

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

**Summary Notes**

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

| <b>City / County</b> | <b>Representative or Alternate</b> | <b>Present</b> |
|----------------------|------------------------------------|----------------|
| Atherton             | C. Wiest                           |                |
| Belmont              | J. Mates                           | X              |
| Brisbane             | T. O'Connell                       | X              |
| Burlingame           | E. Beach                           | X              |
| Gilroy               | C. Tucker                          |                |
| Menlo Park           | D. Combs                           |                |
| Millbrae             | R. Holober                         | X              |
| Mountain View        | J. McAlister                       |                |
| Morgan Hill          | L. Carr                            |                |
| Palo Alto            | L. Kou                             | X              |
| Redwood City         | J. Borgens                         | X              |
| San Bruno            | M. Salazar                         | X              |
| San Carlos           | R. Collins                         |                |
| San Francisco        | G. Gillett                         | X              |
| San Jose             | S. Jimenez                         |                |
| San Mateo            | E. Rodriguez                       |                |
| Santa Clara          | K. Watanabe                        |                |
| South San Francisco  | K. Matsumoto                       | X              |
| Sunnyvale            | N. Smith                           |                |
| San Francisco BOS    | TBD                                |                |
| San Mateo BOS        | TBD                                |                |
| Santa Clara BOS      | TBD                                |                |

Chair: Gillian Gillet

Acting Chair: Emily Beach

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

CALTRAIN STAFF: Casey Fromson, Sebastian Petty

**1. Staff Report**

Casey Fromson, Caltrain Government and Community Affairs Director announces that at the request of an LPMG member, there would be a call-in option for future LPMG meetings. There will be two spots available per meeting for call-in and those that call in will need to comply with the Brown Act of California. That means if council members choose to call in, they will need to be calling from a public location where members of the public can participate if they choose. Staff also announced that LMPG

meetings are going to start being video recorded and if quorum is not met for the LPMG meetings, then the Chair will decide whether the meeting moves forward with informational content.

## **2. Caltrain Business Plan**

Sebastian Petty, Caltrain Senior Policy Advisor, provided an update on the development of a 2040 service vision. The presentation discussed terminal planning related to San Francisco, and the Diridon Station, ridership growth projections and the impact that train crowding could have on ridership.

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

- *A member asked about the timeframe for the Downtown Extension (DTX). (Caltrain staff answered that it is estimated to be complete in 2029.)*
- *A member asked how much is needed for funding for the DTX, and if that includes HSR funding. (Caltrain staff answered that the current cost estimate is \$4 billion. A LPMG member offered a correction, that it is \$6 billion if the Penn Ave Extension is also included. Caltrain staff added that Caltrain will revisit this later and look at all costs associated with infrastructure changes along the corridor, whether it is formally considered a Caltrain project or not.)*
- *A member asked if the City of San Francisco responsible for constructing and funding the tunnels being built at 4th and King. (Caltrain staff answered that the Downtown Extension is being planned and delivered by the Transbay Joint Powers Authority (TJPA). The project has been under development for some time but does not currently have the necessary funding to begin construction. The City of San Francisco has developed plans to extend tunnels even further south (the Penn Ave Extension) and they are currently preparing to conduct additional engineering assessments and begin environmental work.)*

*Public Comments:*

- *A member of the public applauded Caltrain's work, but asked why the Central Subway wasn't included in the presentation and if that will lead to an increase in ridership. The member of public also noted that adding capacity to Caltrain will be a net positive for the environment, but questioned the surcharge to travel on the DTX to the Salesforce Transit Center.*
- *A member of the public noted that the Moderate Growth scenario seems the most realistic, unless a new Transbay Tube is built. The member of the public also noted that in order to increase capacity, Caltrain should run double-length trains.*
- *A member of the public thanked the presenter for the data provided in the presentation and the forward-thinking direction of the Business Plan. The member of the public also recommended that the Dumbarton Corridor should be modelled.*

## **3. Caltrain Electrification Project**

Casey Fromson, Director of Government and Community Affairs, showed a video from the Caltrain Electrification Safety Campaign.

*LPMG members' key comments regarding the Caltrain Electrification discussion included the following:*

- *A member asked how tall the poles will be that carry the electric wires. (Caltrain staff answered that they vary between 35 to 45 feet).*
- *A member asked about weekend service into San Francisco and if it has resumed. (Caltrain staff answered yes, but there are still a handful of weekends where construction will close the tunnel*

*and stop weekend service.)*

*Public Comment:*

- *A member of the public commented that they believe the height of the wire will be 19 to 24 feet.*

#### **4. California High-Speed Rail (HSR) Updates**

Morgan Galli, HSR Government Relations Specialist, updated the members on the state of talks between the HSR and the Federal Rail Administration, and the state audit of the program. Galli also presented on the community working group meetings and the key themes heard.

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

- *A member asked how construction jobs are being awarded locally. (HSR staff said that the laymen's facility has not yet been staffed, but eventually the jobs be advertised locally.)*
- *A member asked for a little background on the early train operator, Deutsche Bahn (DB). (HSR staff explained that DB is a German-based company, that operates high-speed rail, bus, ride share. DB was bought on to assist the CAHSRA to ensure the system is operationally ready, is prepared for maintenance, and will be revenue neutral.)*

*Public Comment:*

- *A member of the public noted that DB is a private company owned by the German government and they own and operate all rail infrastructure in Germany. The member of the public also said that high-speed rail should not go south of Fresno or else it will need an operating subsidy.*
- *A member of the public stated that there is some confusion regarding the passing tracks and whether or not that is included with high-speed rail and/or the Caltrain business plan. The member of the public also asked what sources of funding would be available for negotiations with Union Pacific.*

#### **5. Public Comment**

- *A member of the public thanked all the presenters and recommended Caltrain look to Paris for best practices. The member of the public also advocated for extensive training regarding electrification and asked if the train presentation took into consideration freight trains.*
- *A member of the public expressed support for bi-level trains, such as the ones used in France.*

#### **6. LPMG Member Comments/Requests**

- *A member noted that some cities will have sensitivities about Caltrain's recently approved naming policy for stations.*
- *A member noted that the employment growth for Palo Alto shown in the presentation was higher than the city's comprehensive plan.*

#### **7. Next Meeting**

Thursday, April 25, 2019 at 5:30 p.m.