

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes for February 28, 2019**

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	J. Mates	X
Brisbane	T. O'Connell	X
Burlingame	E. Beach	X
Gilroy	C. Tucker	
Menlo Park	R. Mueller	
Millbrae	R. Holober	X
Mountain View	J. McAlister	
Morgan Hill	R. Constantine	X
Palo Alto	L. Kou	X
Redwood City	S. Masur	X
San Bruno	R. Medina	X
San Carlos	R. Collins	
San Francisco	G. Gillett	
San Jose	S. Jimenez	X
San Mateo	E. Rodriguez	X
Santa Clara	K. Watanabe	X
South San Francisco	K. Matsumoto	X
Sunnyvale	N. Smith	X
San Francisco BOS	TBD	
San Mateo BOS	TBD	
Santa Clara BOS	TBD	

Acting Chair: Emily Beach

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

CALTRAIN STAFF: Casey Fromson, Sebastian Petty

1. Staff Report

a. LPMG Membership

Casey Fromson, Director of Government and Community Affairs, presented the updated LPMG member list and asked members to update Caltrain staff of any future changes. Fromson noted that new member orientations will be coordinated.

2. Select LPMG Vice Chair

Emily Beach was re-selected as Vice Chair of the LPMG.

3. Caltrain Business Plan

Aidan Hughes, Caltrain Business Plan Consultant, provided an update on the development of a 2040 service vision. The presentation discussed terminal planning related to San Francisco and the Diridon Station, capital investments needed to support service scenarios, and outreach being done through cities and community meetings.

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

- *A member requested the group keep in mind potential infrastructure needs with higher-service scenarios.*
- *A member asked how ridership growth is calculated. (Caltrain project team said that ridership models are developed based on future projections for growth and population.)*
- *A member asked how Caltrain considers individual cities up and down the corridor. (Caltrain project team said that Plan Bay Area projections are used for the baseline and then adjusted to account for cities that have adopted growth or development plans that go beyond Plan Bay Area.)*
- *A member asked clarifying questions about service predictions for Morgan Hill featured in the presentation. (Caltrain project team answered that all projections shown are anticipated for each direction under the baseline, medium or high growth scenarios.)*
- *A member asked how service south of Tamien would be affected considering electrified service will stop at Tamien. (Caltrain project team answered that the original proposal was to continue diesel service south of San Jose. Caltrain staff is planning for increased service if there is an opportunity to electrify tracks to Gilroy.)*
- *A member asked if projects and general plans that are in the works with various cities are being considered in growth estimates. (Caltrain project team noted that to maintain consistency with previous regional projections, projections started with Plan Bay Area, then incorporated individual cities' plans, as well as individual large-scale developments that have been permitted since Plan Bay Area was adopted. Developments that have not been approved were not included.)*
- *A member asked how the projections used for the Caltrain Business Plan are related to Plan Bay Area projections and the policy recommendations in the Committee to House the Bay Area (CASA) compact. The member also asked if Caltrain would revisit projections if the policies came through. (Caltrain project team does not anticipate updating the projections regularly, but would likely revisit the data as different service levels come online.)*
- *A member noted that Sunnyvale supports the highest level of service and would accept the moderate level of service, but believes the baseline is too low.*
- *A member asked if Caltrain plans for passing tracks could supersede city plans. (Caltrain project team said that the project is not at the point of saying how wide the tracks would be or the exact location. Caltrain will continue to have conversations, especially if they were to move toward the scenarios outlined in the presentation. Caltrain project team also noted that many cities along the corridor have active grade separation plans and projects and Caltrain is coordinating very closely with them. There will be many more conversations about passing tracks).*
- *A member noted that grade separations have a large impact on communities, and that it would be helpful to understand the possibilities.)*
- *A member asked what the timeline is for the Board to review and make a decision about the Business Plan. (Caltrain project team stated that it is anticipated to go to the Board with*

workshop in late spring with action to follow. Caltrain project team also noted that the LPMG group will be consulted before the board takes any action. The board action in late spring/summer will determine which growth trajectory to plan toward.)

- *A member asked if cost impacts would be shown and if the LPMG feedback would be presented to the board. (Caltrain project team said that feedback is welcome to understand what each city thinks).*
- *A member asked if the information will provide information on service improvements and schedules at specific stations. (Caltrain project team noted that at this first decision point, the board will be adopting a service pattern, not a detailed schedule.)*
- *A member noted that there is no difference in service for Morgan Hill between the moderate and high growth scenarios, and that the city has experienced a high rate of growth. The member also noted Morgan Hill and Gilroy riders pass more zones and therefore pay more into the system.*
- *A member requested that the LPMG group be notified when action is being taken by the board with enough notice to participate in that conversation.*

Public Comments:

- *A member of the public noted that larger trains would be able to carry more people, and passing tracks would not be needed. The member of the public also recommended being able to double-stack the trains.*
- *A member of the public expressed support for pursuing the high growth scenario citing the reduction of vehicles on the road and environmental benefits. The member of the public also encouraged each individual city to understand the impacts of passing tracks while also considering the major local benefits when weighing decisions.*
- *A member of the public noted that it's human nature to focus on impacts, but encouraged members to concentrate on the advantages.*

4. Caltrain Electrification Project

Casey Fromson, Director of Government and Community Affairs, showed a video of electric train manufacturing progress.

5. California High-Speed Rail (HSR) Updates

Boris Lipkin, Northern California Regional Director for California High-Speed Rail, discussed Governor Newsom's State of the State Address; and gave an overview of the review process for preferred alternatives and of the early train operator, Deutsche Bahn.

LPMG members' key comments regarding the High-Speed Rail Project discussion included the following:

- *A member asked about the status of negotiations with Union Pacific. (HSR staff said conversations are moving forward into advanced stages and will be a part of the preferred alternatives analysis that will be available later this year.)*
- *A member asked HSR staff if Pacheco Pass is still being considered. (HSR staff said yes.)*
- *A member asked what the gap in funding is now. (HSR staff answered that there is a common misconception that the project had been fully-funded and explained Prop 1A only funded one-fifth of the project cost. They noted that costs have increased, so now that gap is approximately \$50 million.)*

- *A member noted that July and August is a tough time for public outreach as many people are unavailable at that time. The member also requested safety features be looked into for when high-speed trains come through the Peninsula.*
- *A member asked for clarification whether high-speed rail could start at San Jose. (HSR staff said that Prop 1A explicitly states that it will need to go to San Francisco.)*
- *A member asked about the plans regarding Transit-Oriented Development and how the last-mile is served. (HSR staff said that opportunities are being explored including bike share programs.)*
- *A member asked how long the term of the contract is between Deutsche Bahn and CA HSR. (HSR staff answered that there is two phases; the first phase is for six years and the second is tentative.)*
- *A member noted that meetings in Millbrae and Sunnyvale are difficult for Redwood City residents to attend.*

Public Comment:

- *A member of the public noted that German high-speed rail slows down before entering large cities.*
- *A member of the public expressed support for the blended system and advocated for regional connections to other transit modes.*

6. Public Comment

None.

7. LPMG Member Comments/Requests

None.

8. Next Meeting

Thursday, March 28, 2019 at 5:30 p.m.