



Local Policy Maker Group (LPMG)

Agenda

February 26, 2026, 5:30 pm

**Meetings of the LPMG are conducted via teleconference only.
No physical location.**

Members of the public may participate remotely via Zoom at <https://us02web.zoom.us/j/87169908892?pwd=nMZdZ6WwXMLubgXRA9Nb6BJHA2CCq.1> or by entering Webinar ID: **871 6990 8892**, passcode: **505937**, 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>.

Public Comments: Written public comments may be emailed to LPMG@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 must be received by 3:00 pm the day before the LPMG meeting to be included in the 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.

February 26, 2026 - Thursday

5:30 pm

-
1. Call to Order
 2. Roll Call
 3. 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.
 4. Caltrain Staff Report (Oral Update and Memo)
 5. Approval of the 2026 LPMG Calendar
 6. Parking and Curbside Management Strategy
 7. City Planning Partnerships
 8. High-Speed Rail Update
 9. LPMG Member Comments / Requests
 10. Date / Time of Next Regular Meeting: Thursday, April 23, 2026 at 5:30 pm via Zoom
 11. Adjourn

**Local Policy Maker Group (LPMG)
1250 San Carlos Avenue, San Carlos, CA 94070**

**Summary Meeting Notes
January 13, 2026**

Representatives Present: Atherton, Belmont, Brisbane, Burlingame, Redwood City, San Carlos, San Mateo, Sunnyvale, Pat Burt (Chair)

Representatives Absent: Gilroy, Menlo Park, Millbrae, Morgan Hill, Mountain View, Palo Alto, San Bruno, San Francisco, San Jose, Santa Clara, South San Francisco, Richard Mehlinger (Vice Chair)

Vacant Seats: San Francisco Board of Supervisors, San Mateo County Board of Supervisors, Santa Clara County Board of Supervisors

Staff Present: I. Conferti, N. Dhaliwal, A. Feng, C. Fromson, L. Ko

Summary Notes

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

1. Call to Order

Chair Burt called the virtual meeting to order at 5:34 pm.

2. Roll Call

Lauryn Ko, LPMG Secretary, called the roll.

3. Pledge of Allegiance / Safety Briefing

Chair Burt delivered the safety briefing and led the Pledge of Allegiance.

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

5. Approval of the 2026 Calendar – Deferred to the February LPMG meeting.

6. Caltrain Staff Report (Oral Update and Memo)

Isabella Conferti, Public Affairs Specialist, Government and Community Affairs, noted the report in the agenda packet.

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

8. Date / Time / Location of Next Regular Meeting: Thursday, February 26, 2026 at 5:30 pm via Zoom

9. Corridor Crossing Strategy Workshop

Casey Fromson, Chief of Staff, and Navdeep Dhaliwal, Manager, Government and Community Affairs, provided the presentation, which included the following:

- Safety enhancements and benefits for multimodal transportation and communities
- Transparent and efficient project delivery and alignment with agencies and municipalities
- Baseline and advance projects under Safety Enhancement Program, while closures and grade separations under Elimination Program
- Delivery Guide and framework development
- Interagency and committee oversight
- Baseline and advance project safety enhancements, associated costs, and total completion time
- Safety enhancement program sequence list scoring based on design and construction, advance design, safety trend monitoring of crossings with low and lowest safety indicators
- Federal, state, and regional funding; project prioritization
- Longer completion time and higher costs for grade separations for Elimination Program projects
- Elimination program sequence list scoring criteria based on construction, final design, preliminary engineering and environmental clearance, and alternatives; limited funding

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

- RailSentry Artificial Intelligence (AI) intrusion technology and anti-intrusion mat implementation
- Villa Terrace and Bellevue Avenue closures
- Geofencing improvements with navigation providers

The Group adjourned to in-person workshop at 6:11 pm.

Breakout groups were conducted to receive municipality feedback on safety enhancements and elimination, evaluation criteria and funding strategies, integrated team, and general program overview.

10. Adjournment

The meeting adjourned at 7:15 pm.



Memorandum

Date: February 23, 2026
To: Caltrain Local Policy Maker Group (LPMG)
From: Bella Conferti, Government and Community Affairs Specialist
Re: Caltrain E-Updates



Governor Newsom Signs Legislation Authorizing \$590 Million Loan to Bay Area Transit

On Thursday, February 19th, Governor Newsom signed Assembly Bill (AB) 117 and Senate Bill (SB) 117, authorizing a \$590 million loan to support Bay Area transit agencies. Caltrain expects to receive \$50 million, which will provide the agency with critical near-term operating stability and allow us to preserve current service levels, address the projected Fiscal Year (FY) 2027 operating deficit, and provide a bridge while we continue to pursue a longer-term, sustainable operations funding solution.

This outcome reflects extensive coordination among our state delegation, the Governor’s Office, the Metropolitan Transportation Commission, our partner agencies, our advocacy team, and our staff.

We are grateful for the Governor’s strong public recognition of Caltrain and his remarks reflect the significant progress we’ve made on ridership since electrification. During the press conference, Governor Newsom specifically highlighted Caltrain as an example of accountability and effective investment. He stated that Caltrain is “a proof point of doing things differently, the 51 miles of electrification and the investments that we’ve made through the high-speed rail funds that are investments that are tangible and real, that have benefited that system are also benefiting the quality of that experience. That’s the spirit of the kind of transparency and accountability we want to see. It’s about efficiency, it’s about safety, and it’s about the vibrancy of these systems. It’s about meeting the expectation of taxpayers as well.”



Caltrain Celebrates the Life and Legacy of Dr. Martin Luther King Jr

On Monday, January 19, Caltrain proudly honored the life and legacy of Martin Luther King Jr. through our annual Celebration Train. This year marked a record-breaking turnout, with approximately 1,200 participants coming together in community and reflection, reminding us all that “whatever you do, you have to keep moving forward.”

The Celebration Train provides free rail service to the Martin Luther King Jr. Day March in San Francisco and is organized in partnership with the Northern California Dr. Martin Luther King, Jr. Community Foundation. The event continues to be a powerful tradition, bringing people

together across the region to reflect on Dr. King’s enduring impact and to recommit to advancing equity, justice, and opportunity for all.



Caltrain Celebrates the Opening of 135 New Affordable Homes at Tamien Station

On January 23, Caltrain celebrated the opening of the first transit-oriented development housing project to be delivered in more than 20 years under the portfolio of the Santa Clara Valley Transportation Authority (VTA). Located on Lick Avenue in San Jose, the apartments are directly adjacent to the Tamien Caltrain and Light Rail stations, creating seamless access to regional transit.

The development offers homes affordable to families and individuals earning less than 60 percent of the Area Median Income (AMI). The one-, two-, and three-bedroom apartments are now fully leased, and residents receive transit passes to encourage sustainable and cost-effective travel.

Designed to support both mobility and community, the building features an on-site daycare center, a fenced rooftop playground, a food pantry, a fitness room, and dedicated community gathering spaces. Its transit-adjacent location makes downtown San Jose, major employers, parks, and everyday services easily accessible by walking, biking, or public transportation. The project also includes enhancements to the surrounding transit plaza, further strengthening Tamien Station’s role as a vital transportation hub for the region. Read more [here](#).

Caltrain Connects Fans to the Big Game

On Sunday, February 8, Caltrain helped dedicated fans skip the traffic and get to the big game safely and efficiently. In coordination with VTA and transit systems across the Bay Area, Caltrain provided rail connections that brought thousands of riders directly to Levi's Stadium. Outreach staff were on the ground throughout the day assisting passengers, answering questions, and helping ensure smooth transfers between services. The collaborative effort showcased the strength of regional partnerships and demonstrated how public transit can reduce congestion and enhance the overall game-day experience.

Learn more [here](#).

Caltrain Awarded by Associated General Contractors of California for Electrification Project

Caltrain's Electrification Project was awarded by the Associated General Contractors of California (AGC of California) during its Installation and Awards Gala in January. Caltrain received the Owner of the Year Award, while Caltrain contractor Balfour Beatty US received the award for a Heavy Civil Project with a budget over \$100 million and the Excellence in Partnering Award.

The event recognized award-winning construction projects and industry leaders from across the state, highlighting excellence in safety, collaboration, and the delivery of critical infrastructure that strengthens California's communities.

These are not the first awards given to the Electrification Project, which since its launch has made Caltrain the fastest-growing transit agency in the country. Last year, Caltrain received the 2025 Sustainability Award from Sustainable San Mateo County, the American Public Transit Association's Commuter Rail Safety Gold Award and the Build America Highway and Transportation Renovation Award from the Associated General Contractors of America.

Learn more [here](#).

PUBLIC MEETINGS:

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

JPB Technology, Operations, Planning, and Safety Committee – March 25, 2026, at 1:30 pm

JPB Advocacy and Major Projects Committee – March 25, 2026, at 3:30 pm

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

Parking & Curbside Management Strategy

LOCAL POLICY MAKER GROUP

FEBRUARY 26, 2026



The Parking and Curbside Management Strategy

The strategy document contains:

01 Introduction

02 Existing Conditions

03 Guiding Principles

Introduction

01

The Parking and Curbside Management Strategy:



Guides key decisions about parking lots and curbside loading areas;

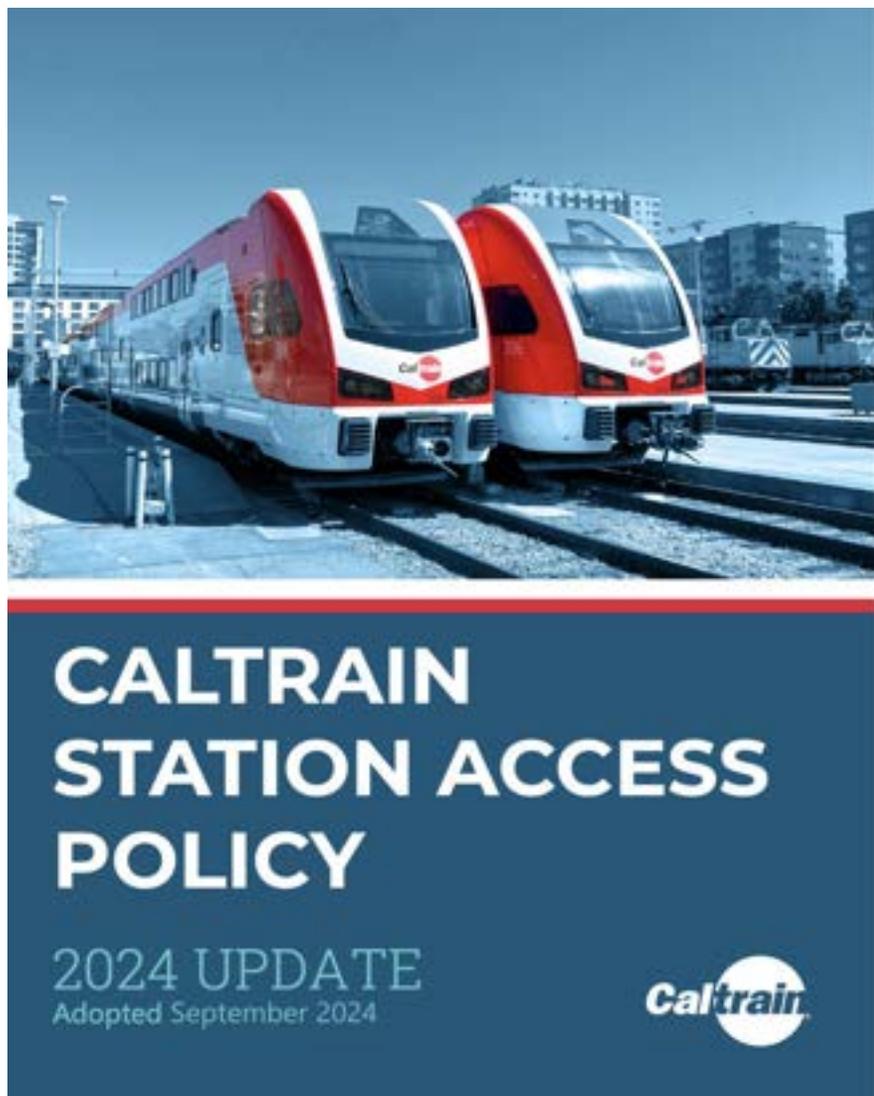


Identifies actions to support safe and comfortable station access; and



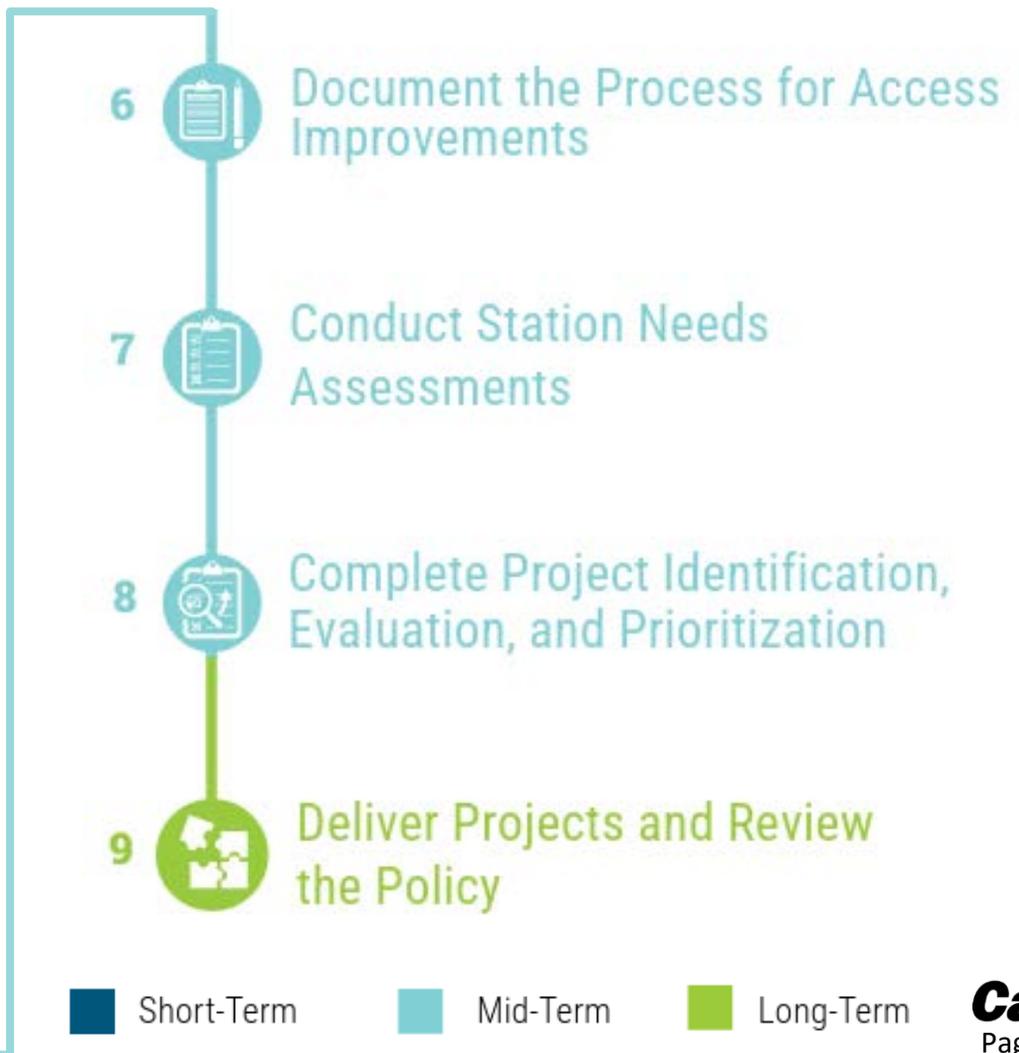
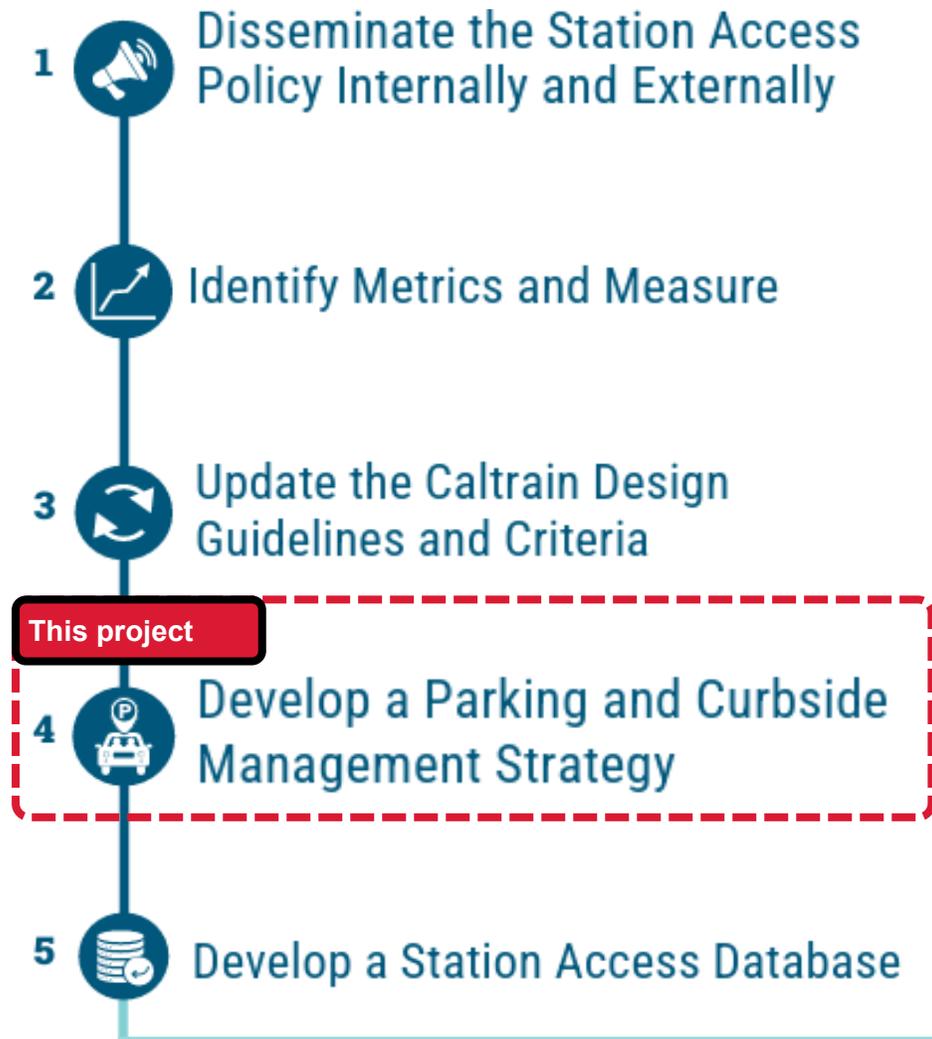
Supports ridership and revenue growth through activation and management of parking and curbside facilities.

Context: Station Access Policy



The Station Access Policy affirms that station access from any point should be **direct** and **safe, welcoming,** and **simple**, with a focus on accommodating the most vulnerable users and **sustainable transportation modes** over autos.

Station Access Policy Next Steps



Existing Conditions

02

Parking and curbside management is multifaceted, and responsibilities are disbursed throughout the agency, so compiling existing conditions was an important step.

- Station Property Opportunities and Constraints
- Parking Lot Configurations
- Parking Occupancy Decline and Mode Shift

Station Property Opportunities

- Centrally located, towns grew around historic stations
- Parking lots are in walkable downtown areas, making them attractive for special events or TOD
- Walkable destinations and events near stations promote ridership and revenue



Station Property Constraints

Millbrae Station



- Parking lot ownership varies from station to station
 - Many parking lots at stations are shared with multiple transit agencies and partners
- Parking lot shape constrains opportunities
 - The railroad was built in the 1800s without parking lots, so parking lots are often small or narrow, added on available leftover land near stations

Parking Lot Configurations

San Mateo Station



42 parking stalls in city downtown

Hayward Park Station



270 parking stalls in rectangular lot
high-priority TOD site

Hillsdale Station



379 parking stalls in long narrow
lots

Ridership Growth Not Tied to Parking Utilization

Parking lot occupancy:

- 2019: **69%** systemwide
- 2025: **46%** systemwide

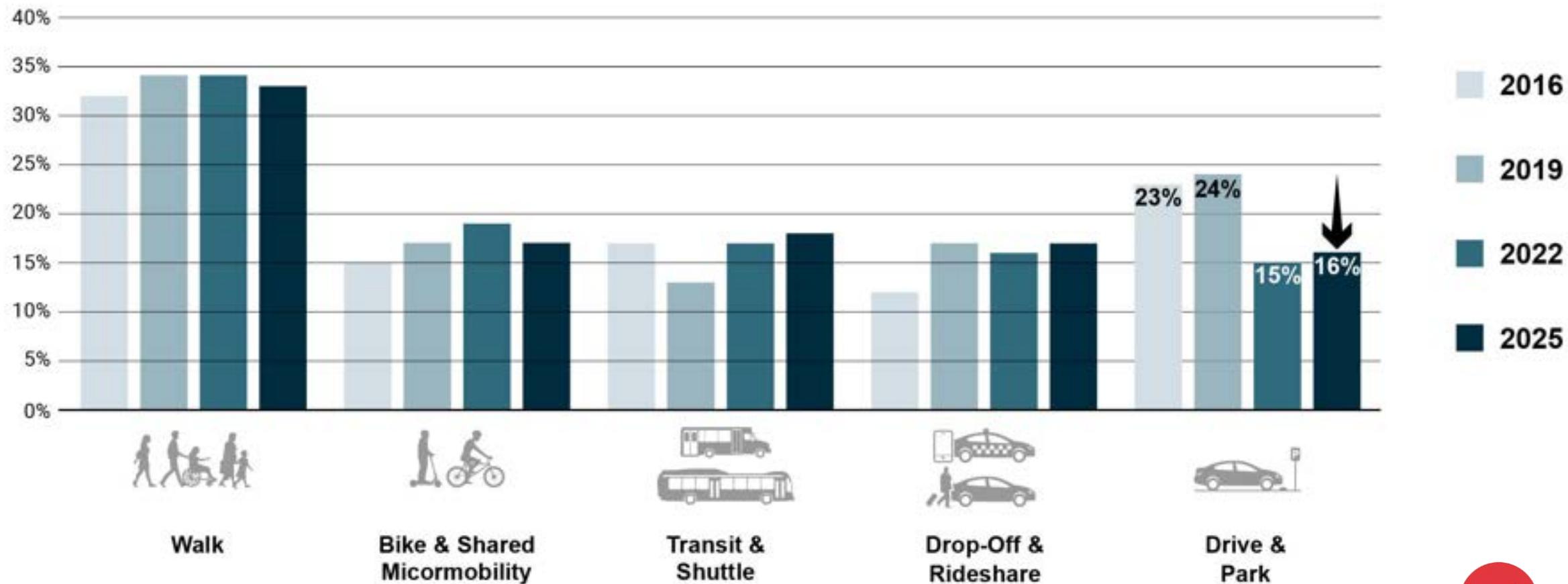
decreased by **23%**

Stations above **80%** occupancy:

- 2019: **13 stations**
- 2023 and 2024: **1 station**: San Mateo station, which has relatively few parking stalls
- 2025: **3 stations**: South San Francisco, San Mateo, and Diridon

Drop in Share of Driving and Parking

The share of riders driving and parking at stations **declined one third** from 2019 to 2025



Source: Access Mode 2016, 2019, 2022, and 2025 Caltrain Triennial Survey

Guiding Principles

03

The principles guide staff decisions^{Item #6.} regarding the use of Caltrain-owned parking lots and curb space



1 Enhance and Maintain **Safe, Comfortable Multimodal Access** and Connectivity



2 Promote **Operational Efficiency** and **Financial Sustainability**



3 **Activate Stations** to Support Operations and Enhance **Ridership**

Safe and Comfortable Multimodal Access



- Promote **ridership growth** and **customer experience**
- Adhere to **Access Hierarchy**
- **Minimize conflicts** between modes
- Prioritize **paratransit** and **ADA** access
- Maintain **clean, safe,** and **welcoming** station environments

1

Operational Efficiency and Financial Sustainability



- Prioritize parking for **Caltrain riders over non-riders**
- Ensure Caltrain parking and curbside uses are **revenue positive** and **beneficial to Caltrain**
- Strengthen efficient **management** and **enforcement** practices

2

Station Activation to Increase Ridership



- Prioritize uses of station property that generate **more riders, revenue, and social benefits**
- Encourage **station activation** with a focus on **revenue** and **ridership** generating uses
- Support future **Transit Oriented Development** opportunities

3

Next Steps

- Internal parking management improvements
- Streamline review of parking lot use requests
- Collaborate with cities on parking management plans

Find the Parking and Curbside Management Strategy soon on the Caltrain Station Access Policy Webpage:
www.caltrain.com/about/station-access-policy



CALTRAIN STATION ACCESS POLICY: Parking and Curbside Management Strategy

February 2026 Update



Questions?

City Planning Partnerships

LOCAL POLICY MAKER GROUP

FEBRUARY 26, 2026



What is the City Planning Partnerships work?

- Guided by the Caltrain Station Access Policy and ridership recovery taskforce and considering the new state law on land use around transit stations; Caltrain is investing more time in proactively engaging cities along the Caltrain corridor to stay engaged in transportation and land use planning around our stations.
- This work will result in a process for Caltrain to provide our support on relevant city planning efforts to help reach our shared goals of good station access and promote livability and sustainability

What is the purpose of this work?

Item #7.

- Cities with higher transit ridership benefit from reduced traffic, less parking demand, greater employee retention, and more greenhouse gas reduction progress
- Partner to promote ridership – the ability of Caltrain to sustain and expand service will depend in large part on cities actively supporting expansion of ridership
- Help address SB 79 and MTC Transit Oriented Communities Policy
- Local governments can play a significant role in transforming commuting habits

Our Questions

We want to partner with you! Please fill in or share this [form](#).

1. Does your city have upcoming updates to the General Plan, Station Area Plan, or any other community planning efforts around a Caltrain station?
2. How does your city plan to address SB 79?
3. Is your city planning on developing or updating a parking management plan or any other parking changes around a Caltrain station?

FOR MORE INFORMATION

WWW.CALTRAIN.COM



CALIFORNIA
High-Speed Rail Authority

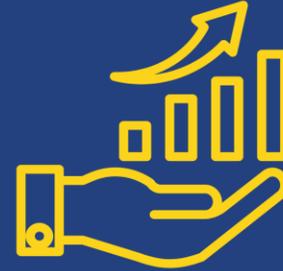
2026 CSCG UPDATE

February 2026

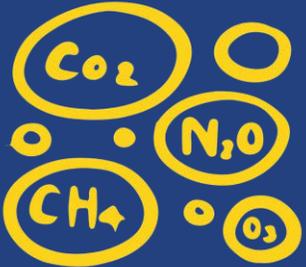
Why Build High-Speed Rail in California?



There are up to 195 flights a day from the LA Basin to the Bay Area & Sacramento.



The Central Valley is the fastest-growing region of the state & needs better connections to LA & San Francisco.



Planes are a top GHG emitter. The Business Plan estimates more than 500,000 metric tons of CO₂ emissions will be avoided every year from 2040 to 2060.



High-speed rail connects key regions of the state of California, integrating workforces, economies & tourism options.

New Stage – Laying Tracks in 2026



Along the initial 119-mile operating segment, construction of overpasses, grade crossings, & other civil infrastructure is expected to be completed in 2026.



The estimated cost for the Merced-to-Bakersfield segment is \$34.76 billion, which is an additional \$2 billion cost savings since the 2025 Supplemental Project Update Report cost estimate.



The Cap and Invest Program extension secured in 2025 provides a reliable funding stream of \$1 billion per year through 2045. This funding will be used to complete construction of the Central Valley segment.



The Authority is in the process of securing public-private partnerships to gain additional funding & push toward service in the Bay Area & LA Basin.

Making the Vision a Reality - Merced to Bakersfield

Item #8.

DELIVERING EFFICIENCY & SAFETY FOR CALIFORNIA

The Authority is expediting work in the Central Valley by right-sizing the project for initial service.



SAVINGS

*Rather than start with a full-capacity build, the Authority saved **\$2 billion** in the Merced-Bakersfield segment by focusing on initial service.*



TRIPS PER DAY

*Initial service will begin with a planned **eight (8) trips per day** in both directions.*



TRACKS

*The Authority will **begin laying down tracks in 2026** & the first sets of trains will be ordered.*



FARE SERVICE

*With tracks & electric system installation in 2026, the Authority anticipates train testing lasting 2 years with **fare service** from Merced to Bakersfield **beginning in late 2032**.*



SAFETY

*The project is already having a **positive impact on road safety**, with dozens of new overcrossings opening throughout the area.*

Efficient Delivery

As introduced in the 2025 Supplemental Project Update Report, rather than constructing a “full buildout” for initial service, the Authority’s strategy is to right-size each stage of delivery to initiate service sooner and effectively control costs & then expand infrastructure as demand grows.

The strategy combines shared corridor upgrades with designs that preserve opportunity for future expansion.

Practical modifications will keep initial costs lower while maintaining the system’s fundamental purpose: reliable, high-speed service linking San Francisco & Los Angeles via the Central Valley.

Valley-to-Valley Through Service



MERCED TO SAN FRANCISCO

- *The Authority envisions extending the alignment from the Central Valley to Gilroy, then enabling through-service to San Jose & San Francisco via upgraded shared corridors*
- *Through service will be achieved through targeted infrastructure improvements such as electrification, signaling upgrades, track capacity improvements, & station upgrades*

BAKERSFIELD TO THE LOS ANGELES BASIN

- *To bridge the gap between Palmdale & Burbank, which requires significant tunneling, the Authority explored three options, including utilizing Metrolink's existing Antelope Valley Line, similar to investments the Authority made in the Bay Area with Caltrain*

Corridor of Opportunity

The benefits of high-speed rail extend beyond mobility; it is a catalyst for economic growth, environmental sustainability, & social equity to help meet the needs of a growing population.

California is the world's fourth-largest economy, with a GDP of approximately \$4.1 trillion. High-speed rail's Phase 1 route, from San Francisco to Greater Los Angeles, travels along the state's most productive economic corridor.

This corridor can convert travel-time savings into labor-market expansion, expanded housing opportunity, & new investment, making it one of the strongest high-speed rail markets anywhere.

OPTIMIZING SAVINGS AND FUTURE EXPANSION

New strategies and routes have helped decrease expected costs.



STRATEGY

The Authority has prioritized lower capital costs through streamlined station designs, infrastructure, and service levels while setting the stage for future expansion.



BILLIONS SAVED

*Our optimized approach has resulted in **more than \$73 billion** in program-wide savings.*



ROUTES

A revised route from Palmdale to the LA Basin would expedite the introduction of service while also helping to lower costs.



ACTION NEEDED

These savings depend on legislative and administrative actions. Without such actions, schedules will continue to slip, and overall costs will increase.

Targeted Legislative & Administrative Actions

Item #8.



- *Allow the Authority to evolve into an infrastructure company*
- *Make the Authority a Load-Serving Entity for power generation*
- *Create a Utility Relocation Coordinator with statutory authority to set schedules, standardize agreements, and affect nonperformance*
- *Enable the Authority to initiate and lead Enhanced Infrastructure Financing Districts and related tax increment tools*
- *Exempt the Authority from state sales tax on large purchases for infrastructure equipment*

California High-Speed Rail

Stay Connected: Social Media, Newsletters, & Websites

Item #8.



@CaliforniaHighSpeedRail



@CaHSRA



/CAHighSpeedRail



@CaHSRA



@cahighspeedrail



/California-high-speed-rail-authority

Visit the California High Speed Rail Authority website at [hsr.ca.gov](https://www.hsr.ca.gov)
and Build HSR California at [BuildHSR.com](https://www.BuildHSR.com)



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: February 26, 2026
To: Local Policy Maker Group (LPMG)
From: CAHSRA External Affairs/Northern California Regional Office
Re: Northern California and Statewide Program Update

STATEWIDE UPDATES

Railhead Completion Ceremony



On February 3, Governor Gavin Newsom, CalSTA Secretary Toks Omishakin, Authority CEO Ian Choudri, state and community leaders, and construction workers celebrated the completion of the Authority's railhead facility in Kern County. The railhead ([link](#)) features newly installed temporary freight lines, including 10 miles of siding and storage tracks. The site represents a major milestone, as it will facilitate laying of high-speed rail track along the 119-mile corridor in the Central Valley starting later this year.

Launched Process to Draw in Private Investors (P3)

The Authority has initiated a process to bring private investors and developers to the Authority by summer 2026 to evaluate new strategies for commercializing assets, such as station facilities, track access, fiber, power, real estate, and others, through private investment at the earliest possible opportunity. CEO Ian Choudri states, "Interest from the private sector in investing in California's high-speed rail project is strong and continues to grow. By leveraging private sector innovation and best practices against strong, stable state funding, we can maximize the value of California's investment and accelerate delivery of high-speed infrastructure throughout the state."

Economic Impact Report Released

At its January Board Meeting, the Authority released the 2025 Economic Impacts and Benefits Report. Learn how the Authority's \$14.6 billion investment is driving job growth and other

benefits across the state, resulting in \$24.6 billion economic impact, on the [Investing in California's Economy website](#) and access key data in this [factsheet](#).

Anticipated 2026 Milestones

- Trainsets bid evaluation conclusion
- Track & Systems Construction Contract Award (\$3.5 billion)
- Substantial completion of construction infrastructure in Central Valley
- Launch track laying work in Central Valley
- Private Sector (P3)/Co-Development Agreement Award
- Merced and Bakersfield Civil Work Design-Build contracts
- Release Design-Build Procurement of Operations Control Center
- Release Design-Build Procurement of Maintenance Facility
- Planned award of Design-Build contract for Fresno Station

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

- Clean Energy Symposium, San Francisco, February 11, 2026
- Transbay Joint Powers Authority's Spring Fling, San Francisco, April 2026
- sciencepalooza!, San Jose State University Campus, April 11, 2026