and made a suggestion of two sets of Baby Bullets with alternating stopping patterns.

3. Caltrain Electrification Project: Construction and Vehicle Manufacturing Update

Brent Tietjen, Caltrain's Government and Community Affairs Officer, provided an update to members on the Caltrain Electrification construction and train manufacturing process. The project installed a record number of foundations for the month, and is installing poles and wires in segment four. Staff also noted as the testing begins and the wires become energized there will be a safety outreach campaign. Tietjen also updated members on the effort to identify revenue sources for the project's funding gap at both the state and federal level.

Public Comments:

- A member of the public commented they wrote a letter to the board about testing the new electric trains using a push-pull method with the current diesel locomotives. They also commented that they believe the upgraded grade crossings in segment four are not working and that it could increase gate-down times.

4. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)

Boris Lipkin, Northern California Regional Director for the High-Speed Rail Authority, gave members an update on statewide developments and updates to the supplemental draft EIR/EIS for the San Francisco to San Jose project section.

LPMG members' key comments regarding the High-Speed Rail Authority's Business Plan presentation:

- A member noted that they were happy to see HSR do away with parking at the Millbrae station and claimed that cities of San Mateo County want High-Speed Rail to work. The member noted that the current proposal goes against legislation SB 1029 and SB 557 and stated San Mateo and Santa Clara Counties were clear as to the right of way and the blended system. They also remarked that California Drive needs to be aligned with Victoria St to gain north/south access to El Camino Real near the Millbrae station. The member noted their disappointment with the lack of information regarding the proposed light maintenance facility in Brisbane. *(HSR staff noted that they look forward to the city's comments on the station variance. Staff also noted that Brisbane is proposing housing on the west side of the corridor and HSR's preferred alternative would put the facility on the east side of the corridor.)* The member followed up noting that San Mateo County is looking for alternative locations in other counties.
- A member asked if HSR staff could provide an update on negotiations with Union Pacific Railroad on the tracks south of Tamien station. *(HSR staff responded noting that the process continues, however, there has been more focus on the state budget.)* The member followed-up noting that if there is federal funding for infrastructure, that some be allocated for electrification through Gilroy.
- A member reiterated another member's comment concerning the light maintenance yard proposed in Brisbane and stated their hopes that HSR reconsiders the proposed placement.

Public Comments:

- A member of the public commented that on the statewide map presented by HSR was inaccurate and they believe the line will go directly from Bakersfield to Burbank as well as Gilroy directly to Fresno. They also noted that HSR will not need special platforms and moving forward will procure and operate a bullet train. They also believe the light maintenance facility will be built in Oakland.

5. Public Comments on Items Not on the Agenda

- A member of the public commented that there was a meeting on the Downtown Extension whereby there was a staff recommendation to analyze the capacity of the Salesforce Transit Center. The member of the public also stated that they had reached out to the California Legislature asking that the High-Speed Rail Authority no longer have rights to be the lead agency for designing, building, and operating rail lines below 125 miles per hour.

6. LPMG Member Comments/Requests

- A member read a statement from Gilroy Mayor, Marie Blankley, advocating for preserving parking at near the Gilroy Caltrain station until the transit center is viable. VTA is proposing to develop their site for Transit-Oriented Development Housing. Mayor Blankley is requesting Caltrain explore acquiring the site and preserving the transit parking.
- A member asked if there is a process defined get information shared to the group. Chair Gee responded that it would be discussed offline.
- A member noted that they would be unable to attend the next month's LPMG meeting.

8. Next Meeting

Thursday, August 26, 2021 at 5:30 p.m.

9. Adjournment

The meeting was adjourned at 6:24 p.m.