



Local Policy Maker Group (LPMG) Meeting

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

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

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

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

Public Comments: The 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, March 27, 2025

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report
 - a. Polling and Regional Measure Update
4. Caltrain Strategic Sustainability Plan and Climate Change Vulnerability Study
5. Parking and Curb Management Strategy
6. Corridor Crossings Strategy Update
7. High Speed Rail Update
8. Public Comments on items not on the agenda
9. LPMG Member Comments/Requests
10. Next Meeting –
 - a. Thursday, May 22, 2025 at 5:30 p.m.
11. Adjourn

All items on this agenda are subject to action

**Local Policy Maker Group (LPMG)
Summary Meeting Notes
January 23, 2025**

Summary Notes

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

1. Call to Order

Chair Burt called the virtual meeting to order at approximately 5:30pm.

2. Roll Call

City / County	Present
Atherton	X
Belmont	X
Brisbane	
Burlingame	
Gilroy	X
Menlo Park	
Millbrae	
Mountain View	X
Morgan Hill	
Palo Alto	X
Redwood City	
San Bruno	X
San Carlos	
San Francisco	
San Jose	X
San Mateo	X
Santa Clara	
South San Francisco	
Sunnyvale	X
San Francisco BOS	TBD
San Mateo BOS	TBD
Santa Clara BOS	TBD
Chair	X
Vice Chair	TBD

VACANT SEATS: Santa Clara County Board of Supervisors, San Francisco Board of Supervisors, San Mateo County Board of Supervisors
CALTRAIN staff: Casey Fromson, Jason Baker, Devon Ryan, Bella Conferti, Sam Sargent, Brent Tietjen, Li Zhang

The new members and staff introduced themselves. Chair Burt explained the purpose of the LPMG.

- Keep cities informed about Caltrain
- Past focus of group was electrification
- Battery electric trains on the horizon to have fully zero-emission corridor
 - Only existing battery train on earth
 - Look and feel of electric trains
 - Testing to go as far as Salinas
- Corridor crossing strategy – grade separations
- Reduce trespassing on tracks
- Environmental issues: electric trains now have less horn noise than diesel trains
- CalMod: level boarding, single platform to board wheelchair riders reduces dwell time at stations
- Financial sustainability
 - Sub-regional measures to help BART, Muni, and Caltrain
 - Caltrain needed fewer subsidies in the past due to higher-income ridership
 - Affected adversely during the pandemic
 - Ridership increased since pandemic and electrification
- Passes help increase ridership
- Station access and activation – helps riders get to and from stations and increase community engagement
- Corridor-wide safety and security program

Public Comment:

Roland commented on the four-carriage train.

Adrian Brandt commented on crossing activation issues since electrification.

3. Caltrain Staff Report (Oral Update and Memos)

Presenter Isabella Conferti, Public Affairs Specialist, presented on 2024 Year in Review:

- Invited members to watch video on website
- Thanked to Governor Newsom for his support of the project
- Holiday Train
- Schedule update 1/27/2025
- Moving Caltrain headquarters to co-locate with SamTrans in Millbrae
- CCS (Corridor Crossings Strategy) program

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

- First diesel to electric train conversion in 30 years

4. 2025 LPMG Calendar Approval

Devon Ryan, Government Affairs Officer, proposed the tentative future meeting dates.

- Possible in-person workshop
 - Poll committee to see if meeting time earlier than 5:30 would be preferred
- Potential workshop topics
- Changed December meeting from the 4th to the 11th.

Motion/Second: Belmont/Sunnyvale

Ayes: Atherton, Belmont, Gilroy, Mountain View, Palo Alto, San Bruno, San Jose, San Mateo, Sunnyvale

Noes: None

Absent: Brisbane, Burlingame, Menlo Park, Millbrae, Morgan Hill, Redwood City, San Carlos, San Francisco, Santa Clara, South San Francisco, San Francisco Board of Supervisors, San Mateo County Board of Supervisors, Santa Clara County Board of Supervisors

5. Selection of Vice Chair

Richard Mehlinger accepted a nomination as Vice Chair.

Motion/Second: San Jose/Sunnyvale

Ayes: Atherton, Belmont, Gilroy, Mountain View, Palo Alto, San Bruno, San Jose, San Mateo, Sunnyvale

Noes: None

Absent: Brisbane, Burlingame, Menlo Park, Millbrae, Morgan Hill, Redwood City, San Carlos, San Francisco, Santa Clara, South San Francisco, San Francisco Board of Supervisors, San Mateo County Board of Supervisors, Santa Clara County Board of Supervisors

6. Caltrain Strategic Financial Plan (Presentation)

Li Zhang, Chief, Rail Commercial and Business, provided the presentation, which included the following:

- Committed to maintaining the adopted fiscal year (FY) 2025 expense level of \$238 million
- Received the highest level of LCFS (Low Carbon Fuel Standards) credit
- Ongoing need for additional funding
- Ridership assumptions from October 2024: ridership increased almost 40 percent since electrification, especially on weekends and off-peak
- Achieving pre-pandemic ridership by FY34
- Energy Procurement Strategy (EPS) – purchasing 100 percent renewable energy; Caltrain has sought the best energy content from PG&E (Pacific Gas and Electric)

- Regenerative braking has reduced energy consumption
- Outlined reasons for projected deficit for December 2024 compared to January 2024
- Measure RR revenues account for 50 to 60 percent of total revenues – 25 percent structure deficit
- Ridership sensitivity – growth at 15 percent per year for balance of forecast, no annual deficit by FY34
- Explored additional operating cost reductions such as service and staff cuts were not feasible strategies

Sam Sargent, Director, Strategy and Policy, provided the presentation, which included the following:

- Role of city partnerships (Caltrain.com/citypartnerships)
- Getting Go Passes in the hands of city workers
- Transit Demand Management Programs – encourage people to use transit
- Marketing efforts/fare promotions – Caltrain has a major potential role with cities

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

- Advertising campaigns to increase ridership, especially radio advertising during evening drive time
- Advertising campaigns included radio and social media
 - Will continue to market the system
 - Promotional ideas are welcome
 - Billboards on Highway 101 will continue.
- Availability of future grants uncertain due to poor state fiscal outlook
- Unlikelihood of federal grants related to climate change due to new administration.
- State/federal funding is still possible

7. Caltrain 2025 Legislative Program

Ms. Ryan provided the presentation, which included the following:

- Major issues: funding and capital needs; cap and trade reauthorization
- Project and program implementation
- Legislative and regulatory actions
 - PEPPRA (Public Employees' Pension Reform Act)
 - CARB (California Air Resources Board)
 - CEQA (California Environmental Quality Act) modernization

Jason Baker, Director, Government and Community Affairs, provided the presentation on the regional measure issue:

- Deadline this year – keep watch on current legislation, options from MTC (Metropolitan Transportation Commission)
- Caltrain has high fixed costs – requires that funding be flexible
- Focus on voters' support – must pass with two-thirds of vote
- Propose Caltrain-only measure authority – sustainable local funding within Caltrain's service territory, but regional measure preferred
- Property tax funding options

Ms. Ryan spoke on the regenerative braking issue.

- Braking energy goes up to the overhead catenary system
- 23 percent of energy consumed is returned to the grid
- Currently seeking credit for contributing energy to the grid
 - Working with PG&E (Pacific Gas and Electric) to get net billing

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

- Caltrain uses approximately \$16.5 million in electricity annually.
- Ask cities to send letters in support of regenerative braking policy.
- Polling on funding measure
 - Explore using focus groups closer to 2026 elections
- Why were electrical cost estimates low – trains are more efficient than expected. 25 percent less electricity usage since electrification.
- Savings were included in future modeling
- The deficit has lowered with more efficient trains.
- Would voters support additional tax measures. Too early to hear back from pollsters.
- Even positive response from polling does not mean there would be a measure. Talk to city partners is crucial
- Caltrain pays utility bill to three CCAs (community choice aggregation suppliers):
 - Peninsula Clean Energy
 - San Jose Clean Energy
 - Distributor PG&E
 - Created new green tariff; Caltrain runs on 100 percent renewable energy
- City of Gilroy would be willing to send letter of support. Representative also on Silicon Valley Clean Energy Board

8. Public Comment on items not on the agenda – There were none.

9. LPMG Member Comments/Requests – There were none.

There were no comments.

10. Next Meeting

Thursday, March 27, 2025 at 5:30 pm.

11. Adjournment

The meeting was adjourned at approximately 7:04 pm.



Memorandum

Date: March 24, 2025
To: Caltrain Local Policy Maker Group (LPMG)
From: Bella Conferti, Government and Community Affairs Specialist
Sawyer Williams, Government and Community Affairs
Coordinator
Re: Caltrain E-Updates



New Poll Shows Strong Support for Caltrain

A recent poll of likely voters in Santa Clara, San Mateo, and San Francisco counties showed overwhelming support for Caltrain, with 82% of respondents reporting that they had a favorable view. This approval rate was even higher among frequent Caltrain riders where 91% expressed positive opinions.

This poll also underscores a strong demand for additional transit funding, with 73% of respondents acknowledging the need for greater investment. Additionally, nearly two-thirds of respondents in San Francisco and San Mateo counties would support a Caltrain funding measure, with support at 65% and 63%, respectively. A majority of Santa Clara County polled voters also supported a Caltrain measure.

Learn [more](#) and view detailed [poll results here](#).



New Technology Is Finding Its Way to the Corridor

Safety is Caltrain's top priority when delivering service across the corridor. The agency has begun installing RailSentry, an AI-powered Light Detection and Ranging (LiDAR) and camera system, at the Churchill Avenue Crossing in Palo Alto. Developed by Herzog, this system detects lingering vehicles or objects on the tracks and alerts dispatchers to prevent collisions. The deployment follows a successful trial at the Broadway Crossing in Burlingame, where Caltrain removed one vehicle every three months from the tracks. RailSentry's technology revealed that three vehicles per week attempted to turn onto the tracks and ultimately left on their own. Since the installation of the markers in January, there have been zero attempts by vehicles to turn onto the tracks.

Additional crossings are also being evaluated for future RailSentry installations, and Caltrain will work closely with local communities and transportation agencies to ensure that safety enhancements align with regional traffic patterns and infrastructure improvements. Beyond technology, Caltrain remains committed to public education initiatives, reinforcing safe driving and pedestrian habits near rail crossings. These combined efforts will contribute to a safer and more efficient transit network, supporting Caltrain's mission to provide reliable, high-quality service to the Bay Area.

More [information here](#).

FanFest! Caltrain Partners with SF Giants

On Saturday, March 8th, Caltrain teamed up with the San Francisco Giants for the final FanFest before the season kicks off. Fans were able to ride the train to San Francisco and then take a short walk to Oracle Park, where Caltrain staff distributed merch. Attendees traveling as a group saved money as part of Caltrain's package of fare discounts, by ordering a Group Day Pass. Clipper START riders also received a 50% discount on the standard fare, while Youth Fares were \$1 for a one-way trip or \$2 for a day pass for passengers 18 and under.

Caltrain is excited to continue working with the Giants and other partners to promote sustainable, convenient transportation for Bay Area residents. With baseball season now underway, Caltrain remains a top choice for fans heading to Oracle Park.

More [information here](#).



PUBLIC MEETINGS:

PB Advocacy and Major Projects (AMP) Meeting – April 23, 2025 at 3:30 p.m.

JPB Technology, Operations, Planning, and Safety (TOPS) Meeting – April 23, 2025 at 1:30 p.m.

Caltrain Board Meeting – April 3, 2025 at 9:00 a.m.

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

Staff Update

LPMG/CSCG

March 2025



Regional Transit Revenue Measure

- Amends are expected to be submitted by March 26 for SB 63 (Wiener)
- We hope to have an update on language in time for LPMG
- Caltrain is continuing to work with partners on a regional measure
- Caltrain also conducted polling on potential plan B options

Caltrain Polling - Key Takeaways

- Caltrain has a very high favorability rating (82%) and the highest favorability rating of any major transit system in any of the counties that we operate in.
- Over 70% of people agree that transit has a need for funding.
- 76% of people say relieving traffic congestion on Highways 101, I-280, and El Camino Real is a major priority.
- Sales tax polls better than parcel tax.
- Polling for Caltrain 1/8 cent sales tax is close to 2/3rds in San Mateo and San Francisco Counties.
- This Poll represents one point in time and a lot can change.
- With Caltrain's high favorability rating, it would likely be an asset to any transit funding measure effort.



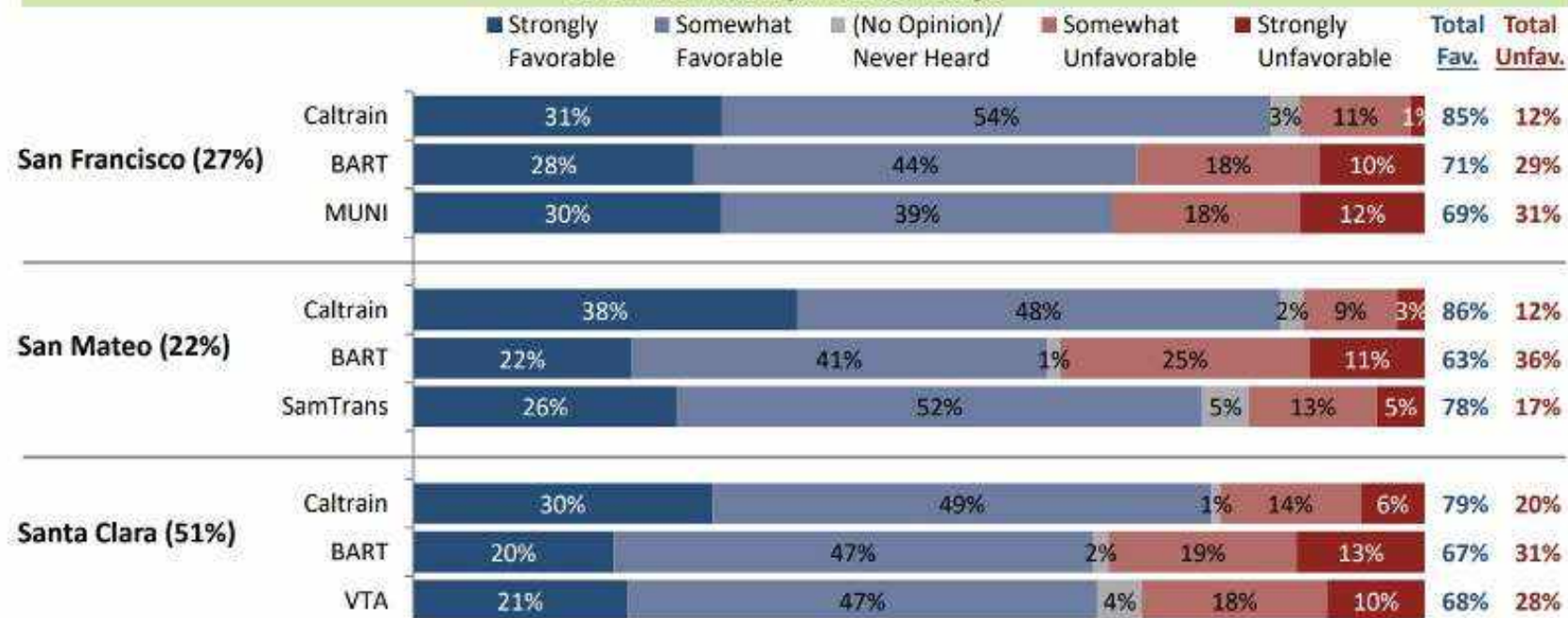
Caltrain Polling - Key Takeaways

Issues	Polling
Caltrain Favorability in 3 Counties	82%
Caltrain Favorability among Monthly+ Caltrain Riders	91%
Percent of Voters who see great or some need for transit funding	73%

Caltrain Polling - Key Takeaways

- Caltrain Favorability

Most voters have a positive view of their county's largest transit agencies, with Caltrain often receiving the highest overall and most intense favorable ratings.



Caltrain Sustainability Update: Strategic Sustainability Plan & Climate Change Vulnerability Study

LOCAL POLICY MAKERS GROUP

W.D. 10994, 11291

MARCH 27, 2025



Meeting Agenda & Purpose

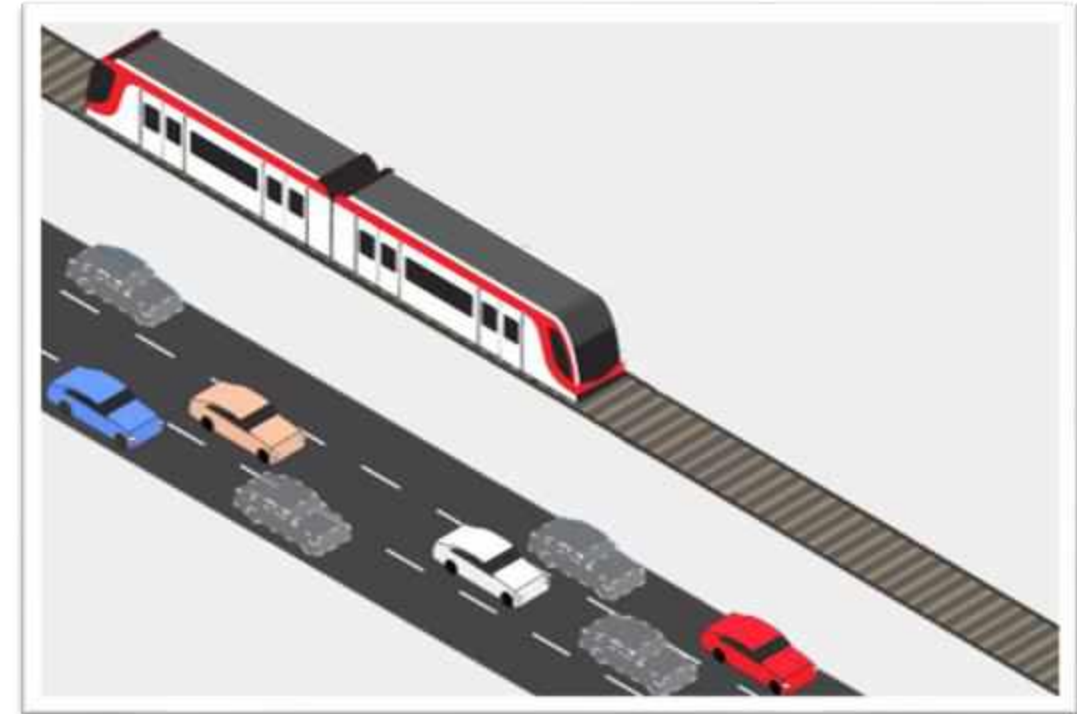
- 1) Context: Caltrain's Sustainability Program
- 2) Strategic Sustainability Plan Overview, Scope, Committee Feedback, & Schedule
- 3) Caltrain Climate Vulnerability Study Overview, Scope, & Schedule
- 4) Next Steps

Meeting Purpose:

- Provide an update on Caltrain's latest sustainability efforts
- Introduce Caltrain's Strategic Sustainability Plan and hear feedback on priorities and evaluation criteria
- Introduce Caltrain's Climate Vulnerability Study and hear input on areas of concern

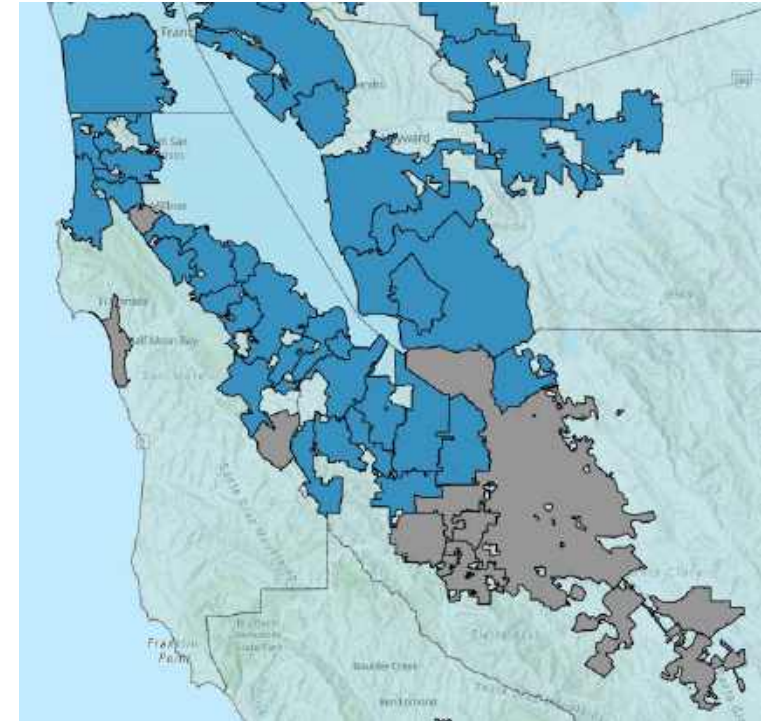
Caltrain Sustainability Program

- Program focus: reducing impacts, engaging staff and community, improving efficiency
 - American Public Transportation Association Sustainability Commitment
- 2024 Electrification of Corridor
 - Massive reduction in carbon emissions – equivalent of removing 55,000 cars/year
 - Elimination of criteria air pollutants
 - Increased, faster service



Caltrain 🤝 Cities' Sustainability Goals

- **Forty percent (40%)** of Bay Area GHGs stem from transportation
 - Only increase with building electrification
- Caltrain is vital in supporting Climate Action Plans (CAPs), reducing Vehicle Miles Traveled
- Frequent, uninterrupted service supports compliance with AB 2097
 - Transit Oriented Development
 - Lowers barriers to mode shift adoption
- **What do we focus on next?**



Map of jurisdictions with CAPs (in blue) [Source: [CARB CAPMAP](#)]

Caltrain Core Values



SAFETY



EXCELLENCE



RESILIENCE



INTEGRITY



EQUITY AND INCLUSION



SUSTAINABILITY

Strategic Sustainability Plan

The Strategic Sustainability Plan will set the direction for our Sustainability Program for the next 10 years by:

- Defining the Program's **vision**;
- Developing the Program's overall **goals and objectives**; and
- Identifying list of priority **sustainability projects**.

Plan will be complete by June 2025.

Work to Date

Staff Survey Feedback

- Captured staff sentiment

Internal Working Group Meetings

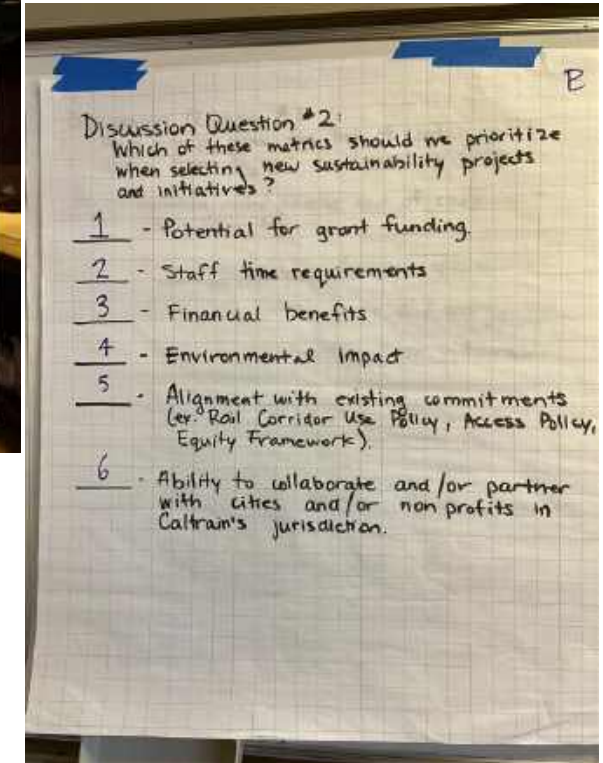
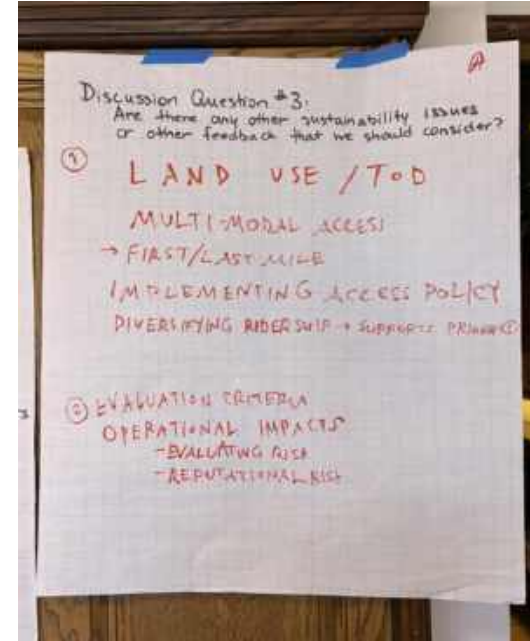
- Input on individual department's priorities
- Feedback on project elements

Executive Team

- Ranked priorities and evaluation criteria
- Ideas on integrating with existing Caltrain plans

Peer Review

- Research and analysis of nine agencies' sustainability plans



Staff Engagement Feedback

Sustainability is a top priority for agency staff

Priorities

- Encouraging transit use among employees and the public
- Reducing Caltrain's environmental impact
- Protecting the system against extreme weather conditions

Actions

- Offering employees incentives for using sustainable commute modes
- Providing best practices for living and working more sustainably
- Implementing EV charging stations for staff, public, and operational use

76% of respondents ranked sustainability as **very to extremely important**

Today's Committee Discussion

Today, we will discuss and are seeking your input on the **Sustainability Priorities** and **Evaluation Criteria** for the Sustainability Plan.

- Agency staff provided feedback on both items.
- The final sustainability priorities and evaluation criteria will be used to determine which sustainability projects and initiatives Caltrain pursues* over the next 10 years.

**Dependent on ease and availability of funding*

Sustainability Priorities

Internal Top Priorities

- ✓ Getting more people out of cars and onto our trains.
- ✓ Reducing pollution from our operations.
- ✓ Serving disadvantaged or vulnerable communities.
- ✓ Reducing water, waste, and energy use from our operations.
- ✓ Reducing our climate vulnerability and increasing our resilience to extreme weather.*

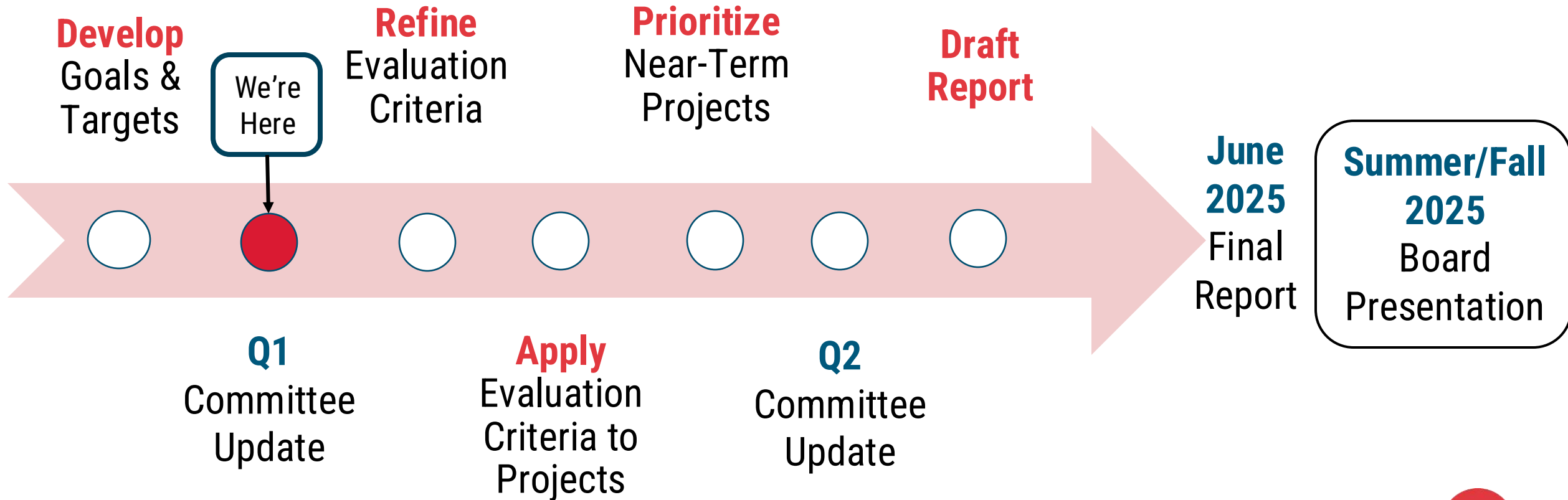
**Addressed in parallel in the Climate Change Vulnerability Study*

Evaluation Criteria

Internal Preferred Criteria

- ✓ Environmental impact.
- ✓ Financial benefits.
- ✓ Staff time requirements.
- ✓ Potential for grant funding.

Strategic Sustainability Plan Next Steps



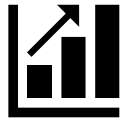
Caltrain Climate Vulnerability Study (CCVS)

Problem: Climate change threatens achievements and future goals

Goal: The CCVS will analyze the vulnerability of Caltrain service, infrastructure, right-of-way, operations, riders, and employees to climate impacts.



Evaluate and prioritize climate risks



Provide data to plan solutions



Support the development of **physical projects and operational changes**



Incorporate diverse perspectives of riders, community members, and others

Potential Impacts to Caltrain

The CCVS will help prepare Caltrain for adverse climate impacts such as:



Extreme Heat

- Delays due to speed restrictions
- Heat stress/discomfort on platforms or when traveling to and from stations



Flooding

- Delays due to flooding and/or precautionary speed restrictions
- Difficulty traveling to and from stations



Wildfire

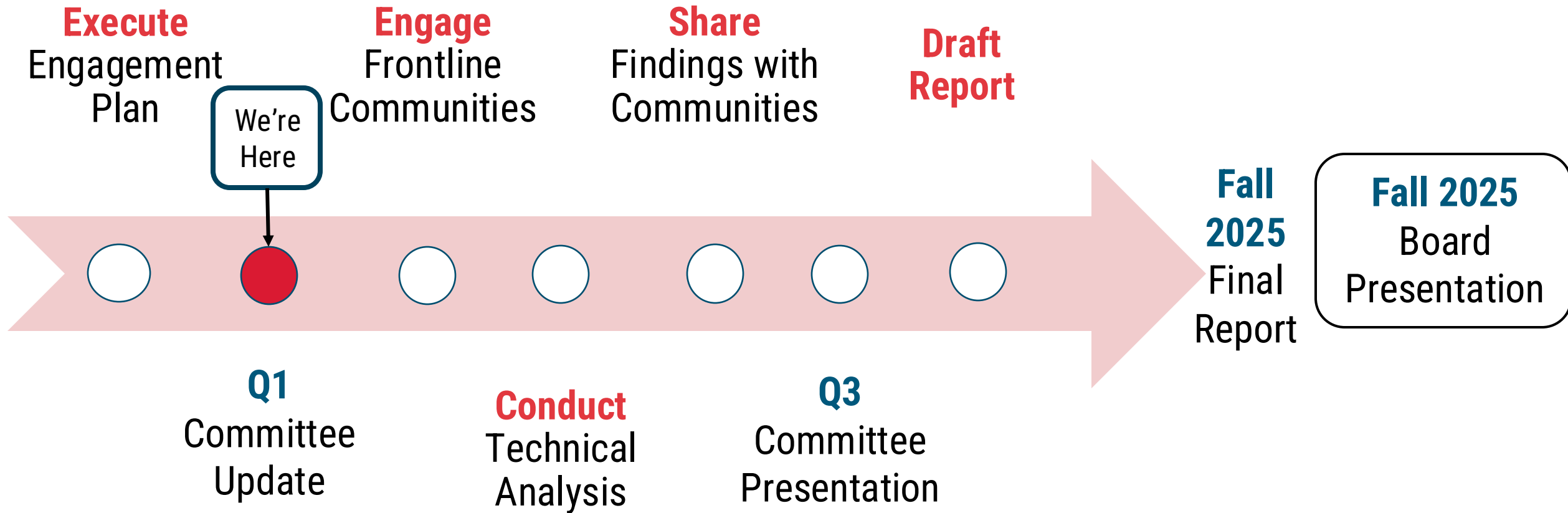
- Delays due to power supply disruption (public safety power shutoff)
- Respiratory distress from smoke



Wind

- Damage to critical infrastructure
- Delays from downed trees
- Unpleasant conditions on platforms or when traveling to and from stations

CCVS Project Schedule



CCVS Engagement Approach

Caltrain

- Internal Staff Meetings
- Citizens Advisory Committee, Bicycle and Active Transportation Advisory Committee, Local Policy Maker Committee
- Joint Powers Board

External Advisory Committee

- Caltrans, CA High Speed Rail
- Metropolitan Transportation Commission, Bay Conservation and Development Commission
- Valley Transportation Authority
- SF County Transportation Authority, SF Municipal Transportation Authority
- Other agencies as-needed

Public Outreach



Community Survey



Community Presentations (10)



Photo/Video Submission Tool



Public Community Meeting (1)



Community Leadership Meetings



Project Summary Open House (1)

We Want to Hear From You!

Have you experienced climate change/extreme weather impacts while getting to and from a station or riding on Caltrain?

How concerned are you about climate change/extreme weather impacting the needs of your constituents?

Are there any relevant studies from your respective jurisdictions that may inform our efforts?

Share your feedback and stay informed:

- Complete the [survey](#)
- Share your [photos or videos](#)



Share your input and enter for a chance to win a \$100 gift card!

Caltrain

IS CLIMATE CHANGE IMPACTING YOUR CALTRAIN RIDE?

Help Caltrain understand how extreme weather impacts your trip. Take the survey and share if you've experienced service disruptions or changed your travel plans because of climate change impacts.

SCAN CODE TO TAKE THE CALTRAIN CLIMATE CHANGE IMPACTS SURVEY!

Questions or topics? Email us at caltrainclimate@TheClimateEdge.com

Have a photo of extreme weather you've experienced while riding Caltrain or on your way to and from a station? We'd love to see it! Submit your photos here: bit.ly/CCURMlinks

For more information, visit caltrain.com/about-caltrain/sustainability/climate-resilience

surveymonkey.com/r/CaltrainClimate

Stay Informed

Websites:

<https://www.caltrain.com/about-caltrain/sustainability>

<https://www.caltrain.com/CCVS>

Project Team:

Bo Baney, Sustainability Planner

baneyb@caltrain.com

Hannah Greenberg, Systemwide Planner

greenbergh@caltrain.com



Thank you!

Questions?

FOR MORE INFORMATION

WWW.CALTRAIN.COM



Parking & Curb Management Strategy

LPMG

MARCH 27, 2025



Meeting Agenda & Purpose

- 1 Context: Caltrain's 2024 Station Access Policy
- 2 Parking & Curb Management Strategy Overview & Schedule
- 3 We Want to Hear From You!
- 4 Next Steps



CALTRAIN STATION ACCESS POLICY

2024 UPDATE
Adopted September 2024



Overview

- **Policy Purpose Statement and Definition of “Access”**
- **Intended Users of the Station Access Policy**
 - Caltrain Board and staff, community members, policy makers and regulatory agencies, **local jurisdictions**, transportation agencies, developers, contractors, and third-party vendors
- **Goals and Objectives**
- **Station Access Hierarchy**
- **Next Steps**



Station Access Policy Implementation

The following **eight next steps** support the application of the Station Access Policy and are organized in short, medium, and long-term time periods.

Short Term (0-2 years)

- **Dissemination of the Station Access Policy**
- **Develop a Parking and Curbside Management Strategy**
- Update the Caltrain Design Guidelines and Criteria
- Develop a Station Access Database

Focus for this effort

Mid-term (2-5 years)

- Document the Process for Access Improvements
- Conduct Station Needs Assessments
- Complete Project Identification, Evaluation, and Prioritization

Long-term (5+ years)

- Project Delivery and Policy Review

Property Ownership Context

Millbrae Example



Parking and Curb Management Strategy

The Strategy will support and communicate Caltrain decisions on parking and curbside supply and management with corridor-wide strategies by:

1) Developing a standard methodology for parking to:

- Assess appropriate parking supply and allocation
- Understand the highest and best use of land currently dedicated to parking
- Identify and document tradeoffs for decisionmakers

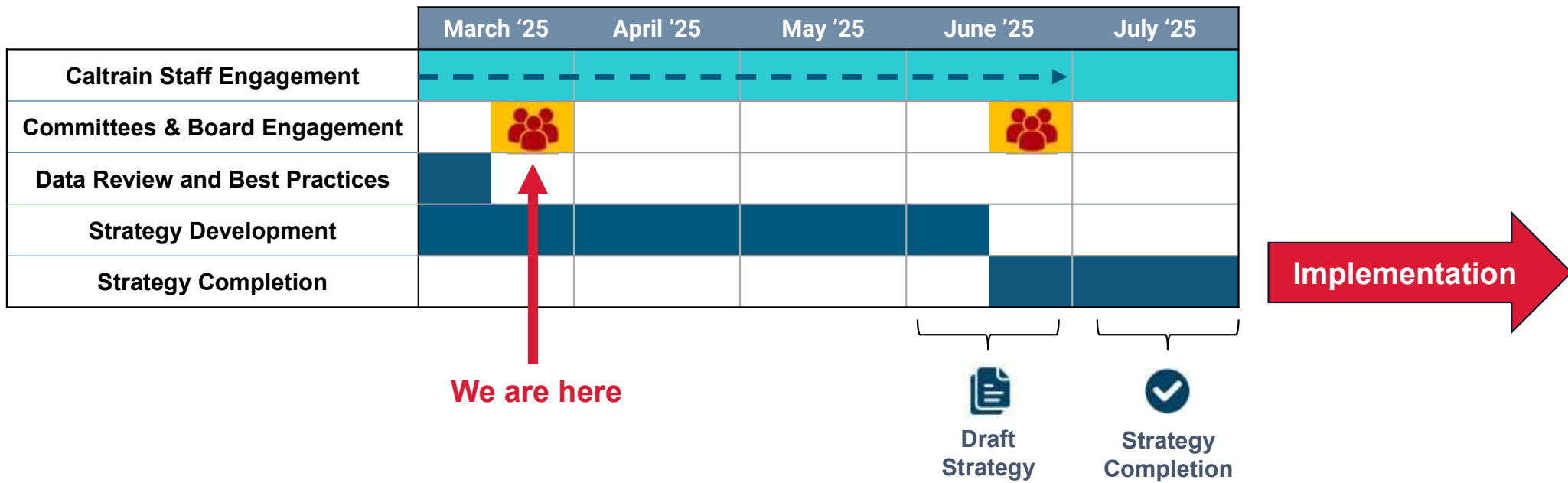
2) Developing a standard methodology for curb management to:

- Assess how available space should be allocated and managed
- Determine if additional or less curb space is needed

Next Steps will Include:

- Systemwide strategy implementation
- Station specific recommendations

Timeline



We Want to Hear From You!

- Have you encountered or heard from your community about any recent issues or conflicts related to parking or pick-up/drop-off at stations?
- Does your jurisdiction or agency have a formal policy on parking or curb use that you'd like to share relevant to this strategy?

Next Steps

- Continue Strategy Development and Stakeholder Engagement
- Share the Draft Parking and Curb Management Strategy for public feedback in June and July 2025.

Questions/ Comments

- Hannah Greenberg – Transportation Planner, Caltrain
GreenbergH@caltrain.com
- Jenny Lin – Manager, Caltrain Real Estate and TOD
LinJ@caltrain.com

FOR MORE INFORMATION

WWW.CALTRAIN.COM





Corridor Crossings

STRATEGY



Local Policy Makers Group

03.27.2025



Meeting Goals and Outcomes



Overview of Grade Crossing Program



Discussion on Crossing Data and Assessment



Discussion on Prioritization



What is the CCS?

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 continue in parallel as the program is finalized and implemented



The Challenge

- **71 at-grade crossings with increasing rail service has led to an increased emphasis on grade separations to improve:**
 - Safety and reduce interactions between rail-vehicle, pedestrian, and bicycle conflicts
 - Traffic congestion and local/regional mobility
 - Service disruptions
- **18 active grade separation projects spanning 11 jurisdictions has resulted in:**
 - Limited, competitive funding and staff resources must be shared among many projects
 - First come, first serve process making corridor-scale prioritization, funding, and project alignment difficult



Need: A coordinated approach to prioritize and focus resources to align corridor partner ambitions into balance with an implementable program addressing funding, organization, and delivery.

The Solution: A Coordinated Approach

To align corridor ambitions with an implementable program, Caltrain is implementing the following coordinated approach:

- **Multi-Year, Tiered Implementation** – Focuses on near-term safety improvements while advancing long-term grade separation projects using prioritization to group projects based on readiness, safety need, and mobility.
- **Integrated Project Delivery** – Streamlines planning, design, and construction across jurisdictions in a cost-effective manner and leveraging expertise of partner agencies.
- **Integrated Funding Approach** – Aligns projects with local, regional, state, and federal grant opportunities.
- **Corridor Partner Collaboration** – Engages corridor cities and agencies to coordinate efforts, resources, and lessons learned.



Implement a Grade Crossing Program to focus resources on delivering priority safety enhancement and elimination projects.

The Process: Grade Crossing Program

A multi-step process for efficient project delivery and funding optimization:

- 1. Identify & Prioritize** – Use a **crossing prioritization framework** to rank projects by:
 - Project Readiness & Feasibility
 - Safety & Risk Assessment
 - Corridor-Wide Impact
- 2. Secure Funding** – Coordinate with local, state, and federal partners to advocate for funding.
- 3. Align Project Timelines** – Integrate grade crossing projects into Caltrain’s budget cycle and Capital Improvement Program (CIP).
- 4. Optimize Delivery** – Use standardized designs, early work packages, and phased implementation to deliver project in the most cost-effective manner.
- 5. Drive Performance** – Focus the skills of Caltrain and corridor partners to the highest and most-effective needs for enhanced project delivery.
- 6. Monitor & Adjust** – Conduct **bi-annual reviews** to update priorities and adapt to funding shifts.

Grade Crossings Program Benefits



Enhances Safety

Reduces rail-vehicle, pedestrian, and bicycle conflicts



Improves Rail Operations

Reduces delays, boosts reliability, and supports electrified service



Strengthens Community Connectivity

Creates safer, more efficient crossings for all users



Optimizes Funding & Resources

Secures funding and maximizes investment impact



Provides a Long-Term Strategy

Establishes a **30+ year plan** for prioritizing & delivering crossing projects

Grade Crossing Program

With the nationwide increase in project costs coupled with limited and competitive funding, Caltrain is being deliberate and thoughtful on organizing resources to:



- Identify and prioritize at-grade crossing safety enhancement projects
- Prioritize and facilitate delivery of crossing elimination projects
- Deliver achievable safety enhancement and elimination projects

Delivery Guide Rollout

- Communicated purpose, process, use and how guide supports project delivery
- Facilitated industry webinars with consultants, transportation authorities, and city staff
- Developing FAQs based on feedback
- Hosted trainings for Caltrain staff
- Posting industry webinar recording and FAQs on website for reference



110+

Participants at
Caltrain trainings



90+

Participants at
industry webinars



August 2024:

Posted publicly at

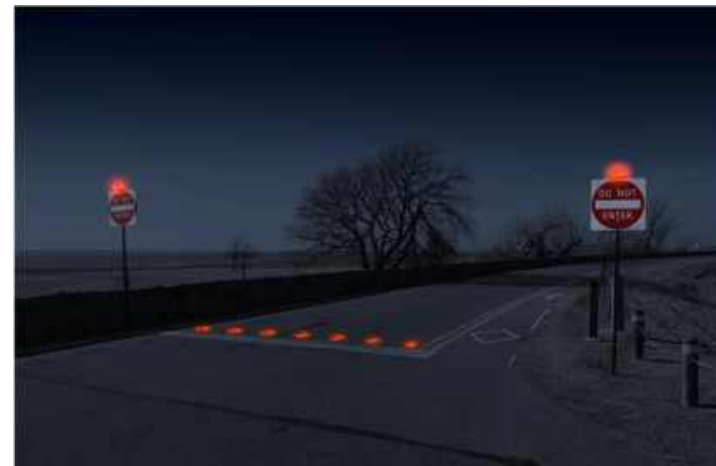
www.Caltrain.com/caltrain-corridor-crossings-delivery-guide

Grade Crossing Safety Enhancement Project Types

At-grade crossing improvements implemented at existing elevation. May include signage, striping, solar lane markers, delineators, lighting, and technology.



At Grade Crossing w/Safety Improvements



Solar Lane Markers



Warning Devices



Intrusion Technology

Grade Crossing Elimination Project Types

Crossing improvements that remove or change the elevation and access to the crossing



Spectrum of Estimated Project Costs*

At-Grade Crossing
Safety
Enhancements

Crossing Closures

Bicycle and
Pedestrian
Crossings

Larger Grade
Separations

Mega Projects
(Multiple
Crossings)



≤ \$10 M



< \$50 M



< \$75 M



> \$500 M



> \$1 B

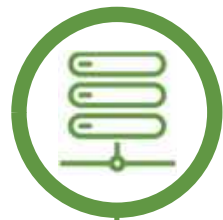
← Lowest Cost

→ Highest Cost

*Costs include planning, design, and construction of treatment in \$2024 dollars.

DRAFT Crossing Prioritization Framework

Iterative and collaborative process utilizing both qualitative and quantitative data coupled with stakeholder input to develop corridor priorities



Crossing Database

- Compile readily available data
- Support steps in the prioritization process



Crossing Assessment

- Establish evaluation criteria with corridor partner input
- Assess crossing data, conditions, and project readiness
- Review with corridor partners



Prioritization

- Sort projects into groups using safety/readiness benchmarks

California Public Utilities Commission (CPUC)

- **Section 130 Funding: Safety Improvements**

- *Only for at-grade highway rail or pedestrian crossings with public roadway*
- CPUC staff identify and evaluate candidate crossings - *solicit input from railroad agencies*
- CPUC staff conduct field diagnostic reviews on candidate crossings
- CPUC staff develop Priority List from candidate crossings on annual basis

- **Section 190 Funding: Grade Separation**

- *Only for new construction or alteration/reconstruction of grade separations*
- Local agencies submit applications at end of each odd-numbered year
- CPUC staff applies specific formula to rank crossings for funding
- CPUC staff publishes Priority List to prioritize and allocate available funds for the fiscal year

CPUC Priority List rankings were not considered in prioritization for Safety Enhancements and Elimination Projects; however, similar data was used.

CPUC Priority List rankings do not consider all crossings along the corridor. This prioritization will be used to identify the crossings to provide to CPUC to include in Section 130 or apply for Section 190.

DRAFT Safety Enhancement Prioritization



Crossing Database

- Rail Crossing Incidents (2017 – 2021)
- Street Traffic Incidents (2017 – 2021)
 - Fatal or severe collisions within 250' of crossing
- Adjusted Annual Average Daily Traffic (Adjusted AADT) (2019 & 2021)



Crossing Assessment

Evaluation Criteria:

- Total # of Fatal Rail Incidents
- Total # of Rail Incidents
- Total # of Street Incidents per 1,000 adjusted AADT
- **Maximum Score = 4**

**Crossing assessment completed for all crossings on corridor. UPRR crossings were not included in prioritization as UPRR oversees crossings.*



Prioritization – Based on Safety*

Group 1

High number of fatal rail incidents and/or rail and street incidents
(Score ≥ 3)

Group 2

Moderate rail and/or street incidents
(Score = 2)

Group 3

Low rail and/or street incidents
(Score = 1)

Group 4

Little or no rail and/or street incidents
(Score = 0)

DRAFT Safety Enhancements



Lighting



Warning Device Compliance



Paving/Striping



Quad Gates



Queue Mitigations



Drainage Improvements



Fence Replacement



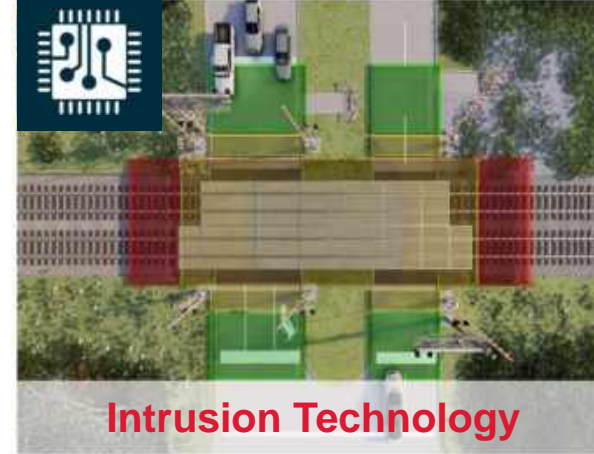
Concrete Work



Solar Lane Markers



Median Installation/
Roadway Channelization

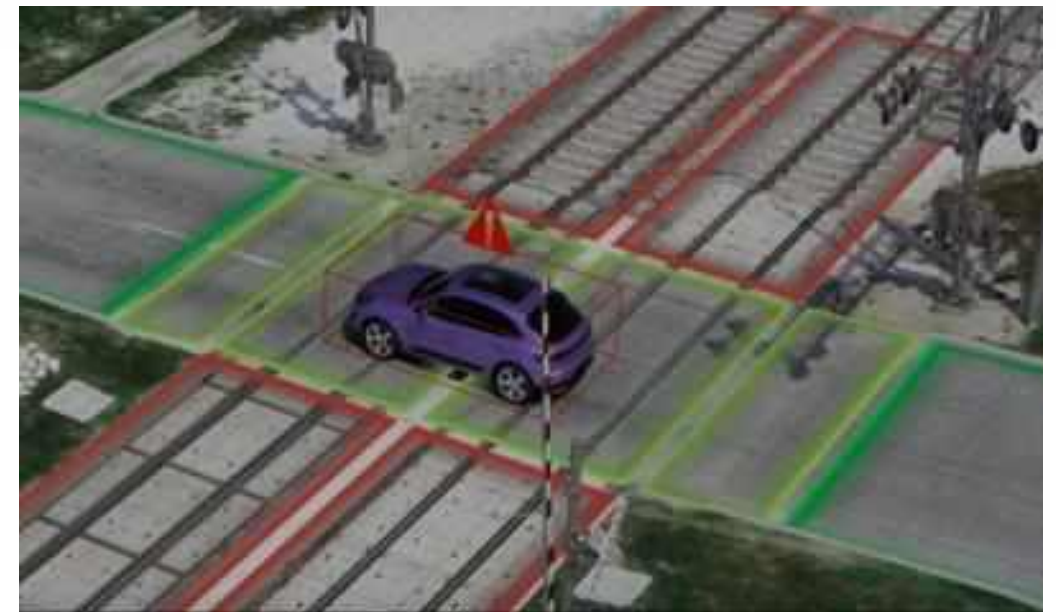


Intrusion Technology

Caltrain Near-Term Safety Improvements

Latest Upgrades at Broadway Burlingame Crossing

- Implemented **Rail Sentry** which uses LiDAR and cameras to **observe and mitigate collision** between train, vehicular, pedestrian, and other objects.
- Installed **solar-powered markers** to clearly outline the road and prevent cars from turning too far onto the tracks.
- Caltrain is partnering with **tech companies with navigation applications** to improve instructions around tracks to prevent strike incidents at each of our crossings.



[Herzog RailSentry Link](#)

DRAFT Prioritization Framework: Elimination ***(Grade Separations, Closures, Bike/Ped Crossing)***



Prioritization – Based on Readiness*

Group A

Dedicated full or partial construction funds, environmental clearance (NEPA and CEQA, if applicable) and completed Preliminary Engineering.

Group B

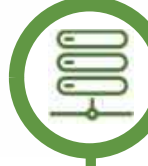
Dedicated full or partial design funds and confirmed Locally Preferred Alternative.

Group C

Dedicated full or partial Preliminary Engineering funds.

Group D





Initiation phase



Crossing Database – For Ranking WITHIN Groups

- Crossing Location Details
- Distance to other crossings
- Rail Crossing Incidents (2017 – 2021)
- Street Traffic Incidents (2017 – 2021)
- Adjusted Annual Average Daily Traffic (Adjusted AADT) (2019 & 2021)
- Population and Employment Characteristics
- Destinations
- Modes at crossing (bike/pedestrian/transit access)
- Active Project Phases
- Dedicated Funding

DRAFT Crossing Scoring: Elimination

Goal	 Safe and Equitable Mobility	 Equity Priority Community Benefits	 Cost Efficiencies & Reliable Funding Implementable Program	 Maximize Rail Corridor Utility
Evaluation Criteria*	<ul style="list-style-type: none"> • Fatal Rail Incident AND/OR Fatal/Severe Street Incident • Bike AND Pedestrian Access • High Speed Facility (≥ 55 MPH) • Total Street Incidents per 1,000 Adjusted AADT • Gate Downtime Growth ≥ 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 • Active Project Phase • Dedicated Local/County, State, AND/OR Federal Funding 	<ul style="list-style-type: none"> • Identified in a 4-Track segment • Identified in a 4-Track segment needed for Caltrain Adopted Service Vision

*For ranking WITHIN groups. Equally weighted except for project phase.

Program Communication Plan

March

Present DRAFT Methodology:

- 03/19: City/County Staff Coordination Group (CSCG)
- **03/26: Joint Powers Board (JPB) Advocacy and Major Projects (AMP)**
- 03/27: Local Policy Maker Group (LPMG)
- Transportation Authority (TA) Review

Incorporate comments

April

May

Send DRAFT Report to TAs/CSCG/LPMG

Present DRAFT Project List:

- 5/20: CSCG
- 5/21: LPMG
- **5/28: AMP**

Present DRAFT Project List:

- **6/5: JPB**

June

July/August

Program Endorsement:

- **7/23: AMP**
- **8/7: JPB**



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: March 27, 2025
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE



Authority Hosts Industry Forum

Over 400 people traveled to Sacramento for the Authority's Industry Forum in January. During the forum, CEO Ian Choudri outlined goals for getting into operations and Authority staff facilitated over 60 one-on-one meetings with industry experts covering a range of critical technical topics.

You can watch proceedings from the Industry Forum, including remarks from California Secretary of Transportation Toks Omishakin and Authority CEO Ian Choudri [here](#).

2025 Project Update Report

The Authority submitted its 2025 Project Update Report to the Legislature on March 1, 2025 and can be found online [here](#). It fulfills the Authority's requirement to update the California Legislature biennially on the development and implementation of intercity high-speed rail service in California. The Authority is undergoing a comprehensive effort to update its design criteria, scope, cost, procurement strategy, ridership, and schedule. Those updates will be submitted to the Legislature later this year.

2024 Economic Impact Report Released

The Authority released the 2024 Economic Impact Report showcasing how the planning, designing, and construction of the nation's first high-speed rail system is already stimulating job growth across the state - with construction jobs now and operations and maintenance jobs to come. A factsheet is available [here](#) and you can read the report [here](#).

RECENT & UPCOMING OUTREACH ACTIVITIES IN NORTHERN CALIFORNIA

- Diridon Station Community Meeting, March 13, 2025
- Mountain View Farmers' Market, March 23, 2025
- Marin Farmers' Market, March 27, 2025
- East Side Union High School District Science Palooza, April 19, 2025
- Earth Day Festival at Yerba Buena Gardens in San Francisco, April 19, 2025