



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=TkR1WFg2SEorZVh5U2xLWnhHSUNNdz09> for audio/visual capability or by calling 1-669-900-6833, Webinar ID: # 9495 4726 853 Passcode: 061243 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, July 22, 2021
5:30 p.m. – 7:30 p.m.**

Agenda

1. Call to Order
2. Staff Report
3. Caltrain Electrification Project
4. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)
5. Public Comments on Items not on the Agenda
6. LPMG Member Comments/Requests
7. Next Meeting
 - a. Thursday August 26, 2021 at 5:30pm
8. Adjourn

All items on this agenda are subject to action



Memorandum

Date: July 22, 2021
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. On March 22, Caltrain implemented a new service change designed to improve connections and transfers to BART at Millbrae. Caltrain is now looking at options to adjust and expand service in the late summer early fall timeframe – coincident with BART’s planning service expansion. An update on service restoration will be provided to the LPMG in August.

As a final piece of recovery planning, Caltrain staff is now working on a mid-range Business Strategy to help the railroad navigate the coming years. Staff presented the scenario planning work that has been developed to support this business strategy at the March LPMG meeting. We expect this item to come to the LPMG in September.

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.



Memorandum

Date: July 22, 2021

To: CalMod Local Policy Maker Group (LPMG)

From: John Funghi, CalMod Chief Officer; Lori Low, Gov. Affairs Officer

Re: Caltrain Electrification Project E-Update

ELECTRIC TRAIN UPDATE – CLIMATE ROOM TESTING

Testing of the electric train continues in Elmira, N.Y. at a special climate chamber room. A car will undergo different climate conditions from lower winter to higher summer extreme temperatures and humidity. The tests will also take into consideration different passenger levels to ensure the ride is comfortable for both passengers and operators in different climatic conditions.



To view more images of the construction, manufacturing and testing of the trains, visit CalMod.org/gallery.

CONSTRUCTION UPDATE:

Construction to make Caltrain a modern, electric commuter rail system continues. This month, crews installed foundations, poles, and wire from Brisbane to San Jose. To date, over 85% of foundations and over 65% of poles have been installed along the corridor. This construction has led to increased single-tracking; this could mean that the train may be on a different platform than usual.



For riders, this means they need to pay attention to make sure they are aware of how single-tracking could affect their trip. Learn more about single-tracking with our latest blog post, PeninsulaMoves.org/2021/07/21/what-is-single-tracking.

PUBLIC MEETINGS:

JPB Finance Committee Meeting – July 26 at 2:30 p.m. – Please note, this will be remote only

JPB WPLP Committee Meeting – July 28 at 3:00 p.m. – Please note, this will be remote only

JPB Board Meeting – August 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 Caltrain.com/Meetings.

DETAILED PROGRESS REPORT:

- [May Monthly Progress Report](#) presented to Caltrain Board on July 1, 2021



Memorandum

Date: July 22, 2021
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Congressional Call for Dedicated High-Speed Rail Funding: Over 75 members of congress signed a letter calling for dedicated funding for high-speed rail in the American Jobs Plan:

"As Congress advances legislation to build back better as a nation, we urge you to create a carve-out for dedicated high-speed rail corridor planning and development grants, which will enable investments in high-speed and high-performance rail. In the event that Congress advances the American Jobs Plan through budget reconciliation, we request that you raise the topline funding levels for transportation in the budget resolution above the American Jobs Plan number to include dedicated high-speed rail corridor planning and development funding with high performance rail connections. This will demonstrate that the federal government is ready to commit as a partner in developing high-speed rail corridors across the United States, connecting communities, enhancing economic development, and protecting our environment."

The letter was led by **Congressman Jim Costa, Congressman Seth Moulton, Congresswoman Alexandria Ocasio-Cortez** and **Senators Kristen Gillibrand and Edward Markey**; co-signed by additional members of congress including **Senators Feinstein, Padilla, Warren and Wyden**, and **California Representatives Matsui, Garamendi, Khanna, Eshoo, McNerney, Lee, Peters, Brownley, Huffman, Swalwell, and Takano**. By signing the support letter, these senators and congressmembers see the development of high-speed rail as a means to create good-paying jobs, foster long-term economic growth, deliver access to opportunity for communities, and deliver the promise of the American Jobs Plan to build back better.

Bakersfield to Palmdale Final Environmental Impact Report/Environmental Impact Statement: On June 25, 2021, the California High-Speed Rail Authority (Authority) released the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the 80-mile Bakersfield to Palmdale Project Section.

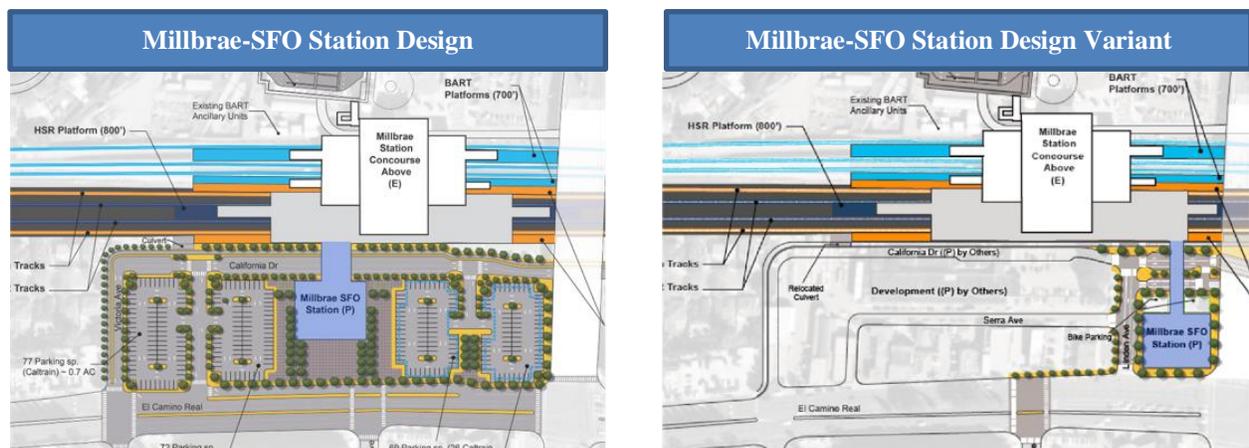
The document will be presented to the Authority's Board of Directors for approval during a two-day board meeting August 18-19. If approved, the Bakersfield to Palmdale Project Section will be the first high-speed rail segment in Southern California to be environmentally cleared. In addition, this milestone moves the project section closer to being "shovel ready" for when preconstruction and construction funding become available.

The Bakersfield to Palmdale Project Section Final EIR/EIS can be found on the Authority's website, www.hsr.ca.gov.

NORTHERN CALIFORNIA UPDATE

Recirculated Environmental Document for the San Francisco to San Jose Section: The Authority is issuing a limited revision to its previously published Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the San Francisco to San Jose Project Section. The Revised/Supplemental Draft EIR/EIS (recirculated document) presents and analyzes a design variant for the Millbrae-SFO Station and adds information related to the monarch butterfly. The recirculated document will be released **July 23, 2021** and will be available for public review until **September 8, 2021**.

The Millbrae-SFO Station Design Variant does not replace displaced BART and Caltrain parking on the west side of Millbrae Station and moves the station head house to the corner of Millbrae Avenue and El Camino Real (see site plans below). The Millbrae-SFO Station Design Variant would reduce the impacts from the Millbrae-SFO station on existing and planned development around the station. The inclusion of the design variant does not change the Preferred Alternative for the project section but gives the Board of Directors an extra station design option that they can select when they decide whether to approve the project section next year.



The Northern California team will host a virtual community meeting about the document on **August 11, 2021, from 6:00 – 8:00 p.m.** The community meeting will include a presentation and an opportunity for Q&A. Public comments will not be accepted at the community meeting but can be submitted through the various means listed below.

The document will be available on the Authority's website at hsr.ca.gov and fact sheets and other resources will be available at MeetHSRNorCal.org. The Authority is asking that reviewers limit the scope of their comments only to the new information within the Revised/Supplemental Draft EIR/EIS. Comments can be made using the following options:

- Online: www.hsr.ca.gov
- Phone: (800) 435-8670
- Email: san.francisco_san.jose@hsr.ca.gov with the subject line "Revised/Supplemental Draft EIR/EIS Comment"

- Mail:
Attn. San Francisco to San Jose Project Section: Revised/Supplemental Draft
EIR/EIS Comment
Northern California Regional Office
California High-Speed Rail Authority
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113

RECENT AND UPCOMING OUTREACH ACTIVITIES

- July 9, 2021: Climate Plan presentation
- July 22, 2021: Bay Area Summer Academy presentation
- July 27, 2021, 4:00-6:00pm: Millbrae Station information table
- July 31, 2021, 8:00am-1:00pm: Millbrae Farmers' Market information table
- August 3, 2021, 4:00-6:00pm: Millbrae Station information table
- August 11, 2021: Millbrae Community Meeting

Northern California Region

Local Policy Makers Group
July 22, 2021

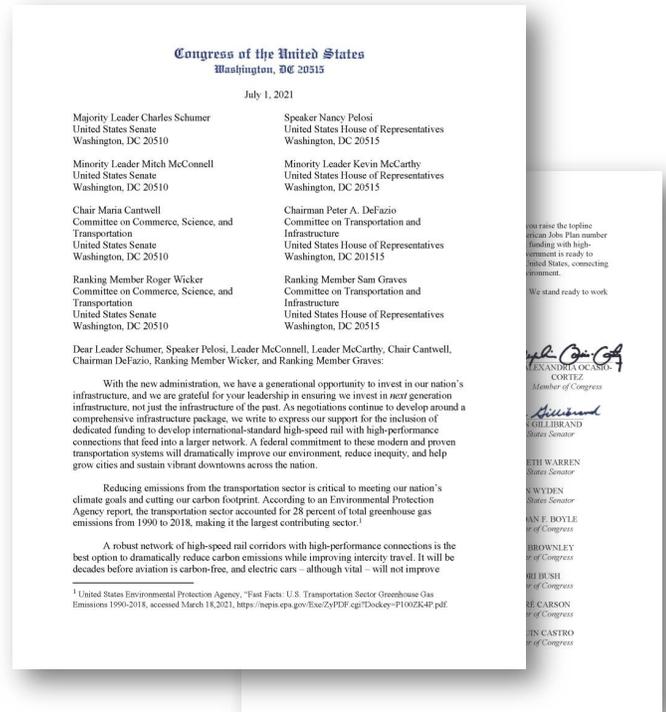


STATEWIDE UPDATES



CONGRESSIONAL CALL FOR DEDICATED HSR FUNDING

- Over 75 members of congress called for dedicated funding for high-speed rail in the American Jobs Plan, recognizing that the development of high-speed rail will:
 - » Create good-paying jobs
 - » Foster long-term economic growth
 - » Deliver access to opportunity for communities
- The letter was led by **Congressman Jim Costa, Congressman Seth Moulton, Congresswoman Alexandria Ocasio-Cortez and Senators Kristen Gillibrand and Edward Markey**, co-signed by additional members of congress including **Senators Feinstein, Padilla, Warren, and others.**



STATEWIDE UPDATES

BAKERSFIELD TO PALMDALE PROJECT SECTION FINAL EIR/EIS

- Released June 25, 2021
- Will be presented to the Authority's Board of Directors for approval during a two-day board meeting **August 18-19**
- If approved, Bakersfield to Palmdale will be **the first high-speed rail segment in Southern California to be environmentally cleared**



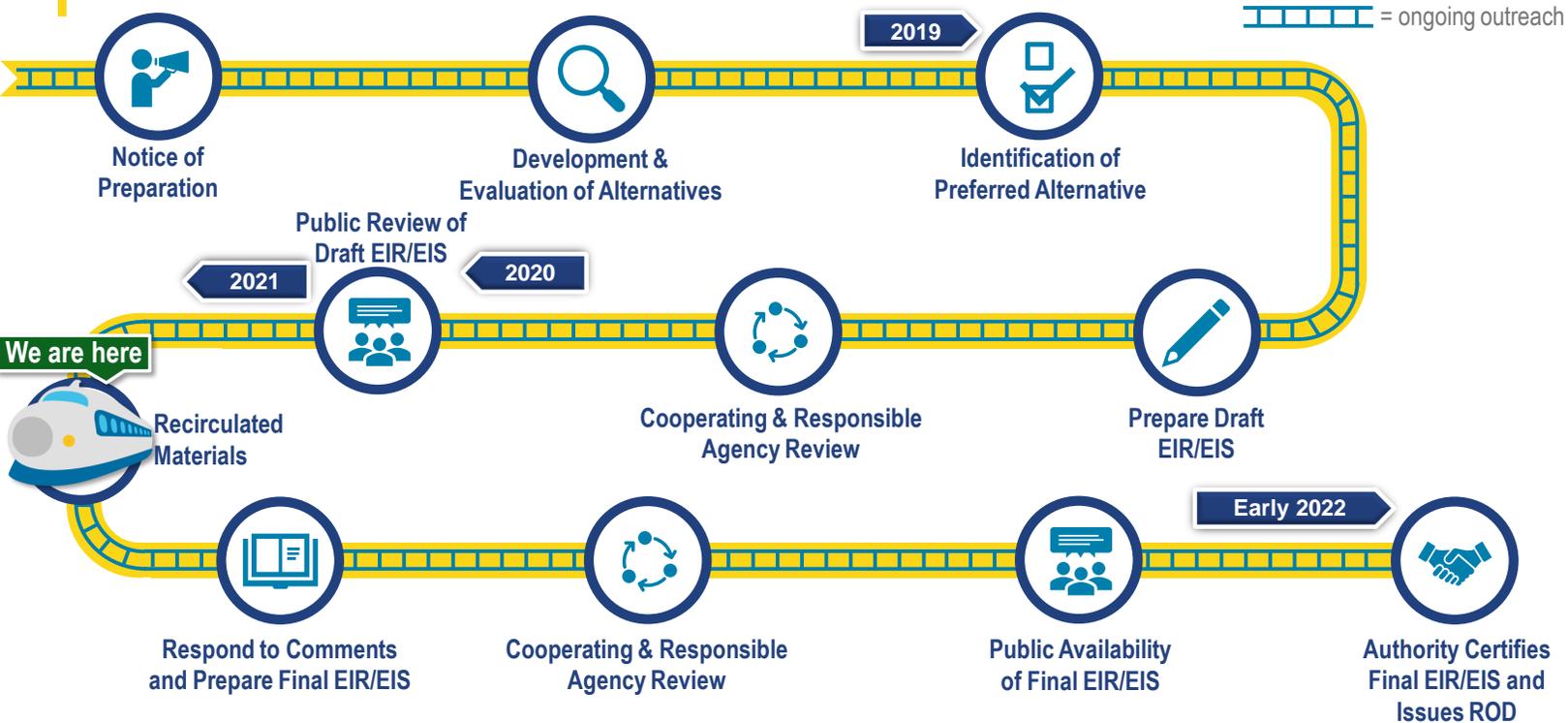
STATEWIDE UPDATES

SAN FRANCISCO TO SAN JOSE

Revised Supplemental Draft Environmental Impact Report/ Environmental Impact Statement



SAN FRANCISCO TO SAN JOSE ENVIRONMENTAL PROCESS



REVISED/SUPPLEMENTAL DRAFT EIR/EIS

LIMITED REVISION TO PREVIOUSLY PUBLISHED DRAFT EIR/EIS

The Recirculated Document includes:



Millbrae-SFO Station

Reduced Site Plan Design Variant



Biological Resources

Monarch Butterfly

- Public Circulation: July 23 – September 8, 2021
- Virtual Community Meeting: August 11, 2021

The Revised Draft EIR/Supplemental Draft EIS has been prepared and approved by the Authority as the California Environmental Quality Act (CEQA) lead agency and as the lead agency under the National Environmental Policy Act (NEPA) for the high-speed rail project pursuant to 23 U.S.C. 327. The Authority is making the Revised Draft EIR/Supplemental Draft EIS available to the public for a 45-day review and comment period in accordance with CEQA and NEPA requirements as the CEQA and NEPA lead agency.

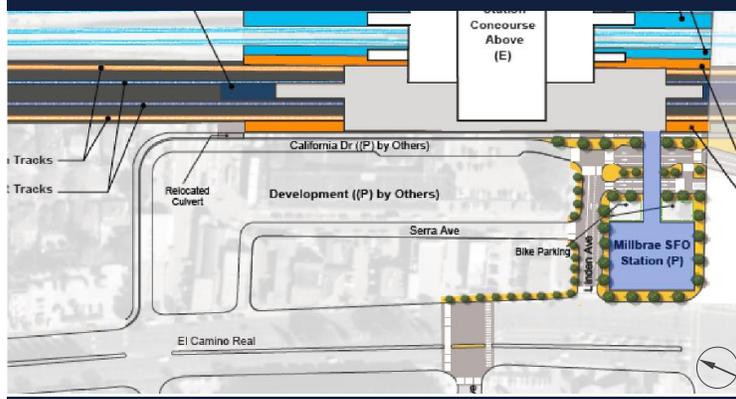


MILLBRAE-SFO STATION

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



Station Head House



MILLBRAE-SFO STATION

Millbrae-SFO Station Design



Millbrae-SFO RSP Design Variant



● Station Head House

NORTHERN CALIFORNIA REGION

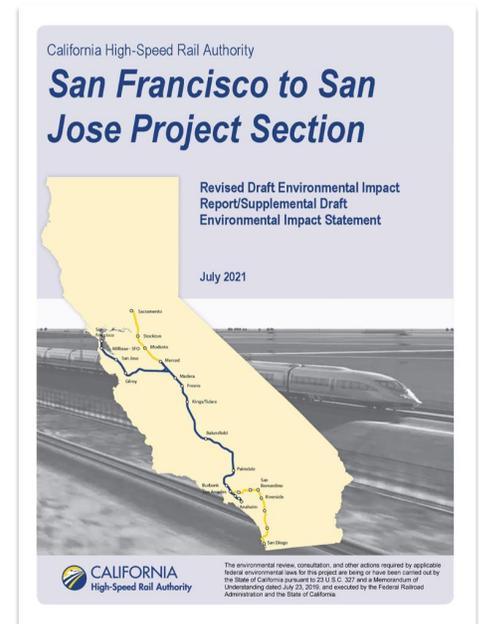


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MILLBRAE-SFO REDUCED SITE PLAN DESIGN VARIANT

OVERVIEW

- The **Reduced Site Plan (RSP) Design Variant** in the Revised/Supplemental Draft EIR/EIS provides a smaller station footprint by not replacing displaced BART and Caltrain parking spaces and moving the station head house location.
- The RSP Design Variant reduces impacts to existing and planned development around the station.
- Does not change the Preferred Alternative. Provides an option for Board consideration at time of approval.



NORTHERN CALIFORNIA REGION



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HOW TO COMMENT ON THE RECIRCULATED DOCUMENT

Public Comment Period: July 23, 2021 – September 8, 2021

 Online at: www.hsr.ca.gov

 By phone: (800) 435-8670

 By email: san.francisco_san.jose@hsr.ca.gov with the subject line
“Revised/Supplemental Draft EIR/EIS Comment”

 By mail:
Attn. San Francisco to San Jose Project Section:
Revised/Supplemental Draft EIR/EIS Comment
Northern California Regional Office
California High-Speed Rail Authority
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113

Note

Please limit the scope of comments **only to the new information**, i.e., Millbrae Station Reduced Site Plan Design and the Biological Resources. Responses to comments will be included in the Final EIR/EIS.

NORTHERN CALIFORNIA REGION



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