Corridor Crossings
STRATEGY

Local Policy Maker Group
11.30.2023

Purpose

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 will continue in parallel

Program Strategy Process

APPROACH

- **A — Independent Projects**
- **B — Coordinated Projects**
- **C — System-Wide**

Mar – Jul: TEST

- Construction Approach and Delivery Methods
- Circulation and Mobility
- Organizational and Technical Capacity
- Design and Right-of Way
- Cost and Funding

Aug – Oct: EVALUATE

- Safe and Equitable Mobility
- Equitable Community Benefits
- Cost Efficiencies and Reliable Funding
- Implementable Program
- Maximize Rail Corridor Utility

Nov – Feb: SELECT [JPB]

Shared Strategy

- **Organizational Approach**
- **Delivery Approach**
- **Clear Priorities for Funding**

Understanding the Issue

Where We Are

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Caltrain Corridor Current Status

Project Name
South Linden Avenue and Scott Street Grade Separation
Burlingame Broadway Grade Separation
Redwood City Grade Separation
North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections
Menlo Park Grade Separation Project
Middle Avenue Undercrossing
Connecting Palo Alto
Rengstorff Grade Separation
Mountain View Transit Center
Bernardo Undercrossing
Mary Grade Separation
Sunnyvale Ave Grade Separation

12 Active Improvement Projects between South San Francisco and Sunnyvale *on an electrified corridor*

- Also delivering grade crossing safety enhancement projects

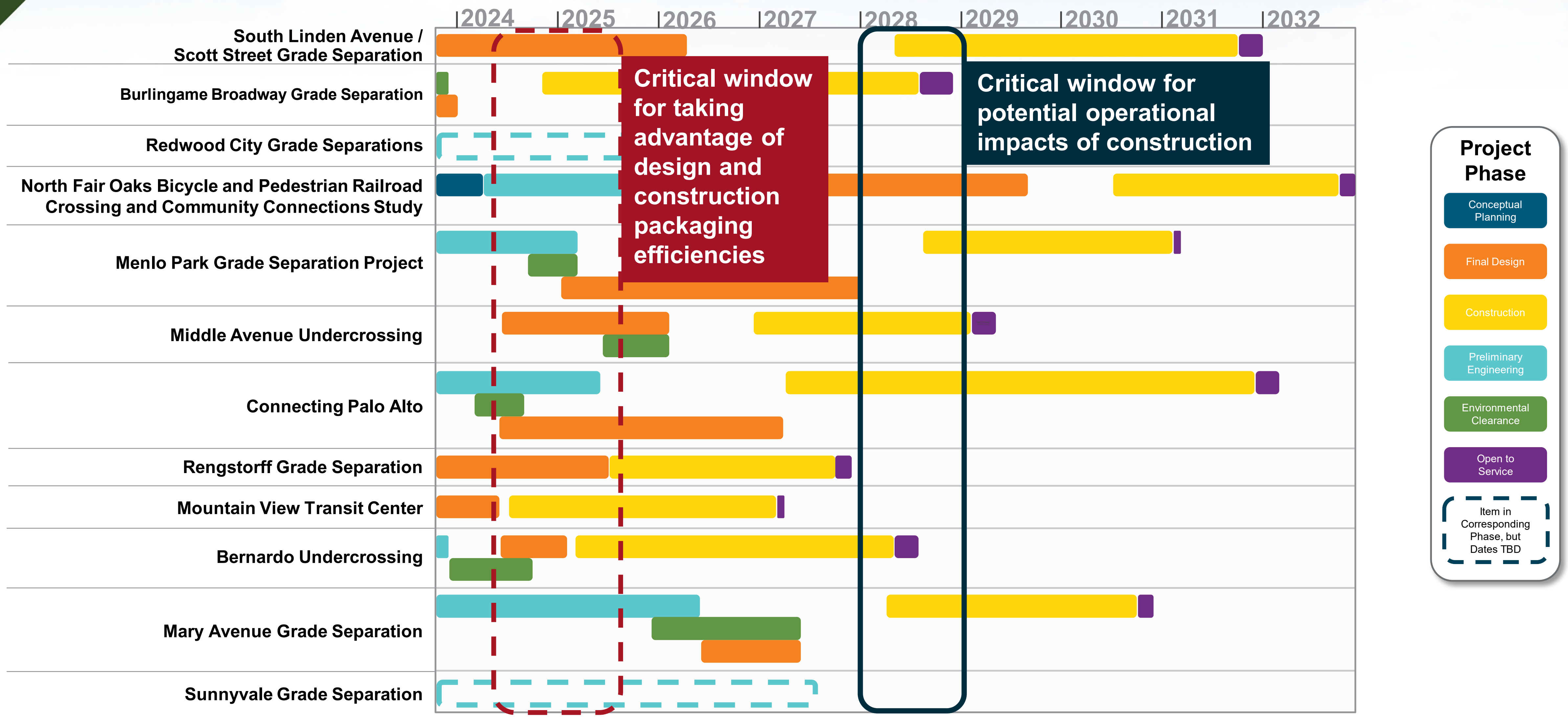
Readiness-based approach to delivering projects

- Caltrain obligated to deliver to every community with a service agreement

Utilizes Service Agreements or MOUs for allocation and commitment of Caltrain resources –
approx. $20M over the 12 active projects

- Planning, Design and Construction, Operations and Maintenance, OCS/Traction Power, Safety, QA/QC, Commercial and Finance plus shared services (legal, communications, IT, procurement, real estate, and others)

Illustrative Project Schedules



Project schedules are based on preliminary schedules developed on a project-by-project basis and contingent on securing funding and reaching project development milestones. Schedule information is intended to be illustrative only and is subject to change

Caltrain Corridor Active Grade Crossing Projects Preliminary Funding Gap

($ in millions)*	San Mateo County	Santa Clara County	San Francisco	Total
Caltrain Corridor Active Project Estimated Cost ($2022)	$1,900	$1,300	TBD (sole project is at concept phase)	$3,200
Estimated Committed Funding (All Sources)	$300	$800		$1,100
Estimated Funding Gap	$1,600	$500		$2,100

**Table inclusive of projects on the Caltrain-owned corridor, exclusive of Diridon Area*
Committed Funding is a snapshot of all sources, including USDOT, State of California, County Measures (B in Santa Clara County, A and W in San Mateo County), and local (Measure K in Palo Alto + other committed local funds)

Challenges with Current Delivery Model

- **Readiness-based approach** makes timing commitments to funders and communities challenging
- **Corridor-wide funding gap** means competition for resources rather than coordination and collaboration
- **Not identifying priority projects** makes corridor grade separation projects less competitive for federal funding
- **Opportunity cost** to not coordinating project implementation through design and construction efficiencies
- **Accountability** to stakeholders is fragmented

Exploring Solutions

Where We Are Going

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From Numerous Meetings, Partners Desire…

- A **consolidated and coordinated program** to accelerate the delivery of grade separation projects and to strategically pursue funding
- That **Caltrain take a proactive and consistent role** in delivering grade separation projects
- A **consistent and transparent** grade separation process
- A **continued role for cities** and a need for a grade separation program to reflect community vision

Throughout the life of the CCS, we have presented at…

- **10** LPMG Meetings
- **10** CSCG Meetings
- **6** PPG Meetings
- **2** AMP/JPB Meetings
- **10+** Other (CAC, BATAC, etc)

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Coordinated Program Approach

Based on technical topics and community partner feedback a **coordinated program approach** brings the following benefits:

- ✓ *Allows for a holistic methodology in implementing corridor crossings improvements*
- ✓ *Considers the unique characteristics along the corridor, and allows for implementation that considers geography, jurisdictions, and service*
- ✓ *Leverages the advantages of integrated planning, design, and delivery of projects within the corridor*

*** Not a “one-size-fits-all” solution for the whole corridor ***
*** Cannot currently be accommodated with existing staff resources ***

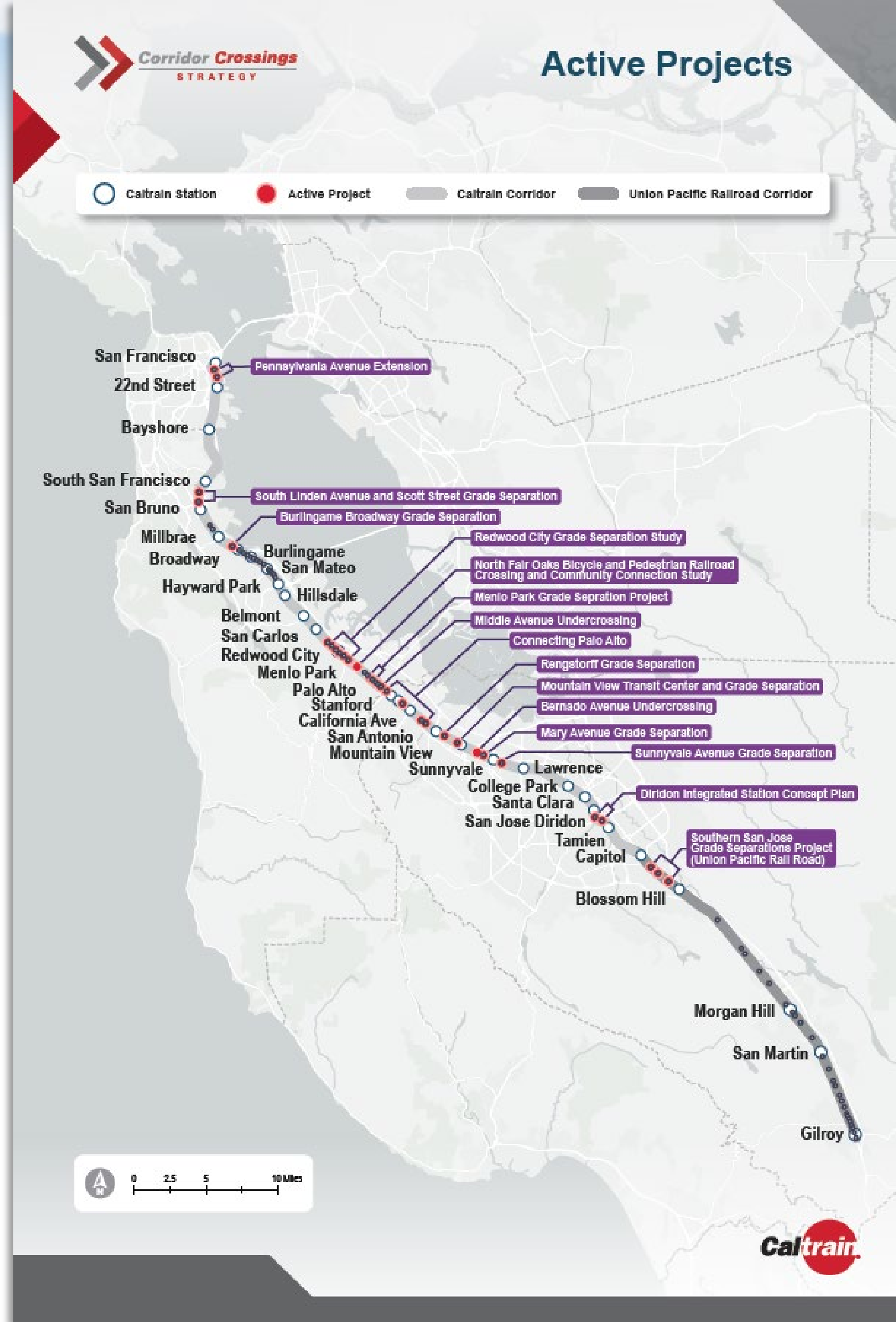
Program Opportunities

Enable Caltrain to function more as a **DELIVERY PARTNER**

Operations and Construction Coordination

Project Packaging/ Staging/Approvals

Administrative/ Funding



Examples of Leveraging Efficiencies

Operations and Construction Coordination

Repeated Construction Methods (e.g., Box Jacking for Underpasses, Box Girder)

- Knowledge Transfer between Projects

Corridor/Segment Work Windows

- Targeted construction planning for the electrified railroad

Examples of Leveraging Efficiencies

Project Packaging/Staging/Approvals

- Packaging projects to provide program economies of scale (e.g., MSE wall panels, rail ties, grading, OCS infrastructure)
- Leverage proximity of projects to minimize construction impacts and improve windows for contractors/communities

Examples of Leveraging Efficiencies

Administrative/Funding

- Coordinated funding packaging for program/segments vs. projects
- Coordinated grant funding pursuits with State and Federal appropriators and agencies
- Consolidation of project management and oversight by county/segment

Breakout Session

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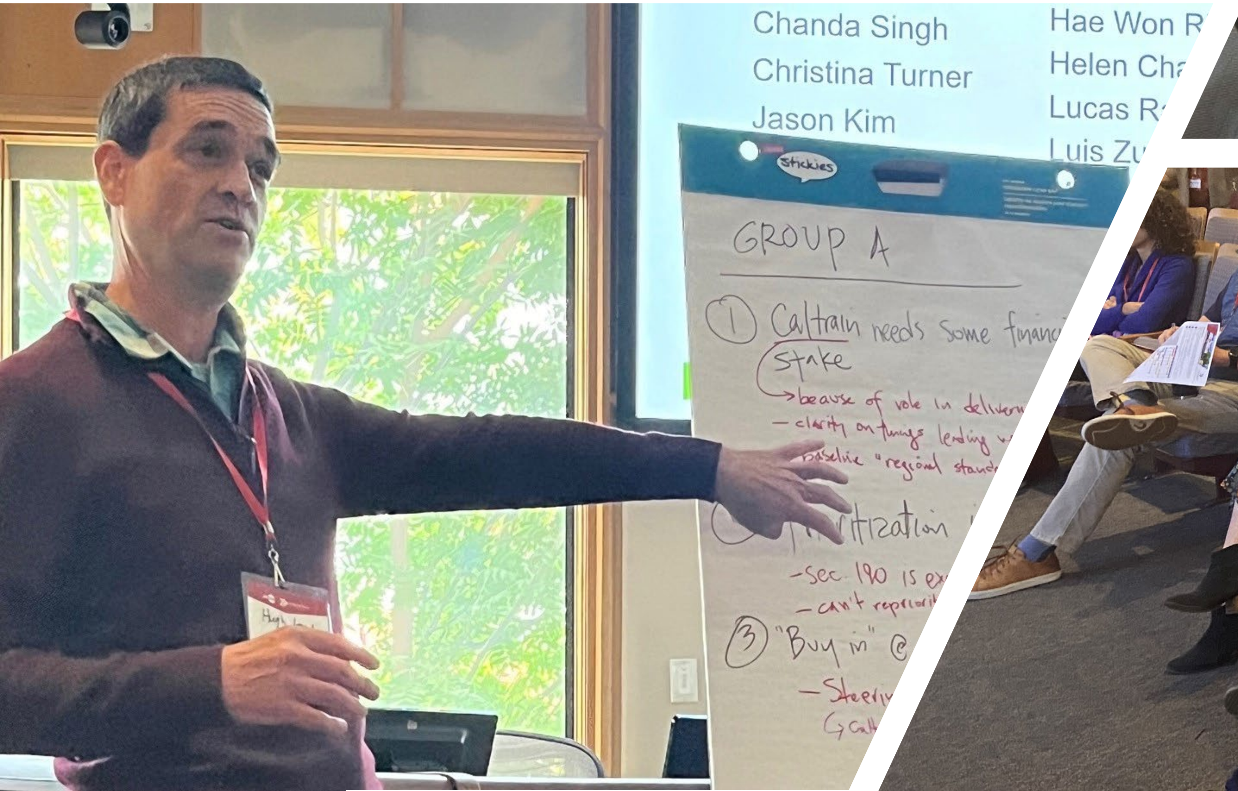

Chanda Singh
Christina Turner
Jason Kim
Stickies
GROUP A
Caltrain needs some
stake


Companion Seating

CSCG Workshop High-Level Report Out

Develop a **consistent multi-year plan** to guide corridor crossing work **shared across corridor stakeholders**

Caltrain in position to **lead plan development; endorsement** and **approval roles** for other stakeholders

CSCG Workshop Detailed Report Out

- CSCG recognized efficiencies in delivering projects that would come from a coordinated investment plan that combines funding and program delivery.
  - The program delivery components would find alignment and efficiencies on project timelines.
  - The funding component would develop consensus on priorities for the corridor from existing and new funding sources.
- CSCG agreed that confirmation of a coordinated investment plan should occur on a cyclical basis. Prioritization of corridor projects is critical for accomplishing this goal.
- CSCG discussed various ways corridor stakeholders could be engaged in developing and endorsing the coordinated investment plan.

CSCG Discussed Plan Components

CORRIDOR CROSSINGS INVESTMENT PLAN

- Program of projects
- Project delivery and construction sequencing
- Construction packaging and alternative delivery
- Project and program funding strategy
- Discretionary funding targets and applications
- Timing and need for gap funding

Breakout Activity

1. Create the **development and approval process** for a **Corridor Crossings Investment Plan**

2. Define **cyclical process for revisiting and updating** the **Corridor Crossings Investment Plan**

Exercise 1: Which entity(ies) are responsible for developing, endorsing, and adopting the Corridor Crossings Investment Plan?

DEVELOP

ENDORSE

ADOPT

Exercise 2: What should be the timing and the cyclical process for revisiting and updating the Corridor Crossings Investment Plan?

YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5

Exercise 1: Which entity(ies) are responsible for developing, endorsing, and adopting the Corridor Crossings Investment Plan?

DEVELOP
- Caltrain technical staff
- CSCG

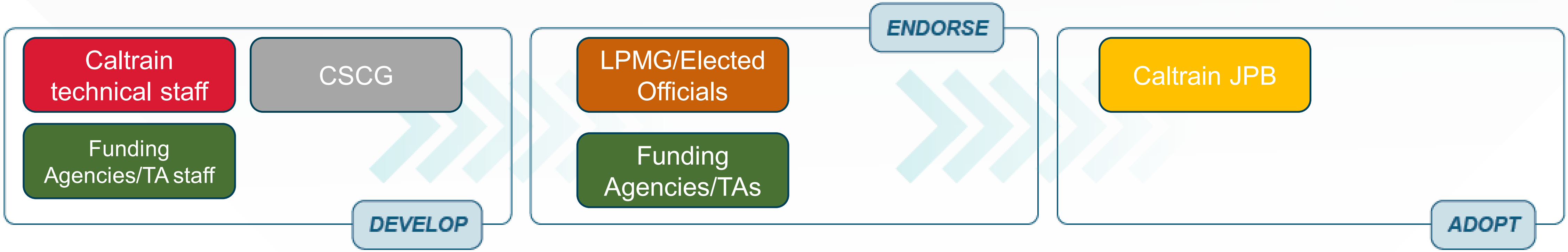
ENDORSE
- LPMG/Elected Officials

ADOPT
- Caltrain JPB
- Funding Agencies/TAs

Exercise 2: What should be the timing and the cyclical process for revisiting and updating the Corridor Crossings Investment Plan?

YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Adopted 3-year Investment Plan	Annual Investment Plan adjustment (Caltrain + City staff level)	Annual Investment Plan adjustment (Caltrain + City staff level)	Adopted 3-year Investment Plan	Annual Investment Plan adjustment (Caltrain + City staff level)

Exercise 1: Which entity(ies) are responsible for developing, endorsing, and adopting the Corridor Crossings Investment Plan?



Exercise 2: What should be the timing and the cyclical process for revisiting and updating the Corridor Crossings Investment Plan?

YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Annual Investment Plan (staff level)	Annual Investment Plan (staff level)	Annual Investment Plan (staff level)	Annual Investment Plan (staff level)	Annual Investment Plan (staff level)
Adopted Biennial Investment Plan with 6-year program horizon		Adopted Biennial Investment Plan with 6-year program horizon		Adopted Biennial Investment Plan with 6-year program horizon

Report Out

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Next Steps


Caltrain
308
308
KEEP RIGHT
Only Use
Pedestrian
Crossing To

Rail Crossing Elimination (RCE)

FY22

- First year of this USDOT Program
- 4 jurisdictions on the Caltrain Corridor applied
- City of Palo Alto was successful and awarded $6M

FY23

- Second year of this USDOT Program, NOFO anticipated soon
- USDOT feedback has been that corridors with prioritized applications are more competitive for funding
- Grants range in scale $500K- $40M | 11 >$15M
- Opportunity to coordinate Corridor Crossings Strategy investments

Rail Crossing Elimination (RCE) NOFO

- Is there an opportunity for a corridor-wide application?