

CalMod Local Policy Maker Group (LPMG) Summary Meeting Notes for July 26, 2018

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	C. Wiest	X
Belmont	D. Hurt	X
Brisbane	T. O'Connell	X
Burlingame	E. Beach	X
Gilroy	TBD	
Menlo Park	R. Cline	
Millbrae	R. Holober	
Mountain View	L. Siegel	X
Morgan Hill	S. Tate	X
Palo Alto	G. Sharff	
Redwood City	S. Masur	
San Bruno	TBD	
San Carlos	R. Collins	X
San Francisco	S. Gygi	X
San Jose	S. Jimenez	
San Mateo	J. Goethals	
Santa Clara	K. Watanabe	X
South San Francisco	K. Matsumoto	X
Sunnyvale	N. Smith	X
San Francisco BOS	TBD	
San Mateo BOS	D. Pine	
Santa Clara BOS	TBD	

CHAIR: Jeff Gee

VICE CHAIR: Emily Beach

VACANT SEATS: Gilroy, San Bruno, Santa Clara BOS, San Francisco BOS

CALTRAIN STAFF: Casey Fromson, John Funghi, Sebastian Petty, Liz Scanlon

1. Staff Report

No items to report.

2. Caltrain Business Plan

Sebastian Petty, Senior Policy Advisor, gave an update on the Caltrain Business Plan efforts. The theme of his presentation was thinking of a vision for the Caltrain corridor in 2040. A link to the presentation is available here:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Meetings/LPMG/LPMG+Agenda+Packet+7.26.18.pdf>

LPMG members' key comments regarding the Caltrain Business Plan discussion included the following:

- *A member offered the following three points about the future of the Caltrain corridor: culture, the changing look of Peninsula communities, and the economic impact of passing tracks as it relates to high speed rail.*
- *A member said that uncertainty is something that will inevitably impact the Caltrain corridor because of economic downturns in the future.*
- *A member pointed out that much of the information regarding future rail expansion projects to places like Gilroy and South Santa Clara County has yet to be thoroughly discussed.*
- *A few members said that if the implementation of the Caltrain Business Plan is successful it will have two important results for their jurisdictions: 1) It will drastically decrease traffic congestion by getting people out of their cars and into public transportation; and 2) It will allow municipalities the chance to reclaim space that is underutilized in some station parking lots.*
- *A member then said that if space can be saved as a result of less people utilizing cars and station parking it would be a good opportunity to install more electric car charging devices in some of the underutilized space.*
- *A member asked how then asked Sebastian Petty how he and his team will medium term goals like establishing regional solutions, completing grade separation projects, and the electrification of the rail service to Gilroy be managed.*
- *A member supported the Business Plan and how much it has been refined over time, specifically appreciating that robust discussion opportunities are being given to each component of the larger project.*
- *A member asked about what support will be available to city council members and local business owners to have their additional questions answered by Caltrain.*
- *A member noted that because of property development projects taking place in Sunnyvale that there may be an increased necessity for the City of Sunnyvale, its Downtown Business Association, Chamber of Commerce, and the Caltrain Business Plan team to be in alignment with one another in order to coordinate more closely.*
- *A member pointed out that in Brisbane there is an underutilized train station. They said that current plans being proposed suggest that eventually ten thousand Caltrain riders could be using the Brisbane station every day and that some have suggested that when the maintenance and storage facilities are moved from San Francisco those facilities be relocated to Brisbane. This member did not see how all of this expansion could happen at a smaller, less utilized station like Brisbane and expressed an urge for greater communication from Caltrain about how these proposed plans would take shape in Brisbane considering some of the constraints currently facing the community and its rail station.*
- *A member said they would like woven into the Caltrain Business Plan increased frequency of trains coming to their community (and others) to increase to improve exposure and possible revenue as a result of people coming to their city in the evenings and on the weekends for dinner and other leisure activities.*

- *A member mentioned plans in their city to expand a rail platform into a larger transit center and wanted to know how Caltrain staff can partner with them to bring about these strategic improvements.*
- *A member supported incorporation of increasing population density estimates into the Caltrain Business Plan many neighborhoods would not have required such a robust public transportation option previously.*
- *A member stated a desire that electric vehicles be woven into a greater strategic plan to lower emission and move towards cleaner transportation.*
- *A member discussed the changing composition of neighborhoods in the Bay Area and San Francisco specifically, noting that Uber and Lyft are drastically reducing revenues generated by city parking garages and the nature of retail business is also changing. The member asked whether or not priorities related to the future of retail business along the corridor will be kept in consideration as the larger Caltrain Business plan moves forward. The member also asked if it would be a good idea to directly engage with Uber and Lyft to utilize them as “thought partners.”*
- *A member asked if the presentation of the Caltrain Business Plan could be shared with their city council.*

Public Comments:

- *A public speaker asked if the Business Plan had any idea of how many cars it would keep off of the roads.*
- *A public speaker spoke about the need to increase overall passenger capacity on Caltrain suggesting that we need passing lanes in order to accommodate express trains (Baby Bullet) and larger trains in general.*
- *A public speaker supported additional capacity through more express trains and the establishment of new stations along the corridor.*

3. Caltrain Electrification Project

John Funghi, CalMod Chief Officer, gave a verbal overview of construction activities related to Caltrain Electrification

LPMG members’ key comments include the following:

- *A member asked about how the capacity will change with the new trains. (With the new electric trains, seated and standing space capacity would increase by 31 percent. Here is a link to the Electrification Project capacity information chart: <http://www.caltrain.com/Assets/calmod/images/Capacity+Bar+Graph+May+2018.pdf>).*
- *A member referenced the efforts underway to repeal SB 1 funding with Proposition 6. (JPB staff stated such a repeal could potentially jeopardize projects that are currently underway.)*

Public Comments:

- *A public speaker supported laying additional track to increase Caltrain rider capacity into the future, noting at Diridon Station there is an area with potholes that would be a good place for additional track to be laid. The speaker then expressed his belief that incorporating high speed*

rail into the Caltrain corridor would not work because the track would not be reinforced enough to handle trains going 110mph.

- *A public speaker expressed support for the maintenance of SB 1 funding.*

4. HSR Updates

Boris Lipkin, HSR Acting Northern California Regional Director gave a presentation on HSR activities. He discussed the HSR Program Management Plan, environmental milestones, and upcoming activities. A link to the presentation is available here:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Meetings/LPMG/LPMG+Agenda+Packet+7.26.18.pdf>

5. Public Comment

- *A public speaker urged increased Caltrain rider capacity and offered his own rough cost benefit analysis regarding how increased capacity could be paid for.*

6. LPMG Member Comments/Requests

Liz Scanlon, Caltrain Planning Manager, provided updated information regarding the grade separation toolkit.

LPMG members' key comments include the following:

- A member asked if the grade crossing toolkit would be available for brand new grade crossing projects or just existing ones.
- A member stated the toolkit will be available as a resource for cities installing new grade separation.
- A member shared that on August 11; the Transbay Joint Powers Authority is holding a celebration for the opening of the new Salesforce Transit Center.

7. Next Meeting: Thursday, August 23rd, 2018