



## Local Policy Maker Group (LPMG) Meeting

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the Governor's Executive Orders [N-25-20](#) and [N-29-20](#).

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/94954726853?pwd=TKR1WFg2SEorZVh5U2xLWnhHSUNNdz09> for audio/visual capability or by calling 1-669-900-6833, Webinar ID: # 9495 4726 853 Passcode: 061243 for audio only.

**Public Comments:** The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**Members of the public are encouraged to provide** public comments in the following ways:

- **Email:** Comments may be submitted by emailing [video@caltrain.com](mailto:video@caltrain.com) before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial \*9 to request to speak. Each commenter will be notified when they are unmuted to speak.

**Thursday, April 22, 2021  
5:30 p.m. – 7:30 p.m.**

### Agenda

1. Call to Order
2. Staff Report
  - a. Federal Legislative Update
3. Caltrain Electrification Project
4. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)
5. Public Comments on Items not on the Agenda
6. LPMG Member Comments/Requests
7. Next Meeting
  - a. Thursday May 27, 2021 at 5:30pm
8. Adjourn

*All items on this agenda are subject to action*



BOARD OF DIRECTORS 2021

DEVORA "DEV" DAVIS, CHAIR  
STEVE HEMINGER, VICE CHAIR  
CINDY CHAVEZ  
JEFF GEE  
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DAVE PINE  
CHARLES STONE  
SHAMANN WALTON  
MONIQUE ZMUDA

MICHELLE BOUCHARD  
ACTING EXECUTIVE DIRECTOR

Peninsula Corridor Joint Powers Board  
1250 San Carlos Avenue  
San Carlos, CA 94070

**Re: Caltrain Advocacy for Federal Investment in Corridor Projects**

Dear Peninsula Corridor Joint Powers Board,

In 2019, the Peninsula Corridor Joint Powers Board adopted Caltrain's Long Range Service Vision (fact sheet attached) – the culmination of a multi-year planning process known as the Caltrain Business Plan. This ambitious Service Vision is a blueprint for growth that outlines how Caltrain will work with its partners and communities to build upon the ongoing investment in Caltrain Electrification, linking individual projects and investments into a cohesive corridor-wide program that will ultimately deliver the high-frequency blend of regional rail and statewide high speed service that our corridor, region and state need. When fully achieved in 2040, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday – the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off of Bay Area roads.

As you are likely aware, there are a number of near-term opportunities for Caltrain and its partners to pursue federal funding that will help advance the critical transportation programs and investments needed to support the overall development of the Service Vision and the rail corridor linking San Francisco, San Mateo and Santa Clara counties. Specifically, Caltrain is actively focused on advocacy opportunities relative to the following federal efforts;

- The INVEST in America Act (Reauthorization of the Surface Transportation Bill, previously known as the FAST Act)
  - Programmatic Requests
  - Member Designated Transportation Project (Earmarks) Request (under \$5 million)

- House Appropriations Committee
  - Community Project Funding Requests (Earmarks) (under \$1 million)
- The American Jobs Plan (President Biden's recently announced stimulus bill focused on infrastructure)
  - Monitor as Congress begins to draft text and advocate for additional funding for investments in transit and transportation

As critical Caltrain partners we want to share our advocacy efforts with you and offer our support as you work to advance the many individual projects and investments that fall within the Caltrain Service Vision. Specifically Caltrain is advocating for the following;

**Grade Separations:** As the owner and manager of the Peninsula Corridor, Caltrain understands that investment in grade crossing improvements and grade separations are an essential priority for the communities we serve and a critical safety improvement for the railroad. The Caltrain Business Plan identified an overall need for grade separation in the corridor of more than \$9 billion and we will soon be launching a significant study to develop a corridor wide grade separation strategy which will address policy and technical issues related to funding, prioritization and coordination, construction and delivery and community outcomes. We know that federal funding to support the design and delivery of these projects is dearly needed and we believe that advocating together with our partners for the following investments at the federal level will show the corridor wide support for these critical projects;

- INVEST in America Act (Reauthorization of the Surface Transportation Bill)
  - **Expansion of programmatic Railway-Highway Crossings Program (Section 130) funding to at least \$1 billion of federal funding annually.** This is an opportunity to significantly increase *annual programmatic* federal funding for grade separations. We strongly encourage corridor stakeholders who have an interest in grade separation to join us in advocating for this program expansion that will greatly benefit the development of grade separations in the corridor over time.
  - **Member Designated Transportation Project (Earmarks) Request for funding of Caltrain Grade Separation Design Guidelines totaling \$5 million.** This funding would support expanded technical and design work that would parallel and follow our work to advance a corridor wide grade separation strategy
  - Amend language in the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program to ensure commuter rail systems are eligible
- American Jobs Plan (Infrastructure/Stimulus Bill)
  - **Monitor and advocate for direct federal investment in grade separations along the Caltrain corridor, consistent with the significant, \$5.7 billion in planned investment identified in Plan Bay Area 2050**

We hope that our stakeholders who are interested in grade separations will join us in supporting these critical priorities. For our part, Caltrain stands ready to also provide our support to individual cities and counties who wish to directly advocate for specific grade separation projects along the corridor as these projects are each essential to our overall Service Vision.

**Intermodal Stations and Rail Investments:** Delivery of Caltrain's Long Range Service Vision requires the advancement of multiple intermodal station and rail improvements throughout our corridor. We are strongly supportive of our partners as they advocate for sustained federal funding that will advance the development and delivery of projects including:

- The expansion of electrified Caltrain service with modernized systems, improved stations and additional fleet and support facilities consistent with Plan Bay Area 2050
- The Downtown Extension to the Salesforce Transit Center in San Francisco
- The rebuilding of Diridon Station in San Jose
- The development of significant intermodal stations at Millbrae and Redwood City
- The introduction of the California High Speed Rail into the Bay Area in a manner that provides for the extension of electrified regional rail service between Gilroy and San Jose and supports a robust blended regional and state system from San Jose and north to San Francisco.

**Near-term Investments:** Finally, Caltrain is also pursuing earmark funding for a number of smaller scale, near-term investments in the corridor. These projects were chosen as they met the criteria for requests, are shovel ready and provide system-wide benefits. Depending on the member of Congress, we are submitting these requests under either the Community Project Funding Requests (Appropriations Committee) or the Member Designated Transportation Project (INVEST in America Act). These include:

- Crossing Optimization Project (Implementation of Wireless Grade Crossing System)
- Additional Mini-highs at 13 Caltrain Stations (Installation of Accessible Ramps at Stations)

Caltrain supports our partners as we work together to deliver an improved and expanded rail service for the region. Please contact me if you have questions about how you can support us in our advocacy for these important investments.

Sincerely,



Michelle Bouchard, Acting Executive Director



### WHY PLAN A FUTURE SERVICE VISION?

Over the last 15 years, Caltrain's ridership has more than doubled, and today Caltrain is the 7th largest commuter rail system in the country. We are also the nation's most efficient commuter railroad as measured by both the percentage of our costs we recover through fares and the number of passengers and train miles we deliver per employee.

We are proud of our success, but we also want to do more. By 2040, regional growth projections show that there will be 1.2 million additional people living and working within 2 miles of our stations—a 40% increase from today. We want to make sure that our service, and our system, is ready. A future service vision provides the roadmap for the railroad to grow—showing us how we can improve the experience of our customers today and meet the needs of our region in the future.



# INTRODUCING THE CALTRAIN 2040 SERVICE VISION

## FAST, FREQUENT SERVICE. ALL DAY, EVERY DAY.

### MORE TRAINS, MORE OFTEN



#### MORE COMMUTE SERVICE

**8 RUSH HOUR TRAINS PER HOUR, EACH WAY**  
Plus capacity for 4 HSR trains, compared to 5 total trains today



#### MORE FLEXIBILITY

**UP TO 6 MIDDAY & WEEKEND TRAINS**  
Per hour, each way, compared to 1 train today



#### MORE FREQUENT SERVICE

**21 STATIONS WITH TRAINS EVERY 15 MINUTES**  
Compared to 6 stations today

### MORE PEOPLE SERVED



#### TRIPLE THE PEOPLE SERVED

**180,000 RIDERS ON CALTRAIN EACH DAY**  
Compared to 65,000 today

### IMPROVED EXPRESS SERVICE



#### SHOW UP AND GO

**15 MINUTE EXPRESS TRAIN SERVICE ALL DAY**  
Compared to no all-day express service today



#### FASTER TRAVEL

**SAN FRANCISCO TO SAN JOSE IN LESS THAN AN HOUR**  
Compared to 62–69 minutes today



#### MORE OPTIONS

**12 STATIONS WITH EXPRESS TRAIN SERVICE**  
Compared to 6–9 stations today

### A MORE CONNECTED CORRIDOR



#### 77 MILES OF ALL-DAY SERVICE

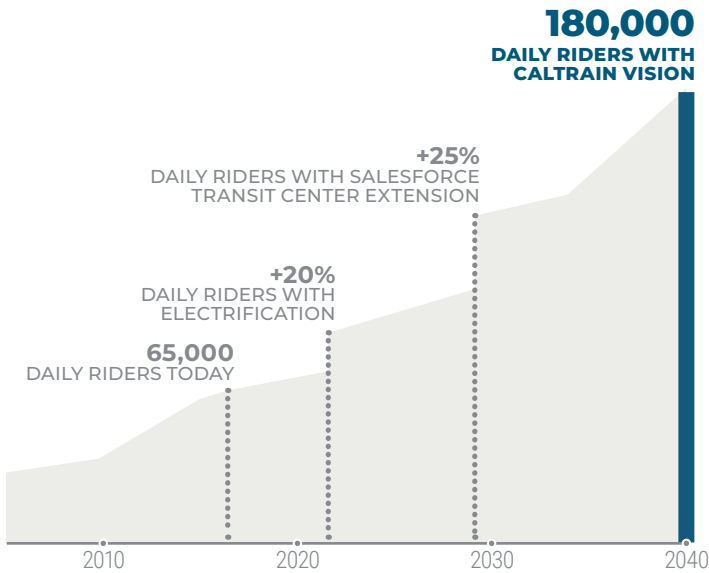
**SF SALESFORCE TRANSIT CENTER TO SJ TO GILROY**  
Compared to 50 miles of all-day service today

# THE SERVICE VISION BENEFITS THE BAY AREA'S PEOPLE, ENVIRONMENT, AND ECONOMY

## MORE TRANSPORTATION CAPACITY



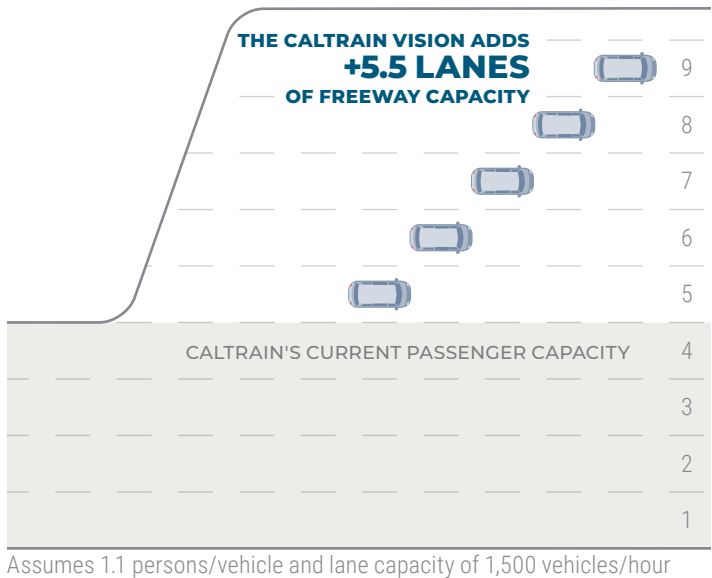
### CARRYING MORE PEOPLE



Improving Caltrain lets us carry three times more people in 2040. That's equivalent to selling out the Giants' ballpark four times every day.



### TRAINS VS LANES



Today, Caltrain carries 4 freeway lanes worth of people during rush hour. The service vision adds the equivalent capacity of 5.5 new freeway lanes.

## IMPROVING AIR QUALITY



### REDUCING DRIVING

**825,000 FEWER MILES DRIVEN EACH DAY**  
Resulting from drivers who switch to Caltrain. That's like taking 16,000 trips between SF and SJ off the road each day



### REDUCING GREENHOUSE GAS EMISSIONS

**110 FEWER METRIC TONS OF CO<sub>2</sub> EMISSIONS EACH DAY**  
Resulting from full electrification of our fleet and drivers switching to Caltrain

## STIMULATING THE ECONOMY



### ADDING JOBS

**51,000 NEW JOBS CREATED**  
Total full- and part-time jobs along the corridor resulting from Caltrain investment\*



### INCREASING ECONOMIC ACTIVITY

**\$40.8 BILLION IMPACT ON THE REGION**  
Total impact on regional spending and economic activity resulting from Caltrain investment\*

\* Values are for 2018-2070 and are in present (2018) value using a discount rate of 4.0%

# THE SERVICE VISION OUTLINES A PROGRAM OF INVESTMENTS TO SUPPORT EXPANDED SERVICE

## CAPITAL COSTS



**\$23 BILLION**  
TOTAL CAPITAL COSTS\*

Capital costs include all projects from SF to Gilroy, knitting together a connected corridor with greatly improved service.



**\$9.4B**  
GRADE  
SEPARATIONS



**\$7.8B**  
TERMINAL  
IMPROVEMENTS



**\$3.3B**  
RAIL INFRASTRUCTURE  
AND SYSTEMS



**\$1.4B**  
STATION  
IMPROVEMENTS



**\$1.1B**  
FLEET  
UPGRADES

## OPERATING COSTS



**\$370 MILLION**  
2040 ANNUAL OPERATING COSTS\*

Caltrain is one of the leanest, most efficient transit services in the country. Today's annual operating and maintenance costs are \$135 million, and 73% is covered by fares. The vision would benefit from a similarly high farebox recovery ratio.

**\$266M**  
OPERATING  
COSTS  
COVERED BY  
FAREBOX (72%)



**\$104M**  
ANNUAL  
OPERATING  
INVESTMENT  
NEEDED (28%)

## IMPLEMENTING THE VISION



**ELECTRIFYING  
CALTRAIN**

2022



**SERVICE VISION**

2040

### OUR WORK TOWARD THE VISION IS ALREADY UNDERWAY

Thanks to the \$2 billion investment in the Caltrain Electrification Project, we are already laying the foundation for implementing the vision. We will deliver this vision in steps and will be mapping out the sequence of near term priorities in the second phase of the Caltrain Business Plan. In order to fully implement the vision, new local, regional, state, and federal resources will be required. Read more about our upcoming electrified service at [calmod.org](http://calmod.org).

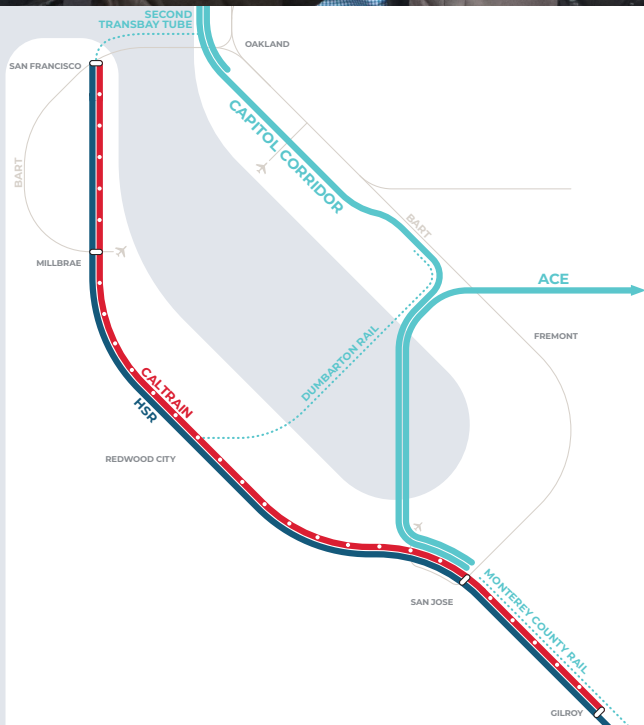
### GETTING READY TO DELIVER THE VISION

Growing Caltrain service will also require Caltrain to grow as an agency. The organization will need to be strengthened and resourced in a way that helps deliver major capital projects and expanded operations throughout the corridor. The Caltrain Business Plan includes a detailed evaluation of organizational options that should be considered to make the vision a reality. The full organizational assessment is available at [caltrain2040.org/vision](http://caltrain2040.org/vision).

\* Capital and operating costs are in present (2018) value



# THE SERVICE VISION LAYS THE FOUNDATION FOR EXPANDED REGIONAL SERVICE



## GROWING BEYOND OUR VISION

Caltrain is ready for additional investment as planning for expanded Bay Area rail continues. With additional passing tracks and infrastructure, we can expand service from 12 to 16 trains per hour, creating opportunities for even more service and enhanced connectivity to other regional rail corridors.

### SERVICE VISION INVESTMENT

**8**  
CALTRAIN TRAINS

**4**  
HIGH SPEED RAIL TRAINS

### ADDITIONAL INVESTMENT

**4**  
TRAIN SLOTS FOR EXPANDED SERVICE OR REGIONAL CONNECTIONS

# THE SERVICE VISION IS A SHARED PARTNERSHIP WITH OUR STAKEHOLDERS AND COMMUNITIES

## ENGAGING WITH STAKEHOLDERS

**21**  
JURISDICTIONS

**26**  
PUBLIC AGENCIES

**93**  
STAKEHOLDER ADVISORY GROUP MEMBER ORGANIZATIONS

**170**  
STAKEHOLDER MEETINGS

The vision planning started in 2017. A collaborative effort led by Caltrain with funding from various partners, the vision is the product of hundreds of hours of meetings with cities, counties, business groups, public agency partners, advocates, and public stakeholders throughout the corridor.

The Caltrain Board adopted this service vision in October 2019, and staff will complete the Caltrain Business Plan by mid-2020.

**JULY 2018 – JULY 2019**  
DEVELOPMENT AND EVALUATION OF GROWTH SCENARIOS

**AUGUST 2019**  
STAFF RECOMMENDATION FOR CALTRAIN VISION

**OCTOBER 2019**  
REFINEMENT AND ADOPTION OF CALTRAIN VISION

**MID-2020**  
BUSINESS PLAN COMPLETION

For more information on how to participate in the process, visit: [WWW.CALTRAIN2040.ORG/GET-INVOLVED](http://WWW.CALTRAIN2040.ORG/GET-INVOLVED)

Para traducción llama al 1.800.660.4287  
如需翻譯請電 1.800.660.4287  
Cần dịch thuật, xin gọi 1.800.660.4287

[Caltrain2040.org](http://Caltrain2040.org)

650.508.6499

[BusinessPlan@Caltrain.com](mailto:BusinessPlan@Caltrain.com)



## Memorandum

**Date:** April 22, 2021

**To:** CalMod Local Policy Maker Group (LPMG)

**From:** John Funghi, CalMod Chief Officer; Lori Low, Gov. and Community Affairs Officer

**Re:** Caltrain Electrification Project E-Update

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### ELECTRIC TRAIN UPDATE – CALTRAIN STAFF VISIT TESTING FACILITY

Testing of electric trainset #1 continues in Pueblo, Colo. In April, Acting Executive Director Michelle Bouchard and CalMod Program Chief Officer John Funghi visited the Transportation Technology Center facility, where they experienced the train running at and above corridor speeds. The train will continue to undergo a variety of tests for the next seven months. Stay tuned for more footage to come!



Additional photos are included in the agenda packet. To see photos of the new electric trains being built, visit [CalMod.org/Gallery](https://www.calmod.org/Gallery).

## **PUBLIC MEETINGS:**

**JPB Board Meeting – May 6 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://CalMod.org/Events).

## **DETAILED PROGRESS REPORT:**

- [February Monthly Progress Report](#) presented to Caltrain Board on April 1, 2021

**CalMod**



## CALTRAIN ELECTRIFICATION UPDATE

April 2021



**CalMod**

## TESTING AT PUEBLO



2

CalMod.org





**CalMod**



3

CalMod.org



**CalMod**



4

CalMod.org





**CalMod**



5

CalMod.org



**CalMod**



6

CalMod.org



**CalMod**



7

CalMod.org



**CalMod**

## CALMOD CONTACT INFORMATION

**WEEKLY UPDATES** 🌐 [CalMod.org/get-involved](https://CalMod.org/get-involved)

**EMAIL** ✉️ [CalMod@caltrain.com](mailto:CalMod@caltrain.com)

**PHONE** ☎️ 650-399-9659  
800-660-4287 (Toll Free)

**WEBSITE** 🌐 [CalMod.org](https://CalMod.org)

**FACEBOOK** 📘 [www.facebook.com/caltrain](https://www.facebook.com/caltrain)

**TWITTER** 🐦 [@caltrain](https://twitter.com/caltrain)

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CalMod.org





# CALIFORNIA High-Speed Rail Authority

## Memorandum

**Date:** April 22, 2021  
**To:** Local Policy Maker Group (LPMG)  
**From:** Boris Lipkin, Northern California Regional Director  
**Re:** California High-Speed Rail Program Update

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### STATEWIDE UPDATE

#### **2020 Business Plan:**

The 2020 Business Plan was adopted by the California High-Speed Rail Authority (Authority) Board of Directors on March 25 and submitted to the State Legislature on April 12, 2021. The Final 2020 Business Plan restates the importance of fulfilling the Authority's mission and will enable the state to meet its mobility, environmental and economic objectives. It presents a vision for delivering high-speed rail in California focused on three key principles:

1. Initiate high-speed rail service in California as soon as possible.
2. Make strategic, concurrent investments that will be linked over time and provide mobility, economic, and environmental benefits at the earliest possible time.
3. Position ourselves to construct additional segments as funding becomes available.

The Final 2020 Business Plan is now available on the [Authority website](#).

### NORTHERN CALIFORNIA UPDATE

#### **Revised Draft EIR/Supplemental Draft EIS for San Jose to Merced Project Section:**

Following similar actions in Southern California, the Authority is issuing a limited revision of the previously published Draft EIR/EIS for the San Jose to Merced project section to incorporate new information related to the proposed listing of the mountain lion under the California Endangered Species Act and the monarch butterfly as a candidate species under the federal Endangered Species Act. Additional revisions also include changes related to analysis of noise and light impacts on wildlife species in the corridor.

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

Comments on the Draft EIR/EIS can be submitted through the following channels:

- [Online comment form at hsr.ca.gov](http://Onlinecommentform.at.hsr.ca.gov)
- Email: [san.jose\\_merced@hsr.ca.gov](mailto:san.jose_merced@hsr.ca.gov) with the subject line "Revised/Supplemental Draft EIR/EIS Comment"

- Mail:  
ATTN: San Jose to Merced Project Section: Revised/Supplemental Draft  
EIR/EIS Comment  
Northern California Regional Office California High-Speed Rail Authority  
100 Paseo de San Antonio, Suite 300  
San Jose, CA 95113

## **RECENT AND UPCOMING OUTREACH ACTIVITIES**

### **Recent and Upcoming Outreach Meetings:**

- April 14, 2021: Gilroy Economic Development Corporation
- April 22, 2021: Gilroy Chamber of Commerce
- April 26, 2021: Lorin Eden Elementary School

# Northern California Region

Local Policy Makers Group  
April 22, 2021



## BUSINESS PLAN PUBLIC REVIEW PROCESS

### Public Review Process

- » February 9, 2021: Draft Released
- » February 9 – March 12, 2021: 30-day public review
- » March 2, 2021: Board hearing
- » March 25, 2021: Board approval
- » April 12, 2021: Submittal to Legislature



# SAN JOSE TO MERCED ENVIRONMENTAL PROCESS



## LIMITED REVISION TO PREVIOUSLY PUBLISHED DRAFT EIR/EIS RECIRCULATED DOCUMENT

### Recent Changes to Regulations Governing Endangered Species

- » May 2020: Mountain lion candidate species under the California Endangered Species Act
- » December 2020: Monarch butterfly candidate listing under the federal Endangered Species Act
  - **Authority revised or added mitigation measures in response to these listings**



### Supplemental Analyses: New Information on Other Wildlife Impacts

- » Train noise impact on wildlife
- » Artificial lighting from rail construction, maintenance, and train operations
  - **Authority updated mitigation measures**



# HOW TO COMMENT ON THE RECIRCULATED DOCUMENT

## Public Comment Period: April 23 to June 9, 2021



Online at: [www.hsr.ca.gov](http://www.hsr.ca.gov)



By phone: (800) 455-8166



By email: [san.jose\\_merced@hsr.ca.gov](mailto:san.jose_merced@hsr.ca.gov) with the subject line  
"Revised/Supplemental Draft EIR/EIS Comment"



By mail:

Attn. San Jose to Merced Project Section: Revised/Supplemental Draft EIR/EIS Comment  
Northern California Regional Office California High-Speed Rail Authority  
100 Paseo de San Antonio, Suite 300  
San Jose, CA 95113

SAN JOSE TO MERCED

REVISED/SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT



5



### Headquarters

California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814  
[www.hsr.ca.gov](http://www.hsr.ca.gov)



### Northern California Regional Office

California High-Speed Rail Authority  
100 Paseo de San Antonio, Suite 300  
San Jose, CA 95113