

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes for June 24, 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	X
Millbrae	R. Holober	X
Mountain View	M. Abe-Koga	
Morgan Hill	G. Borgioli	X
Palo Alto	P. Burt	X
Redwood City	M. Smith	X
San Bruno	M. Salazar	X
San Carlos	R. Collins	X
San Francisco	A. Sweet	
San Jose	S. Jimenez	X
San Mateo	A. Lee	X
Santa Clara	A. Becker	X
South San Francisco	E. Flores	X
Sunnyvale	A. Cisneros	X
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: John Funghi, Brent Tietjen, Ryan McCauley

1. Call to Order

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

2. Staff Report

Ryan McCauley, Government and Community Affairs Specialist for Caltrain provided updates Caltrain ridership, special post-game S.F. Giants service, extending fare discounts, and the upcoming service increase scheduled for the end of August.

LPMG members' key comments regarding the federal legislative update:

- A member asked what the overall ridership levels are like compared to pre-pandemic levels. *(Caltrain staff answered that the most recent numbers they have seen are around 10% of pre-pandemic numbers.)*

Public Comments:

- A member of the public noted they had seen different numbers of ridership. The member of the public also asked if the planned service increase would bring back the Baby Bullet service and if the closed captions could be enabled for the meeting.

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

Morgan Galli, Northern California Deputy Regional Director for the High-Speed Rail Authority, provided an update on funding restoration from the federal government that was de-obligated under the Trump Administration.

Public Comments:

- A member of the public commented that they discovered a new High-Speed Rail station at 4th/Townsend and stated that High-Speed Rail could not have a station there and the Salesforce Transit Center. They also wanted to study a direct connection from Fresno to Gilroy.

4. Caltrain Electrification Project: Construction and Vehicle Manufacturing Update

John Funghi, Peninsula Corridor Electrification Program Project Manager, provided an update to members on the Caltrain Electrification project schedule and budget update.

LPMG members' key comments regarding the Caltrain Electrification update:

- A member asked why the new electric train shells are manufactured in Utah as opposed to California. *(Caltrain staff responded that as a federally funded project, the project is abiding by the 'Buy America' provision, which only regulates manufacturing and assembly requirements within the county, not state.)* The member followed-up asking why the electrification project was not extended to Morgan Hill and Gilroy. *(Caltrain staff answered that he was not with the project when the project limits were determined. Chair Gee followed-up noting that the project limits are likely due to the track ownership, which changes from JPB to Union Pacific south of Tamien station.)* The member followed up asking about the nature of disputes noted in the presentation. *(Caltrain staff answered that the signal-system dispute is a contractual language dispute regarding the division of labor. Chair Gee noted that this is a complicated matter and that all changes are reviewed by the funding partner agencies.)*
- A member asked when the public would see the new electric trains being tested on the Caltrain tracks. *(Caltrain staff answered that when the new electric trains are delivered, they will be tested on an energized segment of the track in San Jose at night.)*

- A member asked how long the testing track is. *(Caltrain staff said they do not have the answer off-hand, but can get the information after the meeting.)* The member asked what speed the trains could reach on the test track. *(Caltrain staff answered that the train reached approximately 115 mph.)* The member followed up asking if High-Speed Rail will build its own maintenance facility or if they will use the Caltrain facility. *(Caltrain staff said that the question is likely better answered by HSRA, but believes they were looking into a light maintenance facility in Brisbane.)* The member asked if there is a critical mass for the amount of electric trains necessary to begin revenue service. *(Caltrain staff answered that once the signaling system is in place, Caltrain could run the electric trains as soon as they arrive and are fully tested.)* The member followed up asking how the funding gap will be addressed. *(Caltrain staff answered that funds will be from federal sources and bonds).*

Public Comments:

- A member of the public commented that it would be helpful to list the cities and the corresponding segments and recommended Caltrain send two locomotives to the testing facility to ensure they can push/pull the electric trains. The member of the public also believes the track signal work will fail and noted that there is not an issue with the Alstom product. The member of the public also noted that the test track is 16 miles long designed for speeds of 160 mph.

Final LPMG Member comments

- A member offered their appreciation to the Caltrain team and their commitment to safety.

5. Public Comments on Items Not on the Agenda

- A member of the public commented that Bombardier has a manufacturing facility in Richmond where they are building the new BART trains and there is a Siemens factory in Sacramento that manufactures the Brightline train in Florida. The member of the public stated that the Trump Administration increased the 'Buy America' requirement from 60% to 70%. They also believe that Caltrain could buy the right-of-way to Gilroy in order to electrify the full corridor and stated they wrote a letter to the Board proposing a large Caltrain Brisbane station and moving the maintenance facility to Oakland once the Transbay tube is opened.

6. LPMG Member Comments/Requests

None.

8. Next Meeting

Thursday, July 22, 2021 at 5:30 p.m.

9. Adjournment

The meeting was adjourned at 6:54 p.m.