



Local Policy Maker Group (LPMG) Meeting

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Gov. Code section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/94954726853?pwd=TKR1WFg2SEorZVh5U2xLWnhHSUNNdz09> for audio/visual capability or by calling 1-669-900-6833, Webinar ID: # 9495 4726 853 Passcode: 061243 for audio only.

Public Comments: The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Members of the public are encouraged to provide public comments in the following ways:

- **Email:** Comments may be submitted by emailing video@caltrain.com before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial *9 to request to speak. Each commenter will be notified when they are unmuted to speak.

Thursday, October 27, 2022

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update and Memo)
4. Caltrain Corridor Crossing Strategy (Presentation)
5. High-Speed Rail (Oral Update and Memo)
6. Public Comments on items not on the agenda
7. LPMG Member Comments/Requests
8. Next Meeting
 - a. Thursday, November 17, 2022 at 5:30pm
9. Adjourn

All items on this agenda are subject to action

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes for September 22, 2022**

Summary Notes

The purpose of these notes is to capture key discussion items and actions identified for subsequent meetings.

1. Call to Order

Chair Jeff Gee called the meeting to order at 5:32 p.m.

2. Roll Call

City / County	Representative or Alternate	Present
Atherton	R. Polito	x
Belmont	T. McCune	x
Brisbane	T. O'Connell	x
Burlingame	E. Beach	x
Gilroy	R. Armendariz	
Menlo Park	J. Wolosin	x
Millbrae	G. Papan	x
Mountain View	M. Abe-Koga	
Morgan Hill	R. Constantine	x
Palo Alto	P. Burt, L. Kou	x
Redwood City	M. Smith	
San Bruno	M. Salazar	x
San Carlos	R. Collins	x
San Francisco	A. Sweet	
San Jose	S. Jimenez	
San Mateo	A. Lee	x
Santa Clara	R. Chahal	
South San Francisco	E. Flores	x
Sunnyvale	R. Melton	
San Francisco BOS	TBD	
San Mateo BOS	TBD	
Santa Clara BOS	TBD	
Chair	Jeff Gee	x
Vice Chair	Michael Salazar	x

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

CALTRAIN STAFF: Casey Fromson, Devon Ryan, Shirley Wong

CHSRA STAFF: Morgan Galli, Stephen Tu

SYASL STAFF: Matt Robinson

3. Caltrain Staff Report

Casey Fromson, Chief Communications Officer, stated a federal advocate would be brought in.

Matt Robinson, State Lobbyist, stated that the legislature adjourned and the governor has until 9/30 to act on the legislature. He provided updates on Senate Bill (SB) 942, SB 917 and Assembly Bill (AB) 1919. Mr. Robinson stated the grade separation fund did not reach \$500M and is \$350M, and the State Legislature will try to get funding out the door.

LPMG members' and alternate members' key comments and clarifications with staff included the following:

- A member asked how the grade separation money would be distributed and spent; Matt Robinson explained that the money would go to CA State Transportation Agency and then be roll it out through the transit city agency capital program, with more certainty when guidelines come out.
- A member asked if State funds would pay for the study Caltrain wanted; staff stated that guidelines will allow 30 days for comments and statutes when they are released, and Caltrain works a lot with cities.
- A member asked if this was only for shovel ready projects, and how many projects are shovel ready. Staff responded that this is not a one-time dollar amount, but there is money there now that was not there previously, and the guidelines will indicate whether it is primarily on the capital side.
- Chair Gee said as electrification becomes more real, doors would open for more funding for grade separation. Member Beach stated that shovel readiness for San Mateo County (Broadway, then South San Francisco, Menlo Park, Whipple,) and for Santa Clara County, it would be Mountain View.
- Member Papan said they are encouraging mega projects.

a. Caltrain Legislative Update

Public Comments:

- Adrian Brandt encouraged all cities to bundle the parking in the rent of the housing development to drive trends, and stated that grade separations benefit motor vehicles the most with reduced delays.

4. Caltrain Electrification Update

Casey Fromson, Chief Communications Officer, announced September Transit and Safety Month and provided an update on the following:

- Infrastructure (foundations, poles, wire, traction power facilities, signal work & revenue)
- Service Date of September 2024
- Electric trains (static testing begins, clearance test, dynamic testing Fall 2022)
- Energization schedule (San Jose and Santa Clara) – connecting with PG&E with late 2022 electric train testing in segment 4
- Safety Campaign Outreach

LPMG members' and alternate members' key comments and clarifications with staff included the following:

- A member asked about a fire created by testing recently; staff clarified that there were no fires related to the project, though there was a brush fire a few weeks ago and staff can look into it.
- A member asked about the new train set sighted in San Carlos after a baseball game; staff clarified that this was for clearance testing and the new electric cars can run at 110mph incredibly smoothly.
- A member commented on current extension of car life until EMUs come around.
- A member asked about train plans for south county when we go fully electric; staff replied that 75% of the fleet would be replaced starting with the oldest trains and they were looking at zero emissions and hybrid trains options.

Public Comments:

Adrian Brandt said the brush fire was due to sparks with dragging equipment not electrification and the smooth rides are experienced in Europe. He said California State Transportation Agency (CalSTA) and Caltrans ordered similar cars for inner city California including four hydrogen cars.

5. Caltrain Corridor Wide Grade Separation Strategy Introduction

Casey Fromson, Chief Communications Officer, said this would be a complementary policy and strategy for the whole corridor. She introduced Jill Gibson and Sam Zimbabwe who are leading the study.

Jill Gibson, Transportation Planner, Kimley Horn, provided a presentation that included the following:

- Strategy Inception (currently 43 at grade crossings on the Caltrain corridor) – this will be a multi-year effort and Caltrain will be the convener of the study rather than sole owner.
- The Strategy is a programmatic approach looking at the organization, project, funding, and implementation of grade separations (this is a stakeholder engaged process).
- Why develop a corridor wide strategy? Because there is currently no single vision of how to complete grade separations in line with stakeholder ambitions.
- Key challenges and opportunities: share strategies, sizable number of interested stakeholders, complex issues this strategy touches, looking to execute incremental approach and cultivate trust.
- 2 year project approach (year 1: initial goals discovery, year 2: strategy development).
- Looking ahead: will come back next month to get feedback and describe to December JPB meeting to introduce the project.

Chair Jeff Gee handed the meeting over to Vice Chair Michael Salazar due to time limits.

LPMG members' and alternate members' key comments and clarifications with staff included the following:

- A member commented on targeting grade separations themselves and asked if the total price tag of \$11B is still accurate and where would funding come from; staff replied that cost and funding will be discussed first year and update that estimated cost and compile existing funding sources to work with everyone to strategize for future funding regional/state/federal level.
- A member asked which cities are being consulted as they would like to reduce wait time and greenhouse gases.

- A member asked if this study incorporates other rail safety improvements (quad gates, crossings) or strictly focus on grade separations; staff responded that this could be part of the overall approach.
- A member said that this shared study is critically important.

Public Comments:

Adrian Brandt said they should increase grade separation standards to 2 percent.

Adina Levin thanked Jill Gibson for clarifying that technical standards would be part of year 1 of the project as there are places to lower cost and increase flexibility.

6. Informational memos on Caltrain and High-Speed Rail

Included in the packet

LPMG members' and alternate members' key comments and clarifications with staff included the following:

- A member noted that Caltrain has not voted on the high-speed rail (HSR) environmental impact report (EIR) yet though it was implied at other meetings.
- A member spoke about adding HSR update to future agenda.
- A member said there was a quiet zone study in Menlo Park and asked if there would be a quiet zone coming sooner rather than later; staff responded that this would be led by local jurisdictions to provide safety improvements and funding needs to be identified in the Central Valley before other sections northern/southern California can be identified and secured. They will continue to update this group especially with pursuing funding at the federal level.
- A member asked if Menlo Park is on a faster schedule than forecasted, can there be reimbursement; staff responded that the authority board has good intent to communities along the corridor and they don't know at this point.

Stephen Tu, California High-Speed Rail Authority (CHSRA), offered a tour for LPMG members and spoke about public engagement efforts and released draft Environmental Impact Statement/Environmental Impact Report (EIR/EIS).

Public Comments:

- Adrian Brandt commented on San Jose EIR approval, the authority not funding any additional grade separations, quad gates approval, exploring train horn quiet zones, financial barriers to quad gates and finding funding.

7. Public Comments on Items Not on the Agenda

Adrian Brandt said grade crossings were previously incompatible with electrification grade crossings, and not currently using the opportunity to have wireless optimization accommodate 110 mph train speeds.

8. LPMG Member Comments/Requests

Member Wolosin provided an update on Menlo Park wider bike buffer lanes and progress for city wide bike pedestrian infrastructure.

9. Next Meeting

Thursday, October 27, 2022 at 5:30pm

10. Adjournment

The meeting was adjourned at 6:55p.m.



Memorandum

Date: October 24, 2022
To: CalMod Local Policy Maker Group (LPMG)
From: Devon Ryan, Government and Community Affairs Officer
Re: Caltrain Electrification Project E-Update



First Electric Train Celebration

Caltrain representatives were joined by federal, state, regional, local officials and community leaders on Saturday, September 24, to celebrate the first electric trains. These state-of-the-art vehicles will transform service from San Francisco to Silicon Valley with faster, greener, more frequent and flexible service, and allow corridor communities to breathe cleaner air. The excitement at the event was palpable, as attendees had their first chance to see and tour these high-performance trains. Caltrain plans on holding additional opportunities for the public to get on board the new trains in 2023.

Learn more about this [event and major milestone](#).



Caltrain Hosts Representatives from National League of Cities

Caltrain played host to local leaders from across the country on September 22, welcoming representatives from the National League of Cities. Guests were greeted by Caltrain Board Member Shamann Walton and Caltrain Chief Communications Officer Casey Fromson, and rode Caltrain from Palo Alto to San Jose Diridon Station. Guests learned about Caltrain’s transformative Electrification Project, a collaborative effort between all levels of government. Additionally, Caltrain Board Member Dev Davis participated in a panel discussion on the transit-oriented development project being planned for the San Jose Diridon Station area along with representatives from SJDOT and Google. Caltrain deeply values our relationship with city leaders and we are excited to highlight the many great projects happening in the Bay Area region.

Visit the [NLC website](#) for more information.



Federal Transit Administration Visit

On September 19, Caltrain hosted Federal Transit Administration (FTA) Region 9 Regional Administrator Ray Tellis and other staff from FTA for a tour of our Centralized Equipment Maintenance & Operations Facility (CEMOF), which included a viewing of the new electric trains and a trip to the traction power substation, a critical piece of the Electrification Project. The project has received a significant amount of investment from the federal government and we are extremely grateful to our FTA partners for all of their

support and guidance as we work towards electric train service in 2024.

Caltrain Electrification Funding

The State Budget included a minimum set-aside of \$900 million up to \$1.2 billion through the Transit and Intercity Rail Capital Program (TIRCP) for existing capital projects like Caltrain's Electrification Project that have already received TIRCP funds and are seeking additional funding to maintain or leverage federal and local funds. The guidelines for the program have been released and comments are due November 7. Awards for existing projects will likely be determined in late January 2023. Details for existing projects can be found in Addendum 1 of the guidelines.

View the [guidelines here](#).

Grade Crossing Funding Opportunity

The TIRCP guidelines also include a separate amount of funding set aside for grade separations in the amount of \$350 million. For projects outside of Southern California, \$70 million to \$210 million is available for high priority grade crossing improvement and separation projects. Applications will be due February 10, 2023, and award announcement is anticipated April 24, 2023. Local governments and other entities are eligible to apply. Details for grade separation projects can be found in Addendum 3 of the guidelines.

View the [guidelines here](#).

PUBLIC MEETINGS:

JPB WPLP Committee Meeting – November 16 at 3:00 p.m. – Please note, this will be remote only
JPB Board Meeting – November 3 at 9:00 a.m.

For more details, and a full list of upcoming meetings, please visit [Caltrain.com/Meetings](https://caltrain.com/Meetings).

PROGRESS REPORT:

The presentation on Caltrain Electrification progress presented at Caltrain's October 6, 2022 Board Meeting is [available here](#).



Corridor Crossings

STRATEGY



CSCG / LPMG Presentation

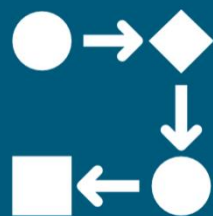
10.19.2022 / 10.27.2022





What is the Corridor Crossing Strategy (CCS)?

- Corridor-wide strategy and programmatic approach for:
 - ✓ Organization
 - ✓ Project development
 - ✓ Funding
 - ✓ Implementation of grade separations and closures
- A stakeholder engaged process that seeks consensus on a shared vision and approach for grade separations informed by the complexity of challenges.
- Includes Project Delivery Opportunities and Program Strategy
- **Existing grade separation projects will continue in parallel**





Strategy Inception and History

- **Strategy identified as part of Caltrain Business Plan**
 - ✓ Multi-year effort
 - ✓ Caltrain as the “convener” rather than sole owner
- **Grade separations have been constructed and reconstructed at various point in corridor 150 history**
- **Current At Grade Crossings**
 - ✓ 43 crossings (2 pedestrian) on Caltrain corridor
 - ✓ 28 crossings on UPRR corridor
- **Planning for, funding, and constructing grade separations has been a decades-long challenge**
- **Currently implemented on project-by project basis and funding is largely first come, first serve**

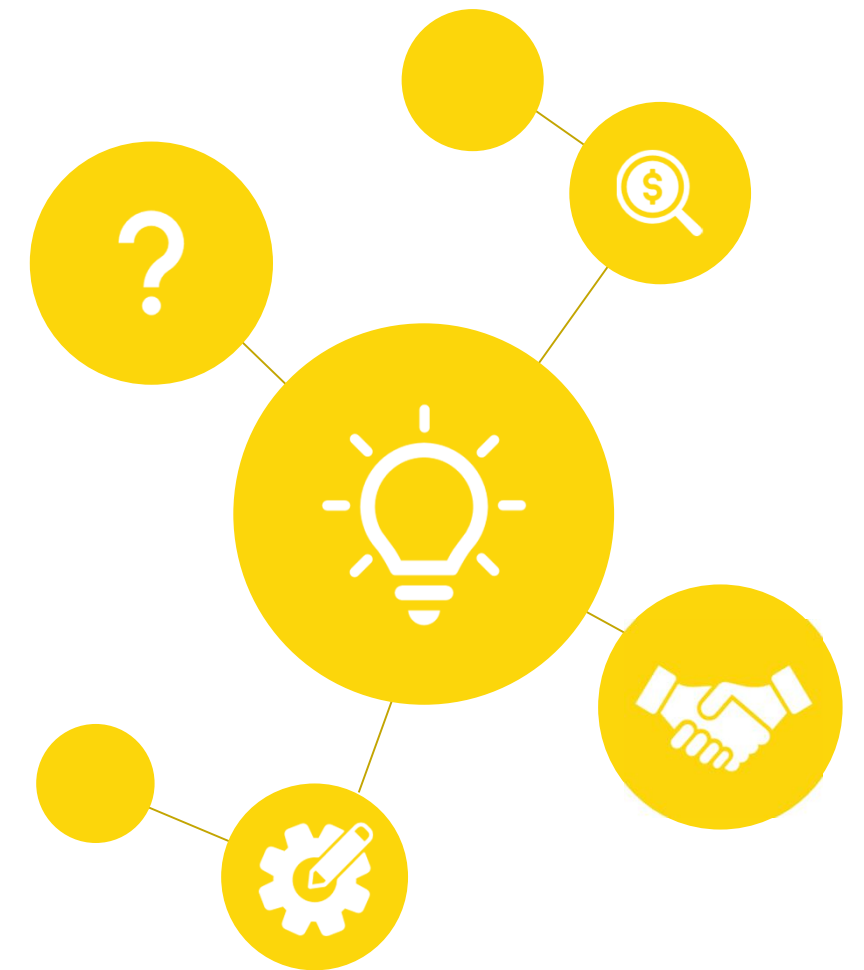


Why develop a crossings strategy?

NO ONE VISION of:

- How to complete grade separations in line with stakeholder ambitions
- How grade separations fit into the future of the Caltrain corridor

The strategy will gather the ambitions of stakeholders to clarify and define a vision into balance with the complex web of organizational, technical, and funding challenges that must be addressed if the vision is to be realized.





AGENDA

- **Initial** Feedback and Discovery
- **Draft** Strategy Approach

PURPOSE:

Obtain comments on initial feedback, discovery, and draft approach

Initial *Feedback and Discovery*



Corridor Crossings

- **At-Grade Crossings:** interactions between trains, drivers, and pedestrians, and bicyclists
- **Safety:** 21 crossings had one or more fatalities (2009 - 2018)
- **Usage:** Crosses 14 major roadways (>10,000 vehicles per day)
- **Delay:** Average current gate down time is 11 minutes per hour and will increase with increased service
- **Service:** Increasing train frequency will result in increased gate down times
- **Project Development:** Currently 23 grade separation projects underway, in various stages of development, competing on a first-come, first-serve basis for limited funds



Initial Feedback and Discovery

August – October

November



Baseline
Conditions



Caltrain
Interviews



Initial External
Stakeholder
Interviews

*Conducted with each
city along corridor*

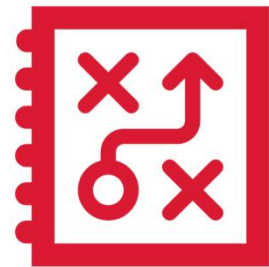


Initial CCS Goals,
Approach, Timeline,
Engagement Process

Initial Questions

- What works well about your work on grade separations?
- What do you see as the biggest challenges in project development?
- How would you describe the current project and corridor-wide approach?
- How would you describe your ideal corridor-wide approach?
- Does your jurisdiction have a stated goal to eliminate all grade crossings? If not, is there another articulated vision?
- What works well about your partnership overall with Caltrain and other agencies?
- How could these partnership relationships be improved?
- Is there anything important that we should know?

Initial Common Themes



**Current
Approach**



**Caltrain
Partnership**



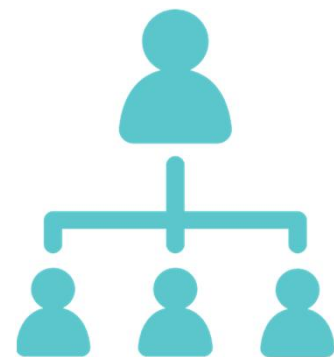
**Developing
the Vision**



**Project
Prioritization**



Project Schedules



Leadership



Funding

Questions and Comments

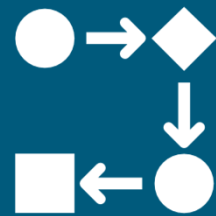


- ❓ Do the initial common themes align with your current experience?
- ❓ Are we missing any initial common themes?

Draft *Strategy Approach*



Concurrent Paths



Project Delivery Opportunities

Communicate roles, responsibilities, processes, and standards for individual projects.

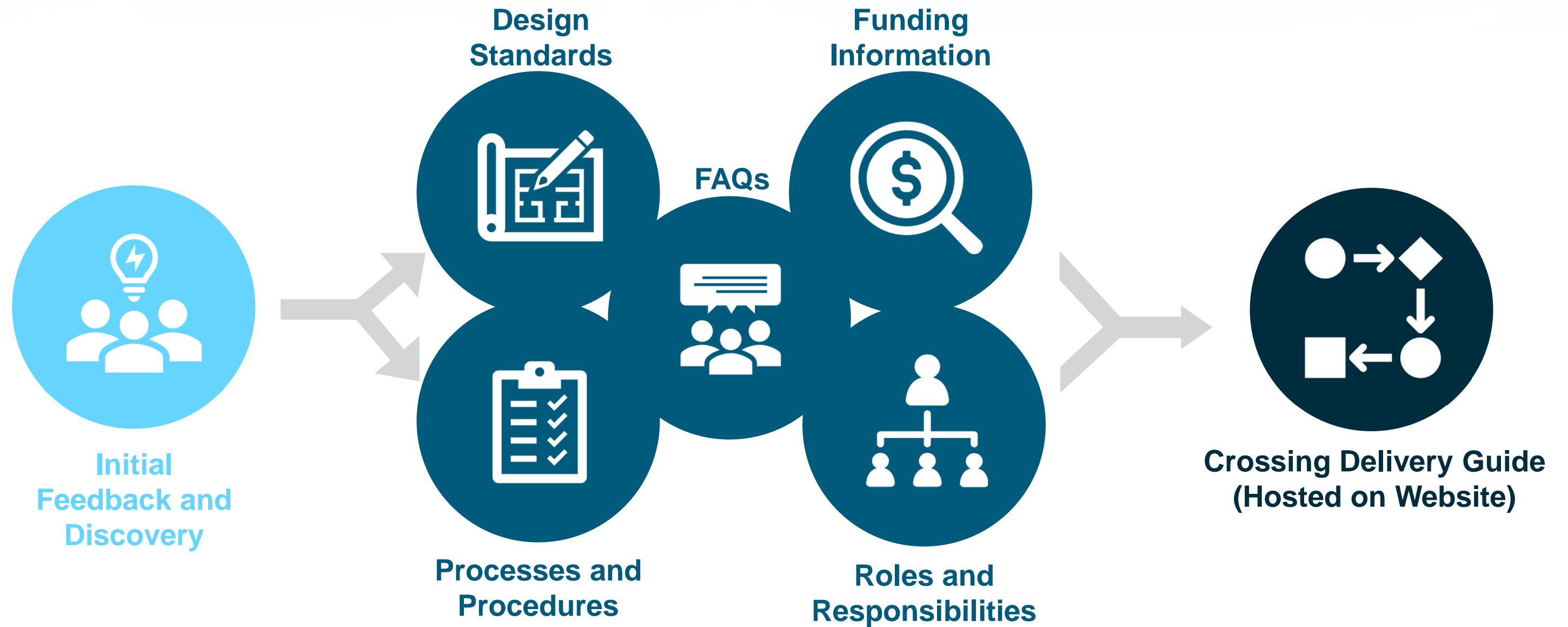


Program Strategy Development

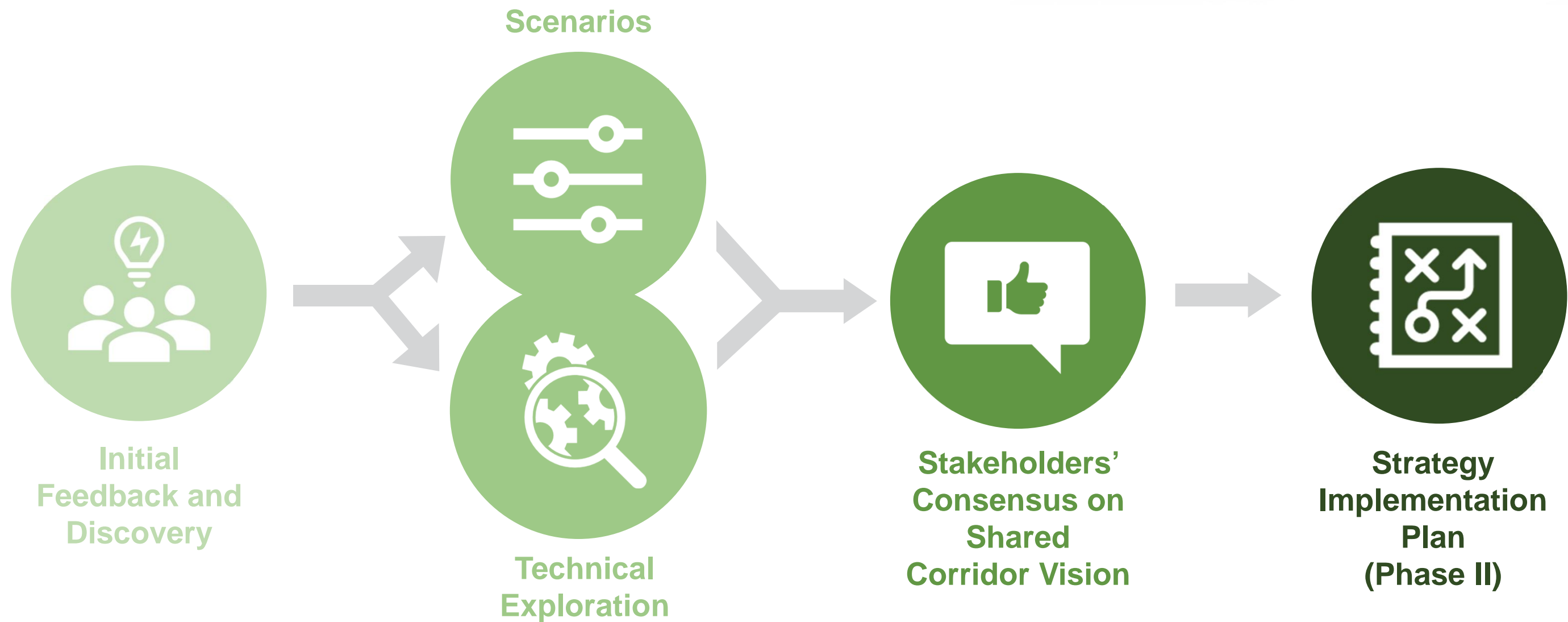
Develop a shared, corridor vision with an incremental and implementable approach for regional benefits resulting in broader funding opportunities.

Balance vision with implementable action plan

Project Delivery Approach



Program Strategy Approach



Draft Technical Exploration Topics



Draft Engagement and Communication Approach

- **Purpose:** Encourage active participation and project liaisons for consensus on an informed corridor strategy and vision
- **Caltrain Engagement**
 - Monthly staff and technical meetings
 - Quarterly updates to JPB Board
- **External Stakeholder Engagement**
 - Designated stakeholder groups with monthly or quarterly meetings
- **Communication**
 - Website and social media announcements coming



Draft External Stakeholder Approach

Group	Abv.	Forum
Local Policy Maker Group	LPMG	Existing meeting including general public
City/County Staff Coordinating Group	CSCG	Existing corridor agency meeting
General Manager Group	GMG	Existing regional agency meeting
Stakeholder Advisory Team	SAT	New project group/meeting
General Public Communication	GP	Public Meeting, Project Website and Social Media Announcements

Questions and Comments



- ? Feedback on the approach:
 - Project Delivery Opportunities
 - Program Strategy
- ? Are we missing any approach pieces?

Look Ahead





CALIFORNIA High-Speed Rail Authority

Memorandum

Date: October 27, 2022
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Station Design Contract Awarded for Central Valley

This month, the Authority Board of Directors unanimously awarded the design and support services contract for the Merced, Fresno, Kings/Tulare and Bakersfield stations that will serve high-speed rail passengers along the initial 171-mile operating segment.



For more information, please see the [Press Release](#).

2022 Sustainability Report

California is leading the way on the innovative advancement of clean, sustainable transportation! The Authority's annual Sustainability Report details how this first-in-the-nation system contributes to the state's ambitious climate goals. The [2022 Sustainability Report](#) provides information on the progress the Authority is making in fulfilling sustainability commitments.

Key milestones highlighted in this year's report include:

- Restoring more than 2,972 acres of habitat and protecting more than 3,190 acres of agricultural land;
- Planting more than 7,100 trees;
- Avoiding or sequestering 420,245 metric tons of carbon dioxide – the equivalent of removing one natural gas-fired power plant from the grid for a year;
- Increasing small business participation to over 700 entities;
- Generating between \$12.7 and 13.7 billion in total economic activity in the state, with 56% investment in disadvantaged communities.

Please see the [report's webpage](#) for more resources including videos from partner agencies including [CalSTA Secretary Toks Omishakin](#), [factsheets](#), and [previous reports](#).

For more information, please see the [Press Release](#).

RECENT AND UPCOMING OUTREACH ACTIVITIES

- College of San Mateo Farmers Market - October 15, 2022
- Gilroy Farmers Market – October 29, 2022