



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 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)
4. Caltrain Business Plan: Service Planning
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



CALIFORNIA High-Speed Rail Authority

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

Northern California Region

Local Policy Makers Group
October 22, 2020



AGENDA

LOCAL POLICY MAKER GROUP

- **Introductions & Agenda Review**
- **Project Update**
- **2020 Sustainability Report**
- **Early Train Operator Passenger Experience Primary Research**
- **Outreach Update**

PROJECT 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.”

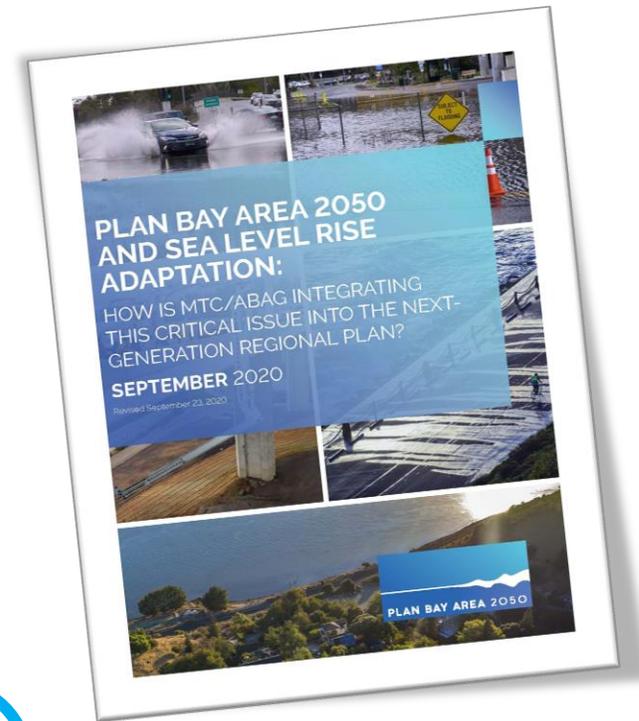
- San Jose Mayor Sam Liccardo

“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

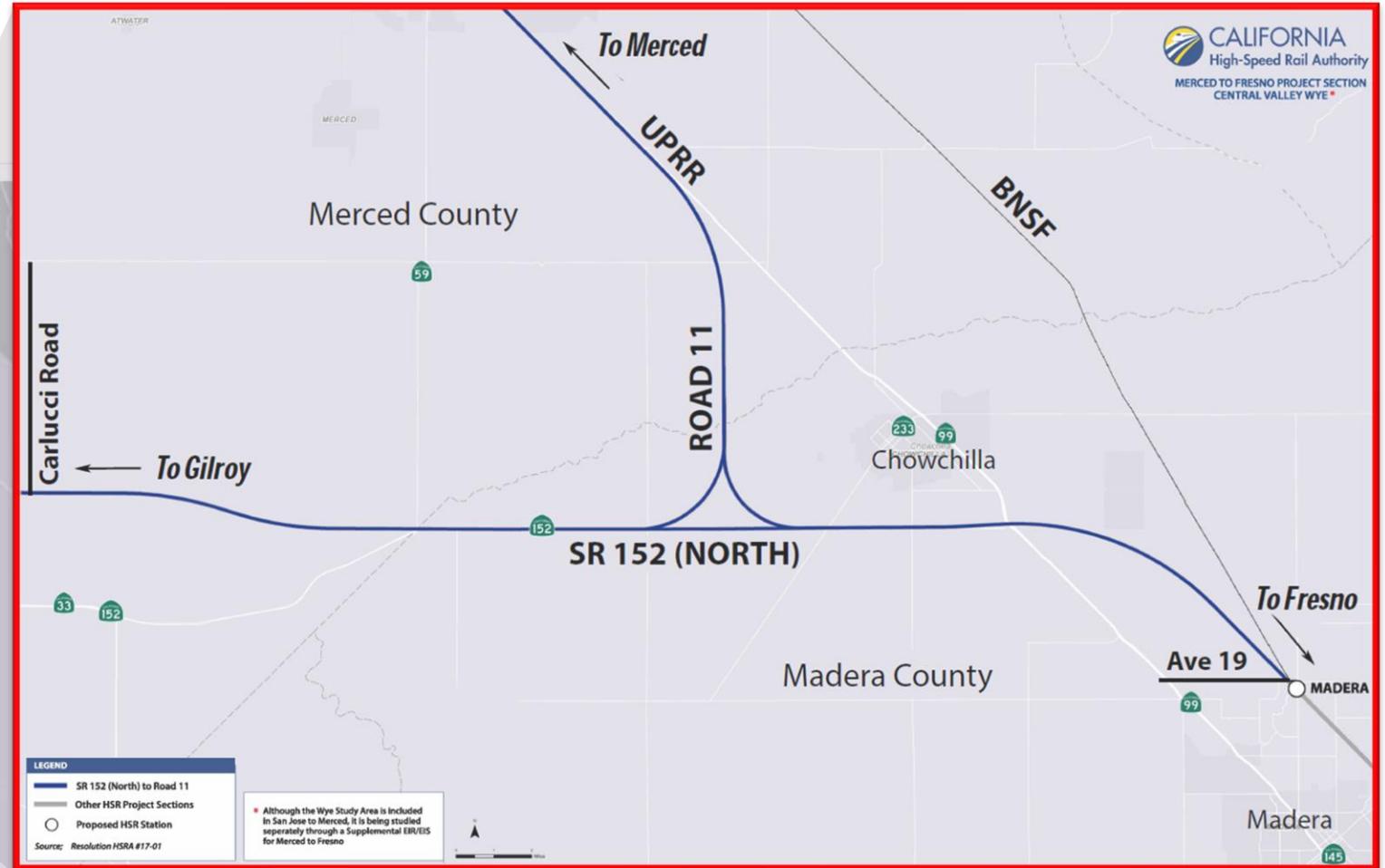
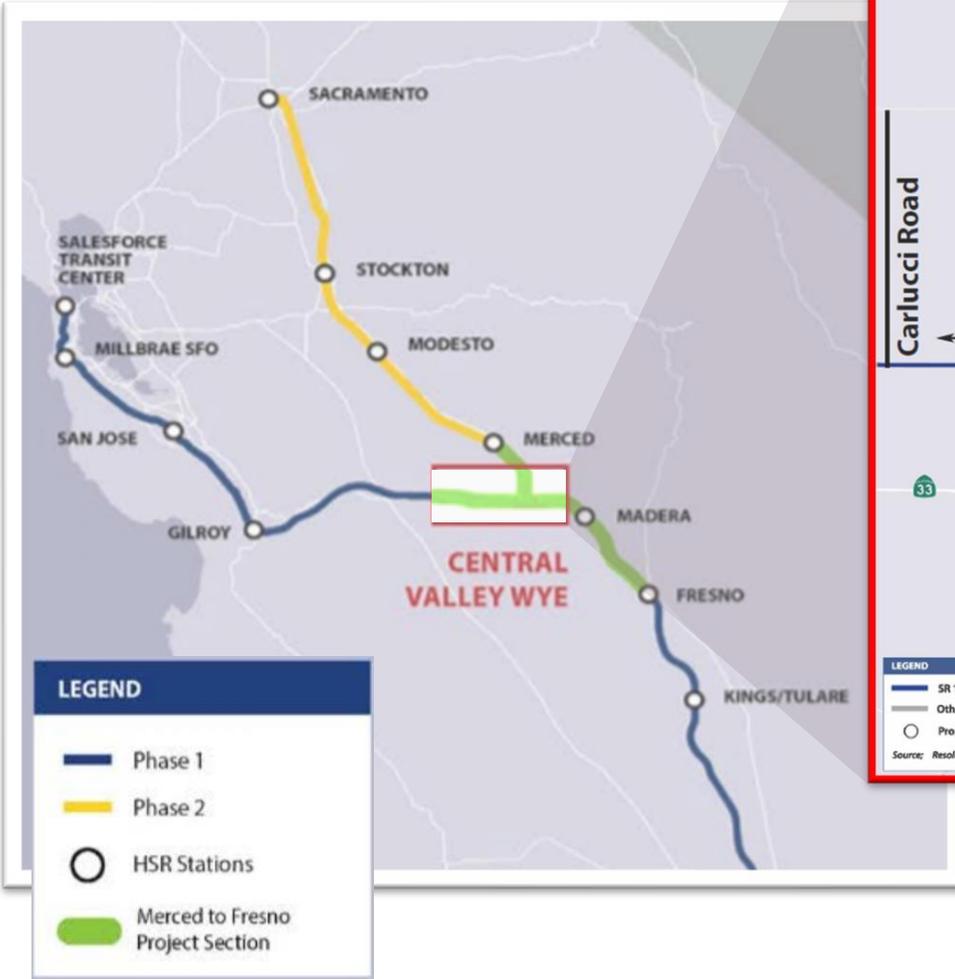
“If we want to be a 21st century nation, the high-speed rail project has got to move forward.”

- Rohnert Park Vice Mayor
Jake Mackenzie



CENTRAL VALLEY WYE

FINAL SUPPLEMENTAL EIR/EIS



- 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

DRAFT EIR/EIS PUBLIC REVIEW PERIOD SUMMARY

	San Jose to Merced	San Francisco to San Jose
Comment Period	April 24 – June 23	July 10 – September 9
Comments Received	760+	140+
Q&A Webinar Participants	152+	100+
MeetHSRNorCal.org Visitors	1,700+	10,600+



Virtual Office Hours



Question & Answer Virtual Open Houses



Open House Website



Project Alternatives Interactive Map



Online Public Hearing



CWG Question & Answer Webinar

2020 SUSTAINABILITY REPORT



CLIMATE MITIGATION AND ADAPTATION

CALIFORNIA HIGH-SPEED RAIL



“Build high-speed rail to provide reliable access to urban centers across the state with increased public transit and active transportation opportunities around stations”



Safeguarding California Plan 2018 Update

Prop 1A Expressed California’s Goal for Sustainable Development:

Fostering Mobility and Economic Development without Sacrificing the Environment, or Bequeathing Future Generations With Debt

SUSTAINABILITY POLICY

“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**

ANNUAL SUSTAINABILITY REPORT

IMPORTANT TRANSPARENCY FOR THE PROJECT



Began publishing annual Global Reporting Initiative (GRI) compliant sustainability reports



Began completing annual Global Real Estate Sustainability Benchmark (GRESB) submissions



Completed the Sustainable Purchasing Leadership Council (SPLC)'s Benchmark Program Assessment

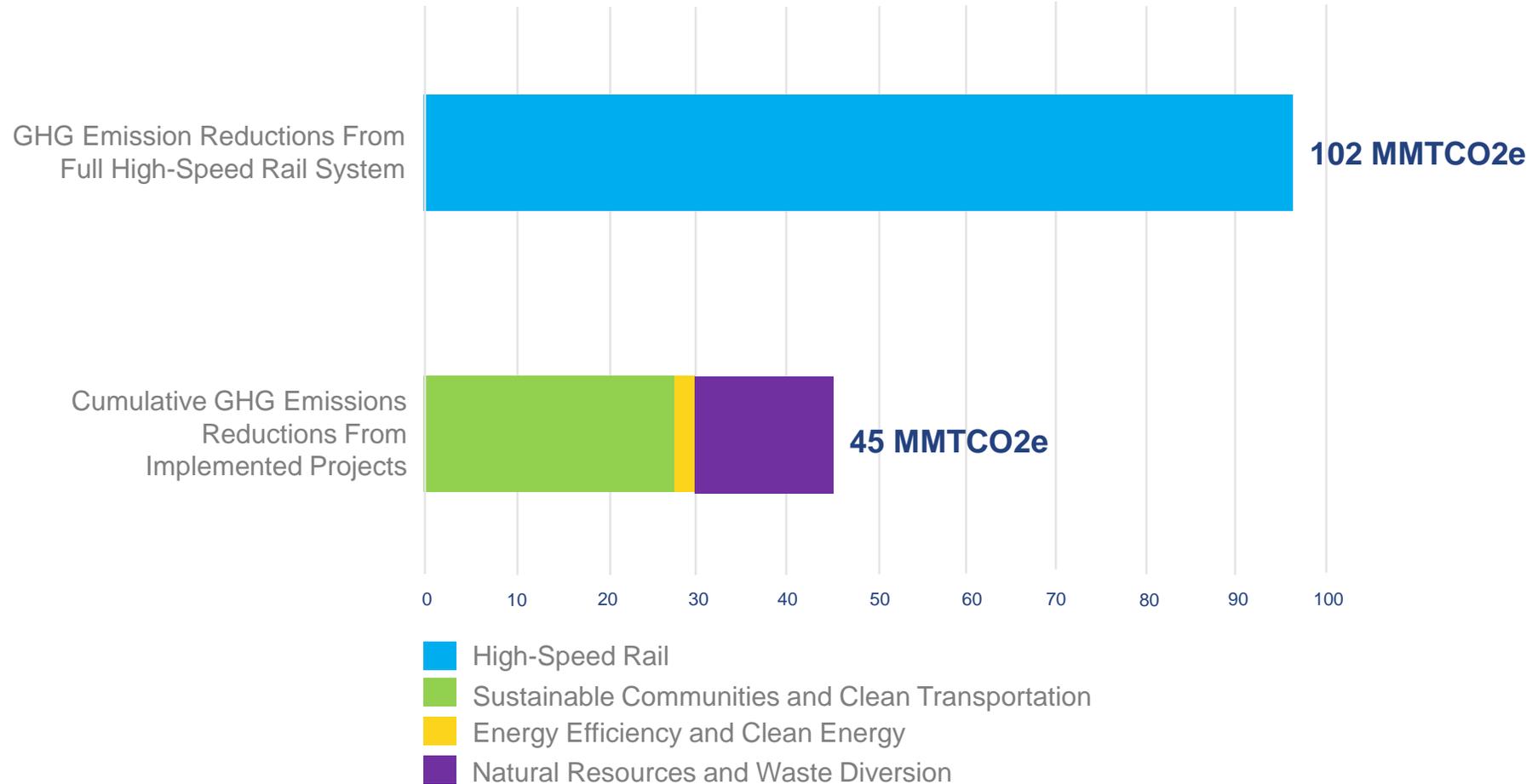


Began the pilot Envision Verification for the CHSR Program



ENERGY AND EMISSIONS

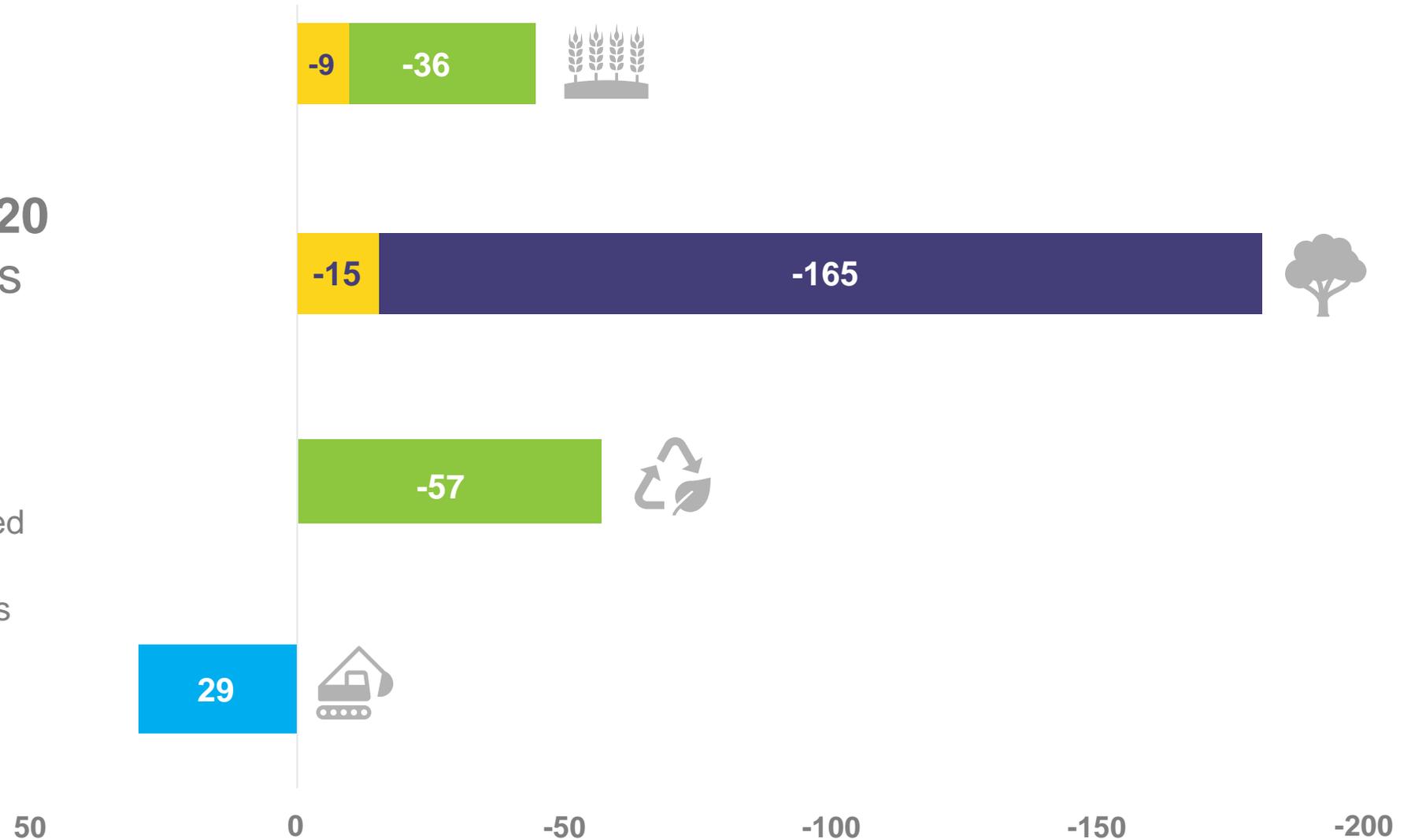
HSR DELIVERS A STRONG RETURN ON INVESTMENT



SUSTAINABLE INFRASTRUCTURE

Actual Carbon Dioxide through 2020
Thousand metric tons carbon dioxide equivalent

- Produced
- Sequestered
- Avoided
- Rural Trees



CREATING A BRIDGE IN COMMUNITIES

HIGH-SPEED RAIL LEADS TO SMART GROWTH



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

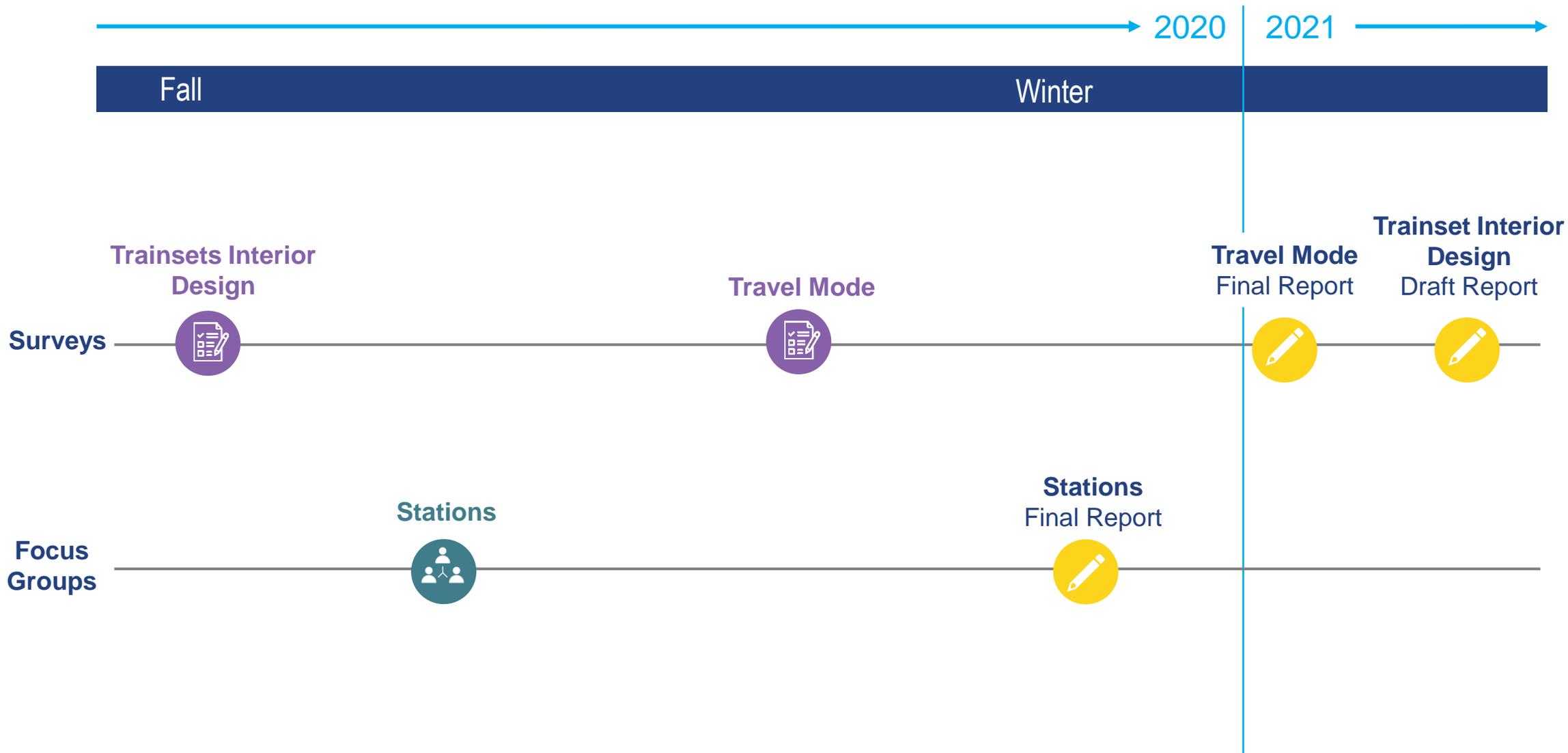


Focus Groups

1. Stations

SURVEYS & FOCUS GROUPS

TIMELINE



SURVEY: INTERIOR DESIGN OF TRAINSETS

PURPOSE & METHODOLOGY



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

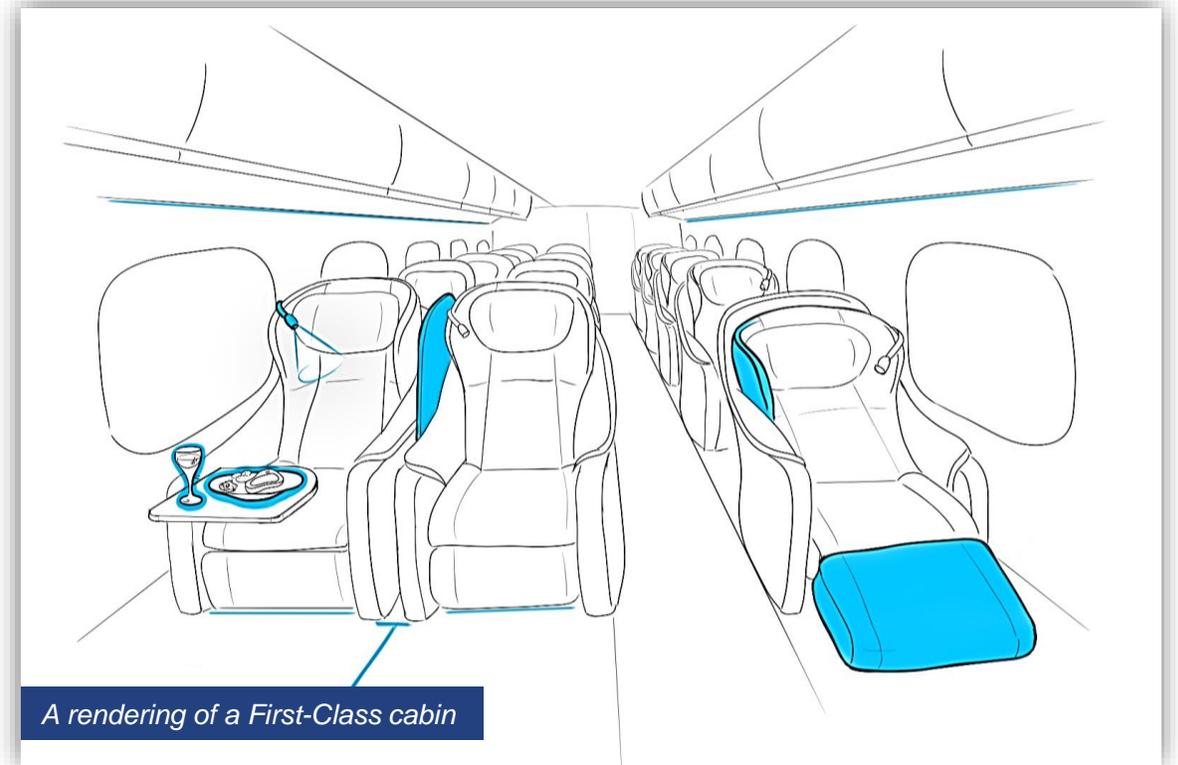
Methodology

- » 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



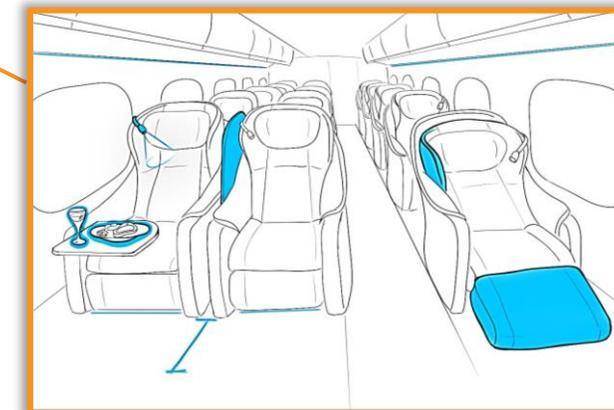
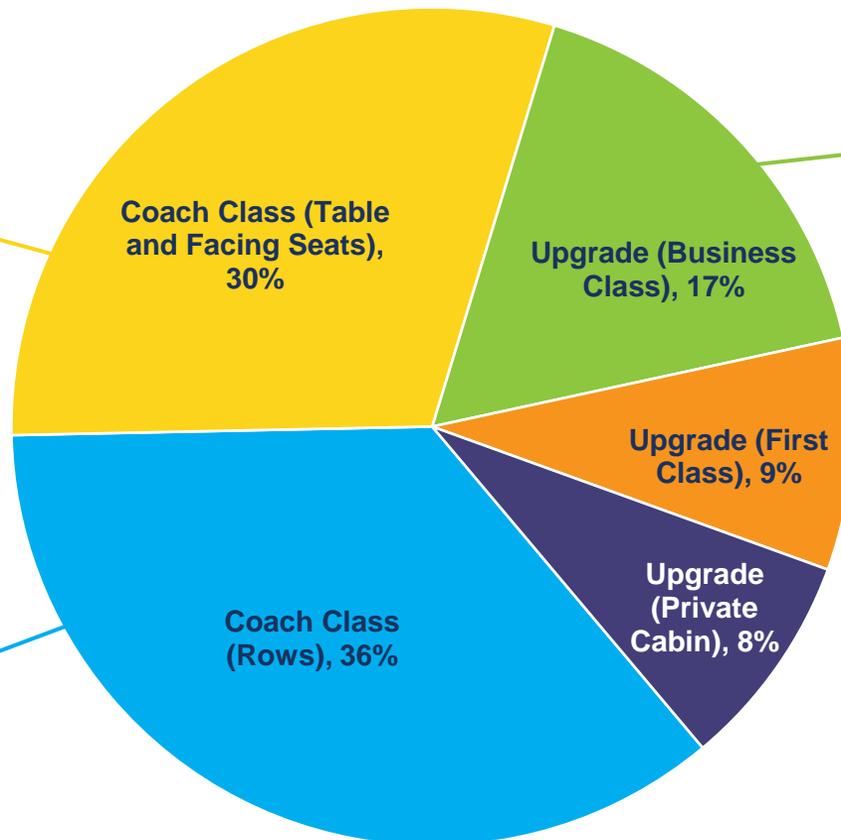
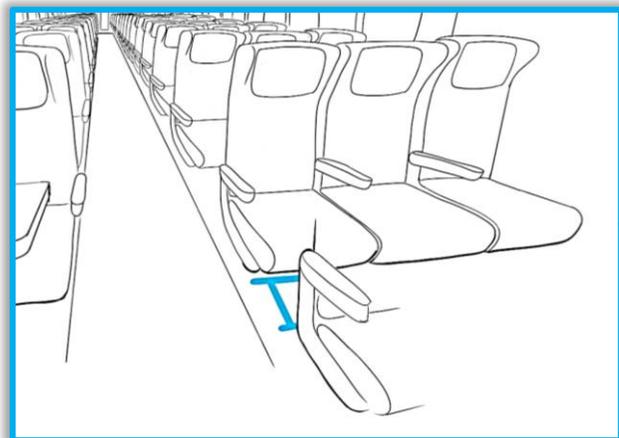
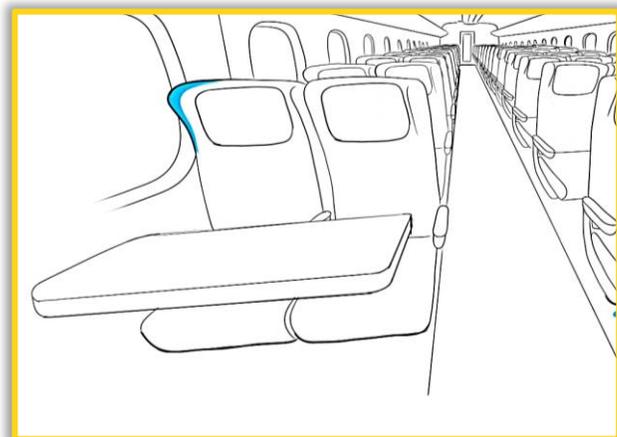
Topics

- » 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



SNEAK PEEK SURVEY RESULTS

SERVICE CLASS BY TRAVEL PURPOSE



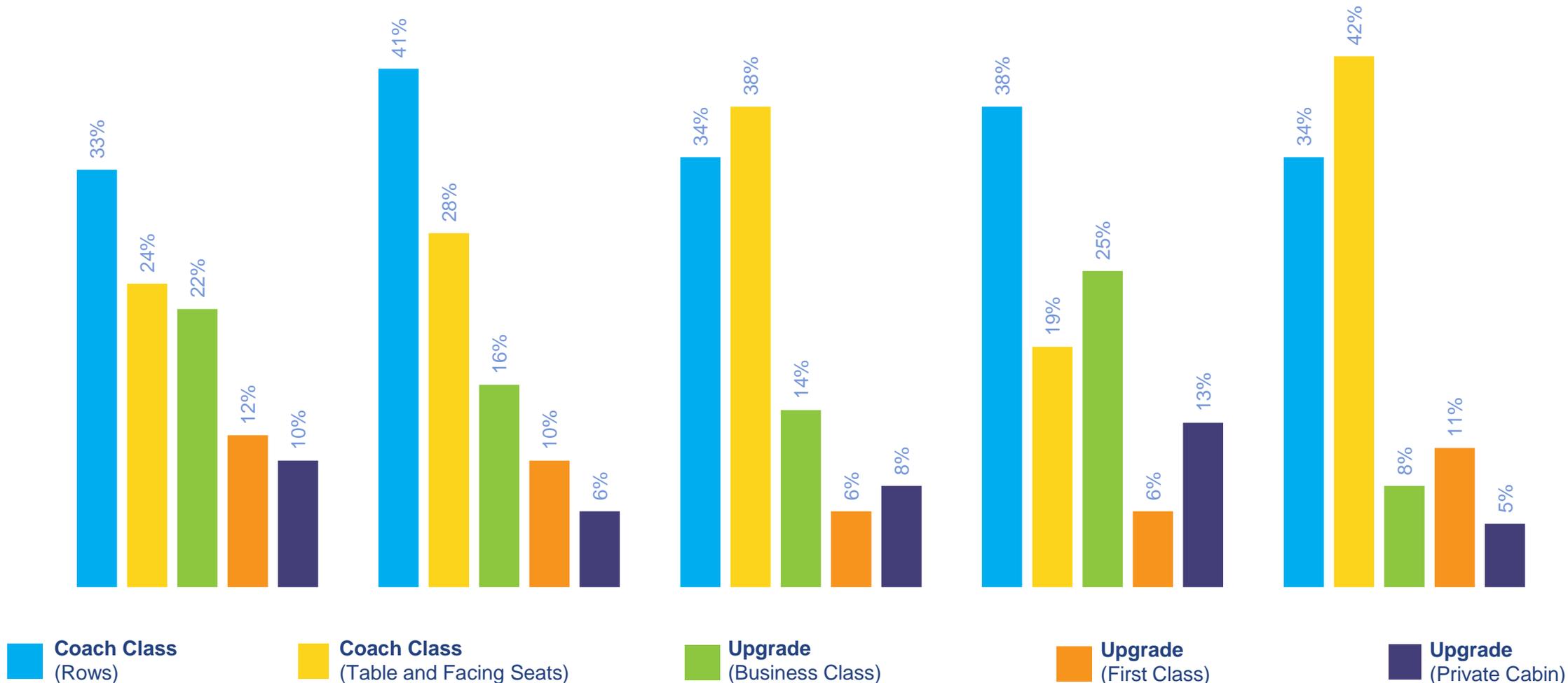
Work, Business, Commute

Visit Family/Friends

Recreation/Leisure

Attend School

Attend Special Event



Coach Class (Rows)

Coach Class (Table and Facing Seats)

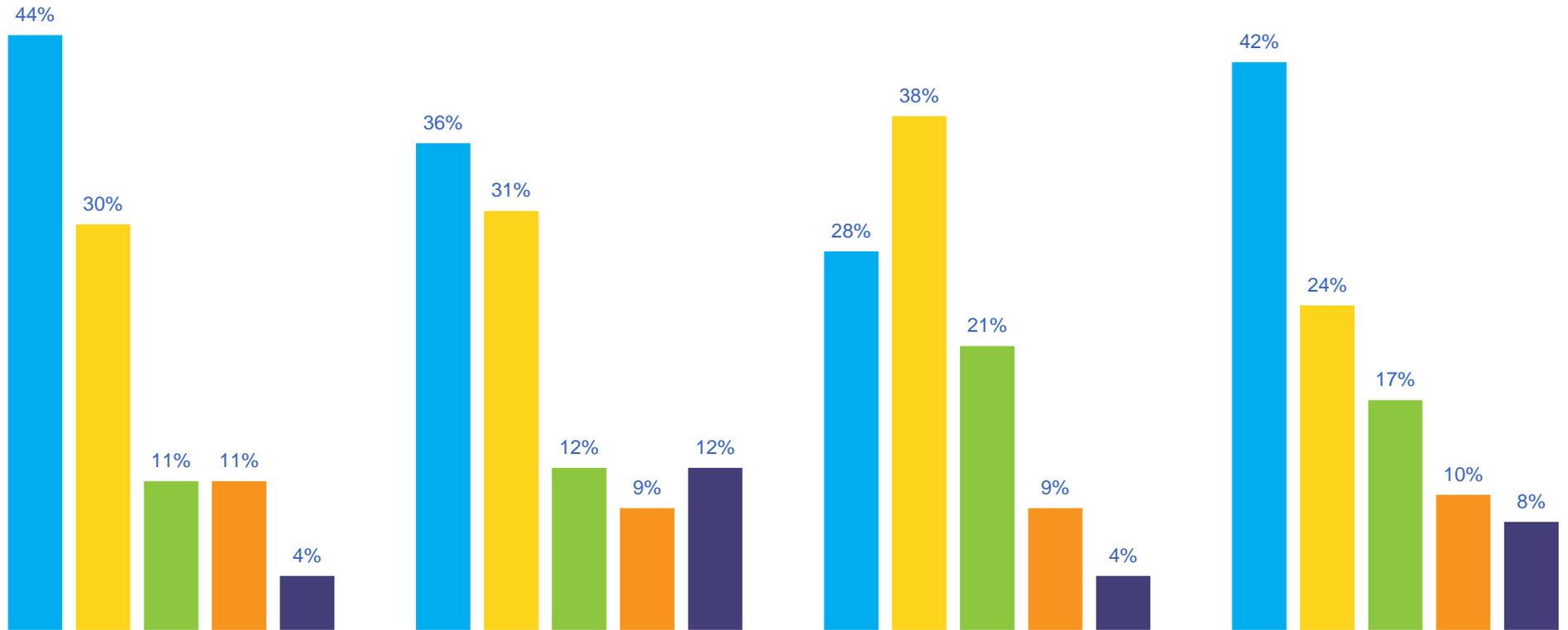
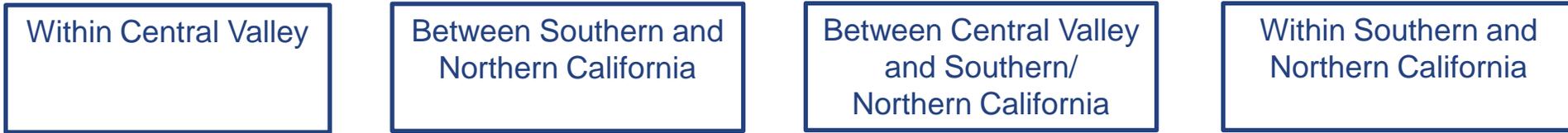
Upgrade (Business Class)

Upgrade (First Class)

Upgrade (Private Cabin)

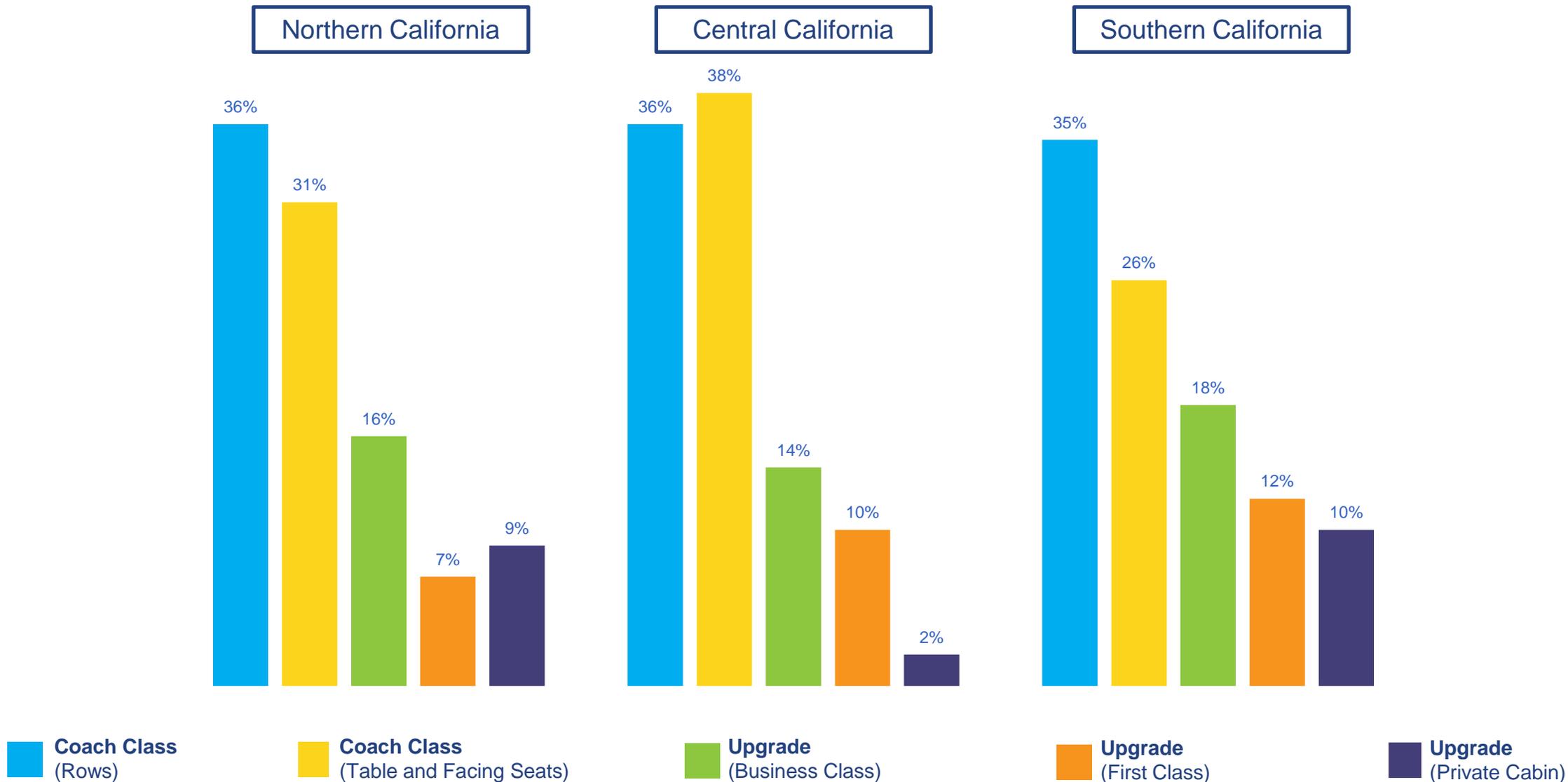
SNEAK PEEK SURVEY RESULTS

SERVICE CLASS BY TRIP ROUTE



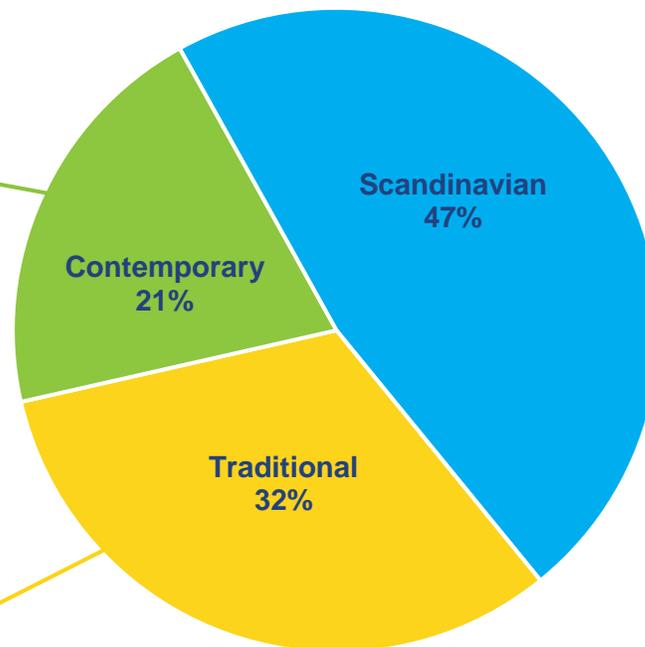
SNEAK PEEK SURVEY RESULTS

SERVICE CLASS BY REGION OF ORIGIN



SNEAK PEAK SURVEY RESULTS

LOOK AND FEEL



Scandinavian is popular across all three regions but less popular in the Central Valley, where **Traditional** style is preferred.

TRAVEL MODE PREFERENCE SURVEY

PURPOSE & METHODOLOGY



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

FOCUS GROUPS: STATIONS

PURPOSE & METHODOLOGY



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

Importance of

- » Station design, appearance, and conditions

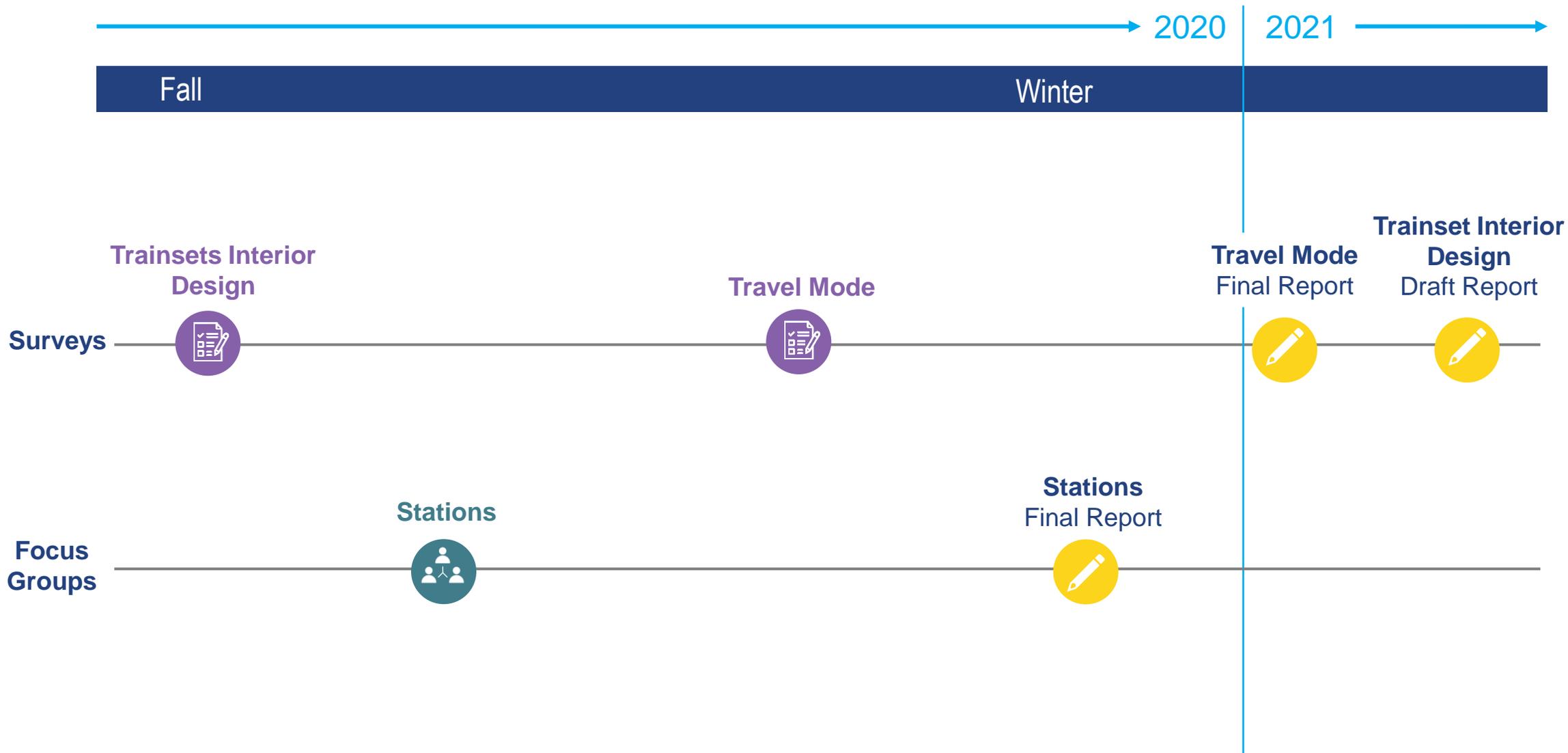
Preferences

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



SURVEYS & FOCUS GROUPS

TIMELINE



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)



Headquarters

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770 L Street, Suite 800
Sacramento, CA 95814
www.hsr.ca.gov

Northern California Regional Office
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100 Paseo De San Antonio, Suite 300
San Jose, CA 95113



Northern California Region

Local Policy Makers Group
October 2020

Attachment A: Draft EIR/EIS Public Review Period Summary



DEVELOPMENT & REVIEW OF ENVIRONMENTAL DOCUMENT

NORTHERN CALIFORNIA PROJECT SECTIONS

 = ongoing outreach



DRAFT EIR/EIS PUBLIC REVIEW PERIOD

ENGAGEMENT ACTIVITIES AND RESOURCES



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



DRAFT EIR/EIS PUBLIC REVIEW PERIOD

ENGAGEMENT ACTIVITIES AND RESOURCES



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

Open House Webinar Attendance

- » July 20: **32** total
- » July 30: **45** total
- » August 5: **31** total

CALIFORNIA High-Speed Rail Authority **Welcome**

OPEN HOUSE Q&A WEBINAR
Select a chat room based on your question(s):

You Are Here

- General Questions/ Other Topics Chat Room**
The Draft 2020 Business Plan, construction in the Central Valley, project timelines, and outreach
- San Jose to Merced Alternatives Chat Room**
Features and routes of the four alternatives, and the right-of-way process
- Draft EIR/EIS Chat Room**
Environmental document, impacts, mitigation, navigating, and commenting options



DRAFT EIR/EIS PUBLIC REVIEW PERIOD

ENGAGEMENT ACTIVITIES AND RESOURCES



MeetHSRNorCal.org

10,600+
TOTAL VISITORS

CALIFORNIA Northern California Information & Resources
High-Speed Rail Authority San Francisco to San Jose Project Section
San Jose to Merced Project Section

**Northern California Information & Resources:
Online Open House Archive**

The California High-Speed Rail Authority (Authority) created this website to provide access to information and resources, including maps, fact sheets, and videos, for the Northern California project sections upon the release of the San Francisco to San Jose and San Jose Merced Draft Environmental Impact Reports/Environmental Impact Statements (EIRs/EISs). Although public review periods for the draft environmental documents have ended, this website provides updated information about high-speed rail in Northern California.

CLICK ON A PROJECT SECTION BELOW TO GET STARTED.

**San Jose to San Francisco
Project Section**

**San Jose to Merced
Project Section**

English



DRAFT EIR/EIS PUBLIC REVIEW PERIOD

ENGAGEMENT ACTIVITIES AND RESOURCES

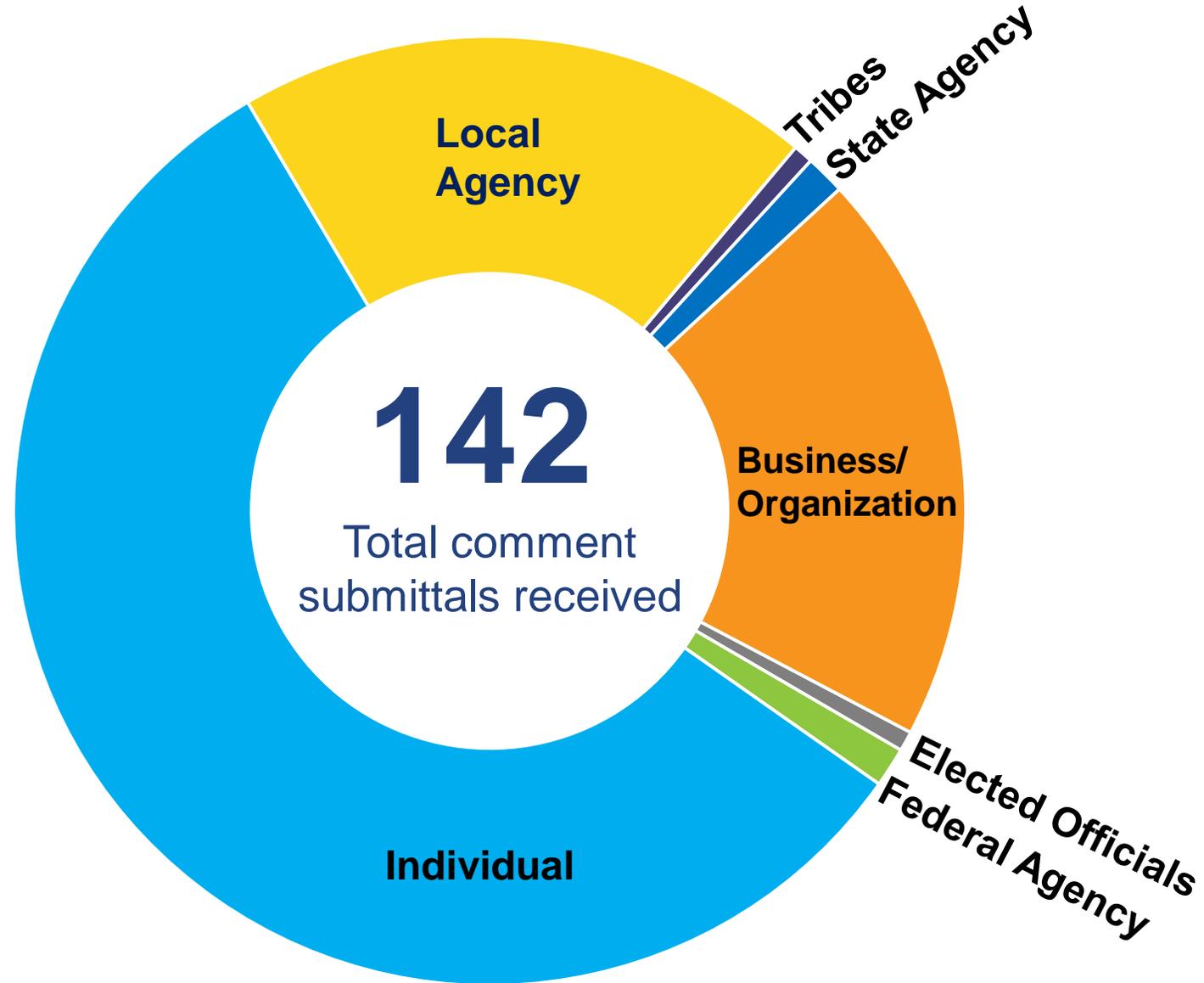


MapHSRNorCal.org/SanFrancisco-SanJose



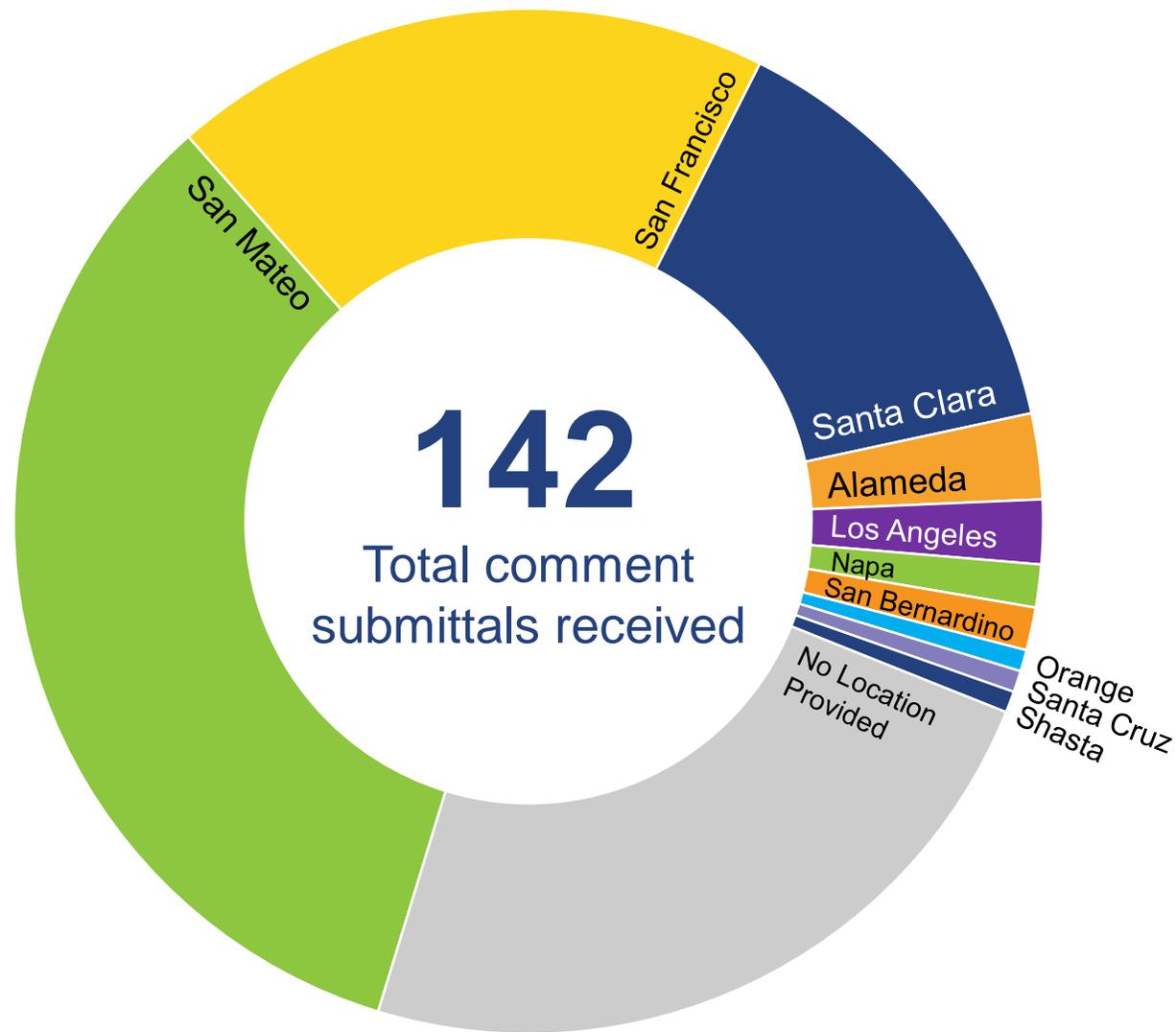
DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED

AFFILIATION DISTRIBUTION



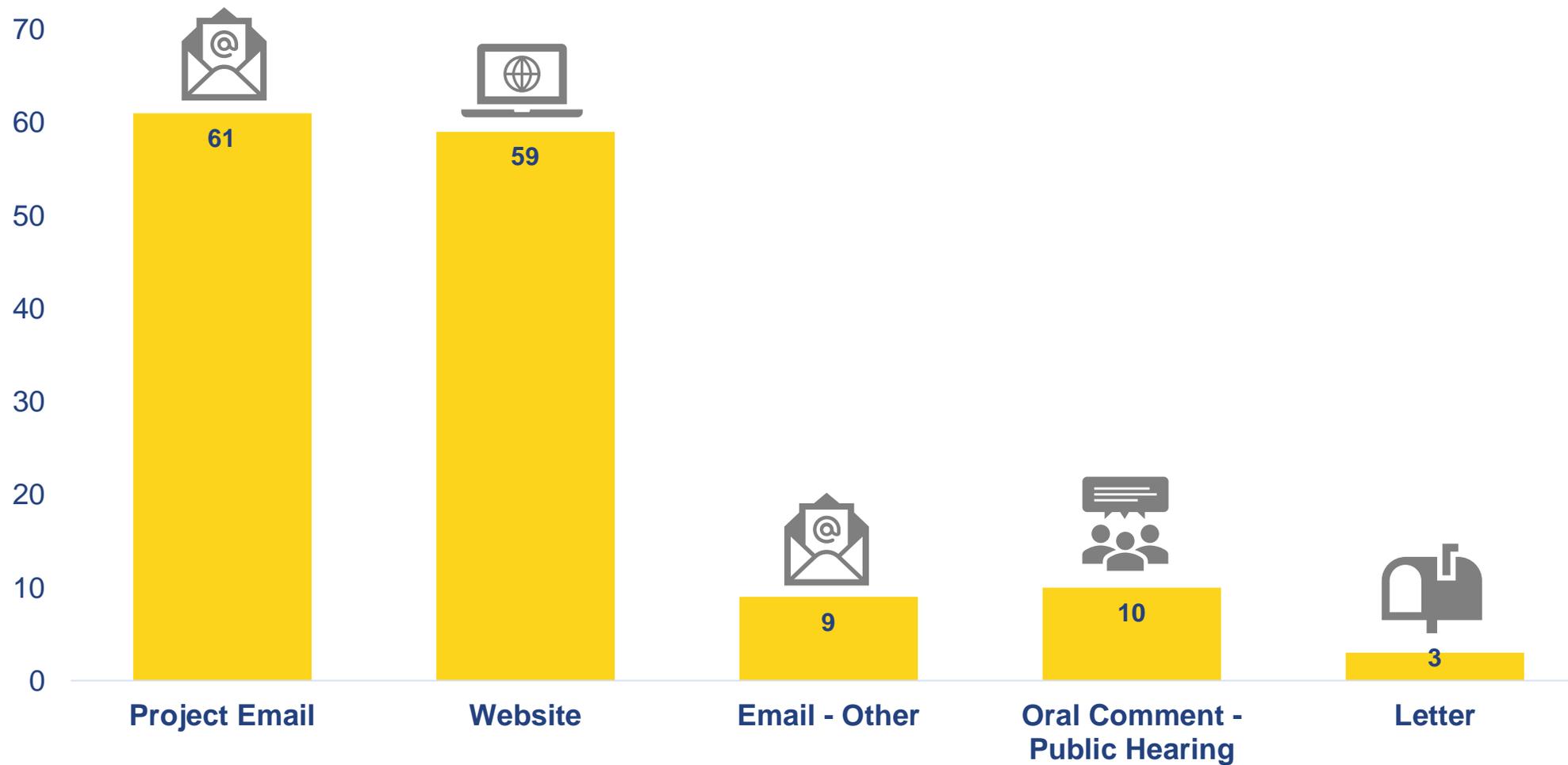
DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED

GEOGRAPHIC DISTRIBUTION BY COUNTY



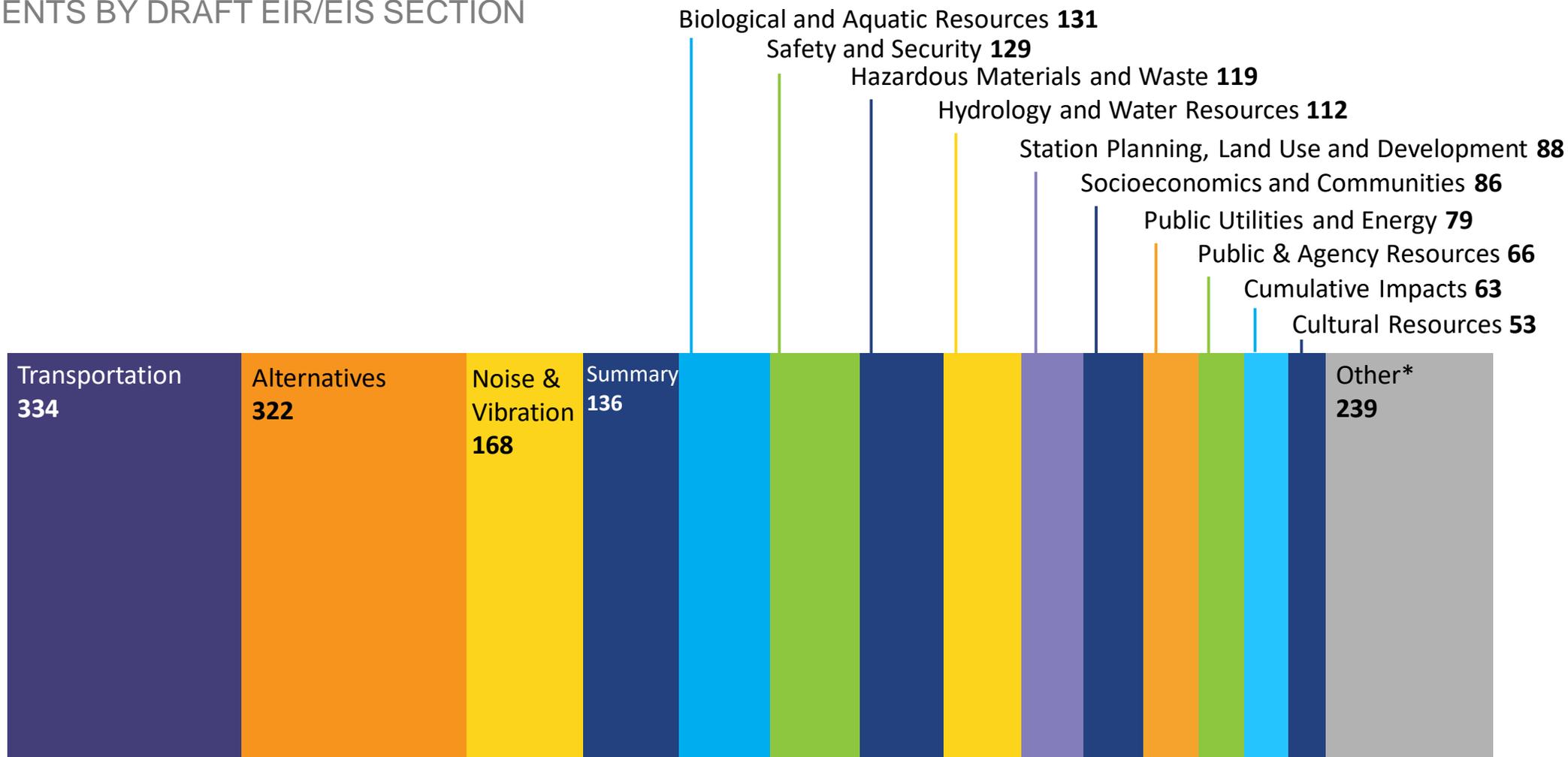
DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED

SUBMITTAL METHODS



DRAFT EIR/EIS COMMENTS

COMMENTS BY DRAFT EIR/EIS SECTION



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

SAN JOSE TO MERCED PROJECT SECTION



DRAFT EIR/EIS PUBLIC REVIEW PERIOD

ENGAGEMENT ACTIVITIES AND RESOURCES



Open House Webinar Attendance

- » May 11: **62** total
- » May 14: **49** total
- » May 18: **37** total

Topics Discussed

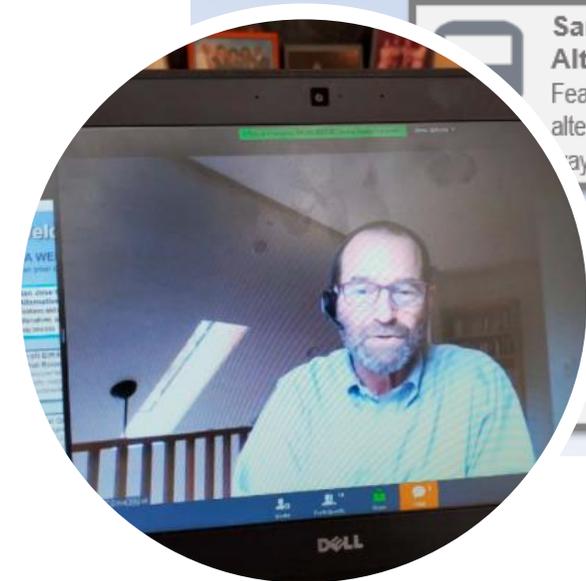
- Navigating the Draft EIR/EIS
- Impacts and mitigation
- Alternatives
- Stations
- Right-of-way and property acquisition
- Design components
- Safety
- Funding, timeline and adjustments due to COVID-19
- Public involvement and participation
- Ridership forecasts

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DRAFT EIR/EIS PUBLIC REVIEW PERIOD

ENGAGEMENT ACTIVITIES AND RESOURCES



[MeetHSRNorCal.org](https://www.meethsrnorcal.org)

1,700+
TOTAL VISITORS

CALIFORNIA High-Speed Rail Authority
Northern California Information & Resources
San Francisco to San Jose Project Section
San Jose to Merced Project Section

Northern California Information & Resources: Online Open House Archive

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San Jose to San Francisco Project Section

San Jose to Merced Project Section

English



DRAFT EIR/EIS PUBLIC REVIEW PERIOD

ENGAGEMENT ACTIVITIES AND RESOURCES



MapHSRNorCal.org/SanJose-Merced/

CALIFORNIA High-Speed Rail Authority

San Jose to Merced
[View San Francisco to San Jose map](#)

Map Instructions

This map is equipped with various tools to make viewing and navigation as easy as possible. These can all be accessed in the title bar in the following order:

1. The information icon next to the logo will close and open this sidebar.
2. The Basemap dropdown will let you choose between four basemaps: Basic, satellite imagery (Google), Google Streets, and USGS Topographic.
3. The Navigation dropdown will let you quickly hop to a different city.
4. The first of the four icons (to the right of the Navigation dropdown) toggles the Address Locator window. Enter an address for quick navigation. **Be sure to include St, Ave, etc. in the address.**
5. The second icon (which looks like a stack of papers) toggles the Project Alternatives window. Here you can toggle between preliminary design footprints 1-4, and turn on property parcels within two miles of the alternatives. Clicking on a footprint feature will tell the component name and clicking on a parcel will tell you the Assessor's Parcel Number (APN).
6. The third icon (which looks like a bullet list) toggles the legend window.
7. The fourth icon (which looks like a camera) will let you capture a formatted screenshot of the map. Be sure to set

Address Locator
1234 Somewhere St, City, CA
Search

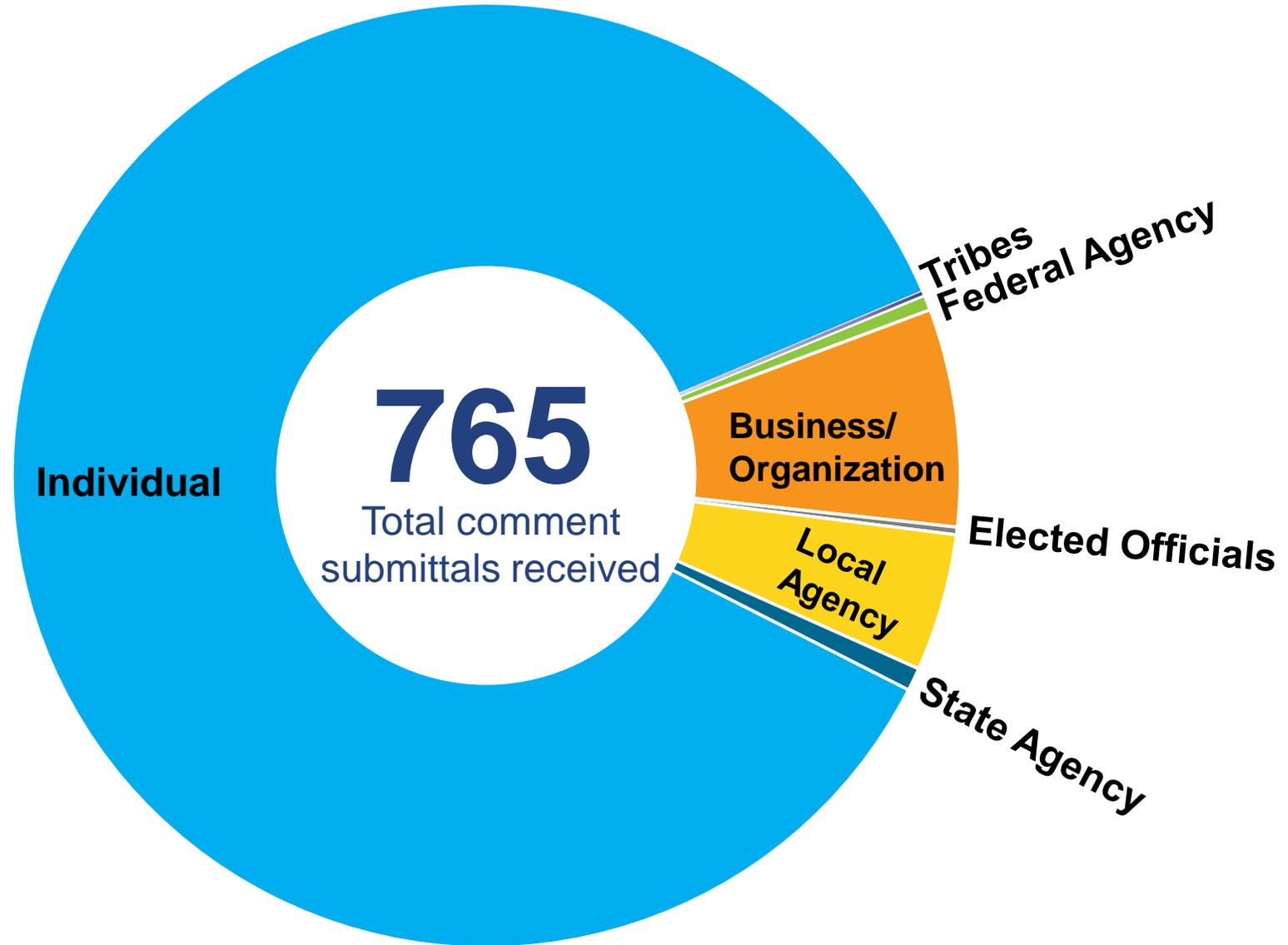
Project Alternatives
 Parcels (within 2 Miles)
Preliminary Design Footprints by Alternative
1 2 3 4

Legend
Alternative 1 Footprint Component
■ HSR Right-of-Way
■ HSR Permanent Easement
■ Rail Right-of-Way
■ Roadway Right-of-Way
■ Other Right-of-Way
■ Potential Non-Viable Remnant Parcel
■ Permanent Access Easement
■ Permanent Utility Easement
■ Temporary Construction Easement



DRAFT EIR/EIS COMMENT SUBMITTALS RECEIVED

AFFILIATION DISTRIBUTION



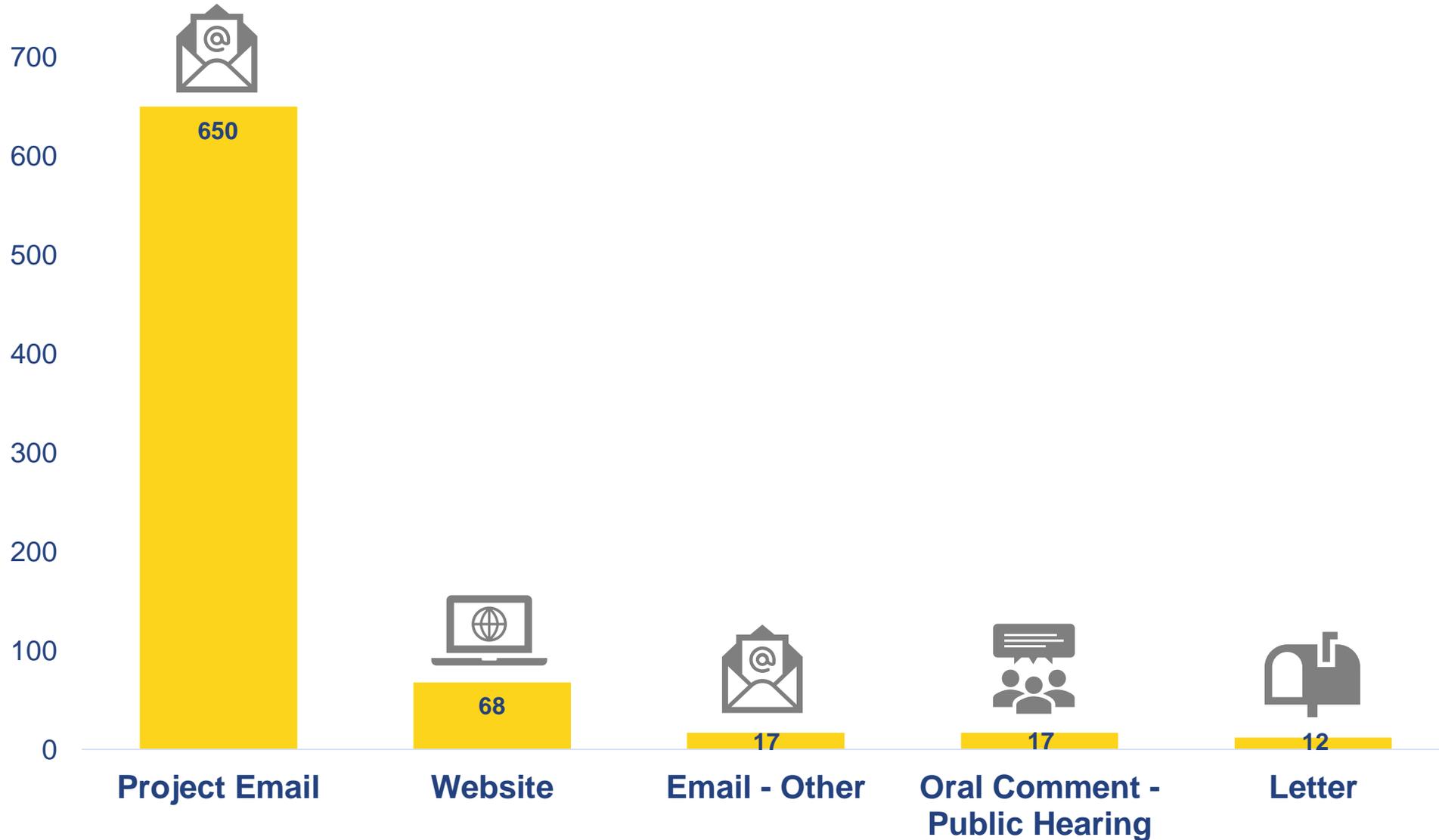
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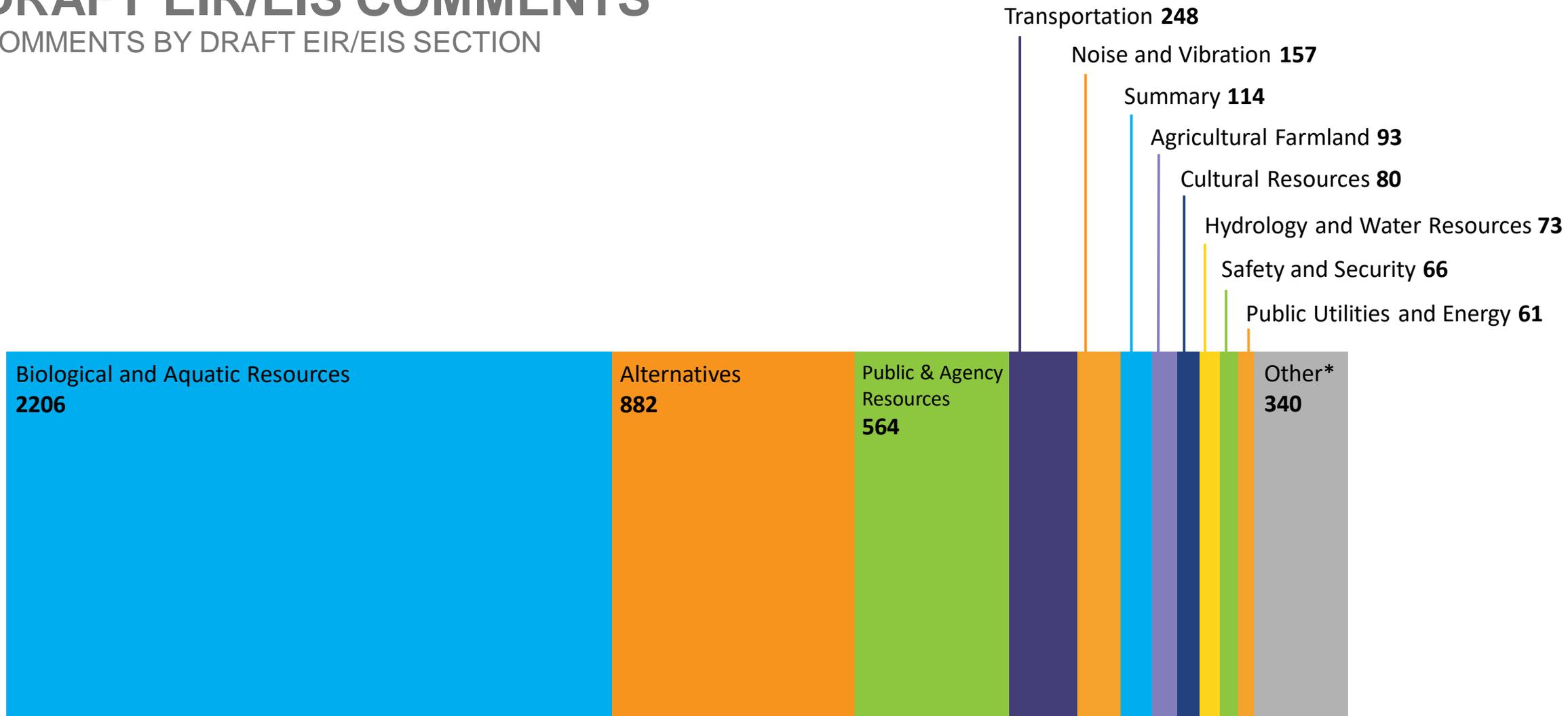
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SUBMITTAL METHODS



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San Jose, CA 95113





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.

COVID-19 Recovery Planning

Service Planning Update

October, 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.



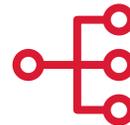
Equity, Connectivity, Recovery, & Growth Framework



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.



Equity, Connectivity, Recovery, & Growth Framework



Near Term Service Planning



Financial Analysis

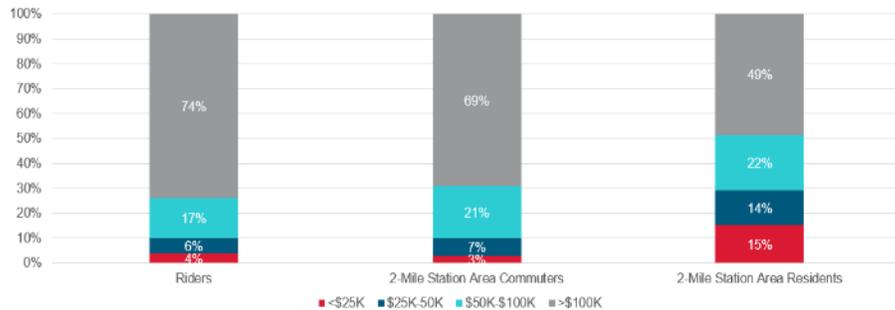


Scenario Planning

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

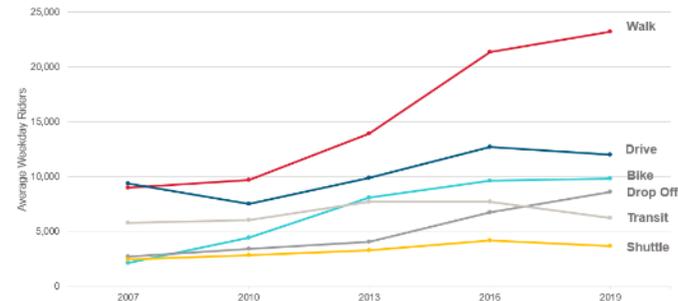
Riders and Residents by Income



Caltrain ridership closely mirrors the income demographics of all corridor commuters

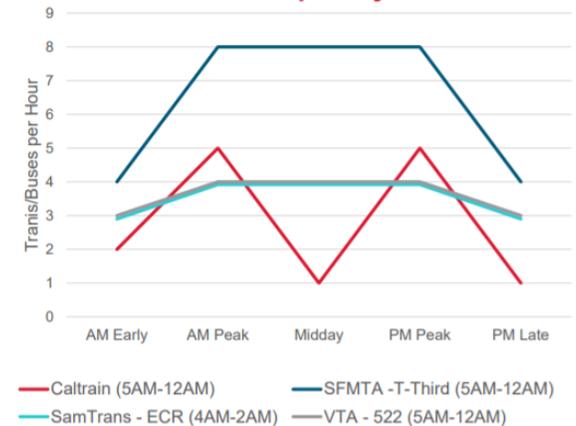
However, Caltrain riders are proportionally higher income and less diverse than the overall population of residents living in the corridor

Mode of Access to Caltrain



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

Frequency



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

Stakeholder Meetings



Jan./Feb. 2020 Business Plan Equity Assessment Interviews	July 7 Project Partner Committee	July 13 Stakeholder Advisory Group	July 15 City/County Staff Coordinating Group	July 22 Work Program – Legislative – Planning Group	August 19 City/County Staff Coordinating Group	August 26 Work Program – Legislative – Planning Group
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Public Meetings



July 9 JPB Board	July 15 Citizen Advisory Committee	July 21 Virtual + YouTube	July 23 Local Policy Makers Group	August 6 JPB Board	August 13 Menlo Park Chamber	August 18 Instagram Live	August 27 Local Policy Makers Group
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Media & Press



July 13 Press Release #1	July 13 Equity Webpages live	July 13 VMS signage at Caltrain station	July 13 San Mateo Daily Journal ads	August 10 Press Release #2	August 10 Social Media push	August 12 Sing Tao Daily ads	August 14 El Observador ads
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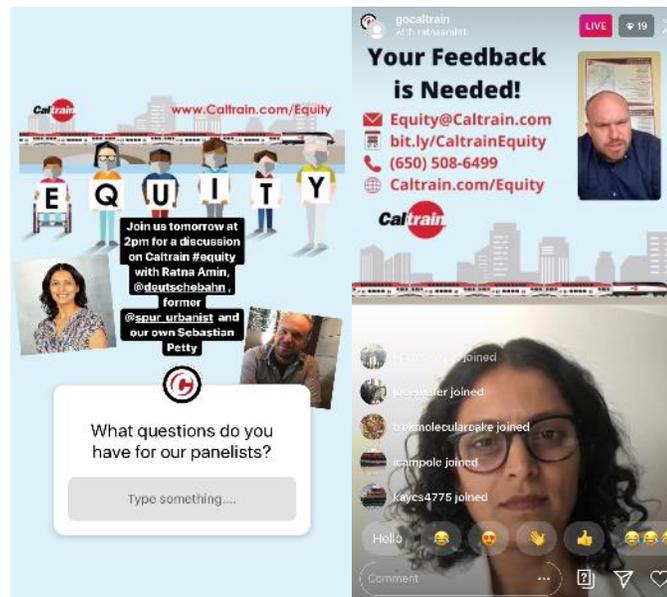
Expanding Outreach Platforms

Virtual Public Meeting



- 45-50 Live attendees
- 390+ Total views
- 3,500 Impressions

Instagram Live



- 25 Live attendees
- 260+ Total views

Public Google Spreadsheet

[Click here to add your feedback!](#)

Comment

Think about having integrated connector bus lines that are part of Caltrain system the transfers add up.

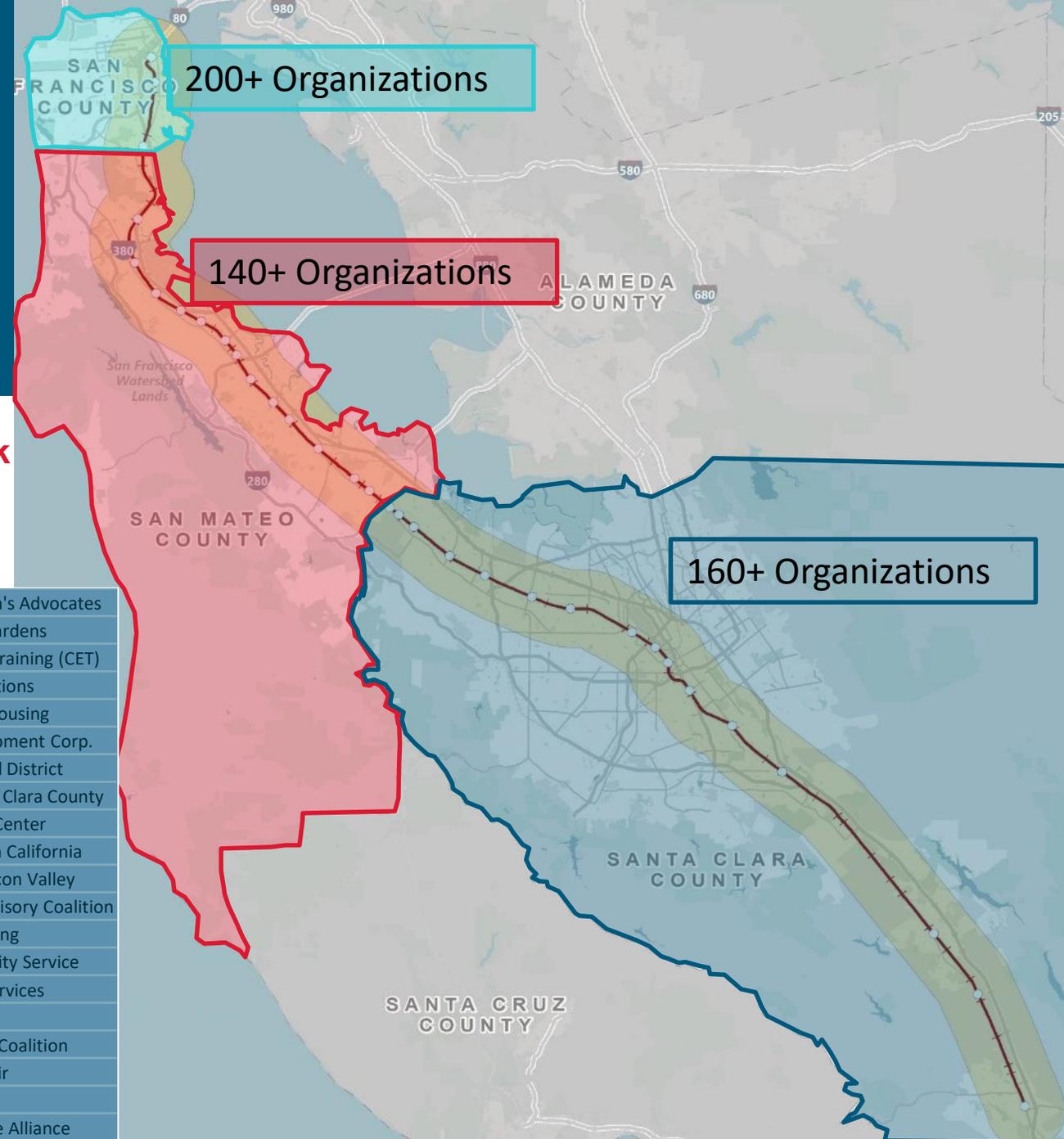
In order to help address systemic inequality, one policy point must be to accelerate (disproportionately affects low-income communities of color), reduce GHG's air in the budget to lower fares for select groups. On this third point, specifically, the costs and allowing for fares to be lowered. The lowering of fares should be targeted. To encourage more use of Caltrain, service during off-peak periods must be supported. People are discouraged from using it with such an irregular schedule which results in. An equity plan must include implementation of high platforms and a level board for small children, those with heavy items and wheelchairs. It will also address Caltrain conductor time to support the dramatically increased frequency, lower dwell times. Improving connectivity to east-west public transportation options on the Peninsula the rail lines.

I think Caltrain needs to offer more discounts to students and low-income riders. a train for everyone and not a train for tech workers to commute to and from San

- 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	Ayundando Latinos A Sonar (ALAS)	Asian Immigrants Women's Advocates
Bayview Hunters Point Foundation	Belle Haven Action	Avenida Espana Gardens
BMAGIC	Chicana Latina Foundation	Center for Employment Training (CET)
Chinatown Community Development Center	Coastside Clinic	Community Solutions
Dogpatch Neighborhood Association	College Track East Palo Alto	First Community Housing
Dolores Street Community Services	Daly City Youth Health Center	Gilroy Economic Development Corp.
Florence Fang Community Garden	East Palo Alto Senior Center	Gilroy Unified School District
GLIDE Foundation	EPA CAN DO	Housing Authority - Santa Clara County
Greenbelt Alliance	Fair Oaks Community Center	India Community Center
Healthright 360	Friends of Caltrain	Jain Center of Northern California
La Casa de las Madres	Gatepath	Latina Coalition of Silicon Valley
Mission Economic Development Agency	Housing Leadership Council	Mayfair Neighborhood Advisory Coalition
North of Market/Tenderloin Community Benefit District	Imagine Menlo	Palo Alto Housing
Potrero Boosters	Menlo SPARK	Sacred Heart Community Service
San Francisco Bicycle Coalition	Mid-Peninsula Housing	San Jose Senior Services
San Francisco Rising	NAACP San Mateo County Chapter	SIREN
SF Coalition on Homelessness	Nuestra Casa	Silicon Valley Bicycle Coalition
SPUR	One East Palo Alto, East Palo Alto	Somos Mayfair
Tenderloin Neighborhood Development Coro	Pacifica Climate Committee	TransForm
TODCO	SAMCEDA	Transportation Justice Alliance
Yerba Buena Community Benefit District	Youth Leadership Institute	Youth Leadership Institute

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



Monthly News & Updates August 2020

Feedback Opportunity for Caltrain Equity Policy

Vietnamese: Caltrain đang lập ra chính sách nâng cao bình đẳng trong hệ thống và các cộng đồng lân cận. Chính sách này sẽ giải quyết nhiều bất bình đẳng trong hệ thống bằng cách thực hiện từng bước để hệ thống Caltrain có ích và dễ dùng cho tất cả mọi người. Chính sách cũng cố gắng cải tiến thêm để kết nối Caltrain với hệ thống chuyên chở trong vùng và chọn các ưu tiên dịch vụ trong và sau dịch bệnh COVID-19. Caltrain đã được phân hồi quỹ bảo và để có thêm nhiều người tham gia, đã gia hạn thời gian nhận ý kiến đến ngày 21 tháng Tám.

New post on Green Caltrain



Caltrain considers unprecedented commitments to equity and connectivity

by alexjn

In the next month, the Caltrain board will be considering an [unprecedented set of equity and connectivity policies](#) intended to increase ridership through increased diversity and better connections.

If the Caltrain board adopts these policies in August, they would be incorporated into the Caltrain business plan, and would therefore guide the spending of the [proposed ballot measure](#), if it moves forward and if it passes.

Caltrain has historically been run in the US tradition of commuter rail, which has [historically been whiter and wealthier than the community it traverses](#), and has been managed as a [single-purpose, standalone service](#) intended to move suburban white collar commuters from their homes in affluent suburbs to jobs in the urban downtown.



Wednesday, August 19, 2020

Advancing Equity at Caltrain



Caltrain is developing an equity policy to help address systemic inequality by taking steps to ensure the commuter rail system is

Sierra Club - Loma Prieta Chapter

August 14 · 🌐

Caltrain is developing a policy to advance equity within the system and neighboring communities. The policy will also improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the pandemic.

Bayview MAGIC
29 mins · 🌐

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



Senator Jim Beall @Jimbealljr · Aug 12
Your input is needed! Provide feedback on **Caltrain's draft Equity and Growth Policy**. Your feedback will shape **Caltrain's** future. buff.ly/3kHT2y7



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Caltrain Draft Equity 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 advances 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 and in order to provide further opportunities for engagement, has extended the comment deadline to August 21st.

This policy is a crucial starting point. There is more work that Caltrain will need to do as it navigates a rapidly changing transportation landscape. Caltrain is asking for your input in crafting the policy. View in

Español

English

漢語

Mike Wasserman

August 18 · 🌐

Caltrain is developing a policy to advance equity within the system and neighboring communities. This policy will take steps to ensure the Caltrain system is accessible and useful to all. Provide feedback on Caltrain's draft Equity and Growth Policy by Aug 21. Your feedback will shape the future of Caltrain! Caltrain.com/equity

Thanks to our Partners continued...



Acterra
@planetacterra

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



BELMONT
CALIFORNIA

City News
City Manager's Weekly Update August 7, 2020
Post Date: 08/07/2020 4:30 PM

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



AUGUST 2020

OFFICE OF COUNCILMEMBER
SERGIO JIMENEZ
SAN JOSE DISTRICT 2

Give your feedback on Caltrain's equity 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 advances 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 and in order to provide further opportunities for engagement, has extended the comment deadline to August 21st.

Send us your feedback

This policy is a crucial starting point. There is more work that



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



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



Caltrain



Michael Salazar
@SalazarSanBruno

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



Charles Stone
@CStoneBmont

Equity matters. @Caltrain is hard at work on equity initiative for our beloved 🇺🇸. We need *your* feedback here: caltain.com/equity
@SupDavePine @cafedujord @pete_ratto
@CaroleSanMateo2 @joe_goethals @alevin
@TransForm_Alert @MTCBATA @warrenslocum
@gisellemarie @kalimama99



Caleb is quarantining at the Quarter...
@IWantAnXcelsior

And yes every commuter rail sucks at equity like this except for maybe Caltrain



Shelly Masur
@skmasur

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



Ron Collins - Mayor, City of San Carlos
August 10 at 11:04 AM

Caltrain is developing a policy to advance equity within the system and neighboring communities. The policy will also improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the pandemic. Caltrain is asking for your input in to 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



SMC Sustainability @SustainSMC

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



SV Bike Coalition
@bikesv

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



Dave Pine @SupDavePine · Aug 10
We need your feedback to help inform our equity efforts for @Caltrain | Submit feedback @ caltain.com/projects/plans/... | @sanmateoco @MarkNagales @SalazarSanBruno @GinaPapan @EmilyBeach650 @CityofSSF @sbcommunity @CityofMillbrae @BurlingameCity @SSFChamber94080 @sanbrunochamber

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

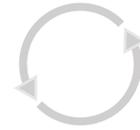
“Emphasize the demographic needs for connecting communities outside major cities (e.g. SF and SJ) to major cities by expanding services that provide an affordable commuter option.” – City of Morgan Hill

“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.



Equity, Connectivity, Recovery, & Growth Framework



Near Term Service Planning



Financial Analysis



Scenario Planning

Multiple Phases of Crisis & Response

Initial Triage

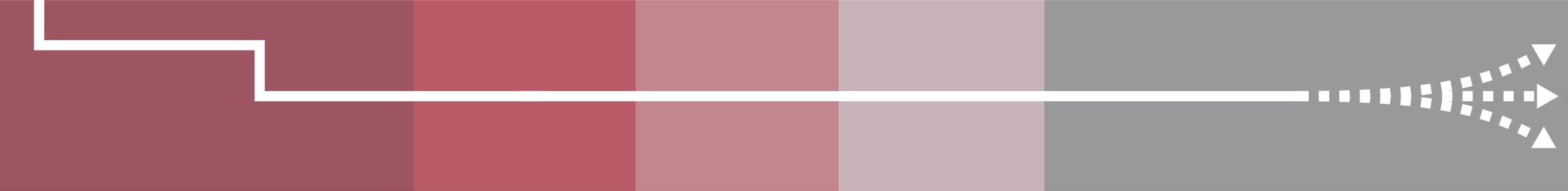
March 2020 – May 2020

Surviving the Pandemic

May 2020 – 2021 (?)

Preparing for the Next Reality

2021 and Beyond



Initial crisis and immediate triage response by Caltrain

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

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

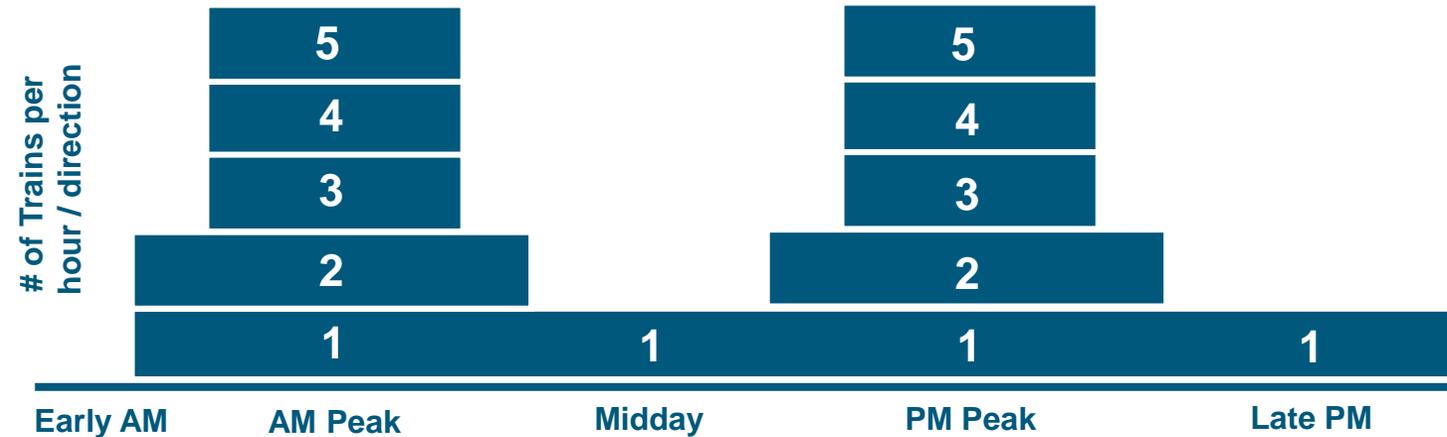
Goals

- 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

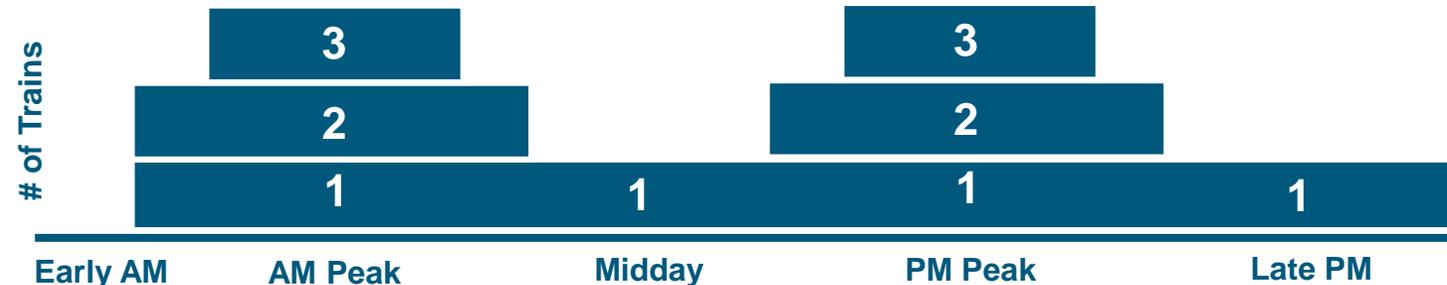


Change in Weekday Service Levels

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?



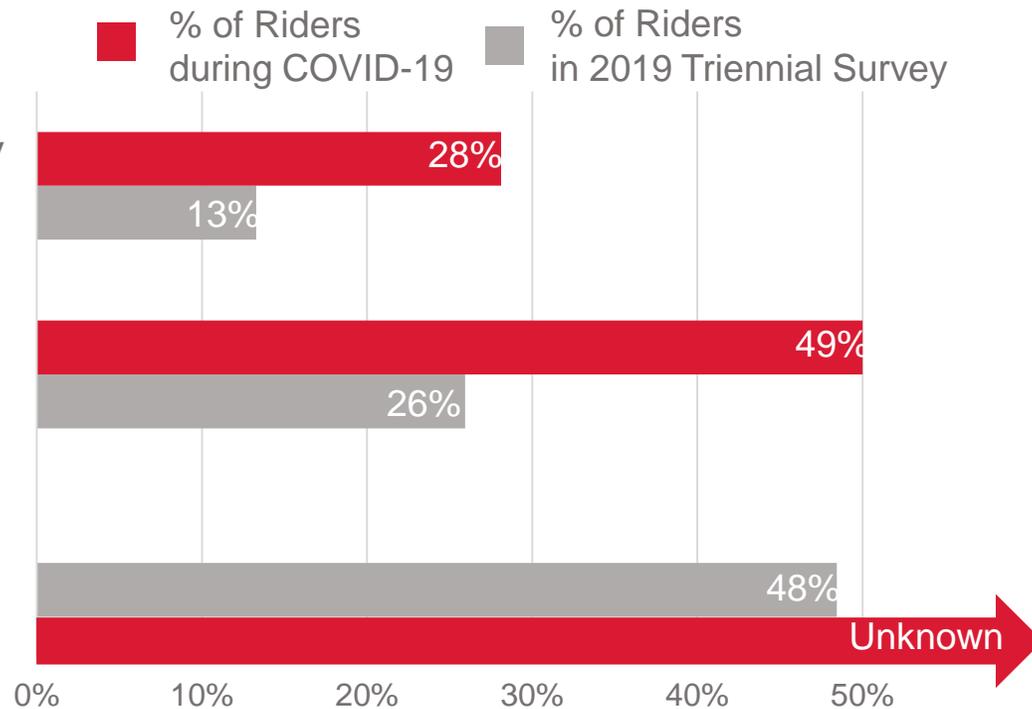
Share of riders that qualify for **low income housing assistance**



Share of riders that live in households earning **less than \$100k** per year



Share of riders that **did not have access to a car**



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.



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:

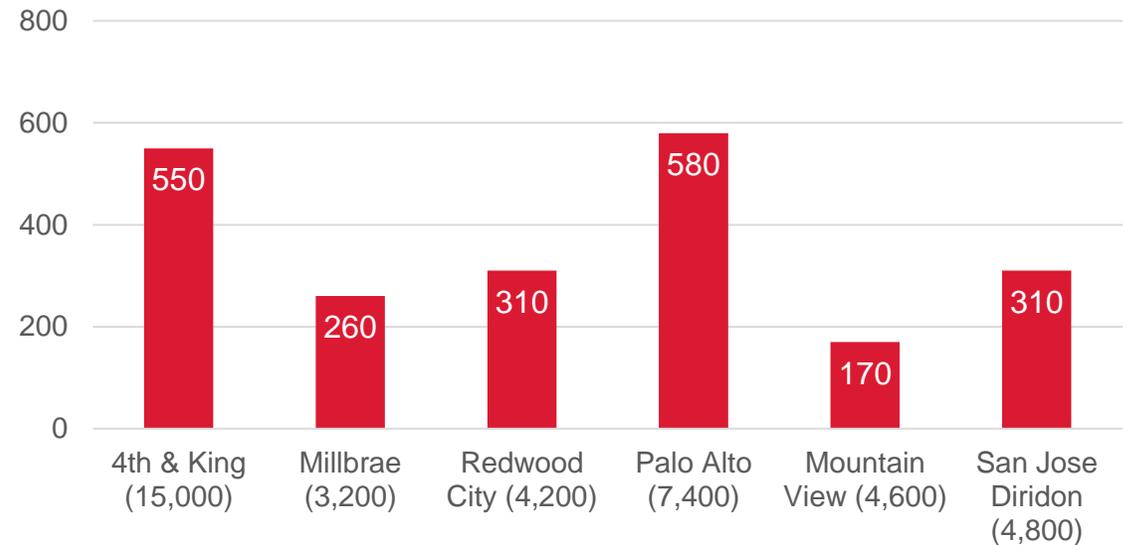
70% of riders commuting to work

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)



Top Ridership Stations
(2019 Ridership for Comparison)

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

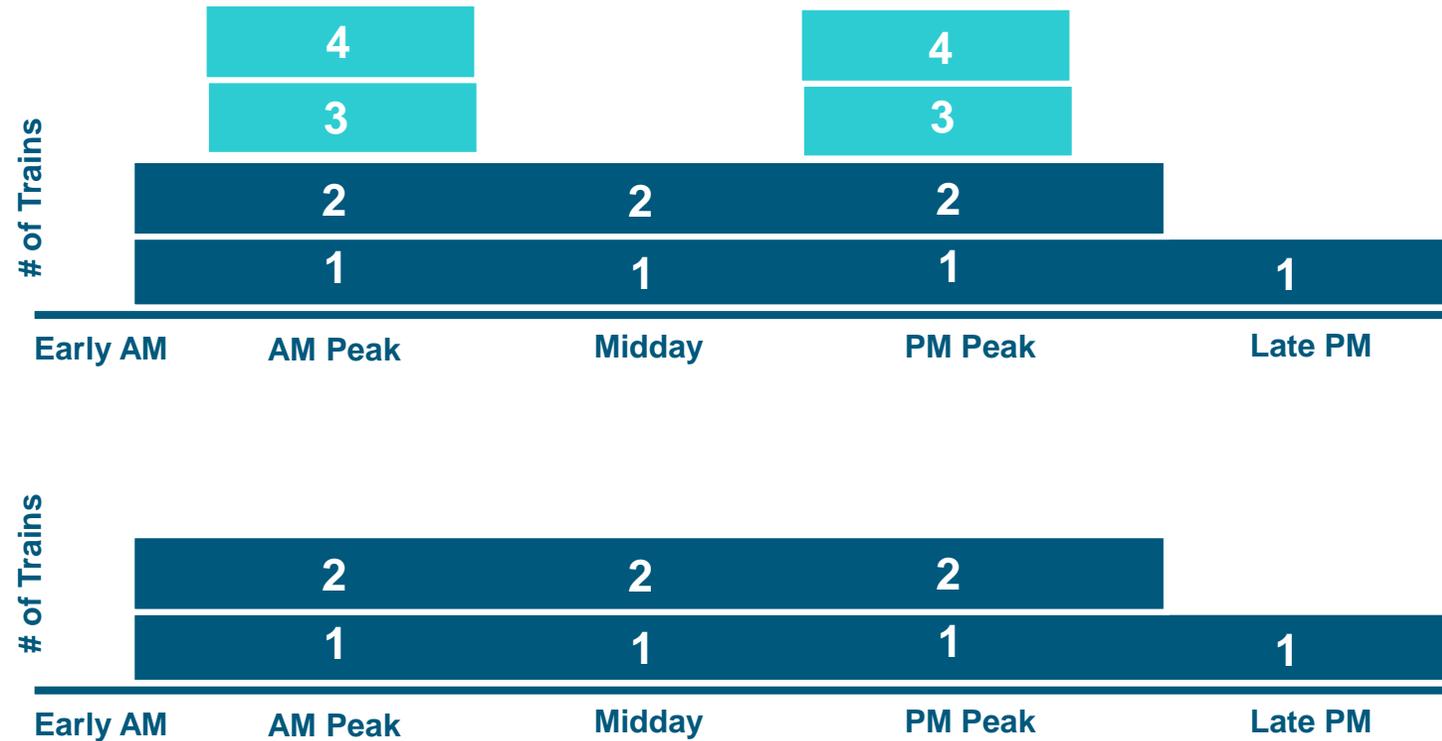


Weekday Service Options

Expanded Plan
~90-92 Trains/Day



Base Plan
~66-70 Trains/Day

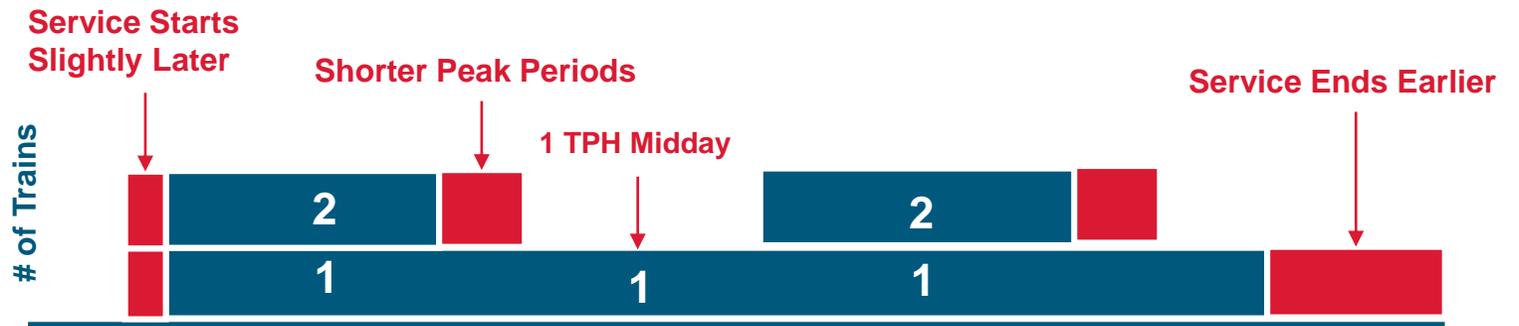
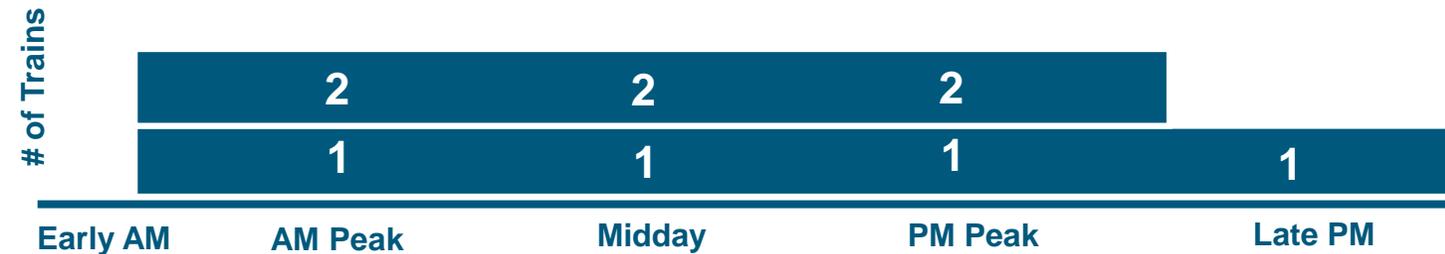


Weekday Service Options

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

FOR MORE INFORMATION

WWW.CALTRAIN2040.ORG

BUSINESSPLAN@CALTRAIN.COM

650-508-6499





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.



Overhead Contact System in Millbrae

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

DETAILED PROGRESS REPORT:

- [August Monthly Progress Report](#) presented to Caltrain Board on October 1, 2020