



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=L3pxeEVITTFrVjVlYW5s3OW5wekw2dz09>

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, January 23, 2025

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update and Memo)
4. 2025 LPMG Calendar Approval
5. Selection of Vice Chair
6. Caltrain Strategic Financial Plan
7. Caltrain 2025 Legislative Program
8. Public Comments on items not on the agenda
9. LPMG Member Comments/Requests
10. Next Meeting –
 - a. Thursday, March 27, 2025 at 5:30 p.m.
11. Adjourn

All items on this agenda are subject to action



Memorandum

Date: January 21, 2025
To: Caltrain Local Policy Maker Group (LPMG)
From: Bella Conferti, Government and Community Affairs Specialist
Re: Caltrain E-Updates



Caltrain 2024 Year in Review

The year of 2024 was historic for Caltrain as we electrified our railroad, improved service and travel times for our riders, and completed many other major projects. Our 2024 Year In Review video highlights these achievements and showcases the dedication of our team in delivering a better, more sustainable transit system. We invite you to watch the video on our [website](#) to see how far we've come and to celebrate the milestones that will shape the future of Caltrain and the communities we serve.

Watch the [video](#).



Caltrain Highlight in Governor Newsom's 2024 Year in Review

In his 2024 “Golden State Recap,” Governor Newsom highlighted Caltrain’s electrification project as one of the defining moments of the year for California. He noted that both he and Speaker Pelosi have been enthusiastic supporters of this initiative for years. We are thankful to the Governor for his support of this project.

Watch the [video](#).



Holiday Train

On Saturday, Dec. 7, and Sunday, Dec. 8, the Holiday Train returned to bring good tidings and cheer to families from San Francisco to the South Bay as part of its annual toy drive. The Holiday Train, decorated with more than 70,000 glittering lights, visited nine Caltrain stations in San Francisco, San Mateo, and Santa Clara counties.

This tradition offered attendees an opportunity to donate new toys or books to local children whose families were struggling to make ends meet. Caltrain was proud to once again partner with the U.S. Marine Corps Reserve Toys for Tots program and The Salvation Army to help make the season brighter for everyone.

Caltrain to Update Schedule

Caltrain will implement a new weekday and weekend schedule, which goes into effect Monday, Jan. 27. Most changes to the schedule are minor and will provide improved on-time performance and address customer feedback.

Caltrain and BART are continuing to collaborate to better serve the region and its riders. On January 13, BART introduced a new schedule that enhances connectivity for riders transferring between Caltrain and BART at Millbrae after 9 p.m. A dedicated BART train will operate every 15 minutes between Millbrae and SFO, offering riders a seamless cross-platform transfer at SFO to the Yellow Line.

At Millbrae, two of BART's four trains per hour are timed to align with Caltrain's 30-minute service schedule, ensuring convenient transfers between the two systems.

You can find more information [here](#).



Caltrain to Move Headquarters

Caltrain has announced that its new headquarters will be located in Millbrae, co-located with the San Mateo County Transit District (SamTrans) at the Gateway at Millbrae Station. This move follows an extensive evaluation process initiated after SamTrans announced it would vacate its San Carlos headquarters. The new facility offers 26,500 square feet of modern office space on the 4th floor of a transit-oriented development adjacent to the Millbrae Transit Center, providing seamless access to Caltrain, BART, and SamTrans. Caltrain Executive Director Michelle Bouchard highlighted the environmentally friendly, transit-rich location as ideal for employees, visitors, and potential hires. Caltrain has signed a 10-year lease with options for two five-year extensions, aligning with SamTrans' lease-to-purchase agreement for the \$126 million building, which sits on BART-owned property under a 99-year ground lease.

Learn more [here](#).

PUBLIC MEETINGS:

JPB Advocacy and Major Projects (AMP) Meeting – January 29, 2025 at 3:30 p.m.

JPB Technology, Operations, Planning, and Safety (TOPS) Meeting – January 29, 2025 at 1:30 p.m.

Caltrain Board Meeting – February 6, 2025 at 9:00 a.m.

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

Memorandum

Date: January 23, 2024

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 purpose of the CCS 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 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.
- Strengthen partnerships between Caltrain, local jurisdictions, and regional member agencies.

CCS Progress

The CCS team has been focused on the Corridor Crossings Delivery Guide trainings and development of the Grade Crossing Program. The CCS team has developed and facilitated several trainings for Caltrain, transportation authority, and corridor jurisdiction staff on the purpose and application of the Corridor Crossings Delivery Guide.

In addition, the CCS team is developing the Grade Crossing Program which includes Crossing Enhancement and Elimination projects. The Grade Crossing Program will identify the tiers of crossing projects, funding strategy, and implementation of the program to deliver crossing projects over the next decade. The CCS team is developing a Grade Crossing Program technical memorandum detailing the program components, program of project methodology and prioritization, and implementation steps. A presentation on the DRAFT Grade Crossing Program's Crossing Enhancement and Elimination project will be presented at the February CSCG and LPMG meetings.



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

For more details, and a full list of upcoming meetings, please visit Caltrain.com/Meetings.

Progress Report

The presentation on the Caltrain Corridor Crossings Strategy presented at Caltrain's October 24, 2024, LPMG Meeting is [available here](#).



JPB Local Policy Maker Group (LPMG) 2025 Meeting Calendar

Bimonthly - Fourth Thursdays – 5:30 PM*
January 23
March 27
May 22
July 24
September 25
December 4*

Primary Staff Liaison: Devon Ryan, Government Affairs Officer

*The LPMG meets virtually bimonthly (every other month) at 5:30 pm via [Zoom](#) (additional location, if any, to be determined), unless scheduled and stated otherwise at

<https://www.caltrain.com/about-caltrain/advisory-committees/local-policy-maker-group>

Dates may be subject to change.

Caltrain Legislative Program 2025

Local Policy Makers Group
January 2025



Draft Legislative Program

2025 Legislative Program: Major Issues

- **Funding**
 - Funding for transit operations and capital needs
 - Cap-and-Trade reauthorization, GHG reduction and zero-emission transition-related funding
 - Potential funding measures
- **Project and Program Implementation**
 - Equitable transportation and mobility solutions
 - Transit-oriented development and transit demand management
 - Caltrain Business Plan and CHSRA connectivity and blended system
- **Legislative and Regulatory Actions**
 - PEPRA
 - CARB regulations and programs and CEQA modernization
 - Caltrain's regenerative braking energy

Regional Measure Issue

- Advocate for new regional and local funding tools to support public transportation operations, infrastructure and services and work to ensure the agency is prioritized and appropriately funded as part of any potential regional funding measure.
 - a. If a legislative authorization pathway for a funding measure is pursued, such a vehicle should include:
 - i. Appropriate levels of funding for Caltrain operations;
 - ii. Flexibility;
 - iii. Simplicity; and
 - iv. Focus on voters.

Caltrain-Only Measure Authority

- Enable the option for the agency to seek sustainable local funding for the agency's transit operations, including the ability to place a transit funding measure on the ballot within the agency's service territory.
- Staff preference is regional measure option, this would just provide a mechanism for Caltrain if needed.

Regenerative Braking Issue

- Work with the California State Legislature and Caltrain's energy distribution and supply partners to develop a solution, which may include legislation, that ensures Caltrain receives fair credit for the energy generated through regenerative braking of electric trains.

Comments or Questions?

FOR MORE INFORMATION

WWW.CALTRAIN.COM



Caltrain 2025 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit Peninsula Corridor Joint Powers Board / Caltrain (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2025 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2025 calendar year, including the second half of the 2024-25 State legislative session and 119th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2025 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate Caltrain service with other agencies in the Bay Area.

Issues

The Legislative Program is structured to apply these core objectives to a series of regional, state, and federal issues falling in these categories:

- Funding
- Project and Program Implementation
- Legislative and Regulatory Actions

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate during monthly legislative updates recommended positions for pending bills. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls

outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2025 Legislative Program, including:

- Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.

- Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2025 Legislative Program.

- Media Engagement

Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

- Interagency Engagement

Partner with other transportation agencies at various levels to promote coordinated policy positions and influence broader regulatory and legislative agendas.

- Regulatory Engagement

Establish and maintain strong, long-term connections with key regulatory agencies and their teams.

Issue 1 – Funding

The following strategies and actions will guide the Agency's efforts to protect existing transportation commitments from federal, state, regional, and local sources; secure additional federal, state, regional, and local funding for the Agency's benefit; and provide enhanced options allowing the Agency to seek additional funding support.

General

A. Work with the Caltrain Federal and Legislative Delegation, federal and state agencies, regional agencies, transit systems and transit associations to identify and advance opportunities for funding that would support the Agency's transportation priorities and operations.

- B. Protect against the elimination or diversion of any State, Federal, or regional funds that support the agency's transportation needs.
- C. Advocate for funding and policies to support crossing safety improvement projects, including grade separation projects.
- D. Support legislation and regional action that ensures transit agency emissions-reducing transportation projects, programs, and services are eligible for funding.
- E. Support funding for workforce development, retention, recruitment, and housing to attract and retain quality personnel.
- F. Work to ensure state and federal funds are made available to transportation agencies to achieve state and federal greenhouse gas reduction, air quality, and climate goals.
- G. Advocate for state, federal and regional tax revenue related to transportation, including aviation, to be made available to public transit agencies.
- H. Advocate for flexible funding mechanisms that can adapt to changing transit demands.
- I. Ensure all remaining funds committed to Caltrain's Electrification Project and subsequent rail vehicle option trainsets, including the Battery-Equipped Electric Multiple Unit Pilot Project, are maintained and received.
- J. Support state and federal funding requests by partner agencies regarding key projects to improve the Caltrain corridor and regional connectivity.

Federal

- K. Direct advocacy for additional resources to secure federal funding for transit operations and capital, including through discretionary and competitive federal programs.
- L. Advocate to maintain the highest funding levels for federal infrastructure and rail investments, and advocate for federal funding through IIJA, IRA, and other federal programs for the agency's priorities.
- M. Support funding for positive train control (PTC) operations and regulatory streamlining.

State and Regional

- N. Direct advocacy to secure dedicated state funding for transit operations and capital, and work to ensure committed funds materialize in the FY 2025-26 State Budget for these purposes.

- O. Support the full funding of all state programs that support the agency's operations and capital programs.
- P. Advocate for new regional and local funding tools to support public transportation operations, infrastructure and services and work to ensure the agency is prioritized and appropriately funded as part of any potential regional funding measure.
 - a. If a legislative authorization pathway for a funding measure is pursued, such a vehicle should include:
 - i. Appropriate levels of funding for Caltrain operations;
 - ii. Flexibility;
 - iii. Simplicity; and
 - iv. Focus on voters.
- Q. Participate in the California State Transportation Agency (CalSTA) and the Metropolitan Transportation Commission (MTC) SB 125 implementation and Transit Transformation Task Force efforts and support the work of the California Transit Association in this regard.
- R. Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure, including working with the CalSTA, California Air Resources Board (CARB), and California Energy Commission (CEC) on funding program requirements.
- S. Work to secure additional cap-and-trade revenues to support the Agency's operations and capital needs and protect existing cap-and-trade appropriations for transit operations and capital projects.
- T. Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs and monitor local efforts to use the initiative process to place measures on the ballot with lower voter thresholds.
- U. Enable the option for the agency to seek sustainable local funding for the agency's transit operations, including the ability to place a transit funding measure on the ballot within the agency's service territory.

Issue 2 – Project and Program Implementation

The following strategies and actions will guide the Agency's efforts to improve mobility in the region and support policies that benefit transit systems and transit riders.

General

- A. Collaborate with regional partners to unite business, community, and transportation stakeholders in advocating for equitable transportation and mobility solutions across the Bay Area.
- B. Support efforts that allow for public private partnerships that benefit the implementation of transit capital projects, operations, or related mobility improvement options.
- C. Advocate for the development of new and innovative first and last-mile travel options, ensuring commuters have access between major transit centers and their final destinations.
- D. Advocate for expanded Transportation Demand Management (TDM) tools and funding, encouraging broader adoption of TDM strategies.
- E. Work to address regulatory challenges that limit Caltrain's ability to optimize capacity and service benefits.
- F. Support the implementation of the projects and policies in the Caltrain Business Plan.
- G. Support funding and regulations that are consistent with Caltrain's equity and growth policy.
- H. Continue working to ensure that federal and state regulations and programs support the operation and future enhancements of Caltrain's electrified service.

State and Regional

- I. Support state funding incentives, streamlining processes, and policies that promote transit-oriented development, while not placing new conditions on committed funding.
- J. Ensure state and regional agencies incorporate relevant elements of the Caltrain Business Plan and subsequent plan updates in their long-term planning efforts.
- K. Consistent with existing agreements between Caltrain and the California High-Speed Rail Authority (CHSRA), support projects and efforts and funding opportunities to enhance connectivity and support future Blended System service on the Caltrain corridor.

Issue 3 – Legislative and Regulatory Actions

The following strategies and actions will guide the Agency's engagement with Congress, the Federal Government, the State Legislature, and the Governor's Administration on legislation and regulations to the benefit of the Agency.

General

- A. Advocate for removing barriers and increasing flexibility in transportation operations, planning, and project delivery.
- B. Ensure new transit requirements foster better connections between systems without creating unintended consequences for key transit riders and stakeholders.
- C. Engage the State of California, federal and state delegation, sister agencies and transportation associations to ensure the certification of federal transit grants owed to the Agency is not delayed now or in the future due to PEPR implementation.
- D. Ensure all planning, development, or policy proposals are consistent with the Agency's policies and planning priorities.
- E. Advocate for funding and prioritization of resiliency programs for public transportation, including battery storage and energy-related programs.
- F. Advocate for funding, prioritization, regulatory advancement, and support of public transportation's use of electric power.

State and Regional

- G. Participate in the implementation of CARB's zero-emission rail regulation and ensure Caltrain continues to benefit from the state's Low Carbon Fuel Standard (LCFS) program.
- H. Work with partners on regional coordination to enhance the transit experience in the Bay Area, including on elements of the MTC's Blue Ribbon Transit Recovery Task Force's Bay Area Transit Transformation Action Plan.
- I. Closely monitor efforts to modernize the California Environmental Quality Act (CEQA) without compromising environmental goals, and support proposals that advantage transportation projects, including bicycle, pedestrian, rail and transit-oriented development projects.
- J. Advocate for policies that provide funding to support the Agency's transportation services associated with the implementation of SB 375 and Plan Bay Area.
- K. Work with the California State Legislature and Caltrain's energy distribution and supply partners to develop a solution, which may include legislation, that ensures Caltrain receives fair credit for the energy generated through regenerative braking of electric trains.



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: January 23, 2025
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE



Railhead Project in Kern County Begins

On January 6, 2025, Governor Gavin Newsom, Authority CEO Ian Choudri, and community leaders officially kicked off the Authority’s Railhead Project in Kern County, commemorating the first steps in the track and systems construction process. This work is made possible due to the substantial completion of Construction Package 4 (CP 4), the southernmost segment of high-speed rail construction in California’s Central Valley.

The Railhead Project is necessary for the Authority to receive materials to start construction of temporary freight tracks, which includes delivery of major equipment such as track laying machines, track ties, traction power and Overhead Contact Systems (OCS). The Authority will be issuing a Request for Proposals to procure a contract for Track and OCS construction in 2025. Read more about the Railhead Project in [this](#) news release.

15th Cohort Graduates from the Central Valley Training Center

Twelve students graduated from the Central Valley Training Center pre-apprenticeship program on December 20, 2024, marking the 15th cohort to complete the program since its inception in 2020. Students were recognized for their accomplishments at a graduation ceremony where they heard from several speakers, including City of Selma Mayor Scott Robertson, Central Valley Regional Director Garth Fernandez, and Caltrans District 6 Director Diana Gomez.



To date, 235 students have completed the program ready to venture into new careers in the trades. The Central Valley Training Center is a project of the Authority in partnership with the Fresno, Madera, Kings, Tulare Building Trades Council, Fresno Economic Development Corporation, Fresno Economic Opportunities Commission and the city of Selma. Learn more about the program [here](#).

RECENT & UPCOMING OUTREACH ACTIVITIES IN NORTHERN CALIFORNIA

- Foster City Farmers' Market, January 25, 2025
- Redwood City Lunar New Year Celebration, February 1, 2025