

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes for June 25, 2020**

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	T. McCune	X
Brisbane	T. O'Connell	X
Burlingame	E. Beach	X
Gilroy	C. Tucker	X
Menlo Park	B. Nash	X
Millbrae	G. Papan	X
Mountain View	J. McAlister	X
Morgan Hill	R. Constantine	X
Palo Alto	L. Kou	
Redwood City	S. Masur	X
San Bruno	M. Salazar	X
San Carlos	R. Collins	X
San Francisco	P. Supawanich	
San Jose	S. Jimenez	X
San Mateo	A. Lee	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	
Chair	Jeannie Bruins	X
Vice Chair	E. Beach	X

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

CALTRAIN STAFF: Casey Fromson, Sebastian Petty, Brent Tietjen, Ryan McCauley

HIGH-SPEED RAIL STAFF: Boris Lipkin, James Tung, Yvonne Chan

1. Call to Order

Chair Jeannie Bruins called the meeting to order at 5:33 p.m.

2. Staff Report

Casey Fromson, Director of Government and Community Affairs for Caltrain, updated the members on the recent Caltrain service increase. In the wake of COVID-19, Caltrain reduced service to by 54%, the most recent change added back in limited service to fill some of the gaps. The service introduced an 'A' and 'B' pattern making it a bit more user-friendly for customers. Fromson also touched on SB 797, the 1/8 cent sales tax measure for Caltrain. A public poll was conducted and 63% were supportive, with positive statements that number went up to 70.9%. Caltrain is hoping to have a recommendation at the July 9, 2020 Board meeting.

LPMG members' key comments regarding the staff update included the following:

- A member asked if the recommendation would be in consultation with the other six Boards. *(Chair Bruins responded that all other Boards would have to approve going to the November 2020 Ballot, and the staff recommendation would be to just continue the approval process.)* The member followed up asking if the other Boards would influence the staff recommendation. *(Caltrain staff answered that they were curious about the poll results as well.)*
- A member asked if the poll was done during the Shelter-in-Place. *(Caltrain staff answered yes.)*
- A member asked what the last date of approval is to get the measure on the ballot. *(Caltrain staff answered the last date is August 7, 2020 and there is a JPB meeting on August 6, 2020.)*

Public Comments:

- A member of the public asked if it is possible to get daily ridership numbers, and who was responsible for the poll. Their last question was if Caltrain will be faster than it was pre-COVID-19 or faster than it was five years ago. *(Caltrain staff answered that Caltrain funded the poll, but the poll was conducted by EMC.)*
- A member of the public was encouraged by the polling, but was worried about an opposition campaign. They commented that while ridership is low, there is a lot of value for non-riders as traffic reduction. Their last point was to advertise that Caltrain will provide, "Bart-Level Service."
- A member of the public was excited to see the results of the polling and noted that people who used transit previously will likely use it again. They also mentioned traffic relief, connectivity, and affordability are major selling points.

3. Caltrain Business Plan

Sebastian Petty, Caltrain Deputy Chief of Planning, presented information on the COVID-19 scenario planning work and an overview of work related to Connectivity and Equity. The presentation included a thorough financial overview of the agency and the CARES Act funding.

LPMG members' key comments regarding the staff update on the Scenario Planning included the following:

- A member commented that they appreciated the scenario planning work Caltrain is doing and tying it into Accessibility, Equity, and Growth.
- A member asked about the locomotive refurbishment and how it is going. *(Caltrain staff answered that they do not have details about it at this time, but can get details and provide after the meeting.)*
- A member asked about the second tranche of funding from the CARES Act and what the process of allocation will be like. *(Caltrain staff answered that the first tranche was distributed based on need. The second is taking into account many other sources of funding including sales tax revenue. MTC has put together a Blue Ribbon Task Force comprised of transit agency GMs, staff*

and advocates that will determine the exact allocation formula. Staff emphasized that without CARES Act funding Caltrain likely would have had to cease operations.)

- A member asked if there is a way to leverage the poll data and if it is used to help project ridership. *(Caltrain staff answered that they are looking at various sources of data but there are many moving parts and variables.)*

LPMG members' key comments regarding the staff update on the Connectivity and Equity included the following:

- A member asked for the slides that were presented and if Caltrain considers BART a partner. *(Caltrain staff answered that they would send the slides and do consider BART a partner agency.)* The member followed up acknowledging the presentations call for affordable housing near stations and asked about High-Speed Rail's plan that could impact an affordable housing site. *(Caltrain staff asked if the member was referring to the Serra Station development on the west side of the station.)* The member answered yes and followed-up asking how many parking space Caltrain riders use at the Millbrae station. *(Caltrain staff answered that they would get that number back to the member.)* The member followed up asking if Caltrain desired more parking in Millbrae. *(Caltrain staff answered that they do not know if they have a specific desire in that area for more parking.)* The member asked what percentage of Caltrain riders access SFO. *(Caltrain staff said they have looked into it, but do not have the number offhand. Staff estimated it was likely a small number.)*
- A member asked if the increase in Caltrain service would increase VTA service to Caltrain stations. *(Caltrain staff answered that this is the beginning of those discussions. The conversation has been altered by coronavirus and service reductions.)*
- A member commented that the presentation had a lot of great data. The member was interested by the information presented about parking and shuttles. The member asked what the role of public shuttles is vs private shuttles. *(Caltrain staff answered that there is a pretty comprehensive shuttle study being done by SamTrans. Staff added that the best thing Caltrain can do is operate a clock-facing schedule.)* The member followed up noting that the slides on the parallel corridors was revelatory and really enjoyed the equity information. *(Caltrain staff added that if the members' desire, they can have more information from the shuttle study.)*
- A member commented that they truly enjoyed the equity section of the presentation and added that costs of transit can add up and become prohibitive. The member added that they would eventually like to see a region-wide transit pass and asked if the shuttle component takes into account autonomous vehicles. *(Caltrain staff answered that they were not sure, but can find out and return the answer.)* The member followed-up asking if the study was only Caltrain shuttles. *(Caltrain staff answered it is jointly funded by SamTrans and Caltrain, so the scope is any shuttle that touches those two systems.)*
- A member asked how Caltrain could work with VTA to get people out of parking at the Mountain View station. *(Caltrain staff answered that they need to work closely with VTA and make sure people are not penalized for transferring.)* The member followed up noting they have been working on a highway transit line and asked how to get VTA to write a statement of support. *(Staff added that the presentation was not meant to be any official policy of Caltrain.)*
- A member commented that the presentation was a really good business case for equity.

- A member asked if this information was given at the Caltrain Board meeting. *(Caltrain staff answered that the full board received a lightning version of this, but would get more information at the July meeting.)*

Public Comments:

- A member of the public commented that the CARES Act Funding has past-facing equity as a principle rather than forward looking. Making these strategies official could help in getting more funding.
- A member of was impressed that Caltrain ridership increased and commented that at Tamien and Diridon, parking demand is 150% of capacity. They also believe more outreach should be done in Santa Clara County specifically south of Tamien station.

4. Caltrain Electrification Project

Brent Tietjen, Government and Community Affairs Officer for Caltrain, updated the members on where the construction is happening and what types of activities are occurring. An update was also provided on the manufacturing of the new electric trainsets in Salt Lake City.

5. California High-Speed Rail Update

Yvonne Chan, Northern California Outreach Representative, provided a verbal update on the High-Speed Rail Business Plan, EIR for the San Jose to Merced section, and the EIR for the San Jose to San Francisco section. Chan also detailed the virtual public comment process for the two project sections.

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

- A member asked if Letters of Objection were shared with the LPMG Board. *(HSR staff answered that they were not sure, but can share with the Board members.)*
- A member asked if there will be a virtual public meeting to accept comments or if it will only be in-person for the San Jose to San Francisco project section. *(HSR staff answered as of now, the meeting is scheduled for in-person, but there is a contingency plan to move it virtually.)* The member followed up noting that they believe virtual meetings are easier for residents to participate in.
- A member encouraged HSR to do both an in-person and virtual meeting, if possible.

Public Comments:

- A member of the public commented that Zoom has been very helpful for public meetings. The member also recommended scraping the existing EIRs and starting over with one for San Francisco to Gilroy. They also commented that PCEP was scheduled to be finished in 2019 and that the Constant Warning Time poses a major threat to the project.
- A member of the public commented that the MTC was looking for transformative projects and presented the prize to a fare integration project that showed revenue increase. They also noted that SamTrans' COA found a major request was better connection to rail. They noted 62% of low-income workers drive, so having price competitive service is key. Lastly, they noted that Assemblymember Mullin is putting forth a measure to make virtual meetings compliant with the Brown Act permanently.
- A member of the public warned that with electrification, the crossing gates system will not be compatible as is currently designed. The member of public noted that without a remedy, the gates could be down more than twice or three times as long as current.

6. Public Comment on Items not on the Agenda

No comments.

7. LPMG Member Comments/Requests

- A member asked when HSR is going to the State Legislature for the Business Plan adoption. (*HSR staff answered December 15, 2020*).
- A member noted more information would be welcome on the shuttle study and housing.
- A member expressed desire for more information on the constant warning time issue.
- A member asked for an update on dual tracking in Mountain View and Palo Alto.

8. Next Meeting

Thursday, July 23, 2020 at 5:30 p.m.

9. Adjournment

The meeting was adjourned at 7:44 p.m.