



JPB Board of Directors  
Meeting of December 7, 2023

Correspondence as of November 10, 2023

#	<u>Subject</u>
1	News from the GII - November 2023
2	City of Sunnyvale - Public Works CEQA Notice of Intent IS_Draft MND
3	VTA Purchases the Tunnel Boring Machine for the BSVII Project!
4	Your Questions for Caltrain

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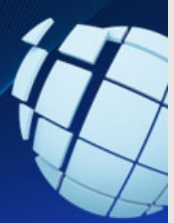
**From:** Melissa Yeo <melissa\_yeo@mail.mckinsey.com>  
**Sent:** Thursday, November 9, 2023 4:00 AM  
**To:** Board (@caltrain.com)  
**Subject:** News from the GII - November 2023

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## Global Infrastructure Initiative



Dear colleagues,

Greetings from the [Global Infrastructure Initiative](#)!

We are pleased to share the recap report from GII's [Decarbonizing Mobility Forum](#), hosted in Amsterdam earlier this fall. The Forum convened 80+ senior leaders across 56 companies and 15 countries for a solutions-focused discussion on zero-emissions transport. The recap report synthesizes key themes from the discussion, including insights on battery electrification, clean energy, and the broader future of sustainable transport.

[Read the report](#)

We are fast approaching the [9th Global Infrastructure Initiative Summit](#) taking place in Dubai from February 27-29, 2024. With more than 150 C-Suite leaders already registered, we are looking forward to an enriching 3-day program on our theme of “accelerating progress on future-ready infrastructure.” [View our 2024 agenda](#) and [revisit insights from our Tokyo 2022 Summit](#).

Finally, I am happy to share a set of recent GII and McKinsey insights from across the infrastructure value chain:

- A two-part series on capital deployment for a greener world: [Capital projects are critical for a green future](#) and [The plant as a product: Hyperscaling green capex](#)
- 22 levers that could [reduce emissions in the built environment](#) by up to 75 percent
- Insights on [setting capital projects up for success](#) and [increasing transparency in execution](#)
- [How infrastructure can help pave a smooth road to zero-emission trucks](#)
- Views on the potential value and limitations of [generative AI in architecture, engineering and construction](#)

As always, we welcome your feedback and ideas on GII's programs, so please don't hesitate to reach out.

Warm regards,  
Melissa Yeo  
Director, Global Infrastructure Initiative  
McKinsey & Company

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**From:** [Pauline Hill](#)  
**To:** [DPW-PUBWORKS AP](#)  
**Cc:** [Pauline Hill](#)  
**Subject:** City of Sunnyvale - Public Works CEQA Notice of Intent IS/Draft MND  
**Date:** Wednesday, November 8, 2023 2:53:04 PM  
**Attachments:** [image001.png](#)

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Hello Interested Party,

The City has filed a [Notice of Intent](#) to adopt a Mitigated Negative Declaration for City Project #PR-14/01-15 Sunnyvale Lakewood Branch Library and Learning Center. The [Initial Study/Draft Mitigated Negative Declaration](#) has been prepared in compliance with the provisions of the California Environmental Quality Act (CEQA). This document has been filed with City of Sunnyvale's [CEQA Environmental Notices webpage](#) and State of California Governor's Office of Planning and Research [CEQAnet webpage](#). This document was filed with the [Santa Clara County Recorder](#) on November 8, 2023.

The Initial Study/Draft Mitigated Negative Declaration will be available for a 20-day comment period from **November 8, 2023 to November 20, 2023**. Written comments on the Initial Study/Draft Mitigated Negative Declaration may be provided in writing by any person prior to 5:00 p.m. on November 20, 2023. Comments shall be filed in the Department of Public Works, 456 W. Olive Avenue, Second Floor, Sunnyvale, CA 94086. E-mail comments may be addressed to: [nscribner@sunnyvale.ca.gov](mailto:nscribner@sunnyvale.ca.gov)

For more information on the Sunnyvale Lakewood Branch Library and Learning Center, please visit the Infrastructure Projects on the [City website](#).

Thank you,



**Pauline Hill**  
**Administrative Aide**  
Department Public Works  
Phone: 408-730-7509

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**From:** VTA BART Phase II <vtabart@vtabsv.com>  
**Sent:** Tuesday, November 7, 2023 3:48 PM  
**To:** Board (@caltrain.com)  
**Subject:** VTA Purchases the Tunnel Boring Machine for the BSVII Project!

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## VTA Purchases the Tunnel Boring Machine for the BSVII Project!

VTA is excited to announce that the Tunnel Boring Machine (TBM) for the BSVII Project has been purchased! The TBM will be the third largest in the world! Learn more about how we've determined the size of the TBM and the next steps in [our latest blog](#).

### Project Background

VTA's BART Silicon Valley Phase II Extension (Phase II Project) is a six-mile, four-station extension of BART from Berryessa / North San José Station (opened 2020) through downtown San José to the City of Santa Clara. The Phase II Project is planned to include an approx. five-mile subway, three stations with underground platforms (28th Street/ Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.

As we near the end of 2023, we'll be attending various community events and encourage you to check them out through our [Community Activity Page](#) and [Phase II Calendar](#)!

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## Have a question for us about Phase II?

Visit [www.vta.org/bart](http://www.vta.org/bart) or email us [vtabart@vtabsv.com](mailto:vtabart@vtabsv.com)



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### VTA BART Phase II

[vtabart@vtabsv.com](mailto:vtabart@vtabsv.com)

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**From:** [Michael Meader](#)  
**To:** [Leticia Bennett](#)  
**Cc:** [Board \(@caltrain.com\)](#); [Graham Rogers](#)  
**Subject:** Your Questions for Caltrain  
**Date:** Monday, November 6, 2023 3:29:29 PM

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Leticia,

Thank you for your questions and the research you are doing to improve safety at grade crossings. I have tried to answer your questions below and am happy to have a conversation with you as well – if that would be helpful.

Has there been a type of crossing design that has helped? Have any of the crossings been removed or reconstructed?

Caltrain performed a corridor wide hazard analysis of all grade crossings and determined that the crossings each have unique characteristics and challenges associated with them. That said, Caltrain is making improvements to a number of crossings that include better pedestrian channeling, and warning devices, better bike lane markings and barriers and enhanced pavement markings that include reflective paints and solar LED markers to better define the crossings and preferred vehicle approach paths. In addition, Caltrain is in the midst of creating a corridor wide crossing strategy and there a number of Grade separation projects beginning next year and continuing through the next two decades to grade separate the majority of the alignment. Caltrain is also exploring the use of radar and Lidar warning systems at higher risk crossings.

Have there been any strategies to encourage vehicles or pedestrians to not go under crossing gates?

Caltrain is in the midst of a corridor wide electrification of the railroad and with that will come better timing and activation of the gates. However, during cutover of the signal systems we have experienced delays at crossings , so there has been an extensive communication initiative to educate the communities and encourage drivers and pedestrians to obey the gates and signals for their safety and ask for patience, as we complete the electrification project. These include mailers, social media, community group briefings, local policy maker groups, attendance at community events, and additional signage , etc.

Do you think accidents have anything to do with people being educated about safety or things like impatience with having to wait for the train to pass?

Absolutely on both accounts. I believe the education and the additional improvements to pavement markings as well as grade crossing code enforcement will help to change driver and pedestrian behavior.

Is there any program or strategy created for the Caltrain train to reduce suicides (if this is applicable)?

This an obvious challenge due to the open nature of our system, but, Caltrain is doing quite a bit to help reduce trespasser strikes ( the bulk of which are intentional) on the alignment. Caltrain has adopted the Operation Lifesaver Three E's of Rail Safety:

Education – OL, regional Suicide Prevention Activities with Community Groups, Transit Police and Mental Health Resources, Government/Community communications  
Engineering – High Risk area access and grade improvements, use of technology, fencing/barriers, updated 988 signage, etc.  
Enforcement – Transit Police, safety roadshows, etc.

Let me know if you would like to discuss further via phone. I happy to help in any way I can.

Mike

**Mike Meader**  
**Chief Safety Officer**

O: 650-632-6821

M: 720-840-3537

Caltrain logo with Safety Tagline





**From:** Leticia Bennett <Leticia.k.bennett@utah.edu>  
**Sent:** Wednesday, November 1, 2023 2:19 PM  
**To:** Board (@caltrain.com) <board@caltrain.com>  
**Subject:** Questions About Caltrain Train Safety Practices

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Hello Caltrain Board of Directors,

My name is Leticia Bennett. I am a master's student in the City & Metropolitan Planning program at the University of Utah in Salt Lake City. I am working on a report for a regional planning council around best practices for rail safety at and near rail grade (level) crossings for our commuter train lines and non-passenger trains. The Caltrain train is very similar to our commuter train in Utah, the FrontRunner.

As a part of my report, I want to look into what other cities, states, and countries have done or found to be helpful and successful in reducing conflicts and see if it can be applied here to Salt Lake City area rail grade crossings.

I wanted to ask if any of you had more information about any policy, program, design, strategies etc... that you have felt or seen to be helpful in reducing any collisions or accidents.

Some ideas I have been thinking of include:

Has there been a type of crossing design that has helped? Have any of the crossings been removed or reconstructed?

Have there been any strategies to encourage vehicles or pedestrians to not go under crossing gates?

Do you think accidents have anything to do with people being educated about safety or things like impatience with having to wait for the train to pass?

Is there any program or strategy created for the Caltrain train to reduce suicides (if this is applicable)?

I know that this is a lot of questions, but if you have any thoughts or information that you'd be willing to share, I would love to know them.

If there is someone who would know about this, would you be willing to redirect me?

Sincerely,

**Leticia Bennett**

City & Metropolitan Planning  
Graduate Teaching Assistant

