



## Memorandum

**Date:** September 24, 2020  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** Sebastian Petty, Director of Policy Development  
**Re:** Caltrain Business Plan

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### 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 two related areas;

1. An initial work plan that describes how the specific equity-related policies and actions in the Framework will be advanced. This section of the presentation also addresses how regular reporting to the Board on equity related initiatives will occur going forward and identifies areas of implementation that are contingent on near-term (balance of FY21) budget and funding outcomes.
2. A brief update on ongoing service planning with a focus on a proposed service change in December of this year. Potential service changes are a near-term opportunity to implement significant equity related initiatives.

In the future, as requested by the Board, staff will provide regular updates on equity initiatives under a dedicated item. A more detailed COVID Recovery planning presentation that includes further detail and analysis on potential service changes will also be provided to the Board at the next meeting. The LPMG will receive a longer update on potential service changes at their October 22 meeting.

## **Background**

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars.

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

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



## Memorandum

**Date:** September 24, 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

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## ELECTRIC TRAIN UPDATE – INTERIOR INSTALLATION VIDEO

Get an up close view of the new electric train cab car interior. Watch the video to glimpse finished interiors of the first trainset.



To see more photos and videos of the high-performance electric trains underway, visit [CalMod.org/Gallery](https://CalMod.org/Gallery).

## 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 eight of the ten traction power facilities along the corridor.



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

## PUBLIC MEETINGS:

JPB Board Meeting – October 1 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://CalMod.org/Events).

## DETAILED PROGRESS REPORT:

- [July Monthly Progress Report](#) presented to Caltrain Board on September 3, 2020



# CALIFORNIA High-Speed Rail Authority

## Memorandum

**Date:** September 18, 2020  
**To:** Local Policy Maker Group (LPMG)  
**From:** Boris Lipkin, Northern California Regional Director  
**Re:** California High-Speed Rail Program Update

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### **STATEWIDE UPDATE**

#### **September Board Meeting**

The California High-Speed Rail Authority (Authority) Board of Directors convened virtually on September 9 and 10. Items on the Board agenda included (among others) consideration of approval for the Central Valley Wye Final Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and an oversight hearing on Road 27 construction and repair issues, both of which are summarized below.

#### **Central Valley Wye Final Supplemental Environmental Impact Report/Environmental Impact Statements Approved**

The Board of Directors unanimously approved the Final Supplemental EIR/EIS for the approximately 50-mile project alignment section referred to as the “Central Valley Wye” part of the Merced to Fresno Section. The action provides full environmental clearance for 171 miles of the high-speed rail alignment between Merced and Bakersfield and the selection of the State Route (SR) 152 (North) to Road 11 Wye alignment. The Board’s actions also mark the second certification of an environmental document in less than a year.

The approval of this Supplemental EIR/EIS is an important component of the Authority’s commitment to the federal government to environmentally clear the entire Phase 1 system (San Francisco to Los Angeles and Anaheim) by the end of 2022. As part of that effort, the Authority anticipates bringing four more project sections (including the two in Northern California) for approval in 2021 and the final two project sections in 2022.

Since the Board’s action, the Authority has issued the Supplemental Record of Decision consistent with NEPA requirements and the filed a CEQA Notice of Determination.

#### **Road 27 Construction and Repair Oversight Hearing**

Madera County Road 27 is being constructed to travel over the Authority’s guideway and BNSF railway tracks and is one of two roads providing access to emergency and other commercial services for hundreds of people in the adjacent community.

Last year, issues in construction were discovered associated with precast girders post-tension strands. In April 2019, the Design-Build contractor installed and tensioned post-tensioning strands, a key structural support element for girders, at Road 27. In fall 2019, the contractor notified the Authority of two post-tension strand failures in two girders. In both instances: 1) work was halted; 2) the bridge was structurally shored ensuring safety; and 3) the Authority directed a temporary tendon replacement workplan. Upon Authority approval of each plan, the

failed strands were temporarily replaced and quality nonconformances initiated root-cause analysis and corrective action. Analyses concluded that failure was due to moisture presence in the ducts and prolonged delayed grouting post tendon stressing.

The Authority is committed to ensuring that the bridge is completed safely and is holding the contractor accountable for the issues with their construction work. At its September meeting, the Board of Directors held an oversight hearing with the project team and contractor to ensure that the bridge was completed to its designated standards and that lessons learned were applied across the Authority's construction work.

## **NORTHERN CALIFORNIA UPDATE**

### **San Francisco to San Jose Draft Environmental Impact Report/Environmental Impact Statement Comment Period Closed**

The comment period for the San Francisco to San Jose Project Section Draft EIR/EIS closed on September 9. Over 150 individuals, organizations, and jurisdictions submitted comments to the Authority on the Draft EIR/EIS. These comments are under consideration by the environmental review team and will be responded to in the Final EIR/EIS.

## **RECENT AND UPCOMING OUTREACH ACTIVITIES**

- September 2: County of Santa Clara CalWORKs Advisory Council Presentation
- September 17: Construction Management Association of America Northern California Chapter Presentation
- September 24: Santa Clara Unified School District Board Presentation