



Local Policy Maker Group (LPMG) Meeting

Meetings of the LPMG are conducted via teleconference only (no physical location).

Directors, staff and the public may participate remotely via Zoom at

<https://us06web.zoom.us/j/85925215034?pwd=L3pxeEVITTFrVjVIYW5s3OW5wekw2dz09>

for audio/visual capability or by calling 1-669-219-2599, Webinar ID: # 859 2521 5034 Passcode: 973354 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, February 23, 2023

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update and Memos)
4. Caltrain Corridor Crossing Strategy (Presentation)
5. High-Speed Rail Staff Report (Oral Update and Memo)
6. Public Comments on items not on the agenda
7. LPMG Member Comments/Requests
8. Next Meeting
 - a. Thursday, March 23, 2023 at 5:30pm
9. Adjourn

All items on this agenda are subject to action

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes January 26, 2023**

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	S. Miles Holland	x
Belmont	T. McCune / D. Hurt	
Brisbane	T. O'Connell / C. Lentz	
Burlingame	E. Beach	x
Gilroy	M. Blankley/ Z. Hilton	x
Menlo Park	J. Wolosin / B. Nash	x
Millbrae	G. Papan	x
Mountain View	M. Abe-Koga / A. Hicks	
Morgan Hill	R. Constantine / Y. Martinez Beltran	
Palo Alto	E. Lauing	x
Redwood City	E. Martinez Saballos / D. Howard	
San Bruno	M. Salazar	x
San Carlos	R. Collins / P. Venkatesh	x
San Francisco	A. Sweet	
San Jose	S. Jimenez / D. Davis	
San Mateo	TBD	
Santa Clara	A. Becker / R. Chahal	
South San Francisco	E. Flores	x
Sunnyvale	R. Melton / A. Cisneros	
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: Michelle Bouchard, Casey Fromson, Devon Ryan, Dahlia Chazan, Sam Sargent, Brent Tietjen, Margaret Tseng, Katie Scribner

HSR Staff: Stephen Tu, Rebecca Tabor, Morgan Galli

3. Caltrain Staff Report

Casey Fromson, Chief Communications Officer, talked about how there will be lots of important topics to come to this group and said staff will do their best to remind members to attend. She also talked about the Martin Luther King Jr. train which is a great community event where Caltrain runs a free train. It has a lot of community participants demonstrating support for various efforts and ends in San Francisco to be a part of the MLK March. She mentioned that Caltrain has applied for a federal FTA Rail Vehicle Replacement grant to replace three additional diesel trains on the system with electric trains. The hope is to use this additional funding to continue to work towards the goal of having a fully electrified fleet with new electric trains. There are additional funds Caltrain is pursuing at the state level to be used towards a hybrid train that can serve the entire corridor down to Gilroy.

4. Vice Chair Selection

Motion/Second: Gina Papan/Emily Beach for Jen Wolosin, Menlo Park, for Vice Chair
Ayes: Miles Holland, Beach, Blankley, Hilton, Wolosin, Nash, Papan, Salazar, Flores, Gee
Noes: None

5. Caltrain Electrification and Service Update

Brent Tietjen, Manager of External Affairs, provided a presentation which included the following:

- Project Overview
- Project Elements
- Project Benefits
- Project Highlights

Casey Fromson, Chief Communications Officer, took over:

- Funding Status (Updated Need \$367M)

Brent Tietjen continued the presentation:

- Construction and Service Changes Plan
- Overview
- Customer Experience Overview
- February to July 2023 – Weekend Shutdowns
- Phase 1: San Francisco to Millbrae
- August to December 2023
- Customer Outreach

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

- A member asked for clarification about remaining cost being \$367 million and staff hoping to get it from the state. *Staff responded that the cost is currently \$367 million and that they are solely focused on the state budget and the program that they have already applied to, which should be awarded within a week.*
- A member asked if there is universal support from the three jurisdictions and the state. *Staff responded that they have written support from all three counties at the supervisor level, the city level, and a variety of groups. They also mentioned written support from the state and federal level.*

- A member asked about how the trains were affected by the atmospheric rivers. *Staff responded that the most significant impact was from trees falling onto the tracks and wiring along the corridor. Staff said they are doing additional assessments along the corridor to see if there are other risks there could be and to be as prepared as possible for future events.*
- A member asked if they are trying to do a media blitz. *Staff responded that they are continuing to focus on communicating the importance of the project to Secretary Omishakin and state representatives.*
- A member asked how the timeline is looking for electrification for Gilroy and Morgan Hill. *Staff responded that the project does have its boundaries for the portion that Caltrain owns and that there are efforts for the future to have the corridor that is owned by Union Pacific to be electrified with the same overhead system.*
- A member asked if the closures will impact the rest of the service. *Staff responded that it will be disruptive to the entire corridor and that there will be replacement bus service and communication to riders.*
- A member reaffirmed that members need to collectively help to make sure their communities know their trips will be disrupted.

6. Caltrain Corridor Crossing Strategy

Jill Gibson, Transportation Planner at Kimley Horn, and Sam Zimbabwe at Kimley Horn, introduced themselves and the presentation.

Jill gave a presentation which included the following:

- Agenda
- Meeting Goals and Outcomes
- What is the Corridor Crossing Strategy (CCS)?
- Outcomes
- Timeline
- Phase I Engagement Schedule
- Baseline Conditions
- Active Projects
- Active Grade Separation Projects – San Mateo County

Sam Zimbabwe took over the presentation:

- Case Studies
- Metrolink
- Alameda Corridor East Project
- Long Island Railroad
- Melbourne Level Crossing Removal Project
- Case Study Comparison
- How Case Studies Relate to Draft Vision
- Scenario Spectrum
- Scenario Planning
- 2-Month Look Ahead

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

- A member asked to be informed on who is being met with from the various jurisdictions. *Staff responded that they would follow up on that.*
- A member thanked the staff for uniting the communities and advocating for big funding and the impact it will have on the safety of their communities.
- A member asked if it will just be scenario analysis or an actual decision about which strategy to pursue, and when they expect the decision to be made and who will be making it. *Staff responded that they are not predisposing the outcome they will get to but that it's important to come together around a consensus on how to develop a program strategy endorsed by the JPB and then work to flesh out the details.*
- A member asked who will be leading the charge in the different scenarios and what Caltrain's role would be in each scenario. *Staff responded that projects need to continue to move ahead and that Caltrain wants to be good partners with the projects to move them ahead. They also said that they are hoping to combine the different strategies with this process in order to help build the projects as well as get funding for them.*
- A member asked how this will fit into MTC's mega projects and also asked for a time schedule. *Staff responded that they want to have the draft strategy vision out in the fall and will be working with stakeholders along the way to receive input and revise before finalizing the draft. They also said that MTC and the state are strong partners in this effort and that they all need to work together.*
- A member commented that they are excited for the group advocacy efforts around the world, and asked if there is a technical advisory committee to see what they can learn about those best practices. *Staff responded that there is a corridor staff group that meets before they meet with this group and can go into some technical details there. They commented on how there is nobody who has a corridor exactly like the Caltrain corridor but they can learn lessons from each of them to consider while developing a program strategy.*
- A member expressed their gratitude toward the Caltrain board and Caltrain staff for prioritizing this project and everyone in the group for giving their local context and ideas so that they can be unified.
- A member said that it is instrumental that this corridor be unified for when they go to funding agencies so that there is a consensus and unity on a strategy.

Public Comment:

Adina Levin, Friends of Caltrain, asked about what Caltrain's response may be to the proposed claw back of grade separation funding in the Governor's proposed budget. They also expressed their gratitude for this program being developed and their hopes that Caltrain is updating its technical standards to add flexibility and potentially reduce the cost of grade separations. *Staff responded that the entire transportation community has been united in discussing issues since Covid happened and going into this budget, there was already a coalition formed to talk about the transit fiscal cliff. This cut has shown the*

delegation members the need to talk more about the importance of transit through the state, all of their projects, and how these cuts are harmful.

7. High-Speed Rail Staff Report – In Packet

8. Public Comments on Items Not on the Agenda

There were no public comments.

9. LPMG Member Comments/Requests

A member asked if Caltrain staff could keep them updated if there are further negotiations with High-Speed Rail.

10. Next Meeting

Thursday, February 23, 2023 at 5:30pm

11. Adjournment

The meeting was adjourned at 7:03 p.m.



Memorandum

Date: February 20, 2023
To: CalMod Local Policy Maker Group (LPMG)
From: Devon Ryan, Government and Community Affairs Officer
Re: Caltrain Electrification Project E-Update



Caltrain Electrification Funding

We are thrilled that Caltrain will [receive \\$367M](#) to finish its Electrification Project from California's Transit and Intercity Rail Capital Program's (TIRCP) Cycle 6 Existing Project Reserve. This amount, in addition to the [\\$43M included](#) in the federal omnibus appropriations bill, represents the remaining funding needed to complete the project and begin running passenger electrified rail service in the fall of 2024. Additionally, this new state funding will allow Caltrain to maintain operations funding identified as a possible means to finishing the project, strengthening Caltrain's financial outlook. We are incredibly grateful to our elected leaders, community groups, cities, institutions, and businesses and others who have been steadfast supporters of this project.

[Learn more.](#)

Go Pass Donation Program

Caltrain is currently conducting outreach to organizations who serve low-income or marginalized communities to encourage them to apply to the Go Pass Donation Program. The Go Pass Donation Program began in 2021 to diversify ridership and increase access to the Caltrain system for riders who have historically faced barriers to transportation. As part of the Go Pass Donation Program, Caltrain redistributes donated Go Passes from employers along the corridor to participating organizations. Participating organizations can then provide donated Go Passes to their clients, who are then able to ride Caltrain at no personal cost over the course of the calendar year.

If an organization you work with would like to learn more or participate in the program, please send an email to GDP@caltrain.com. Organizations interested in applying can visit Caltrain's [Go Pass Donation Program](#) webpage.

[Learn more.](#)

Construction and Service Changes

To minimize the impact on weekday service and ensure the Electrification Project is completed safely and on time, starting on February 25-26 and then also on weekends March 4-5 and 11-12, Caltrain crews will resume their work on the San Francisco to Millbrae section, installing poles and wires as part of the Project. During these weekends, rail service will be replaced by bus service between San Francisco and Millbrae. To minimize travel disruptions, riders are encouraged to plan ahead and seek alternative transportation options. For the latest updates and information, visit caltrain.com/status. On weekdays, Caltrain will continue to provide increased service to accommodate the growing number of riders returning to transit.

[Learn more.](#)

PUBLIC MEETINGS:

JPB Technology, Operations, Planning, and Safety (TOPS) Committee Meeting – February 22, 2023 at 1:30 p.m.

JPB Advocacy and Major Projects Committee (AMP) Meeting – February 22, 2023 at 3:30 p.m.

Diridon TOD Community Meeting #2 – February 27th from 6:30p.m. to 7:30p.m.

Community Meeting Zoom Link: <https://bit.ly/DiridonTOD>; Meeting ID: 816 3640 0351

JPB Board Meeting – March 2, 2023 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 February 2, 2023 Board Meeting is [available here](#).

Memorandum

Date: February 23, 2023

To: Local Policy Makers Group (LPMG)

From: Dahlia Chazan, Deputy Chief, Caltrain Planning

Re: Caltrain Corridor Crossings Strategy (CCS) Project E-Update



Corridor Crossings Strategy (CCS) Description

The Corridor Crossings Strategy (CCS) has been discussed as an agency priority since 2019, when it was first identified within the Caltrain Business Plan Process. This strategy was first funded in 2019 but was delayed due to the COVID-19 pandemic. As Caltrain and other operators plan to increase rail services, Caltrain understands that a coordinated approach to grade separations or closures is needed to unlock regional mobility and safety benefits.

The Caltrain Business Plan acknowledges that grade separation projects are costly, complex, and challenging. The CCS strives to identify areas for enhancement in the current process and develop a potential strategic approach to deliver corridor-wide consensus on delivery of grade separation projects.

The CCS is divided into three phases: Initiation Phase, Phase I, and Phase II. The Initiation Phase started in July 2022 and finished in December 2022. This phase included the initial issue identification collected from Caltrain coordination, initial stakeholder engagement, and preliminary existing conditions gathering.

Phase I commenced in January 2023 and will end approximately in Winter 2023. Phase I takes the outputs from the Initiation Phase to provide an initial framework to organize the overall study, workplan, and stakeholder engagement process. The purpose of Phase I is enhance the current grade separation process and develop a corridor-wide consensus on how to deliver grade separation and/or closures at a regional scale. The outcomes of Phase I include the following:

- Develop a Crossings Delivery guide that defines, communicates, and facilitates a clear project delivery process
- Identify an implementable, shared vision on how to deliver projects at a regional scale
- Strength partnerships between Caltrain, local jurisdictions, and regional member agencies.

Phase II will begin after the completion of Phase I, once a shared vision is identified. Phase II will include a corridor-wide strategy and programmatic approach for the organization, project development, funding, and implementation of the vision.

Phase I Progress

Phase I kicked off in January 2023 with presentations to the CSCG, LPMG, and other key stakeholder groups outlining baseline conditions and summarizing case studies of how agencies have approached grade separation projects and/or programs.

In February, the LPMG will cover a recap of the January stakeholder feedback, provide input and concurrence on the presented program goals and evaluation criteria, provide input and feedback on potential program delivery approaches, and receive a preview of the technical exploration topics that will help inform the program delivery approach and corridor-wide vision. Input on the following program goals will be collected from all stakeholder groups in February:

- Safe and Equitable Mobility
- Equitable Community Benefits
- Cost Efficiencies and Reliable Funding
- Implementable Program
- Maximize Rail Corridor Utility

The feedback will be synthesized to establish a final set of program goals to be used throughout the remainder of Phase I and presented to stakeholders in March.

In addition, the CCS website will be launched in February which will house relevant program information, presentations, and resources: <https://www.caltrain.com/projects/corridor-crossings-strategy>.

Public Meetings

Citizen Advisory Committee – March 15 at 5:40 p.m.

Bicycle and Active Transportation Advisory Committee – March 16 at 5:45 p.m.

Local Policy Makers Group Meeting – March 23 at 5:30 p.m.

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

Progress Report



Corridor Crossings
STRATEGY

The presentation on the Caltrain Corridor Crossings Strategy approach presented at Caltrain's January 26, 2023, LPMG Meeting is [available here](#).



Corridor Crossings

STRATEGY



Local Policy Makers Group

2.23.2023





AGENDA

- **January** Recap
- **Program Strategy** Methodology
- **Look** Ahead

Recap of January Meeting

- Provided program overview of the Corridor Crossings Strategy
- Presented four case studies of other agencies' approaches towards at-grade crossings

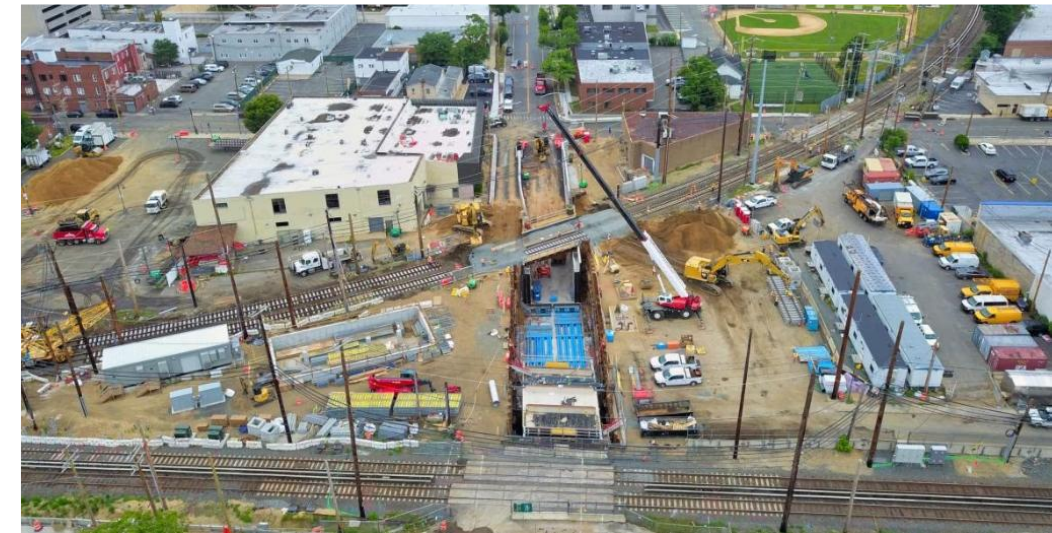
**METRO
LINK**



**LEVEL
CROSSING
REMOVAL
PROJECT**

MTA Long Island Rail Road

- Introduced planning process for the Corridor Crossings Strategy

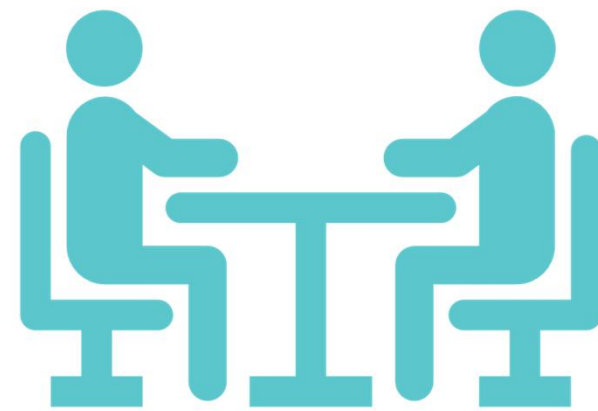




Recap of January Engagement



**3 External
Stakeholder
Meetings**



**38 Individual
Stakeholders
Engaged**



**34 Comments
Received and
Considered**

Recap of January Feedback

Partnership

Provide opportunities for partnership between jurisdictions.

Importance of defining roles and responsibilities to deliver cost effective projects.

Active project table is helpful in educating public but would be beneficial to understand schedule and funding strategy.

Funding

It is important for the CCS to identify prioritization for funding opportunities based on project components.

CCS needs a leader and champions to elevate the corridor to be more competitive for regional state, and federal funding resources.

Engagement

Provide awareness of the city and elected official representatives participating in the stakeholder groups.

CCS needs to identify how Equity Priority Communities will be informed and engaged.

Program Approach

A coordinated approach will provide an advantage of cost and time savings for grade separation/closure projects.

Received positive feedback on the summaries and how other agencies approached projects/programs. This helped to identify the realm of possibilities for the Caltrain corridor.

Meeting Goals and Outcomes



**Input and
Concurrence on
Program Goals**



**Feedback and Input
on Program Delivery
Approaches**



**Preview of Technical
Exploration Topics**



This icon represents additional information provided in the Appendix for your reference.



This icon represents feedback is requested on content. However, questions and feedback are encouraged throughout presentation.

Developing a Shared Strategy



CCS Goals

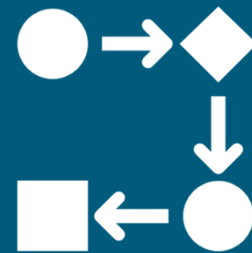
WE WANT YOUR
FEEDBACK



Safe and
Equitable
Mobility



Equitable
Community
Benefits



Cost
Efficiencies
& Reliable
Funding



Implementable
Program

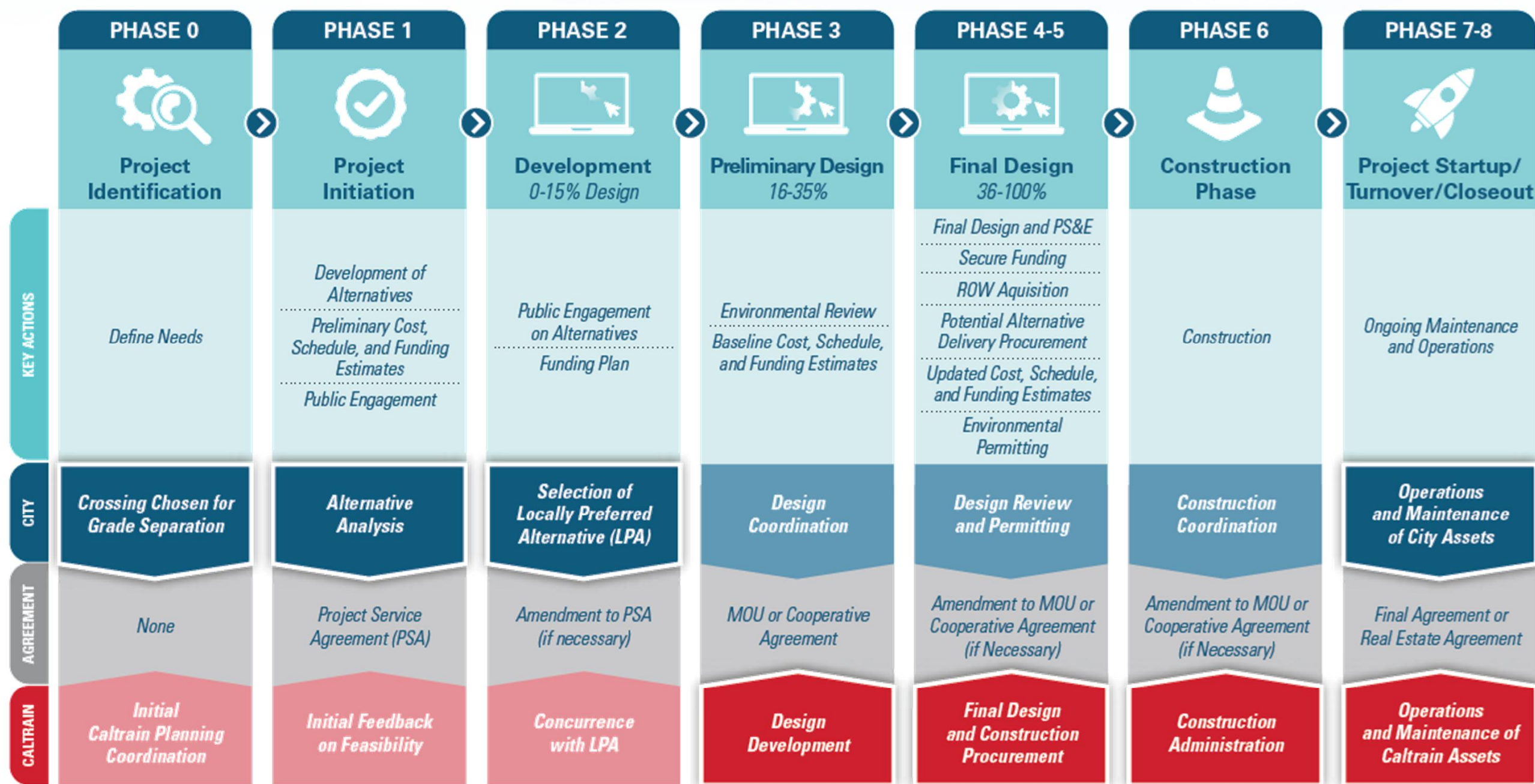


Maximize Rail
Corridor Utility

Current Project *Delivery Process*



Current Project Delivery Process

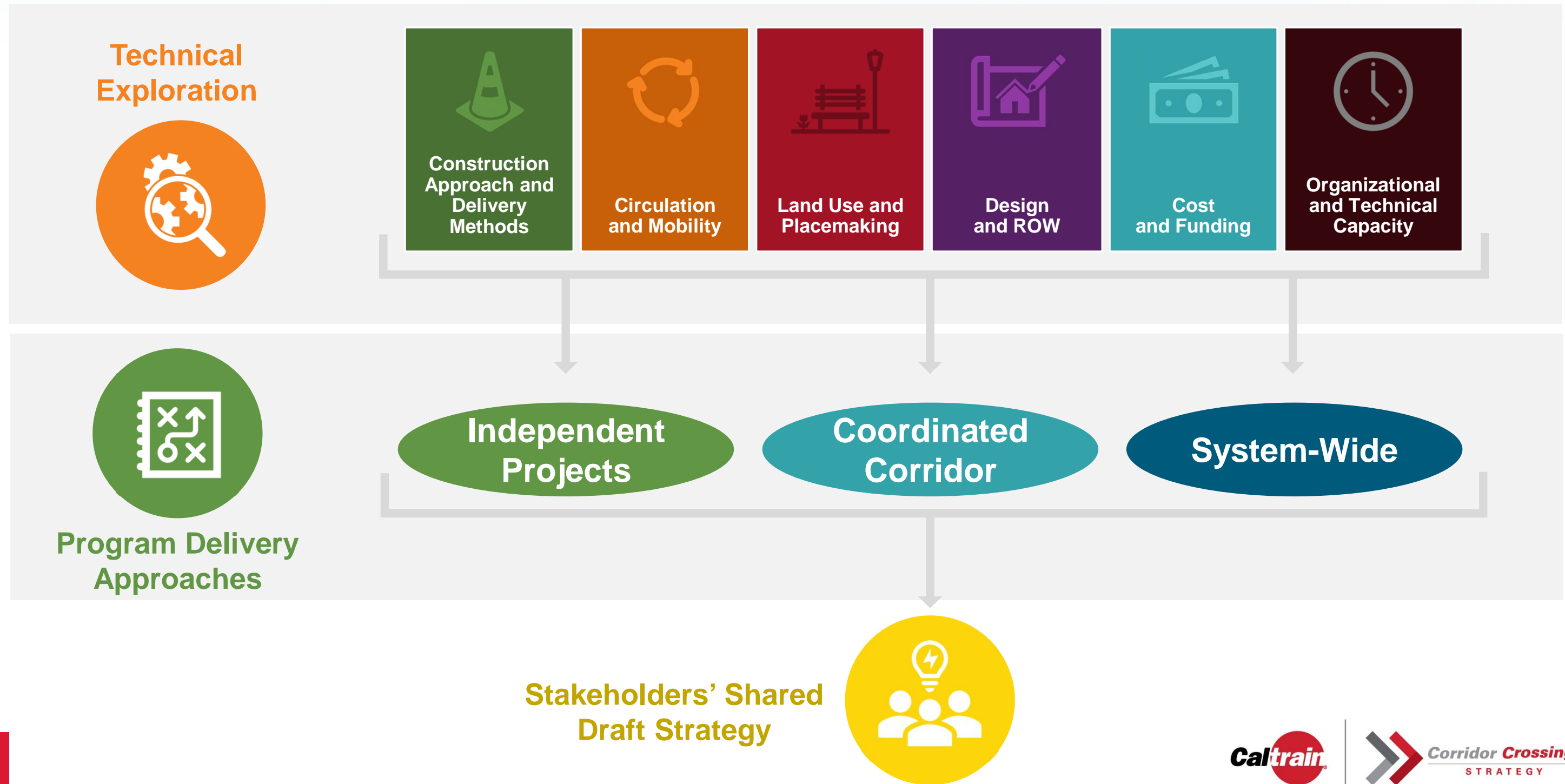


Program Strategy *Methodology*



Corridor Crossings
STRATEGY

Developing a Shared Strategy



Program Delivery Approach Methodology



Evaluating

different alternative approaches or paths



Weighing

the tradeoffs between each alternative



Identifying

which outcome best accomplishes stakeholder aspirations and program strategy goals

Topics today

- Who is responsible for components of the process?
- What would need to change for each approach to be possible?
- What are tensions in each potential approach?
- How will we know if we're successful?

What are the Program Delivery Approaches?

Program Component	Current Approach/ Status Quo	Approach A: Independent Projects	Approach B: Coordinated Projects	Approach C: System-Wide
Initial Planning	Local jurisdiction with Caltrain concurrence	Local jurisdiction with Caltrain concurrence	Caltrain with local jurisdiction concurrence	Caltrain or Special-purpose entity (SPE) with local jurisdiction concurrence
Environmental Review	Usually Caltrain	Caltrain	Caltrain	Caltrain or SPE
Design	Caltrain	Caltrain	Caltrain	Caltrain or SPE
Construction	Caltrain	Caltrain	Caltrain	Caltrain
Funding Strategy Lead	Local jurisdiction	Local jurisdiction + Corridor-wide understanding of priorities	Caltrain (with local match?) for defined project limits	Caltrain or SPE (with local match?) + Corridor-wide prioritization
Key Questions:	<ul style="list-style-type: none"> • Can Crossings Delivery Guide help streamline? 	<ul style="list-style-type: none"> • Can Caltrain secure corridor-wide resources to support projects as they are ready? 	<ul style="list-style-type: none"> • How would local concurrence process work? • How would Caltrain lead funding plan? 	<ul style="list-style-type: none"> • How would SPE work? • Would corridor-wide prioritization be possible?

Feedback and Discussion

WE WANT YOUR
FEEDBACK

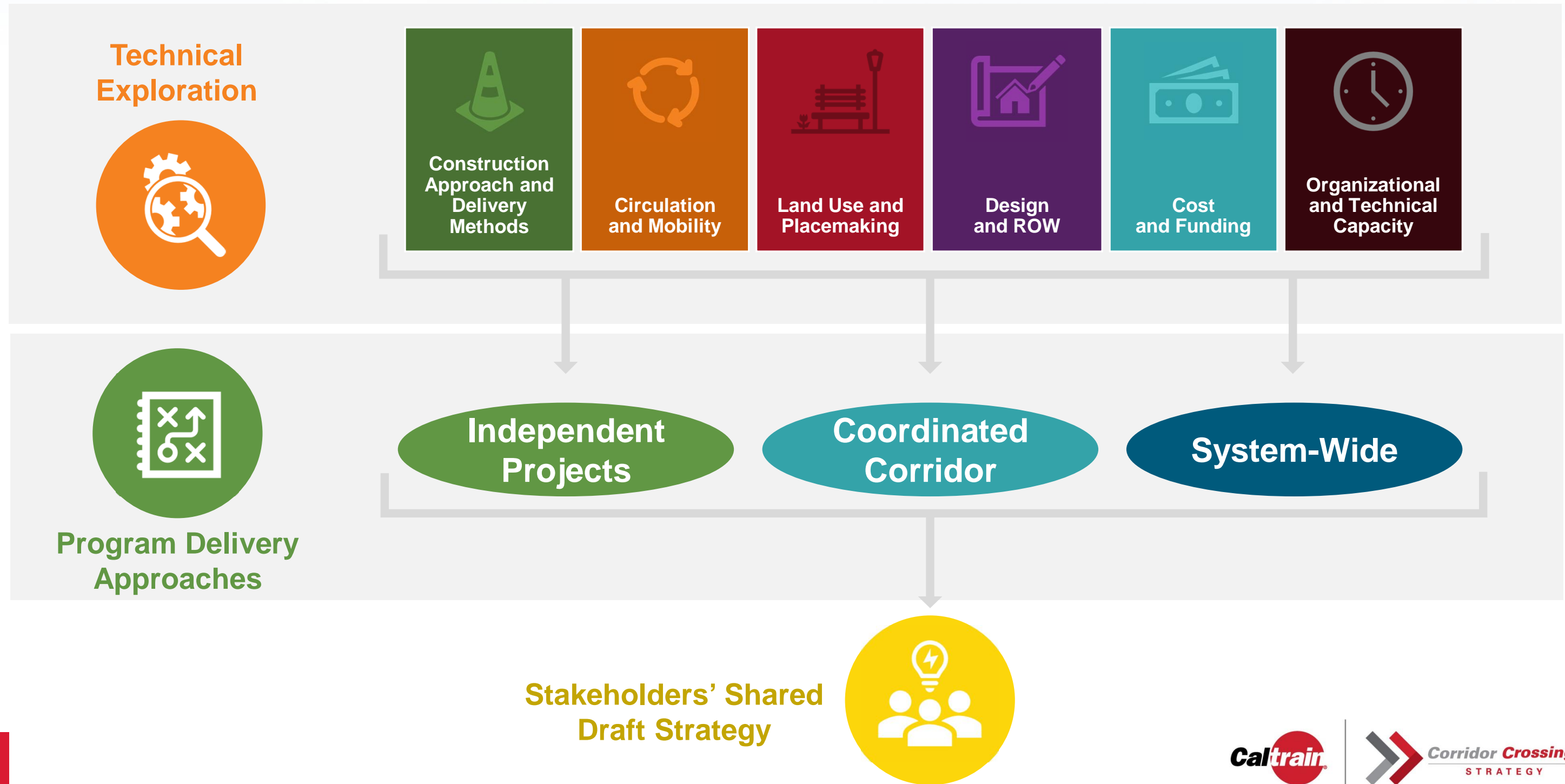


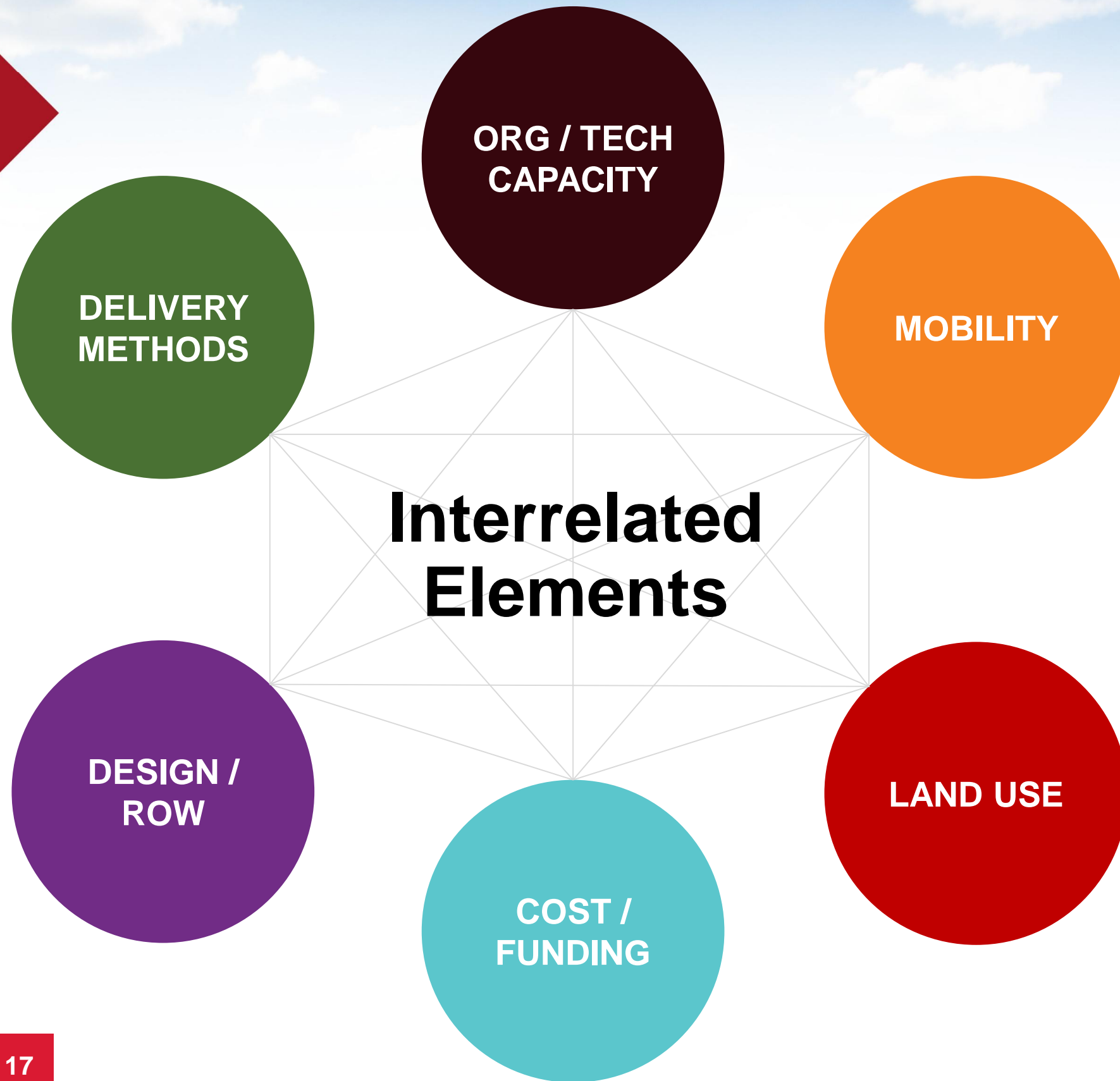
**What resonates
with you about the
approaches?**

**Any other
questions on the
approaches?**

*** Note: We are not trying to select a favorite today! ***

Developing a Shared Strategy










What are we doing?

- Key questions on each topic linking back to case studies
- Explore variations in the program delivery approaches

















Case Studies by Technical Topic

	Construction / Delivery	Circulation / Mobility	Land Use / Placemaking	Design / ROW	Cost / Funding	Org / Tech Capacity
	Project-by-project	Micro-scale improvements	Micro-scale improvements	Designed as an independent project	2/3 funds from state	Initiated by locality and implemented by right-of-way owner
	Prioritized segments	Prioritized improvements based on safety and other factors	Corridor-level scale of consideration	Similar design process for each crossing / segment	40% regional 40% state	Special construction authority created to implement projects
	Expedited delivery for entire segment	ADA-compliant improvements at existing stations Kiss and Ride RABs Elevators Sidewalks	Art installations Landscaping	Comprehensive design process for entire Main Line project	MTA's capital program funding	Initiated and implemented by MTA/LIRR
	Similar approach system-wide	Improved pedestrian and cycling access prioritized system-wide	System-wide vision	System-wide design standards	Federal and agency funds	Initiated and implemented by Victorian government
	Consensus Vision TBD					

WE WANT YOUR
FEEDBACK



CCS Goals and Evaluation Measures

Safe and Equitable Mobility	Equitable Community Benefits	Cost Efficiencies & Reliable Funding	Implementable Program	Maximize Rail Corridor Utility
<p> Reduce frequency of collisions along the corridor</p> <p> Improve access and circulation for all modes</p> <p> Provide mobility choices during construction</p>	<p> Establish a framework for equitable investments</p> <p> Foster placemaking</p> <p> Improve quality of life for neighboring communities</p>	<p> Facilitate design approaches and innovation that enable corridor delivery</p> <p> Streamline program delivery methods to reduce overall costs</p> <p> Leverage existing committed funding and promote new and stable funding sources</p>	<p> Define clear roles for Caltrain and its partners</p> <p> Accelerate construction and reap schedule efficiencies</p> <p> Establish clear program corridor objectives for delivery</p> <p> Organize partnerships for successful program delivery</p>	<p> Support adopted service vision</p> <p> Sustain service during construction</p> <p> Promote quality passenger experience</p>

- *Evaluations will be quantitative and qualitative*
- *Tradeoffs exist amongst metrics*
- *Significant differences may not exist amongst some delivery approaches*

WE WANT YOUR
FEEDBACK



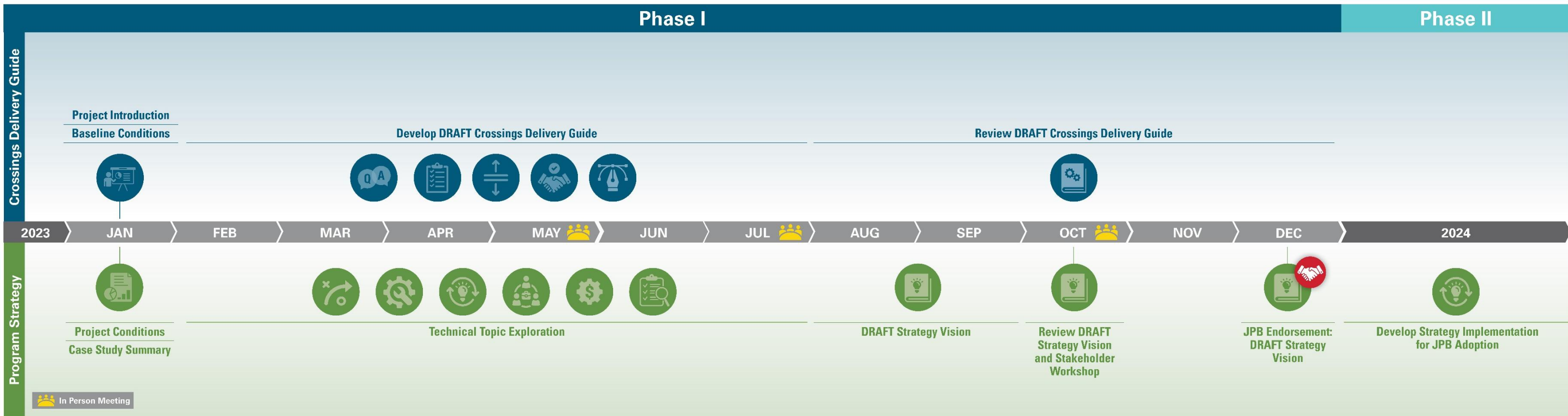
How Will We Develop a Shared Strategy?



**Stakeholders'
Shared Draft
Strategy**

- Goals and evaluation measures will provide relative comparisons
- Additional information and refinements to program delivery approaches through technical exploration updates
- Potential in-person workshops in Summer and Fall 2023
- Other ideas?

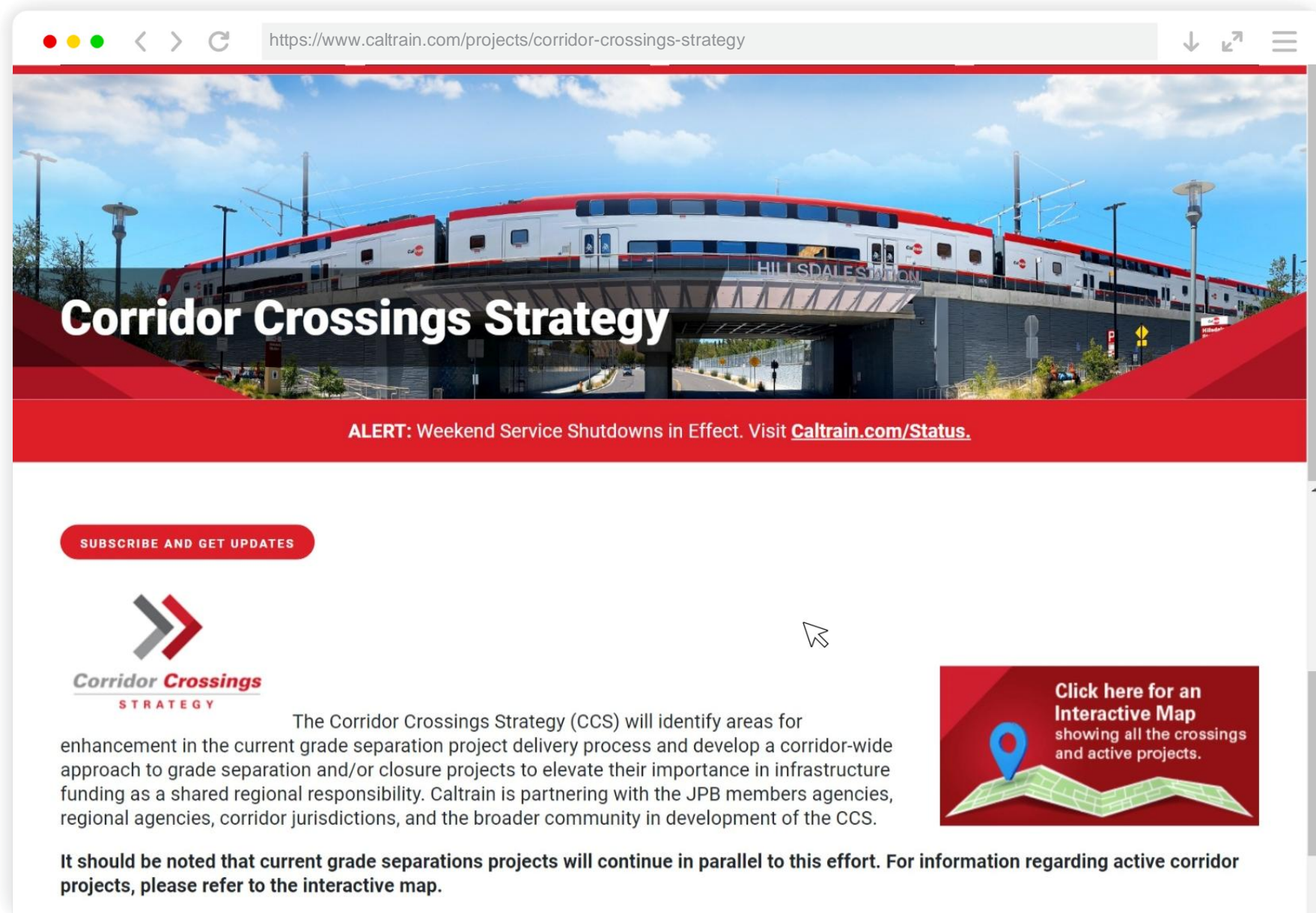
Timeline



Upcoming Stakeholder Engagement

Stakeholder Group	Name	Timeframe	Content
CSCG	City/County Staff Coordinating Group	March	Grade Separation and Closure Considerations and Design Criteria Introduction
LPMG	Local Policy Makers Group	March	
SAT	Stakeholder Advisory Team	March	Provide Program Introduction, Case Study Summary, and Program Strategy Approach.
CAC	Citizen Advisory Committee	March	
BATAC	Bicycle and Active Transportation Advisory Committee	March	
GMG	General Manager Group	April	
AMP	Advocacy and Major Projects (JPB Subcommittee)	April	
JPB	Joint Powers Board	May	

Contact Information



The screenshot shows a web browser window with the URL <https://www.caltrain.com/projects/corridor-crossings-strategy>. The main header features a large image of a Caltrain train at Hill Sdales Station with the text "Corridor Crossings Strategy" overlaid. Below the image is a red banner with the text "ALERT: Weekend Service Shutdowns in Effect. Visit [Caltrain.com/Status](https://www.caltrain.com/status)." A red button labeled "SUBSCRIBE AND GET UPDATES" is positioned above the "Corridor Crossings Strategy" logo. The main text describes the CCS as a project to identify areas for grade separation enhancement and develop a corridor-wide approach. A red button with a map icon and the text "Click here for an Interactive Map showing all the crossings and active projects." is located to the right of the main text. A final note states that current grade separation projects will continue in parallel to this effort.

<https://www.caltrain.com/projects/corridor-crossings-strategy>

Corridor Crossings Strategy

ALERT: Weekend Service Shutdowns in Effect. Visit [Caltrain.com/Status](https://www.caltrain.com/status).

SUBSCRIBE AND GET UPDATES

Corridor Crossings
STRATEGY

The Corridor Crossings Strategy (CCS) will identify areas for enhancement in the current grade separation project delivery process and develop a corridor-wide approach to grade separation and/or closure projects to elevate their importance in infrastructure funding as a shared regional responsibility. Caltrain is partnering with the JPB members agencies, regional agencies, corridor jurisdictions, and the broader community in development of the CCS.

Click here for an Interactive Map showing all the crossings and active projects.

It should be noted that current grade separations projects will continue in parallel to this effort. For information regarding active corridor projects, please refer to the interactive map.

Launch of Program Website:
<https://www.caltrain.com/projects/corridor-crossings-strategy>



Contact Email:
CCS@caltrain.com



Corridor Crossings

STRATEGY



APPENDIX



Technical Exploration Topics



Construction
Approach and
Delivery Methods



Circulation and
Mobility



Land Use and
Placemaking



Design
and ROW



Cost
and Funding



Organizational and
Technical Capacity

Construction Approach and Delivery Methods

Construction Approach and Delivery Methods

- Identify and evaluate different construction approaches
- Evaluate opportunities and constraints of different delivery methods

Case Study Examples:

- **Melbourne:** Alliance contracting (multiple crossings in each task order)
- **Metrolink:** Differs for each individual crossing

Key Questions/Considerations:

- Which delivery methods fit best with each approach, if any?
- How do schedules and funding differ between the delivery methods?
- What efficiencies are available to Caltrain?

Circulation and Mobility

Circulation and Mobility

- Evaluate existing and planned pedestrian, bicycle, auto, and transit access around corridor
- Identify potential improvements associated with grade-separation and crossing closure projects

Case Study Examples:

- **Alameda Corridor East:** Prioritized corridor-wide low-cost safety improvements
- **Melbourne:** Access and connectivity were considered as one of the project prioritization categories

Key Questions/Considerations:

- How do connectivity, safety, growth, and equity inform our corridor-wide approach?
- How do the three approaches differ with respect to circulation and mobility throughout the corridor?
- Which mobility improvements should be considered for all future grade separations or removals?

Land Use and Placemaking

Land Use and Placemaking

- Evaluate potential Transit Oriented Development (TOD) and placemaking opportunities
- Assess how to integrate equitable solutions into program

Case Study Examples:

- **Long Island:** Art installations and landscaping features integrated at each crossing
- **Melbourne:** “Place” was one of the project prioritization categories

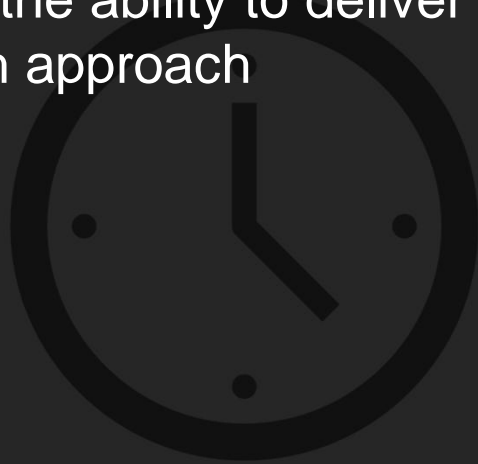
Key Questions/Considerations:

- What opportunities exist to leverage grade separation investments for placemaking and TOD activities?
- Do certain approaches present greater opportunities for development activities?
- What role does equity play in the CCS program strategy?

Organizational and Technical Capacity

Organizational and Technical Capacity

- Identify challenges and opportunities for program's execution and the ability to deliver each approach



Case Study Examples:

- **Metrolink:** SCRRA relies on its member Transportation Authorities to initiate grade separation projects
- **Long Island:** MTA initiated and carried out the Main Line Expansion and its associated grade separation projects

Key Questions/Considerations:

- Which stakeholder(s) possess the greatest capacity to facilitate the corridor's grade crossing eliminations?
- What organizational resources might be needed in each delivery approach?

Design and Right-of-Way

Design and ROW

- Identify design opportunities and techniques
- Evaluate ROW challenges along the corridor

Case Study Examples:

- **Metrolink:** Transportation Authorities own ROW and stations, with SCRRA reviewing designs
- **Alameda Corridor East:** Projects grouped by geography to streamline design and ROW challenges

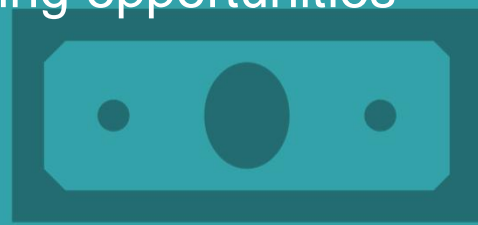
Key Questions/Considerations:

- Do certain approaches require different ROW opportunities when coordinating with local landowners and jurisdictions?
- What are design opportunities that provide efficiencies within each approach?

Cost and Funding

Cost and Funding

- Review the cost and funding sources of the current crossing projects
- Research current funding opportunities



Case Study Examples:

- **Alameda Corridor East:** Majority state and regional funding due to regional significance designation (total program cost = \$1.9B)
- **Long Island:** Entirely funded through MTA's capital funding program (total program cost = \$2.6B)

Key Questions/Considerations:

- What funding opportunities currently exist for the corridor's stakeholders and where are the funding needs?
- How does a shared vision unlock regional, state, or federal resources?
- What cost efficiencies are available?
- What role might cost and funding play in the prioritization process?

CSCG Members

City/County	Members	
Atherton	George Rodericks	Robert Ovadia
Belmont	Carlos deMelo	
Brisbane	Randy Breault	
Burlingame	Syed Murtaza	
Gilroy	Gary Heap	
Menlo Park	Hugh Louch	
Millbrae	Mata Roscoe	
Morgan Hill	Edith Ramirez	Christina Turner
Mountain View	Ria Hutabarat Lo	Ben Pacho
Palo Alto	Ripon Bhatia	Philip Kamhi
Redwood City	Jessica Manzi	

CSCG Members Continued

City/County	Members	
San Bruno	Hae Won Ritchie	
San Carlos	Steven Machida	
San Francisco	Alexandra Sweet	
San Jose	Lucas Ramirez	
San Mateo	Sue-Ellen Atkinson	
Santa Clara	Craig Mobeck	
South San Francisco	Sharon Ranals	Christina Fernandez, Renee Sanders
Sunnyvale	Chip Taylor	
San Mateo County	Joe LaClair	Chanda Singh
Santa Clara County	Ben Aghegnehu	

Current Delivery Model

Caltrain uses a project delivery model containing “Phases” and “Gates”. The current process for grade separation projects is described below and summarized on the reverse of this page.

If a local jurisdiction desires a grade crossing to be separated, they initiate the process with Caltrain, with the local jurisdiction acting as the project sponsor. As the project sponsor, the local jurisdiction is responsible for preparing and executing a funding plan for the project’s design and construction. During **Phase 0 – Phase 2**, the local jurisdiction is the lead in the grade separation project, although Caltrain participates in initial planning coordination, feedback on feasibility, and concurrence with the LPA. Caltrain is the lead for **Phase 3 – Phase 6**. For the final Phases (Project Startup/Turnover/Closeout), Caltrain and the local jurisdiction are co-leads.

Caltrain Project Delivery Model



Phases
Actions that are taken in the project development process



Gates
Internal project controls that determine whether a project is ready to proceed to the next project development step

PHASE 0 A jurisdiction desires to grade separate a crossing. This is typically done by the jurisdiction with initial planning-level conversations with Caltrain.

PHASE 1 The jurisdiction develops Alternative Analysis plans and initial cost estimates for preliminary conversations with Caltrain and the community. At this stage, the City and Caltrain enter into a Project Service Agreement (PSA) that details the Caltrain scope of work for planning coordination and technical review, number of coordination meetings, schedule for review times, and a corresponding budget for these activities.

PHASE 2 The City, with concurrence from Caltrain in keeping with the PSA, selects a Locally Preferred Alternative (LPA) and initial plans, generally up to 15% design.

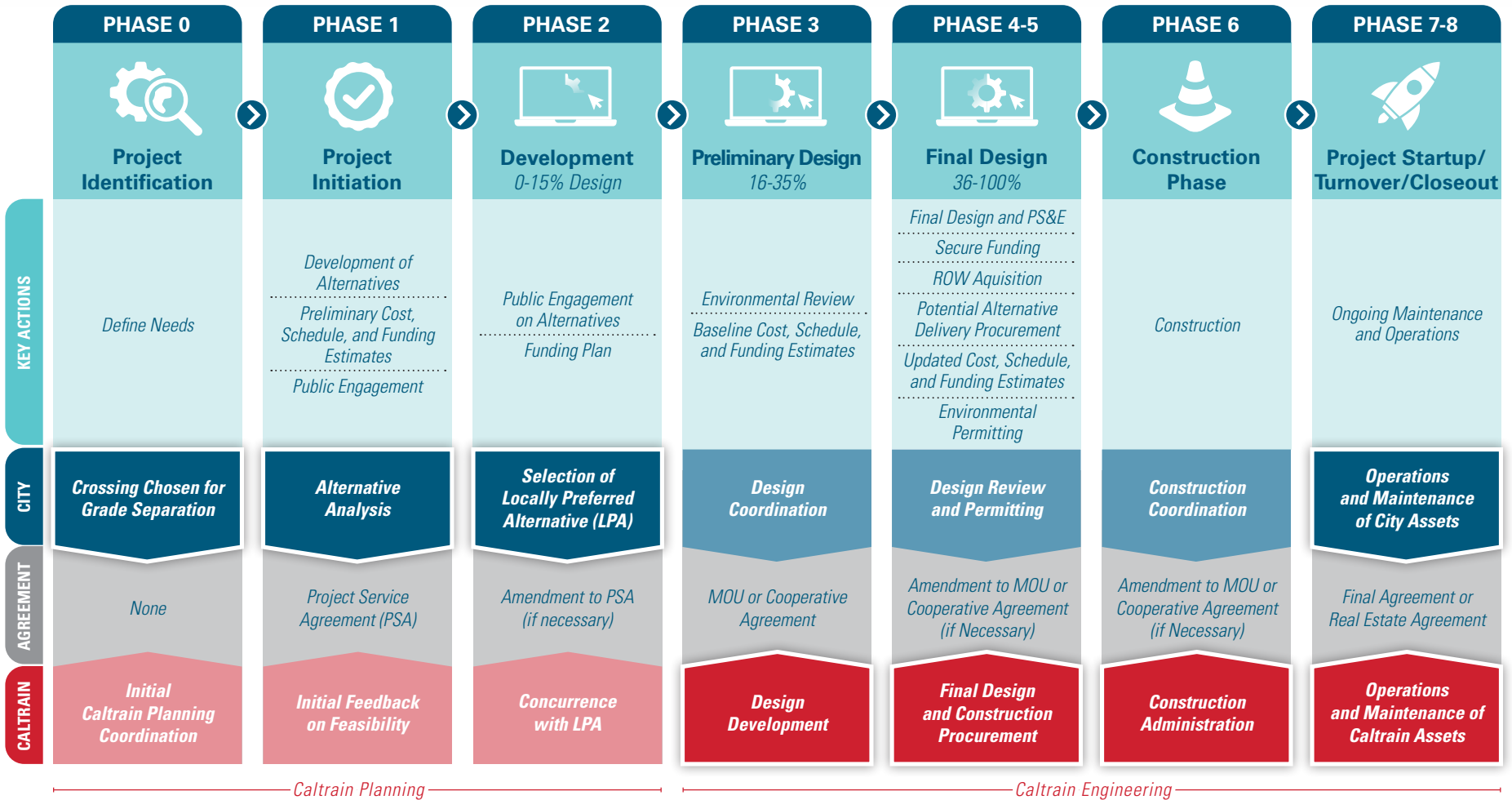
PHASE 3 Caltrain and the City enter into a Memorandum of Understanding (MOU) (projects within San Mateo County) or a Cooperative Agreement (projects within Santa Clara County) and Caltrain begins to lead the process. The City or Caltrain develops the environmental documentation and Caltrain develops preliminary engineering plans to a 35% design level along with baseline cost, schedule, and funding estimates.

PHASE 4-5 Caltrain leads completion of design and construction procurement. During this stage the City secures full funding for the project, ROW is acquired, environmental permits are secured, and the cost, schedule, and funding estimates are all updated. Caltrain also explores potential alternative delivery approaches during this phase of project development.

PHASE 6 Caltrain administers advertisement of an RFP, selection of a contractor, and construction of the project. Grade separation projects along the Caltrain corridor have been delivered by a Design-Bid-Build delivery model. Caltrain does not have a process to allow other agencies to perform or oversee construction on the active rail corridor.

PHASE 7-8 During construction, Caltrain and the City enter into a Final Agreement or Real Estate Agreement to outline ownership and maintenance responsibilities. While these agreements vary by project, usually after project completion and closeout Caltrain is responsible for maintenance of all rail-related structures, while the City assumes responsibility for maintenance of roadways and other public improvements.

Current Delivery Model Summary



 Internal Caltrain Phase Gates

 City Lead

 Caltrain Lead



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: February 23, 2023
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

February 2023 Board Meeting

The California High-Speed Rail Authority (Authority) Board of Directors met on February 16th in Sacramento. The Authority Board received a 2023 Project Update Report Summary and Program Update. The Authority Board also approved the release of a Request for Qualifications for the Rail Systems Engineering Services Contract.

[Click here](#) for more information about the Authority Board meeting.

High-Speed Rail Milestone: 10,000 Construction Jobs Created

The Authority recently celebrated a milestone with over 10,000 construction jobs created on the project to date. Federal and State leaders joined the Authority in the Central Valley to mark the occasion. The 10,000+ jobs created so far include:

- 5,599 Total [National Targeted Hiring Initiative \(NTHI\)](#) Workers
- 481 Total [Disadvantaged](#) Workers
- 7,132 Total Journeyman Workers
- 1,357 Total Apprentice Workers

Federal Railroad Administration (FRA) Administrator Amit Bose celebrated the significant jobs milestone and maintained FRA's commitment to, "...strengthening state partnerships to advance even more progress and deliver the passenger rail benefits people want and deserve."

[Click here](#) for video of Administrator Bose on the 10,000 construction jobs announcement.

[Click here](#) for more information about jobs.



FRA Administrator Amit Bose visiting HSR construction workers



CALIFORNIA High-Speed Rail Authority

High-Speed Rail Celebrates Black History Month



The Authority is proud to recognize Black History Month as diversity, inclusion, and multi-cultural awareness are at the core of the work we do to build a system with connection and community at the forefront. In a video he recorded for the Authority, California State Transportation Agency Secretary Toks Omishakin shares what public service means to him and the imperative to make a difference for members of marginalized communities.

[Click here](#) for a short video from CalSTA Secretary Omishakin.

UC Berkeley Graduate Student Tour



Authority staff welcomed a group of city & regional planning graduate students from UC Berkeley's College of Environmental Design on Friday, February 10 to tour construction in Fresno.

Stops included a walking tour of the future Fresno station area and a walkthrough of the Cedar and San Joaquin River Viaducts, with students raising questions about housing, station-area development, coordination with local municipalities and infrastructure.

RECENT AND UPCOMING OUTREACH ACTIVITIES

- Tabling at Salesforce Transit Center in San Francisco – February 11th, 12pm-3pm
- West Oakland Farmers Market – February 12th, 10am-2pm
- College of San Mateo Farmers Market – February 25th, 9am-1pm
- Mission Community Market – March 23rd, 3pm-7pm