



Local Policy Maker Group (LPMG) Meeting

Thursday, October 24, 2019

5:30 p.m. – 7:30 p.m.

**SamTrans Offices – Bacciocco Auditorium 2nd Floor
1250 San Carlos Ave., San Carlos**

Agenda

1. Call to Order
2. Staff Report
3. Caltrain Electrification Project
4. Caltrain Business Plan
5. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)
6. Public Comments
7. LPMG Member Comments/Requests
 - a. Grade Separation Toolkit
8. Next Meeting
 - a. Thursday November 21, 2019 at 5:30pm
9. Adjourn

All items on this agenda are subject to action



Memorandum

Date: October 24, 2019
To: CalMod Local Policy Maker Group (LPMG)
From: Sebastian Petty, Senior Advisor
Re: Caltrain Business Plan

PROJECT UPDATE

Attached is a Staff Report recommending the adoption of the Long-Range Service Vision, the Long-Range Service Vision, and the Adoption Resolution that was presented and adopted by the Joint Powers Board of Directors at the October 3, 2019 meeting.

PENINSULA CORRIDOR JOINT POWERS BOARD

STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Caltrain

SUBJECT: **CALTRAIN BUSINESS PLAN – ADOPTION OF LONG RANGE SERVICE VISION**

ACTION

Staff Coordinating Council recommends the Board of Directors (Board) adopt the Long Range Service Vision language developed by staff through the Caltrain Business Plan.

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff has prepared a revised Long Range Service Vision policy statement as incorporated into the attached resolution. The Long Range Service Vision language has been revised from the draft recommendation presented to the Board in August based on comments received from the Board at both the August and September meetings as well as through substantial stakeholder, rider and public outreach conducted during the months of August and September as described in the included presentation.

The designation of a Long Range Service Vision is a key, interim step that will allow staff to complete the Caltrain Business Plan and advance implementation work focused on further planning projects, policy development and organizational analysis.

BUDGET IMPACT

There is no budget impact associated with the adoption of the Long Range Service Vision.

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. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in early 2020.

Prepared by: Sebastian Petty, Director of Policy Development

650.622.7831

THE CALTRAIN 2040 LONG RANGE SERVICE VISION

The following "Caltrain 2040 Long Range Service Vision" has been adopted by the Peninsula Corridor Joint Powers Board to guide the long-range development of the Caltrain rail service and supporting plans, policies and projects. This Long Range Service Vision has been based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018 and 2019. This Long Range Service Vision will be periodically reaffirmed and updated by the Board as described in section 4.

- 1) Caltrain's Long Range Service Vision directs the railroad to plan for substantially expanded rail service that, by 2040, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide;
 - A. A mixture of express and local Caltrain services operated in an evenly spaced, bi-directional pattern
 - B. Minimum peak hour frequencies of:
 - 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center at such time as the Downtown Extension is completed
 - 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
 - 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights
 - C. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand
 - D. Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements
 - E. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include:
 - i. Investments in rail systems including a new, high performance signal system

- ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience
- iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet
- iv. A series of short, 4-track stations and overtakes at various points throughout the corridor
- v. Completion of key regional and state partner projects including:
 - 1. The Downtown Extension to the Salesforce Transit Center
 - 2. The reconstruction of Diridon Station and surrounding rail infrastructure
 - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station
 - 4. Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
 - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.

2) Caltrain’s Long Range Service Vision further directs the railroad to continue its planning for a potential “higher” growth level of service as well as potential new regional and mega-regional connections. Specifically, the Long Range Service Vision directs the railroad to:

- A. Work with regional and state partners to collectively plan for and study the feasibility of higher levels of service as well as expanded regional and mega-regional rail connections. This work includes planning related to the Dumbarton Rail Corridor, a potential second Transbay Crossing, the potential for expanded Altamont Corridor Express and Capitol Corridor services, a potential extension of rail service to Monterey county, and ongoing planning related to the California High Speed Rail system.
- B. To take certain specific actions to anticipate and, where feasible and financially practicable, facilitate, such higher levels of service and connections as they specifically relate to:
 - i. The planning of rail terminals and related facilities
 - ii. The sale or permanent encumbrance of JPB land
 - iii. The design of grade separations in areas where 4-track segments may be required
 - iv. The sizing of future maintenance facilities and storage yards

RESOLUTION NO. 2019 –

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

* * *

**ADOPTING THE CALTRAIN 2040 LONG RANGE SERVICE VISION TO FOCUS AND GUIDE
COMPLETION OF THE CALTRAIN BUSINESS PLAN**

WHEREAS, the Peninsula Corridor Joint Powers Board (hereinafter referred to as the "JPB") is a joint exercise of powers authority duly formed pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code of the State of California and the joint powers agreement by and between the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transportation Authority (collectively the three parties are referred to as "Member Agencies"), which was restated and amended as of October 3, 1996; and

WHEREAS, the JPB is a testament to successful local partnership over the period of 28 years since the Member Agencies acquired the Caltrain right of way from Southern Pacific Transportation Company in 1991 and assumed full responsibility for the ownership, management, operation, maintenance, and improvement of the corridor between San Francisco California and San Jose, California, and of the Caltrain passenger rail service operating between San Francisco, California and Gilroy, California currently serving 32 stations along the 77-mile corridor, operating approximately 92 weekday trains, which include express, limited, and local trains ("Caltrain rail service"); and

WHEREAS, the Caltrain rail service provides mobility to approximately 65,000 riders a day along the spine of the Bay Area Peninsula and helps to fuel the dynamic

economy in the area known as the Silicon Valley; and

WHEREAS, over the 28 years since the Member Agencies have stepped up to own and control the Caltrain rail service, the JPB has found ways, within its limited resources but with generous assistance from the state and federal governments, to reinvent and expand the service--first with the introduction of the Baby Bullet express rail service in 2004 and more recently with the electrification of the Caltrain right of way from San Francisco to San Jose, now underway; and

WHEREAS, to prepare for the further modernization and expansion of the Caltrain rail service once electrified, the JPB, working closely with stakeholders in both the public and private sectors, launched a significant undertaking in 2017 to develop a Caltrain Business Plan to articulate a long term vision and business strategy for the system to the year 2040 pursuant to which the Caltrain rail service could carry three or more times the current ridership with greatly expanded frequency and capacity and improved travel times; and

WHEREAS, since the initiation of the Caltrain Business Plan project, the Board has received periodic reports to obtain informational updates and provide input on the development of the plan; and

WHEREAS, at its meeting on August 1, 2019, the Caltrain Business Plan project team presented the JPB Board of Directors with three long range scenarios for growth of the Caltrain rail service through 2040, to wit: The Baseline Growth Scenario, the Moderate Growth Scenario, and the High Growth Scenario, together with a comprehensive Organizational Assessment report addressing in detail service delivery options, internal organization considerations, and governance options for the Caltrain system; and

WHEREAS, each of the three growth scenarios has been developed to describe an achievable "end state" for the Caltrain rail corridor in 2040 in terms of (1) frequencies, amount and patterns of train service; (2) infrastructure needs for fleet, systems, and support facilities; (3) estimated costs of operating, maintenance and capital projects; and (4) outcomes relative to ridership, mobility benefits and revenues; and

WHEREAS, the adoption of a single Service Vision is a critical policy action in the development of the Caltrain Business Plan as it establishes a long range specific goal for the system to achieve, and with that, narrows the focus to enable the project team to advance key planning, organizational and implementation work to complete a thorough and effective business plan and to conduct other long range planning activities; and

WHEREAS, at the August 2019 JPB Board meeting, staff presented a recommendation for a single Long Range Service Vision based in high level policy language that synthesizes the findings from the Business Plan analysis and recommends an approach regarding how the railroad should plan and strive to evolve and grow its services; and

WHEREAS, the adoption of a Service Vision at this time also acknowledges the ongoing work of the JPB and its Member Agencies to prepare for its implementation by evolving the organization in a manner to enable delivery of the Service Vision and by seeking the new and dedicated funding sources needed to sustain and support the Service Vision; and

WHEREAS, the project team has engaged in an extensive outreach effort since August with our public stakeholders throughout the region to provide information on the proposed Service Vision and to seek feedback regarding the proposal; and

WHEREAS, upon consideration of all of the comments received from this Board, the Member Agencies, the cities along the Caltrain right of way, and all other public and private stakeholders that have provided input on the proposed Service Vision, the Caltrain Business Plan project team synthesized the detailed technical work included in these scenarios and is recommending that the Board of Directors adopt a revised policy based Long Range Service Vision as set forth in the attachment to this Resolution.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts The Caltrain 2040 Long Range Service Vision as set forth in the attachment to this Resolution and directs the staff, with the assistance of our public and private partners, to complete the Caltrain Business Plan in full accordance with this Service Vision and to further use this Vision to guide other long range planning activities of the railroad as applicable.

Regularly passed and adopted this 3rd day of October, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

Choosing a Long Range Vision

OCTOBER 2019

Local Policy Maker Group



Agenda for Today

-  Overview & Process
-  Outreach Update
-  Comments on the Draft Service Vision
-  Revised "Service Vision"
-  **Completing the Business Plan**



Overview & Process

Timeline



Choosing a Long Range Service Vision is a key step in developing the Business Plan

The 2040 Long Range Service Vision sets a target for the future that we and our partners can grow towards incrementally

A *successful* Long Range Service Vision:

- Is rooted in thorough and credible analysis
- Respects, integrates, and supports the existing plans and commitments that Caltrain and its partners have made
- Is detailed enough to provide actionable guidance to the agency as it develops its own plans and engages with local, regional, and state partners
- Is sufficiently flexible to remain relevant even as the details, timing, and costs of individual projects change or evolve



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Why Adopt A Long Range Service Vision?

Adopting a Long Range Service Vision is not the “end” of the Business Plan process. It is a critical policy action that sets a specific goal for the railroad to plan and work towards.

Board adoption of the Vision helps Caltrain narrow its focus so that key planning, organizational and implementation work can advance

Adopting a Long Range Service Vision is a critical Step in advancing Caltrain’s own work in the region

An *adopted* Long Range Service Vision is needed to:

- Provide key inputs needed for terminal planning in San Francisco and San Jose to advance
- Allow Caltrain to present a consistent long range vision to the region and state and identify funding needs
- Help Caltrain pursue more detailed analysis on the Business Plan related to funding, access and connecting service and equity
- Frame and focus the discussion of organizational needs and governance



6

Organizational Workshop

At the August 1 JPB Meeting, the Board asked staff to identify a time for a special meeting to conduct a “deep dive” into the organizational Assessment Work and report developed during the Business Plan process

This meeting will provide an opportunity to discuss how the Caltrain organization should evolve to support implementation of the Service Vision adopted by the Board

Content and Purpose

- Provide Board with a dedicated opportunity to ask Howard questions and discuss OA report
- Provide Caltrain staff with an opportunity to respond to OA report recommendations and outline potential next steps
- Achieve Board consensus on what work and processes should be pursued going forward

Timing & Format

- Confirmed for November 21st from 9am to 1pm
- Formatted as off-site workshop (location TBD)
- Participation by Howard Permut
- Open to public

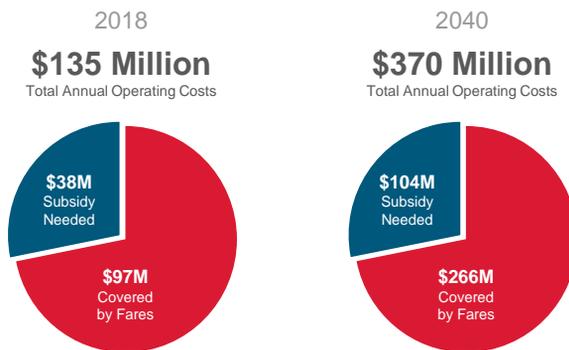


Sustaining the Railroad

Adopting a Service Vision sets a long range policy goal for the railroad to work towards. It does not commit the JPB or its member agencies to funding the Vision.

Finding the money to fund the Service Vision will be a challenge. In addition to the significant level of capital investment required, significant ongoing funding will be required to operate and maintain Caltrain service. This investment is needed on an ongoing basis and potential new sources of funding will be a major focus of analysis and discussion in the remainder of the Business Plan

Annual Operating Costs & Subsidy Need



All costs shown in 2018 dollars



Outreach Update

9

Draft Service Vision Outreach

July 22, 2019 - September 30, 2019



25

Public Meetings



1,600+

Virtual Townhall Views



1,000+

Factsheets Distributed



1,200+

Surveys Completed



Rider Engagement

Station Pop-Ups
Train Ride Q&A
Station Message Signs
Social Media

10

Service Vision Factsheet

September 2019 (1,000+ Factsheets Distributed)

Survey Results

September 2019 (1,200+ Responses)

Service Benefits	Very Excited	Somewhat Excited	Not Excited
Faster Travel	73%	22%	4%
Show up and Go Scheduling	73%	23%	3%
More Flexibility	69%	25%	5%
More Commute Service	66%	27%	5%
More Frequent Service	66%	26%	6%
Capacity for 3x Riders	60%	32%	5%
More Options	54%	34%	8%
77 miles of all-day service	45%	34%	17%

Regional Benefits	Very Excited	Somewhat Excited	Not Excited
Reducing greenhouse gas emissions	78%	17%	3%
Reducing driving	78%	18%	3%
Trains vs lanes	71%	22%	4%
Carrying more people	63%	32%	4%
Adding jobs	44%	41%	13%
Increasing economic activity	42%	41%	14%

87% survey responses from people that ride Caltrain
916 comments (in open-ended sections)



Data Visualization Challenge

550+ Downloads

Winner: Jonathon Yu, SF Bay Area resident



Platform

Tableau Data
Visualization package



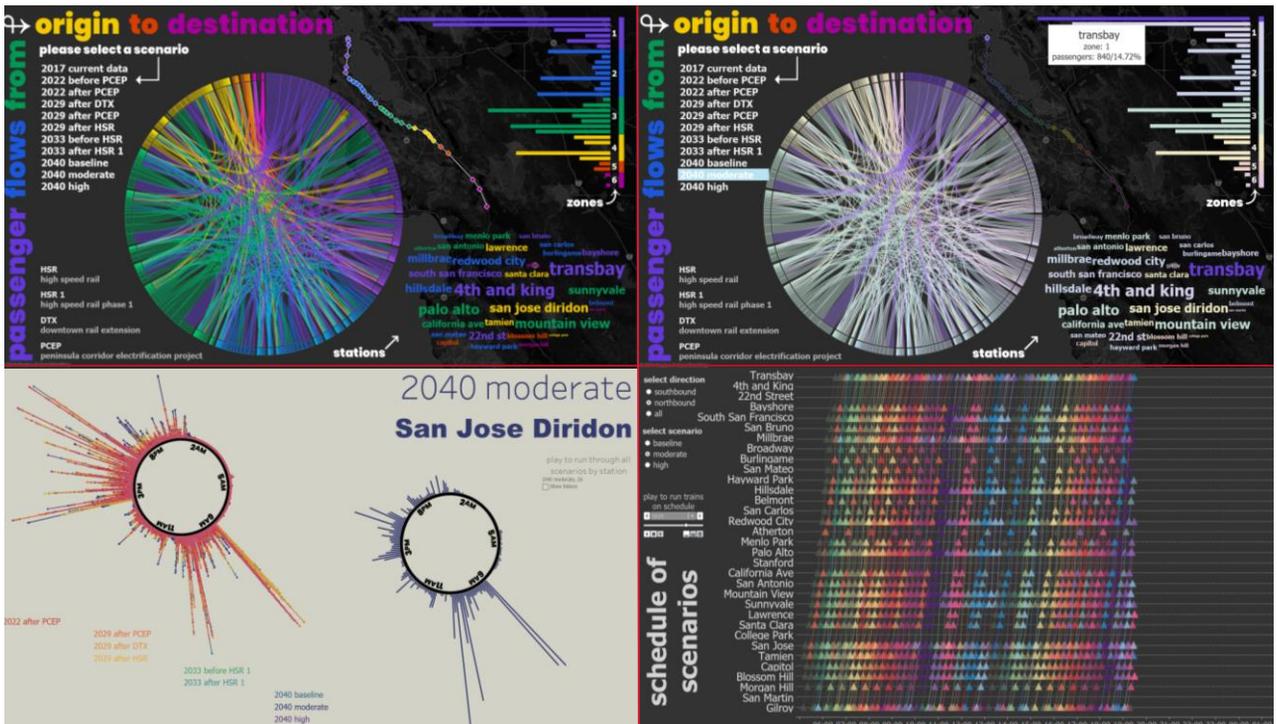
Purpose

Built multiple tabs representing origin to destination travel patterns, station passengers at various times of day, a series of string charts, and more



Functionality

Each scenario is included in the dataset which allows for the user to easily switch variables and factors



Outreach Activities to Date

July 2018 – September 2019

	2018			2019											
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Local Policy Maker Group	•	•	•		•	•		•	•	•		•	•	•	
City/County Staff Coordinating Group	•	•	•		•	•		•	•	•		•	•	•	
Project Partner Committee	•	•	•	•	•	•	•	•	•	•	•	•	•		•
Stakeholder Advisory Group				•		•					•			•	
Partner General Manager				•			•				•		•		
Targeted Online Engagement Website Launch, Data Visualization Challenge, Reddit/YouTube Live, Online Open House					•			•			•		•	•	•
Community Meetings SPUR, Friends of Caltrain, Station Outreach					•		•	•	•		•	•		•	•
Sister Agency Presentations SFCTA, SF Capital Planning, TJPA, SamTrans, SMCTA, CCAG, VTA, MTC, Diridon Station JPAB					•	•	•	•	•	•	•	•	•	•	•

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Outreach Activities to Date

July 2018 – September 2019

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

93

Organizations in the
Stakeholder Advisory
Group

187

Stakeholder meetings

Public Outreach

76

Public meetings
and presentations

1,600+

Virtual Townhall views

33,400+

Website views

2,200+

Survey results

16

Comments on the Draft Service Vision

17

Key Themes from Stakeholder Meetings and Outreach 07/22/2019-09/30/2019

Caltrain Service



Broad Support for the Service Vision

Wide degree of general support for Business Plan process and for staff recommendation



Planning for Higher Growth

Consistent comments asking that Caltrain take a more affirmative, proactive approach to planning for a possible “High Growth” type future



Emphasizing Refinement and Optimization

- Specific concerns expressed by some jurisdictions about illustrative service levels shown at individual stations
- Emphasis on need for further service planning over time

Key Themes from Stakeholder Meetings and Outreach 07/22/2019-09/30/2019

Connection and Integration



Connectivity and Seamless Integration with other Systems

Comments about the need for seamless integration with other transit systems (schedule coordination, fares, stations/hubs)



Regional and Megaregional Rail

Requests to include more explicit references to planned and contemplated service expansions of regional and megaregional rail services (ACE, CCJPA, Dumbarton Rail and service to Monterey County)



Blending with High Speed Rail

Comments and questions about relationship and timing of Caltrain service growth relative to High Speed Rail services



Key Themes from Stakeholder Meetings and Outreach 07/22/2019-09/30/2019

Making the Vision Work for Everyone



Making Caltrain Affordable and Equitable

- Comments about need to understand equity implications of Vision
- Requests to focus on making Caltrain accessible and affordable to all



Integrating the Corridor and Communities

- Questions and comments about grade separations (including meaning of 'not-to-preclude' 4 tracks)
- Comments about general need to mitigate impacts of increased rail service



Station Area Connections and Development

- Questions about first- and last-mile strategy
- Comments about land uses planned in station vicinity



Key Themes from Stakeholder Meetings and Outreach 07/22/2019-09/30/2019

Making it Happen



Next Steps

- Questions about how service improvements can be phased and incremented
- Questions about timing of follow on work and additional studies



Evolving the Organization

Comments that organizational evolution is foundational and necessary to deliver the Vision



Funding the Vision

- Comments that new funding sources are a prerequisite to achieve the Vision
- Comments and questions about funding and cost details

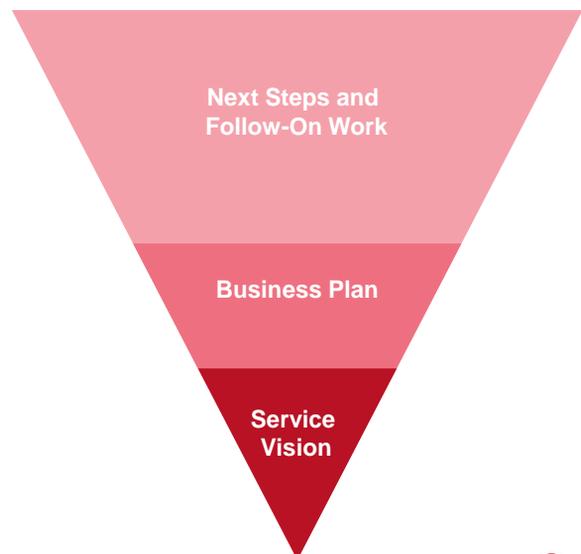


Addressing Comments

The “Service Vision” is a high-level policy statement supported by technical analysis.

Some comments and questions received have been addressed through direct modification of the proposed ‘Vision’ language, while others will be incorporated into the remaining analysis and work required to complete the Business Plan.

For many comments and questions to be fully addressed, subsequent detailed planning and policy efforts will need to be undertaken. The Business Plan will identify this program of work.



Caltrain Long Range Service Vision

Staff Recommendation

(1) Caltrain's Long Range Service Vision directs the railroad to plan for a substantially expanded rail service that, by 2040, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide;

- A. A mixture of express and local Caltrain services operated in an evenly spaced, bi-directional pattern.
- B. Minimum peak hour frequencies of;
 - i. 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center at such time as the Downtown Extension is completed
 - ii. 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
 - iii. 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights



Caltrain Long Range Service Vision

Staff Recommendation

(1) continued

- C. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand
- ~~D. Accommodation of California High Speed Rail trains, in accordance with the terms of existing and future blended system agreements between the JPB and the California High Speed Rail Authority~~
Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements
- E. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies, and community engagement. At this time, such infrastructure is conceptually understood to include;
 - i. Investments in rail systems including a new, high performance signal system
 - ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience
 - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet.

Caltrain Long Range Service Vision Staff Recommendation

(1) continued

- E. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies, and community engagement. At this time, such infrastructure is conceptually understood to include;
- iv. A series of short, 4-track stations and overtakes at various points throughout the corridor
 - v. Completion of key regional and state partner projects including
 1. The Downtown Extension to the Salesforce Transit Center
 2. The reconstruction of Diridon Station and surrounding rail infrastructure
 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station
 4. Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.



Caltrain Long Range Service Vision Staff Recommendation

(2) Caltrain's Long Range Service Vision further directs the railroad to continue its **planning for consideration of a potential "higher" growth level of service as well as potential new regional and mega-regional connections. in the context of major regional and state rail planning.** Specifically, the Long Range Service Vision directs the railroad to;

- A. Work with regional and state partners to **collectively plan for and study and evaluate both** the feasibility **and desirability** of higher levels of service **in the context of major regional and state rail initiatives as well as expanded regional and megaregional rail connections. This work includes** planning related to the Dumbarton Rail Corridor, **the 2nd a potential second** Transbay Crossing, the potential for expanded Altamont Corridor Express and Capitol Corridor services, **a potential extension of rail service to Monterey County,** and ongoing planning **for related to** the California High Speed Rail system.



Caltrain Long Range Service Vision Staff Recommendation

(2) continued

- B. To take certain **specific** actions to **anticipate** ~~consider~~ and, where feasible **and financially practicable, not preclude** ~~facilitate~~ such higher levels of service **and connections** as they specifically relate to;
- i. The planning of rail terminals and related facilities
 - ii. The sale or permanent encumbrance of JPB land
 - iii. The design of grade separations in areas where 4-track segments may be required
 - iv. The sizing of future maintenance facilities and storage yards
- C. To return to the **B**oard with a recommendation regarding any formal expansion of the Long Range Service Vision at such a time as clear regional and state policy **and funding** commitments are in place, **and the financial, operational, and physical** feasibility of such an option on the corridor has been confirmed, **and community impacts have been assessed and affected communities have been consulted.**



Caltrain Long Range Service Vision Staff Recommendation

(3) Caltrain's Long Range Service Vision directs the railroad to prepare for the implementation of the Vision by;

- A. Completing the Caltrain Business Plan including additional analyses of issues related to funding, connectivity and access, and equity as well as the identification of a detailed implementation program of next steps and follow on work
- B. Evolving the organization in a manner that best prepares the railroad to deliver the service vision by deliberately and transparently addressing the issues of service delivery, internal organization and governance
- C. Seeking the new and dedicated sources of funding that will be needed to sustain the railroad's operation and to incrementally implement the long range service vision



Caltrain Long Range Service Vision Staff Recommendation

~~(3)~~ (4) Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur;

- A. At a regular intervals of no less than 5 years
- B. In response to significant changes to JPB or partner projects that materially influence the substance of the Long Range Service Vision



Completing the Business Plan

Timeline



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Remaining Technical Analysis Rounding Out the Vision

With a 2040 Service Vision adopted, how can Caltrain “Round Out” its vision for the future?

During the fall of 2019, additional technical and policy analysis will be undertaken to focus on areas that that were highlighted as important through stakeholder outreach and help complete the picture of the railroad Caltrain hopes to become



Analysis of connections to other systems & station access options



Equity analysis & focus on making Caltrain accessible to all



Review of funding options and revenue generation opportunities to support the Vision



32

Remaining Technical Analysis

Making it Happen

With a 2040 Service Vision adopted, what will the next 10 years look like for Caltrain? What are the key actions and steps we need to focus on next?

During the fall of 2019, additional technical and policy analysis will be undertaken to focus on what Caltrain can achieve over the next decade and they key near term steps and work that will be needed to make it happen



Building towards the Vision with service concepts for initial electrification and options for growth and investment through 2020s



Accompanying financial projections and funding plan



Identification of a program of key planning, policy and organizational next steps



FOR MORE INFORMATION

WWW.CALTRAIN2040.ORG

BUSINESSPLAN@CALTRAIN.COM

650-508-6499





Memorandum

Date: October 24, 2019

To: CalMod Local Policy Maker Group (LPMG)

From: John Funghi, CalMod Chief Officer; Casey Fromson, Gov. Affairs Director

Re: Caltrain Electrification Project E-Update

THE FUTURE IS ON ITS WAY

Caltrain electrification and other improvements are moving forward! As we work to upgrade our tracks for the new electric trains, there will be some temporary impacts to platform access. To make sure you always know where to catch your train, check out [Caltrain.com/Alerts](https://caltrain.com/alerts). You will find up-to-date notices on system impacts and details needed to ensure you get to where you need to go.

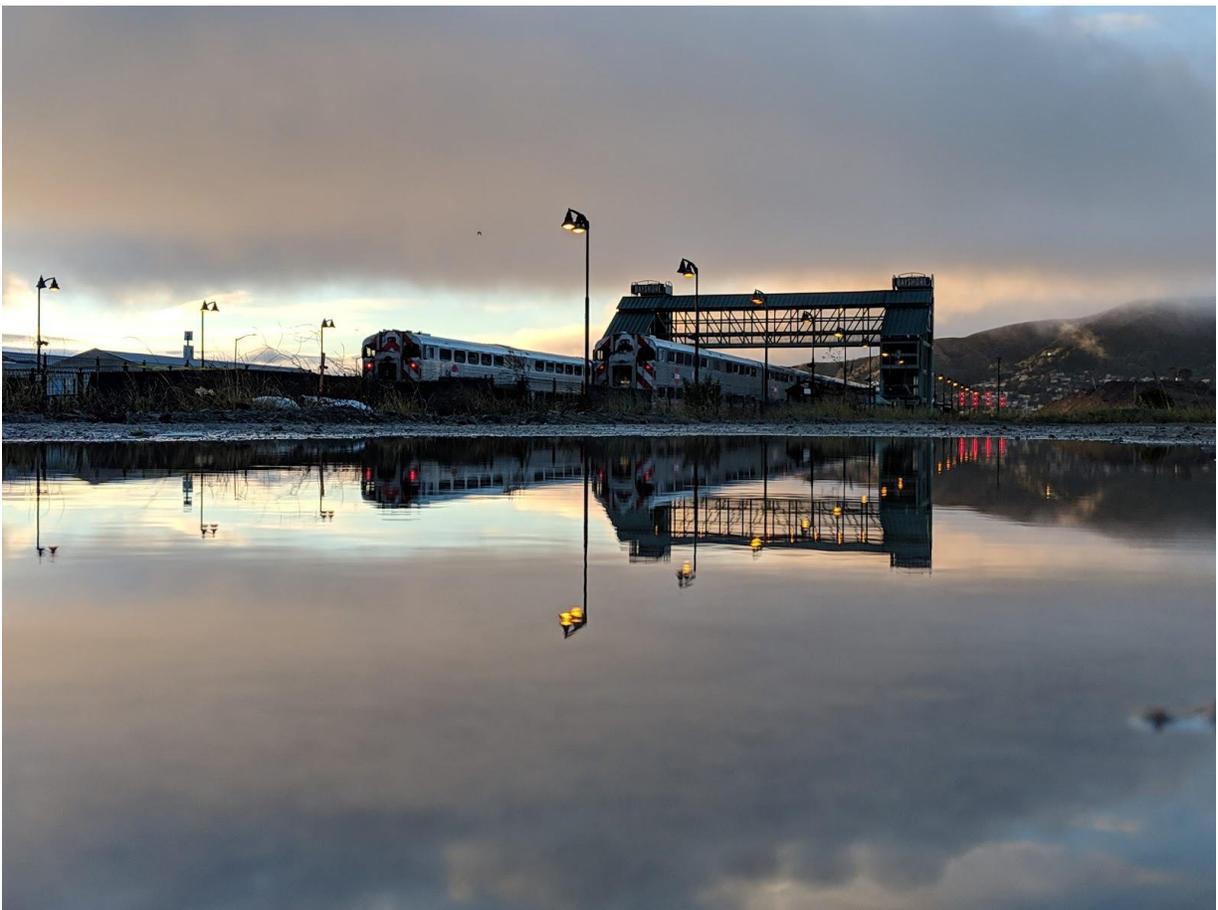


Thank you for your patience while we work to make Caltrain better. Electrification is coming, the future is worth it.

CALTRAIN BUSINESS PLAN UPDATE

“After years of advocacy, planning and work the long-envisioned Electrification of the Caltrain corridor is under construction, with passenger service scheduled to begin in 2022. This investment will improve service for our customers with faster trips, greater frequency and more capacity. It is a transformational moment for the railroad and it is also the first, foundational step in the realization of a larger future for Caltrain.

That future will be defined and guided by the Caltrain Business Plan, and the adoption of a Long Range Service Vision as a part of that plan. The staff recommendation for Caltrain’s Long Range Service Vision shows us what this future can look like. The recommendation lays out a vision for a service that triples Caltrain’s current ridership to 180,000 riders a day. It envisions express trains every 15 minutes, comprehensive coverage of local stations and greatly expanded frequencies in the middays, evenings and weekends over the full length of our system. It is a vision for a system with increased capacity, longer trains and level boarding.”



Visit [Caltrain2040.org](https://www.caltrain2040.org) to continue reading Caltrain CEO, Jim Hartnett’s letter about the Board approved staff recommendation for Caltrain’s long range service vision.

ELECTRIC TRAIN AND CONSTRUCTION UPDATE

Electric train manufacturing continues to progress. Seat cantilevers and seat racks are being assembled, and two car shells are undergoing preliminary electrical testing (as seen below). There are now 19 cars in the final assembly stage, and manufacturing on car shells for trainset #4 has commenced. To view more photos visit [CalMod.org/Gallery](https://www.calmod.org/Gallery).



Construction also continues in efforts to make Caltrain a modern, electric commuter rail system. This month, crews continued installation of foundations as well as poles along the corridor from South San Francisco to San Jose. Work was also performed on six traction power facilities in San Jose, Redwood City, Sunnyvale, South San Francisco, and San Mateo.

To sign up for weekly construction updates or for more construction information, visit [CalMod.org/construction](https://www.calmod.org/construction).

PUBLIC MEETINGS

Mini Model Train Roadshow: Back to School Health Fair – October 26 at 9:00 a.m

Mini Model Train Roadshow: South Bay Historical Railroad Society – November 2-3

Mini Model Train Roadshow: San Mateo Public Library – November 8-16

For more details, and a full list of upcoming meetings, please visit [CalMod.org/Events](https://www.calmod.org/Events).

DETAILED PROGRESS REPORT

- [August 2019 Monthly Progress Report](#) presented to Caltrain Board on July 11, 2019



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: October 24, 2019
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

October CEO Report

In his October report to the California High-Speed Rail Authority (Authority) Board of Directors, CEO Brian Kelly highlighted that there will be as many as 350 miles of high-speed rail under development/construction in California by next year and that by 2022 the entire Phase 1 system from San Francisco to Los Angeles and Anaheim will have been environmentally cleared and ready to advance to the next steps in implementation. Included in the 350 miles are the new plans from Virgin Trains and the Authority's recent Memorandum of Understanding to develop the rail system between Los Angeles and Las Vegas. Finally, the report highlighted the Authority's investments across the entire system including the \$1.6 billion that has gone to Northern California and the Bay Area.

The entire October CEO Report presentation is located here on the Authority website:

https://www.hsr.ca.gov/docs/brdmeetings/2019/brdmtg_101519_Item3_Powerpoint_CEO_Report.pdf

2019 Sustainability Report

On September 25, 2019, the Authority released the 2019 Sustainability Report: Energizing Economic Revitalization. The project received 5 stars and is one of the top ranked sustainable rail infrastructure projects in North America, as evaluated by the GRESB Infrastructure Assessment, the leading benchmark for environmental, social and governance policies, practices, and performance of real estate and infrastructure investments around the world.

This annual report details how the Authority is putting sustainability into action. The Authority's progress toward actualizing its sustainability goals was marked by several milestones, including:

- Preserving and restoring more than 2,600 acres of natural habitat;
- Working with the California Farmland Conservancy Program to secure 273 deeded acres of agricultural land for conservation;
- Continuing to partner with Tree Fresno to plant more than 1,200 trees in schools and parks in the Fresno area;
- Awarding grant funding in 2018 to the California Urban Forests Council, leading to almost 1000 trees being planted in Northern California cities including South San Francisco and Daly City to help offset greenhouse gas emissions;
- Avoiding nearly 70,000 pounds of criteria air pollutants (carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide) during construction;

- Putting more than 3,000 people to work (as of September 2019), almost 40 percent of whom live in disadvantaged communities; and
- Generating economic opportunity for hundreds of businesses, including 164 Disabled Business Enterprises and 53 Disabled Veteran Business Enterprises.

The full 2019 Sustainability Report is located here on the Authority website:

https://hsr.ca.gov/docs/programs/green_practices/sustainability/Sustainability_Report_2019.pdf

NORTHERN CALIFORNIA UPDATE

On September 17, 2019, the Authority Board of Directors concurred with staff’s recommendations for identifying the Preferred Alternatives for the high-speed rail routes in Northern California. This decision is an important milestone and brings the Authority one step closer to the completion and publication of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), which is anticipated for circulation by Spring 2020. Each of these milestones brings us closer to providing the much-needed mobility that will be offered by the system as it expands and connects the State like never before.

A full summary of the Board’s concurrence as well as the Authority’s summer 2019 Outreach campaign on the staff-recommended Preferred Alternatives are available in the September 2019 E-Update at the following link:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Meetings/LPMG/LPMG+E-Update+September+2019.pdf>

The Northern California team will now shift its focus to finalizing the draft environmental documents for the two project sections in Northern California. Over the coming months, staff will describe the outreach and public comment process for the release of those documents. There will be a 45-day public comment period, open houses, and a public hearing, as well as other notification and outreach activities across the region. Each comment will be responded to in writing.

ADDITIONAL PUBLIC ENGAGEMENT ACTIVITIES

- September 20 – 21: San Jose Moon Festival
- October 7: Asian Pacific Islander Council Meeting
- October 16: Refugee and Immigrant Forum of Santa Clara County
- October 18: Bay Area Council Economic Institute/Silicon Valley Leadership Association/Central Valley Community Foundation – “The Future is Fresno”
- November 2: California Land Association presentation

NORTHERN CALIFORNIA REGION

Local Policy Maker Group
October 24, 2019
San Carlos, CA



NORTHERN CALIFORNIA UPDATE: PREFERRED ALTERNATIVES

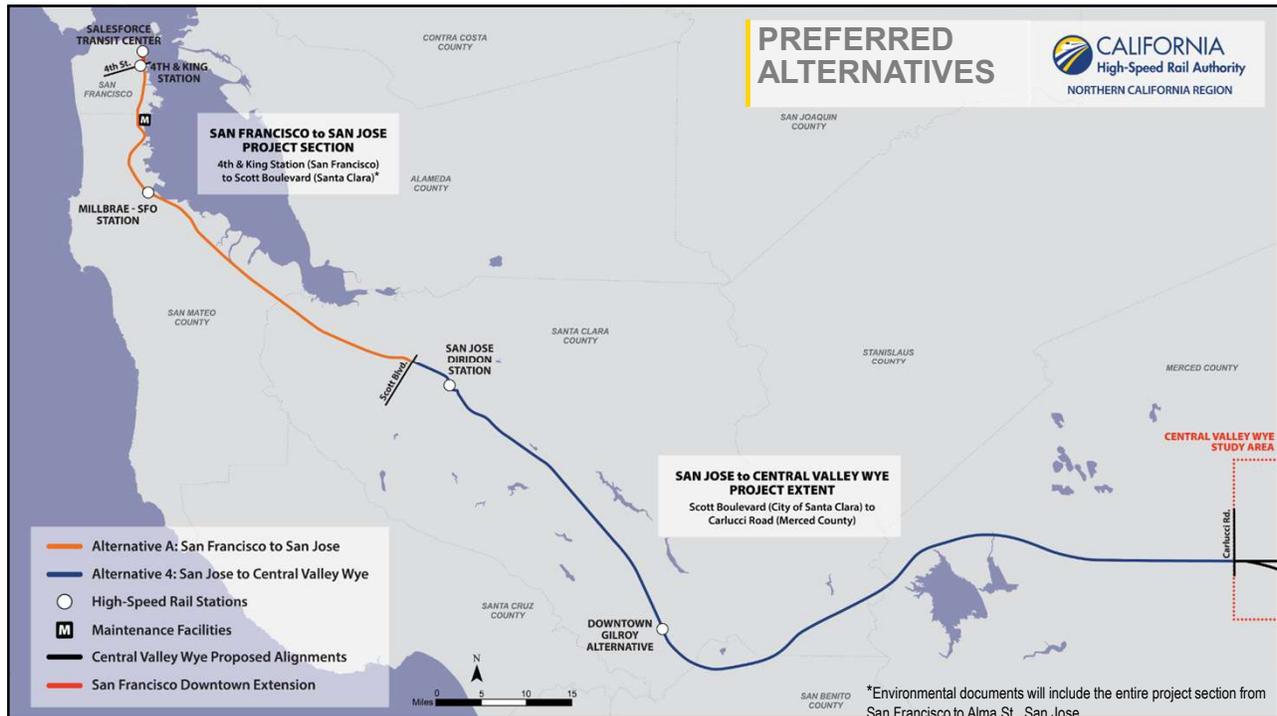


BOARD CONCURRENCE

September 17, 2019

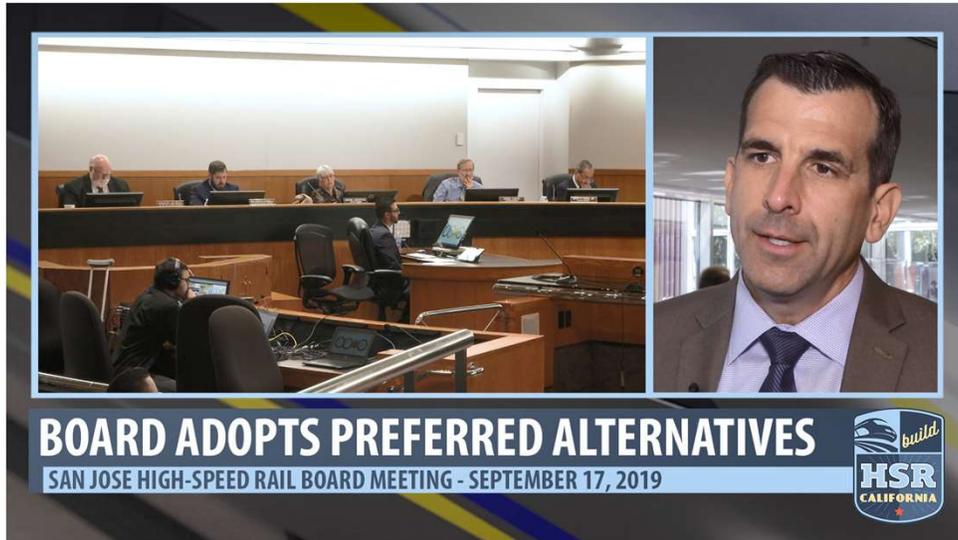
*The Authority Board concurred with staff's recommendations to identify **Alternative A** and **Alternative 4** as the Preferred Alternatives for the Northern California project sections.*

- Identifying the PA does not constitute the adoption or approval of a preferred alternative for final design or construction.
- All alternatives will be analyzed at an equal level of detail and described in the published Draft EIR/EIS.



CREATING OPPORTUNITIES FOR NORTHERN CALIFORNIA

Mayor San Liccardo | San Jose



https://www.youtube.com/watch?v=5_ibM8u2a_k

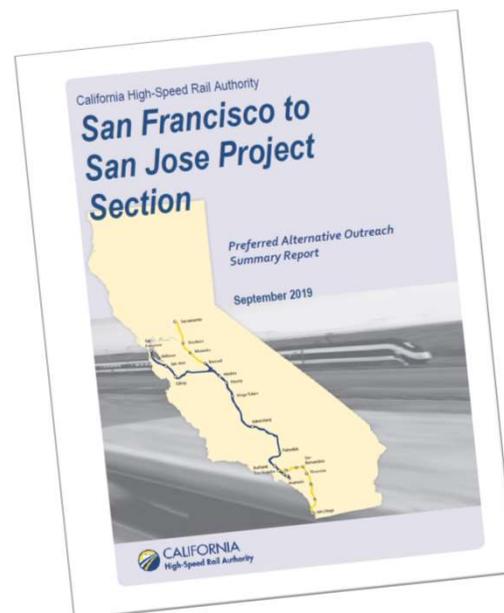


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KEY OUTREACH THEMES

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

- **Passing tracks**
 - » Support for fewer displacements with Alternative A
 - » Accommodate future Caltrain services planning
 - » Construction costs lower now than in future
- **Brisbane Light Maintenance Facility (LMF)**
 - » Concerns from City of Brisbane and Brisbane Baylands developer about LMF impacts on proposed development
 - » Interest in workforce development opportunities with the LMF and system construction
- **Coordination with Caltrain Business Plan service vision planning and other concurrent projects (e.g., Downtown Extension in SF)**
- **Interest in grade separations to reduce noise, traffic, and safety concerns**

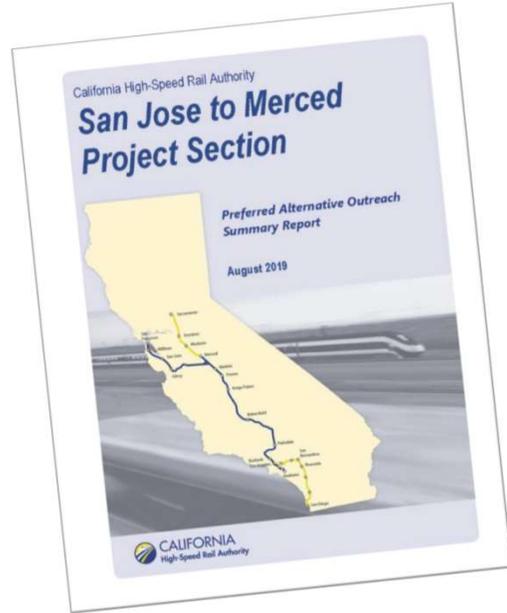


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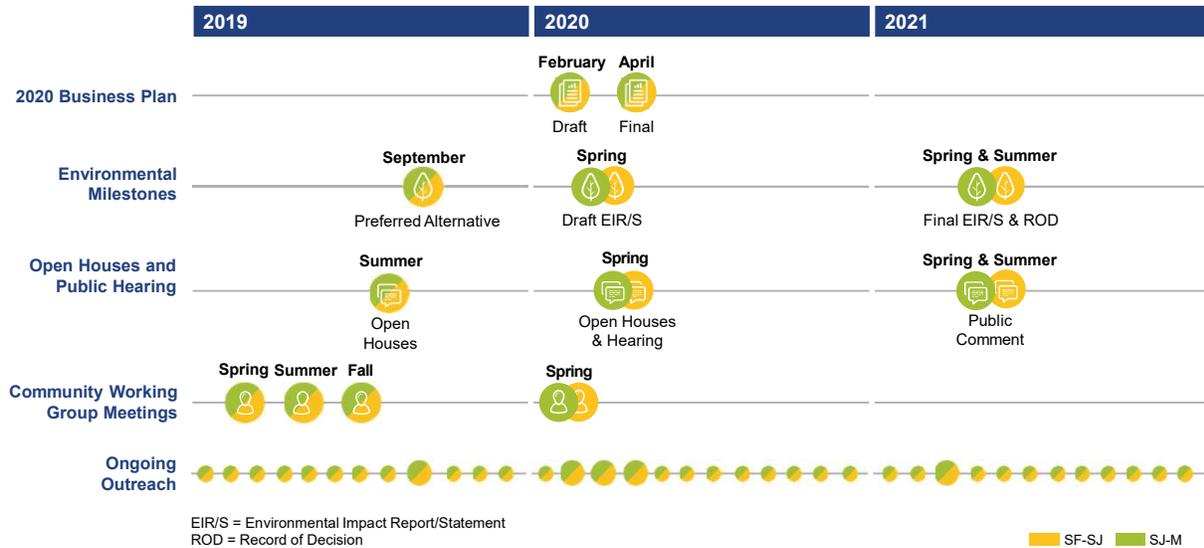
KEY OUTREACH THEMES

SAN JOSE TO MERCED PROJECT SECTION

- Support for Valley-to-Valley & Phase 1 service
- Desire for downtown Gilroy High-Speed Rail station to support intermodal transit connections
- Desire for a station in the Los Banos area
- Support minimized residential and commercial displacements
- Desire for grade separations based on concerns regarding safety, traffic, noise, and emergency vehicle response time
- Community cohesion across rail corridor
- Noise effects and mitigations in Draft EIR/EIS
- Interface with historic and cultural resources



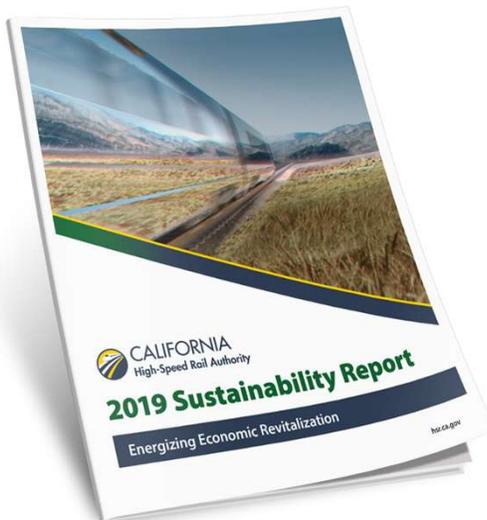
2020/2021 LOOKAHEAD



2019 SUSTAINABILITY REPORT

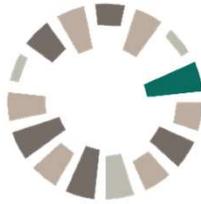


2019 SUSTAINABILITY REPORT CALIFORNIA HIGH-SPEED RAIL



A TOP-RANKED PROGRAM

CALIFORNIA HIGH-SPEED RAIL



G R E S B
★ ★ ★ ★ ★ 2019

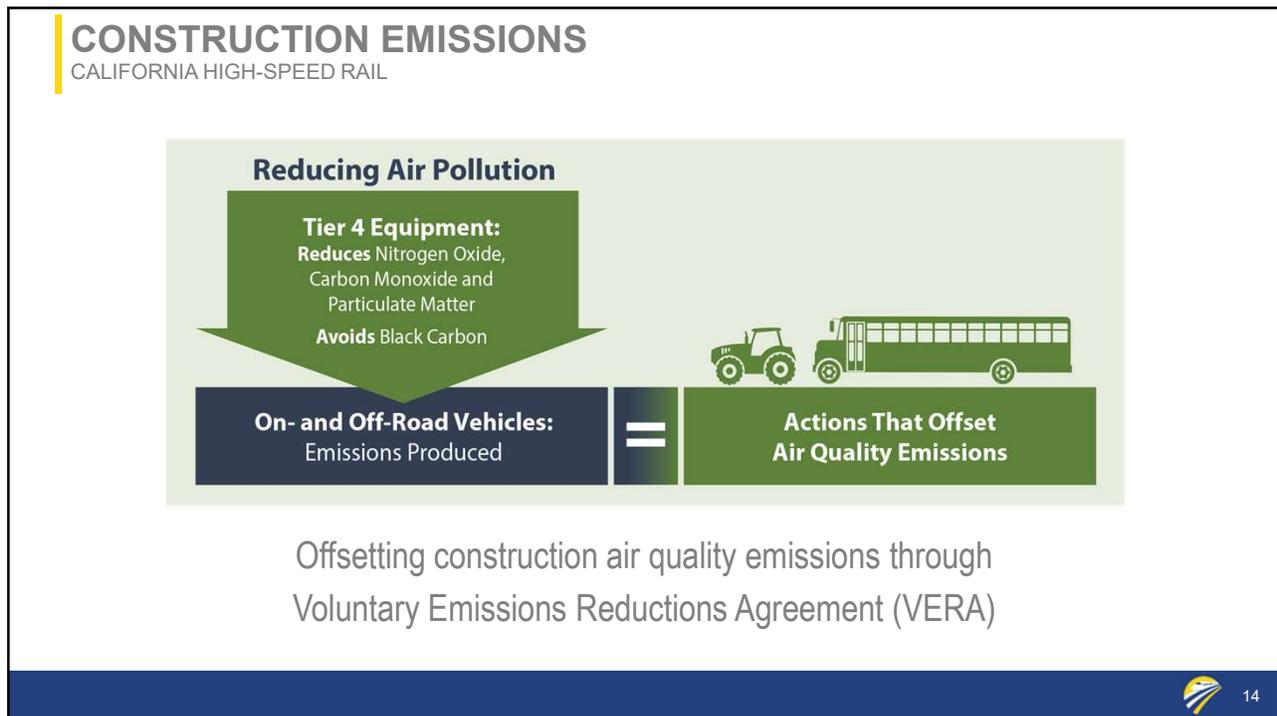
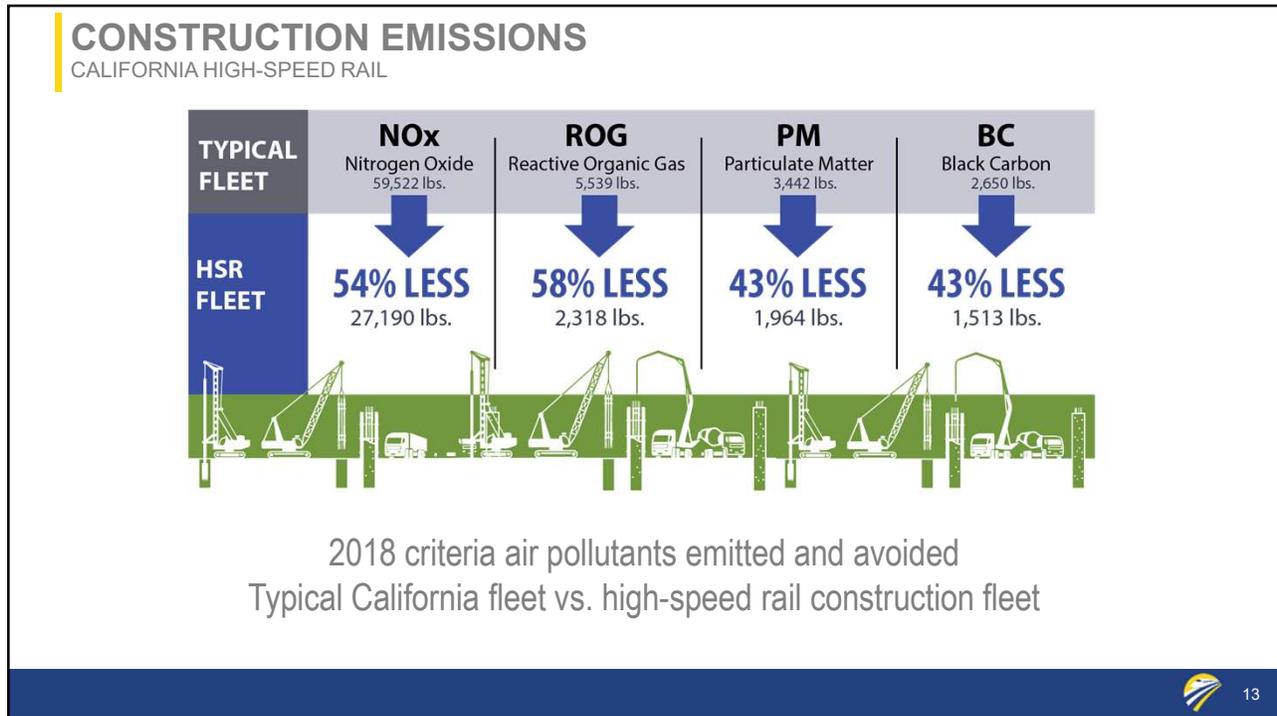
5-Star Project
GRESB Infrastructure Assessment



CREATING OPPORTUNITIES FOR CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL





CONSTRUCTION RECYCLING – 2018

CALIFORNIA HIGH-SPEED RAIL



Material Quantity (in tons)

■ 10,301 Recycled/Reused Concrete	■ 6,044 Recycled Organics
■ 691 Recycled/Reused Asphalt	■ 2,936 Mixed Recycling
■ 716 Recycled Mixed Metals	■ 2,948 Mixed Landfill
■ 714 Recycled Wood	24,350 Total Tons Handled

21,400 Tons Recycled



URBAN FORESTRY PROGRAM

CALIFORNIA HIGH-SPEED RAIL



Nearly 1,000 trees planted in Northern California &
Over 6,000 trees to be planted statewide



LAND PRESERVATION

CALIFORNIA HIGH-SPEED RAIL

Habitat and agricultural land preservation

2,680 acres

Habitat Preserved
and Restored

1,200 acres

Agricultural Land
Protected

273 acres

Agricultural
Land Secured



ALL ELECTRIC TRAINS

CALIFORNIA HIGH-SPEED RAIL

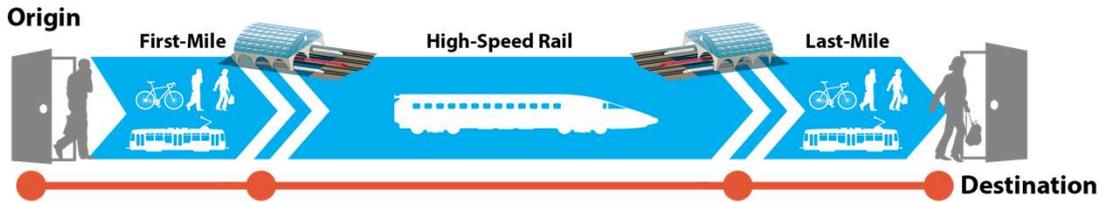


Clean, electric trains, running on renewable energy



ACCESS PLANNING

CALIFORNIA HIGH-SPEED RAIL



An end-to-end journey solution



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California High-Speed Rail Authority
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San Jose, CA 95113

