



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=L3pxeEVITTFrVjVIYW53OW5wekw2dz09>

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

Public Comments: The Board 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 video@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 23, 2023

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update and Memos)
4. Caltrain Corridor Crossing Strategy (Presentation)
5. High-Speed Rail Project Update Report (Oral Update and Presentation)
6. Public Comments on items not on the agenda
7. LPMG Member Comments/Requests
8. Next Meeting
 - a. Thursday, April 27, 2023 at 5:30pm
9. Adjourn

All items on this agenda are subject to action

**CalMod Local Policy Maker Group (LPMG)
Summary Meeting Notes February 23, 2023**

Summary Notes

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

1. Call to Order

Incoming Chair Pat Burt called the meeting to order at 5:34 p.m.

2. Roll Call

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

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

CALTRAIN STAFF: Devon Ryan, Katie Scribner
HSR Staff: Stephen Tu, Rebecca Tabor, Morgan Galli

Outgoing Chair Jeff Gee left at 5:36.

Incoming Chair Pat Burt took over the meeting at 5:37.

3. Caltrain Staff Report

Devon Ryan, Government Community Affairs Officer, gave an update on Caltrain Electrification which received \$367 million from the state's Transit and Intercity Rail Capital Program which fully funds the project and puts it completely on track for completion in Fall 2024. She talked about continuing the weekend shut down schedule in order to get to electrification done safely and on time while minimizing impacts on weekday riders. She also mentioned that rail service will be replaced by bus service between San Francisco and Millbrae during the listed weekends. She thanked members for helping to inform riders about the shut downs. She talked about how Caltrain is reaching out to organizations that serve low income and marginalized communities to encourage them to apply to the Go Pass Donation Program, which is a way for people to ride Caltrain without any personal cost.

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

- A member asked if Balfour Beatty is still the contractor for the electrification project. *Staff responded that they are.*
- A member asked about the bus bridges and if riders need another ticket or if their Caltrain ticket will be valid. *Staff responded that they will look into that and respond, they also mentioned that it is all hands on deck for volunteering at stations to help out the riders. They also said that the staff are trying to get the word out and make sure riders understand how the bus bridge works.*
- A member asked if it was free to ride the bus. *Staff responded that they understood it as if the rider had a zoned ticket and that it should be free.*
- A member commented that the weekend shut downs and bus bridges are critical to hit the of electrification launch for Fall 2024.

Public Comment:

Adrian Brandt said that he believes the shut downs are a hail Mary and are necessary because of the two year delay of the project and the project being 20% over budget.

4. Caltrain Corridor Crossing Strategy

Jill Gibson, Transportation Planner at Kimley Horn, and Sam Zimbabwe at Kimley Horn, introduced themselves and the presentation.

Jill gave a presentation which included the following:

- Agenda
- Recap of January Meeting

- Recap of January Engagement
- Recap of January Feedback
- Meeting Goals and Outcomes
- Developing a Shared Strategy
- CCS Goals

Sam Zimbabwe took over the presentation:

- Current Project Delivery Process
- Program Delivery Approach Methodology
- What are the Program Delivery Approaches?
- Developing a Shared Strategy
- Interrelated Elements
- Case Studies by Technical Topic

Jill took the presentation back over:

- CCS Goals and Evaluation Measures
- Upcoming Stakeholder Engagement
- How Will We Develop a Shared Strategy?
- Timeline
- Upcoming Stakeholder Engagement
- Contact Information

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

- A member commented that the cities need to collectively look at grade crossings in a holistic manner, need to work with Caltrain as cities upgrade technical and design standards, rounding up funds necessary to complete.
- A member asked if a project was approved with one approach, how would the approaches be switched. *Staff responded that projects that are underway and moving forward will continue with the current process/approach they are using.*
- A member commented that the cities along the corridor should unite to make one mega project to align with MTC and have better efforts in seeking funding.
- A member asked about the expectations for Gilroy and Morgan Hill communities in raising funds and assisting in the effort to raise funds as they will not see electrification or work on their grade crossings. *Staff responded that they the scope of the strategy is along the entire corridor and recognizing that the differences of ownership of the rail right of way means some differences in how project delivery will look along the corridor. They also talked about how they had conversations with each city along the corridor about local visions and what has worked or been challenging in the past to ensure that the corridor wide strategy is truly corridor wide and encompasses all the conditions along the corridor. They said that funding will be something that*

comes later as how funds will work, but right now it has been by each individual city for their crossing.

- A member asked how it will be decided on which projects will be done first. *Staff responded that there is no one answer, that it will be a combination that is right for the corridor and for Caltrain.*
- A member commented on reducing greenhouse gas emissions and that grade separations will help reduce emissions and that they believe grade separations can make a more efficient railroad and getting more people on the train. They also commented on needing to eliminate collisions, not just a reducing vision. They also brought up efficiently using funding by working on prioritization and removing the politics out of prioritization by using a technical group so that the smaller cities and communities that are largely affected also get a voice. They also said that there should be more explanation on placemaking at some point in the future.
- A member commented that a chief fundamental purpose of grade separations is safety (suicide prevention, housing, retail, business). They talked about how the Caltrain corridor is extremely dense and that there is housing, retail, commercial, and industrial sites directly adjacent to the tracks. That a vehicle strike can be extremely dangerous for the vehicle and for the train, and that anything that can be done to reduce the risk of derailment or a vehicle strike is extremely important for both riders of the train and everyone along the corridor. That this project is not just about reducing commute times for drivers, but is also a critical safety project for everyone.
- A member commented on emphasizing zero collisions instead of reducing them, cooperation along the corridor and the neighboring cities is important as well, and needing to minimize total construction so that it is not as disruptive to residents along the corridor.
- A member commented on the fatalities on the corridor are not primarily from vehicles but a majority are from pedestrians, and that they want to capture what the highest priority is in collisions and what they're about. They also talked about which funding sources they should really be going for and that if the project qualifies for a funding, they should go for it.
- A member commented on having potential subcommittees with members of the group that would meet offline with staff and then coming to the group with recommendations.
- A member commented on the fact that subcommittees would be helpful and could narrow down ideas then come to the group, some examples of subcommittees' focuses could be the technical aspects, integration, and one focusing on fundings. They then talked about how the group is an advisory body and what would happen after that, if it would go to the Caltrain board and what a potential timeline could be.
- A member commented that the subcommittees would be a recommendation that would go to the Caltrain board through staff and asked for some clarification on it. *Staff responded that if there were recommendations that the staff would bring it to the board committee. Staff also brought up that there are several workshops planned starting in May in person.*
- A member commented that they believe the workshop process will be more informative than subcommittees and that as a group maintain centrality because there is strength in coming together on the project.

- A member commented on wanting input from the Board to see if subcommittees would be helpful at all.

Public Comment:

Adrian Brandt said that they believe the Melbourne crossing is the most comparable to Caltrain's project in terms of electric service, going into suburbs, going to the peninsula, and occasional freight trains going through. He also believed that the scarce transit funding should not be used for grade separations, rather that road funding should as grade separations benefit roads more.

5. High-Speed Rail Staff Report – In Packet

6. Public Comments on Items Not on the Agenda

Adrian Brandt commented that trains have not slowed down for grade crossings and that there are only delays when there are implements, which are relatively minor compared to what vehicles experience due to gate downtime. They also talked about double standards for red lights at major intersections compared to grade crossings.

7. LPMG Member Comments/Requests

There were none.

10. Next Meeting

Thursday, March 23, 2023 at 5:30pm

11. Adjournment

The meeting was adjourned at 7:03 p.m.



Memorandum

Date: March 20, 2023

To: CalMod Local Policy Maker Group (LPMG)

From: Devon Ryan, Government and Community Affairs Officer

Re: Caltrain Electrification Project E-Update



Caltrain Electrification Full Funding Thank You Event

On March 15, Caltrain welcomed Congresswoman Anna Eshoo, Congressman Kevin Mullin, former Congresswoman Jackie Speier, Caltrain Board Chair Jeff Gee, LPMG Chair Pat Burt, and other leaders, advocates, and partners throughout the corridor to a Thank You Event celebrating the full funding of the Electrification Project at our headquarters in San Carlos. The event was an important reminder of all of the many people, organizations, institutions, business, cities, and leaders throughout the Caltrain region that made this project possible. Thanks to our many supporters, Caltrain is on track to launch electrified service in fall of 2024.

Caltrain [was awarded \\$367M](#) from California's Transit and Intercity Rail Capital Program's (TIRCP) Cycle 6 Existing Project Reserve and an additional [\\$43M was included](#) in the federal omnibus appropriations bill for the Electrification Project, which fully closed the project's funding gap.

[Learn more.](#)

Construction and Service Changes

In order to ensure that Caltrain Electrification is completed safely and on time, Caltrain weekend rail service in certain parts of the corridor will continue to be suspended throughout 2023. Since early February, these weekend suspensions have helped crews install over 90,000 feet of wire, 25 poles, and 443 cantilevers for the project.

On the weekends of March 25-26 and April 1-2, crews will continue installation work in the Millbrae to Hillsdale section. Rail service will be replaced by bus service between Millbrae and Hillsdale stations on these two weekends. We encourage riders to plan ahead and consider alternative transportation options. For the latest updates and information, please visit caltrain.com/status.

Caltrain will continue to provide increased service on weekdays to accommodate the growing number of riders returning to transit.

[Learn more.](#)



Transit Worker Appreciation Day

March 18 was Transit Worker Appreciation Day. This is an opportunity to recognize the incredible contributions of our conductors, engineers, maintenance staff, and other workers who make such a difference in the lives of our riders and communities. These transit operators work very hard to ensure that passengers get safely to their destination everyday. Caltrain celebrated works with a Transit Worker Appreciation Day social media campaign on all of our channels.

[Learn more.](#)

PUBLIC MEETINGS:

JPB Advocacy and Major Projects Committee (AMP) Meeting – March 29, 2023 at 1:00 p.m.

JPB Board Meeting – March 29, 2023 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).

PROGRESS REPORT:

The presentation on Caltrain Electrification progress presented at Caltrain's March 2, 2023 Board Meeting is [available here](#).

Memorandum

Date: March 23, 2023

To: Local Policy Makers Group (LPMG)

From: Dahlia Chazan, Deputy Chief, Caltrain Planning

Re: Caltrain Corridor Crossings Strategy (CCS) Project E-Update



Corridor Crossings Strategy (CCS) Description

The Corridor Crossings Strategy (CCS) has been discussed as an agency priority since 2019, when it was first identified within the Caltrain Business Plan Process. This strategy was first funded in 2019 but was delayed due to the COVID-19 pandemic. As Caltrain and other operators plan to increase rail services, Caltrain understands that a coordinated approach to grade separations or closures is needed to unlock regional mobility and safety benefits.

The Caltrain Business Plan acknowledges that grade separation projects are costly, complex, and challenging. The CCS strives to identify areas for enhancement in the current process and develop a potential strategic approach to deliver corridor-wide consensus on delivery of grade separation projects.

The CCS is divided into three phases: Initiation Phase, Phase I, and Phase II. The Initiation Phase started in July 2022 and finished in December 2022. This phase included the initial issue identification collected from Caltrain coordination, initial stakeholder engagement, and preliminary existing conditions gathering.

Phase I commenced in January 2023 and will end approximately in Winter 2023. Phase I takes the outputs from the Initiation Phase to provide an initial framework to organize the overall study, workplan, and stakeholder engagement process. The purpose of Phase I is enhance the current grade separation process and develop a corridor-wide consensus on how to deliver grade separation and/or closures at a regional scale. The outcomes of Phase I include the following:

- Develop a Crossings Delivery guide that defines, communicates, and facilitates a clear project delivery process
- Identify an implementable, shared vision on how to deliver projects at a regional scale
- Strength partnerships between Caltrain, local jurisdictions, and regional member agencies.

Phase II will begin after the completion of Phase I, once a shared vision is identified. Phase II will include a corridor-wide strategy and programmatic approach for the organization, project development, funding, and implementation of the vision.

Phase I Progress

During the February stakeholder group meetings, input and feedback on the program goals was collected to establish a set of goals and evaluation criteria for the Program Strategy to be used throughout the remainder of Phase I. The CCS website was also launched in February to house relevant program information, presentations, and resources: <https://www.caltrain.com/projects/corridor-crossings-strategy>.

In March, the LPMG will be provided a recap of the CCS background and February stakeholder feedback. In addition, an update of the two paths will be provided: Program Strategy and Project Delivery Opportunities.

The Program Strategy update will consist of discussion of the current corridor challenges related to project delivery and how those challenges inform the problem statement and purpose of the Program Strategy. A review of the Program Strategy approach, timeline, and finalized goals and evaluation measures will also be presented.

The update on the Project Delivery Opportunities will consist of a review of the themes identified during the initial stakeholder discovery phase, conducted in 2022, which informed the purpose and need of the Crossings Delivery Guide. In addition, an overview of the key design criteria, regulatory framework, and key considerations for the grade separation types will be provided to establish a baseline of understanding of the engineering requirements and challenges of grade separation projects.

In preparation for the future May in-person work sessions on Mobility and Circulation, the LPMG will be provided an overview of the work session goals, topics, activities, and agenda. The LPMG will also be polled on their preference of meeting time for the May work session.

Lastly, the upcoming stakeholder meetings and CCS contact information will be presented for reference for the LPMG members.

Public Meetings

JPB Advocacy and Major Projects Committee – April 26 at 3:30 p.m.

Local Policy Makers Group Meeting – April 27 at 5:30 p.m.

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



Progress Report

The presentation on the Caltrain Corridor Crossings Strategy approach presented at Caltrain's February 23, 2023, LPMG Meeting is [available here](#).



Corridor Crossings

STRATEGY



Local Policy Maker Group

3.23.2023





AGENDA

- **Background** and Recap
- **Program** Strategy
- **Project Delivery** Opportunities
- **Look Ahead**

Paths



Project Delivery Opportunities

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

Outcome: Crossings Delivery Guide



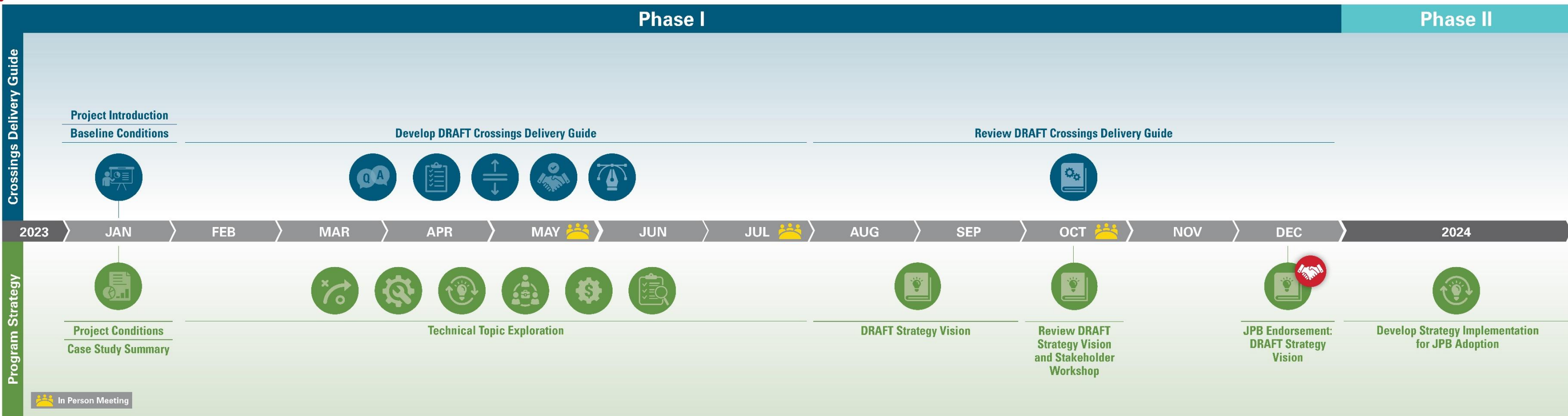
Program Strategy Development

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

Balance vision with implementable action plan

Outcome: Program Vision and Strategy

Timeline

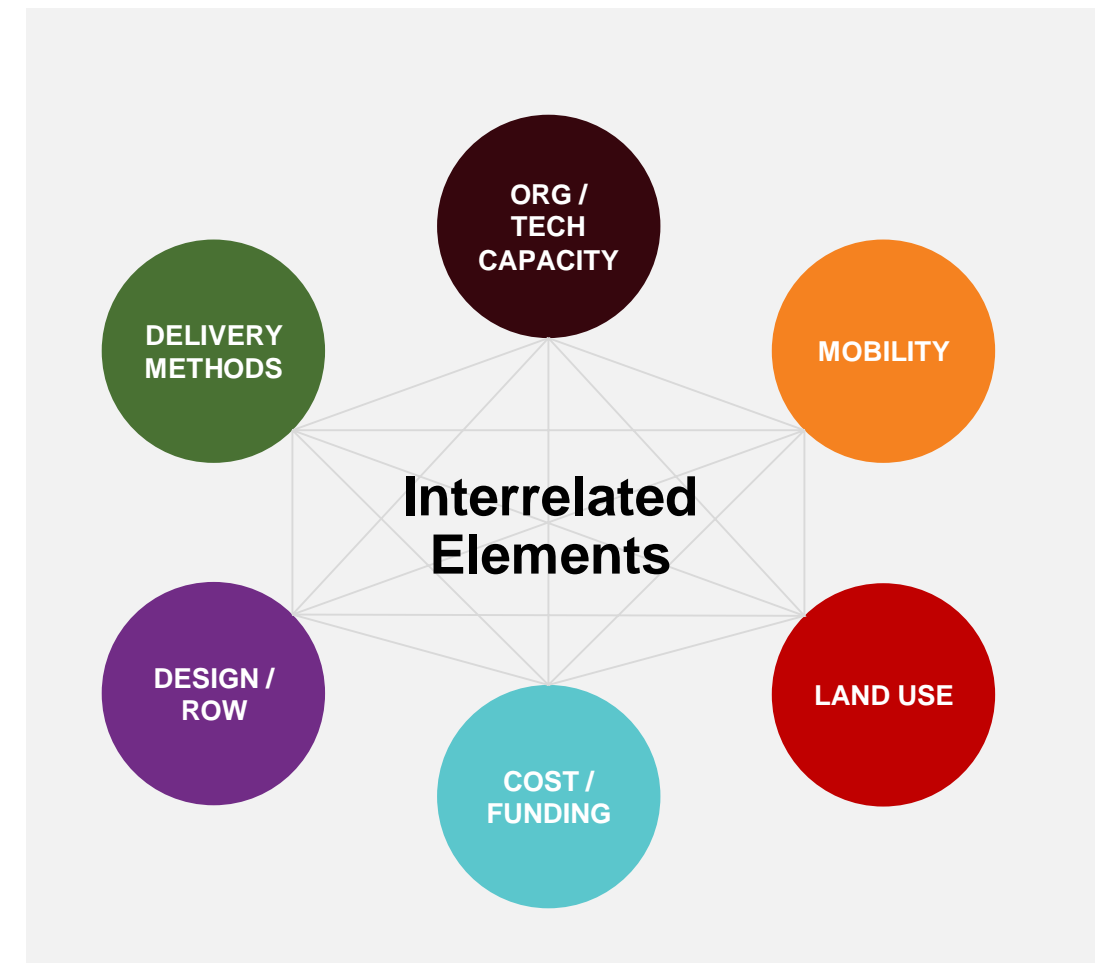


Recap of February Meeting

- Obtained feedback on CCS goals and evaluation measures



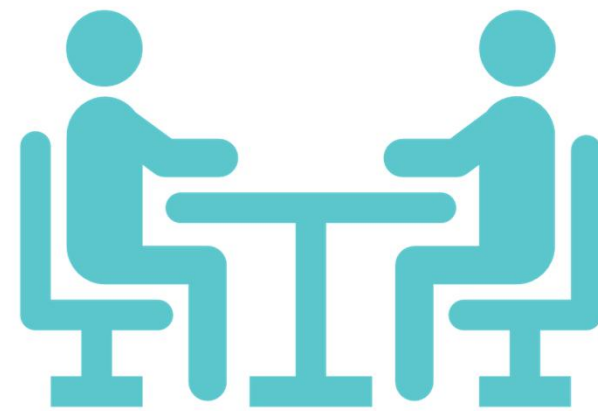
- Presented current project delivery process
- Discussed Program Strategy methodology and process
- Discussed Program Delivery approaches
- Presented technical exploration topics with case study examples



Recap of February Engagement



**7 External
Stakeholder
Meetings**



**49 Individual
Stakeholders
Engaged**



**35 Comments
Received and
Considered**

Recap of February Feedback

Safe and Equitable Mobility

Consider zero collisions along the corridor as a goal in lieu of reduce frequency of collisions.

Safe and Equitable Mobility metrics need to be elevated when deciding when and what grade separations to do, with the other goals following.

Most collisions along the corridor are with pedestrians and not just vehicles.

Equitable Community Benefits

How do we talk about and value placemaking around the stations when the land is owned by multiple property owners?

Consider reducing GHG emissions as a goal with reduced gate down times.

Outreach needs to be included as part of the program approaches.

Cost Efficiencies and Reliable Funding

“Reduce cost escalations for Caltrain-delivered projects” should be added.

It is important for the CCS to look at how to maximize local funding opportunities.

Need to add “minimize total construction” to minimize disruptions.

Implementable Program

Important to maximize partnerships and how agencies can come together to move forward.

Importance of clarifying when project handoff needs to occur.

Efficient project delivery is paramount to a successful program.

Important to think about prioritization.

Meeting Goals and Outcomes



**Outline Program Strategy
Development**



**Establish a Baseline
Understanding of
Engineering Requirements
and Challenges**



**Feedback on Upcoming
Workshops**



This icon represents additional information provided in the Appendix for your reference.



This icon represents feedback is requested on content. However, questions and feedback are encouraged throughout presentation.



Program Strategy Development



Corridor Crossings
STRATEGY



Current Challenges



First come, first serve projects resulting in ad hoc delivery and lack of corridor-wide prioritization



Lack of funding available to meet needs of identified projects



Jurisdictions on their own to identify and apply for funding sources



Organizational and technical capacity is uneven across the corridor



Caltrain's involvement is reactive to city sponsored projects



Problem Statement



First come, first serve projects resulting in ad hoc delivery and lack of corridor-wide prioritization



Lack of funding available to meet needs of identified projects



Jurisdictions on their own to identify and apply for funding sources



Organizational and technical capacity is uneven across the corridor



Caltrain's involvement is reactive to city sponsored projects



There is a significant imbalance between the jurisdictions' grade separation ambitions and the current scale of corridor-wide funding, organizational, and delivery approach.



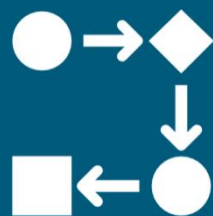
Purpose

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 Delivery Approaches

Approach A: Independent Projects



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

Approach B: Coordinated Projects



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

Approach C: System-wide



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






Developing a Shared Strategy





Program Strategy Goals

Safe and Equitable Mobility

-  Eliminate collisions along the corridor
-  Improve access and circulation for all modes
-  Provide mobility choices during construction





Equitable Community Benefits

-  Establish a framework for equitable investments
-  Foster placemaking
-  Improve quality of life and reduce environmental impacts for neighboring communities





Cost Efficiencies & Reliable Funding

-  Facilitate design approaches and innovation that enable corridor delivery
-  Streamline program delivery methods to reduce overall costs
-  Leverage existing committed funding and promote new and stable funding sources

Implementable Program

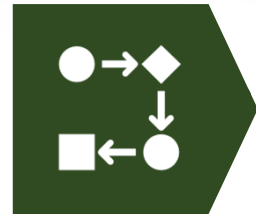
-  Define clear roles for Caltrain and its partners
-  Accelerate construction and reap schedule efficiencies
-  Establish clear program corridor objectives for delivery
-  Organize partnerships for successful program delivery

Maximize Rail Corridor Utility

-  Support implementation of adopted service vision
-  Sustain service during construction
-  Promote quality passenger experience and improve reliability
-  Leverage value created by grade separations and/or closure



Program Strategy Look Ahead

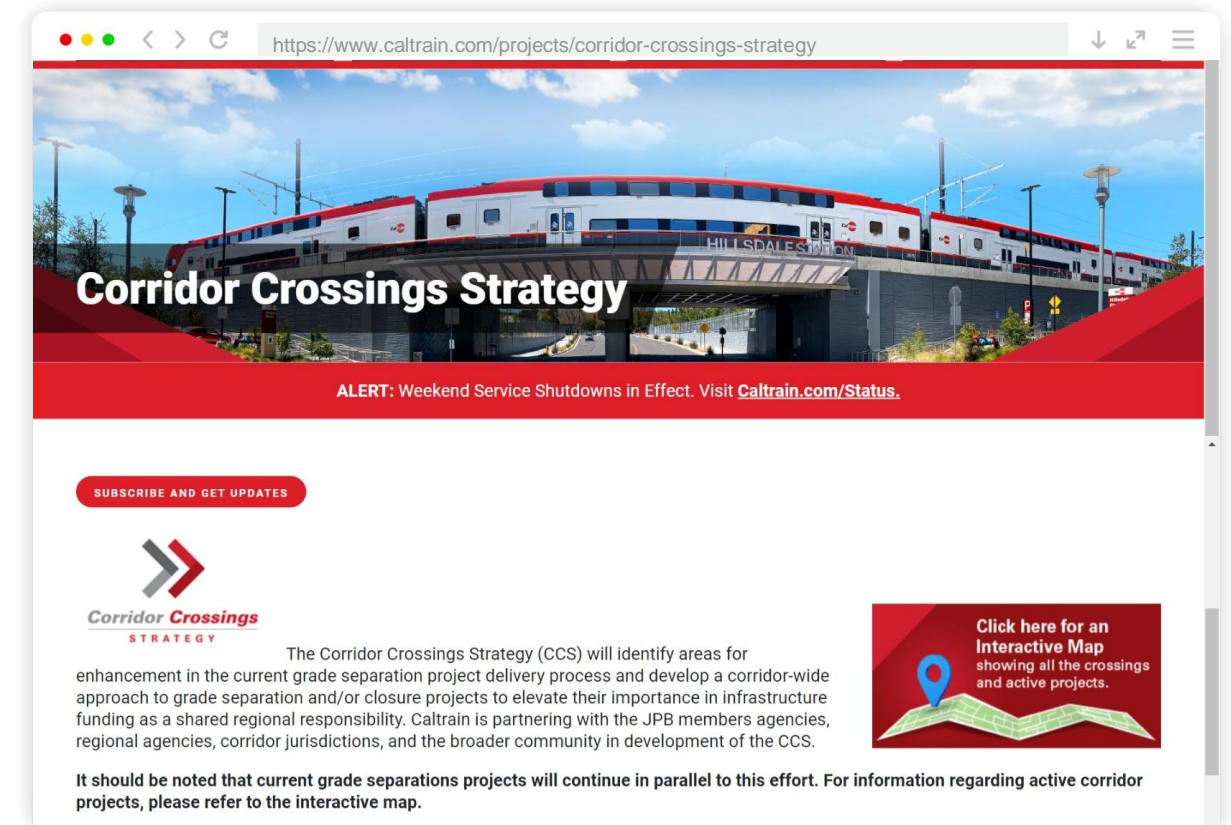


Program Strategy Introduction Report Coming Soon:

- Program Introduction
- Baseline Conditions
 - Summary of Challenges
 - Problem Statement
- Goals and Evaluation Measures
- Case Study Summaries



Actively updating CCS website with information for jurisdictions





Project Delivery Opportunities



Why bolster Project Delivery?



Initial Stakeholder Discovery Revealed



Desired understanding of Caltrain processes and procedures



Desired clarity of roles and responsibilities in grade separation process



Need for key design criteria to plan G/S



Crossings Delivery Guide

- Intended for Caltrain, city staff, and partner agencies
- Living document updated as revisions are needed
- Online, user-friendly document that communicates the project delivery approach
- Includes FAQs for reference
- Examples of grade separations and/or closures



Processes and Procedures:

Design exceptions, project development process, service agreements, operational requirements during construction

Roles and Responsibilities:

Defined Caltrain, local jurisdiction, and JPB member agency roles

Key Design Criteria:

Horizontal and vertical clearances, Profile Grades, Design Speeds, Allowable construction methods



Crossings Delivery Guide Topics

PURPOSE: *Provide clear guidance for delivering a rail crossings project*

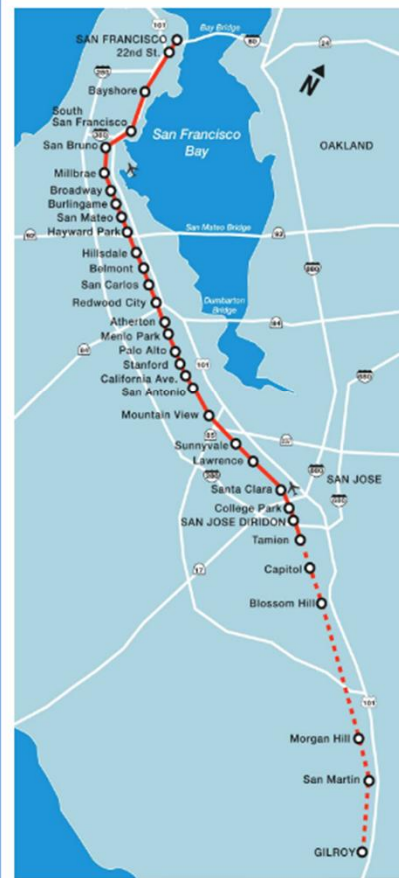
- ✓ Regulatory Environment and Stakeholders
- ✓ Funding & Grant Programs
 - Review funding sources and opportunities
- ✓ Highway-Rail Grade Crossings
- ✓ **Grade Separation**
 - Overview of components, railroad operations, and construction considerations

- ✓ **Planning/Evaluating for Crossing Treatments**
 - Discussion of Grade Separations and Closures
 - Key Design Criteria, discuss elements of flexibility and inflexibility
- ✓ Design Review Process & Implementation
 - Overview of typical project delivery process.



Design Criteria Introduction

Caltrain Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, California 94070-1306



**DESIGN
CRITERIA**



THIRD EDITION
August 31, 2020



Goal

*Inform key elements
that are drivers of:*

Cost

Complexity

Schedule Impacts



Key Items

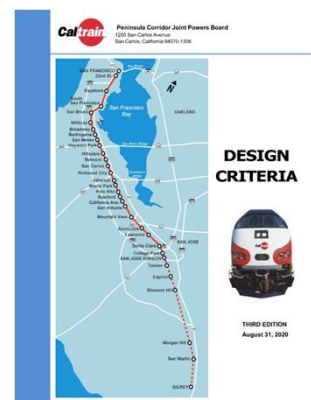
Vertical Clearance

Horizontal Clearance

Profile Grade

Overhead Catenary
System (OCS)
Infrastructure

Caltrain / UPRR Corridors



Caltrain and UPRR have different criteria



Regulatory Framework



Federal Rail Administration (FRA)

- Regulate and enforce rail safety, oversee federal funding programs, and regulate national rail transportation policy



California Public Utilities Commission (CPUC)

- Regulates California infrastructure to protect consumers, ensure safe and reliable service, and maintain a healthy economy

Design Criteria and Codes

AREMA American Railway Engineering and Maintenance-of-Way Association (AREMA)

- Vertical clearance, horizontal clearance, and profile grade



Union Pacific Railroad (UPRR)

- Vertical clearance, horizontal clearance, and profile grade



National Electric Code

- Vertical and horizontal clearances to Overhead Catenary System (OCS) electrical lines

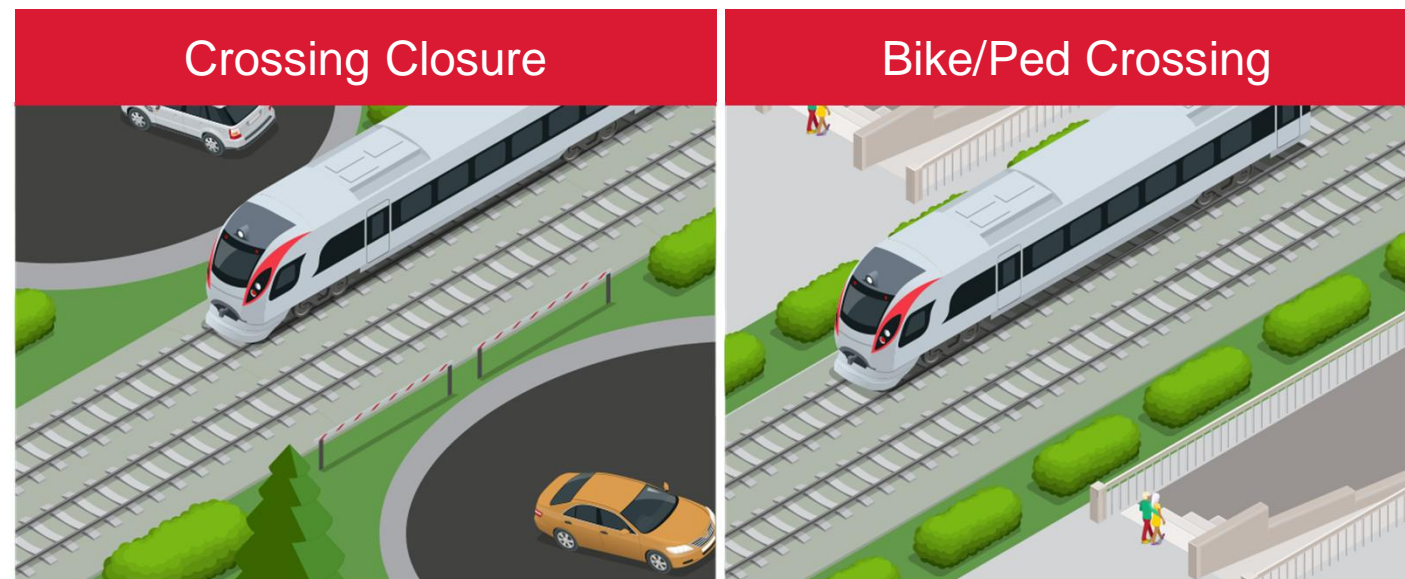
Grade Separation and Closure Considerations

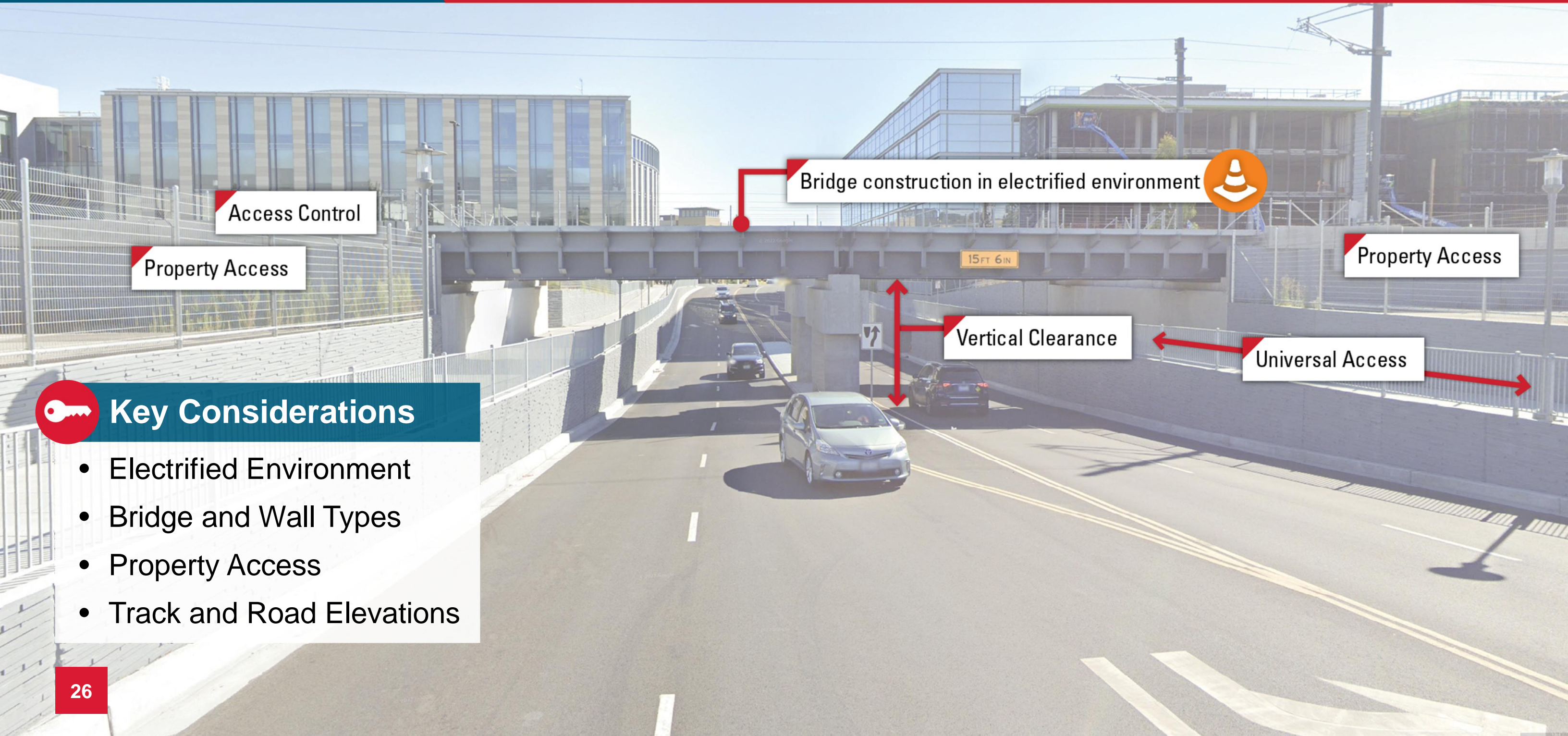
Key Considerations

- Existing and future transportation network
- City long-range plans
- Incidents at the crossings
- Existing utility network
- Adjacent land uses
- Placemaking / Urban Fabric
- ***And many others...***



Grade Separation and Closure Types





Access Control

Property Access

Bridge construction in electrified environment



Property Access

Vertical Clearance

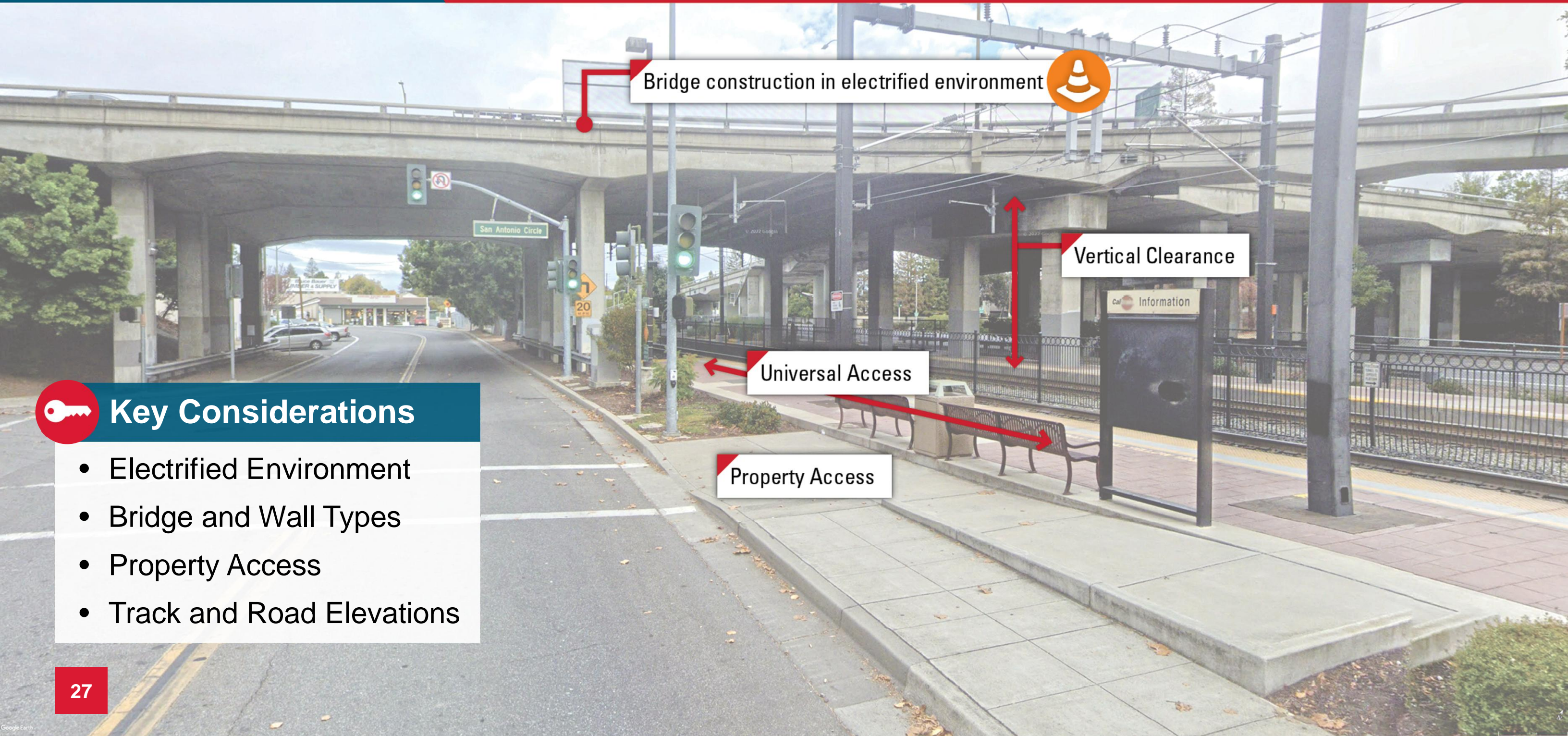
Universal Access

15 FT 6 IN



Key Considerations

- Electrified Environment
- Bridge and Wall Types
- Property Access
- Track and Road Elevations



Bridge construction in electrified environment



Vertical Clearance

Universal Access

Property Access

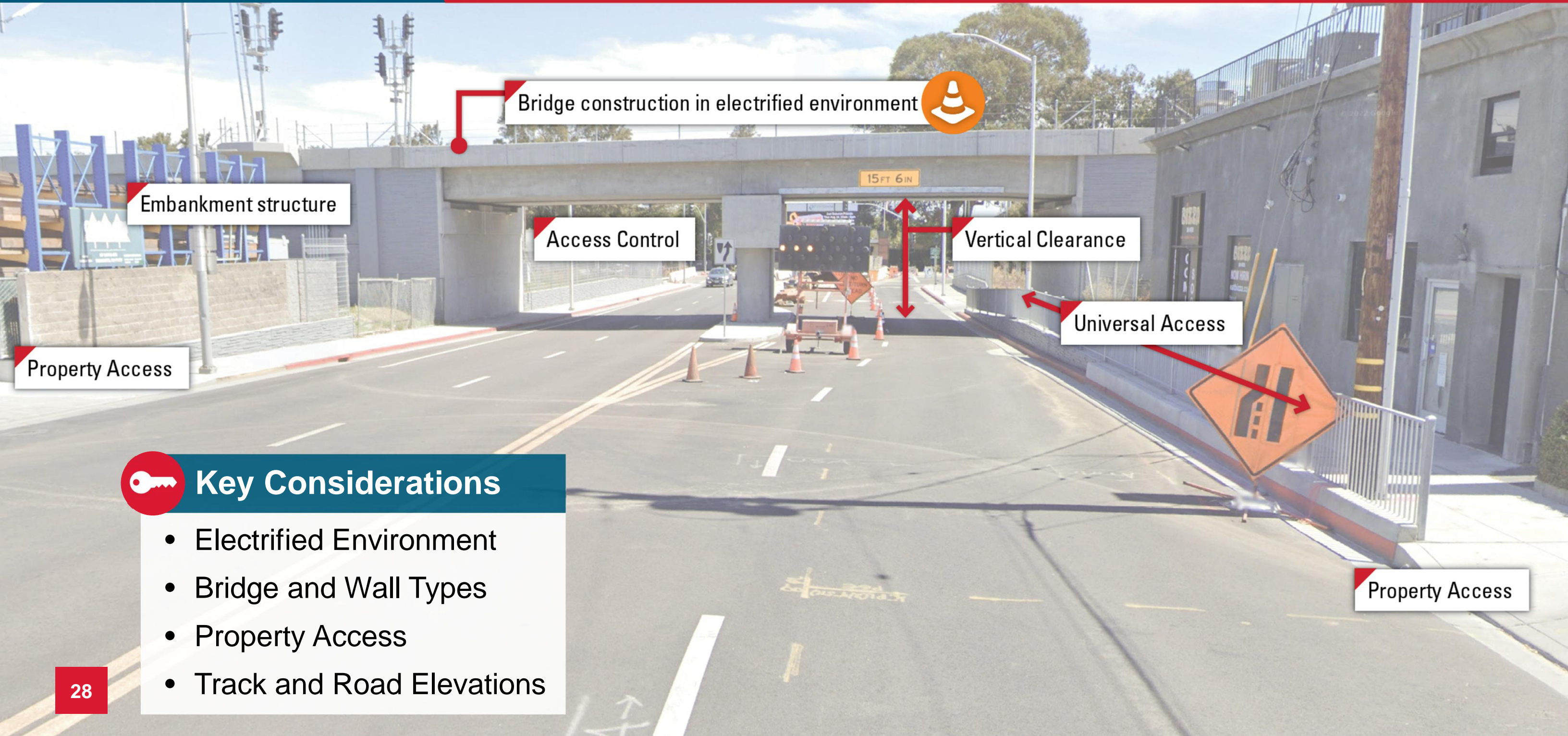


Key Considerations

- Electrified Environment
- Bridge and Wall Types
- Property Access
- Track and Road Elevations

Hybrid Crossing

25th Avenue, San Mateo



Key Considerations

- Electrified Environment
- Bridge and Wall Types
- Property Access
- Track and Road Elevations

Key Considerations

- Electrified Environment
- Structure and Wall Types
- Property Access
- Track and Road Elevations

Signage and wayfinding

Structural Depth

Vertical Clearance

Property/Station Access

Universal Access



Takeaways



Caltrain's Crossing Delivery Guide will assist cities through grade separation, closures, or underpass processes



Future meetings will highlight and review sections of the Guide



Grade crossing solutions vary by location and are affected by existing and future conditions



Regulatory agencies beyond Caltrain have specific design requirements for crossing elements

Look Ahead



May Mobility & Circulation Work Sessions

Goals:

- Present analysis findings for feedback and input
- Outline the trade-offs of different corridor improvement scenarios to foster a regional perspective

Topics:

- Mobility & circulation technical areas
- Assessment approach
- High-level area summaries
- Network analysis of conceptual scenarios

Activities

- Presentations with engagement activities built-in
- Small group discussion

Audience

- PPG, CSCG, and LPMG members



May Mobility & Circulation Work Sessions

Logistics:

- 1 CSCG/PPG In-Person Meeting
 - *May 17 at 10:00 AM – 12:00 PM*
- 1 LPMG In-Person Meeting
 - *May 25*

Location:

- Location in middle of corridor

Draft Agenda:

- Introduction presentation
- 10:10-11:00 Members participation
- 11:00-11:10 Break
- 11:10-12:00 Members participation



May Mobility & Circulation Workshop

WE WANT YOUR
FEEDBACK



Which time would you prefer?



Scan QR Code to vote

May Mobility & Circulation Workshop

WE WANT YOUR
FEEDBACK



Respond at pollev.com/caltrainccs122
Text **CALTRAINCCS122** to **22333** once to join, then **A or B**

Which workshop time do you prefer?

4:00-6:00 pm **A**

6:30-8:30 pm **B**

Powered by Poll Everywhere

Start the presentation to see live content. For screen share software, share the entire screen. Get help at pollev.com/app

Upcoming Stakeholder Engagement

Stakeholder Group	Name	Timeframe	Content
CSCG	City Staff Coordination Group	April	Construction Approach and Delivery Methods
LPMG	Local Policy Makers Group	April	
SAT	Stakeholder Awareness Team	April	Provide Program Introduction, Case Study Summary, and Program Strategy Approach.
AMP	Advocacy and Major Projects (JPB Subcommittee)	April	
GMG	General Managers Group	May	
JPB	Joint Powers Board	May	

Contact Information

Launch of Program Website:
<https://www.caltrain.com/CCS>



Contact Email:
CCS@caltrain.com

Appendix



Grade Separation and Closure Considerations



Crossing Closure

Key Considerations:

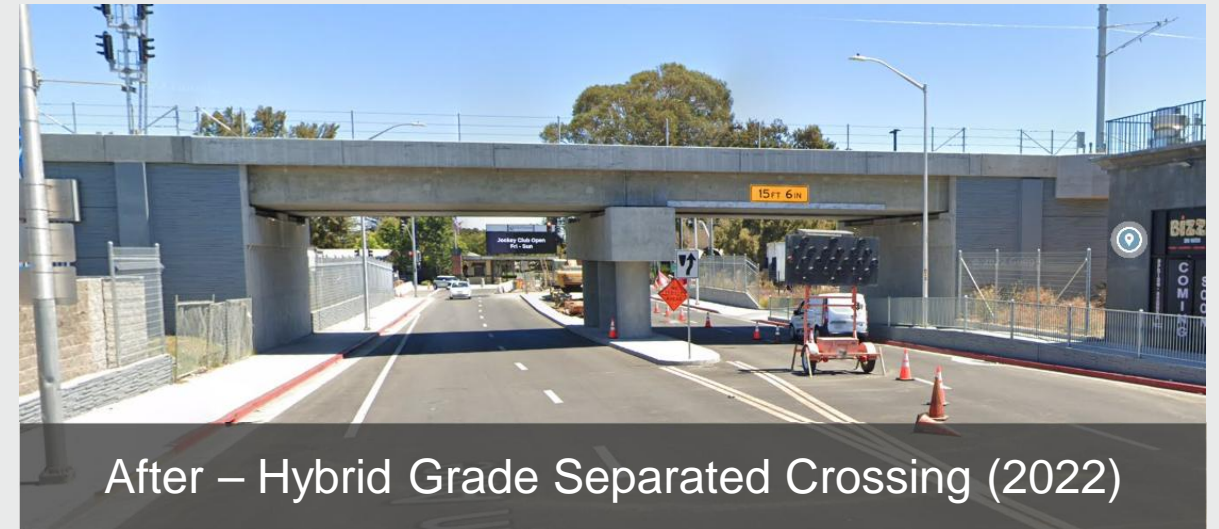
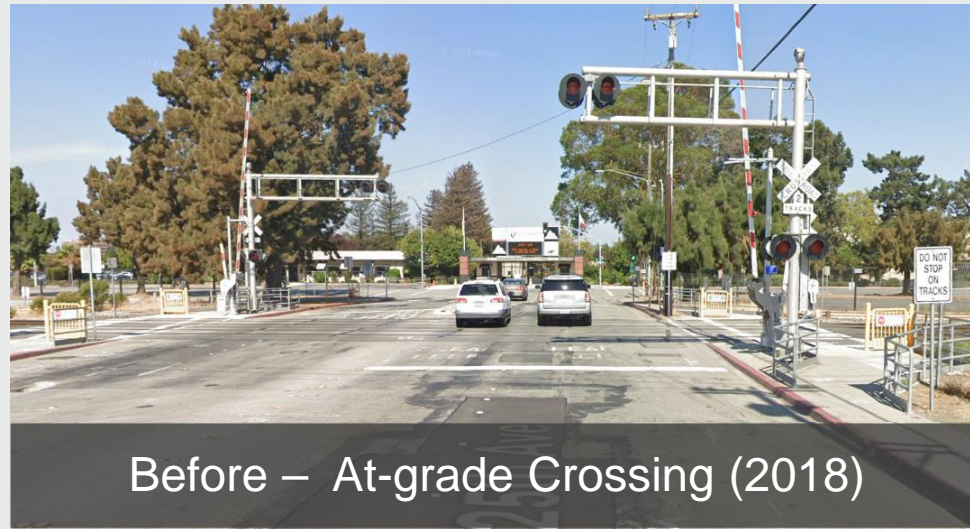
- Eliminating high-exposure crossings
- Maintain community connectivity
- Ability to implement depends on the surrounding transportation network



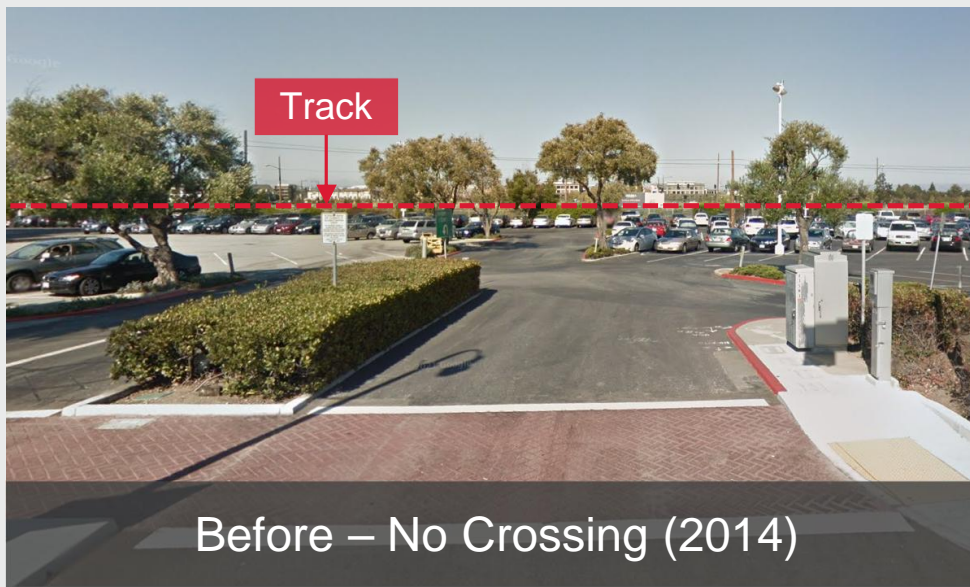


Considerations for Hillside Station's Crossings

25th Avenue

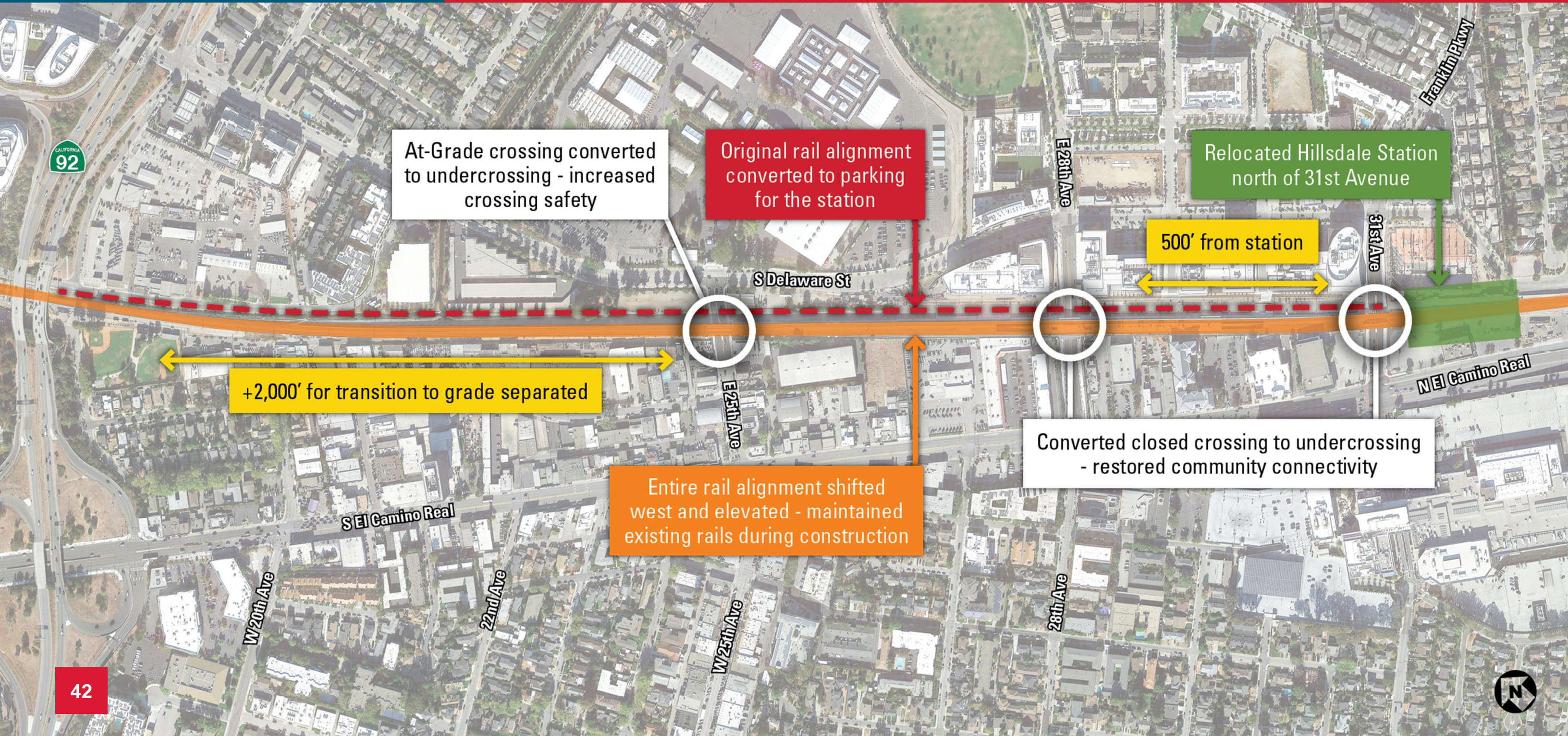


31st Avenue



Considerations

25th Avenue, Hillside's Crossing, San Mateo

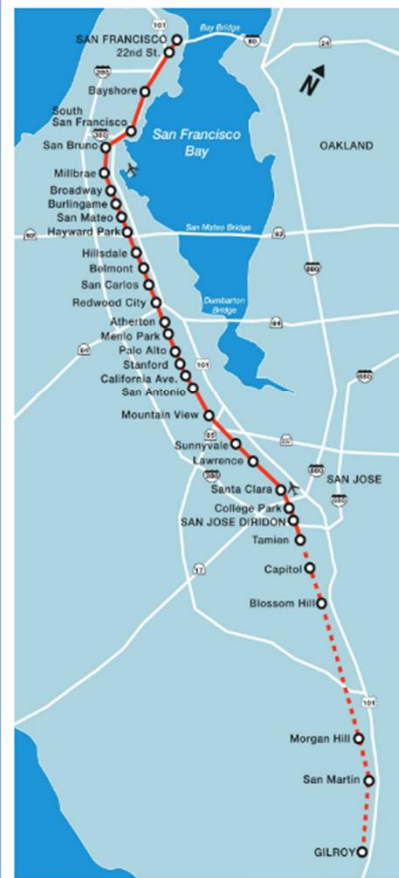


Design Criteria Introduction



Design Criteria Introduction

Caltrain Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, California 94070-1306



DESIGN CRITERIA



THIRD EDITION
August 31, 2020



Goal

Inform key elements that are drivers of:

Cost

Complexity

Schedule Impacts



Key Items

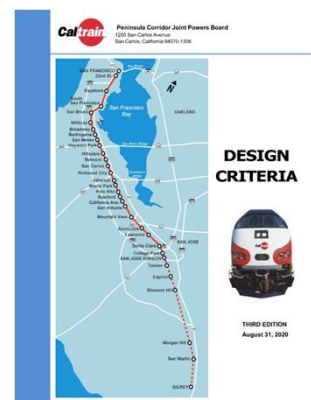
Vertical Clearance

Horizontal Clearance

Profile Grade

Overhead Catenary System (OCS) Infrastructure

Caltrain / UPRR Corridors



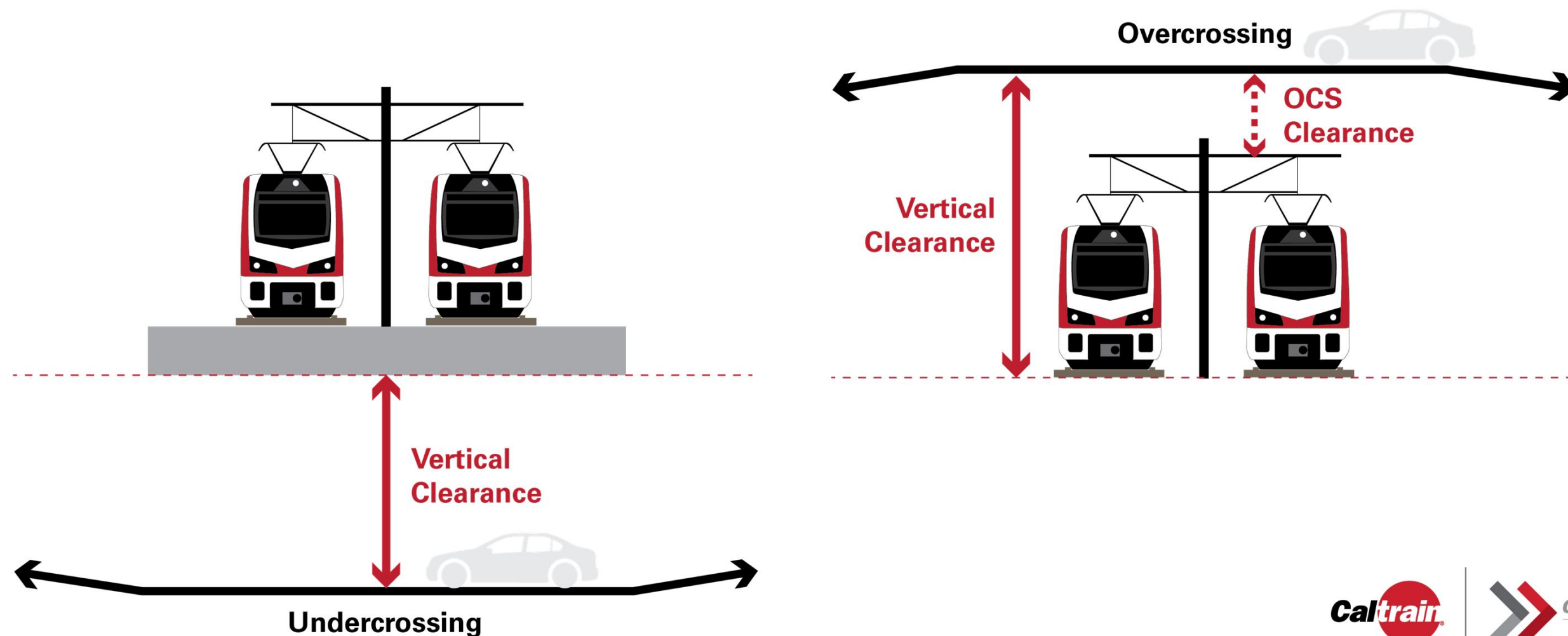
Caltrain and UPRR have different criteria



Vertical Clearance

Definition:

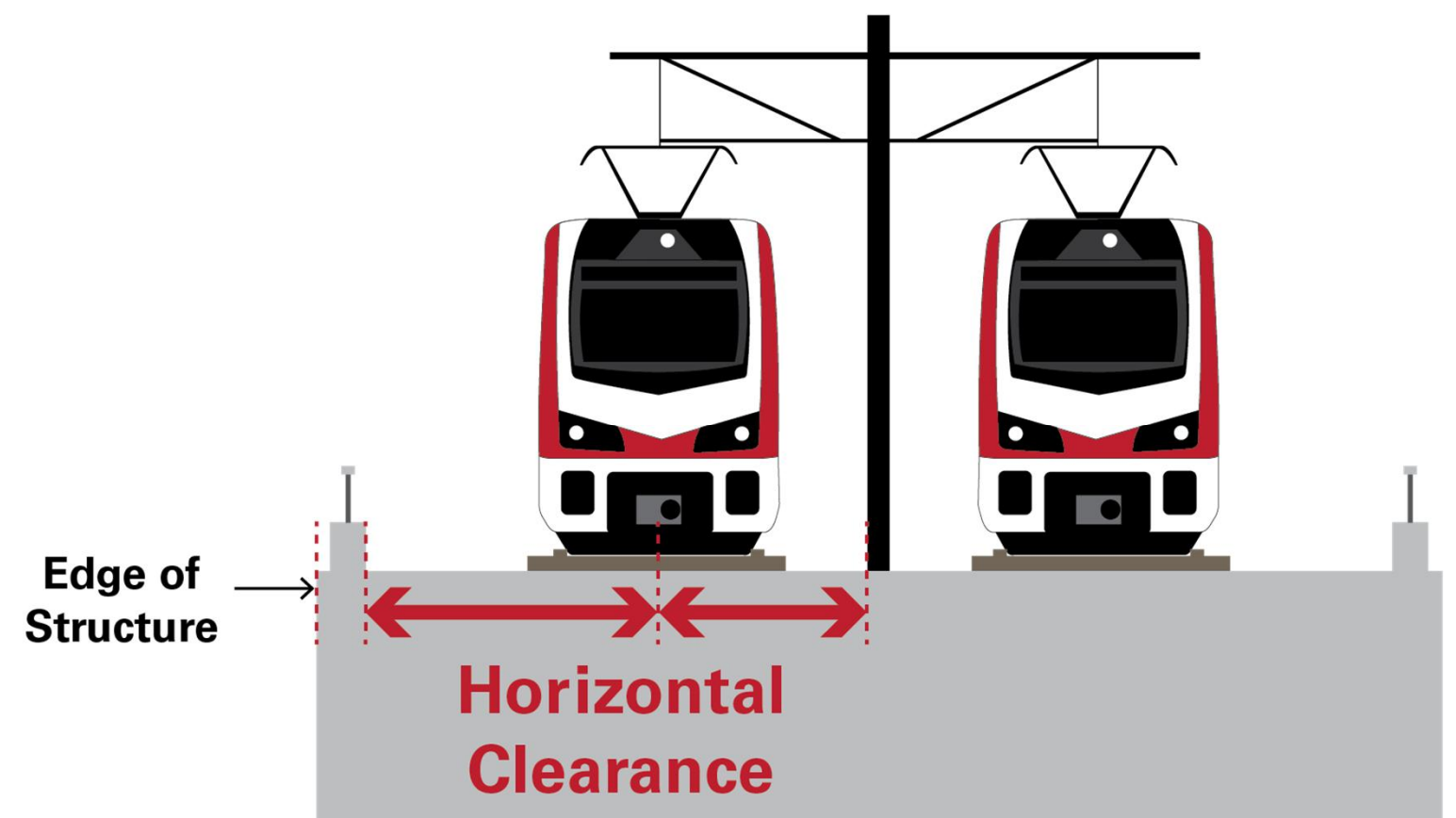
- The upright area within which a train may operate, and corresponding equipment may exist
- Will determine total height of an undercrossing & overcrossing



Horizontal Clearance

Definition:

- The horizontal area within which a train may operate, and corresponding equipment may exist
- Will determine where objects can be placed in relation to the railroad
- May determine structure widths

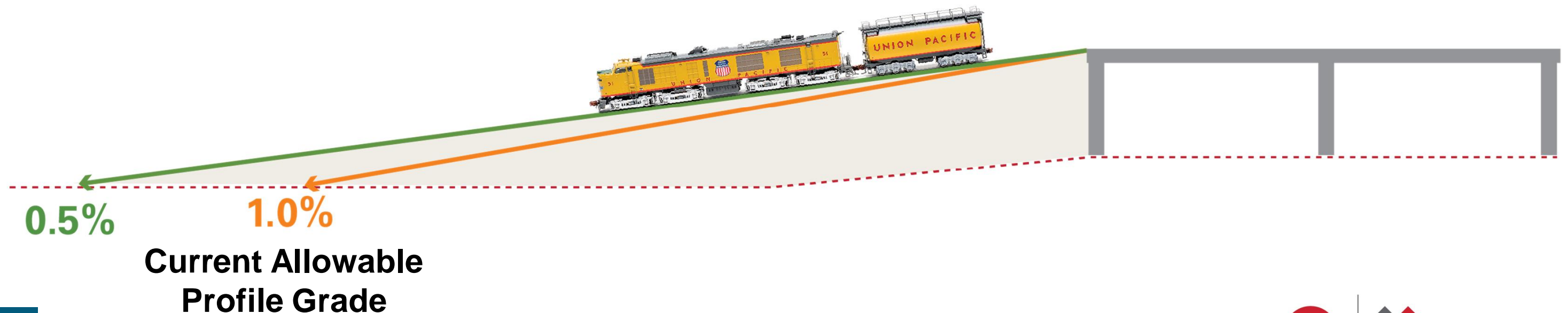


Profile Grade

Definition:

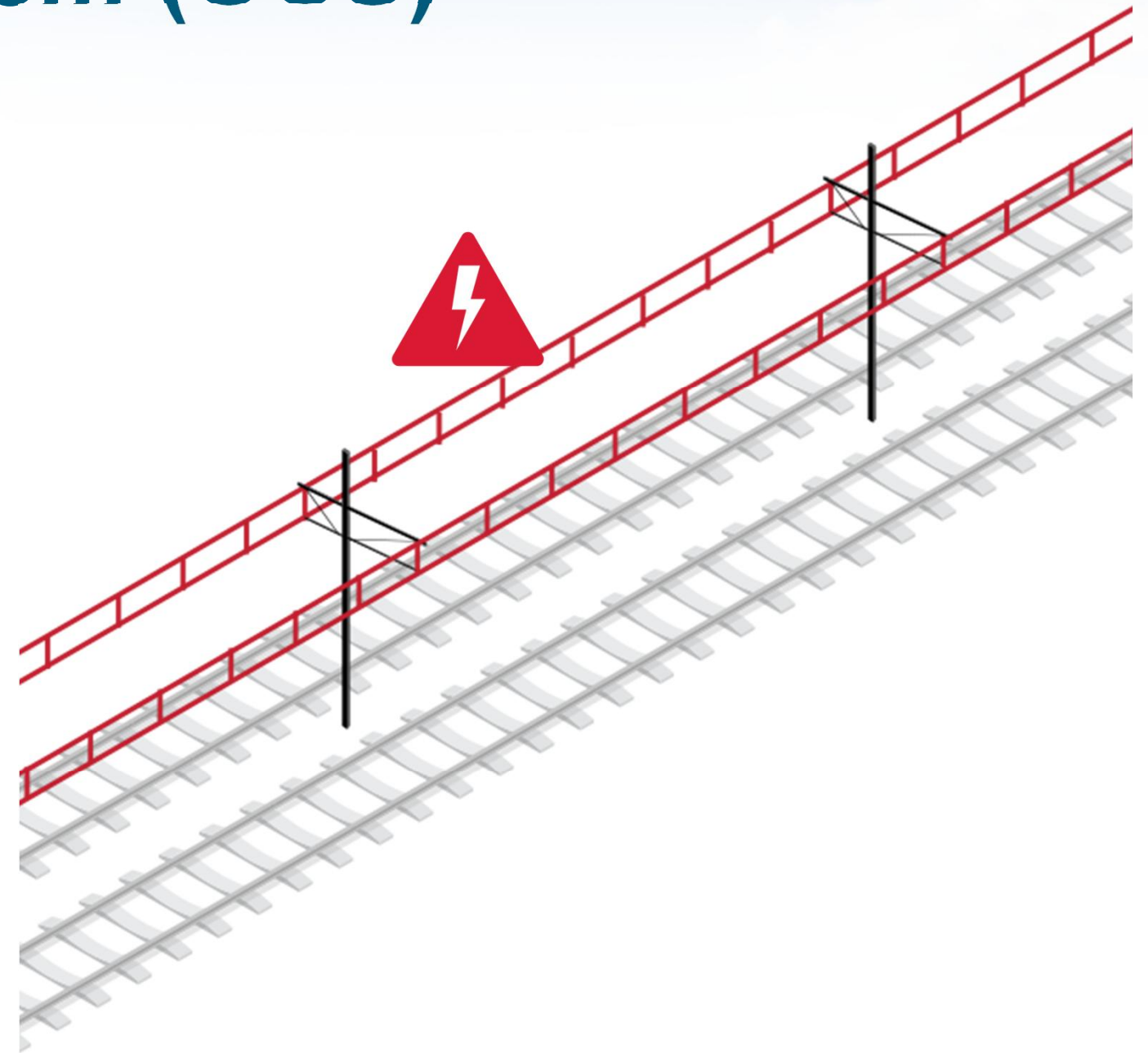
- For portions of corridor where UPRR operates, profile grade is restricted by the UPRR Trackage Rights Agreement
- The rise or fall in elevation of railroad track
- Will determine how quickly trains can climb and descend
- Often measured as a percentage

$$\frac{\text{Vertical Change (Ft)}}{\text{Horizontal Distance (Ft)}} \times 100 = \%$$



Overhead Catenary System (OCS)

- 25kV electrical system that will power the new electric trains
- Underground foundations and conduits
- Overhead electrified wires
- Work around this system will require specialized rules and processes



Rail Corridor Use Policy (RCUP)

- Adopted in 2020 by JPB
- Process to determine if the proposed use is compatible with the railroad's current and future needs for its property
- RCUP review process, additional design, engineering, and regulatory review is required **before** a Property Access Agreement can be approved and issued by the JPB
- Early coordination with Caltrain Planning is recommended
- RCUP application form is being revised

CALTRAIN RAIL CORRIDOR USE POLICY

DECISION-MAKING FRAMEWORK FOR PROPOSED NON-RAILROAD USES OF JPB PROPERTY

OVERVIEW

The purpose of this Rail Corridor Use Policy Review is to determine if a proposed use of JPB property is compatible with the railroad's current and future needs. Following the compatibility review for the Rail Corridor Use Policy, proposed uses require additional review to complete the Property Access Agreement approval process, including design, engineering, and regulatory review.

APPLICATION RECEIVED

Staff determines the location, type, and duration of the proposed use, and references the RCUP maps to determine in which Property Use Zones (PUZs) the use would be located:



PRELIMINARY USE COMPATIBILITY DETERMINATION

Staff consults the list of allowable uses for the relevant PUZ to determine if the proposed use is allowable and, if applicable, if it will terminate before any capital projects are anticipated to start at the location.

If the proposed use is deemed preliminarily incompatible, staff will work with the applicant to determine if changes to the proposed use might change this determination. The applicant may then resubmit their application and start the review process again.

FINAL USE COMPATIBILITY DETERMINATION

If the proposed use is deemed preliminarily compatible, staff will check if the proposed use:

- is compatible with the needs of stations if it falls within PUZ 2.
- needs to comply with the TOD policy.

COMPATIBLE

If the proposed use is determined compatible, staff moves on to complete the rest of the Property Access Agreement review and approval process, which must be completed before the Agreement can be granted.

INCOMPATIBLE

Applicants may appeal an incompatibility determination by submitting a Use Variance application. A Staff Recommendation will be prepared for the Board to review along with the application, and the Board may approve, approve with conditions, or reject the application.



CALIFORNIA
High-Speed Rail Authority

Caltrain Local Policy Maker Group

March 23, 2023

Connecting California

Phase 1

- 500 Miles
- San Francisco to Los Angeles/Anaheim







Phase 2

- After Phase 1 – Extends 300 Miles
- Connections to Sacramento and San Diego



Northern California Alignment

LEGEND

-  Caltrain Electrification
-  Future High-Speed Rail Electrification
-  Tunnels
-  Other Dedicated HSR Alignment
-  HSR Station
-  Light Maintenance Facility

**SALESFORCE
TRANSIT CENTER**

San Francisco

**4TH AND
KING/
TOWNSEND**

San Francisco

MILLBRAE-SFO

San Mateo

Redwood
City

Sunnyvale

**SAN JOSÉ
DIRIDON**

Morgan Hill

GILROY

Watsonville

Santa Cruz

Concord

Richmond

Oakland

Dublin

Livermore

Fremont

Tracy

Stockton

Modesto

Turlock

Los Banos

San Luis Reservoir

New
Melones
Lake

MERCED

To Fresno & Los Angeles

80

680

880

280

101

101

152

5



TUNNEL 2

TUNNEL 1



CALIFORNIA
High-Speed Rail Authority

Project Update Report

Project Update Report

- Submitted March 1, 2023
- Central theme:
 - » Steps for delivering Merced to Bakersfield Initial Operating Segment
- Report covers:
 - » Schedule and cost update
 - » Goals, milestones, and potential challenges
 - » Federal grant funding opportunities
 - » Project benefits
 - » Regional updates
 - » New ridership model and forecasts
 - » SB198 requirements



Recent & Upcoming Milestones

- Statewide
 - » 422 of 500 miles environmentally cleared; SF to LA complete in 2023
 - » Applying for funding for initial operating segment

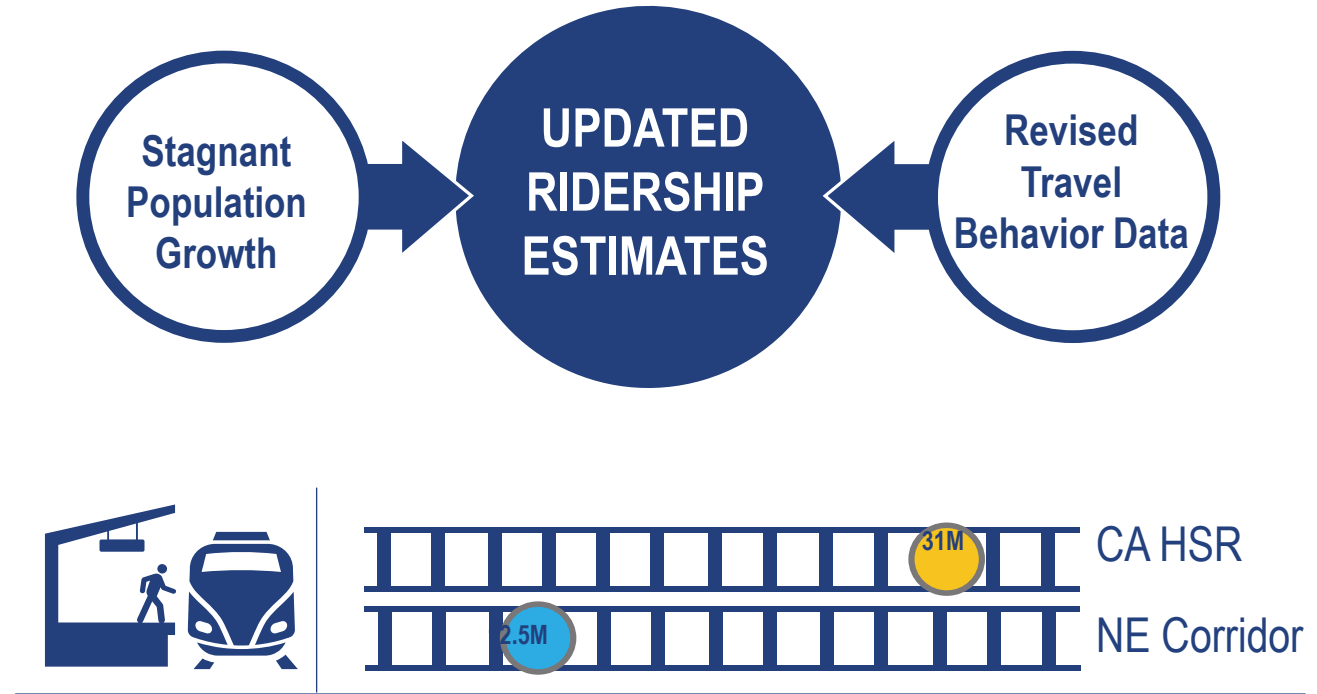
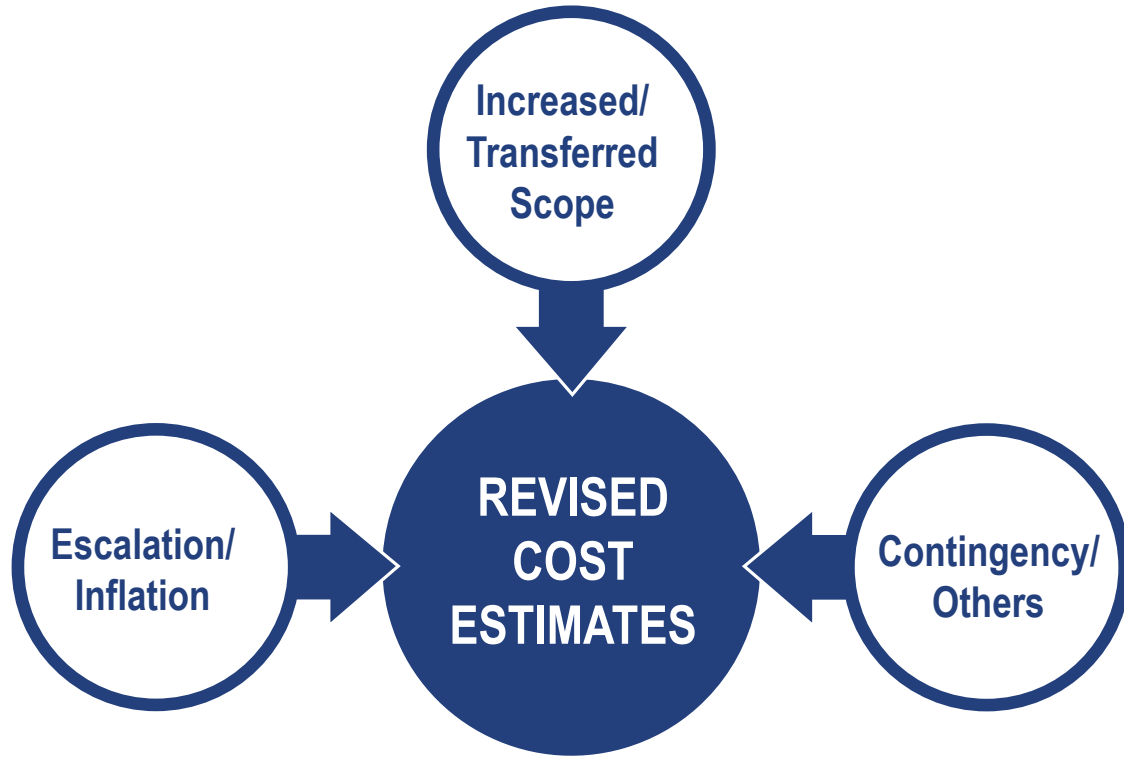
- Central Valley
 - » 1st Construction Package finishing this Summer
 - » 96% of right-of-way acquired
 - » Advancing design on extensions to Merced and Bakersfield and 4 stations

- Northern & Southern California
 - » Applying for funding for next phase of project development



Global Pandemic Impacts

Pandemic-associated disruptions have resulted in an increase in cost and decrease in projected ridership:



Cost Comparisons

CHSRA Merced to Bakersfield Project Section



- 171 miles
- Cost estimate between \$30 billion and \$33 billion

Britain's "HS2" High-Speed Rail Project (Phase 1)



- 140 miles
- Cost estimate between \$42 billion and \$54 billion

CHSRA San Francisco to Los Angeles / Anaheim



- Cost range of \$89 billion to \$128 billion

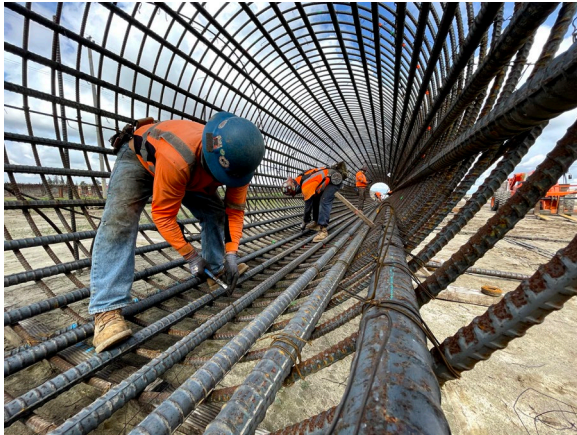
Equivalent highway and airport expansion in CA



- Cost range of \$130 billion to \$215 billion

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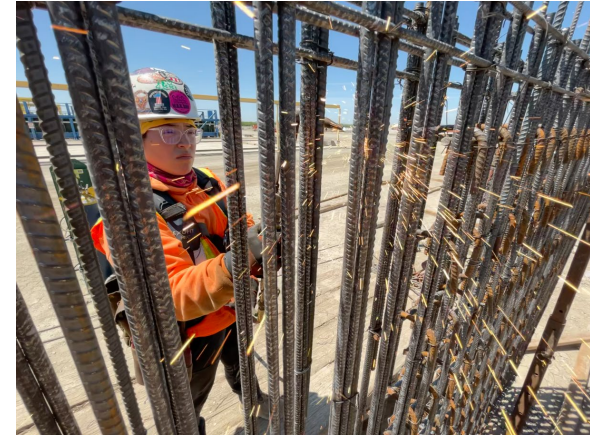
JOBS AND COUNTING



CP 1
3,540



CP 2-3
3,981



CP 4
2,640



CALIFORNIA
High-Speed Rail Authority

Federal Funding Update

Funding Overview

1

\$9.95 billion
Bond measure

2008 Proposition 1A

2

\$2.5 billion
Federal Grant

2009 American
Recovery and
Reinvestment Act
(ARRA)

3

\$929 million
Federal Funding

FY 2010
Appropriations Bill

4

\$500 million-\$1 billion
per year through 2030

Quarterly
Cap and Trade
Auction Market

5

\$49 million
New Federal Grants

2021 & 2022 RAISE
Awards



Federal Funding Opportunities

Pending Applications:

- Railroad Crossing Elimination Program
 - » Six grade separations in the City of Shafter
 - » Central Valley Training Center
- Consolidated Rail Infrastructure & Safety Improvements (CRISI)
 - » Six grade separations in the City of Shafter
 - » Central Valley Training Center
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - » Fresno Historic Depot

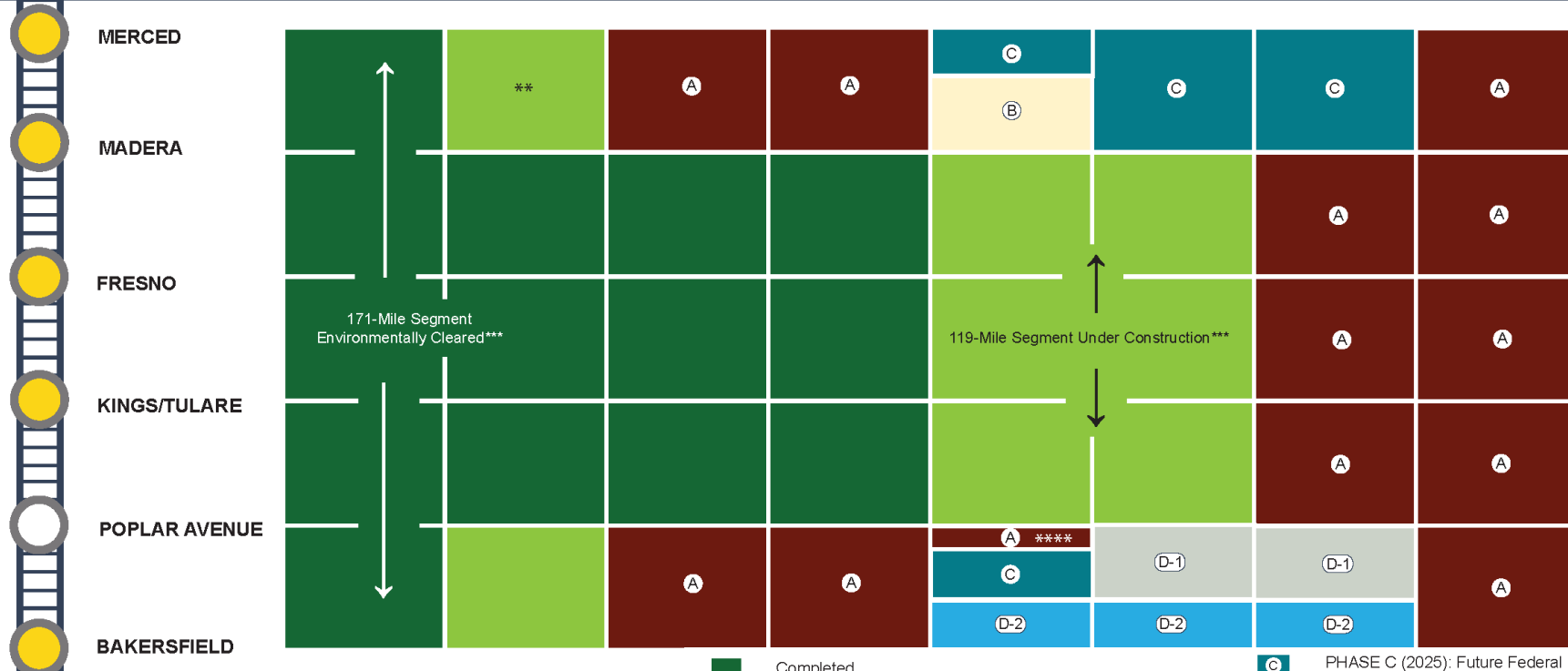
Notices of Funding Opportunities:

- Federal-State Partnership for Intercity Passenger Rail

The **INFRASTRUCTURE
INVESTMENT
and JOBS ACT**



Phasing Approach for Federal Grants



*Full Stations Build-out will be separately procured from Civil Works Construction.
 **2022 RAISE Award
 ***ARRA, FY 10, 2021 RAISE Grants
 ****2022 RCE & CRISI Application (6 Grade Separations in Shafter)

- Completed
- Funded & Underway
- PHASE A (2023): Future Federal IIJA Grants, including applications submitted & awards pending (RCE/CRISI)
- PHASE B (2024): Future Federal IIJA Grants for Final Design, ROW, Civil Construction to Merced
- PHASE C (2025): Future Federal IIJA Grants for Civil Construction to Merced Station, to North Bakersfield, Track & Systems to Merced
- PHASE D-1 (2026): Future Federal IIJA Grant for Track and Systems to North Bakersfield
- PHASE D-2 (2026): Future State and Federal Funds not currently identified to Bakersfield F Street Station

Federal-State Partnership for Intercity Passenger Rail

Application 1: California Inaugural High-Speed Service

\$2.8 billion request



Procure six electric HSR trainsets



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



Construct the Fresno Station



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

Application 2: Phase 1 Corridor Configuration Design

\$194 million request



Configuration level design for:

- » San Jose to Merced
- » Bakersfield to Palmdale



Begins crucial geotechnical studies in the Pacheco Pass and Tehachapi Mountains



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

FRA Comments on Future Grants

“The pot that the California project in particular is paying close attention to is \$12 billion from the **Federal-State Partnership** (for intercity passenger rail) over five years; that’s going to be a **really good opportunity.**”



FRA Administrator Amit Bose speaks at the 10,000 jobs press conference in Fresno, CA on February 14, 2023.

“This project is **unparalleled**, and the federal government will continue to partner with California to deliver passenger rail benefits that **people want and deserve**. The Department of Transportation and the Federal Railroad Administration **will continue to stand shoulder to shoulder** with the workers and the cities of California to deliver this project.”



CALIFORNIA
High-Speed Rail Authority

Questions



CALIFORNIA

High-Speed Rail Authority

Headquarters

California High-Speed Rail Authority

770 L Street, Suite 620

Sacramento, CA 95814

www.hsr.ca.gov



Northern California Regional Office

California High-Speed Rail Authority

100 Paseo De San Antonio, Suite 300

San Jose, CA 95113



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: March 23, 2023
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Project Update Report released on March 1, 2023



On March 1, the Authority published the 2023 Project Update Report. The Project Update Report fulfills the Authority's biennial requirement to update the California Legislature and the public on the development and implementation of the statewide high-speed rail system. As described in the 2022 Business Plan, the Authority completed review of the impacts associated with the global pandemic and supply chain disruption. Those impacts, combined with record inflation and additional scope definition from the Legislature's direction last year, have resulted in higher costs to complete work in the Central Valley.

The report also describes the progress being made on the project across the state. Recent and upcoming milestones include achieving environmental clearance for over 400 miles of the system, expected substantial completion for the first construction package in the Central Valley later this year, and the creation of 10,000 construction jobs since project inception.

[Click here](#) to read the full report.

Economic Impact Analysis

At the March 16th Board Meeting, the Board received an update on the 2022 Economic Impact Analysis. To date, the Authority estimates a total of 80,000 job-years have resulted from the project, sparking \$6 billion in labor income earned by workers on the project and \$16 billion in total economic activity. An updated webpage featuring the latest 2022 economic impact analysis can be found [here](#). Click [here](#) for more information about the Authority Board Meeting.

Small Business Newsletter – Winter 2023

In the [winter edition](#) of the Small Business Newsletter, you'll meet an Oakland-based engineering firm helping advance preliminary design, a Central Valley family company relocating utilities along the high-speed rail alignment and a Native-American owned business providing geotechnical drilling services. You can also learn about the latest resources we've put out for our small businesses to work with the state and stay in compliance.

The following events are taking place later this month:

- **March 23** Business Advisory Council 1:00 PM – 4:00 PM [Via Zoom](#)

- **March 30** High-Speed Rail Meet the Prime Workshop – Early Train Operator 11 a.m. - 12 p.m. [Via Zoom](#)

Regional Newsletter

The Winter 2023 Newsletter was released on March 13, 2023. Highlights from Northern California include:

- Features on VST Engineering, TJPA’s Downtown Extension rebrand to ‘The Portal,’ Caltrain electrification, and Mineta Transportation Institute Executive Director Dr. Karen Philbrick.
- Northern California Regional Director Morgan Galli and Transbay Joint Powers Authority (TJPA) Executive Director Adam Van de Water discuss The Portal and the long-range vision for the Transbay Program in [this video](#).

[Click here](#) to read the full newsletter.

RECENT AND UPCOMING OUTREACH ACTIVITIES

- College of San Mateo Farmers Market – February 25th, 9am to 1pm
- Mission Community Market – March 23rd, 3pm to 7pm
- Los Banos Downtown Spring Faire – April 15th, 9am to 3pm