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=TkR1WFg2SEorZVh5U2xLWWhHSUNNdz09 for audio/visual capability or by calling 1-669-900-6833, Webinar ID: # 9495 4726 853 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 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, October 22, 2020**

5:30 p.m. – 7:30 p.m.

**Agenda**

1. Call to Order
2. Staff Report
3. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)
5. Caltrain Electrification Project: Virtual Reality Tour
6. Public Comments on Items not on the Agenda
7. LPMG Member Comments/Requests
   a. HSR EIR Related Letters
   b. Constant Warning Time
8. Next Meeting
   a. Thursday November 18, 2020 at 5:30pm
9. Adjourn

*All items on this agenda are subject to action*
Memorandum

Date: October 22, 2020
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Sustainability Report
This week, the Authority released its 2020 Sustainability Report: Building Resilience. The annual report details ongoing efforts to advance the nation’s largest and greenest infrastructure project and reduce greenhouse gas emissions in transportation. In the past year, the Authority has expanded efforts to deliver a system that maximizes benefits to underserved communities, protects natural resources and is a catalyst in the transition to a low-carbon economy. Some of this year’s milestones include:
- 225,000 MT carbon sequestered and avoided, more than offsetting emissions from construction
- 140,000 lbs. criteria air pollution avoided
- 3,750 acres of habitat preserved or restored and 1,250 acres of agricultural land secured
- Over 4,400 construction jobs created
Additionally, the Authority continues to put its sustainability policies into practice as part of its ongoing construction and procurement programs. The Authority has instituted exceptionally tight environmental requirements for upcoming contracts that require the contractor to:
- Meet thresholds for “green” concrete.
- Use zero emissions trucks and automobiles for site travel.
- Meet targets for greenhouse gas emissions during construction
To catch some of the other report highlights, check out the 2020 Sustainability Factsheet or see the full report here.

Early Train Operator Passenger Experience Primary Research
The Authority’s Early Train Operator (Deutsche Bahn) is conducting primary research to understand the various prospective of potential California High-Speed Rail passengers with regard to preferred amenities and experiences on the future system. This research is being conducted across the state via surveys and focus groups. Results will contribute to the design of the trainset interior and stations and inform the California High-Speed Rail Authority’s discussion of passenger experience on the system.

The primary research will be completed by November and results will be finalized and shared early next year.
NORTHERN CALIFORNIA UPDATE
San Francisco to San Jose Draft Environmental Impact Report/Environmental Impact Statement

The comment period for the San Francisco to San Jose Project Section Draft EIR/EIS closed on September 9. The Authority received over 140 individual submissions on the document. These comments are under consideration by the environmental review team and will be responded to in the Final EIR/EIS, scheduled for release in Summer 2021. As requested during the July LPMG meeting, comments received from cities along the Caltrain corridor will be shared with Caltrain staff for distribution to the LPMG. A summary of results for the San Francisco to San Jose and San Jose to Merced Project Sections Draft EIR/EIS public review period is provided as an attachment to this memo.

Metropolitan Transportation Commission Adopts Blueprint for Plan Bay Area 2050
On September 23, the Metropolitan Transportation Commission (MTC) voted to adopt the final blueprint for Plan Bay Area 2050. The blueprint identifies high-speed rail as a regional funding priority and includes up to $7 billion to bring high-speed service to the Bay Area and make other improvements that provide joint benefits with Caltrain.

The blueprint will be the basis for the development of Plan Bay Area 2050, which will be the next Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area. This marks the first region in the state to include high-speed rail as a regional funding priority and positions us for opportunities to leverage regional, state, and potential federal funds to advance the program in the Bay Area.

Details regarding the resolution can be found here.

RECENT AND UPCOMING OUTREACH ACTIVITIES
- September 24: Santa Clara Unified School District Board Presentation
- October 15: ASCE – Golden Gate Chapter Presentation
- October 22: San Jose to Merced Technical Working Group Meeting
- October 29: San Jose State University Institute of Transportation Engineers Presentation
- November 17: San Francisco to San Jose Community Working Group Meeting
- November 18: San Jose to San Francisco Community Working Group Meeting
- December 4: Colorado Front Range Passenger Rail Presentation
- December 9: Mobility Partnership Presentation
AGENDA
LOCAL POLICY MAKER GROUP

- Introductions & Agenda Review
- Project Update
- 2020 Sustainability Report
- Early Train Operator Passenger Experience Primary Research
- Outreach Update
MTC ADOPTS BLUEPRINT FOR PLAN BAY AREA 2050

- Basis for the development of Plan Bay Area 2050
- Includes up to $7 billion to bring high-speed rail to the Bay Area and other improvements
- First region in the state to include regional discretionary funds for HSR in its long-range plans
- Provides opportunity to leverage regional, state, and federal funds for joint-benefit projects

“We need to be putting the pieces in place to enable high-speed rail to connect the jobs in Silicon Valley to the affordable housing of the Central Valley.”
- San Jose Mayor Sam Liccardo

“This region really needs a plan for how we get high-speed rail into our region and if we just sit on our hands and wait for the train to come, we’ll be waiting a long time.”
- SPUR Chief Policy Officer, Nick Josefowitz

“If we want to be a 21st century nation, the high-speed rail project has got to move forward.”
- Rohnert Park Vice Mayor Jake Mackenzie
Authority Board approved Central Valley Wye Final Supplemental EIR/EIS
Preferred Alternative (SR 152 (North) to Road 11) selected as approved project
Full environmental clearance for 199 miles from Merced to Bakersfield
DEVELOPMENT & REVIEW OF ENVIRONMENTAL DOCUMENT
NORTHERN CALIFORNIA PROJECT SECTIONS

- Notice of Preparation
- Development & Evaluation of Alternatives
- Identification of Preferred Alternative
- Public Review of Draft EIR/EIS
- Cooperating & Responsible Agency Review
- Prepare Draft EIR/EIS
- Respond to Comments and Prepare Final EIR/EIS
- Cooperating & Responsible Agency Review
- Public Review of Final EIR/EIS
- Authority Certifies Final EIR/EIS and Issues ROD

We are here
# DRAFT EIR/EIS PUBLIC REVIEW PERIOD SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>San Jose to Merced</th>
<th>San Francisco to San Jose</th>
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<tr>
<td><strong>Comment Period</strong></td>
<td>April 24 – June 23</td>
<td>July 10 – September 9</td>
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<tr>
<td>Comments Received</td>
<td>760+</td>
<td>140+</td>
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<td>Q&amp;A Webinar Participants</td>
<td>152+</td>
<td>100+</td>
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<td>MeetHSLNorCal.org Visitors</td>
<td>1,700+</td>
<td>10,600+</td>
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**Virtual Office Hours**

**Question & Answer Virtual Open Houses**

**Open House Website**

**Project Alternatives Interactive Map**

**Online Public Hearing**

**CWG Question & Answer Webinar**
"Build high-speed rail to provide reliable access to urban centers across the state with increased public transit and active transportation opportunities around stations."

Prop 1A Expressed California’s Goal for Sustainable Development:
Fostering Mobility and Economic Development without Sacrificing the Environment, or Bequeathing Future Generations With Debt
“The Authority will deliver a sustainable high-speed rail system for California that serves as a model for sustainable rail infrastructure. The Authority has developed and will continue to implement sustainability practices that inform and affect the planning, siting, designing, construction, mitigation, operation, and maintenance of the high-speed rail system.”
STRONG BOARD AND EXECUTIVE LEADERSHIP HAS INSPIRED GROUNDBREAKING COMMITMENTS FOR OVER A DECADE

- 2008 – Board Adopts 100% Renewable Energy for operations
- 2011 – Incorporation in ARB Scoping Plan due to GHG emissions reductions
- 2012 – New and leading-edge construction policies:
  » Net-Zero direct GHG emissions for Construction
  » Net-Zero Air Quality emissions for Construction
  » Proactive construction requirements, including requiring Tier 4 vehicles & 100% recycling requirements
- 2014 – First infrastructure project to require disclosure on major materials, informed AB 262 Buy Clean California Act
  » EMMA developed to track and monitor program & contractor progress
- 2017 – Incorporation in ARB Scoping Plan update
- 2019 – Further strengthened construction policies:
  » Requiring Track and Systems contractor to meet performance targets for embodied energy (concrete and steel)
  » Requiring zero emissions fleet vehicles (25% of on road fleet)
  » Specific target for direct GHG emissions in construction tied to a bonus/penalty
CALIFORNIA SETS THE SUSTAINABILITY STANDARD

How high-speed rail uses California policy to set a new direction for delivery

- 225,000 MT Carbon Sequestered and Avoided
- 4,439 Jobs Created
- $2,400,000,000 Disadvantaged Communities Benefited
- 140,000 lbs. Criteria Air Pollution Avoided
- 560 Small Businesses Engaged
- $1B = 24K Jobs Economic Investment Multiplier

2020 SUSTAINABILITY REPORT
ANNUAL SUSTAINABILITY REPORT

IMPORTANT TRANSPARENCY FOR THE PROJECT

- **2014**: Began publishing annual Global Reporting Initiative (GRI) compliant sustainability reports
- **2016**: Began completing annual Global Real Estate Sustainability Benchmark (GRESB) submissions
- **2017**: Completed the Sustainable Purchasing Leadership Council (SPLC)'s Benchmark Program Assessment
- **2019**: Began the pilot Envision Verification for the CHSR Program

2020 SUSTAINABILITY REPORT
ENERGY AND EMISSIONS

HSR DELIVERS A STRONG RETURN ON INVESTMENT

GHG Emission Reductions From Full High-Speed Rail System

Cumulative GHG Emissions Reductions From Implemented Projects

0 10 20 30 40 50 60 70 80 90 100

102 MMTCO2e

45 MMTCO2e

High-Speed Rail
Sustainable Communities and Clean Transportation
Energy Efficiency and Clean Energy
Natural Resources and Waste Diversion
Actual Carbon Dioxide through 2020
Thousand metric tons carbon dioxide equivalent

Produced  Sequestered  Avoided  Rural Trees
EARLY TRAIN OPERATOR
PASSENGER EXPERIENCE
PRIMARY RESEARCH
SURVEYS & FOCUS GROUPS

Purpose

» Assess desired characteristics of high-speed rail service(s) and amenities
» Understand user types and preferences
» Understand region-specific preferences

Surveys
1. Interior Design of Trainset
2. Travel Mode Preference Survey

Focus Groups
1. Stations
Purpose of Interior Design of Trainsets Survey

» Determine interests and preferences for design of trainset interiors
» Assess market differences by destination, demographics, region, etc.
» Recommend services offered on trains and trainset look and feel

Methodology

» Conducted online survey with over 400 respondents
» Targeted participants by region and demographics
» To participate, respondents
  • Affirmed travel within California in 2019
  • Expressed preference in high-speed rail as a travel mode
SURVEY: INTERIOR DESIGN OF TRAINSETS

Topics
» Reservable Areas
» Public Zones
» Large Item Storage
» Bike Storage
» Food & Beverage
» Alcohol
» Restrooms
» Service Class
  • Coach, Business, First, Private Cabin
SURVEY: INTERIOR DESIGN OF TRAINSETS

SERVICE CLASS PREFERENCE

- Coach Class (Table and Facing Seats), 30%
- Upgrade (Business Class), 17%
- Upgrade (First Class), 9%
- Upgrade (Private Cabin), 8%
- Coach Class (Rows), 36%
SNEAK PEEK SURVEY RESULTS
SERVICE CLASS BY TRAVEL PURPOSE

Work, Business, Commute | Visit Family/Friends | Recreation/Leisure | Attend School | Attend Special Event

- **Coach Class (Rows)**
  - Work, Business, Commute: 33%
  - Visit Family/Friends: 41%
  - Recreation/Leisure: 38%
  - Attend School: 38%
  - Attend Special Event: 42%

- **Coach Class (Table and Facing Seats)**
  - Work, Business, Commute: 24%
  - Visit Family/Friends: 28%
  - Recreation/Leisure: 16%
  - Attend School: 10%
  - Attend Special Event: 12%

- **Upgrade (Business Class)**
  - Work, Business, Commute: 10%
  - Visit Family/Friends: 12%
  - Recreation/Leisure: 14%
  - Attend School: 19%
  - Attend Special Event: 14%

- **Upgrade (First Class)**
  - Work, Business, Commute: 6%
  - Visit Family/Friends: 6%
  - Recreation/Leisure: 6%
  - Attend School: 6%
  - Attend Special Event: 5%

- **Upgrade (Private Cabin)**
  - Work, Business, Commute: 8%
  - Visit Family/Friends: 5%
  - Recreation/Leisure: 8%
  - Attend School: 6%
  - Attend Special Event: 1%
SNEAK PEEK SURVEY RESULTS

SERVICE CLASS BY TRIP ROUTE

**Within Central Valley**
- Coach Class (Rows): 44%
- Coach Class (Table and Facing Seats): 30%
- Upgrade (Business Class): 12%
- Upgrade (First Class): 28%
- Upgrade (Private Cabin): 4%

**Between Southern and Northern California**
- Coach Class (Rows): 36%
- Coach Class (Table and Facing Seats): 31%
- Upgrade (Business Class): 12%
- Upgrade (First Class): 9%
- Upgrade (Private Cabin): 4%

**Between Central Valley and Southern/Northern California**
- Coach Class (Rows): 28%
- Coach Class (Table and Facing Seats): 38%
- Upgrade (Business Class): 21%
- Upgrade (First Class): 9%
- Upgrade (Private Cabin): 4%

**Within Southern and Northern California**
- Coach Class (Rows): 42%
- Coach Class (Table and Facing Seats): 24%
- Upgrade (Business Class): 17%
- Upgrade (First Class): 10%
- Upgrade (Private Cabin): 8%
SNEAK PEEK SURVEY RESULTS
SERVICE CLASS BY REGION OF ORIGIN

Northern California

- Coach Class (Rows): 36%
- Coach Class (Table and Facing Seats): 31%
- Upgrade (Business Class): 16%
- Upgrade (First Class): 7%
- Upgrade (Private Cabin): 9%

Central California

- Coach Class (Rows): 36%
- Coach Class (Table and Facing Seats): 38%
- Upgrade (Business Class): 14%
- Upgrade (First Class): 10%
- Upgrade (Private Cabin): 2%

Southern California

- Coach Class (Rows): 35%
- Coach Class (Table and Facing Seats): 26%
- Upgrade (Business Class): 18%
- Upgrade (First Class): 12%
- Upgrade (Private Cabin): 10%
Scandinavian is popular across all three regions but less popular in the Central Valley, where Traditional style is preferred.
Purpose
» To understand travel mode preferences and parameters that influence these preferences

Methodology
» Conducted online survey with goal of 4,000 respondents
» Targeted participants by region and demographics

Topics
» Mode choice for intercity trips
» Access and egress, and new/improved modes
» Behaviors of key markets: Central Valley, shorter-distance
» Reliability and transfers
Purpose of Focus Groups
» Prioritization, scaling and quality of station facilities
» Categorization and timing of station improvements

Methodology
» Developed Screening Guide to qualify participants by
  • Travel purpose
  • Region
  • Demographics
FOCUS GROUPS: STATIONS

TOPICS

Expectations
» Food and beverage offerings
» Comfort and safety at stations
» Station amenities

Preferences
» Station access modes, including bike and pedestrian access
» Bike parking at stations

Importance of
» Station design, appearance, and conditions
OUTREACH UPDATE
UPCOMING CWG MEETINGS

November 17, 2020
5:00 to 7:00 p.m.
Webinar
San Francisco CWG
San Mateo County CWG
South Peninsula CWG

November 18, 2020
5:00 to 7:00 p.m.
Webinar
San Jose CWG
Morgan Hill-Gilroy CWG

Agenda Includes
» Statewide Update
» 2020 Sustainability Report
» Early Train Operator Passenger Experience Primary Research
» International Examples of Blended Service Operations (November LPMG)
» Northern California Outreach Survey Results (November LPMG)
DEVELOPMENT & REVIEW OF ENVIRONMENTAL DOCUMENT
NORTHERN CALIFORNIA PROJECT SECTIONS

- Notice of Preparation
- Development & Evaluation of Alternatives
- Identification of Preferred Alternative
- Public Review of Draft EIR/EIS
- Cooperating & Responsible Agency Review
- Prepare Draft EIR/EIS
- Cooperating & Responsible Agency Review
- Public Review of Final EIR/EIS
- Authority Certifies Final EIR/EIS and Issues ROD

We are here

DRAFT EIR/EIS PUBLIC REVIEW PERIOD SUMMARY
Virtual Office Hours

Online Public Hearing

CWG Question & Answer Webinar

Question & Answer Virtual Open Houses

Open House Website

Project Alternatives Interactive Map
SAN FRANCISCO TO SAN JOSE PROJECT SECTION
Topics Discussed

- Navigating the Draft EIR/EIS
- Impacts and mitigation
- Alternatives
- Stations
- Maintenance facilities
- Right-of-way and property acquisition
- Analysis and data
- Connection with community plans and other rail systems
- Funding, timeline and adjustments due to COVID-19
- Information resources available
- Public involvement and participation
10,600+ TOTAL VISITORS
MapHSRNorCal.org/SanFrancisco-SanJose
DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED

AFFILIATION DISTRIBUTION

Total comment submittals received: 142

- Individual
- Local Agency
- Business/Organization
- State Agency
- Tribes
- Elected Officials
- Federal Agency

SAN FRANCISCO TO SAN JOSE PROJECT SECTION
DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED
GEOGRAPHIC DISTRIBUTION BY COUNTY

Total comment submittals received
142

San Francisco
Santa Clara
Alameda
Los Angeles
Napa
San Bernardino
No Location Provided
Orange
San Jose
Shasta
San Mateo
DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED

SUBMITTAL METHODS

- **Project Email**: 61
- **Website**: 59
- **Email - Other**: 9
- **Oral Comment - Public Hearing**: 10
- **Letter**: 3
**DRAFT EIR/EIS COMMENTS**

**COMMENTS BY DRAFT EIR/EIS SECTION**

- **Transportation**: 334 comments
- **Alternatives**: 322 comments
- **Noise & Vibration**: 168 comments
- **Summary**: 136 comments
- **Biological and Aquatic Resources**: 131 comments
- **Safety and Security**: 129 comments
- **Hazardous Materials and Waste**: 119 comments
- **Hydrology and Water Resources**: 112 comments
- **Station Planning, Land Use and Development**: 88 comments
- **Socioeconomics and Communities**: 86 comments
- **Public Utilities and Energy**: 79 comments
- **Public & Agency Resources**: 66 comments
- **Cumulative Impacts**: 63 comments
- **Cultural Resources**: 53 comments
- **Other**: 239 comments

*Other is comprised of sections that received fewer than 50 comments*
SAN JOSE TO MERCED
PROJECT SECTION
Topics Discussed

- Navigating the Draft EIR/EIS
- Impacts and mitigation
- Alternatives
- Stations
- Right-of-way and property acquisition
- Design components
- Safety
- Funding, timeline and adjustments due to COVID-19
- Public involvement and participation
- Ridership forecasts
DRAFT EIR/EIS PUBLIC REVIEW PERIOD
ENGAGEMENT ACTIVITIES AND RESOURCES

1,700+
TOTAL VISITORS

MeetHSRNorCal.org
MapHSRNorCal.org/SanJose-Merced/
DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED

AFFILIATION DISTRIBUTION

765 Total comment submittals received

Individual
Business/Organization
Tribes
Federal Agency
Elected Officials
Local Agency
State Agency
DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED
GEOGRAPHIC DISTRIBUTION BY COUNTY

Total comment submittals received: 765
DRAFT EIR/EIS COMMENTS
COMMENTS BY DRAFT EIR/EIS SECTION

*Other is comprised of sections that received fewer than 50 comments

SAN JOSE TO SAN FRANCISCO PROJECT SECTION
Memorandum

Date: October 22, 2020
To: CalMod Local Policy Maker Group (LPMG)
From: Sebastian Petty, Deputy Chief, Caltrain Planning
Re: Caltrain Business Plan

PROJECT UPDATE

At the June 2020 Board Meeting, Peninsula Corridor Joint Powers Board (JPB) staff announced that activity on the Caltrain Business Plan would pause and pivot toward COVID Recovery Planning efforts. At the September 2020 Board Meeting the Board adopted the Equity, Connectivity, Recovery & Growth Framework (the Framework) – a significant policy document that outlines Caltrain’s approach to recovering from the COVID-19 Pandemic and growing the system in a manner consistent with the larger Business Plan process. The framework includes specific policies and actions that describe how Caltrain can recover in a way that emphasizes improving equity outcomes on the system and enhancing connectivity to the region’s transit network.

Following the adoption of the Framework, Caltrain staff has continued work on recovery planning. The update presentation this month focuses on ongoing, near-term service planning work, building toward a proposed service change in December of this year.

Potential service changes are a near-term opportunity to implement significant equity related initiatives and to align Caltrain’s service offering with observed changes in market demand and with the agency’s available financial resources. Staff is presenting initial analysis and recommendations to the Board and will then work to solicit stakeholder feedback and refine the proposed approach throughout the month of November.

Background

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars.
Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system. The initial concept for a Caltrain “Business Plan” was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain’s interface with the communities it traverses. In October of 2019, the JPB marked a major milestone in the Business Plan process with its adoption of a “2040 Service Vision” for the Caltrain system. This action set long-range policy guidance for the future of the Caltrain service and allowed staff to advance toward the completion of the overall plan by summer of 2020.

Starting in March of 2020, however, the emergence of the COVID-19 Pandemic resulted in a rapid and severe crisis for the railroad, with ridership plummeting by as much as 98% and the implementation of significant service cuts. Based on this unprecedented circumstance, staff informed the Board of their decision to temporarily pivot Business Plan efforts toward recovery planning in June of 2020.
Ongoing Recovery Planning Efforts

Caltrain has pivoted its Business Plan effort to focus on COVID-19 Recovery planning. This work is spread across multiple streams as shown on the right.

Caltrain staff will engage regularly with the Board, stakeholders and the public as recovery planning proceeds over the next several months.

Equity, Connectivity, Recovery, & Growth Framework

Near Term Service Planning

Financial Analysis

Scenario Planning
Ongoing Recovery Planning Efforts

Caltrain has pivoted its Business Plan effort to focus on COVID-19 Recovery planning. This work is spread across multiple streams as shown on the right.

Caltrain staff will engage regularly with the Board, stakeholders and the public as recovery planning proceeds over the next several months.
Building on the Business Plan

Work undertaken as part of the Business Plan related to near-term service planning, connectivity and equity is useful and applicable in helping Caltrain develop an effective response to these crises and has formed the basis for the Draft Equity, Connectivity, Recovery & Growth Framework.

Caltrain ridership closely mirrors the income demographics of all corridor commuters.

However, Caltrain riders are proportionally higher income and less diverse than the overall population of residents living in the corridor.

A higher share (25%) of Very Low-Income riders take transit to access the Caltrain system – more than any other income group.

Caltrain’s “peaked” service means the railroad is underserving off-peak travel and trips. This has the greatest impact on low-income populations.
# Policy Framework Outreach Timeline

<table>
<thead>
<tr>
<th>Stakeholder Meetings</th>
<th>Jan./Feb. 2020</th>
<th>July 7</th>
<th>July 13</th>
<th>July 15</th>
<th>July 22</th>
<th>August 19</th>
<th>August 26</th>
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<tr>
<td></td>
<td>Business Plan</td>
<td>Project Partner</td>
<td>Stakeholder Advisory Group</td>
<td>City/County Staff Coordinating Group</td>
<td>Work Program – Legislative – Planning Group</td>
<td>City/County Staff Coordinating Group</td>
<td>Work Program – Legislative – Planning Group</td>
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<td>Equity Assessment Interviews</td>
<td>Committee</td>
<td>Advisory Group</td>
<td>Coordinating Group</td>
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<td>Public Meetings</td>
<td>July 9</td>
<td>July 15</td>
<td>July 21</td>
<td>July 23</td>
<td>August 6</td>
<td>August 13</td>
<td>August 18</td>
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<td>JPB Board</td>
<td>Citizen Advisory Committee</td>
<td>Virtual + YouTube</td>
<td>Local Policy Makers Group</td>
<td>JPB Board</td>
<td>Menlo Park Chamber</td>
<td>Instagram Live</td>
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<tr>
<td>Media &amp; Press</td>
<td>July 13</td>
<td>July 13</td>
<td>July 13</td>
<td>August 10</td>
<td>August 10</td>
<td>August 12</td>
<td>August 14</td>
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<tr>
<td></td>
<td>Press Release #1</td>
<td>Equity Webpages live</td>
<td>VMS signage at Caltrain station</td>
<td>San Mateo Daily Journal ads</td>
<td>Press Release #2</td>
<td>Sing Tao Daily ads</td>
<td>El Observador ads</td>
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<td></td>
<td>August 10</td>
<td>Social Media push</td>
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Expanding Outreach Platforms

**Virtual Public Meeting**
- 45-50 Live attendees
- 390+ Total views
- 3,500 Impressions

**Instagram Live**
- 25 Live attendees
- 260+ Total views

**Public Google Spreadsheet**
- 30 Responses
Community Based Organization Outreach

500+ CBOs/Nonprofits contacted multiple times for feedback
List derived from internal CBO outreach list and MTC
CBO outreach list; framework provided in multiple languages

Bayanihan Equity Center
Bayview Hunters Point Foundation
BMAGIC
Chinatown Community Development Center
Dogpatch Neighborhood Association
Dolores Street Community Services
Florence Fang Community Garden
GLIDE Foundation
Greenbelt Alliance
Healthright 360
La Casa de las Madres
Mission Economic Development Agency
North of Market/Tenderloin Community Benefit District
Potrero Boosters
San Francisco Bicycle Coalition
San Francisco Rising
SF Coalition on Homelessness
SPUR
Tenderloin Neighborhood Development Coro
TODCO
Yerba Buena Community Benefit District

Ayundando Latinos A Sonar (ALAS)
Belle Haven Action
Chicana Latina Foundation
Coastside Clinic
College Track East Palo Alto
Daly City Youth Health Center
East Palo Alto Senior Center
EPA CAN DO
Fair Oaks Community Center
Friends of Caltrain
Gatepath
Housing Leadership Council
Imagine Menlo
Menlo SPARK
Mid-Peninsula Housing
NAACP San Mateo County Chapter
Nuestra Casa
One East Palo Alto, East Palo Alto
Pacifica Climate Committee
SAMCEDA
Youth Leadership Institute

Asian Immigrants Women’s Advocates
Avenida Espana Gardens
Center for Employment Training (CET)
Community Solutions
First Community Housing
Gilroy Economic Development Corp.
Gilroy Unified School District
Housing Authority - Santa Clara County
India Community Center
Jain Center of Northern California
Latina Coalition of Silicon Valley
Mayfair Neighborhood Advisory Coalition
Palo Alto Housing
Sacred Heart Community Service
San Jose Senior Services
SIREN
Silicon Valley Bicycle Coalition
Somos Mayfair
Transportation Justice Alliance
Youth Leadership Institute
Non-English Language Outreach and Boosted Posts

The Policy was translated into Spanish, Chinese and Vietnamese. Ads in local Chinese and Spanish language papers were placed during August.
Thanks to our Partners

Caltrain asked agency partners, Board members, and collaborators to help disseminate information and post to their networks on how to comment on the draft policy.
Thanks to our Partners continued...

Help shape the future of Caltrain for you + your community. Provide feedback on growth and #equity by Aug 21: caltrain.com/equity #publictransit

Don’t forget the last day to submit comments for the #Caltrain Equity and Growth Framework is Aug 21. caltrain.com/equity

Caltrain is developing a policy to advance equity within the system and neighboring communities. The policy will help shape its future and your community's experience with the system. Your feedback will help create the strongest policy possible!

Read the policy and learn more at, www.Caltrain.com/equity

SMCo Office of Community Affairs @SMC_CommAffairs
@Caltrain is developing a policy to advance equity within the system and neighboring communities & to help address systemic inequality. The deadline to submit comments/feedback is 8/21. Email equity@caltrain.com, call (650) 508-6499, or visit

Caleb is quarantining at the Quarter... @IWantAnXcelisor
And yes every commuter rail sucks at equity like this except for maybe Caltrain

SMC Sustainability @SustainSMC - Aug 7
Help shape the future of Caltrain for you and your community. Provide feedback by Aug 21 caltrain.com/equity

Thanks to our Partners continued...

Help shape the future of Caltrain for you and your community. Provide feedback by Aug 21 caltrain.com/equity

Your input is needed! Provide feedback on Caltrain’s draft Equity and Growth Policy. Your feedback will shape Caltrain's future. Caltrain.com/equty

City of Belmont
City Manager’s Weekly Update August 7, 2020

Caltrain Equity, Connectivity, Recovery, and Growth Policy
Caltrain is developing a policy to advance equity within the system and neighboring communities. This policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also addresses efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic. Caltrain has received meaningful feedback on the equity, connectivity, recovery, and growth framework, and the comment deadline is August 21.

Equity matters. @Caltrain is hard at work on equity initiative for our beloved 🧀. We need “your” feedback here: caltrain.com/equity @SupDavePine @cafebudjord @pete_ratto @CaroleSanMateo2 @joe_goethals @alevin @TransForm_Aler @MTCBATA @warrenlocum @gisselemarie @kalimama99

SV Bike Coalition @bikesSV
Your input is needed! Provide feedback on Caltrain’s draft Equity and Growth Policy. Your feedback will shape Caltrain’s future: caltrain.com/equity
Measuring Outreach

150+ Combined Comments:
- Emails
- Spreadsheet comments
- Social media comments
- Verbal or written feedback in meetings

2,500+ Website Visits:
- Most visited page in August after Schedules and Fares
- 5+ minutes on equity page

2,250 Social Media Engagements:
- 1,500 Link clicks
- 80+ reshares
- 380K Impressions
Overall Positive Reception with Constructive Feedback

“We see the proposed policies as a major change and improvement from how the agency has historically seen and designed its service.” - Friends of Caltrain

“We need community-level engagement, that is culturally competent, and on community turf, not the usual one-and-done meetings that working people cannot attend.” – South Beach, Rincon, Mission Bay Neighborhood Association

“The train cars are really hard to climb into. As a young or able-bodied person, we hardly think twice of it. But an elderly person or someone who is not able-bodied... has a much harder time. Continuing to postpone this issue sends a message that Caltrain is not for them.” – Regular rider SF --> MV

“Has Caltrain examined enforcement policies for equity? If enforcement is a barrier to ridership for communities (for example due to perceptions of profiling) is it worth the investment? Might community outreach to new riders be more profitable and bring federal support, especially if working with other transit agencies.” – Employee, Redwood City

“I read a summary of your business plan slides and strongly support your plan to encourage affordable housing near stations, and to increase ridership among low income communities.” – Resident, San Mateo

“Emphasize the demographic needs for connecting communities outside major cities (e.g. SF and SJ) to major cities by expanding services that provide an affordable commuter option.” – City of Morgan Hill

“There should be a very low flat fee from station to station even if it’s across zones. This might make obvious the advantages of riding Caltrain (speed and comfort) while downplaying the disadvantages (expensive and exclusive). The idea is to encourage people that would usually take three buses to travel between San Jose and Santa Clara or Sunnyvale to seriously consider Caltrain as an option.” – Community Leader, San Jose
Ongoing Recovery Planning Efforts

Caltrain has pivoted its Business Plan effort to focus on COVID-19 Recovery planning. This work is spread across multiple streams as shown on the right.

Caltrain staff will engage regularly with the Board, stakeholders and the public as recovery planning proceeds over the next several months.
Multiple Phases of Crisis & Response

**Initial Triage**
March 2020 – May 2020

Initial crisis and immediate triage response by Caltrain

**Surviving the Pandemic**
May 2020 – 2021 (?)

Extended period where Pandemic is ongoing and Caltrain ridership and operations remain deeply impacted and in a state of dynamic flux. Railroad's financial position is precarious

**Preparing for the Next Reality**
2021 and Beyond

Long-term resolution of pandemic through vaccine or other permanent public health approaches. Caltrain adjusts to new Business Environment
Winter Service Change: Context and Goals

Caltrain continues to navigate a period of extreme uncertainty relative to both the financial health of the system as well the trajectory of the pandemic and its impact on ridership recovery.

The following slides provide initial information regarding staff’s proposed approach to a planned service change in December of 2020. More detailed analysis will be presented to stakeholder groups throughout October and to the JPB in November.

Context

- The COVID-19 Pandemic is ongoing and the path to recovery and resolution is uncertain. Reopening of the region has been slow and uneven.
- CARES Act funding will be exhausted in December timeframe. Overall financial state of railroad is highly uncertain.
- Hillsdale reopening, potential Atherton closure and ongoing major construction on corridor.

Goals

- Develop a consistent service framework that can be scaled up (and down) based on demand and funding availability while minimizing disruption and confusion for riders and connecting transit.
- Focus on serving the riders who need Caltrain most, with an emphasis on implementing key elements of the ECRG policy.
- Balance travel time and coverage goals while also maintaining capacity for social distancing.
Change in Weekday Service Levels

Pre-COVID Service Plan
92 Trains/Day
65,000 Daily Riders

Current Service Plan
70 Trains/Day
~3,500 Daily Riders
Who’s riding Caltrain during COVID-19?

In August, Caltrain served roughly 3,500 riders per weekday and 1,200 per weekend day.

Ridership has skewed toward essential workers, many of whom live in low- or middle-income households.

Under normal circumstances, half of riders rely on Caltrain and lack access to a car.

Share of riders that qualify for low income housing assistance
- 13% in August 2020
- 28% in 2019 Triennial Survey

Share of riders that live in households earning less than $100k per year
- 26% in August 2020
- 49% in 2019 Triennial Survey

Share of riders that did not have access to a car
- 48% in 2019 Triennial Survey

Based on the July 2020 online survey, 2019 Triennial Survey
Where are riders traveling?

Caltrain ridership patterns have shifted during COVID-19, with ridership comprised of essential workers in healthcare, life sciences, government, and related fields.

**Rider Trip Purposes:**
- **70%** of riders commuting to work
- **50%** of riders work in healthcare, life sciences, or government
- **10%** of riders traveling to medical appointments

Ridership during COVID-19 has been more concentrated around stations with major medical centers like Palo Alto and Redwood City, with fewer riders commuting to offices around stations like 4th & King and Mountain View.

### August 2020 Weekday Ridership (3,500/Day)

<table>
<thead>
<tr>
<th>Station</th>
<th>Ridership 2020</th>
<th>Ridership 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th &amp; King</td>
<td>550</td>
<td>15,000</td>
</tr>
<tr>
<td>Millbrae</td>
<td>260</td>
<td>3,200</td>
</tr>
<tr>
<td>Redwood City</td>
<td>310</td>
<td>4,200</td>
</tr>
<tr>
<td>Palo Alto</td>
<td>580</td>
<td>7,400</td>
</tr>
<tr>
<td>Mountain View</td>
<td>170</td>
<td>4,600</td>
</tr>
<tr>
<td>San Jose Diridon</td>
<td>310</td>
<td>4,800</td>
</tr>
</tbody>
</table>

Ridership decline south of Tamien to Gilroy (50 riders per day) mirrors systemwide trends.
## Weekday Service Options

### Expanded Plan
- ~90-92 Trains/Day

### Base Plan
- ~66-70 Trains/Day

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Expanded Plan</th>
<th>Base Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early AM</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>AM Peak</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Midday</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>PM Peak</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Late PM</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
Weekday Service Options

**Base Plan**
~66-70 Trains/Day

**Austerity Service Plan**
~50 Trains/Day
Winter Service Change: Next Steps

Over the coming weeks, staff will develop further technical analysis of proposed service changes and will present details in a variety of different venues.

Staff will return to the JPB in November with a detailed analysis and recommendation for an initial December 2020 service change.

Analysis

- Analyze different service styles and stopping patterns and develop recommendation
- Confirm additional service characteristics including approach to weekend service and Gilroy service
- Optimize transfers to other systems
- Develop recommended service plans and conduct financial analysis

Stakeholder Engagement

- Coordinate with connecting and tenant operators including BART, CCJPA, ACE, SFMTA, SamTrans and VTA
- Present detailed analysis and recommendations to:
  - WPLP
  - JPB
  - Partner Agency Staff (PPC)
  - Citizen Advisory Committee
  - City/County Staff Group
  - Local Policy Maker Group
Memorandum

Date: October 22, 2020
To: CalMod Local Policy Maker Group (LPMG)
From: John Funghi, CalMod Chief Officer; Casey Fromson, Gov. Affairs Director
Re: Caltrain Electrification Project E-Update

ELECTRIC TRAIN UPDATE – ALL ABOARD! VIRTUAL REALITY TOUR

Dive into an immersive virtual reality (VR) experience and get a first-hand look at the new high-performance trains. See what your future riding experience will be like as you explore the lower, mid, and upper levels of three different cars. View the train's new features and amenities, and select to "ride" the train during the night or day.

To unlock the full virtual experience, get a commemorative Caltrain-branded VR viewer while supplies last at CalMod.org/VR.
CONSTRUCTION UPDATE:

With more than half of the poles installed from San Francisco to San Jose, we are well on the way to providing a modernized Caltrain. In total, the nearly 2,600 poles will support the overhead wires that will power the new electric trains. This month, crews continued foundation installation in Brisbane and the installation of poles and wires from Menlo Park to San Jose. The wires will provide overhead power to the new electric trains. Work was also performed on nine of the ten traction power facilities along the corridor.

To sign up for weekly construction updates or for more construction information, visit CalMod.org/construction.

PUBLIC MEETINGS:

JPB Board Meeting – November 5 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.

DETAILED PROGRESS REPORT:

- August Monthly Progress Report presented to Caltrain Board on October 1, 2020