Caltrain

Local Policy Maker Group

HANDBOOK

Revised February 2023

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Local Policy Maker Group

CONTEXT

Context

LPMG HISTORY

In October 2012, Caltrain created the Local Policy Maker Group (LPMG) as a formal venue to facilitate local input and guidance on the Caltrain Modernization Program. The program consisted of a safety project called positive train control (PTC) which was completed in 2020 and the Electrification Project.

The LPMG is an advisory group, and at the time, comprised of officials, selected by local jurisdictions from the 17 cities and three counties along the Caltrain Electrification Project boundaries from San Francisco to San Jose.

In October 2012, Caltrain also established the City/County Staff Coordination Group (CSCG), comprised of technical staff from the same cities and counties along the Caltrain Corridor. The CSCG provides a venue for dialogue at the staff level. The CSCG meeting is held a week before the LPMG meeting to help inform the format and information presented at the LPMG meeting.

In January 2016, the LPMG and CSCG schedule changed to provide alternating updates from Caltrain staff on the CalMod Program and the California High-Speed Rail Authority (CHSRA) staff on the Blended System Project.

In April 2018, the scope of the LPMG and CSCG changed to include Caltrain Business Plan updates and the membership was expanded to include the cities of Morgan Hill and Gilroy since the entire Caltrain corridor is discussed in the Business Plan. The schedule also changed to have monthly updates from Caltrain and HSR at the same meeting.

LPMG SCOPE / PURPOSE

The LPMG's scope is specific to the Caltrain Business Plan, Caltrain Electrification Project and HSR Blended System Programs. Feedback from the LPMG is integrated into the Caltrain Board decision-making processes, as it relates to:

- Caltrain Business Plan discussions and follow-up implementation and policy positions including the Caltrain Corridor Crossing Strategy
- Caltrain Electrification implementation efforts, policy positions and communications
- HSR Blended System efforts

LPMG members play a dual role of not only providing feedback from the local perspective but helping to educate their own respective City/County Officials as well as the community at large about the program milestones and key decision issues.

CALTRAIN BOARD

The Peninsula Corridor Joint Powers Board (JPB) owns and operates Caltrain. The JPB is a partnership between the San Mateo County Transit District (SamTrans), the Santa Clara Valley Transportation Authority (VTA) and the City and County of San Francisco through the San Francisco Municipal Transportation Agency (SFMTA). SamTrans is the managing agency. There are nine members of the board, three from each county.

Every meeting, the JPB receives a summary of the LPMG discussions from a Caltrain Boardmember, who also serves as the LPMG Chair. The LPMG feedback is an important factor in decisions that the JPB makes regarding the Caltrain Business Plan, Electrification Project and Blended System Programs. Board Website: http://www.caltrain.com/about/bod.html

LPMG

MEETING LOGISTICS

Meetings

The regular meetings of the LPMG are held monthly, on the fourth Thursday at 5:30 pm remotely via Zoom.

Staff provides written or electronic notice of each regular meeting of the LPMG to each Member prior to the meeting date.

The LPMG meetings are public and follow the Robert's Rules of Order and the Brown Act guidelines.

Staff posts before the meeting, in a public location, the agenda for the meeting. All documents that are distributed during a LPMG meeting will be posted to the website prior to the meeting.

Each member of the public speaking before the LPMG is limited to two minutes unless the Chairperson, at his or her discretion, permits additional time. Any person addressing the LPMG may submit written statements, petitions, or other documents to complement his or her presentation. In case of time constraints in any particular case, the chairperson may limit comments to one minute per speaker.

Although the LPMG is not, and was not created by a legislative body, it has been created as a venue that is open to the public and shall follow the Ralph M. Brown Act to ensure transparency and consistency with the JPB.

MEMBERSHIP & STAFFING

The LPMG members are composed of twenty (21) members: one from each of the 19 cities and three counties along the Corridor between SF and SJ. The Chair of the LPMG will also serves on the JPB. The Vice-Chair will be selected from the LPMG membership in January of the new year.

Each city or county selects and appoints their own member and an alternate to attend the LPMG meeting.

There are no term limits for the LPMG members or Chair.

A quorum is defined as attendance of a majority of currently appointed members.

Contact

INFORMATION

Contact Information

KEY CALTRAIN STAFF

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LPMG Website: https://www.caltrain.com/about-caltrain/advisory-committees/local-policy-maker-group

CalMod Website: www.caltrain.com/electrification

Caltrain Business Plan Website: www.caltrain2040.org

Caltrain Electrification

PROJECT

CALTRAIN ELECTRIFICATION

PROJECT FACTSHEET

PROJECT OVERVIEW

Caltrain Electrification has been under construction since 2017, building California's first electrified commuter rail and the West's first diesel to electric rail system. It will transform the way people travel along the 51-mile Caltrain-owned corridor between San Francisco and Silicon Valley. The overhead contact system will be compatible with future High-Speed Rail on the corridor, and high-performance electric trains that better match the needs of the corridor will replace 75% of Caltrain's aging diesel fleet.

The project will provide faster, safer, more frequent service while mitigating climate change and enhancing equity and access for all communities.

PROJECT BENEFITS

SUSTAINABILITY
Reduce greenhouse gas emissions and air pollution through electrification

SAFETY
State-of-the-art trainsets with better crash safety ratings and improved braking

JOB CREATION
Create nearly 33,000 jobs locally and in 36 states across the country

EQUITY
Decrease emissions and noise pollution in communities of concern

READY FOR THE FUTURE
Set the foundation for future Caltrain service growth and HSR

ENERGY INDEPENDENCE
Reduce dependence on foreign energy and rely on renewable domestic energy

BUY AMERICA
Electric trainsets manufactured by Stadler in Salt Lake City, Utah

CAPACITY
Expand service and capacity to carry more people

TRAFFIC RELIEF
Remove congestion on streets and highways

FOR MORE INFORMATION

caltrain.com/electrification

calmod@caltrain.com

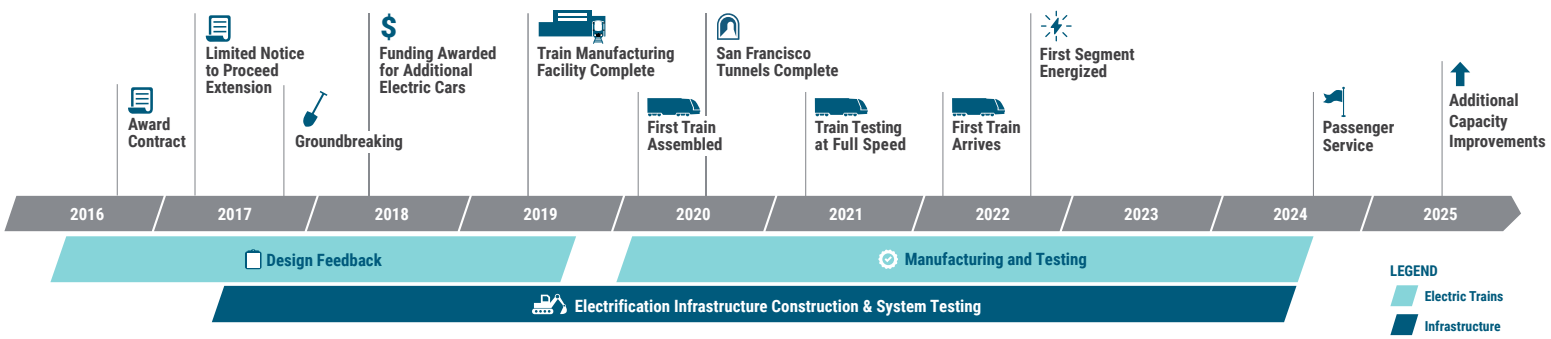
CALTRAIN ELECTRIFICATION PROJECT
FACT SHEET

PROJECT BENEFITS

Electrification will modernize Caltrain and make it possible to increase service while offering several advantages in comparison with existing diesel power use, including:

- Improved Train Performance and Increased Flexibilty and Capacity: Electric trains can accelerate and decelerate more quickly than diesel-powered trains, allowing Caltrain to run more efficiently. In addition, because of their performance advantages, electric trains will enable more frequent and/or faster train service for more riders and provide more flexible service for essential workers and those who travel during non-commute hours.
- Improved Regional Air Quality and Reduced Greenhouse Gas Emissions: The project will reduce air pollution in communities of concern, as electric trains produce substantially less corridor pollution compared with aging diesel trains, allowing communities to breathe easier. In addition, electrification will eliminate 2.09 million tons of greenhouse gas emissions, helping to meet the state's emissions reduction goals.
- Reduced Engine Noise Emanating from Trains: Noise from electric train engines is measurably less than diesel train engines. Train horns will continue to be required at grade crossings, consistent with safety regulations.
- Positive Economic Benefits: Electrification is creating nearly 33,000 jobs locally and across the U.S. The high-performance trains are being assembled in Salt Lake City, Utah, with parts and components from skilled craftspeople in 36 states. Engineers and construction crews are currently designing and installing clean infrastructure along the Caltrain right-of-way.
- Setting the Foundation for Future Growth: Electrification is the first step towards Caltrain's Long-Term Service Vision that when fully achieved in 2040 will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce GHG emissions, and support additional capacity — the equivalent of adding 5.5 new freeway lanes worth of capacity to U.S. 101.

MILESTONES



FOR MORE INFORMATION

caltrain.com/electrification

calmod@caltrain.com

Caltrain

Business Plan

Caltrain Business Plan Background

In 2019, Caltrain's Board of Directors voted to adopt a long term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The Service Vision, a foundational policy document that provides a service-focused blueprint for how Caltrain can grow to meet the needs of its customers and the larger public while also integrating with the larger regional and state transit network. The policy language adopted by the Board in 2019 was deliberately written in a manner that balances key touch points of specificity with a degree of future flexibility.

It has and will continue to serve Caltrain by providing a foundational vision for the railroad's future, and it remains the blueprint for Caltrain's future growth, even as the agency addresses nearer-term challenges and opportunities that could affect when the Service Vision is realized. Through the Business Plan process, the adoption of the Service Vision has provided the agency with an enduring policy document that guides how Caltrain can grow and deeply informs a range of future decisions across the railroad.

Like many so many things in 2020, the Business Plan did not end as initially envisioned. Following the 2019 adoption of the Service Vision and the public release of a comprehensive Organizational Assessment, staff worked in earnest from fall 2019 through winter 2020 towards plans to conclude the Business Plan process. Building on the adopted Service Vision, it was envisioned to include a detailed implementation approach and the development of a series of financial strategies to support the railroad's growth towards achieving the Long-Range Service Vision. The rapid spread of COVID-19 in March of 2020 and ensuing lockdowns brought about an immediate, existential crisis for Caltrain as ridership and revenues plunged. Work on the Business Plan ceased, and resources, staff, and stakeholder attention quickly pivoted to COVID-19 response planning and adoption of Caltrain's Equity, Connectivity, Recovery, and Growth Policy Framework. In 2022, the Business Plan work was completed and many of the projects and plans outlined in the Business Plan are now moving forward.

Link to key documents, including the service vision language, final report and city specific factsheets: https://www.caltrain.com/caltrain-business-plan

INTRODUCING THE

CALTRAIN 2040 SERVICE VISION

FAST, FREQUENT SERVICE. ALL DAY, EVERY DAY.

MORE TRAINS, MORE OFTEN

MORE COMMUTE SERVICE

8 RUSH HOUR TRAINS PER HOUR, EACH WAY
Plus capacity for 4 HSR trains, compared to 5 total trains today

MORE FLEXIBILITY

UP TO **6 MIDDAY & WEEKEND TRAINS**
Per hour, each way, compared to 1 train today

MORE FREQUENT SERVICE

21 STATIONS WITH **TRAINS EVERY 15 MINUTES**
Compared to 6 stations today

IMPROVED EXPRESS SERVICE

SHOW UP AND GO

15 MINUTE EXPRESS TRAIN SERVICE ALL DAY
Compared to no all-day express service today

FASTER TRAVEL

SAN FRANCISCO TO SAN JOSE IN **LESS THAN AN HOUR**
Compared to 62–69 minutes today

MORE OPTIONS

12 STATIONS WITH EXPRESS TRAIN SERVICE
Compared to 6–9 stations today

MORE PEOPLE SERVED

TRIPLE THE PEOPLE SERVED

180,000 RIDERS ON CALTRAIN EACH DAY
Compared to 65,000 today

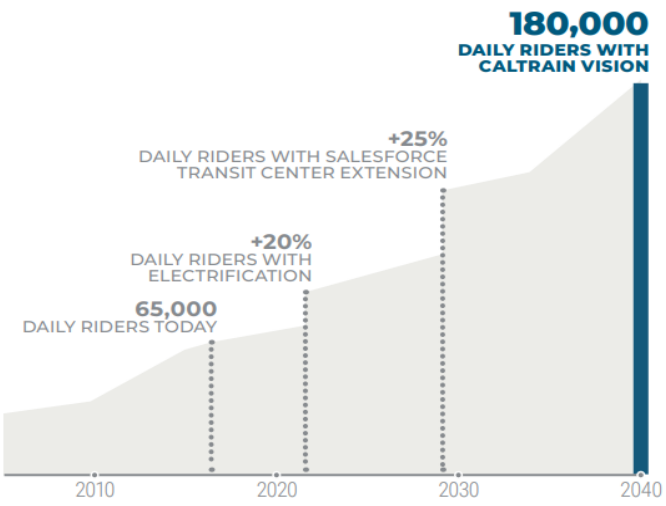
A MORE CONNECTED CORRIDOR

77 MILES OF ALL-DAY SERVICE

SF SALESFORCE TRANSIT CENTER TO SJ TO GILROY
Compared to 50 miles of all-day service today

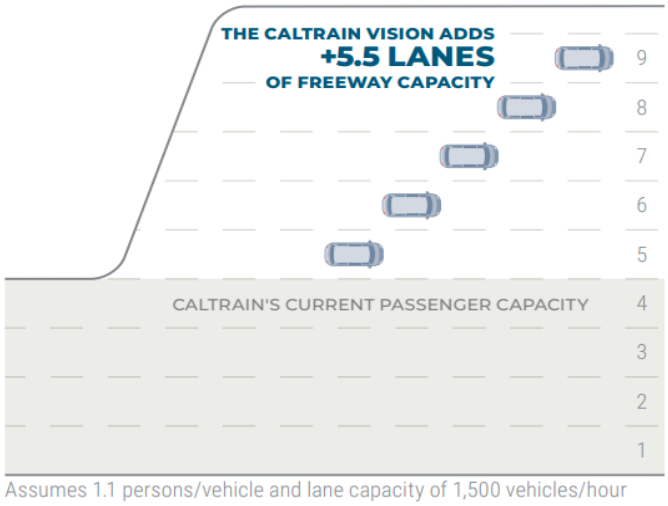
MORE TRANSPORTATION CAPACITY

CARRYING MORE PEOPLE



Improving Caltrain lets us carry three times more people in 2040. That's equivalent to selling out the Giants' ballpark four times every day.

TRAINS VS LANES



Assumes 1.1 persons/vehicle and lane capacity of 1,500 vehicles/hour

Today, Caltrain carries 4 freeway lanes worth of people during rush hour. The service vision adds the equivalent capacity of 5.5 new freeway lanes.

IMPROVING AIR QUALITY

REDUCING DRIVING

825,000 FEWER MILES DRIVEN EACH DAY
Resulting from drivers who switch to Caltrain. That's like taking 16,000 trips between SF and SJ off the road each day

REDUCING GREENHOUSE GAS EMISSIONS

110 FEWER METRIC TONS OF CO_2 EMISSIONS EACH DAY
Resulting from full electrification of our fleet and drivers switching to Caltrain

STIMULATING THE ECONOMY

ADDING JOBS

51,000 NEW JOBS CREATED
Total full- and part-time jobs along the corridor resulting from Caltrain investment*

INCREASING ECONOMIC ACTIVITY

$40.8 BILLION IMPACT ON THE REGION
Total impact on regional spending and economic activity resulting from Caltrain investment*

CAPITAL COSTS

$23 BILLION
TOTAL CAPITAL COSTS*

Capital costs include all projects from SF to Gilroy, knitting together a connected corridor with greatly improved service.

$9.4B
GRADE SEPARATIONS

$7.8B
TERMINAL IMPROVEMENTS

$3.3B
RAIL INFRASTRUCTURE AND SYSTEMS

$1.4B
STATION IMPROVEMENTS

$1.1B
FLEET UPGRADES

Caltrain Corridor

Crossing Strategy

Caltrain Corridor Crossing Strategy

The Corridor Crossings Strategy (CCS) was originally identified as part of the Caltrain Business Plan to enhance the current grade separation process and develop corridor-wide consensus on a strategy to deliver grade separation projects at the regional scale. Currently, projects are implemented on a project-by-project basis and funding is largely first come, first serve. This effort will be an extensive stakeholder engaged and directed process with the goal of the following outcomes:

- Develop a Crossings Delivery Guide that defines, communicates, and facilitates a clear project delivery process
- Implementable, shared vision for safe and reliable grade-separated rail service
- Identify investment needs and a well-positioned program for funding opportunities
- Strengthen partnerships between Caltrain, regional member agencies, and local jurisdictions

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Timeline

More information, including an interactive map:
https://www.caltrain.com/projects/corridor-crossings-strategy

Blended System

PROGRAM

Blended System (Lead Agency: CHSRA)

The core of the California High-Speed Rail (HSR) system will operate from San Francisco to Los Angeles. The northern and southern segments of the HSR system (called the bookends) will "blend" with regional and local operations. The blended system in the northern bookend from San Francisco to San Jose corridor will operate primarily on shared tracks substantially within the existing Caltrain corridor.

Currently, the California High Speed Rail Authority (CHSRA) is facilitating a planning/environmental process to further define the blended system. Additional system improvements that need to be defined include HSR stations, passing tracks that can be used by HSR trains to bypass the Caltrain trains that need to stop more frequently, at-grade crossing improvements, and system upgrades to support higher train speeds. Grade separations, a storage/maintenance facility, and other system elements will also be considered in defining the blended system.

NOTE: Improvements associated with the blended system are related but separate from the Caltrain Electrification Project which will electrify Caltrain service. While the Electrification Project also provides the appropriate electric system to accommodate future HSR service, the project itself will not provide HSR service in the Caltrain corridor. The CHSRA will need to complete its planning/environmental process for a blended system before HSR service is provided. The Caltrain Electrification Project as independent utility and is scheduled to be complete by 2022. The environmental review of the Caltrain Electrification project was completed in January 2015.

BLENDED SYSTEM CORRIDOR SCHEDULE:

- Environmental Review scheduled to commence in 2016
- The total statewide HSR system cost is $68 Billion

FOR MORE INFORMATION:

- CHSRA Website: www.hsr.ca.gov
- CHSRA SF – San Jose Project Section Website: https://hsr.ca.gov/high-speed-rail-in-california/project-sections/san-francisco-to-san-jose/

CALIFORNIA HIGH-SPEED RAIL AUTHORITY BLENDED SYSTEM STAFF:

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Blended System

CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA)

The California High-Speed Rail Authority Board of Directors was established in 2003 by California Public Utilities Code §185020. The Board of Directors oversees planning, construction, and operation of the nation's first high-speed rail system.

The Board of Directors consists of nine members: five members appointed by the Governor, two members appointed by the Senate Committee on Rules, and two members appointed by the Speaker of the Assembly. Each Board member represents the entire state and serves a four year term. Link to the Board Website: http://www.cahighspeedrail.ca.gov/Board/index.html

HSR/Caltrain Blended System

Glossary of

ACRONYMS

Glossary of Acronyms

AWR	Average Weekday Ridership
BAC	Bicycle Advisory Committee
BAFO	Best and Final Offers
CAC	Citizens Advisory Committee
CHSRA	California High Speed Rail Authority
Caltrans	California State Department of Transportation
CBOSS	Communications-Based Overlay Signal System
CCF	Central Control Facility
CEMOF	Centralized Equipment Maintenance and Operations Facility
CPUC	California Public Utilities Commission
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
DTX	Downtown Extension
EMU	Electric Multiple Unit (electric train)
FFGA	Full Funding Grant Agreement
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
JPB	Joint Powers Board (Caltrain)
MTC	Metropolitan Transportation Commission
O & D	Origin & Destination
PADS	Predictive Arrival & Departure System
PMO	Project Management Oversight
PTC	Positive Train Control
RFP	Request for Proposals
RFQ	Request for Qualifications
ROCS	Railroad Operation Control System
ROW	Right of Way
SOGR	State of Good Repair
TASI	Transit America Services, Inc.
TOD	Transit-oriented Development
TJPA	Transbay Joint Powers Authority
UPRR	Union Pacific Railroad
VMS	Visual Message Sign