



Caltrain

Local Policy Maker Group
HANDBOOK

Written by Caltrain Staff



Revised January 2019

Table of contents

- I. Local Policy Maker Group Context
- II. Caltrain Business Plan
- III. Caltrain Modernization Program
- IV. Meeting Information
- V. Contact Information
- VI. HSR / Caltrain Blended System Program
- VII. Acronyms





Local Policy Maker Group
CONTEXT



Context

LPMG HISTORY

In October 2012, Caltrain created the Local Policy Maker Group (LPMG) as a formal venue to facilitate local input and guidance on the Caltrain Modernization (CalMod) Program. The LPMG is an advisory group, and at the time, comprised of officials, selected by local jurisdictions from the 17 cities and three counties along the Caltrain Electrification Project boundaries from San Francisco to San Jose.

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

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

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

LPMG SCOPE / PURPOSE

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

- Caltrain Business Plan discussions
- CalMod planning, environmental review, design, and implementation efforts
- CalMod related policy positions
- CalMod communications
- Blended System efforts

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

CALTRAIN BOARD

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

Every meeting, the JPB receives a summary of the LPMG discussions from Caltrain staff. The LPMG feedback is an important factor in decisions that the JPB makes regarding the Caltrain Business Plan, CalMod and Blended System Programs. Board Website: <http://www.caltrain.com/about/bod.html>



CalMod
PROGRAM



Caltrain Modernization Program



Caltrain Modernization Program will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service, providing Peninsula communities with a modernized rail service that will help meet growing ridership demand between San Francisco and San Jose. The Caltrain Modernization (CalMod) Program includes two main projects:

- Caltrain Electrification Project
 - Electrification Infrastructure
 - New Electric Trains
- Caltrain Positive Train Control (PTC)

In 2012, a nine-party agreement between California High-Speed Rail Authority, Metropolitan Transportation Commission (MTC), Peninsula Corridor Joint Powers Board (JPB), San Francisco County Transportation Authority (SFCTA), San Mateo County Transportation Authority (SMCTA), Santa Clara Valley Transportation Authority (VTA), City of San Jose, City/County of San Francisco, and the Transbay Joint Powers Authority (TJPA) signed an agreement to fund the CalMod Program. The nine-party agreement outlined an incremental funding approach. The “early investment” will fund the delivery of modernized, electrified Caltrain service. Future investments will be required to support a blended system that is shared by Caltrain and high-speed rail.

Caltrain Modernization Program // Caltrain Electrification

CALTRAIN ELECTRIFICATION 2022

The primary purpose of the Caltrain Electrification Project is to improve Caltrain system performance, reduce long-term environmental impact by reducing noise, improving regional air quality and reducing greenhouse gas emissions.

The Project will electrify (with poles and wires) the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to approximately the Tamien Caltrain Station, replace 75 percent of the diesel-hauled trains to new electric trains called Electric Multiple Unit (EMU) trains, and increase service up to six Caltrain trains per peak hour per direction. Operating speed will be up to 79mph, which is what it is today.

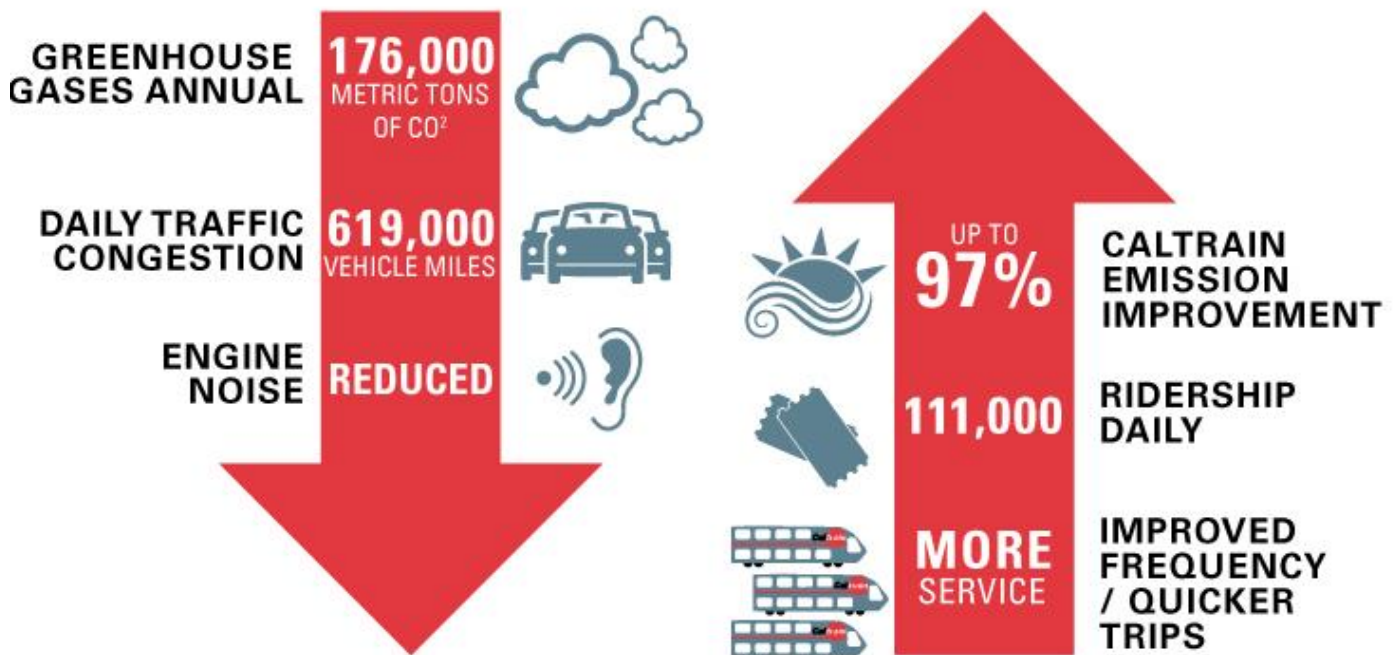


Artist Rendering: New Electric Trains (EMU)



Artist Rendering: Electrification Infrastructure

Caltrain Electrification Project Benefits (in 2040)



Caltrain Modernization Program // Caltrain Electrification

Improve Train Performance, Increase Ridership and Increase Service: Electrified trains can accelerate and decelerate more quickly than diesel-powered trains, even with longer trains, allowing Caltrain to run longer trains and increase capacity. Electrification performance allows increased peak service levels from the current 5 trains to 6 trains per peak hour per direction with existing tracks.

Increase Revenue and Reduce Cost: Anticipated increased ridership will increase fare revenues and conversion from diesel to electricity will reduce fuel costs. These efforts will substantially reduce but not eliminate the need for financial subsidy.

Reduce Noise Emanating from Trains: Noise from electrified trains is measurably less when compared with diesel trains. Train horns will continue to be sounded at grade crossings, consistent with safety regulations, whether or not electrification is pursued.

Improve Regional Air Quality and Reducing Greenhouse Gas Emissions: Electric operations would produce substantial reductions in corridor air pollution emissions when compared with diesel locomotives, even when the indirect emissions from electrical power generation are included in the analysis. In addition, the increased ridership would reduce automobile usage, resulting in additional air quality benefits.

Work Segments for the Peninsula Corridor Electrification Project



COST/SCHEDULE:

- The total budget is approximately \$1.98 billion.
- State Environmental Clearance was approved in January 2015.
- The Design-Build Electrification Infrastructure contract was awarded on September 6, 2016 to Balfour Beatty
- The new electric train contract was awarded on September 6, 2016 to Stadler.
- Expected Completion Date: 2022

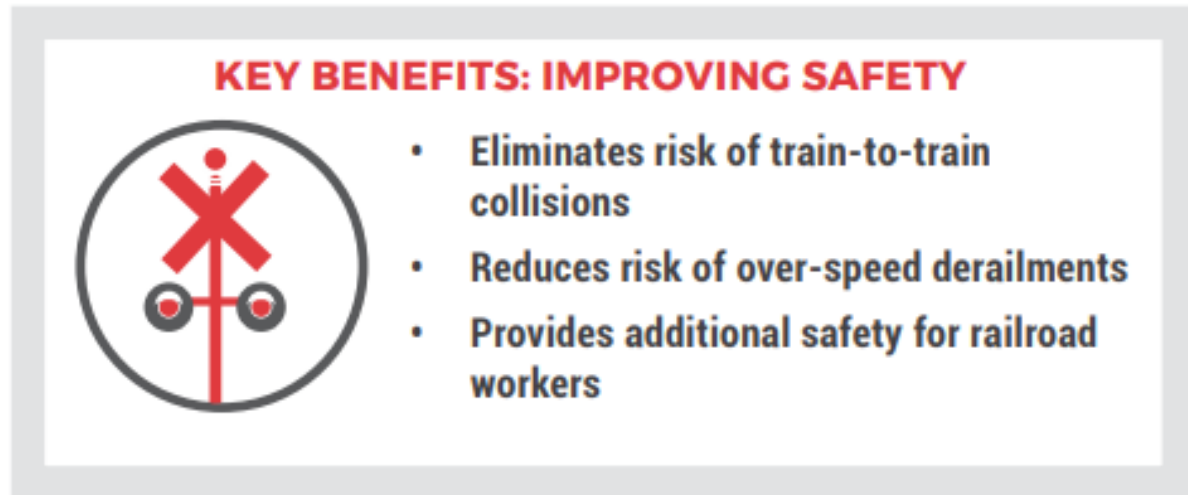
FOR MORE INFORMATION:

- Website: www.calmod.org
- Project Email: calmod@caltrain.com
- Project Phone: 650-399-9659

Caltrain Modernization Program // Positive Train Control

Project Overview:

Positive Train Control (PTC) is a complex signaling and communications technology that is designed to make commuter rail even safer. It is a federal mandate for railroads across the country to adopt PTC. Caltrain's PTC system will be fully operational by 2020. PTC serves as a redundancy that overlays with existing safety and signaling systems.



COST/SCHEDULE:

The total budget is \$280 million.

- Expected revenue service demonstration date: 2020

FOR MORE INFORMATION:

- Website: www.caltrain.com/ptc
- Project Email: ptc@samtrans.com
- Project Phone: 650.508.7726



Caltrain Business Plan



CALTRAIN BUSINESS PLAN

A 2040 VISION FOR THE CORRIDOR

Caltrain is one of the busiest commuter rail systems in the country, and ridership demand is growing.

The Caltrain Business Plan is a joint effort with agency partners and communities along the corridor to develop a better understanding of the region's future transportation needs and identify opportunities and strategies that will meet those needs.

WHY THINK ABOUT THE FUTURE OF THE CORRIDOR?

The Bay Area population and economy have continued to grow, leading to:



Traffic congestion and longer, unreliable commutes



Over-crowded trains



Increased cost of transportation and housing

Caltrain provides a cost effective, convenient alternative to driving and connects jobs and housing, but the system will need to grow to meet current and future demand.



Electrification of the Caltrain corridor is underway and will allow Caltrain to run faster, more frequent service while reducing noise and emissions.



Electrification creates the potential for expanded Caltrain service that will meet the current and future needs of our region. The Business Plan will identify the best strategies for maximizing this potential by developing a long-term service vision for the corridor, defining the infrastructure needed to support that service vision, and identifying opportunities to fund the implementation of these improvements.

WHAT IS THE CALTRAIN BUSINESS PLAN?

The Caltrain Business Plan includes four major focus areas to address key questions that will shape the future of Caltrain service:



SERVICE

How should the service be provided to meet the needs of the communities we serve? How many trains should we run? How do we best match service to riders' needs? What infrastructure improvements will be needed to provide the service? How can Caltrain effectively connect to other transit services?



COMMUNITY INTERFACE

What are the benefits and impacts of the service plan to each community? How can we work together to develop a service plan that balances the needs of all communities along the corridor with the need to expand service and operate a safe and efficient railroad? How can we ensure this planning process and the outcomes are equitable?



BUSINESS CASE

How can we maximize the value of current and future investments? How much will the service cost to operate? How will we fund it?



ORGANIZATION

What is the best organizational structure for overseeing and growing Caltrain service in the future?



Daily Riders
62,000



Local Jurisdictions
21



WHO IS INVOLVED?

The Caltrain Business Plan is a collaborative effort led by Caltrain with funding and participation from Stanford University and other organizations. We understand that each of the local jurisdictions we serve has a unique set of priorities, projects, and plans for growth. We are working closely with policymakers, stakeholders, Caltrain riders, and community members to make sure the Caltrain Business Plan considers everyone's needs.

WHEN IS IT HAPPENING?



FOR MORE INFORMATION

We recognize that Caltrain is woven into the diverse communities we serve and want to hear from you about your needs and what you'd like Caltrain service to look like in the future.

Check the project website for ways to get involved, regular project updates, and a calendar of events.



Caltrain2040.org



650.508.6499



BusinessPlan@Caltrain.com



LPMG
**MEETING
LOGISTICS**



Meetings

The regular meetings of the LPMG is held monthly, on the fourth Thursday at 5:30 pm at the headquarters of Caltrain, located at 1250 San Carlos Avenue, Second Floor Auditorium, San Carlos, CA, 94070.

Staff provides written or electronic notice of each regular meeting of the LPMG to each Member at least 72 hours prior to the meeting date.

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

Staff posts 72 hours before the meeting, in a public location, the agenda for the meeting. All documents that are distributed during a LPMG meeting will be posted to the website 72 hours in advance of the meeting.

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

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

MEMBERSHIP & STAFFING

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

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

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

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



Contact

INFORMATION



Contact Information

KEY CALTRAIN STAFF

Casey Fromson, Director Government and Community Affairs

1250 San Carlos Ave

San Carlos, CA 94070

Direct: 650.508.6493

Cell: 650.288.7625

Email: fromsonc@samtrans.com

LPMG Website: <http://www.caltrain.com/projectsplans/CaltrainModernization/Meetings.html>

CalMod Website: www.calmod.org

Caltrain Business Plan Website: www.caltrain2040.org



Blended System

PROGRAM



CALIFORNIA
High-Speed Rail Authority

Blended System (Lead Agency: CHSRA)

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

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

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

BLENDED SYSTEM CORRIDOR SCHEDULE:

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

FOR MORE INFORMATION:

- CHSRA Website: www.hsr.ca.gov
- CHSRA SF – San Jose Project Section Website:
http://www.cahighspeedrail.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html

CALIFORNIA HIGH-SPEED RAIL AUTHORITY BLENDED SYSTEM STAFF:

Boris Lipkin, Northern Regional Director
California High Speed Rail Authority
100 Paseo de San Antonio, #206
San Jose, CA 95113
Direct: 408.277.1085
Cell: 408.477.5631
Email: Boris.Lipkin@hsr.ca.gov

Blended System

CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA)

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

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





Glossary of **ACRONYMS**



Glossary of Acronyms

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