



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 Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting. Members of the public are encouraged to provide public comments in the following ways:

- **Email:** Comments may be submitted by emailing publiccomment@caltrain.com before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial *9 to request to speak. Each commenter will be notified when they are unmuted to speak.

Thursday, May 22, 2025

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update and Memo)
4. Caltrain Long-Range Service Vision
5. Corridor Crossings Strategy Update
6. Marketing Update
7. Public Comments on items not on the agenda
8. LPMG Member Comments/Requests
9. Next Meeting –
 - a. Thursday, July 24, 2025 at 5:30 p.m.
10. Adjourn

All items on this agenda are subject to action

Local Policy Maker Group (LPMG)
Summary Meeting Notes
March 27, 2025

Summary Notes

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

1. Call to Order

Chair Pat Burt called the virtual meeting to order at approximately 5:33 pm.

2. Roll Call

| City / County | Present |
|---------------------|-------------------------------------|
| Atherton | <input checked="" type="checkbox"/> |
| Belmont | <input checked="" type="checkbox"/> |
| Brisbane | <input checked="" type="checkbox"/> |
| Burlingame | <input checked="" type="checkbox"/> |
| Gilroy | <input checked="" type="checkbox"/> |
| Menlo Park | <input checked="" type="checkbox"/> |
| Millbrae | <input type="checkbox"/> |
| Mountain View | <input checked="" type="checkbox"/> |
| Morgan Hill | <input type="checkbox"/> |
| Palo Alto | <input checked="" type="checkbox"/> |
| Redwood City | <input type="checkbox"/> |
| San Bruno | <input checked="" type="checkbox"/> |
| San Carlos | <input type="checkbox"/> |
| San Francisco | <input type="checkbox"/> |
| San Jose | <input type="checkbox"/> |
| San Mateo | <input checked="" type="checkbox"/> |
| Santa Clara | <input checked="" type="checkbox"/> |
| South San Francisco | <input type="checkbox"/> |
| Sunnyvale | <input checked="" type="checkbox"/> |
| San Francisco BOS | TBD |
| San Mateo BOS | TBD |
| Santa Clara BOS | TBD |
| Chair | <input checked="" type="checkbox"/> |
| Vice Chair | <input type="checkbox"/> |

VACANT SEATS: Santa Clara County Board of Supervisors, San Francisco Board of Supervisors, San Mateo County Board of Supervisors

CALTRAIN staff: Casey Fromson, Devon Ryan, Bella Conferti, Bo Baney, Dahlia Chazan, Navi Dhaliwal, Jill Gibson (Kimley-Horn), Jenny Lin, Hannah Greenberg, Becca Tabor (California High Speed Rail Association)

3. Caltrain Staff Report

a) Polling and Regional Measure Update

Presenter Isabella Conferti, Public Affairs Specialist, and Devon Ryan, Government Affairs Officer, presented on the following:

- RailSentry – began installing at Churchill crossing
- March 8 – Caltrain teamed up with San Francisco Giants for Fan Fest
- Recent voter poll showed 82 percent of respondents favorable towards Caltrain
- Caltrain working on regional transit measure; overwhelming support for Caltrain
- Fixed-rail operators – ridership most impacted by pandemic; Caltrain pulling for its own measure
-

Item 6 was heard before Item 4.

4. Caltrain Strategic Sustainability Plan and Climate Change Vulnerability Study (Presentation)

Bo Baney, Principal Sustainability Planner, provided the presentation, which included the following:

- Reducing carbon emissions, engaging staff and community, and improving efficiency
- 40 percent of Bay Area greenhouse gas emissions stem from transportation
- Strategic Sustainability Plan will set direction for next ten years
- Encouraging transit use for employees and public
- Setting priorities and evaluation criteria for Plan
- Evaluation criteria included environmental impact, financial benefits, staff time requirements – get credit for sustainability achievements, and grant funding
- Caltrain Climate Vulnerability Study – analyzed climate impact on operations, riders, infrastructure, employees
- Engagement – internal to Caltrain, External Advisory Committee, public outreach, survey

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

- Caltrain electrification reduced GHG (greenhouse gases) for City of Palo Alto; collaborating with VTA (Santa Clara Valley Transportation Authority) at Palo Alto station for car charging

Public Comment

Roland commented on Diridon station's planned slope.

Chris Florkowski, Brisbane, commented on providing people with more transportation options.

Adrian Brandt commented on the importance of promoting people to ride transit, improving labor efficiency, and reducing fares.

5. Parking and Curb Management Strategy

Hannah Greenberg, Planning Analyst, and Jenny Lin, Manager, Transit-Oriented Development and Real Estate, provided the presentation, which included the following:

- Based on 2024 Station Access Policy – focuses on how riders get to and from stations
- Short-term step – develop parking and curb management strategy – historically Caltrain did not consider how cars would be managed at stations.
 - Develop strategy for parking management – make best use of land
 - Assess how available space should be allocated and managed
- Corridor-wide and station-specific actions

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

- Downtown Palo Alto workers pre-COVID parked in Caltrain lots while not riding Caltrain; Caltrain riders parked in city lots due to unavailability of Caltrain parking; improve timing between Caltrain and bus connections
- Station restrooms - Throne toilets installed at several stations as pilot program
- Suggestions for partnering with cities

6. Corridor Crossings Strategy Update

Dahlia Chazan, Chief, Rail Planning, and Jill Gibson, Kimley-Horn, provided the presentation, which included the following:

- Corridor Crossing Strategy evolved from the Business Plan
- Responding to increasing capital costs, safety enhancements to at-grade crossings as well as grade separations based on crossing assessment and incident database; includes lighting, warning devices, quad gates
- Grade crossing elimination projects – prioritization framework includes rankings and fund availability
- Focus on safety, improved rail operations, growing ridership, and community connectivity
- Expect to bring request for endorsement to July AMP (Advocacy and Major Projects) Committee meeting

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

- Increasing capacity and mitigating environmental impacts
- Necessity to have grade crossings was driven pre-COVID by the possibility of gridlock; now slowed down
- Couple quiet zones into at-grade crossing zones; would be eligible for grant for near-term improvements such as quad gates

- Quiet zones – reduce horn noise by having only wayside horns as quick alternative – process to establish quiet zone takes four to five years
- Analyzing intentional fatalities along the tracks– communications with community partners, have more presence at council meetings
- MTC (Metropolitan Transportation Commission) board meeting – state is renewing cap and trade funding to reduce GHG emissions; advocating that more funding comes to the region; lobby state legislators to have funding for enhanced crossing strategy plus grade separations

Public Comment

Roland commented on delivery optimization using standardized design and early work packages.

Adrian Brandt commented on accidental versus intentional fatalities and early warning systems.

7. High Speed Rail Update

Becca Tabor, California High Speed Rail Authority, provided the presentation, which included the following:

- 2025 Project Update Report submitted to the Legislature on March 1

8. Public Comment on Items Not on the Agenda – There were none.

9. LPMG Member Comments/Requests

Peter Stevenson, Burlingame, suggested to include a study on schedule optimization.

Chair Burt suggested having an update on station access policy.

10. Next Meeting

Thursday, May 22, 2025 at 5:30 pm.

11. Adjournment

The meeting was adjourned at 6:59 pm.



Memorandum

Date: May 19, 2025
To: Caltrain Local Policy Maker Group (LPMG)
From: Bella Conferti, Government and Community Affairs Specialist
Sawyer Williams, Government and Community Affairs Coordinator
Re: Caltrain E-Updates



Caltrain Celebrates All Aboard Bay Area Transit Day

On Tuesday, May 6, Caltrain participated in All Aboard Bay Area Transit Day, a regional event celebrating public transit's role in reducing congestion, improving air quality, and connecting communities. Caltrain joined fellow transit agencies to mark the beginning of Spare the Air's summer smog season and raise awareness of new service and sustainability improvements.

Transit leaders were able to gather at the San Francisco Ferry Plaza to highlight collaborative Bay Area transit initiatives. These efforts highlight Caltrain's modernized electric service, designed to deliver faster trips, quieter trains, and improved regional connectivity.

[Learn more.](#)



Caltrain Wins 2025 Sustainability Award for New High-Performance Electric Trains

Caltrain was honored with the 2025 Sustainability Award by Sustainable San Mateo County (SSMC) for its transformative Electrification Project, marking a historic shift from diesel to electric service across the Peninsula corridor.

The award recognizes Caltrain's environmental leadership and contributions to regional sustainability, equity, and economic development. Since the launch of electrified service:

- Caltrain has reduced greenhouse gas emissions equivalent to removing tens of thousands of cars from the road annually.
- Regenerative braking has returned ~23% of energy back to the grid, helping cut fuel costs and exceed energy efficiency projections.
- Ridership has rebounded significantly, with over 500,000 riders in December 2024, a 41% increase over the previous year.

The project has also generated jobs in 36 states, stimulated local and national supply chains, and set a precedent for other transit systems across the country.

[Learn more.](#)



Caltrain Celebrates Bike to Wherever Days

From May 15-17 Caltrain, in partnership with the Silicon Valley Bicycle Coalition (SVBC) and San Francisco Bicycle Coalition (SFBC), co-sponsored energizer stations at Caltrain Stations across the three counties the rail agency serves. Energizer stations were equipped with snacks, coffee, free swag and much more in order to welcome bike riders.

Currently, approximately 20% of Caltrain riders access the system with a bicycle. Caltrain has more on-board bike space than any train system in the country. Riders are also encouraged to use one of Caltrain's 350 bike lockers or the free bike valet service on Townsend Street in San Francisco, especially if they do not need a bike on both ends of their journey. The eLockers and bike valet provide customers with easy to use, secure facilities and help alleviate some of the demand for bike space on trains.

[Learn more.](#)

PUBLIC MEETINGS:

JPB Technology, Operations, Planning, and Safety (TOPS) Meeting – May 28, 2025 at 1:30 p.m.

Caltrain Board Meeting – June 5, 2025 at 9:00 a.m.

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

Review Proposed Changes to Long- Range Service Vision

**CALTRAIN LOCAL POLICYMAKERS
GROUP**

MAY 2025



Today's Agenda



Update on Service Vision
Progress since 2019



Draft Proposed
Revisions

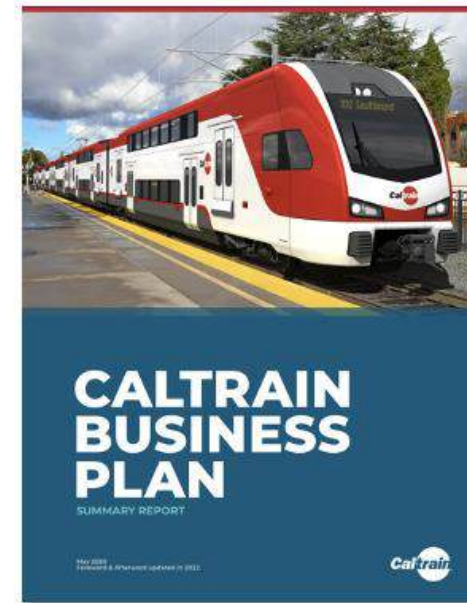


Next Steps

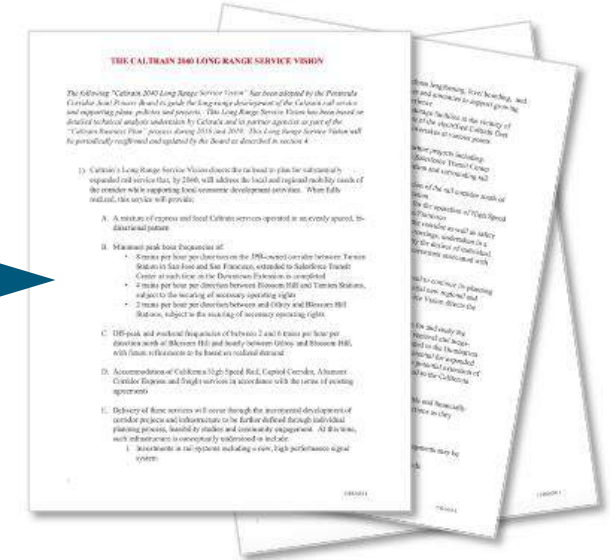
**What progress has been made
towards the Service Vision?**

Caltrain's "2040 Long-Range Service Vision" is a key JPB Policy Document.

It was developed through the Caltrain Business Plan's rigorous technical process and adopted unanimously by the JPB in October 2019.



Caltrain Business Plan, 2017-2020 (report published 2022)



Caltrain Service Vision, adopted by JPB in 2019

This is a proposed update and refinement of the Service Vision Policy **only** – *not the full Business Plan process*



The Long-Range Service Vision has Four Sections

Caltrain's current electrified service provides a baseline of four trains per peak hour per direction.



1

The “Core” Service Vision

Service goal (trains per peak hour per direction);
"Moderate Growth" Scenario in Caltrain Business Plan



2

Expanded Growth Beyond Core Service Vision

Example expanded service (trains per peak hour per direction);
"High Growth" Scenario in Caltrain Business Plan



3

Implementation Steps

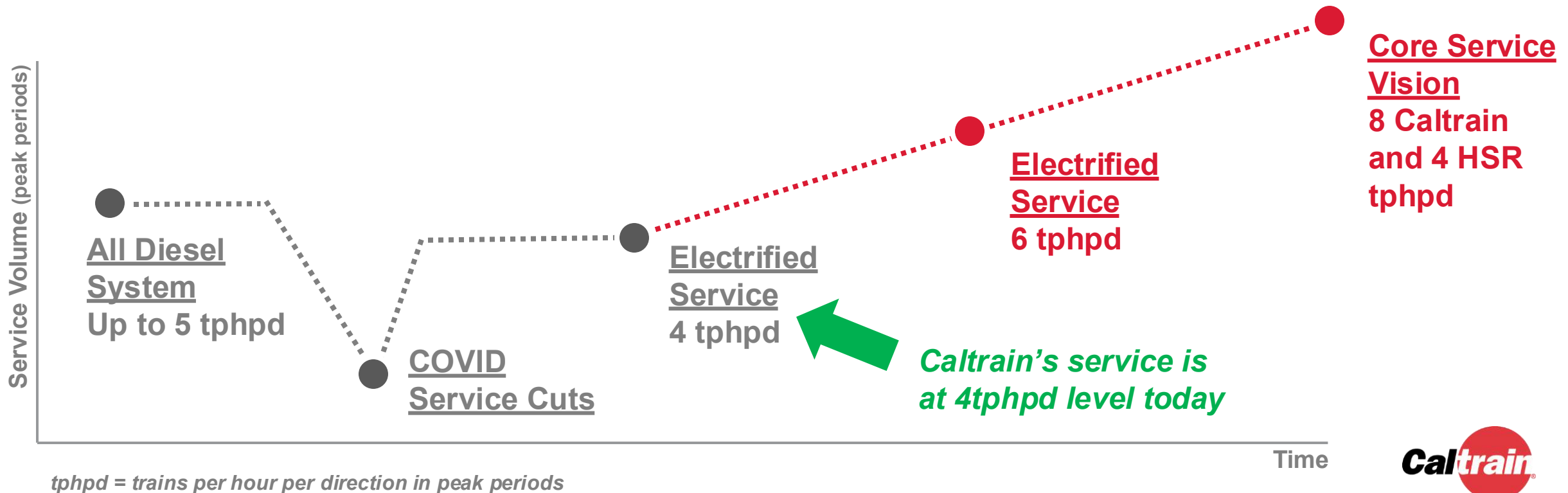
4

Vision Reaffirmation



The Service Vision sets a future goal for long-term service levels on the corridor.

The Service Vision includes Caltrain and California High Speed Rail (HSR) service.



Caltrain and its partners frequently use the Service Vision to guide long-term decision-making.

Caltrain uses the Service Vision as a direct input to the railroad's policies and plans.

Caltrain's partners use the Service Vision to identify key Caltrain criteria for long-term capital projects and plans.



Capital Improvement Plan



Rail Corridor Use Policy



San Francisco Railyards



The Portal



Equity, Connectivity, Recovery, & Growth Policy



Transit-Oriented Development Policy



Grade crossings & separations
(e.g., Rengstorff Avenue Grade Separation)

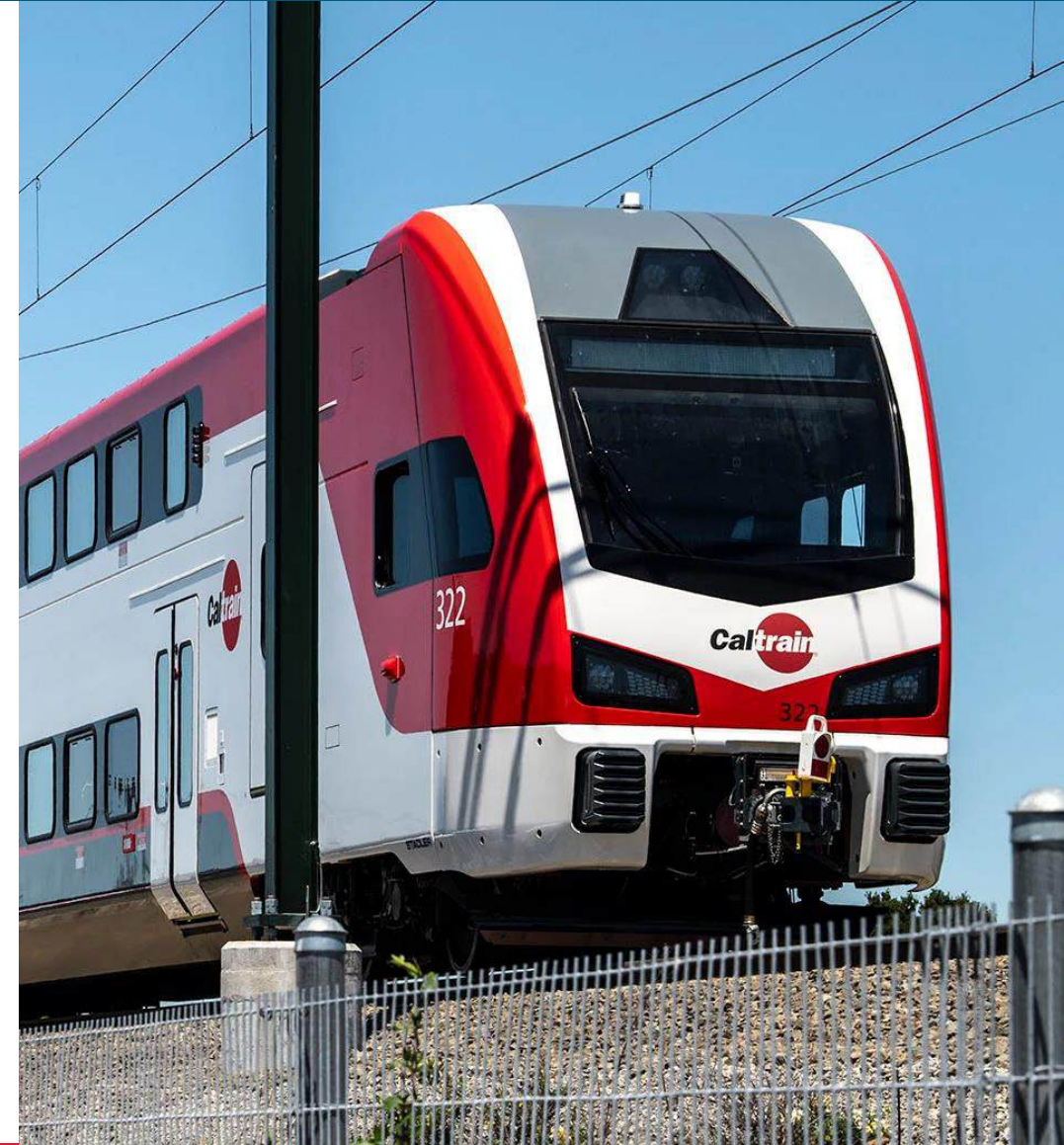


Diridon Station



Updates Since 2019 Adoption of Service Vision

- **Completion of Capital Projects:** Notably, Caltrain completed the corridor's electrification and acquisition of new EMUs.
- **Service Improvements:** Electrification enabled service quality improvements envisioned in the Service Vision – albeit at lower service volumes.
- **Planning for Major Capital Projects:** Long-term Caltrain and partner capital investments like the Portal, Diridon, and High Speed Rail have advanced – but progress has been uneven.
- **Uncertain Future:** Cost increases and funding limitations have contributed to timelines shifting outward, with uncertain completion dates.



Proposed Revisions to Long-Range Service Vision

Updating the Long-Range Service Vision

The adopted Service Vision calls for periodic reaffirmation and revision.
For the 2025 update, staff propose adjustments as categorized below.



1) Adjust Policy Direction

- **Confirm Core Service Vision** as JPB's goal for future rail service on corridor
- **Eliminate** language directing staff to plan for Expanded Growth



2) Improve Functionality of Policy

- **Clarify policy requirements** regarding potential future regional and State rail connections on corridor
- **Remove “2040”** date from policy
- **Remove** implementation focus on the Caltrain Business Plan processes
- **Direct implementation focus** towards:
 - **Nearer-term planning** for financial sustainability
 - Developing **interpretative guidance** on how to apply the Long-Range Service Vision in planning and capital project contexts



Recommended Policy Revisions

Confirm Core Service Vision as long-term goal for future rail service on Caltrain corridor.

Substantially modify Section 2 of the Policy to largely remove the “Expanded Growth” language.

Why is this change important to Caltrain and its partners?

1) Removing Expanded Growth would benefit Caltrain and its partners by reducing costs and increasing feasibility of plans and projects.

- A. Reduced costs for planning and design
- B. Benefits for Caltrain, partners, and corridor communities
- C. Improved potential viability for SF Railyards Development Project
- D. Reduced costs of capital project investments

2) Additionally, there is growing evidence that planning for Expanded Growth may not be a prudent use of resources.

- A. Market conditions have changed substantially, eroding justification for Expanded Growth levels of service.
- B. There is no plausible path to funding investments required for Expanded Growth levels of service.

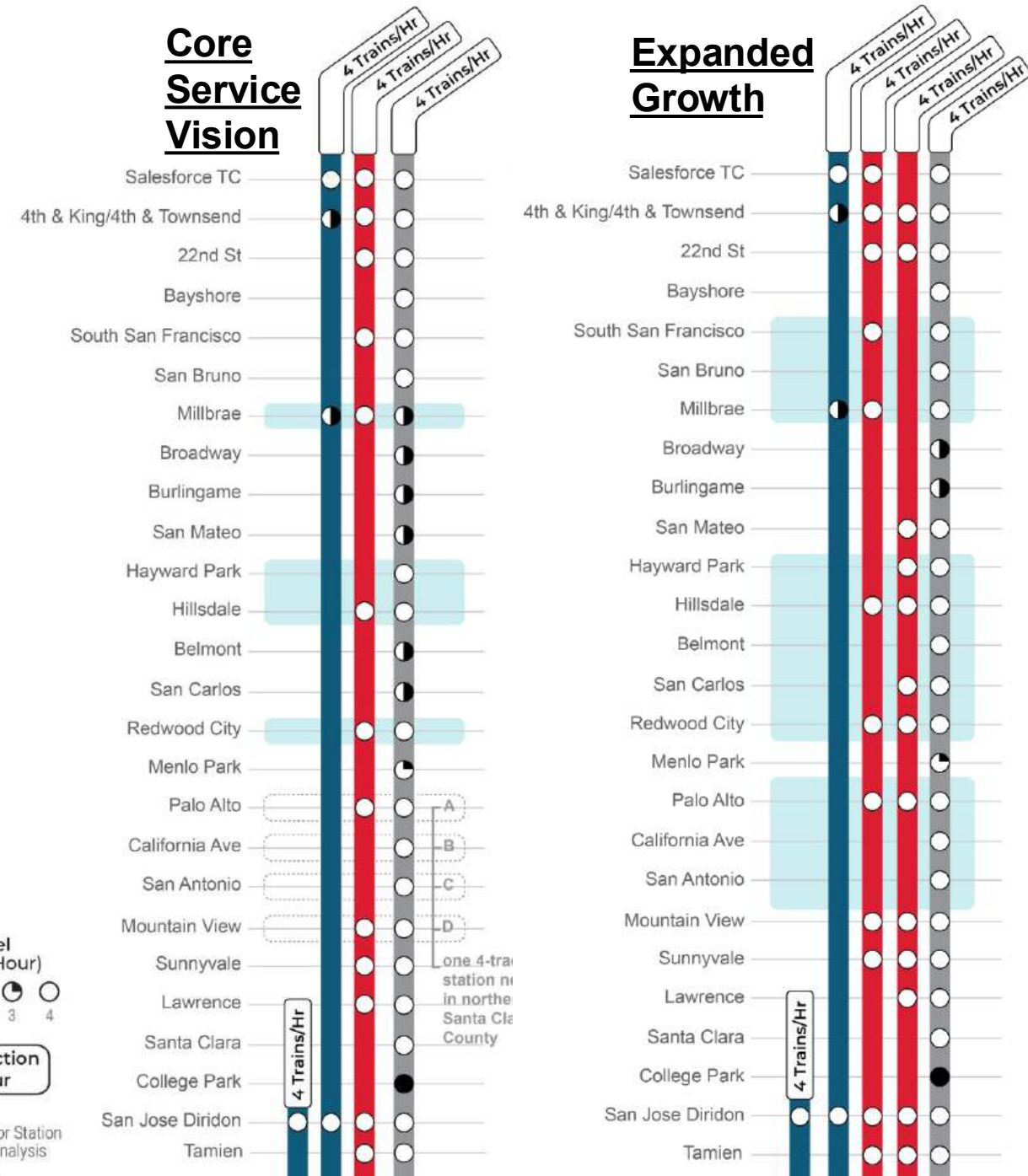
1A) Removing Expanded Growth would reduce complexity and costs in planning and design processes.

The current Long-Range Service Vision’s “Expanded Growth” section requires Caltrain staff and partners to plan and potentially design for both Core Service and Expanded Growth scenarios.

Removing Expanded Growth would:

- Lower costs and simplify processes in planning and design
- Create clarity about Caltrain's confirmed requirements for project partners and stakeholders

On the illustrative service plans from the Caltrain Business Plan for Core Service Vision and Expanded Growth, the light blue boxes show areas of conceptual four-track passing segments. Expanded Growth service levels would require substantially more passing tracks.



1B) Removing Expanded Growth would benefit Caltrain, partners, and corridor communities.

Reduce Potential Impacts to Other Properties

In 2024, the Corridor Crossings Strategy evaluated* feasibility and financial practicability of passing tracks for Expanded Growth and found they would affect approximately:



150+ acres of land
beyond JPB's
existing ROW
(400+ parcels)



35 overpasses
and underpasses



15 local roads
and 3
interchanges

Given these anticipated impacts, the passing tracks required for Expanded Growth would not be feasible for implementation. **Corridor communities, Caltrain, and partners would benefit from reduced potential infrastructure impacts and costs.**



Existing 4-track segment at Bayshore Caltrain Station, Brisbane.

*Part of the Corridor Crossings Delivery Guide, the [passing track analysis](#) included conceptual layouts, operational analysis, adjacent land uses, existing and planned infrastructure, and trade-offs between service parameters, engineering criteria, and available JPB right-of-way.

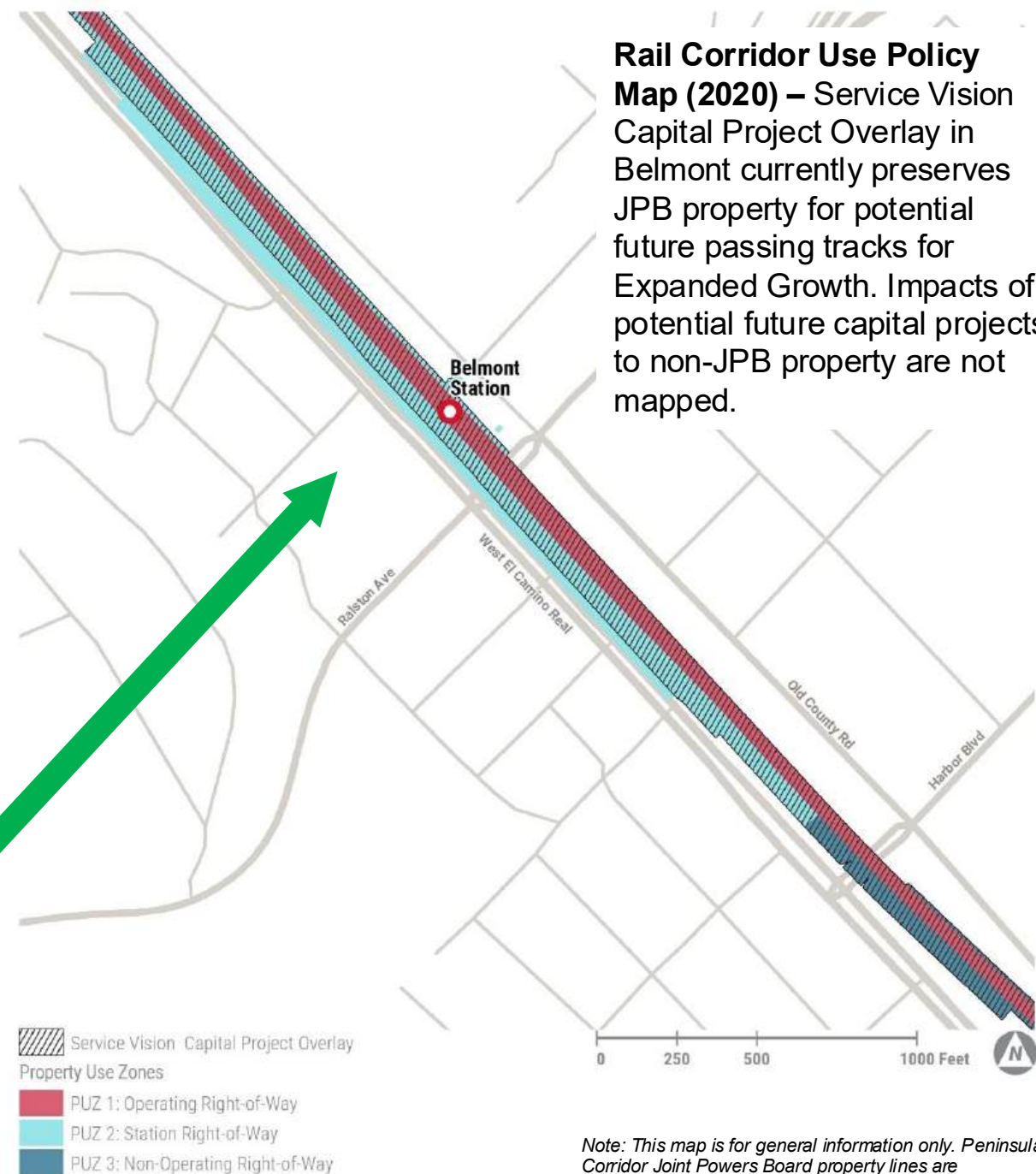
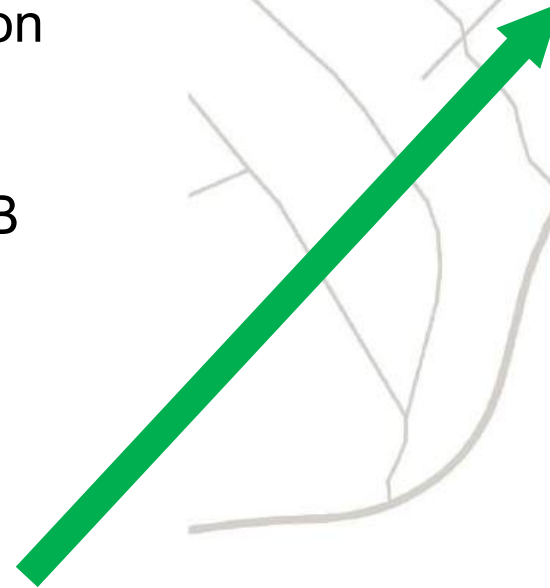
1B) Removing Expanded Growth would benefit Caltrain, partners, and corridor communities, continued

Reduce Potential Impacts to JPB Property

Removing Expanded Growth would provide Caltrain with:

- Reduced potential infrastructure impacts on JPB property
- New potential opportunities for revenue-generating and/or community uses on JPB property in the near-term.

*Preliminary analysis shows removal of Expanded Growth passing tracks in a future update to the Rail Corridor Use Policy maps could result in **one potential opportunity site that could be available in the near-term for a development project at Belmont Station.***



Note: This map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

1B) Removing Expanded Growth would benefit Caltrain, partners, and corridor communities, continued

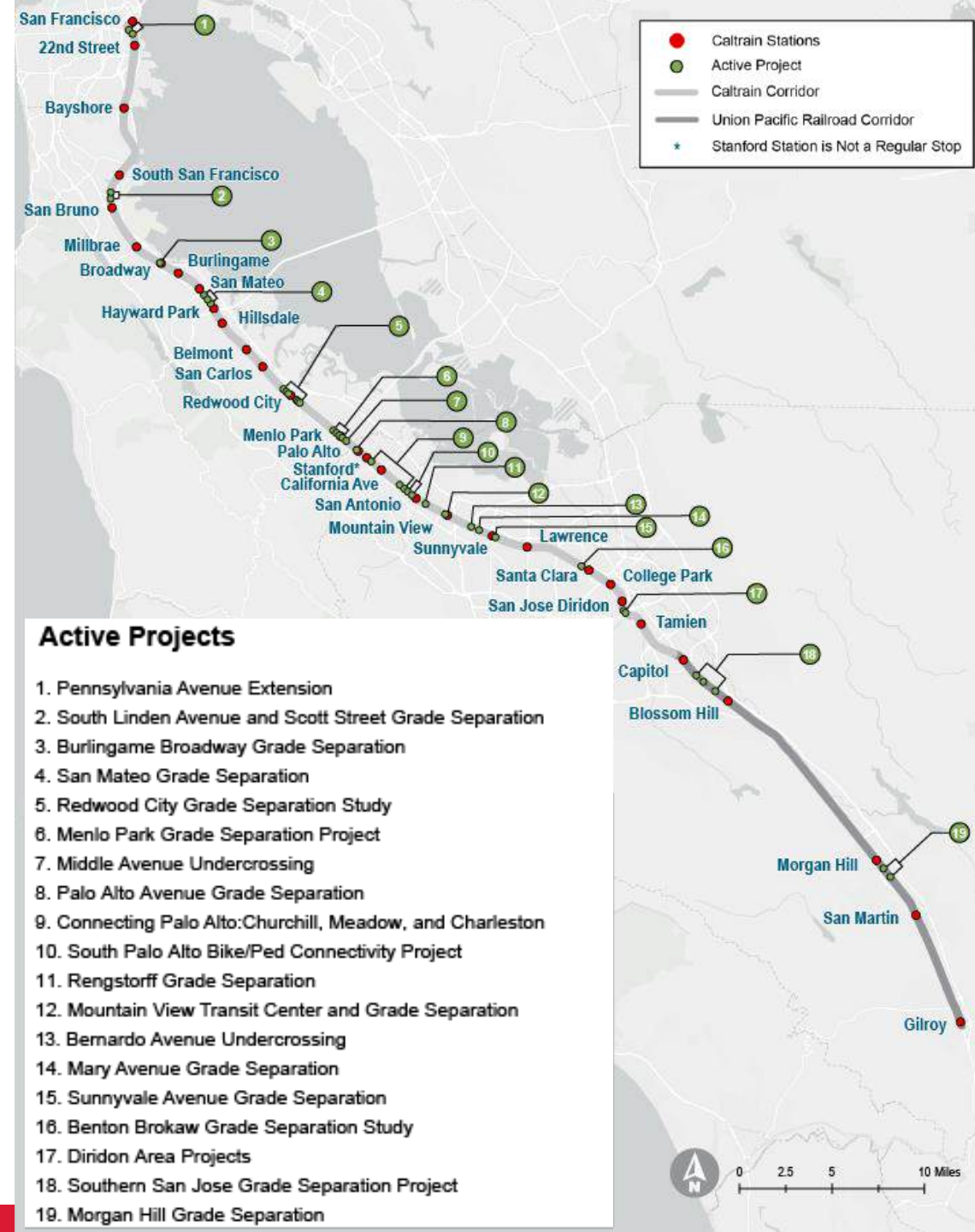
19 active crossing projects on the corridor (37 street separations / 4 bicycle and pedestrian undercrossings).

- 12 in planning; 3 in preliminary design; 4 in advanced design

5 of those projects are located within Expanded Growth's Refined Passing Track Segments (13 street separations).*

Removing Expanded Growth would benefit Caltrain and its partners by reducing costs and complexity for planning, engineering, and constructing these grade separation projects.

*Source: [Corridor Crossings Strategy 4-Track Analysis Memo](#)



1C) Removing Expanded Growth Improves Potential Viability of Railyards Development Project

In 2021, Caltrain and Prologis signed an MOU to explore redeveloping the San Francisco Railyards as a mixed-use site. The study concluded that full-scale redevelopment would require offsite rail storage.

In 2024, Caltrain reassessed infrastructure needs under the Expanded Growth scenario and found:

- A larger offsite storage yard would be needed in the northern corridor, raising costs and reducing feasibility
- Additional track and platform space would be required on-site, limiting land available for development

Removing Expanded Growth improves the viability of the SF Railyards project by freeing up space and reducing costs—making development opportunities more achievable. The site would still support the Core Service Vision and accommodate special event trains, maintaining operational flexibility.



*Completion of the Portal is assumed before full-scale redevelopment.

**Evaluation included conceptual layouts, operational analysis, analysis of corridor-adjacent parcels, coordination with parallel projects, and trade-offs between service parameters, engineering criteria, and available JPB right-of-way.

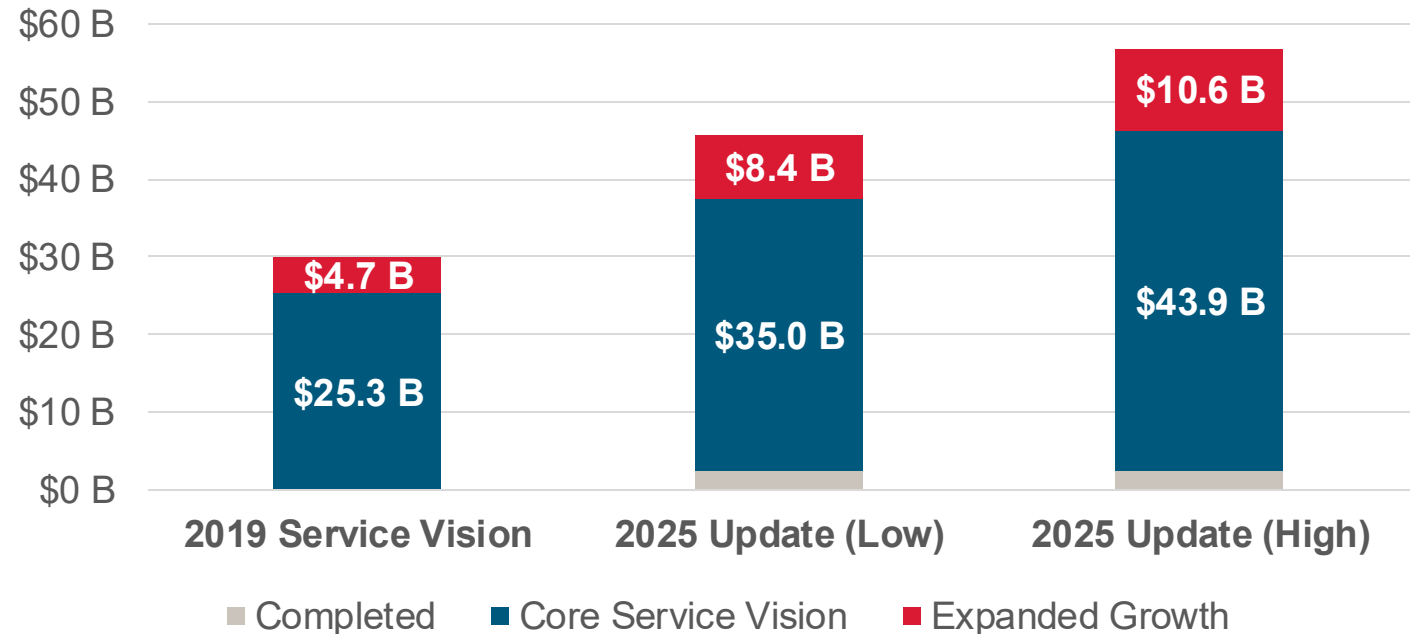


1D) Removing Expanded Growth would save significant capital costs for Caltrain and its partners.

Total capital costs estimated for the 2019 Service Vision, including Expanded Growth projects, are expected to rise from \$30B (2018\$) to between **\$45B and \$60B (2025\$)**, due to project delays and rising construction costs.

Caltrain and its partners would save significant capital costs by removing Expanded Growth, which is now estimated to cost an additional \$8B to \$10B (\$2025) above the Core Service Vision projects.

Low-to-High Estimate of Capital Cost Increases since the 2019 Service Vision



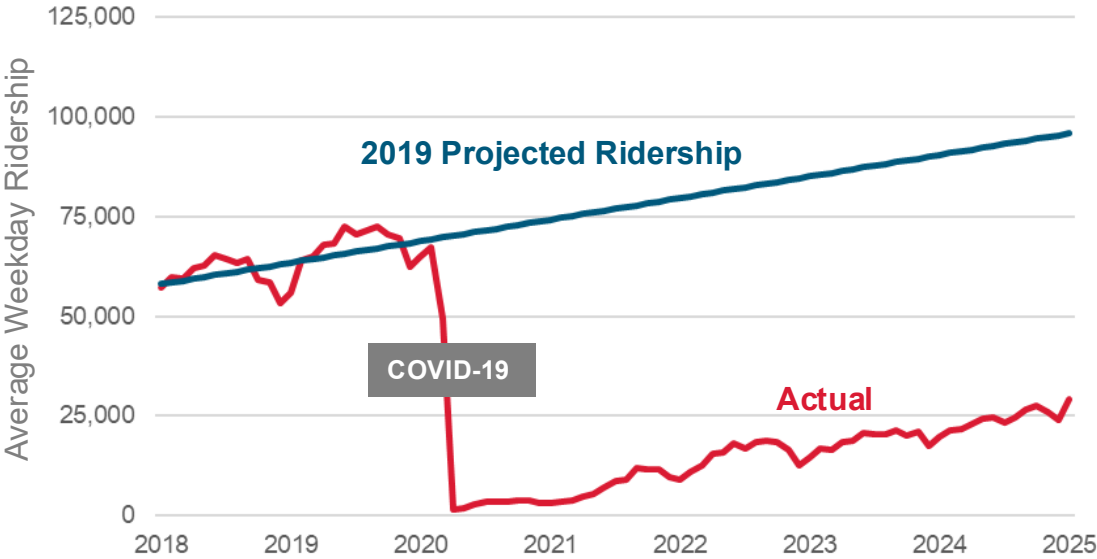
Projects **completed** since the 2019 Service Vision adoption. **Core Service** includes both Caltrain and partner projects to increase service in line with the Service Vision, with projects in **Expanded Growth** reaching even higher service levels.

* 2019 cost estimates for each scenario were developed based on available information at the time and from comparable projects. They are best estimates of all Infrastructure and Fleet investment needed to support the proposed level of service.



2A) Caltrain's market has changed drastically, eroding justification for Expanded Growth levels of service.

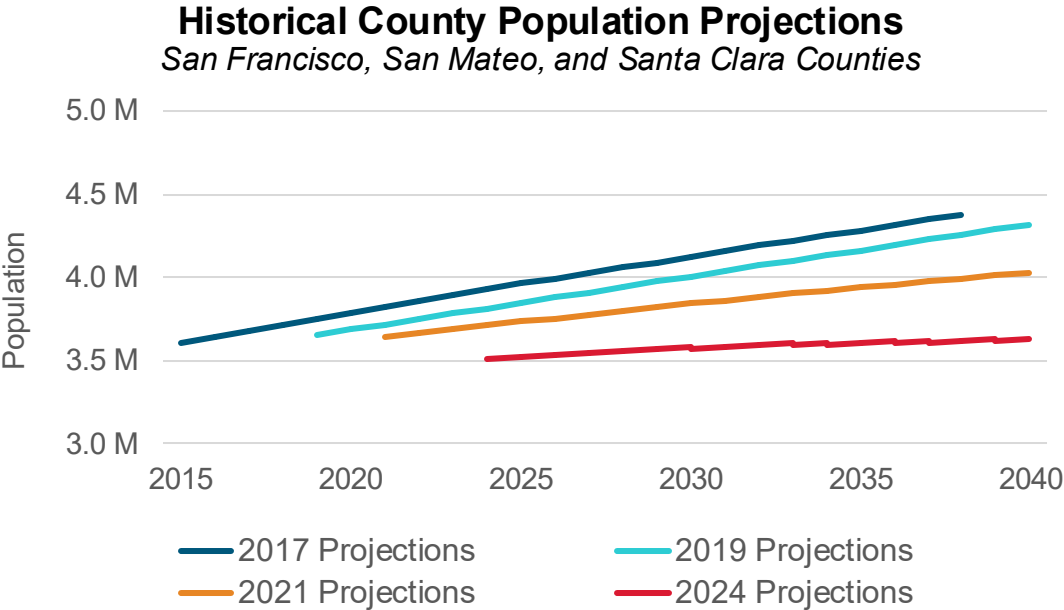
Historical Ridership



2019 projected ridership from Caltrain Business Plan, 2019.
Actual ridership from Caltrain Ridership Dashboard, 2025.

Caltrain's market has changed, which is reflected in recent ridership trends.

Changing Population Projections



State of California, Department of Finance, 2017-2024.

Between 2017 and 2024, long-term population projections have significantly decreased.



2B) Lack of Plausible Funding for Required Investments for Expanded Growth

The costs of Bay Area transit projects have increased since Plan Bay Area 2050...



Downtown Portal



BART Core Capacity



BART Silicon Valley Phase 2

...but available funding hasn't.



Adopted Oct 2021

\$122 Billion

- \$40 Billion



To be adopted 2025

\$82 Billion

Due to less anticipated revenue, compounded by cost increases (e.g. inflation)

Updating the Long-Range Service Vision

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2) Improve Functionality of Policy

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Process and Next Steps

Service Vision Update Process

Key Stakeholders

- JPB
- CAC
- AMP
- LPMG
- CSCG

Major thanks to Stanford University for their financial support of this effort.

April

Service Vision Introduction

- CAC and AMP

May

Service Vision Introduction & Proposed Changes

- Board Meeting #1
- CSCG, CAC, LPMG, and AMP

June

Proposed Changes to the Service Vision

- Board Meeting #2

July

Updated Service Vision Proposed for Adoption

- CAC, CSCG, LPMG, and AMP

August

Proposed Adoption of Updated Service Vision

- Board Meeting #3



Strategic Planning to Come

Spring 2025

2025 Long-Range Service Vision Update

Updates to the Long-Range Service Vision

Service Vision Update is adopted

Fall 2025



Plan for Caltrain's Next Decade

Development of a **Plan for Caltrain's Next Decade** will include:

- Market analysis of demand for Caltrain
- Service plans, infrastructure requirements, and timelines
- Gate-downtime analysis and projections
- Costing and funding

It will be consistent with Caltrain's 10-Year Strategic Financial Plan, Capital Improvement Plan, and the Updated Long-Range Service Vision.

Spring 2026

Updates to **Rail Corridor Use Policy** and **Transit-Oriented Development Policy** to follow Service Vision adoption as well

FOR MORE INFORMATION
WWW.CALTRAIN.COM





Corridor Crossings

STRATEGY



Grade Crossing Program Update

05.14.2025



Meeting Goals and Outcomes



Discuss:

- Corridor Partner Feedback
 - Program Updates
- Report Review Schedule

Corridor Partner Feedback

- **Overall**

- Requested an in-depth review of the prioritization and program activities
- Perception that Caltrain is only focusing on safety enhancements in lieu of eliminations

- **Safety Enhancements**

- General concurrence with the prioritization approach and proposed improvement types

- **Elimination**

- Clarify the objective and activities of each priority group (what will Caltrain do and not do)
- Varying feedback on readiness vs. worthiness
- Develop approach and framing for “natural pauses” in certain projects, such as in later priority groups
- Clarify funding procedures for projects with existing funding under new program
- Clarify how existing and future city priorities are considered
- Clarify if/how Caltrain is going to stop the advancement of projects
- Discuss incentives for closures

Grade Crossings Program Goals



Enhance Safety

Implement critical safety upgrades and shared understanding of the corridor priorities to implement safety projects



Optimize Resource Allocation

Apply a decision support tool to prioritize funding and implement projects



Facilitate Collaboration

Align priorities across Caltrain, local jurisdictions, and funding agencies to support a unified corridor-wide strategy



Improve Delivery

Conduct technical activities to minimize delays and enhance efficiency

Grade Crossings Program Structure

Program Oversight

Peninsula Corridor Joint Powers Board, Caltrain Leadership, and Transportation Authorities will provide program oversight on program implementation.

Program Team

An **integrated, delivery team** consisting of Caltrain staff to provide management and expertise in administering the program and delivery of projects.

Crossing Project List

A **decision support tool** to organize and focus limited resources for Caltrain to take a proactive role. Caltrain will advance projects through **current (funded) phases**. When projects are competing for the same resources, Caltrain will use the decision support tool to allocate resources.

Program Activities

Corridor-wide activities to streamline and optimize project delivery across the corridor. Activities include management, coordination, corridor-wide funding strategy, and **initiation of technical studies** to inform decision making.

Crossing Project List

- **What it is**

- Starting point to focus corridor resources based on current, constrained conditions
 - 19 active grade separation projects in planning and design phases
 - **Large funding gap (over \$2B)** to complete 19 active projects
 - Limited/competitive **viable funding**
 - Limited **staff resources**
 - Current efforts to **revise long range service vision** assumptions
- A clear corridor plan with concurrence from corridor partners to **seek funding strategically**
- Supports corridor partners in **setting or revising priorities** for local and county resources

- **What it isn't**

- An implementation plan
 - Project advancement is dependent on securing funding which cannot be predicted
- A static list that is inflexible to evolving corridor conditions
 - *As new information is identified and projects advance, the list will be reassessed and revised.*

Project Types

Safety Enhancement

At-grade safety, security, mobility, operational, and technology improvements (includes vehicular closures).

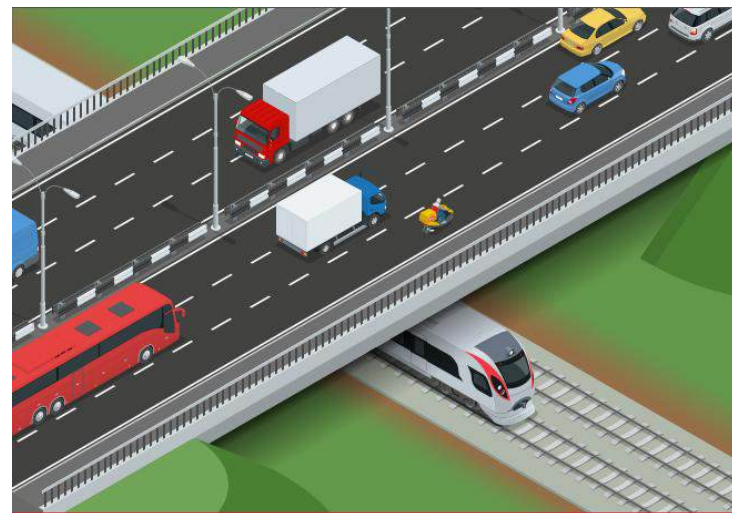


Safety Enhancements

Note: Caltrain will deploy intrusion technology and solar lane markings at all crossings as a priority.

Elimination

Improvements that remove an at-grade crossing or modify its elevation and access.



Grade Separated Crossing

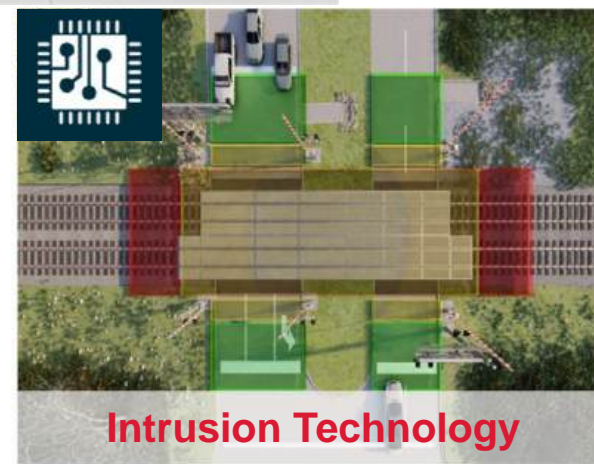
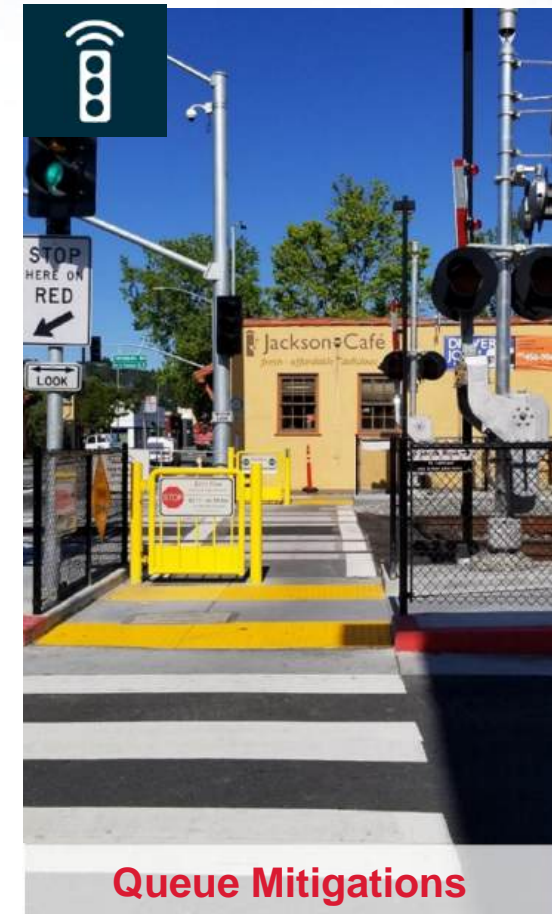


Closed Crossing



Bike/Pedestrian Crossing

Safety Enhancements



Caltrain Near-Term Safety Improvements

Latest Upgrades at Caltrain Crossings

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



[Herzog RailSentry Link](#)

Spectrum of Estimated Project Costs*

Permanent Full
Closures

At-Grade Crossing
Enhancements**

Bicycle and
Pedestrian
Crossings***

Larger Grade
Separations

Mega Projects
(Multiple
Crossings)



< \$1 M



≤ \$10 M



< \$75 M



> \$500 M



> \$1 B

Lowest Cost

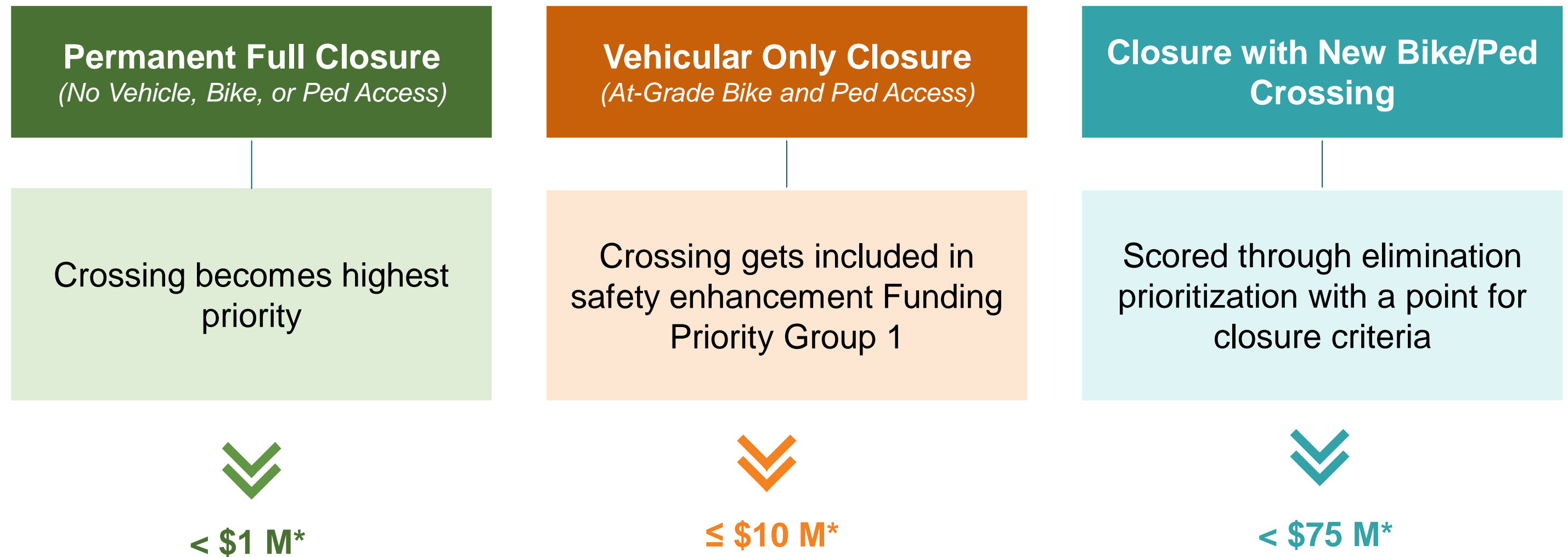
Highest Cost

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

**Can include vehicular only closures.

***Can include a closure.

Supporting Closures



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

Implementing Safety Enhancement Projects

As a near-term priority, Caltrain will continue to lead and manage the delivery of safety enhancement projects in coordination with corridor jurisdictions.

- These projects support the on-going Caltrain Suicide and Trespasser Prevention Plan.
- Focus on fundable projects that can be implemented in the near-term

Additionally, the Program Team will:

- Provide Technical Project Oversight/Coordination including technical support for data management, and prioritization updates,
- Deploy rapid improvements (e.g., intrusion technology and solar lane markings) at all Caltrain crossings,
- Implement the funding priority group activities (next slide).

Year 1 – 4: Safety Enhancement Activities

| Funding Priority Group | Objective | Funding Activities | Implementation Activities |
|------------------------|--|--|---|
| 1 | Design and construct safety enhancements to address highest priority safety crossings. | <ul style="list-style-type: none"> Identify funding sources and collaborate with corridor partners on funding opportunities Complete GO-88B applications and CPUC coordination/approvals | <ul style="list-style-type: none"> Design and construct safety enhancements |
| 2 | Advance design of safety enhancements to address next highest priority safety crossings. | <ul style="list-style-type: none"> Complete GO-88B applications and CPUC coordination/approvals | <ul style="list-style-type: none"> Collect and monitor annual safety trends Design safety enhancements Will advance into construction when Group 1 is constructed, and funding is secured. |
| 3 | Monitor annual safety trends for crossings with low safety indicators. | | <ul style="list-style-type: none"> Collect and monitor annual safety trends Will advance into design when Group 2 advances and funding is secured. |
| 4 | Monitor annual safety trends for crossings with lowest safety indicators. | | <ul style="list-style-type: none"> Collect and monitor annual safety trends |

Implementing Crossing Elimination Projects

The Program Team will:

- Provide Technical Project Oversight/Coordination including applying lessons learned from Industry/Contractors Research and technical studies (dependent upon funding availability)
- Update project information at the phase gate to inform the crossing project list (prioritization)
- Update crossing data to inform prioritization
- Seek funding based on priority group (next slide)

Year 1 – 4 : Elimination Activities

| Funding Priority Group | Objective | Funding Activities | Implementation Activities |
|------------------------|---|---|--|
| A | Advance projects through construction. | <ul style="list-style-type: none"> Apply for funds to complete design and construction. | <ul style="list-style-type: none"> Perform value engineering and confirm project improvements are financially feasible. Perform early work activities (i.e., construction packages and right-of-way acquisitions). |
| B | Advance projects through final design. | <ul style="list-style-type: none"> Apply for funds to complete design and right-of-way acquisitions. | <ul style="list-style-type: none"> Perform value engineering and confirm project improvements are financially feasible. Identify early work activities. |
| C | Advance through preliminary engineering and environmental clearance. | <ul style="list-style-type: none"> Provide letters of support solely for design funds. Not to compete with Groups A and B | <ul style="list-style-type: none"> Align project improvements with financially constrained solutions. Conduct independent cost estimating (ICE) at end of preliminary engineering. |
| D | Advance projects to narrow project scope and select Locally Preferred Alternative (LPA). Advise projects to consider alternative solutions. | <ul style="list-style-type: none"> Provide letters of support solely for planning funds. Not to compete with Groups A-C. | <ul style="list-style-type: none"> Align project improvements with financially constrained solutions. Perform constructability review prior to LPA decision. Conduct ICE at end of 15% conceptual design. |

DRAFT Report Review

Documents:

- DRAFT Grade Crossings Program: Project Initiation Report
- DRAFT Technical Appendices
- Shared PDF link for global commenting and questions

Schedule:

- June – Provide DRAFT Report and technical appendices to TAs/CSCG/LPMG
- July – Comments period ends (approximately 1-month review window)
- July/August – Develop comment response matrix and responses

Schedule

May

Program Feedback and Updates

- **5/14:** CSCG - Program Update + Draft Report Review Process
- **5/22:** LPMG - Program Update + Draft Report Review Process

July

Corridor Partner Report Review and Feedback

- **7/16:** CSCG - Program Feedback
- **7/24:** LPMG - Program Feedback

Fall

Program Updates and Board Actions

- **9/17:** CSCG - Program Update
- **9/25:** LPMG - Program Update
- **TBD:** AMP/JPB – Program Update
- **TBD:** AMP/JPB – Program Adoption

Corridor Partner Report Release and Review

June

- TA Staff/Leadership Meetings
Address Comments

August



Corridor Crossings

STRATEGY



Marketing Update

LPMG May 2025



Go Faster. Go Caltrain.



Marketing Tactics

- Landing page Caltrain.com/go includes amenities, how to ride, events calendar, and key destinations.
- Digital billboards on 101 freeway.
- Spotify Advertising 🔊
- Digital Advertising via AdTaxi (Social, Web)
- DMV Ads
- KOIT Radio Ads



Go Faster. Go Caltrain.

**Go Faster.
Go Caltrain.**

A faster, more frequent, first-class experience for everyone.

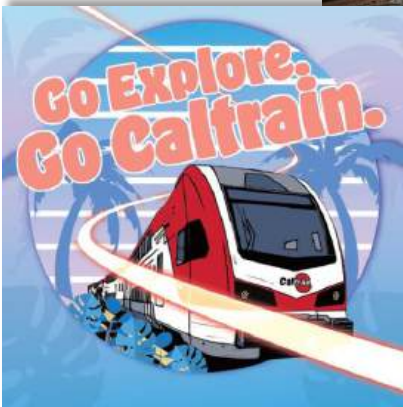
Enjoy Wi-Fi, power outlets, bike storage, and more customer-friendly amenities onboard all-new trains.

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Go Faster. Go Caltrain.

Learn more at caltrain.com/go



Go Faster. Go Caltrain.

A faster, more frequent, first-class experience for everyone.

Get from San Francisco to San Jose in under an hour on Caltrain's new state-of-the-art electric fleet. Trains show up every 15-20 minutes during the weekday rush and every 30 minutes on weekends, so you're free to travel when you want without the hassle of checking timetables.

Onboard, stay connected with free Wi-Fi, keep devices charged with outlets at every seat, and move comfortably thanks to spacious, fully accessible restrooms and live digital displays. Trade Bay Area gridlock for a faster, higher quality ride to all your favorite destinations on the new Caltrain.



Free Wi-Fi



Power Outlets



Bathrooms



Digital Displays



Sports Partnerships



SF Giants

- April Giants ridership was **78,651**, with 21,222 pageviews (up 16,000 from March.)
- Paid promotion yielded **264k views**.
- Rights secured with MLB to use Giants copy with Caltrain, including “Go Giants. Go Caltrain.”
- Secured NBC Bay Area Sport sponsorship of “*Electrifying* Play of the Game.”
- 30% Giants ticket discount for CT/ST employees.
- Promotional photoshoot with Lou Seal.



Sports Partnerships



BayFC and Valkyries

- BayFC and the Giants will be promoted on the EMU digital displays (summer).
- Social promotion with the Valkyries has begun.
- BayFC and Outfront working on branded exterior/internal train wrap/ads (summer).
- Promotional BayFC-branded train car (fall).

Go Explore. Go Caltrain.



Summer Activations Campaigns

- Branded beverage coasters at partner venues.
- Monthly DJ sets at 4th & King Station
- A Tai Chi class and violinist performance.
- Mister Frostee and Hawaiian Ice for passengers, 1 in each county
- Downtown Destinations
- Social media giveaways and prizes
- Specially branded train cars (SZA/Kendrick Lamar, Lady Gaga, Wu-Tang)
- Additional concert and event promotions



Memorandum

Date: May 22, 2025

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 purpose of the CCS is to 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 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.
- Identify a corridor-wide strategy and programmatic approach addressing funding, organization, and program delivery.
- Strength partnerships between Caltrain, local jurisdictions, and regional member agencies.

CCS Progress

The CCS team is continuing to develop the Grade Crossings Program (GCP) which includes crossing safety enhancement and elimination projects. The GCP will identify the prioritized crossing projects, funding strategy, and implementation of the program to deliver crossing projects. The CCS team is developing a GCP technical report detailing the program components, prioritization methodology, and next steps.

This presentation will focus on the corridor partner feedback received, program structure, program updates, and the report review details, and schedule.

The GCP updates include:

- An outline of the program structure which includes program oversight, the program team, crossing project list, and program activities.

- A description of what the crossing project is and isn't. The crossing project list is a clear corridor plan to seek funding strategically due to the current, constrained corridor conditions. It is not meant to be an implementation plan nor a static list inflexible to the evolving corridor conditions.
- An increased emphasis on supporting closures along the corridor if jurisdictions desire to close crossings by prioritizing permanent full closure projects above all other projects.
- Explicit details on what Caltrain will and will not do for the safety enhancement and elimination projects for each priority funding group.
- A global review period for the corridor partners to review the draft technical report and appendices that outline the program structure, prioritization, and program activities.

Previously presented meeting material, in addition to the latest project information, is available on the CCS website at www.Caltrain.com/Projects/CCS. Questions or additional feedback about the program can be sent to the CCS project inbox at CCS@Caltrain.com.

Public Meetings

For more details, and a full list of upcoming meetings, please visit Caltrain.com/Meetings.

Progress Report

The presentation on the Caltrain Corridor Crossings Strategy presented at Caltrain's March 27, 2025, LPMG Meeting is [available here](#).



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: May 22, 2025
To: Local Policy Maker Group (LPMG)
From: Morgan Galli, Northern California Deputy Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Authority and City of Millbrae Reach Settlement Agreement

On April 17, the City of Millbrae and the Authority reached a settlement agreement. The settlement includes a framework for collaboration between the two entities.

Among the items agreed upon are:

- The City and the Authority will collaborate on ultimate station access issues to ensure travel to and from Millbrae's future high-speed rail station will be smooth and seamless for pedestrians, vehicles and all other modes of transit.
- The City will lead the land use and planning efforts on the west side of the station to guide future transit-oriented development (TOD).
- The Authority will lead the design of its proposed high-speed rail facilities, which will be integrated into the existing intermodal Millbrae station.
- Both public partners will involve one another in their respective planning to ensure integrated TOD with a future high-speed rail station.

You can read more in the joint press release [here](#).

SF Climate Week: Authority Hosts Documentary Screening and Panel Discussion

On April 23rd, the Authority hosted a documentary screening of "Moving San Francisco", a film about San Francisco's transportation past, present, and future, followed by a panel discussion of the work being done now to prepare for what's to come across Northern California and statewide.

The panel discussion included the Authority's Director of Planning and Sustainability, Margaret Cederoth, Chief of Staff at the Transbay Joint Powers Authority, Nila Gonzales, and the Director, Regional Planning at the Metropolitan Transportation Commission, Dave Vautin. The panel was moderated by Egon Terplan, Senior Fellow at the Institute of Transportation Studies at the University of California, Berkeley.



Central Valley Training Center Surpasses 250 Graduates

In early April, the Authority recognized 16 more students to complete the Central Valley Training Center (CVTC) pre-apprenticeship program located in the city of Selma, surpassing 250 program graduates since it first began in 2020.

The CVTC is a 10-week pre-apprenticeship program located in the city of Selma that introduces students to 10 different construction trades. Students work hands-on with journeyman-level workers from various fields like ironworkers, carpenters, roofers and cement masons and others. While doing so, they work to complete several construction-related certifications to take with them as they enter their new careers.

RECENT & UPCOMING OUTREACH ACTIVITIES IN NORTHERN CALIFORNIA

- 2025 Open Streets: Morgan Hill, May 10, 2025
- Together Bay Area Conference, May 14, 2025
- North Beach Festival, June 14 – 15, 2025