



# *Corridor Crossings*

STRATEGY



*Local Policy Maker Group*  
11.30.2023





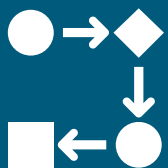
# Purpose

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

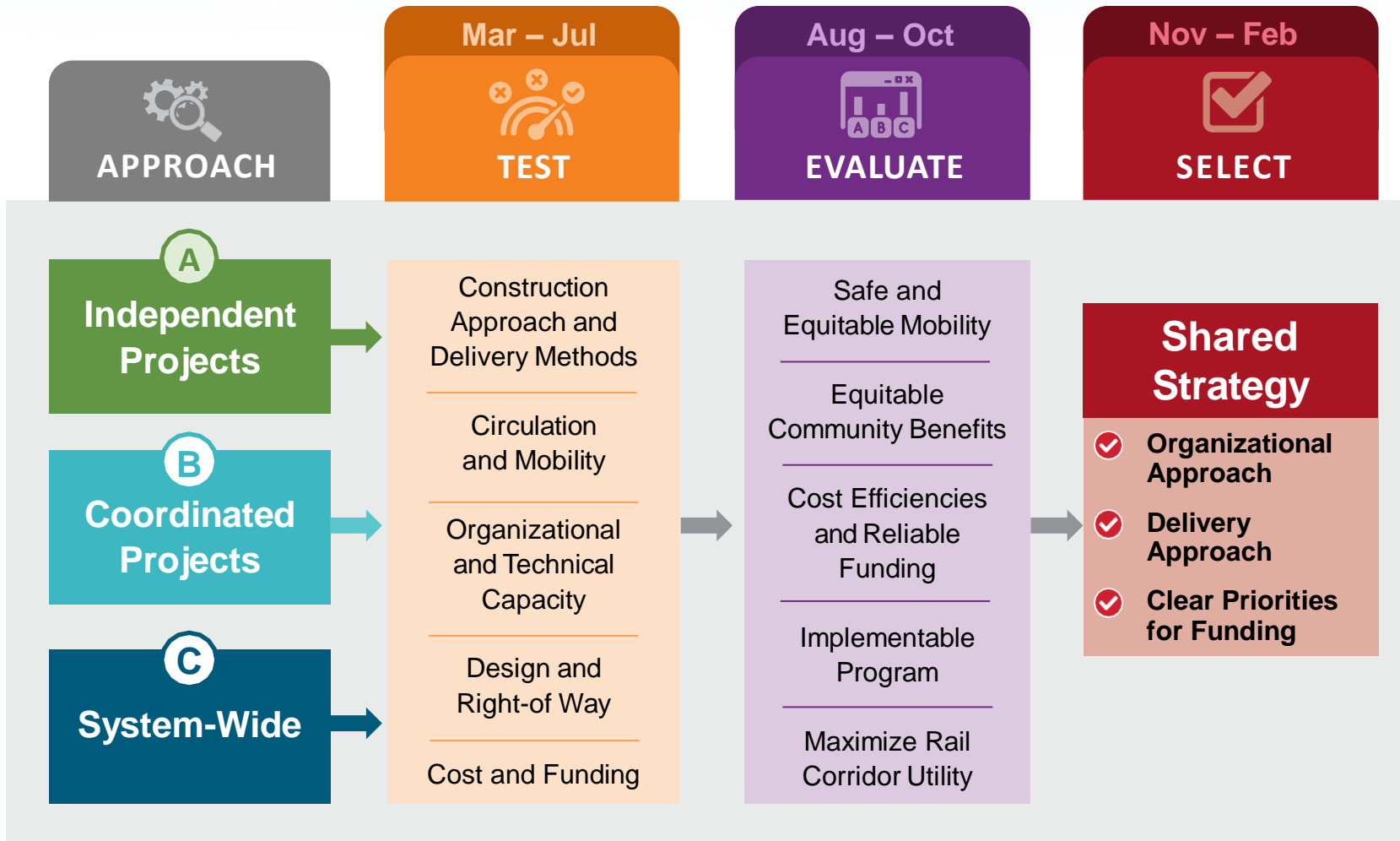
***Note: Active grade separation projects will continue in parallel***







# Program Strategy Process



# Understanding the Issue

*Where We Are*



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# Caltrain Corridor Current Status

## Project Name

South Linden Avenue and Scott Street  
Grade Separation

Burlingame Broadway Grade  
Separation

Redwood City Grade Separation

North Fair Oaks Bicycle and  
Pedestrian Railroad Crossing and  
Community Connections

Menlo Park Grade Separation Project

Middle Avenue Undercrossing

Connecting Palo Alto

Rengstorff Grade Separation

Mountain View Transit Center

Bernardo Undercrossing

Mary Grade Separation

Sunnyvale Ave Grade Separation

**12 Active Improvement Projects** between South San Francisco and Sunnyvale *on an electrified corridor*

- Also delivering grade crossing safety enhancement projects

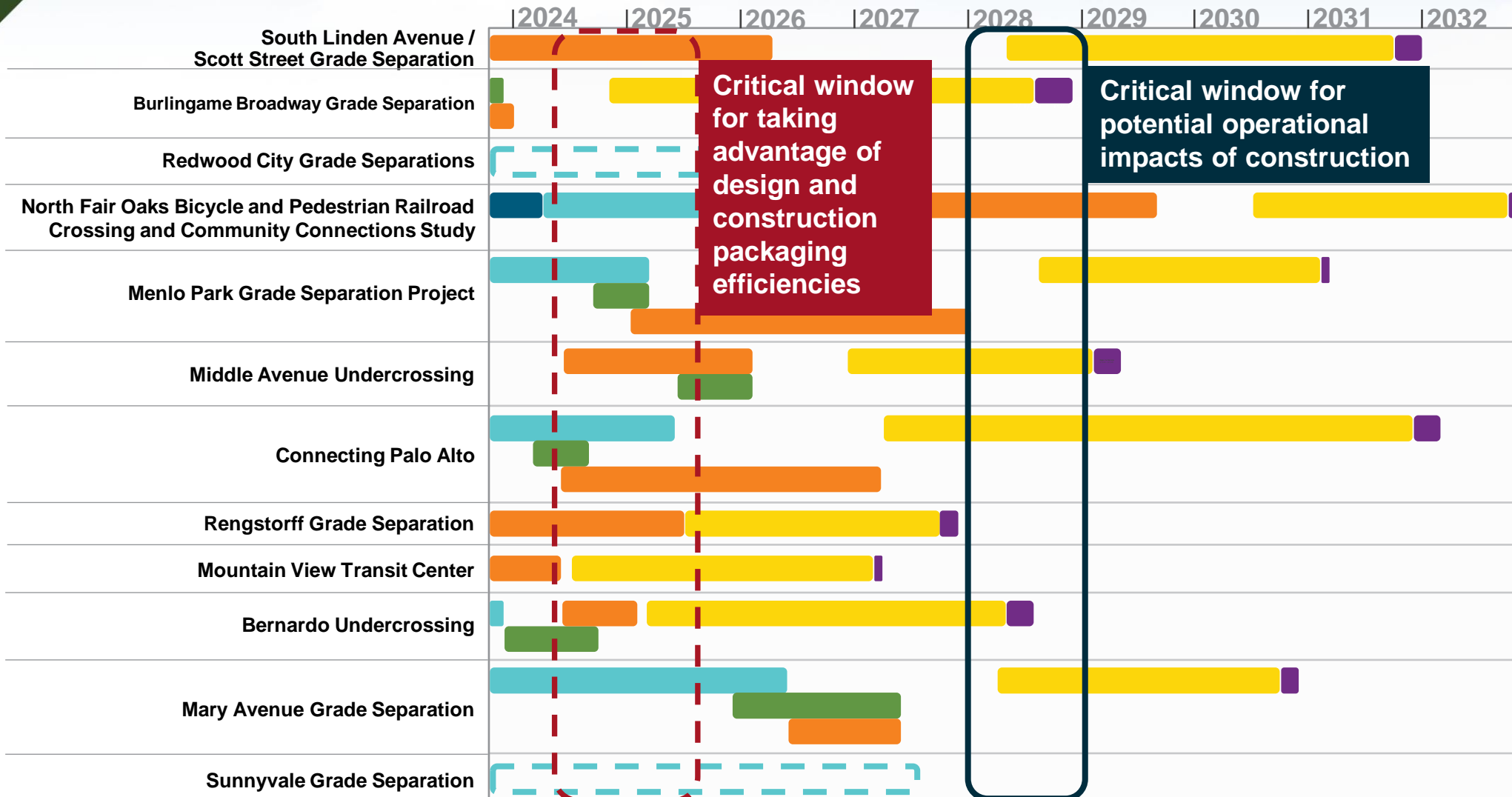
## Readiness-based approach to delivering projects

- Caltrain obligated to deliver to every community with a service agreement

**Utilizes Service Agreements or MOUs for allocation and commitment** of Caltrain resources – approx. \$20M over the 12 active projects

- Planning, Design and Construction, Operations and Maintenance, OCS/Traction Power, Safety, QA/QC, Commercial and Finance plus shared services (legal, communications, IT, procurement, real estate, and others)

# Illustrative Project Schedules



**Critical window for taking advantage of design and construction packaging efficiencies**

**Critical window for potential operational impacts of construction**

**Project Phase**

- Conceptual Planning
- Final Design
- Construction
- Preliminary Engineering
- Environmental Clearance
- Open to Service
- Item in Corresponding Phase, but Dates TBD

*Project schedules are based on preliminary schedules developed on a project-by-project basis and contingent on securing funding and reaching project development milestones. Schedule information is intended to be illustrative only and is subject to change.*





# Caltrain Corridor Active Grade Crossing Projects Preliminary Funding Gap

(\$ 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 Diridon Area  
Committed Funding is a snapshot of all sources, including USDOT, State of California, County Measures (B in Santa Clara County, A and W in San Mateo County), and local (Measure K in Palo Alto + other committed local funds)*



# Challenges with Current Delivery Model

- **Readiness-based approach** makes timing commitments to funders and communities challenging
- **Corridor-wide funding gap** means competition for resources rather than coordination and collaboration
- **Not identifying priority projects** makes corridor grade separation projects less competitive for federal funding
- **Opportunity cost** to not coordinating project implementation through design and construction efficiencies
- **Accountability** to stakeholders is fragmented



# Exploring Solutions

*Where We Are Going*



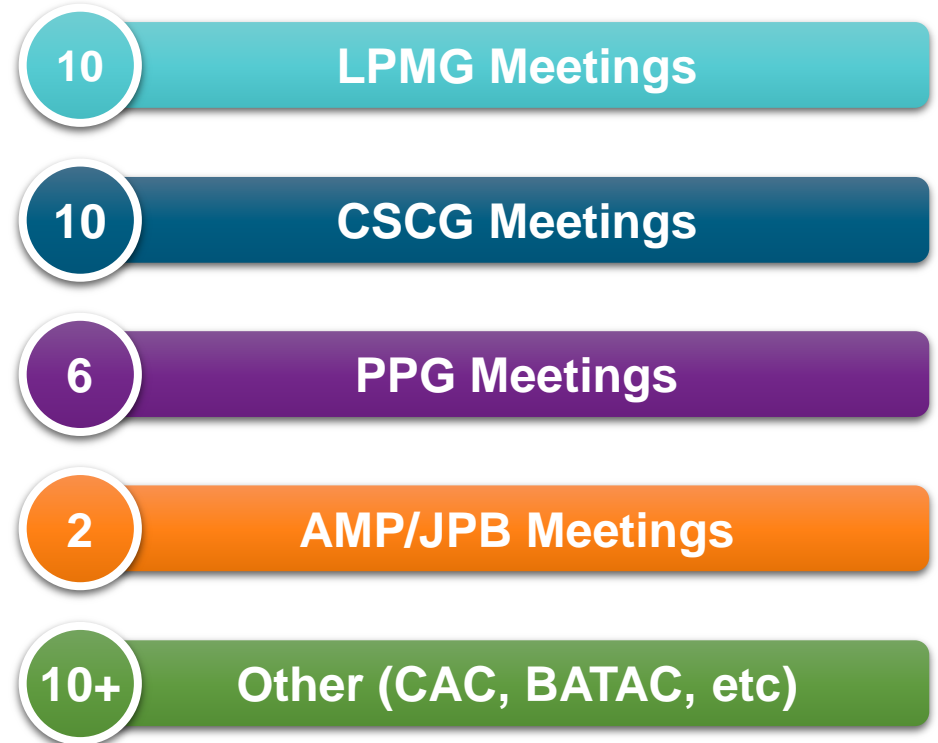
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# From Numerous Meetings, Partners Desire...

- 📢 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...*





# 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 \*\**





# Program Opportunities



Enable Caltrain to function more as a **DELIVERY PARTNER**



Operations and Construction Coordination

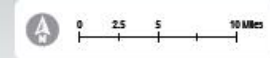


Project Packaging/ Staging/Approvals



Administrative/ Funding

○ Caltrain Station
● Active Project
— Caltrain Corridor
— Union Pacific Railroad Corridor





# Examples of Leveraging Efficiencies



## Operations and Construction Coordination

Repeated Construction Methods (e.g., Box Jacking for Underpasses, Box Girder)

- Knowledge Transfer between Projects

Corridor/Segment Work Windows

- Targeted construction planning for the electrified railroad



# Examples of Leveraging Efficiencies



## Project Packaging/Staging/Approvals

- Packaging projects to provide program economies of scale (e.g., MSE wall panels, rail ties, grading, OCS infrastructure)
- Leverage proximity of projects to minimize construction impacts and improve windows for contractors/communities





# Examples of Leveraging Efficiencies



## Administrative/Funding

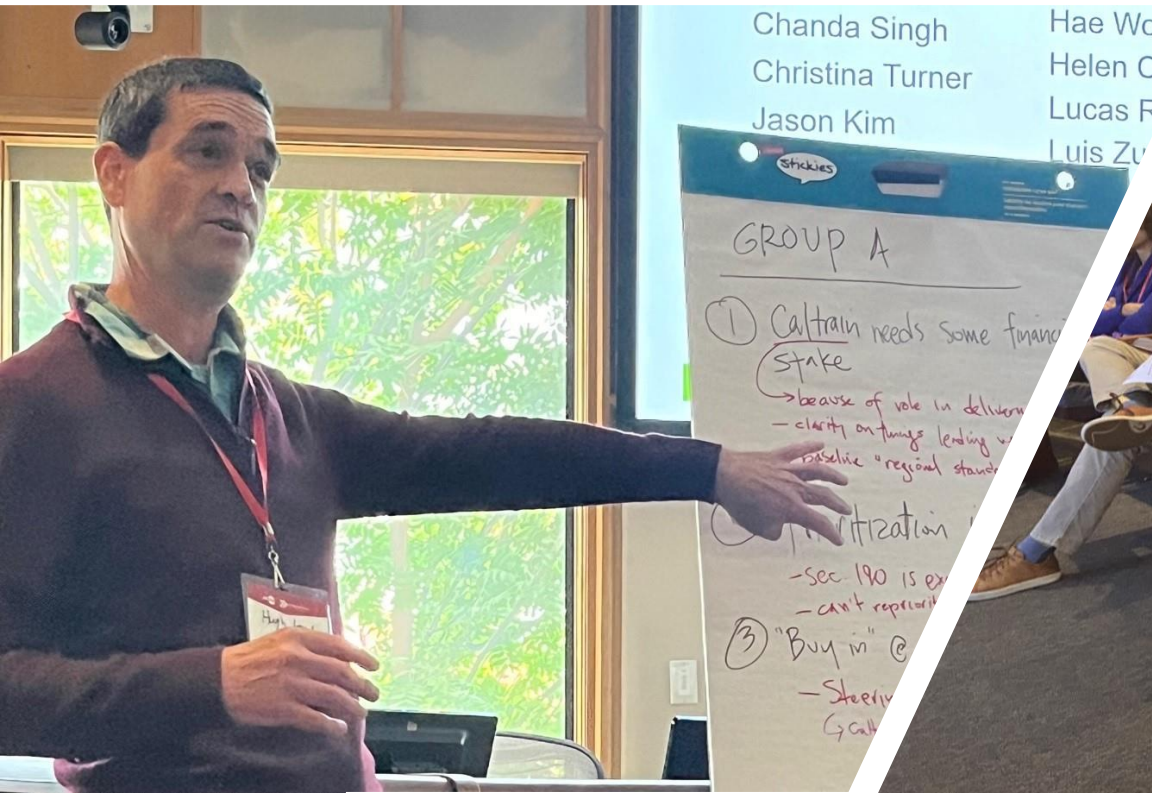
- Coordinated funding packaging for program/segments vs. projects
- Coordinated grant funding pursuits with State and Federal appropriators and agencies
- Consolidation of project management and oversight by county/segment

# Breakout Session



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# CSCG Workshop High-Level Report Out



Develop a **consistent multi-year plan** to guide corridor crossing work **shared across corridor stakeholders**



**Caltrain** in position to **lead plan development; endorsement and approval roles** for other stakeholders



# CSCG Workshop Detailed Report Out

- CSCG recognized efficiencies in delivering projects that would come from a coordinated investment plan that combines funding and program delivery.
  - The program delivery components would find alignment and efficiencies on project timelines.
  - The funding component would develop consensus on priorities for the corridor from existing and new funding sources.
- CSCG agreed that confirmation of a coordinated investment plan should occur on a cyclical basis. Prioritization of corridor projects is critical for accomplishing this goal.
- CSCG discussed various ways corridor stakeholders could be engaged in developing and endorsing the coordinated investment plan.



# CSCG Discussed Plan Components

## CORRIDOR CROSSINGS INVESTMENT PLAN

- Program of projects
- Project delivery and construction sequencing
- Construction packaging and alternative delivery
- Project and program funding strategy
- Discretionary funding targets and applications
- Timing and need for gap funding





# Breakout Activity



1. Create the **development and approval process** for a **Corridor Crossings Investment Plan**



2. Define **cyclical process** for **revisiting and updating the Corridor Crossings Investment Plan**



**Exercise 1:** Which entity(ies) are responsible for developing, endorsing, and adopting the Corridor Crossings Investment Plan?

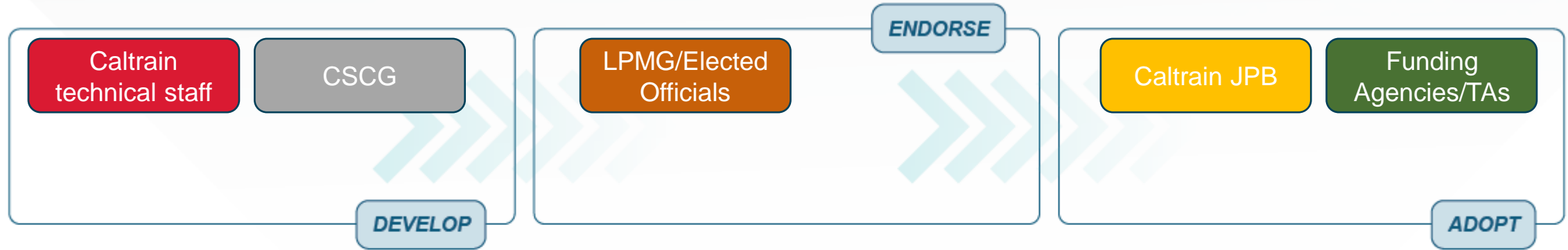


**Exercise 2:** What should be the timing and the cyclical process for revisiting and updating the Corridor Crossings Investment Plan?

YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5



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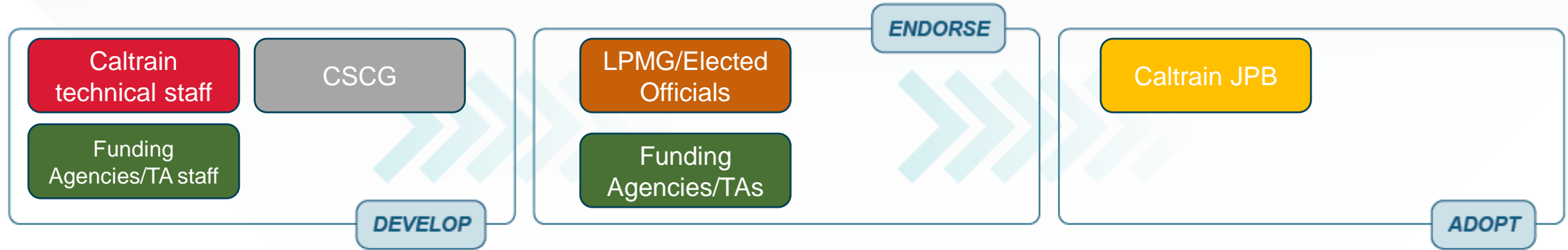


**Exercise 2:** What should be the timing and the cyclical process for revisiting and updating the Corridor Crossings Investment Plan?

YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Adopted 3-year Investment Plan	Annual Investment Plan adjustment (Caltrain + City staff level)	Annual Investment Plan adjustment (Caltrain + City staff level)	Adopted 3-year Investment Plan	Annual Investment Plan adjustment (Caltrain + City staff level)



**Exercise 1:** Which entity(ies) are responsible for developing, endorsing, and adopting the Corridor Crossings Investment Plan?



**Exercise 2:** What should be the timing and the cyclical process for revisiting and updating the Corridor Crossings Investment Plan?

YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Annual Investment Plan (staff level) Adopted Biennial Investment Plan with 6-year program horizon	Annual Investment Plan (staff level)	Annual Investment Plan (staff level) Adopted Biennial Investment Plan with 6-year program horizon	Annual Investment Plan (staff level)	Annual Investment Plan (staff level) Adopted Biennial Investment Plan with 6-year program horizon



# Report Out



# Next Steps



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# Rail Crossing Elimination (RCE)

## FY22

- First year of this USDOT Program
- 4 jurisdictions on the Caltrain Corridor applied
- City of Palo Alto was successful and awarded \$6M

## FY23

- Second year of this USDOT Program, NOFO anticipated soon
- USDOT feedback has been that corridors with prioritized applications are more competitive for funding
- Grants range in scale \$500K- \$40M | 11 >\$15M
- Opportunity to coordinate Corridor Crossings Strategy investments





# Rail Crossing Elimination (RCE) NOFO

- Is there an opportunity for a corridor-wide application?

