



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=L3pxeEVITTFrVjVIYWs3OW5wekw2dz09>

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

Public Comments: The 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 publiccomment@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 26, 2023

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update and Memo)
5. High-Speed Rail Sustainability Report
6. Caltrain Safety Update
7. Corridor Crossing Strategy Update
8. Public Comments on items not on the agenda
9. LPMG Member Comments/Requests
10. Next Meeting – Corridor Crossing Strategy In-Person Workshop
 - a. Thursday, November 30, 2023 at 4:00 p.m.
11. Adjourn

All items on this agenda are subject to action

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes September 28, 2023**

Summary Notes

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

1. Call to Order

Vice Chair Jen Wolosin called the virtual meeting to order at 5:30 p.m.

2. Roll Call

| City / County | Representative or Alternate | Present | Representative or Alternate | Present |
|---------------------|-----------------------------|---------|-----------------------------|---------|
| Atherton | D. Hawkins-Manuelian | | S. Holland | |
| Belmont | T. McCune | X | D. Hurt | |
| Brisbane | T. O'Connell | | C. Lentz | X |
| Burlingame | E. Beach | X | A. Keighran | |
| Gilroy | M. Blankley | X | Z. Hilton | |
| Menlo Park | J. Wolosin | X | B. Nash | |
| Millbrae | G. Papan | | M. Goodman | |
| Mountain View | M. Abe-Koga | | A. Hicks | |
| Morgan Hill | M. Turner | X | M. Beltran | |
| Palo Alto | E. Lauing | | V. Veenker | |
| Redwood City | E. Martinez Saballos | X | D. Howard | |
| San Bruno | M. Salazar | X | R. Medina | |
| San Carlos | R. Collins | X | P. Venkatesh | X |
| San Francisco | A. Sweet | | | |
| San Jose | S. Jimenez | | D. Davis | |
| San Mateo | A. Lee | | R. Hedges | |
| Santa Clara | A. Becker | | R. Chahal | X |
| South San Francisco | E. Flores | | J. Coleman | |
| Sunnyvale | A. Cisneros | X | R. Mehlinger | X |
| San Francisco BOS | TBD | | TBD | |
| San Mateo BOS | TBD | | TBD | |
| Santa Clara BOS | TBD | | TBD | |
| Chair | Pat Burt | | Jeff Gee | |
| Vice Chair | Jen Wolosin | X | | |

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

CALTRAIN staff: Casey Fromson, Devon Ryan, Bella Conferti, Dora Seamans, David Pape, Taylor Huckaby, Melissa Jones, Ted Burgwyn

3. Caltrain Staff Report (Oral Update and Memo)

Vice Chair Wolosin noted that Chair Burt was unable to attend, and she would chair the meeting.

Devon Ryan provided the report, which included questions and comments with LPMG Members as follows:

- Recent events in San Francisco to celebrate the new trains and in Gilroy to celebrate the new fourth train service with good turnouts that included elected officials
- Gilroy Mayor Blankley noted the Gilroy event was well attended with representatives from Gilroy, Morgan Hill, Caltrain and VTA (Santa Clara County Valley Transportation Authority); comments regarding the schedule time changes and how there were 27 people on the later trains who stated they cannot take the train home due to the last scheduled train being moved up; most are happy with the new service and the connection to Diridon station and BART (Bay Area Rapid Transit in the future. *Staff noted they are monitoring these issues.*
- Celebrating Rail Safety month in September with many events that included an event with Transit Police to educate drivers and pedestrians around rail crossings
- A Member reported attending the San Francisco event: the trains were beautiful but there was a pedestrian fatality on the way back home with a wait in the tunnel. In response to his comments on the vulnerability of the tracks and securing the entire line against trespassers, *staff responded that they are working to improve safety and fencing and will follow up.*
- New fare promotions to increase ridership includes a family day pass, group day pass, \$1 youth card for those 18 years old or under, and a 3-day pass as well as a 50 percent off on parking at all stations – there will be future updates
- Appreciation to the Member cities for helping get the word out and hope they continue to do so as Caltrain is a great option with the variety of new fare products as traffic increases
- In-person workshop on November 30th 4 to 6 pm at Mountain View City Council Chambers

4. Caltrain Customer Acquisition Strategy

Taylor Huckaby, Deputy Chief of Communication at Caltrain, provided the presentation which included the following:

- Formal strategy – primarily focused on non-riders; equity, connectivity, recover & growth framework; comprised on affiliations (partnerships), atmosphere (brand campaigns with new service), and activations (of existing assets); informed by internal and regional data available online
- Low office occupancy is affecting Caltrain with about 40 percent of pre-pandemic riders opting for alternative transportation methods; the top three main reasons were stations not being located where they want service, availability of alternative transportation, and new commute patterns
- Improve ridership by creating more favorable conditions, marketing services, and incentivizing riders by providing faster and safer trains through electrification
- Fare campaigns running from September 2023 through January 2024 will focus on the new fare products, including family day pass, group day pass, 3-day pass, \$1 youth cards, and 50 percent discounted station parking, as well as a scooter and bike campaign scheduled Spring 2024
- New electric rolling stock coming out in three segments for the new passenger service to start in September 2024; additional marketing campaigns planned for Fall 2023 through Winter 2024 for the electrification project
- Affiliation marketing business-to-business (B2B), website redesign with a landing page, and plans to engage with employers to encourage sign-ups for GoPass
- City and community partnerships efforts include incorporating GoPass, promoting transit-oriented development, and meeting greenhouse goals
- Pass Forward program helps redistribute unused GoPasses to community service organizations; 60 percent of participants have household income under 50,000 dollars

- Customer appreciation and marketing events for new and existing communities included on board trivia, branded drink coasters, and attendance at fairs and music events
- Regular rider surveys and incentives to encourage riders to return, working on enhancing the customer experience to better align with customer demands and preference

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

- *A Member asked how the new fare structure costs would compare to the old structure and cited some examples, staff confirmed that the number of full-time workers determines the amount of GoPasses needed and the minimum purchase is 20 GoPasses*
- *Staff acknowledged multiple Members' feedback to improve the website for new users*
- *A Member was happy with having a Caltrain stop close to Lawrence Expressway where lots of people live and asked for more ways to communicate to residents to increase awareness about Caltrain as a commute option, staff responded that there will be a new mailing campaign next year to inform every resident and company within a half a mile from a Caltrain Station and that they will connect with the Cities' communications staff too*
- *In response to multiple questions on the GoPass program, staff clarified any unused passes go to organizations that partnered with the Gopass program; a company does not have discretion on where passes get donated; the program is an ongoing with no due date; the GoPass donations program is being renamed to Pass Forward*
- *Several Members commented on the role large companies, developers, and cities play in helping to increase ridership and staff agreed noting partnering and coordinating with cities, VTA (Santa Clara Valley Transit Authority) on the last mile, special events, and onboarding process to increase ridership*
- *In response to multiple Member suggestions and request for GoPass usage data, staff said there will be a toolkit to help people better understand it and the requested data would be provided offline*
- *A Member favored exploring ways to make it more convenient for riders to get to their destinations and staff spoke on development of a campaign to educate riders of various options using Caltrain with the last mile directions and connections*
- *One Member suggested having a special van at stations to serve the last mile and increase ridership and another Member noted that commute.org has shuttles and may be a partner to help promote a program and raise ridership; staff noted there is a current shuttle partnership, without the Caltrain logos, and information is available online at [Caltrain.com/shuttles](https://www.caltrain.com/shuttles)*

Public Comment

Adina Levin commented on the new electrification schedule, more frequent service on weekends and opined that off-peak to every 30 minutes is not worldclass, and service needs to get to every 15 minutes. She also commented on funding, the future vision, and being able to provide regional all agency passes.

5. Proposed Electrified Service Plan for Fall 2024

Melissa Jones Deputy Director of Policy Development and Project manager, and Ted Burgwyn, Policy Program Manager presented the following presentation which included the following:

- The electrification system will run from San Francisco to San Jose; the section between Tamien and Gilroy will remain diesel due to Union Pacific ownership of that segment
- Electric trains have arrived, testing is underway, electrified service to launch in September 2024
- The planning process for the weekday service started spring 2023 with public and stakeholder engagement done over the past couple years; the proposed weekday service plan includes input

from Citizens advisory Committee (CAC), Bicycle and Active Transportation Advisory Committee (BATAAC), and will then go to the Board of Directors

- Goals include more frequent service and station stops, increased frequency, competitive travel times, enhancing off-peak, improve coordination, and create more convenient time patterns for the public
- Service plan development constraints include having a two-track corridor with two terminals; continuing to mix electric and diesel service for southern Santa Clara County; lower revenue due to reduced ridership compared to pre pandemic; coordination constraints with BART's changed schedule and needing adjustments
- Caltrain has a full funding grant with the Federal Transit Administration (FTA) for the electrification project and expanded service; the plan involves providing base level service to all stations with two trains per hour to all stations; during peak hours, the service frequency would increase to four trains per hour, but the challenge is where to provide additional service during peak periods
- Introducing a South County connector train to serve the Gilroy segments with diesel trains
- The most frequent feedback is to increase weekday service beyond every hour
- The final weekend weekday service plans to be presented to the Board and public in November and December

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

- A Member asked about benchmarking for world-class service and best practices and another Member cited Switzerland as an aspirational example and spoke about a clock phase schedule as being consistent and dependable, especially for connections with other transit services, *staff said this concept would be tough to work towards with the current operating budget, but it would be a future goal. Staff also noted that the potential for six trains per hour per direction as in electrification project agreement, the goal to increase ridership, and working with all the cities to help address fiscal challenges and collaborate on regional solutions and a regional measure*
- A member is interested in increasing bike infrastructure to increase ridership
- One Member noted his experience riding four different transportation systems in England and France, how there was product advertising everywhere, and asked about Caltrain monetizing space inside the trains and at the stations, *staff noted available advertising space at the 4th and King station, train wraps, and at other stations and future digital displays becoming available for the first time; they have begun planning for monetizing assets in the future*
- A Member noted examples of other cities and countries that allows things, such as stadiums, to be named for revenue. He noted better connectivity in some countries as opposed to our region not being interconnected well and opined that the biggest failure is in providing last mile transit options

6. Public Comments on items not on the agenda

There were no public comments.

7. LPMG Member Comments/Requests

Vice Chair Wolosin noted to Save the Date for the November 30th in-person meeting.

8. Next Meeting

Thursday, October 26, 2023 at 5:30 pm

9. Adjournment

The meeting was adjourned at 7:00 pm



Memorandum

Date: October 23, 2023

To: Caltrain Local Policy Maker Group (LPMG)

From: Devon Ryan, Government and Community Affairs Officer

Re: Caltrain E-Updates



Transit Month Round-Up

Transit Month is a local tradition, celebrating how public transit serves and enriches the Bay Area. To mark the occasion, Caltrain hosted its San Francisco Electric Train tour in September and actively engaged in various activities, from the CEO Ridealong to collaborating with fellow transit agencies to table and respond to inquiries at Salesforce Park.



Caltrain Electrification Milestones

Caltrain has successfully completed the installation of every pole for the Overhead Contact System (OCS), upgraded the signal system that allows electric trains to operate along the Caltrain corridor and successfully tested the new electric trains at maximum track speed of 79 mph.

These three major milestones bring the Caltrain Electrification Project closer to passenger service in fall 2024. With the [final OCS pole installed](#), crews can now hang the last of the wire, as well as finish the final work on the OCS that will provide power to the electric trains. This will allow the new trains to be tested along the full corridor from San Francisco to San Jose later this year.

You can learn more: [here](#).

Sustainable Transportation Planning Grant Award

Caltrain was awarded a grant through the FY24 Sustainable Transportation Planning Grant program from Caltrans. The grant is for the Caltrain Climate Change Vulnerability Study which will analyze the vulnerability of Caltrain service, infrastructure, right-of-way, operations, and passengers to climate impacts and produce findings that will provide Caltrain with the information it needs to develop adaptation strategies.

List of awarded projects can be found [here](#).



MTC Tour

On September 22nd, Caltrain welcomed MTC staff members for a tour of the new electric trains. The event took place at San Jose Diridon Station. This tour not only gave MTC staff a firsthand look at the new trains, but also provided the opportunity to gain insights into various other projects we're working on with our community partners along the Caltrain corridor.



Electrified Service Planning

Caltrain is seeking public feedback on the proposed electrified service plan. Electrified service will begin in fall 2024, and will bring a host of benefits including a simplified schedule and more frequent and faster trains. Other highlights from the proposed plan include:

- Weekday Service (San Francisco to San Jose):

- All electric service every 30 minutes (at minimum) all day, including early mornings, mid-day and evenings
- Faster service with more stops, service every 15 minutes at more stations during commute hours
- San Jose to San Francisco express service in ~1 hour
- San Jose to San Francisco local service 25 minutes faster than today
- 104 weekday trains, with four trains per hour per direction during peak times
- Weekend Service: Subject to additional financial analysis and budget confirmation, Caltrain expects to offer service every 30 minutes, minimizing wait times for weekend customers and halving the wait time they currently experience.
- South Santa Clara County Service: The corridor south of Tamien Station in San Jose, which is owned by Union Pacific and is not included in the Electrification Project, will still be served by four daily roundtrips using diesel trains to maintain connectivity. There will be a seamless three-minute cross platform transfer at Diridon Station with an up to 28 minute time savings from today..

Additional feedback can be given via an online [survey](#) and the Caltrain team will be tabling at various stations throughout the month of October.

[Learn more.](#)

PUBLIC MEETINGS:

JPB Advocacy and Major Projects (AMP) Meeting – Canceled: Oct. 25, 2023

Caltrain Board Meeting – Nov. 2, 2023 at 9:00 a.m.

JPB Finance Committee – Nov.. 27, 2023 at 2:30 p.m.

JPB Technology, Operations, Planning, and Safety (TOPS) Meeting – Nov. 29, 2023 at 1:30 p.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 5, 2023 Board Meeting is [available here](#).



CALIFORNIA
High-Speed Rail Authority

Local Policy Maker Group

Northern California Regional Director Boris Lipkin

October 26, 2023

Project Snapshot

- Statewide
 - » Over 100 miles under construction
 - » 422 of 500 miles environmentally cleared; SF to LA complete in 2023
 - » Trainset procurement underway
- Central Valley
 - » 1st Construction Package finishing this Fall
 - » Advancing design on extensions to Merced and Bakersfield and 4 stations
 - » Applying for funding for initial operating segment
- Northern & Southern California
 - » Caltrain corridor being electrified
 - » LA Union Station being upgraded
 - » Applying for funding for next phase of project development



2023 Construction Progress



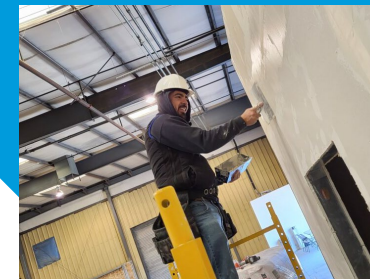
10th Cohort Graduates Training Center



- **Over 150 students have graduated** the pre-apprenticeship program since the training center opened in 2020
- The **no-cost program** is a collaboration between the Authority, the Building and Construction Trades Council, Fresno County Economic Development Corporation, Fresno Economic Opportunities Commission, and the City of Selma

Certifications Received

- OSHA 10
- Hazardous Waste
- Work Zone Safety/Traffic Control
- Forklift/Scissor Lift
- Confined Space
- First Aid/CPR



Federal Partnership

- CEO Brian Kelly and Staff attended US High-Speed Rail Association's High-Speed Rail Conference in Washington D.C.
- Met with members of Congress and Senior Biden-Harris Administration officials.
- FRA Administrator Amit Bose visited high-speed rail construction in Fresno and stated:
 - » “The pot that the California project in particular is paying close attention to is \$12 billion from the **Federal-State Partnership** (for intercity passenger rail) over five years; that’s going to be a **really good opportunity.**”

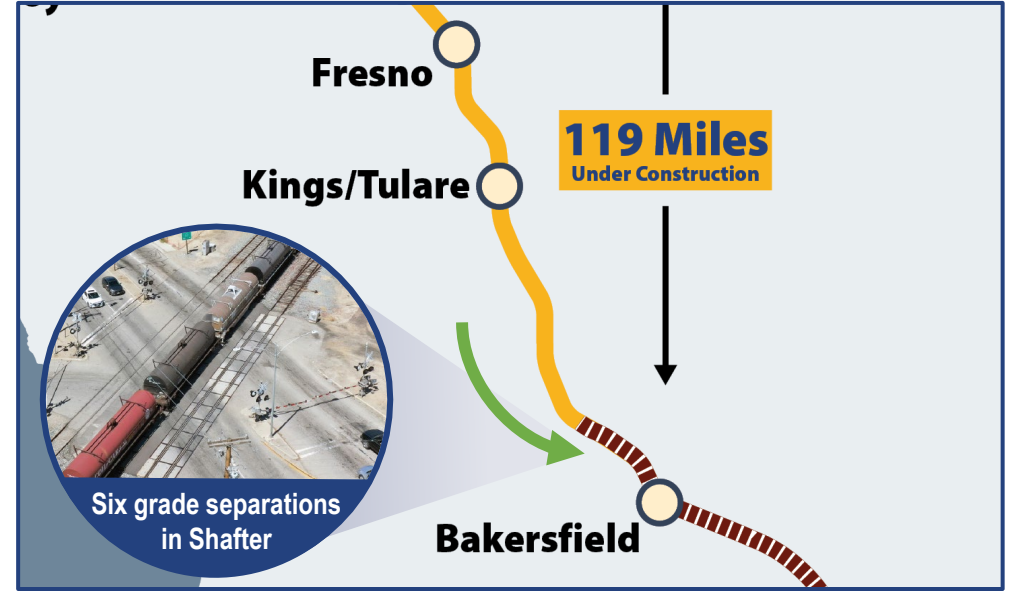


Federal Grants Awarded in 2023



Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

\$20 million grant towards the Fresno High-Speed Rail Station Historic Depot Renovation and Plaza Activation Project



Consolidated Rail Infrastructure and Safety Improvements (CRISI)

\$202 million grant to fund the design, right-of-way purchases, and construction of six grade separations in the city of Shafter

Federal-State Partnership for Intercity Passenger Rail

Application 1: California Inaugural High-Speed Service

\$2.8 billion request



Procure six electric HSR trainsets



Construct the second track on the 119-mile high-speed rail from Madera to Poplar Avenue



Construct the Fresno Station



Final design and early works (including ROW acquisition and utility design/coordination) on the Merced and Bakersfield extensions

Application 2: Phase 1 Corridor Configuration Design

\$194 million request



Configuration level design for:

- » San Jose to Merced
- » Bakersfield to Palmdale



Begins crucial geotechnical studies in the Pacheco Pass and Tehachapi Mountains



Prepares project footprint to allow pre-construction work to proceed when funding is identified

Trainset Procurement has Started



Significant Board Action in August initiated trainset procurement by approving the release of the first high-speed trainset RFQ.

Procurement



- Request for Qualifications (RFQ) for 6 high-speed trainsets to industry.
- Request for Proposal (RFP) anticipated in Q1 2024 to qualified teams.

Delivery



- Receive two prototypes in 2028.
- Supports testing up to 242 mph, operating at 220 mph.

Revenue Service



- Receive an additional four trainsets by the end of 2030.
- Supports revenue operations on the 171-mile Merced to Bakersfield section.



2024 Look Ahead



2024 Business Plan



Major procurements for track, systems, and rolling stock for the Central Valley



Full environmental clearance for San Francisco to Los Angeles



Electrified Caltrain service



Clarity on federal funding support



Plans for additional necessary funding



CALIFORNIA
High-Speed Rail Authority

2023 Sustainability Report

Margaret Cederoth

Director of Planning and Sustainability

October 26, 2023

Sustainability Policy

- “The Authority will deliver a sustainable high-speed rail system for California **that serves as a model for sustainable rail infrastructure.**”

POLI-1007 – Sustainability Policy, 2020-04-02

- Supports California's Ambitions Climate Goals

As the backbone of electrified interregional travel, reducing road and air trips, the system contributes to the State's goals of a **carbon-neutral transportation system by 2035** and a **carbon-neutral economy by 2045.**



Sustainability Benefits

7,200
Future Jobs

11,474*
Jobs Created

761**
Small Businesses Engaged

\$ 5.5 billion
Disadvantaged Communities
Benefited



102,272,049 MTCO₂e
Emissions Reductions

500,150 lbs.
Criteria Air Pollution Avoided

503,393 MTCO₂e
Carbon Sequestered and Avoided



1,900,000 MWh
Renewable Energy Generation

62,000
Air Trips Reduced Annually

5 Billion
VMT Reductions Annually



Benefitting disadvantaged communities



¹As of July 31, 2023. ²As of December 31, 2022.

Transition to All-Electric Construction

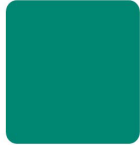




We are building Zero-Emission Vehicles (ZEVs) requirements into our contracts:


- On-Road Fleets:
 - » 100% ZEVs in all future contracts
- Off-Road Equipment:
 - » 100% Tier 4 Equipment in all future contracts
 - » 10% electric by 2030
 - » 100% electric by 2035



95% of Waste Diverted from Landfills

Since 2015:

-  Total Diverted
95% (302,961 Tons)
-  118,381 Tons Recycled
-  87,332 Tons Reused
-  11,740 Tons Composted
-  85,508 Tons Stockpiled

 Total Landfilled
5% (15,333 Tons)





2023 Sustainability Report

California High-Speed Rail

Questions?





Stay Connected



hsr.ca.gov/contact



Inquire about
upcoming meetings

Northern California Regional Office

California High-Speed Rail Authority

160 W. Santa Clara St., Suite 625

San Jose, CA 95113





CALIFORNIA High-Speed Rail Authority

Memorandum

Date: October 26, 2023
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Federal Government Invests Over \$200 Million in California High-Speed Rail

In the strongest show of a continued partnership, the Authority received nearly \$202 million from the federal 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) program to expand construction outside of the current 119 miles in progress. The award funds the final design, right-of-way, and construction of the six grade separations in the city of Shafter that will be needed for the extension of high-speed rail into Bakersfield. This is the largest grant award in the CRISI program's history. Read the Authority's CRISI grant factsheet [here](#).

10th Cohort Graduates Training Center



The Authority celebrated the graduation of the 10th cohort at the Central Valley Training Center in Selma in early October. This pre-apprenticeship program is aimed at serving veterans, at-risk young adults, minority, and low-income populations in the Central Valley. The no-cost program provides hands-on construction industry training for those looking to work on the nation's first high-speed rail project. Since opening in 2020, over 150 students have graduated from the program.

The Authority has partnered with the City of Selma, Fresno Economic Development Corporation, the Fresno, Madera, Kings, Tulare Building Trades Council, and the Fresno Economic Opportunities Commission to create the Central Valley Training Center. To learn more, visit www.cvtcprogram.com.

2023 Sustainability Report

Next week, the Authority's annual Sustainability Report will be released. The report details the Authority's progress in 2022 and the beginning of 2023 in building the biggest, greenest infrastructure project in the nation. Key milestones include habitat restoration, reaching net-positive greenhouse gas (GHG) balance, and the project's utilization of the cleanest construction vehicles available resulting in 68% less black carbon being emitted than a typical fleet.

A copy of the full 2023 Sustainability Report, including other resources such as fact sheets, will be available at <https://hsr.ca.gov/SustainabilityReport>.

UPCOMING OUTREACH ACTIVITIES IN NORTHERN CALIFORNIA

- Oakland Día de los Muertos – October 29, 10:00am-5:00pm
- Focus on the Future – October 29-31
- Gilroy Farmers' Market – November 4, 10:00am-3:00pm

Rail Safety & Suicide Prevention Initiatives

JPB LPMG Meeting
October 26, 2023



Overview

- Safety Culture
- Statistics, Trends, and Risk Factors
- 3 E's of Rail Safety
 - Engineering
 - Enforcement
 - Education – Community Engagement
- Caltrain Initiatives

Safety Culture

- Caltrain Chief Safety Officer (CSO) role created
All safety functions report to CSO
- Created **Safety – First and Always** as our primary core value
Email Signature
- Safety culture playbook and bi-weekly messaging
 - “What is Safety Culture”
 - “Responsibilities and Expectations”
 - “Why is Safety Important to Me”
- Safety Moments at all Caltrain meetings and briefings
- Safety Champions created (2-day workshop)
Focus - Training – Reporting – Communication - Recognition



Safety Culture

- Safety concern reporting tools, risk register created
- Organizational Risk-Based decision framework
- Monthly Caltrain Executive Safety Committee chartered
- System Modification Review Committee and process
- Quality Assurance and Quality Control moved under Safety
- Weekly/Quarterly all Safety partner meetings
- Safety performance data/dashboards
- Caltrain Safety brand created
- Electrification Training and Communication

| Frequency of Occurrence | Severity | | | |
|-------------------------|-------------------|---------------|---------------|-----------------|
| | 1 Catastrophic | 2 Critical | 3 Marginal | 4 Negligible |
| (A) Frequent | 1A | 2A | 3A | 4A |
| (B) Probable | 1B | 2B | 3B | 4B |
| (C) Occasional | 1C | 2C | 3C | 4C |
| (D) Remote | 1D | 2D | 3D | 4D |
| (E) Improbable | 1E | 2E | 3E | 4E |



Think, work, live safe
FIRST AND ALWAYS



Statistics, Trends, and Risk Factors

FRA Trespasser Data Analysis

- Approximately 70% of all rail transit fatalities in the United States are the result of trespassing and suicides on ROW
- 75% of trespassing casualties (fatalities and injuries) occur within 1,000 feet of an at grade crossing
- 6% casualties occur in stations, yards and tunnels
- 82% of trespassers are male, and most are of low socioeconomic status
- 96% of freight rail suicide incidents occur on areas of track that do not have a barrier to restrict ROW access

Caltrain Trespasser Strikes 2019-2023

| Year | Trespasser Strikes | Fatalities | Suicide* | Unintended* | Pending |
|----------|--------------------|------------|----------|-------------|---------|
| 2023 YTD | 14 | 12 | | | 12 |
| 2022 | 16 | 14 | 8 | 3 | 3 |
| 2021 | 13 | 11 | 9 | | 2 |
| 2020 | 11 | 10 | 9 | 1 | |
| 2019 | 22 | 16 | 10 | 6 | |

* Coroner and Law Enforcement determine cause

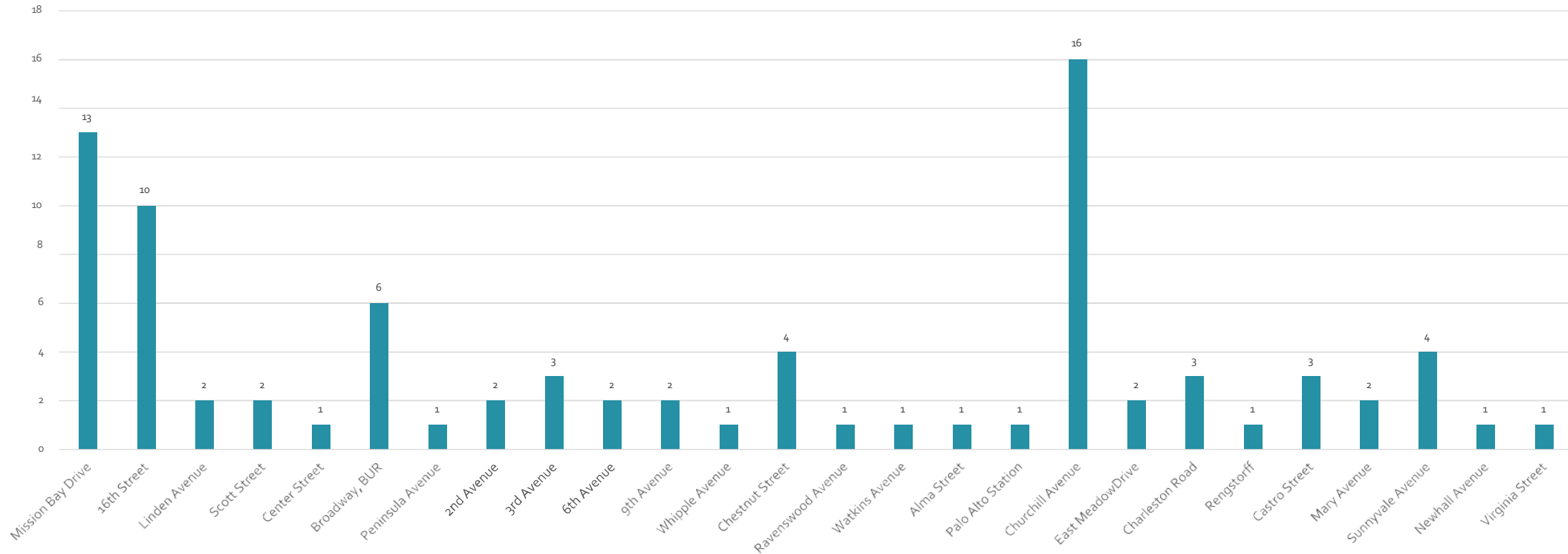


Caltrain Trespasser Strike Analysis

- No clear trend as to specific location
- No clear trend as to time of day or year
- Align with FRA data
- 10% occur at Stations
- Most are intentional
- Transit Police – 50+ Trespasser Service calls monthly –
<50% contact made

Caltrain Vehicle Incursions

Vehicle Track Incursions by Crossing
CY2022 - CY2023



Engineering



Engineering:

- State of Good Repair
 - Track maintenance, fencing, barriers
- Capital Improvement Projects
 - Crossings - Churchill, Meadows, San Mateo
 - Stations: SSF, Hillsdale
- Technology
 - Grade crossings
 - Motion/Intrusion detection systems
 - CCTV/Video analytics

SOGR – Fencing and Barriers

- Caltrain has an on-going fencing program to minimize pedestrian access to the right-of-way
- Fencing repairs are continuous due to vandalism, vehicular accidents adjacent to our property and construction
- Risk based prioritization of fencing

SOGR – Fencing and Barriers

- Over the last 10 years, Caltrain has installed over 8.5 miles of new Right of Way (ROW) fencing
- Goal is to fence off the entire ROW (52 miles x 2 = 104 miles)
- 86% (~90 miles) of our ROW has fencing or a barrier
- Multiple locations cannot support fence installation:
 - Tunnels, bridges, stations, etc

Technology

- Grade crossing design, lights, etc.
- CCTV / Analytics
- See Something Say Something App

Enforcement

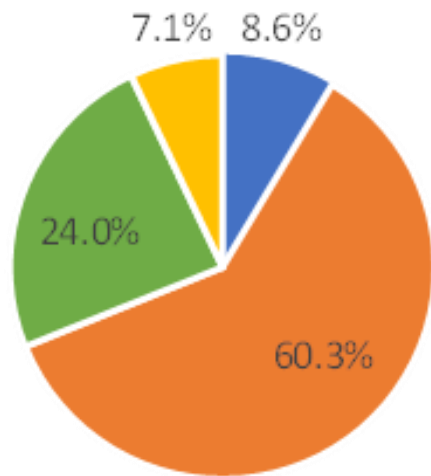


Enforcement:

- Transit Police
 - San Mateo County Sheriff's Department
- Specialized Training
 - Crisis Interventions
- Emergency Response Team
 - Proactive outreach
- First Responder Outreach
- Electrification Safety

Transit Police Calls for Service

Calls for Service by County - September 2023



■ San Francisco ■ San Mateo ■ Santa Clara ■ Unknown

| | |
|---------------|----|
| Trespasser | 31 |
| Welfare Check | 14 |
| Medical Call | 14 |
| Dispersal | 26 |
| Disturbance | 11 |
| Signals | 13 |

Crisis Intervention Training (CIT)

- 40-hour training provided to all Transit PD Deputies and Supervisors
- Provides foundational mental health awareness and understanding on a range of topics:
 1. Common types of mental illness
 2. Assessment of medication information
 3. Skills for de-escalation of potentially violent situations
 4. Specific strategies for suicide intervention
- Transit PD (Sherriff's Office) is currently in the process of providing their Deputies and Supervisors with Enhanced Crisis Intervention Training (ECIT)
 - While CIT focuses on mental health awareness and ability to recognize potential behavioral health concerns, ECIT deals with the operational aspect of specific crisis scenarios

Psychiatric Emergency Response Team

- Established by the Sherriff's office to review all Transit PD cases involving potential mental illness
- PERT units consist of one Sherriff's Detective and one Licensed Mental Health Professional from Behavioral Health and Recovery Services
- PERT conducts follow-up investigation, when necessary, with the goal of connecting patients and families with services and resources that can:
 - Help manage acute crisis
 - Prevent tragic outcomes
 - Reduce hospitalizations and incarcerations
- PERT functions as the homeless liaison for the Sherriff's Office and conducts regular outreach to the San Mateo County homeless population



SAN MATEO
COUNTY HEALTH



Safety Card - Electrification

- Energized Train System – 25KV can be dangerous
- Don't touch Overhead wires and ground cables
- Trains are quieter and accelerate faster
- See Tracks – expect a Train!
- Cross at designated crossings
- See Something Say Something
- Suicide Crisis Line



Safety Card

CALTRAIN IS NOW ELECTRIC!

The new electric train system can be ***dangerous and even life-threatening***

See something unsafe?

Call 1.877.SAF.RAIL
(1.877.723.7245)

For any emergency on Caltrain, to report suspicious activity, or if you see a damaged electrical wire.

24/7 Suicide and Crisis Lifeline:

Call or Text 988

Social Services Hotline:

Call 211

caltrain.com/safety

Caltrain

Caltrain

STAY SAFE BY KNOWING THESE SIMPLE SAFETY TIPS:

CALTRAIN IS ENERGIZED:

The Caltrain system is now electric. Wires and ground cables carry 25,000 volts of electricity and can be dangerous. **Never approach or touch overhead wires or equipment with things like ladders, antennas, and most importantly, yourself!**

ALWAYS EXPECT A TRAIN:

New electric trains are quieter and faster than you think. They can run on any track, at any time, from either direction. Stay safe and stay off the tracks.

CROSS ONLY AT DESIGNATED CROSSINGS:

The only safe place to cross tracks is at designated public crossings with a crossbuck, flashing red lights or a gate. Crossing anywhere else is illegal.

Caltrain

Community Engagement - Education

Tasha Bartholomew, Manager, Media Relations

Partnership with Operation Lifesaver

- Since the 1990s
- Annual contributor to CAOL
- Staff serves on OLI National Advisory Council (NAC)
- NAC meets twice a year - creates educational projects with FRA and FTA funding
- Helps develop and edit all rail safety outreach materials used nationwide through OLI's Materials Review Committee

Caltrain & Operation Lifesaver Projects

- Stop Track Tragedies video
 - Shares the powerful stories of survivors and family members to help prevent future tragedies on the railroad
- New safety posters
- Rail safety pledge



Education:

- Don't Shortcut Life Rail Safety Education Program
- Free presentations to communities
- Open to all ages
- In person or virtual

The Importance of Messaging

- Communicating as an agency
 - Rail Safety
- 2009 Palo Alto suicides
 - Changed thinking
- Addressing the issue
 - Mental & Behavioral Health Organizations

Key Partnerships



Rail Safety & Suicide Prevention Activities

- Public Service Announcements
- Onboard/grade crossing rail safety blitz
- Rail Safety Media Roundtable
- Rail Safety Booth at SF Public Electric Train Tour – Sept. 23
- Updated rail safety brochures
- New Electrification postcards
- Suicide prevention training for staff
- Installed 250 suicide prevention signs at stations
- Dedicated suicide prevention resource page
- Raised \$25,000 for American Foundation for Suicide Prevention's Out of the Darkness Walks
- Sponsored the Caminar for Mental Health Symposium

Recap and Next Steps

FOCUS

- Refreshing suicide prevention signs
- Grade Crossing Improvements
- Technology – Pursue Grants
- Continue partnerships with Operation Lifesaver and local health and safety departments
- Electrification Education

Suicide prevention and safety program is contingent on the availability of funding.

See Something, Say Something

Do your part to keep the rails safe! **Call Transit Police at 1.877.SAF.RAIL (1.877.723.725) immediately** to report any unsafe situation or suspicious activity, such as children playing near the tracks or people hanging out along the right of way.

Save the number in your cell phone for quick and easy access.

Caltrain
Safe



Questions

FOR MORE INFORMATION

WWW.CALTRAIN.COM





Corridor Crossings

STRATEGY



Local Policy Maker Group
10.26.2023





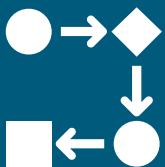
Purpose

As an outcome of the **Business Plan**, the Corridor Crossings Strategy is an effort to **define a systematic corridor-wide approach** to crossings.

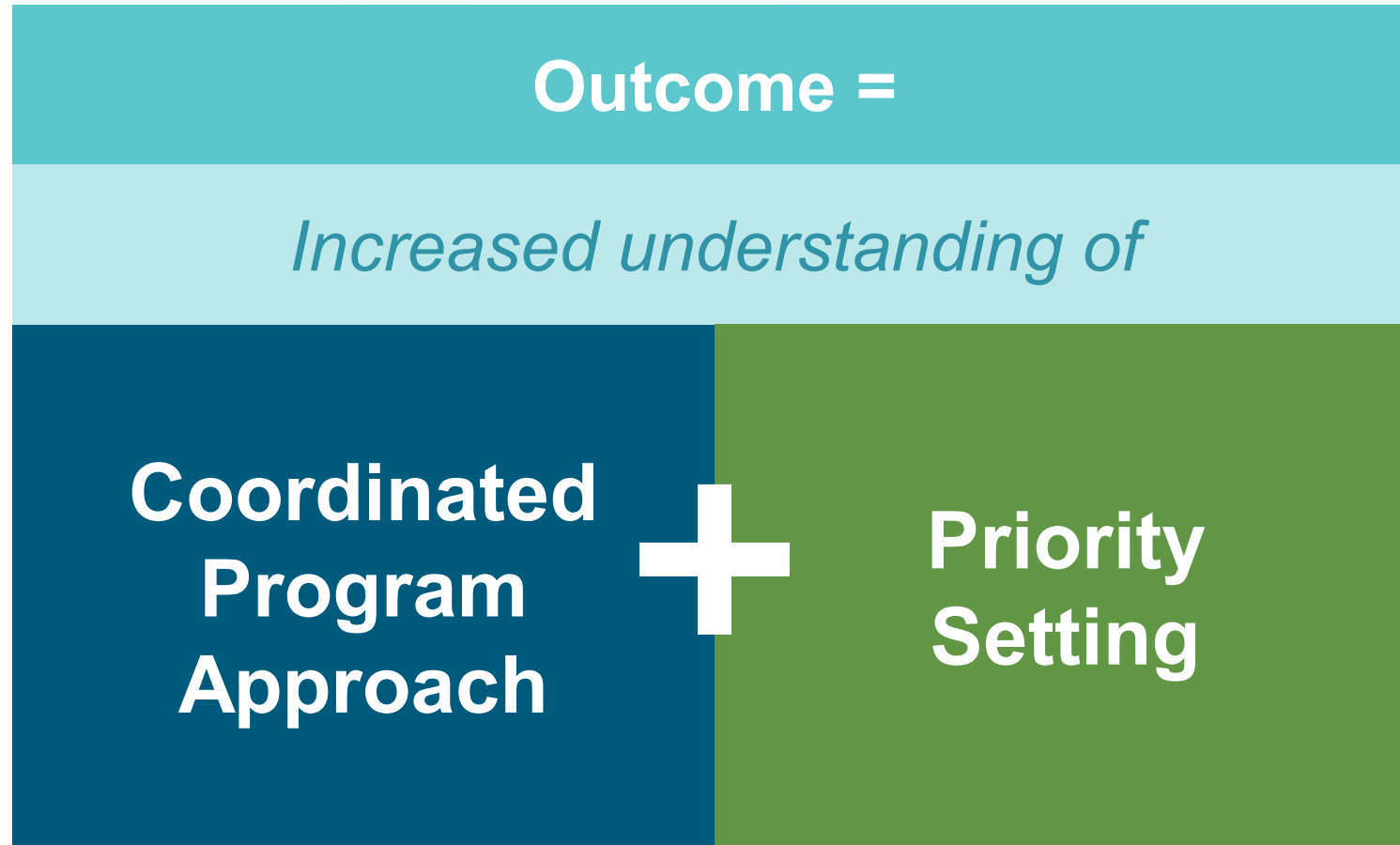
The strategy aims to **align stakeholder ambitions into balance with an implementable program**, addressing:

- Funding
- Organization
- Program Delivery

Note: Active grade separation projects will continue in parallel



Setting the Stage for a Corridor-Wide Strategy





AGENDA

- **Project** Progress
- **Feedback** Overview
- **Building** the Program
- **Next** Steps

Paths



Project Delivery Opportunities

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

Outcome: Crossings Delivery Guide



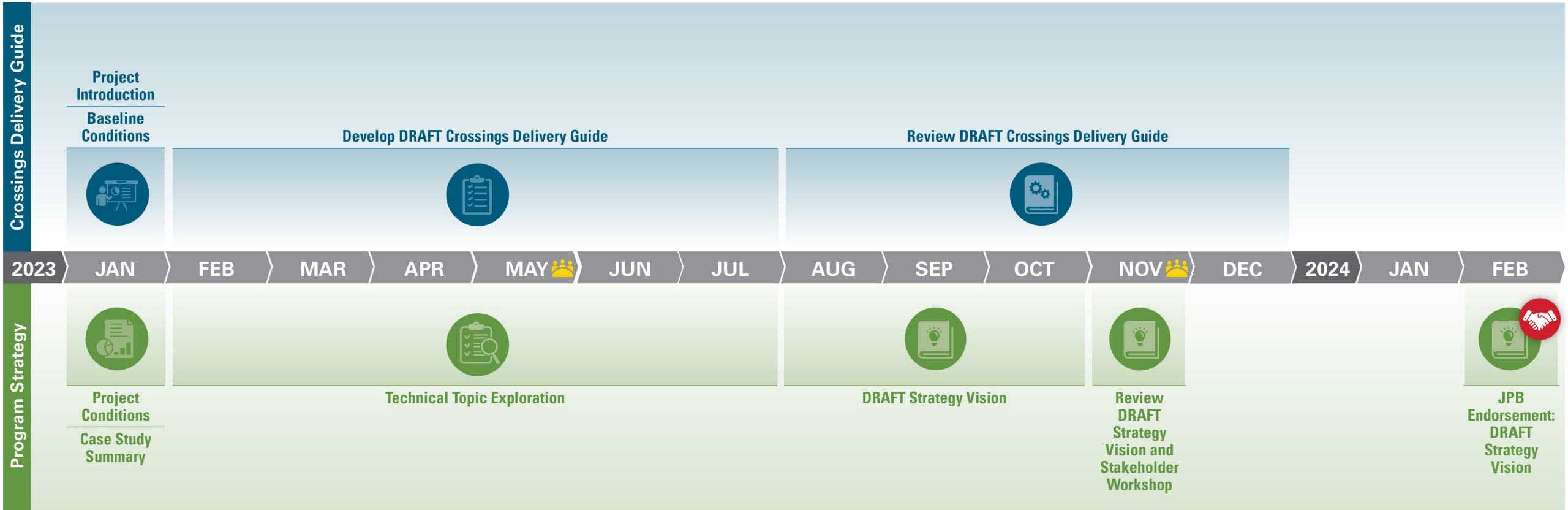
Program Strategy Development

Develop a shared, corridor vision with an incremental and implementable approach for regional benefits.

Balance vision with implementable action plan

Outcome: Program Vision and Strategy

Timeline



In Person Meeting

Project Progress



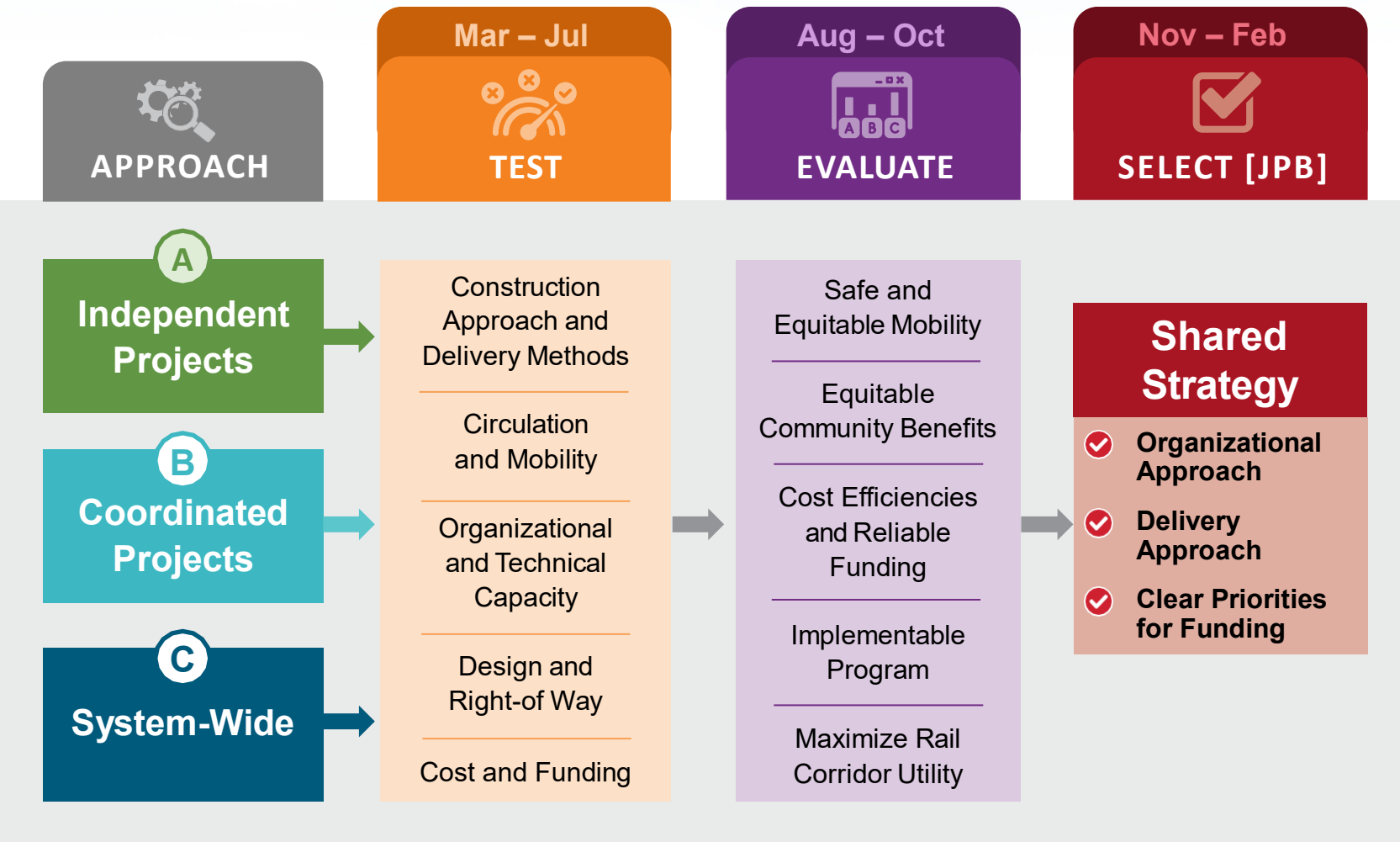
KEEP RIGHT
→
Only Use
Pedestrian
Crossing To
Cross Tracks



Corridor Crossings
STRATEGY

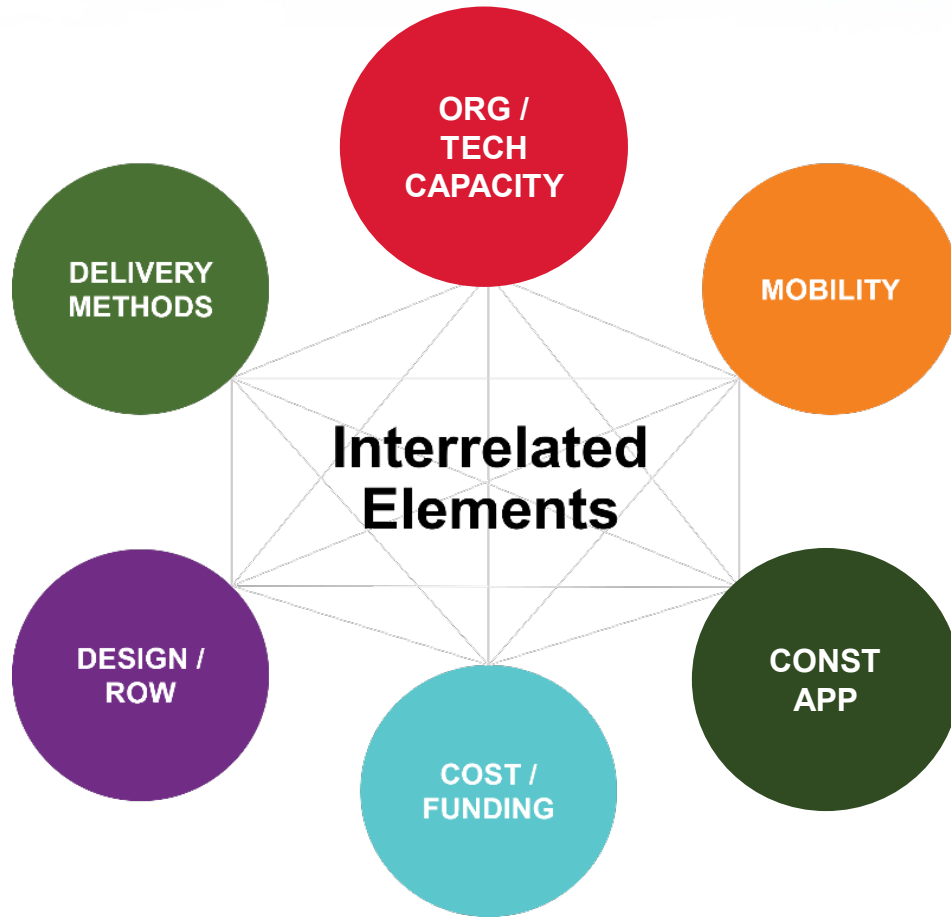


Program Strategy Process





Recap of Technical Topic Exploration



- Technical topic conclusions supported a coordinated program approach and the need to identify priority projects
- Key conclusions of the **technical topics** include:
 - **ORG / TECH CAPACITY:** Caltrain staff resources and capacity are constrained and additional resources would be needed to support deeper involvement in a grade separation program
 - **MOBILITY:** There is not corridor-wide consensus on a fully separated corridor; corridor communities want to focus on delivering priority projects
 - **CONSTRUCTION, DESIGN / ROW:** Consolidating crossing projects realizes numerous construction and delivery benefits, as well as potential efficiencies from coordinating project implementation
 - **COST / FUNDING:** Identifying priority projects helps region to identify complete funding for high-impact projects as quickly as possible

Feedback Overview

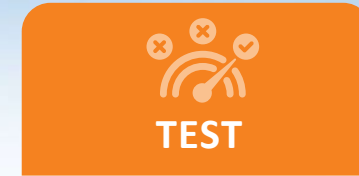
What We Have Heard so Far



Corridor Crossings
STRATEGY



May Workshop Recap



Common Takeaways:

- ↳ Benefits of a corridor-wide approach with sensitivity to local conditions
- ↳ Complexity and volume of issues, information, and data to inform a corridor-wide approach

Breakout Exercise:

Participants collaborated on determining crossing treatments for at-grade crossings

- ✓ *Considerations and takeaways of crossing treatments*
- ✓ *Benefits and challenges of program delivery approaches*

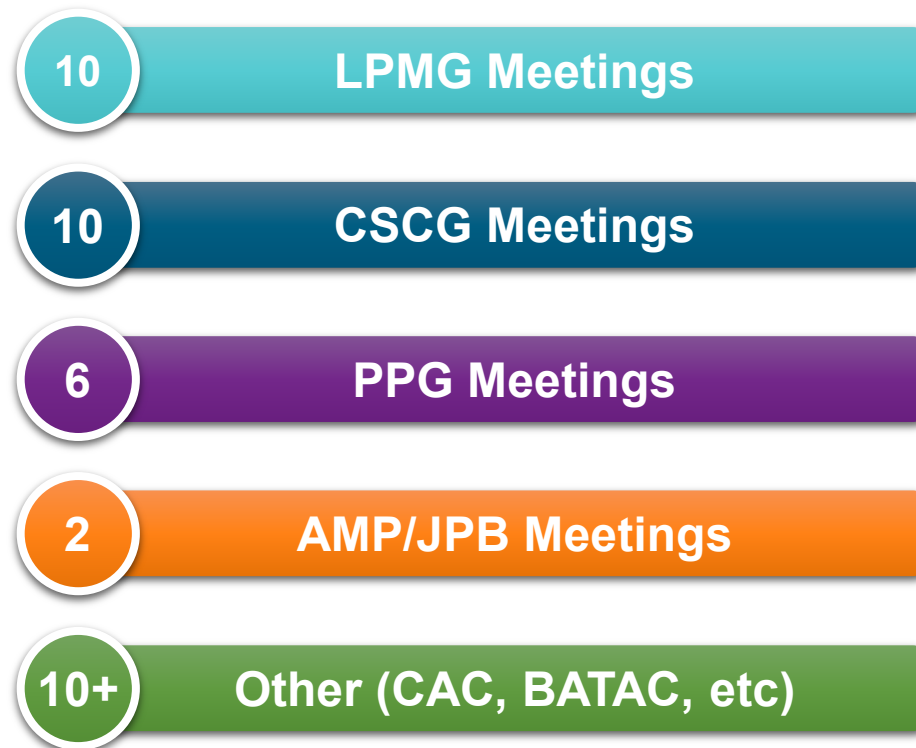




From Numerous Meetings, Partners Desire...

- 📢 A consolidated and coordinated program to accelerate the delivery of grade separation projects and to strategically pursue funding
- 📢 That Caltrain take a proactive and consistent role in delivering grade separation projects
- 📢 A consistent and transparent grade separation process
- 📢 A continued role for cities and a need for a grade separation program to reflect community vision

Throughout the life of the CCS, we have presented at...





Approach Spectrum

Approach A: Independent Projects

- Project-by-project approach/management
- Local funding plan
- Aspirational goal, but no timeline
- Current approach for Caltrain

Approach B: Coordinated Projects

- Regionally coordinated approach to corridor funding
- Interjurisdictional communication about resources and schedule
- Coordinated corridor project delivery
- Aspirational goal with timeline

Approach C: System-Wide

- Transparent and consistent methodology
- Robust and centralized project delivery
- Corridor-wide and regional funding
- Consistent project champion
- Aggressive goal with timeline

Building the Program

*How We are Incorporating
Community Partner Feedback*



Corridor Crossings
STRATEGY



From Numerous Meetings, Partners Desire...

A consolidated and coordinated program to accelerate the delivery of grade separation projects and to strategically pursue funding

That Caltrain take a proactive and consistent role in delivering grade separation projects

A consistent and transparent grade separation process

A continued role for cities and a need for a grade separation program to reflect community vision



DRAFT Crossings Delivery Guide

- Graphically engaging, easy to read guidance
- Design standards + project development and delivery

BRIDGE

- Caltrain requires vertical clearance from the top of the Caltrain tracks to the top of the underpass structure. For overhead crossings, Caltrain requires additional clearance requirements due to the presence of the OCS equipment and system. See Chapter 7 for the specific clearance requirements.
- Retaining walls provide structural support to the facility.

OCS SYSTEM

- The OCS equipment influences the construction requirements for all crossing types, as well as the vertical clearance requirements for overhead crossings.

FENCING

Protective Bridge Fencing: A 10-foot tall protective solid barrier is required to ensure the safety of both the trains and the public. The barrier is intended to prevent pedestrians and bicyclists from touching or throwing items to the rails.

Underpasses generally have fencing to separate public and private property, as well as to prevent intrusion into the Caltrain ROW.

Access Control Fencing: For passenger safety, fencing may need to be installed to separate passengers from vehicular traffic and the railroad. This includes fencing between the rails, as well as fencing to separate stations from adjacent streets.

PEDESTRIAN AND BIKE ACCESS

- Stairway and universal access ramps to this tunnel are required in order to provide access for all ages and abilities. Bike storage can be provided on stairways to allow cyclists an easy method to transport their bicycle through the facility.
- Bike lockers offer a more secure form of bicycle storage at crossing facilities, especially ones with stations nearby.
- Plant areas around crossing entrances can activate the area and provide an inviting place for the community. Environment should be well lit and well maintained.
- Convex mirrors and CCTV cameras can contribute to better visibility areas that are covered. Maintaining secure level of visibility in an underpass facility is critical to user comfort.

LIGHTING

- Human-scale lighting should be implemented throughout the facility and its associated entrance and exit areas. Good visibility improves safety of the crossing and the sense of security of its users. Lighting is especially important for facilities that are not directly connected to stations, larger roadways, and other infrastructure.
- Skylights can be used in underpass facilities to provide more natural light in the tunnel, leading to a more secure feeling facility.

ROADWAY FOOTPRINT

- Wayfinding signs help users orient themselves spatially along the Caltrain corridor and can help them understand where the crossing ends on the other side of the tracks.
- Transit integration, like the straight-through bus pickup and drop-off zone, help facilitate connections to the rail crossings. Care of connector to local bus and train routes is a key consideration for any bicycle and pedestrian facility.

DRAINAGE

- Implementation of permeable facilities and greenery relieves some pressure from the facility drainage system and makes the facility more attractive.
- Drainage systems are required to manage rainwater within facilities. In underpass facilities, pumping water from the facility typically requires an identified pump station due to the lower elevation.

4 Funding and Grant Programs

This section discusses the importance of developing a detailed funding plan and provides an overview of the available funding sources for grade separation projects. Grade Separation projects can be expensive and may require the project sponsor to secure grants from multiple sources. Grade-separations have been recognized as a priority in California and there are several available funding programs for local agencies to support these types of projects. That said, while Caltrain can serve as a partner in obtaining funding, they are unable to help fund grade-separations specifically. The charter between SFMTA, SMCTA, and VIA, which serves as the basis for Caltrain operations, explicitly states that Caltrain funds may only be used for operations, which would not include grade-separations.

Funding Plan

A detailed funding plan that aligns with an accurate and conservative cost estimate is crucial for advancing grade separation projects. The funding plan and project cost estimates should be developed as early as a project's initiation phase. Those funding commitments should be updated semiannually or yearly corresponding to the local jurisdiction's fiscal year. Cost estimates should also be updated regularly as the project progresses through phases of development and to represent current market conditions. Caltrain recommends that local entities frequently update the project costs. Soft costs should also be considered including Caltrain's management of the grade separation project. Soft costs also should include contingency which should vary depending on the phase of the project. As the project advances and there are fewer risks and unknowns, the contingency may be reduced. Refer to Table XX for Caltrain's contingency guidance for capital improvement projects. More details on project cost and funding for each phase can be seen in Figure XX. Complete funding for a project phase should be secured before a phase begins to facilitate projects advancing through phases in an efficient manner.

Project Sponsor

Local agencies are the project sponsors responsible for preparing and executing a funding plan to support all phases of a grade separation project in the Caltrain corridor. While Caltrain staff's expertise is necessary to support grade separation projects, using Caltrain funds to advance local jurisdiction projects is not allowed. Caltrain can only use public funds towards delivering cost-efficient rail services under the current regulation, which requires dedicating all Caltrain funding toward the management, operation, and maintenance of the commuter rail service.

Key Chapter Takeaways:

- Grade-separations recognized as a priority in California—Several funding programs available for local agencies
- Caltrain cannot direct funds toward grade-separation projects but can serve as a partner in obtaining funds
- Funding sources: Federal, Statewide, County, Local, and Private
- Minimizing project delays with detailed funding plan that correlates with a frequently updated project cost
- Local agency responsible for preparing, identifying, and executing funding requirements set by the grant program and communicate the requirements with Caltrain staff early in the process.

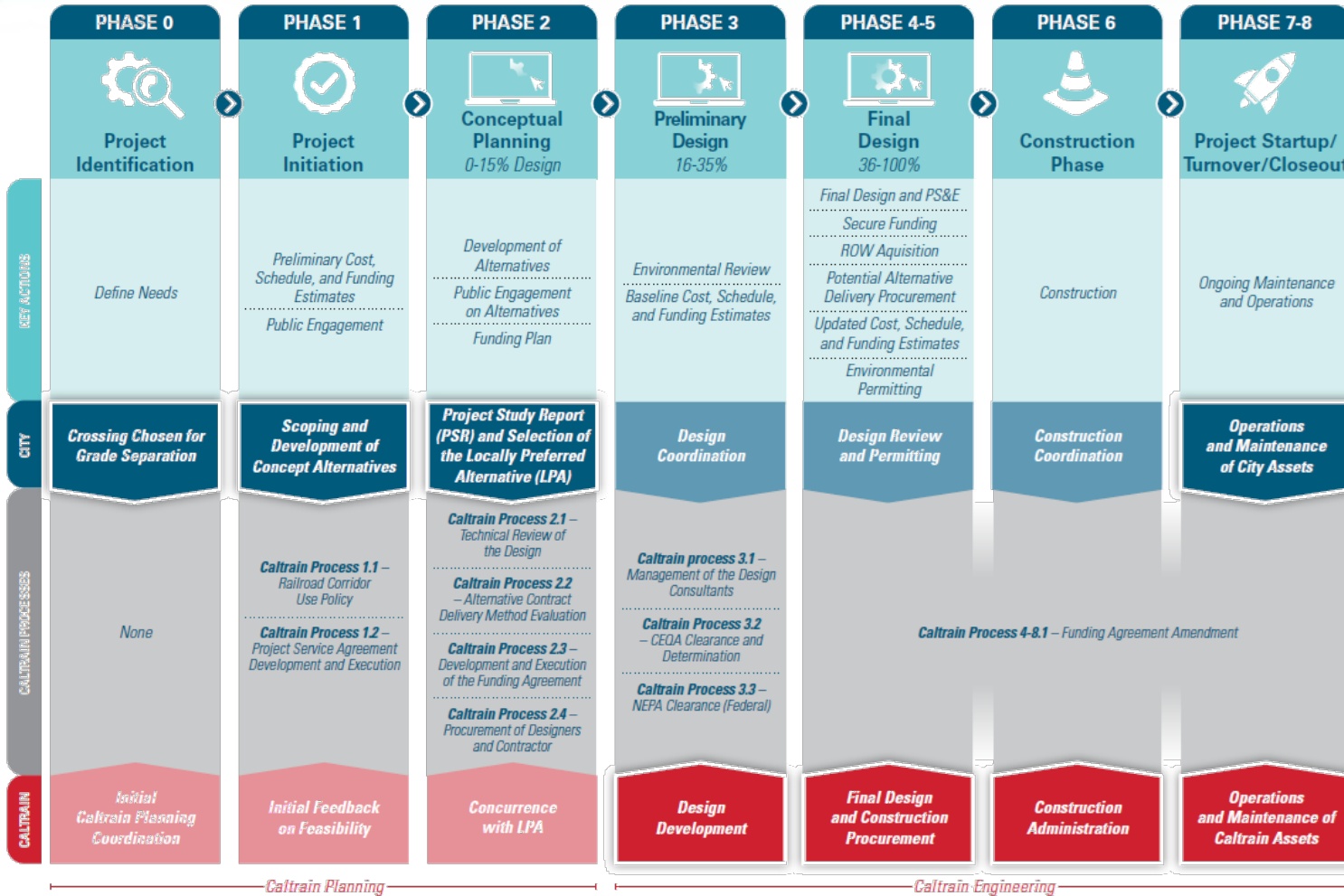
17 | Corridor Crossings Delivery Guide Manual



DRAFT Crossings Delivery Guide – Outline and Structure

| Background | Project Initiation |
|---|---|
| <ul style="list-style-type: none">• Corridor Overview• Regulatory Environment• At-Grade Rail Crossings | <ul style="list-style-type: none">• Project Implementation Process• Planning a Grade Separation• Funding and Grant Programs |
| Grade Separations | Project Delivery and Implementation |
| <ul style="list-style-type: none">• Key Considerations and Caltrain Design Criteria<ul style="list-style-type: none">○ <i>Governing Design Standards</i>○ <i>Vertical Clearances for Overpasses</i>○ <i>Vertical Clearances for Underpasses</i>○ <i>Profile Grade</i>○ <i>Horizontal Clearances</i>○ <i>Structural Design</i>○ <i>Design Variances</i>○ <i>Operational Impacts</i>○ <i>Grade Separation Components</i>• Grade Separation Types | <ul style="list-style-type: none">• Delivery Methods• Construction methods |

DRAFT Crossings Delivery Guide – Process Overviews



City Lead Caltrain Lead Internal Caltrain Phase Gates

*White outline indicates whether City or Caltrain is leading that phase

| Project Phases and Tasks | City/Local Jurisdiction | Funding Agency | Caltrain | County |
|---|-------------------------|----------------|-------------|--------|
| PHASE 3: 16-35% PRELIMINARY DESIGN | | | | |
| | | | LEAD | |
| 3.1: Develop Project Management Plan (PMP) | C | C | RA | I |
| 3.2: Submit Complete Streets Checklist (for VTA 2016 Measure B funds only) | RA | C | C | I |
| 3.3: Update the funding plan | RA | C | R | I |
| 3.4: Advance design to 35% development | C | C | RA | C |
| 3.5: Evaluate alternate Project Delivery Approaches (DBB, CM/GC, PDB) and make findings in a public meeting (JPB Board) | C | C | RA | I |
| 3.6: Formation of a Technical Working Group (TWG) | C | C | RA | C |
| 3.7: Develop Preliminary Public Art Plan | RA | C | C | I |
| 3.8: Attend and present to City Councils as needed | RA | C | RA | I |
| 3.9: Lead ongoing community outreach | RA | C | R | I |
| 3.10: Lead the Environmental Clearances (CEQA, NEPA as required) | C | C | RA | I |
| 3.11: Risk Assessment | C | C | RA | I |
| 3.12: Update Project Cost /Budget | C | C | RA | I |
| 3.13: Amend Cooperative Agreement / MOU for Final Design (if applicable) | RA | RA | RA | I |
| 3.14: Issue RFP or Exercise Option for Final Design | C | C | RA | I |
| 3.15: Review the bid | RA | RA | RA | I |
| 3.16: Select consultant and issue Notice to Proceed (NTP) for Final Design | RA | RA | RA | I |
| 3.17: Environmental Documentation | C | C | RA | I |
| 3.18: Update Funding Plan | RA | C | RA | I |
| 3.19: 35% Phase Gate Management Committee | C | C | RA | I |
| 3.20: Prepare Staff Report and Board Resolution for JPB Board for Funding Agreement to advance the design to 100% | C | C | RA | I |
| 3.21: Evaluate and Execute Alternate Project Delivery Pre-Construction Services Contract, or PDB, if applicable | C | C | RA | I |

DRAFT Crossings Delivery Guide: Next Steps

1. Internal review draft + revisions in process now
2. Review draft to corridor partners (December)
3. Receive comments and final revisions
4. Post publicly with periodic updates as new/updated guidance is available

BRIDGE

1 Caltrain requires vertical clearance from the top of the Caltrain tracks to the top of the underpass structure. For overhead crossings, Caltrain requires clearance requirements above the OCS equipment. See Chapter 7 for the specific clearance requirements.

2 Retaining walls provide structural support

OVERHEAD CATENARY SYSTEM (OCS)

3 The OCS equipment influences the construction requirements, as well as the vertical clearance requirements for overhead crossings.

FENCING

4 Protective Barrier: A solid barrier is provide safety due to differences in elevation.

5 Access Control Fencing: For passenger safety, fencing may need to be installed to separate passengers from vehicular traffic and the railroad. This includes fencing between the railroad tracks, as well as fencing to separate stations from adjacent streets

PEDESTRIAN AND BIKE ACCESS

7 Stairways and universal access ramps provide access to the underpass for various ages and abilities. Bike grooves should be provided on stairways to provide cyclists an easier method to transport their bicycle through the facility.

8 Bike lockers offer a secure form of bicycle storage at crossing facilities, in particular at stations.

9 Plaza areas around crossing entrances can activate the area and provide an inviting place for the community. Entry areas to undercrossings should be well-lit and maintained.

10 Convex mirrors and CCTV cameras can contribute to safety and an improved sense of security.

LIGHTING

☀ Pedestrian-scale lighting should be implemented throughout an undercrossing and the entrance and exit areas. Good visibility improves safety and the sense of security for users.

11 Skylights can be used in an underpass to provide more natural light in the tunnel, leading to a more secure-feeling facility.

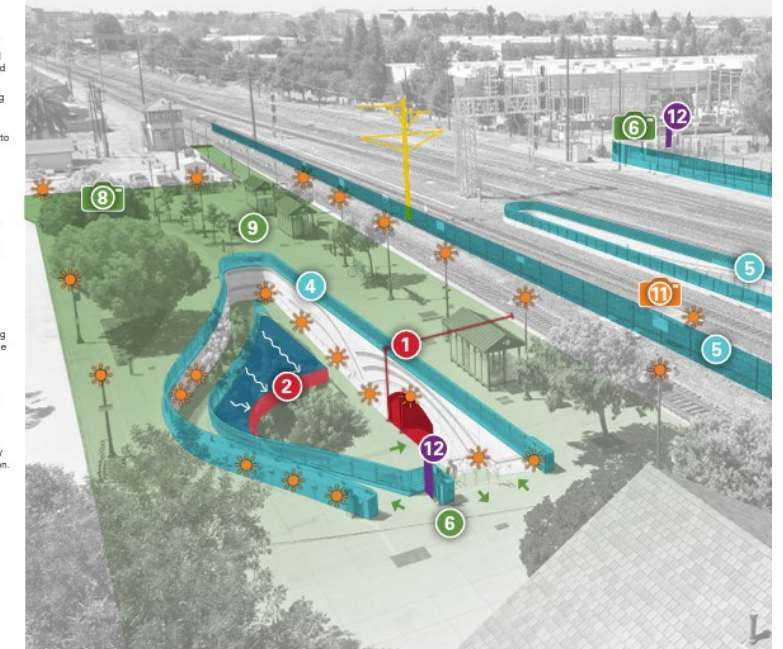
ACCESS

12 Wayfinding signs help users orient themselves spatially along the Caltrain corridor and can help users understand where the undercrossing ends on the other side of the tracks.

DRAINAGE

~ Implementation of permeable facilities and greenery assists the drainage system and makes the undercrossing facility more attractive.

~ Drainage systems are required to manage storm water. In underpass facilities, removing water from the facility typically requires an electrified pump station due to the lower elevation.





From Numerous Meetings, Partners Desire...

A consolidated and coordinated program to accelerate the delivery of grade separation projects and to strategically pursue funding

That Caltrain take a proactive and consistent role in delivering grade separation projects

A consistent and transparent grade separation process

A continued role for cities and a need for a grade separation program to reflect community vision



**COORDINATED
PROGRAM APPROACH**



Coordinated Program Approach

Based on technical topics and community partner feedback a **coordinated program approach** brings the following benefits:

- ✓ *Allows for a holistic methodology in implementing corridor crossings improvements*
- ✓ *Considers the unique characteristics along the corridor, and allows for implementation that considers geography, jurisdictions, and service*
- ✓ *Leverages the advantages of integrated planning, design, and delivery of projects within the corridor*

*** Not a “one-size-fits-all” solution for the whole corridor ***

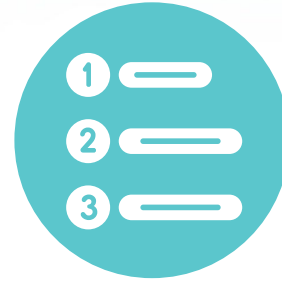
*** Cannot currently be accommodated with existing staff resources ***



Why Identify Priority Projects?



Focus Limited Funding Efforts



Identify Partner Priorities on Corridor



Assist Overall Project Implementation



Evaluate which **crossings and projects** are anticipated to have the **greatest positive impact on the corridor.**

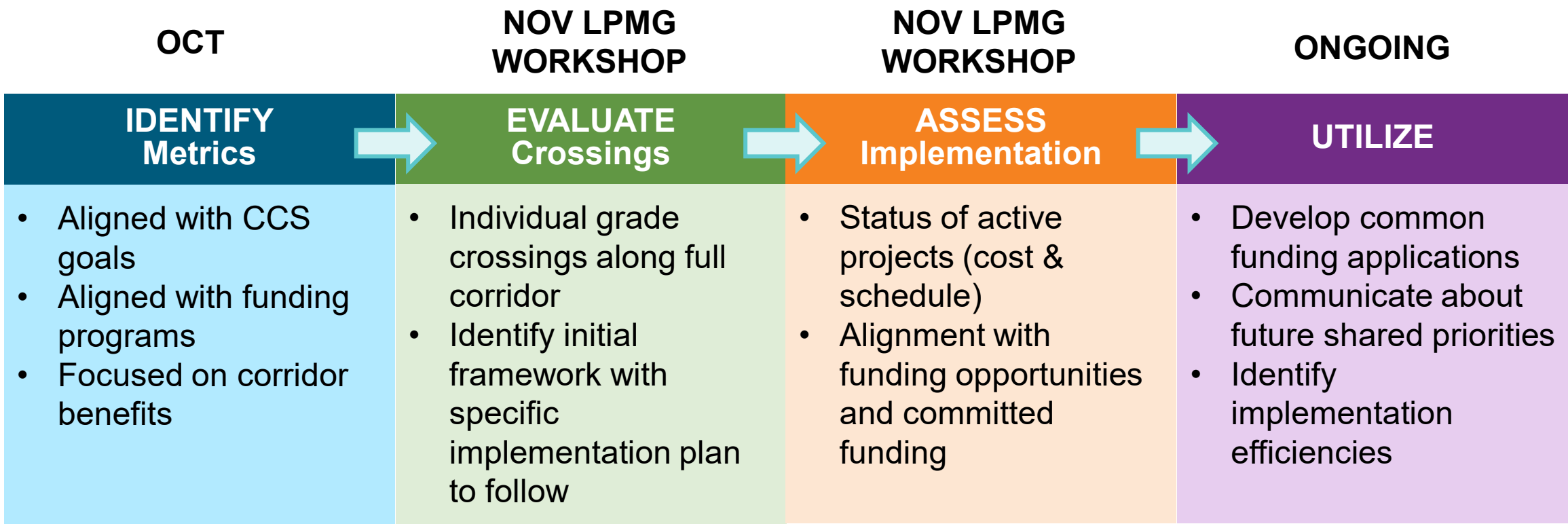
Identify corridor consensus on **funding priorities** to close project funding gaps.

Collaboratively identify **future grade crossing projects** and what a **Corridor Crossing Program** might look like (in time/funding/capacity needs)



Process for Identifying Priority Projects

The Corridor Crossings Strategy is an effort to **define a systematic corridor-wide approach** to crossings.



Note: Active grade separation projects will continue in parallel





Which Crossings Have Greatest Positive Impact?

**IDENTIFY
Metrics**

- CCS goals are aligned with state and federal funding criteria
- Evaluate against criteria rather than against other crossings
- Data sources that are simple to obtain and update





Proposed Metrics

IDENTIFY Metrics

| Goal |  Safe and Equitable Mobility |  Equitable Community Benefits |  Cost Efficiencies & Reliable Funding Implementable Program |  Maximize Rail Corridor Utility |
|--------|---|--|--|--|
| Factor | <ul style="list-style-type: none"> • Recent Fatal Rail Incident and/or Fatal or Severe Crash • Existing Bike and Pedestrian Access • Gate Downtime Growth Over 75% | <ul style="list-style-type: none"> • Within 0.5 Miles of a School • Within Equity Priority Community | <ul style="list-style-type: none"> • Within 0.25 Miles of Another Crossing | <ul style="list-style-type: none"> • Within Future 4-Track Area |



Which Crossings Have Greatest Positive Impact?

EVALUATE
Crossings

- Evaluate *all* crossings in full Caltrain corridor on shared goals
- Understand project readiness





Caltrain Corridor Active Projects Preliminary Funding Gap

**ASSESS
Implementation**

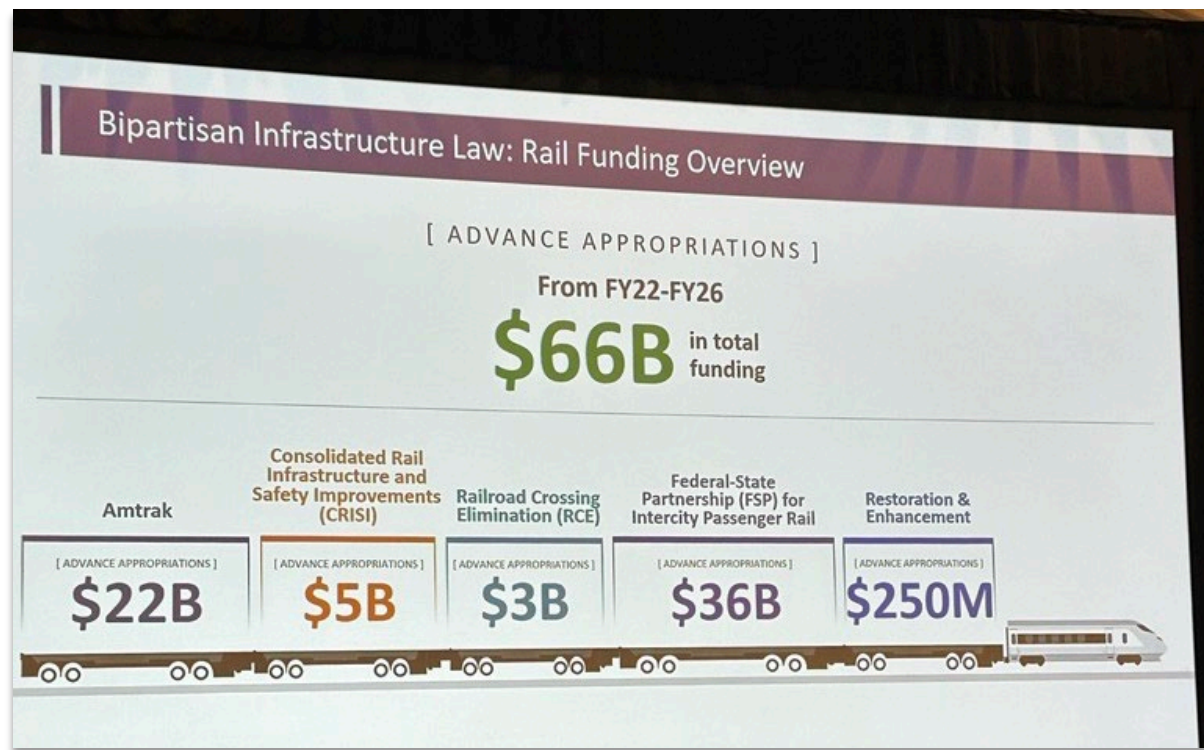
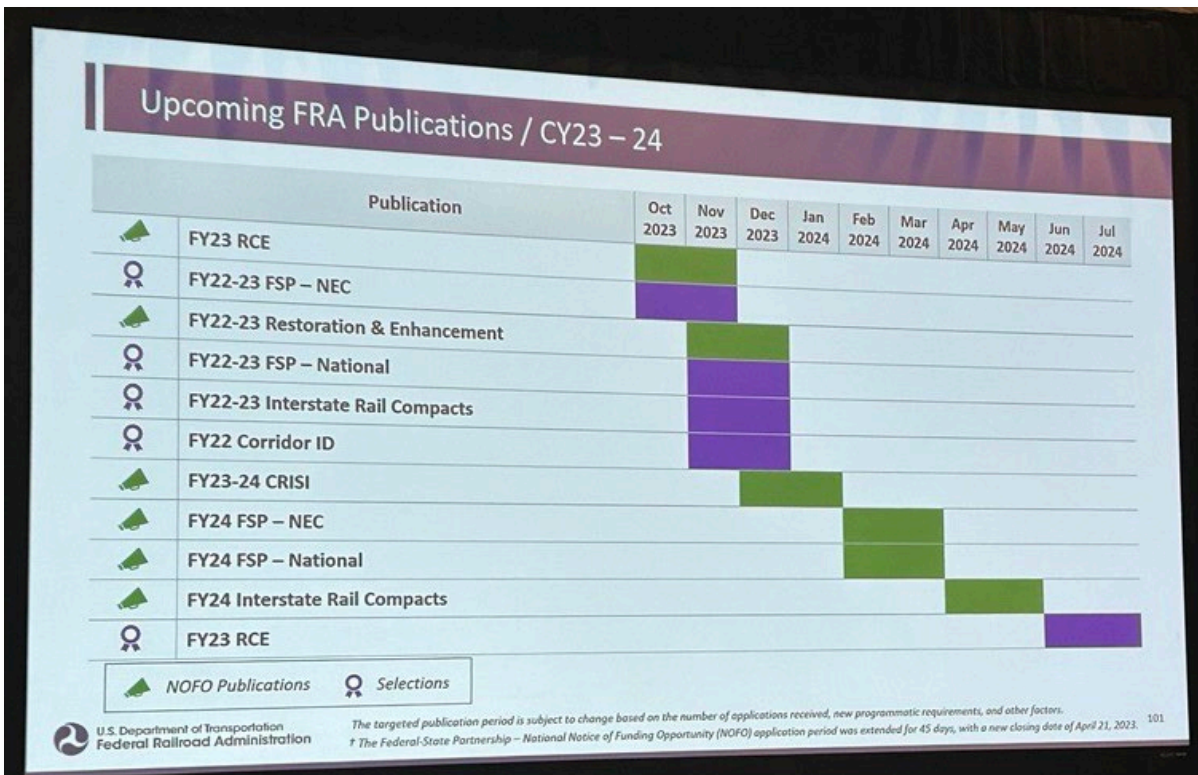
| (\$ in millions)* | San Mateo County | Santa Clara County | San Francisco | Total |
|--|------------------|--------------------|---|---------|
| Caltrain Corridor Active Project Estimated Cost (\$2022) | \$1,900 | \$1,300 | TBD (sole project is at concept phase) | \$3,200 |
| Estimated Committed Funding (All Sources) | \$300 | \$800 | | \$1,100 |
| Estimated Funding Gap | \$1,600 | \$500 | | \$2,100 |

**Table inclusive of projects on the Caltrain-owned corridor, exclusive of DISC*



AASHTO Council on Rail Transportation Report Out

UTILIZE





AASHTO Council on Rail Transportation Report Out

UTILIZE

FRA Railroad Crossing Elimination (RCE) Program

FY 2022 RCE Program Selections

FRA received 153 eligible applications, requesting **\$2,357,111,098** from 41 States.
FRA announced **\$570,982,420** for 63 projects in 32 states.

All applications go through several layers of review, including:

- Intake and eligibility
- Technical review
- Senior Review Team
- FRA Administrator/Secretary

FY 2023 RCE Notice of Funding Opportunity

FRA anticipates publishing the FY23 RCE Notice of Funding Opportunity later this fall, which will make approximately \$575 million available.

U.S. Department of Transportation
Federal Railroad Administration

Overall Takeaways

FRA Lessons Learned– What We've Heard from You

- Lifecycle stage clarity
 - New guidance
 - Risk of applying for multiple stages
- RCE-specific eligibility requirements
 - RCE is different from other FRA programs
- Multiple submissions
 - Communicate priority rankings
- Safety argument reigns supreme
- Format matters

Interested in Feedback from Applicants

- Feedback for us? How can we improve?



Steps to Address Funding Gap



Short-term opportunities for collaborative funding applications

- ✓ New Federal programs show immense promise
- ✓ State programs providing needed resources
- ✓ Need to account for administration of funds



Need to identify dedicated long-term funding source(s)

- ✓ Leveraging dedicated resources
- ✓ Supporting coordinated program delivery and efficiencies
- ✓ Scaled to regional benefits

Next Steps



Corridor Crossings
STRATEGY



From Numerous Meetings, Partners Desire...

A consolidated and coordinated program to accelerate the delivery of grade separation projects and to strategically pursue funding

That Caltrain take a proactive and consistent role in delivering grade separation projects

A consistent and transparent grade separation process

A continued role for cities and a need for a grade separation program to reflect community vision



**NOVEMBER
WORKSHOPS**



November CSCG Workshop Agenda

Topic:

- 👉 Organization and Coordinated Program Approach

Logistics:

- 🕒 In-Person Meeting
 - *During regularly scheduled meeting date (11/15)*
 - *10:00 AM – 12:00 PM*

Location:

- 📍 Mountain View City Council Chambers





November LPMG Workshop Agenda

Topic:

- 👉 Identifying Priority Projects and Funding Strategy

Logistics:

- 🕒 LPMG In-Person Meeting
 - 11/30
 - 4:00 PM – 6:00 PM

Location:

- 📍 Mountain View City Council Chambers



Memorandum

Date: October 26, 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 began with the Initiation Phase which started in July 2022 and finished in December 2022. This phase included the initial issue identification collected from Caltrain coordination, initial community engagement, and preliminary existing conditions gathering.

Phase I commenced in January 2023 and will end approximately in Winter 2024. Phase I takes the outputs from the Initiation Phase to provide an initial framework to organize the overall study, workplan, and community engagement process. The purpose of Phase I is to 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
- Identify a corridor-wide strategy and programmatic approach addressing funding, organization, and program delivery.
- Strength partnerships between Caltrain, local jurisdictions, and regional member agencies.

Phase I Progress

The CCS did not present to the LPMG in September. Therefore, the last CCS LPMG presentation was in August. During the August LPMG meeting, members were provided a recap of the Program Approach, a detailed overview of the Design and Right-of-way (ROW) technical topic, including a presentation by a Redwood City representative detailing the design and ROW considerations of the recent Redwood City Grade Separation Study, and an overview of next steps in the program.

In October, the LPMG will be provided a detailed overview on CCS progress, including an overview community engagement feedback, how community feedback is being incorporated into the overall program vision, and what next steps will be.

The presentation begins with an update on the project schedule and progress made on program strategy development. This includes an overview of the technical topic exploration and how technical topic findings and community engagement feedback have informed the current program approach being considered. The project team has evaluated technical topics to form a shared strategy vision that incorporates an organizational approach, delivery approach, and clear priorities for funding.

The presentation continues by outlining what we've heard from our community partners so far and the key takeaways we've gathered from the LPMG and CSCG, including at our May in-person workshops. This section of the presentation will explore common themes throughout community engagement feedback, which is being incorporated into the program to support the CCS being developed in line with community partners' ambitions and desires.

The next section of the presentation will explore how the program is being built by incorporating community partner feedback. This topic will highlight the key themes that resulted from multiple meetings and the outcomes that the project team has developed to address them. Exploring these topics will help set the stage for a corridor-wide strategy which is an increased understanding of a coordinated program approach and priority setting.

Lastly, the upcoming in-person November workshops will be detailed. Previously presented meeting material, in addition to the latest project information, is available on the CCS website at www.Caltrain.com/Projects/CCS. Questions or additional feedback about the program can be sent to the CCS project inbox at CCS@Caltrain.com.

Public Meetings

JPB Advocacy and Major Projects Committee – October 25 at 3:30 p.m.

Local Policy Makers Group Meeting – September 30 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

The presentation on the Caltrain Corridor Crossings Strategy approach presented at Caltrain's August 24, 2023, LPMG Meeting is [available here](#).