

CalMod Local Policy Maker Group (LPMG) Summary Meeting Notes for January 25, 2018

Summary Notes

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

Members Present

City / County	Representative or Alternate	Present	
		Yes	No
Atherton	C. Wiest	X	
Belmont	C. Stone		X
Brisbane	T. O'Connell	X	
Burlingame	E. Beach	X	
Gilroy	TBD		X
Menlo Park	K. Keith	X	
Millbrae	R. Holober	X	
Mountain View	C. Clark	X	
Morgan Hill	TBD		X
Palo Alto	T. Dubois		X
Redwood City	S. Masur	X	
San Bruno	TBD		X
San Carlos	R. Collins	X	
San Francisco	G. Gillett	X	
San Jose	D. Davis		X
San Mateo	J. Goethals		X
Santa Clara	K. Watanabe		X
South San Francisco	K. Matsumoto	X	
Sunnyvale	G. Larsson	X	
San Francisco BOS	TBD		X
San Mateo BOS	D. Pine		X
Santa Clara BOS	TBD		X

VICE CHAIR: Emily Beach

VACANT SEATS: Gilroy, Morgan Hill, San Bruno, Santa Clara County, San Francisco County,

CALMOD TEAM PRESENT: C. Fromson, L. Low, S. Petty

1. Chair Report

None

2. JPB Staff Report

a. 2018 Logistics

JPB staff received requests to possibly move the meeting day and time. After inquiring with city/county staff it became apparent other conflicts would arise if the day was changed. Discussion ensued regarding moving the start time earlier. It was determined staff would poll members to determine the best start time.

Public Comments:

- *A public speaker expressed support of an earlier meeting time due to the train schedule.*

3. Caltrain Business Plan Update

- ### a.
- Staff provided a high-level presentation that encompassed two pieces. The first piece was intended to create a shared foundation of information about the rail system covering organizational history, milestones, and current contextual information such as the corridor, fleet, current service, ridership and funding . This piece was presented at the Business Plan Stakeholder Workshop last September.

LPMG members' key comments include the following:

- *Several members discussed Caltrain's strong bi-directional flow and the possibility this indicates Caltrain may become more than a commuter rail, such as a system that is used all day for a variety of reasons.*
 - *A few members asked clarifying questions about Caltrain's funding from member contributions. (Staff noted that projections show with electrification, on a per passenger basis, Caltrain will carry more people and be less of a public investment per passenger, but in aggregate it will be a bigger cost. Staff also clarified that the boarding formula applies at the county (not city) level.*
 - *One member asked for clarification on the Central Equipment Maintenance Facility (CEMOF) capacity and 4th & King Station ownership. (Staff noted CEMOF will be modified for PCEP; but longer-term storage and maintenance needs will need to be examined when looking to a 100% electric fleet with additional rail cars. Staff also clarified that 4th & King is owned by Prologis, a development arm of Union Pacific, which Caltrain has a permanent operating easement over.)*
 - *One member asked for clarification on if planning for DTX is part of the Business Plan. (Staff said it will need to look at DTX in terms of ridership, costs associated with operations and maintenance of that facility, and funding. Staff noted the kinds of investments being made into the system and looked at by the Business Plan are 20, 30, 50, and 100-year investments.)*
 - *One member asked about the potential for more operating rights south of Tamien. (Staff noted that there is at least one additional slot now but equipment availability limits Caltrain from using it. In the near term, with some capital improvements, there could be up to five slots an hour. In the longer-term, broader discussions are occurring around High Speed Rail's plans south of San Jose, and staff is hoping to explore opportunities for additional sharing in the longer-term part of the Business Plan.*
- ### b.
- The second part of the presentation was an update on the Business Plan process, specifically around the scope of work that has been developed and that will go to the JPB Board for approval in February.

LPMG members' key comments include the following:

- *A few members supported the possibility of forming a grade separation focused working group. (Staff responded the ideal time may be when there's an initial framework regarding the growth of the railroad.)*
- *One member asked a hypothetical question about how many trains Caltrain could run if High Speed Rail started in San Jose instead of San Francisco. (Staff said the Business Plan starts from some basic premises including agreements around the blended system.)*
- *One member encouraged the Business Plan to include more on expenses and costs—both operating and capital—as well as more details on the capital improvement program such as a prioritized list of improvements. The member also asked for an example of how Caltrain might be organized. (Staff responded that the governing body will need to examine whether they're running a service or if they're the strategic management authority for a corridor that includes freight, other operators, and High Speed Rail; and if they're both, how they'd like to be organized. Staff offered the example that some corridors in Europe are organized around one entity managing the corridor and a different entity/entities or commercial enterprises managing the trains.)*

Public Comments:

- *A public speaker expressed support of an earlier meeting time due to the train schedule.*
- *A public speaker expressed support for more service south of Tamien Station and for CEMOF to be relocated past the double-tracks in San Jose. The speaker also encouraged members to look at the Capitol Corridor Business Plan.*
- *A public speaker noted that traditional commuter rail was common 50-60 years ago, but systems around the world have since evolved, running more frequent and downtown service all day and integrating transit connections/fares which increased ridership and revenues. The speaker encouraged Caltrain to examine/ask value-related questions and learn from these existing models.*

The Vice Chair encouraged members to make the committee a priority due to the exciting and visionary work at hand.

4. Caltrain Peninsula Corridor Electrification Project Update

- a. The project installed approximately 250 foundations in South San Francisco (SSF), San Bruno, and Millbrae. Construction work is occurring in Segment 2 (SSF to Menlo Park) and potholing in Segment 4 (Santa Clara to San Jose). Community meetings continue to occur prior to different phases of work.

5. Public Comment

None.

6. LPMG Member Comments/Requests

- a. **Grade Separation Toolkit**
Staff reported working with a consultant to pull together the foundation of a toolkit, which will be an educational/reference document with historical and general information. The Business

Plan will take a richer look at the future of the rail with grade separations; how these work with communities; and real funding implementation and strategies.

LPMG members' key comments include the following:

- *A few members encouraged staff to put further thought into integrating grade separations more into the agenda.*
- *One member noted that more than a tool kit is needed to mobilize a city due to the level of effort required to plan and engineer a particular grade separation. The member noted that this type of planning/readiness discussion and effort needs to occur, but did not have a definitive answer on where that should live.*