

Revised 1/13/2026 at 3:20pm – Reordered Agenda Items; Clarification of Hybrid Meeting then transition to in-person breakout groups



Local Policy Maker Group (LPMG)

Hybrid Meeting to In-Person Workshop

Revised Agenda

January 13, 2026, 5:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/85925215034?pwd=L3pxEVITTFrVjVIYWs3OW5wekw2dz09> or by entering Webinar ID: **859 2521 5034**, passcode: **973354**, in the Zoom app for audio/visual capability or by calling **1-669-219-2599** (enter webinar ID and press # when prompted for participant ID) for audio only. The [video live stream](#) will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Members of the public also may participate in person at: San Mateo County Transit District, 1250 San Carlos Avenue, Bacciocco Auditorium - Second Floor, San Carlos, CA, or any other noticed location.

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted along with any LPMG correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the following LPMG correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to three minutes. The LPMG Chair has 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.

January 13, 2026 - Tuesday

5:30 pm

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff to reply.
5. Approval of the 2026 Calendar
6. Caltrain Staff Report (Oral Update and Memo)
7. LPMG Member Comments / Requests
8. Date / Time / Location of Next Regular Meeting: Thursday, February 26, 2026 at 5:30 pm
via Zoom
9. Corridor Crossing Strategy Workshop
Please note this is the same presentation previously provided to CSCG. **Following the presentation, Public Comment will be taken for this item. The virtual portion of the meeting will end and the workshop will transition to in-person breakout groups.**
10. Adjourn

Local Policy Maker Group (LPMG)
Summary Meeting Notes
September 25, 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 5:32 pm.

2. Roll Call

City / County	Present
Atherton	<input checked="" type="checkbox"/>
Belmont	<input checked="" type="checkbox"/>
Brisbane	<input type="checkbox"/>
Burlingame	<input type="checkbox"/>
Gilroy	<input checked="" type="checkbox"/>
Menlo Park	<input type="checkbox"/>
Millbrae	<input checked="" 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 checked="" type="checkbox"/>
San Mateo	<input checked="" type="checkbox"/>
Santa Clara	<input 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 checked="" type="checkbox"/>

VACANT SEATS: Santa Clara County Board of Supervisors, San Francisco Board of Supervisors, San Mateo County Board of Supervisors
CALTRAIN staff: Jason Baker, Devon Ryan

3. Caltrain Staff Report

Devon Ryan, Government Affairs Officer, presented on the following:

- Electrification One-Year Anniversary and outreach events
- Increasing ridership, with the third consecutive month of over one million riders; 70 percent of previous year's ridership
- Weekend ridership above pre-pandemic levels, recording the highest ridership year-to-date
- Transit Month events, including Ride Like a Leader campaign
- Park Mobile app informational campaign
- 29 percent increase in farebox revenue
- Safety and Security Best Practices Program pilot at Broadway, Burlingame, and Churchill crossings
- Intrusion technology implementations (Rail Sentry and anti-intrusion mats)

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

- *Ticketing and Clipper payment*
- *Rail Sentry false detections*

Public Comment

Roland commented on Stadler car occupancy and service maximization with longer trains.

Chris Florkowski commented on out-of-service elevators at Bayshore Station.

4. State and Federal Legislation Update (Presentation)

Ms. Ryan and Jason Baker, Director, Government and Community Affairs, provided the presentation, which included the following:

Federal:

- September 30 federal funding expiration; government shutdown to occur if continuing resolution is not passed
- Reduced grant funding to High-Speed Rail (HSR) associated projects through executive order, "Improving Oversight of Federal Grantmaking"
- Comment submission to Department of Transportation for surface transportation reauthorization; critical for safety, grade, and infrastructure improvements

State:

- October 12 deadline for Governor Gavin Newsom to sign or veto bills
- Senate Bill (SB) 105 and Assembly Bill (AB) 105 inclusion of repayment terms for the \$750 million loan for Bay Area Transit Agencies; completion by January 10, 2026
- SB 30, SB 79, SB 71, AB 394, and AB 476 passed
- SB 63 updates and October 12 Governor signing deadline

- Cap-and-Invest extended to 2045; three-tiered funding system with allocation priority to higher tiers
- Cap-and-Invest to amount \$4.213 billion; if not met, allocation to total \$3.25 billion
- Pending earmark request for grade crossing corridor improvements

Public Comment

Roland commented on the re-allocation of HSR funds to other rail-related grade separation and safety improvements, SB 63 loan, and Cap-and-Invest.

5. Public Comment on Items Not on the Agenda

Roland commented on Electric Multiple Unit service to Gilroy and Blossom Hill.

6. LPMG Member Comments/Requests – There were none.

7. Next Meeting - Thursday, December 11, 2025 at 5:30 pm.

8. Adjournment

The meeting adjourned at 6:24 pm.



Memorandum

Date: January 12th, 2026
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 Hosts Holiday Train

Caltrain's Holiday Train debuted a new on-board experience on Saturday, Dec. 13, transforming the electric fleet into a festive ride between San Jose and San Francisco. Riders enjoyed decorated train interiors, live carols from Ensemble Continuo, holiday story readings, arts and crafts, and a visit from Santa. The train made eight stops in each direction to support community holiday events along the corridor, with free station-side celebrations planned in San

Francisco, San Mateo, Palo Alto, and San Jose Diridon before boarding. Caltrain partnered with ROCK, Samaritan House, and the Bill Wilson Center to share proceeds from ticket sales and provide tickets directly to the communities these organizations serve.

Caltrain Named America's Fastest-Growing Transit Agency

Caltrain was recently recognized by the American Public Transportation Association (APTA) as the fastest-growing U.S. transit agency in their *Transit Wrapped 2025* list. This ranking follows the successful launch of electrified service, which led to five consecutive months of over one million riders. Alongside the growth in ridership, the rail agency has seen a dramatic increase in ridership satisfaction. Surveyed riders reported a record high satisfaction rating of 4.41 out of 5, up from 4.02 in 2024.

More information is available [here](#).



Caltrain to be Paid for Clean Power Returned to the Grid

Caltrain joined local clean-energy partners and elected officials to highlight the environmental benefits of its electric fleet, which now returns a substantial share of clean power back to the grid through regenerative braking. Peninsula Clean Energy and San Jose Clean Energy recently approved Caltrain to receive roughly \$1 million annually for this returned energy, recognizing the value of the renewable power Caltrain provides to homes and businesses along the corridor.

Caltrain Executive Director Michelle Bouchard emphasized that compensation for returned power marks another major milestone in Caltrain's transition to 100% renewable, all-electric service. The partnership with PCE and SJCE further strengthens Caltrain's environmental leadership, lowering operating costs while delivering cleaner, quieter and more reliable service for riders and the region.

Learn more [here](#).

Survey Says: Riders Love Caltrain

Caltrain recently released its [2025 Customer Satisfaction Survey results](#), and it showed the highest ratings in the survey's 27-year history. Ninety-three percent of riders said they were satisfied with their experience, and more than half (52%) reported riding more often due to the benefits of electrification. The key benefits that riders were most likely to cite were shorter travel times (55%), increased frequency (52%), cleanliness (43%), comfort (42%) and onboard Wi-Fi (37%). Caltrain also saw major improvements in fields such as conductors, onboard safety, cleanliness and train arrival predictions.

Caltrain Partners with ParkMobile

Caltrain recently launched a new partnership with ParkMobile, allowing riders to pay for station parking directly through the app. Riders can enter their station zone number and parking space on their phone, with the option to pay by calling the number listed on station signs if they don't have a smartphone. Daily parking remains \$5.50, and payment is still available at station ticket machines. The transition to ParkMobile follows the retirement of the Caltrain Mobile App and is intended to make parking more convenient and accessible for riders across the corridor.

Learn more about ParkMobile [here](#).

PUBLIC MEETINGS:

Caltrain Board Meeting – February 5th, 2026, at 9:00 am

JPB Technology, Operations, Planning, and Safety Committee – January 28th, 2026, at 1:30 pm

JPB Advocacy and Major Projects Committee - January 28th, 2026, at 3:30 pm

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



JPB Local Policy Maker Group (LPMG)

2026 Meeting Calendar

Bimonthly - Fourth Thursdays – 5:30 PM*

February 26

April 23

June 25

August 27

October 22

December 17*

*The LPMG meets virtually bimonthly (every other month) at 5:30 pm via Zoom (link available on meeting agendas. Additional location, if any, to be determined), unless scheduled and stated otherwise at <https://www.caltrain.com/about-caltrain/advisory-committees/local-policy-maker-group>

Dates may be subject to change.



Corridor Crossings

STRATEGY



January 2026– Local Policy Makers Group

AGENDA



Safety Moment

CCS Program

Why, What, Who, & How

Program Structure/Updates

Enhancements and Eliminations

Activity

Next Steps

Corridor Crossings Strategy

CCS Program:

**Connecting communities.
Enhancing safety.
Reducing risks.**



CCS: The WHY



- **Safe, Accessible Corridor:** We have a shared goal of enhancing safety and improving connections for everyone who lives, works, and travels on, along, and through the Caltrain corridor
- **Stronger Together:** By aligning Caltrain, Transportation Authorities, and cities under one coordinated framework, we can plan and deliver safety projects more effectively—speaking with one corridor voice to achieve shared goals for safety, mobility, and community benefit.
- **Local Benefits:** Safer crossings mean more comfort for people walking or biking, small businesses benefit from more inviting environment. Neighborhoods are easier to navigate and calmer. The coordinated corridor approach helps corridor partners invest resources into projects that yield early benefits, creating meaningful quality-of-life improvements sooner.

CCS: The WHY Continued



- **Strategic and Transparent Funding Decisions:** With constrained funding at the federal, state, and local levels a corridor-wide program ensures that every dollar is directed where it delivers the greatest safety, mobility, and community benefit. Through a data-driven and transparent process, partners can make difficult but necessary tradeoffs to prioritize projects that are most competitive for external funding and deliver the highest public value.
- **Efficient and Accountable Delivery:** A unified program structure provides clear visibility into project status and progress, fostering coordination, consistency, and accountability across all partners.

The WHAT



- **Safety Enhancement Program:** Process of establishing a **sequencing** and integrated delivery of near-term, at-grade crossing safety projects along the corridor
 - Baseline and Advanced
- **Elimination Program:** Process of establishing a **sequencing** and integrated delivery of crossing elimination projects
 - Closures and grade separations
- **Creation of venues** for corridor partners to jointly own resource allocation and share lessons learned for safety enhancement and elimination projects
- Creation of a **Delivery Guide**, living document, that translates corridor processes, standards and policies into guidelines and lessons learned for projects <https://www.caltrain.com/caltrain-corridor-crossings-delivery-guide>

The WHO

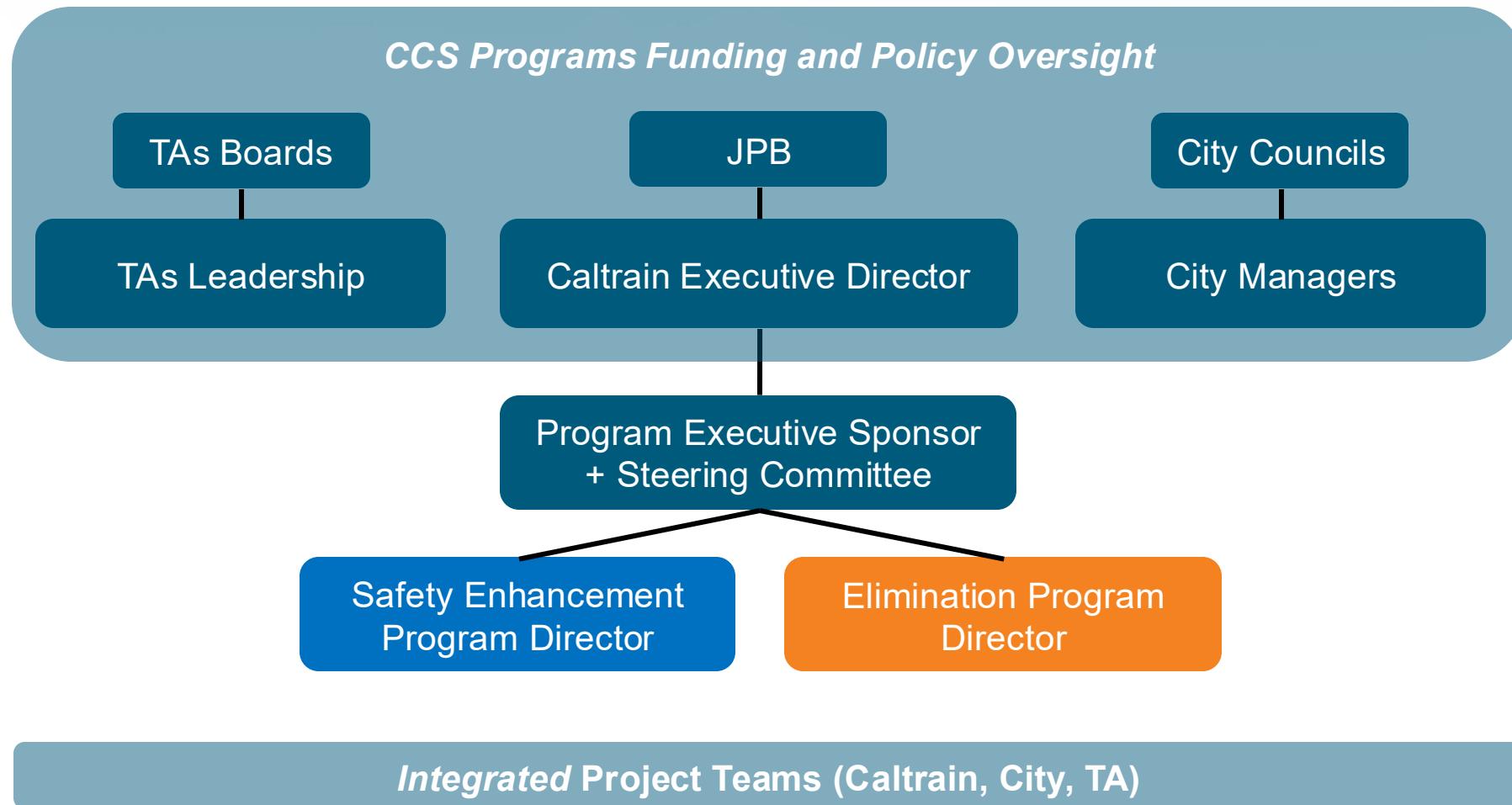


Over the last two years, there have been dozens of meetings and hundreds of comments from corridor partners to shape the program. Including participation from:

- Caltrain Board and Staff
- Transportation Authority Leadership and Staff from the 3 counties
- City Elected officials and staff from the 20 jurisdictions from San Francisco to Gilroy
- MTC, transit advocates, business leaders, labor and member of the public

Caltrain's current role is to establish a framework and facilitate the launch of the CCS Programs. As the program evolves, roles may change over time

Program Oversight and Delivery



Safety Enhancement Program



Safety Enhancement Program



Baseline Safety Enhancements (All Crossings)

- Average Costs Range: Less than \$1M*
- Average time design to completed project: 0-1 year



Delineators



Pavement Markings/Signage/Hatching



City Traffic Timing Adjustments



Solar Lane Markers

Advanced Safety Enhancements (Crossing-Specific)

- Average Costs Range: \$1M to \$6M*
- Average time design to completed project: < 2 years



Fencing



Lighting



Quad Gates



Median Installation/Roadway Channelization



Drainage Improvements



Gates and Gate Warning Signals



Concrete Work

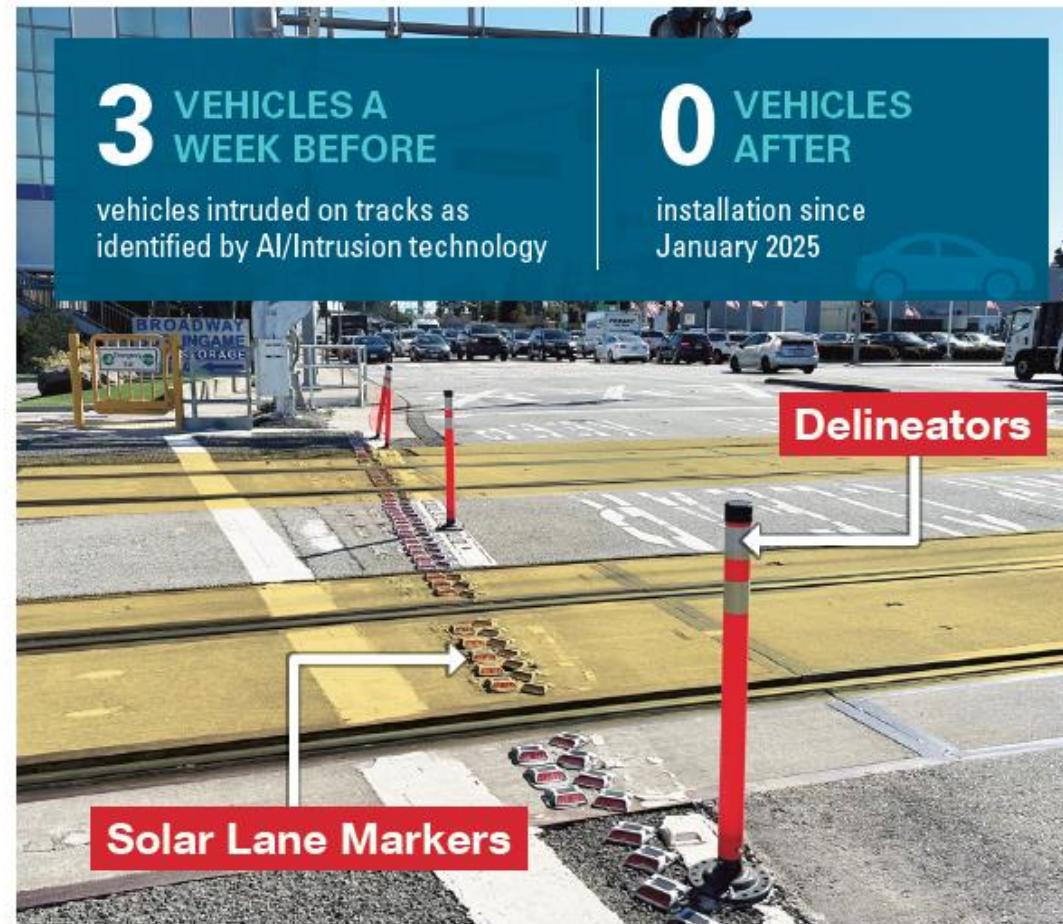
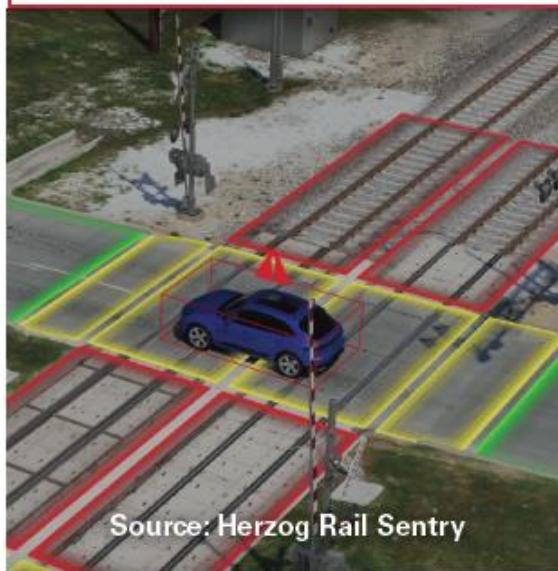


AI/Intrusion Technology

Example: Installed Safety Enhancement Project



Caltrain is deploying **AI/Intrusion technology** learning software that uses a combination of LiDAR and cameras to observe crossings and send alerts to operations about potential hazards to mitigate collisions.



- Cost of installation ~ \$300K

Worked with technology providers to improve audio and visual directions by tracks



Safety Enhancement: Data Input for Sequence List



Goal	Evaluation Criteria
	Fatal Rail Incidents <ul style="list-style-type: none">Total number of rail incidents that resulted in at least 1 fatality (2017-2023)
	Total Rail Incidents <ul style="list-style-type: none">Total number of rail incidents at a crossing (2017-2023)
Safe and Equitable Mobility	FRA Accident Prediction System <ul style="list-style-type: none">Predicted accident rank
	Street Incident - AADT Ratio <ul style="list-style-type: none">Street incidents (2017-2023)Ratio = Total street incidents per 1,000 adjusted AADTIdentify crossings with a high number of street incidents and low AADT

Note: Caltrain prioritizes closures of crossings. Closures that can be delivered independently from a grade separation project will take priority over safety enhancement projects.

Safety Enhancement: Sequence Definitions



Funding Groups	Near-Term Objectives
1 (Score ≥ 3)	Design and construct safety enhancements to address highest priority safety crossings.
2 (Score = 2)	Advance design of safety enhancements to address next highest priority safety crossings.
3 (Score = 1)	Monitor annual safety trends for crossings with low safety indicators.
4 (Score = 0)	Monitor annual safety trends for crossings with lowest safety indicators.

Note: Baseline safety enhancements will be deployed across all Caltrain crossings



Baseline Safety Enhancement Projects

Baseline Safety Enhancements	Crossing	City	Baseline Safety Enhancements	Crossing	City	Baseline Safety Enhancements	Crossing	City
	Closure of Castro Street**	Mountain View	+	Bellevue Avenue	San Mateo	+	Watkins Avenue	Atherton
	Closure of Villa Terrace**	San Mateo	+	1 st Avenue	San Mateo	+	Encinal Avenue	Menlo Park
+	Mission Bay Drive	SF	+	2 nd Avenue	San Mateo	+	Glenwood Avenue	Menlo Park
+	16 th Street	SF	+	3 rd Avenue	San Mateo	+	Oak Grove Avenue	Menlo Park
+	Linden Avenue	SSF	+	4 th Avenue	San Mateo	+	Ravenswood Avenue	Menlo Park
+	Scott Street	San Bruno	+	5 th Avenue	San Mateo	+	Palo Alto Avenue*	Palo Alto
+	Center Street	Millbrae	+	9 th Avenue	San Mateo	+	Churchill Avenue*	Palo Alto
+	Santa Paula Ped	Millbrae	+	Whipple Avenue	RWC	+	East Meadow Drive*	Palo Alto
+	Broadway*	Burlingame	+	Brewster Avenue	RWC	+	Charleston Road*	Palo Alto
+	Morrell Avenue Pedestrian Crossing	Burlingame	+	Broadway/Marshall Street	RWC	+	Rengstorff Avenue	MV
+	Oak Grove Avenue	Burlingame	+	Maple Street	RWC	+	Mary Avenue	Sunnyvale
+	North Lane	Burlingame	+	Main Street	RWC	+	Sunnyvale Avenue	Sunnyvale
+	Howard Avenue	Burlingame	+	Chestnut Street	RWC	+	Auzerais Avenue	San Jose
+	Bayswater Avenue	Burlingame	+	Fair Oaks Lane	Atherton	+	Virginia Street	San Jose
+	Peninsula Avenue	Burlingame						

Sequence: Advanced Safety Enhancement Projects



Group	Crossing	City
Closures	Castro Street**	Mountain View
	Villa Terrace**	San Mateo
	Mission Bay Drive	SF
	Scott Street	San Bruno
	Broadway	Burlingame
	Brewster Avenue	RWC
	Main Street	RWC
	Churchill Avenue	Palo Alto
	East Meadow Drive	Palo Alto
	Rengstorff Avenue	MV
2 Design and Construct	16 th Street	SF
	North Lane	Burlingame
	Charleston Road	Palo Alto

Group	Crossing	City
3 Monitor	Bayswater Avenue	Burlingame
	Bellevue Avenue	San Mateo
	Whipple Avenue	RWC
	Broadway/Marshall Street	RWC
	Oak Grove Avenue	Menlo Park
	Mary Avenue	Sunnyvale
	Linden Avenue	SSF
	Center Street	Millbrae
	Santa Paula Ped	Millbrae
	Oak Grove Avenue	Burlingame
4 Monitor	Howard Avenue	Burlingame
	Peninsula Avenue	Burlingame

Group	Crossing	City
4 Monitor	1 st Avenue	San Mateo
	2 nd Avenue	San Mateo
	3 rd Avenue	San Mateo
	4 th Avenue	San Mateo
	5 th Avenue	San Mateo
	9 th Avenue	San Mateo
	Maple Street	RWC
	Chestnut Street	RWC
	Fair Oaks Lane	Atherton
	Encinal Avenue	Menlo Park
2 Design	Glenwood Avenue	Menlo Park
	Ravenswood Avenue	Menlo Park
	Palo Alto Avenue	Palo Alto
	Sunnyvale Avenue	Sunnyvale
	Auzerais Avenue	San Jose
	Virginia Street	San Jose

** Indicates that a closure project is ongoing and funded for the specific crossing.

Note: All projects are treated equally within each group.

Safety Enhancements: Funding Landscape



- Projects will be incorporated into the Caltrain Capital Improvement Program (CIP)
- State / Federal
 - Limited *dedicated* funding for safety enhancement projects
 - Broad eligibility across multiple, highly competitive federal and state sources
 - Positive track record Federal and State earmarks
- Regional: Eligible in Caltrain capital programs
 - Measure A San Mateo County: \$84M total unprogrammed (Caltrain Category)
 - Measure B Santa Clara County: \$314M total (in 2017 dollars)
 - Prop L San Francisco County: Prop L does not include dedicated source. Projects may be eligible in certain transit categories.

Generally, these smaller projects advance more easily — lower funding asks are easier to fulfill

Elimination Program



Elimination Program



Closures

- Average Cost Range: \$6M - \$15M*
- Average time design to completed project: 3-5 years



Grade Separations

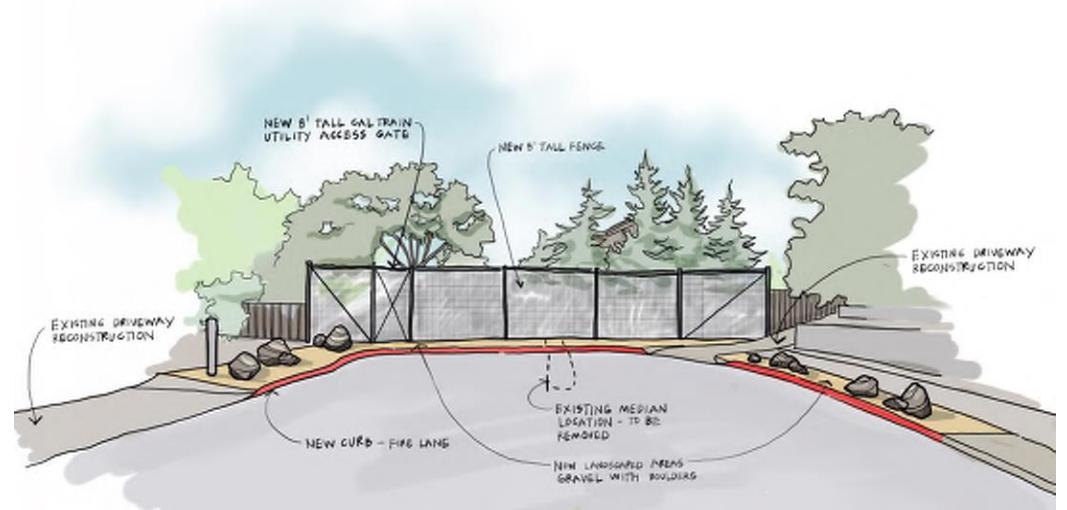
- Bike/Ped Crossings Average Cost Range: Less than \$100M*
- Grade Separation Average Cost Range: More than \$500M*
- Average time from concept to completed project: 15-30 years

Example of Closure: Villa Terrace



Benefits of Permanent Full or Partial Closure:

- **Safety:** Eliminates vehicle, pedestrian, and cyclist conflicts with trains. Trains do not need to sound horns at closed crossings unless there are trespassers.
- **Cost Effective:** Usually less than \$15M and avoids additional maintenance costs.
- **Faster Delivery:** Reduced design, permitting and construction complexity for corridor improvements.
- **Minimize Community Impacts:** minimal construction and far fewer impacts to the residents and business
- **Strategic Alignment:** Supports corridor-wide efforts to reduce at-grade crossings and focus resources where most impactful. Realistic funding environment.



San Mateo Council Approved Permanent Full Closure at Villa Terrace on August 18, 2025

Closures are incentivized because they can be delivered efficiently and provide the SAME safety benefits at a fraction of the cost of other improvements.

Elimination: Data Input for Sequence List



Goal	Evaluation Criteria	
 Safe and Equitable Mobility	<ul style="list-style-type: none"> Fatal Rail Incidents (Non-Intentional Only) Fatal/Severe Street Incidents Bike AND Pedestrian Access Total Street Incidents per 1,000 Adjusted 	AADT • Gate Downtime Growth $\geq 75\%$
 Equity Priority Community Benefits	<ul style="list-style-type: none"> Within 0.5 Miles of a School Within Equity Priority Community Within EnviroScreen Disadvantaged Community 	• Within Climate and Economic Justice Census Tract • Within Persistent Poverty Census Tract
 Cost Efficiencies & Reliable Funding Implementable Program	<ul style="list-style-type: none"> Within 0.3 Miles of Another Crossing Dedicated Local/County Funding Dedicated State/Federal Funding Active Project Phase 	• Locally Preferred Alternative • Environmental Clearance • Closure
 Maximize Rail Corridor Utility	<ul style="list-style-type: none"> Fatal Rail Incidents (Including Intentional) Identified in a 4-Track segment Identified in a 4-Track segment needed for Caltrain Adopted Service Vision 	

NOTE: Caltrain prioritizes closures of crossings. Closures that can be delivered independently from a grade separation project will take priority over safety enhancement projects.

Elimination Projects: Sequence Definitions



Funding Groups	Near-Term Objectives
A (Score ≥ 12)	Advance projects through construction .
B ($12 < \text{Score} \geq 9$)	Advance projects through final design .
C ($9 < \text{Score} \geq 7$)	Advance through preliminary engineering and environmental clearance .
D (Score < 7)	Evaluate Alternatives

Sequence: Elimination Projects



Groups	Project	City	Score*	Estimate Project Cost (2024) (Committed Funds)
Closures	Closure of Villa Terrace, San Mateo	San Mateo	/	
	Closure of Castro Street, Mountain View	Mountain View	/	
A Construction	Rengstorff Grade Separation Project	Mountain View	13	\$400 – \$500 M (\$294 M*)
	Broadway Burlingame Grade Separation	Burlingame	12	\$600 - \$700 M (\$258 M)
B Final design	Connecting Palo Alto: Churchill, Meadow, and Charleston	Palo Alto	10.7	\$600 - \$1,000 M (\$44 M*)
	South Linden Avenue and Scott Street Grade Separation	South San Francisco / San Bruno	9.5	\$300 - \$400 M (\$13 M)
	Middle Avenue Bike/Ped New Undercrossing	Menlo Park	9	\$50 - \$65 M (\$22 M)
C Advance through PE and env. clearance	Redwood City Grade Separation Study	Redwood City	8.8	\$800 - \$950 M (\$13.7 M)
	Mary Avenue Grade Separation	Sunnyvale	8	\$200 - \$700 M (\$25 M*)
	Sunnyvale Avenue Grade Separation	Sunnyvale	8	\$100 - \$200 M (*)
	Bernardo Avenue Bike/Ped New Undercrossing	Sunnyvale	8	\$50 - \$100 M (\$21 M)
	Castro Street Grade Separation Project	Mountain View	8	\$100 – \$200 M
	Pennsylvania Avenue Extension (Mission Bay Drive, 16 th St)	San Francisco	7.5	\$2,500 M (\$2.5 M)
D Evaluate Alternatives	Menlo Park Grade Separation	Menlo Park	6	
	San Mateo Grade Separation	San Mateo	4.2	
	Benton Brokaw Grade Separation Study	San Jose	4	
	Diridon Area Projects	San Jose	4	
	Southern San Jose Grade Separation	San Jose	4	
	South Palo Alto New Bike/Ped Crossing	Palo Alto	4	
	Morgan Hill Grade Separation	Morgan Hill	3.5	
	Palo Alto Avenue Grade Separation	Palo Alto	2	

Group D does not include estimated project costs due to these projects being in the early project development phases.

* Total available 2016 Measure B Caltrain Grade Separation Program funds to be allocated by percentage: 25% to City of Sunnyvale, 25% to City of MV and 50% to City of Palo Alto.

Elimination Activities



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, confirm scope, develop detailed cost estimates, and confirm financial viability with corridor partners. Perform early work activities (i.e., utility relocation 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, confirm scope, develop detailed cost estimates, and confirm financial viability with corridor partners. 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"> Define scope of project to identify more cost-effective solutions given constrained funding environment. Conduct independent cost estimating (ICE) at end of preliminary engineering.
D	Evaluate Alternatives	<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"> Define scope of project to identify more cost-effective solutions given constrained funding environment. Perform feasibility and constructability review prior. Conduct ICE at end of 15% conceptual design.

Eliminations: Funding Landscape



Limited Dedicated Grade Separation Funding

- Fed: Rail Crossing Elimination (subject to reauthorization and appropriations): ~\$600M available / year between FY22-26
- State: CPUC Section 190: \$15M / year (statewide)

Broad, Competitive Sources that fund variety of activities (grade seps funded last 5 years)

- State: Transit and Intercity Rail Capital Program (TIRCP): ~\$100M
- Fed: Consolidated Rail Infrastructure and Safety Improvements Program (CRISI): ~\$270M
- Fed: Nationally Significant Multimodal Freight & Highways Program (INFRA): ~\$200M; 2022 – 2026
- Fed: Rebuilding American Infrastructure with Sustainability and Equity (BUILD): \$27M; 2021 - 2025

County

- SMCTA Measure A &W: \$228M total (for grade separations)
- VTA measure B: \$700M total (in 2017 dollars for grade separations between Palo Alto, MV, and Sunnyvale)
- SF: Prop L does not include dedicated source. Projects may be eligible in certain transit categories.

Alternative funding options are possible but only a limited number of grade separations can realistically be advanced with existing funding.

Online Participant Comments

For comments or questions, please email
CaltrainGCA@caltrain.com.

Activity



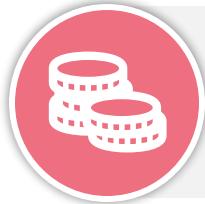
Corridor Crossings
STRATEGY

Breakout Activity

LPMG Members: Three topics for discussion, 15 minutes per table.



Safety Enhancements & Eliminations



Evaluation Criteria & Funding Strategies



Integrated Team

Members of Public: One table, 45 minutes.



General Program Overview

Breakout Activity



Table 1: Safety Enhancements & Eliminations

Team 1 Start Here

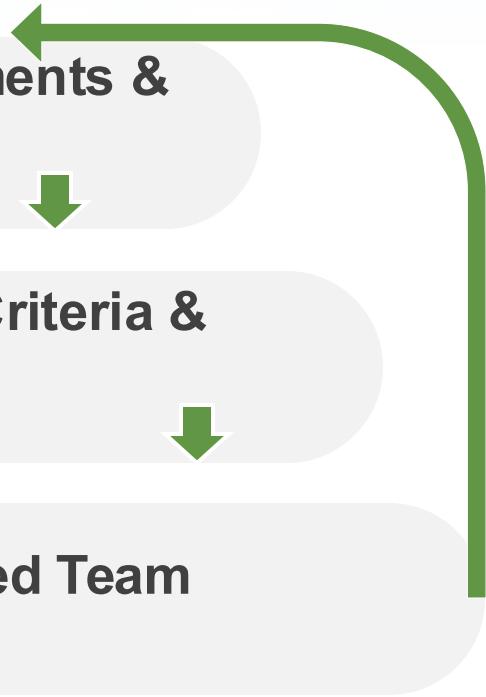


Table 2: Evaluation Criteria & Funding Strategies

Team 2 Start Here



Table 3: Integrated Team

Team 3 Start Here

Members of the Public



Table 4: General Program Overview

Team 4 Stays Here

How to Participate

Be Candid

- Caltrain values your perspective and open dialogue is encouraged.
- Your input will continue to guide the next steps of the program development.

Discussion Format

- Facilitators will summarize the topic and ask questions.
- Your group will discuss for 15 minutes

We are Listening

- Facilitators will take notes to capture feedback and questions.

Feedback Options

- Email additional comments/questions to CaltainGCA@caltrain.com.
- Use comment cards for detailed or city-specific issues.
- The Caltrain team will follow up if needed.

Report Out Prompts

Please select a spokesperson to share your team's key insights:

- **Top Themes:** What were the most important topics or issues discussed?
- **Ideas:** What specific recommendations or ideas emerged?
- **Collaboration:** What opportunities for collaboration or alignment were identified?
- **Open Questions:** What areas need further clarification or discussion?

Closing



Corridor Crossings
STRATEGY

Reminder **HOW** and **When** Sequence Lists Updated



Corridor Level Roadmap: Sequence list will inform funding strategies and roadmap for delivery of safety enhancement and elimination projects for cities, funding partners and Caltrain

Sequence List Updated Annually: Sequence list would be updated on an annual basis, informed by data driven inputs. Sequence list would be adopted by the Caltrain Board on annual basis.

Transparent, Program & Project Level Updates Quarterly:

- TA Executive Leaders and Senior Staff; MTC Executive Leaders and Senior Staff
- Local Policy Maker Group (Elected Officials from 20 jurisdictions)
- City Managers and Staff
- City / County Staff Coordinating Group (staff from 20 jurisdictions)

Next Steps From Corridor City Manager's Discussion

Communication Protocol

- Establish clear, consistent escalation paths across all Grade Separation projects as part of the Integrated Project Team structure.

Project Team Organization

- RACI Chart for each project
- Establish roles and responsibilities framework

Funding Strategy

- Form Dedicated CCS Funding Subcommittee

Construction Feasibility Workshops

- Corridor wide operations planning and work windows analysis
- Collaboration with the contractor industry to explore reduction of construction project costs and overall duration

Next Steps

- **City Engagement**
 - Caltrain to initiate individual City meetings to discuss city-specific details of the CCS Program
- **CCS Draft Report**
 - Distribute draft report to cities
 - CCS approval by Caltrain Board, anticipated early 2026

Thank you!



Corridor Crossings
STRATEGY



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: December 11, 2025

To: Local Policy Maker Group (LPMG)

From: Paul Rosenthal, Engagement Manager

Re: Northern California and Statewide Program Update



CEO Discusses the Future of High-Speed Rail

On October 23, Authority CEO Ian Choudri joined Streetsblog editor Roger Rudick at Manny's in the Mission for a conversation about California's high-speed rail project. He drew a packed house for questions covering Cap-and-Invest, project acceleration, and the Supplemental Project Update Report.

Gilroy Station Area Visioning Study Final Report Released

The City of Gilroy, the Santa Clara Valley Transportation Authority, and the Authority partnered on a Station Area Visioning Study focused on land use, public spaces, urban design, multimodal access – including pedestrian and bicycle access – as well as economic development around the Gilroy Transit Center. The study outlines a vision and recommendations to guide future planning and early activation opportunities in the station area. The report is available for download on the [city of Gilroy website](#).

Two More Grade Separations Completed

The Avenue 17 grade separation in Madera County and the Hanford Armona Road grade separation in Kings County are complete and open to traffic. The two projects are the eighth and ninth structures to open to traffic this year. This brings the total number of completed structures in the Central Valley to 58.

Request for Proposals (RFP) for Track and Systems Construction Contract

On November 20, the Authority's Board approved the release of an RFP for track and overhead contact systems for the 171 mile early operating segment – accelerating progress towards installing track in 2026. The RFP will lead to a Track & Systems Construction Contract to procure and install ballast, rails, ties, poles, wires, brackets and systems for traction power, train control and communication. Work will be divided into nine separate packages, starting within Construction Package 4, the southernmost segment of high-speed rail construction in the Central Valley. Read more in [this](#) news release. The Authority also plans to substantially complete all Central Valley civil construction by the end of 2026.

Bay Area Transit Month: Transit Art Fair at Salesforce Transit Center

In celebration of Bay Area Transit Month, the Authority and the Transbay Joint Powers Authority (TJPA) collaborated on a Pop-up Transit Art Fair at the Salesforce Transit Center on September 24. The event brought together local artists, community members, and transit agencies to showcase local artwork and inform about the California High-Speed Rail and TJPA's Portal projects. Over 270 visitors attended the fair, with many participating in several raffles featuring prizes sponsored by SF Transit Riders, BART, and the San Francisco Municipal Transportation Agency.

RECENT AND UPCOMING OUTREACH ACTIVITIES IN NORTHERN CALIFORNIA & NOTABLE DATES STATEWIDE

- San Jose Diridon Station Environmental Phase Kickoff, October 14, 2025
- Burlingame Small Business & Diversity Fair, October 22, 2025
- Self-Help Counties Coalition Focus on the Future Conference, San Francisco Marriott Marquis, November 8, 2025
- 5th Anniversary of the Central Valley Training Center, Selma, November 24, 2025
- Transbay Joint Powers Authority's Winterfest, Holiday Lighting Ceremony at Salesforce Park, San Francisco, December 5, 5 – 7pm