



Local Policy Maker Group (LPMG)

Agenda

August 27, 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 166 North Rollins Road, Millbrae, CA 94030, 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.

August 27, 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. Marketing and Ridership Growth Presentation
 6. Corridor Crossings Strategy Update
 7. LPMG Member Comments / Requests
 8. Date / Time of Next Regular Meeting: Thursday, October 22, 2026 at 5:30 pm via Zoom
 9. Adjourn



Memorandum

Date: August 19, 2026

To: Caltrain Local Policy Maker Group (LPMG)

From: Bella Conferti, Government and Community Affairs Specialist
Myles Kim, Government and Community Affairs Intern

Re: Caltrain E-Updates



Caltrain Earns National Recognition as a Top Transit Agency

Over the past few months, Caltrain has received multiple awards for the work that it does to keep the Bay Area moving. On July 30th, APTA recognized Caltrain as an [Outstanding Public Transportation System](#), honoring agencies that demonstrate superior achievement in efficiency and effectiveness - one of the most prestigious awards an American public

transit system can receive. For Caltrain's commitment to rail safety, the railroad also won [APTA's national safety award](#) for the second straight year. In April, [Time Magazine](#) named Caltrain as one of its 10 most influential transportation companies. Caltrain also garnered a first-place [AdWheel Award](#) for its viral social media campaign titled "Driving is for Dodgers Fans."

"Caltrain is honored to receive APTA's nationwide recognition of excellence," said Caltrain Executive Director Michelle Bouchard. "Our newly electrified railroad is offering the best service this rail corridor has seen in 162 years, and we're seeing the result every day as more and more people choose to ride the Peninsula the way it was meant to be traveled."

Read more about the Outstanding Public Transportation System Award [here.](#)

All Aboard: Caltrain Wraps FY26 with Ridership on the Rise



Caltrain continues to bounce back towards pre-pandemic ridership. At the start of FY26 ridership was approximately 64.4% of pre-pandemic levels. By the end of the fiscal year, it had reached 81.5%. Average weekday ridership broke 40,000, a 36.9% increase over the previous fiscal year and weekend ridership exceeded pre-pandemic levels by 150%.

Part of that ridership has been driven by multiple major events this year that have brought thousands of new riders to the service, including the World Cup games at Levi's Stadium, the Super Bowl and Stanford's three-night BTS concert series.

Another initiative driving ridership growth is Caltrain's \$1 youth fare which lowers the barrier to entry for young riders and enhances regional mobility. The reduced fare makes Caltrain the best way for kids and teens to connect to their daily activities, jobs,

entertainment, and special events. In the first five months of 2026, youth ridership reached 355,000 trips, a 26% jump from the same period last year.

Customer satisfaction with the system has also reached record highs, with the current schedule being rated 4.1 out of 5, up from 3.7 in 2022. On-time performance has gone from 3.9 to 4.4, and the overall Caltrain customer experience is now rated 4.5, up from 4.1 in the last survey.

Read more about Caltrain's Ridership [here](#).

Transit Month Celebrations

Transit Month is an annual national celebration of public transportation in September. All month long, Caltrain will be educating residents and community organizations about its service and working with partners such as the San Francisco Giants, BayFC, and San Jose Clean Energy to promote taking Caltrain. Remember to ride Caltrain to all Transit Month events in September and all year round!

Caltrain's Fiscal Outlook

Beginning in FY28, Caltrain is facing an operating deficit averaging approximately \$75 million annually. In June, Caltrain's Board adopted a Framework for a No External Funding Scenario, which outlines significant potential service reductions, including hourly weekday service, elimination of weekend service, ending service by 9 p.m., no special event service, and closure of up to one-third of all stations.

There is a regional measure that will appear on the November ballot that would provide funding to help close the gap.

As you know, we presented this information to CSCG and LPMG earlier this year to help educate members on Caltrain's financial situation. We have also continued outreach to cities and organizations throughout the region to share information and answer questions. If this is something you think your city or another organization may be interested in learning more about, please let us know. We would be happy to connect and provide additional information.

PUBLIC MEETINGS:

Caltrain Board Meeting – September 3rd, 2026, at 9:00 am

JPB Finance Committee – September 21st, 2026 at 2:30 pm

JPB Technology, Operations, Planning, and Safety Committee – September 23rd, 2026, at 1:30 pm

JPB Advocacy and Major Projects – September 23rd 2026, at 3:30 pm

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

Ridership Growth Update

August 2026 CSCG/LPMG



Ridership Growth Strategy

- Cross-departmental initiative to drive ridership growth
- Focus areas include:
 - Marketing, Activations, Special Events and Partnerships
 - City Partnership
 - GoPass Expansion
- Ridership Trend Analysis



Caltrain Recent Awards

- APTA Adwheel Grand Award for “Driving is for Dodgers’ Campaign – August 2026
- **APTA’s Outstanding Public Transportation System Achievement – July 2026**
- APTA Rail Safety Award – June 2026, June 2025
- Time 10 Most Influential Transportation Companies of 2026 – April 2026



TIME

Caltrain named one of Time magazine's 10 most influential transportation companies



Ridership Numbers

Caltrain Ridership

- July up 22.6% year-over-year (YoY)
- 79% of pre-pandemic ridership: Weekdays 67% ; Weekends 203%

 Ridership Executive Summary - Jul 2026					
Monthly Performance	Current Year Jul 2026	Pre-Pandemic Jul 2019	Jul 2026 % of Pre-Pandemic	Last Year Jul 2025	Jul 2025 to Jul 2026 % Change
Total Monthly Ridership	1,321,627	1,672,672	79.0%	1,077,619	+ 22.6%
Average Weekday Ridership	47,459	70,493	67.3%	39,989	+ 18.7%
Average Saturday Ridership	32,352	16,060	201.4%	24,818	+ 30.4%
Average Sunday Ridership	23,656	11,518	205.4%	19,699	+ 20.1%

Trends are positive, but not enough to ensure financial sustainability

Special Events Ridership

April - June 2026

BTS

- 3 concerts
- 44,262 gross ridership
- Estimated 42,000 additional riders

FIFA World Cup

- 6 games
- 38,643 gross ridership

July 4th

- 14,482 gross ridership (+184.2% vs 2025)

SF Pride

- 14,481 gross ridership (+32.7% vs 2025)

Bay to Breakers

- 3,949 gross ridership (+4.5% vs 2025)



Special Events Ridership

April - June 2026

Giants

- 37 games (vs 42 in 2025)
- 334,375 gross ridership (-2.9% vs 2025)
- 9,037 per game average (+10.2% vs 2025)

Warriors

- 5 games (vs 10 in 2025)
- 8,217 gross ridership (-47.4% vs 2025)
- 1,643 per game average (+5.2% vs 2025)

Sharks

- 6 games (vs 4 in 2025)
- 3,503 gross ridership (136.2% vs 2025)
- 584 per game average (+57.4% vs 2025)

Bay FC (not counted 2025)

- 4 games
- 3,398 gross ridership
- 850 per game average



Marketing

Upcoming Partnerships

- **SF Giants**
 - 2026 season partnership currently active
 - Sep 9 "Caltrain panelist for STEM / Weather Day"
- **BayFC**
 - 2026 season partnership currently active
 - Sep 4 "Caltrain Day" and co-branded pin giveaway...
- **Stanford Athletics**
 - Finalizing 26/27 partnership
- **SJ Tech Museum**
 - Exploring partnership including a \$1 youth ticket promo (to compliment Caltrain \$1 youth fare)
- **San Jose Clean Energy / Westlight (Peninsula Clean Energy) joint campaign (Sep)**



Themed Cars + Events

- **Q1: Thursday Apr 23, Giants vs. Dodgers**
- **Q2: Tues May 19, BTS K-POP**
 - 500 Riders Southbound
 - 300 Riders Northbound
- **Q3: Fri Aug 21, Karol G @ Levis Stadium,**
 - Reggaeton theme, train 148 departing 4th and King – transfer at Mountain View
- **Q4: TBD**
 - Portola Festival Week, Halloween, Sharks game



Destination Downtown caltrain.com/destinations

- Highlighting downtowns along Caltrain corridor
- Coordination with Caltrain GCA Staff
- Currently Posted
 - San Mateo
 - Menlo Park
 - Sunnyvale
 - Redwood City
- Upcoming
 - Palo Alto



Caltrain Transit Month Events

- **September 2** – Rail Safety Month Kick-off Event at San Jose Diridon
- **September 4** – BayFC Caltrain Night at PayPal Park (Santa Clara/San Jose)
- **September 9** – Giants STEAM Day at Oracle Park (San Francisco)
- **September 9** – “How to Ride” Webinar with Commute.org (San Mateo County)
- **September 11** – GM/CEO Ride-Along
- **September 12** – Transit Art Fair at Bay Meadows (San Mateo)
- **September 15** – All Aboard Transit – Onboard and Station Swag Giveaways
- **September 17** – Pinching Pennies Webinar with Transbay Coalition
- **September 19** - Youth Event with Silicon Valley Climate Action
- **September 25** – San Jose State University Transit Education Event
- **All Month Long** – Caltrain Small Business Partner Activations

Caltrain Providing Swag for Transit Contest (Posters, Hats, Soccer Balls)

GoPass

www.caltrain.com/gopass



GoPass Strategy

Assessment

- Developing new GoPass web site
- Partner outreach
- Optimization of program operations
- C2 transition issue mitigation

Development

- Increased outreach to prospective organizations
- City partnerships

Optimization & Growth

- Explore existing partner opportunities
- Tiered program evaluation
- Tap into participating organizations



**FIRST-CLASS COMMUTING.
ECONOMY-CLASS PRICING.**

Introducing GoPass, a discounted and unlimited annual Caltrain pass that businesses can offer to employees. Make commuting easier while lowering your carbon footprint on Caltrain's electric fleet.

PROGRAM	CRITERIA*	ANNUAL PRICE PER PERSON
GoPass All-in	All site employees must be enrolled	\$275
GoPass Tiered	SMALL: 14-100 headcount	\$399 - \$449
	MEDIUM: 101-500 headcount	\$449 - \$499
	LARGE: 501+ headcount	\$449 - \$549

*Minimum enrollment required.

PASS VALUE
\$1,152[†]

[†]Based on adult monthly pass price annualized within one travel zone.

WHY GOPASS?

- Valuable benefit to retain and attract employees.
- Tiered pricing offers flexibility for any workplace.
- Participating in GoPass and donating unused passes can qualify for tax benefits.
- Frequent service every 15-20 minutes during peak hours and every half hour during off-peak and weekends.
- Special offers with GoPass Perks.

Learn more: caltrain.com/gopass | b2b@caltrain.com



City Partnerships

Transit Helps Cities Deliver

Economic, Mobility, Parking, Climate and Livability Goals

- Less traffic
- Less parking demand
- Economic Benefits:
 - More visitors and customers downtown
 - Increased property values and business activity
 - Employee recruitment and retention
- Environmental: Climate and Air Quality
- Equity: Transit access for residents and workers



City Partnerships

City Engagement

- Meeting being set-up with Mayors, LPMG members to start the conversation on how this could be a win win from a City perspective

City Policies

- Identify opportunities for cities to include stronger transit policies in upcoming TDM or General Plan updates that would benefit Caltrain

Communication Toolkits

- Equip cities with clear information and collateral so they can effectively promote Caltrain services and programs

Provide City with Go Pass Information

- Encourage GoPass adoption by cities, highlighting new flexible sign-up options

Ask

- Meeting requests with City Managers, LPMG Reps and Mayors
- Share Caltrain content on your social media/newsletters
- Consider City Policy to Adopt Toolkit in Principle



Corridor Crossings
STRATEGY



Corridor Crossing Strategy
Peninsula Corridor Joint Powers Board
08.21.2026

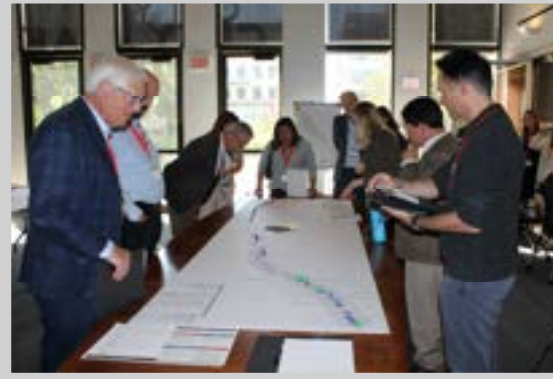
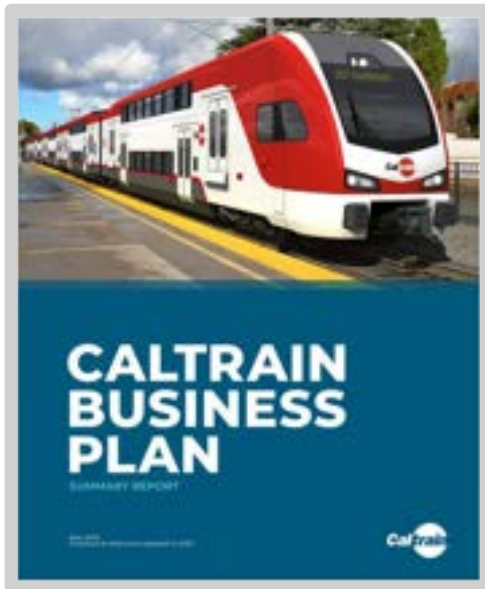


Board Action Approved in June

Staff proposed that the Board of Directors (“Board”) of the Peninsula Corridor Joint Power Board (“JPB”) adopt the Corridor Crossing Strategy (CCS), including the following four components, as set out further in this board report and resolution:

- Guiding Principles
- Program Structure
- Caltrain’s Role
- Corridor Crossing Sequence List

Background



Input from **elected officials, city managers and staff** from all 20 corridor cities; staff and executive leadership from the **SMCTA, SFCTA, and VTA**; and **business leaders, transit advocates, members of the public, and the Caltrain Board**.



www.caltrain.com/projects/CCS

Corridor Crossing Strategy: Comment Themes from Draft issued March 2026

Safety Enhancement Program

- South Santa Clara County crossings
- Bike and ped-only crossings
- Cities' role
- Funding strategy
- Data updates

Elimination Program

- Caltrain's role and capacity for delivery and funding activities
- Score & Data updates

Organizational

- Purpose of groups created: Steering Committee, Ad-Hoc Funding Subcommittee, etc.
- Frequency of updates to the JPB



Corridor Crossings Strategy

Connecting communities.

Enhancing safety.

Reducing risks.

Guiding Principles



Safety and Access First: Advance a safer, more connected corridor for all people who live, work, and travel along the Caltrain corridor.



One Corridor, Shared Approach: Align Caltrain, cities, and transportation partners around a common framework for planning, prioritizing, and delivering crossing projects collaboratively to achieve safety, mobility and community benefit goals..



Visible Local Benefits: Prioritize improvements that enhance crossing safety, improve neighborhood connectivity, and create more accessible and welcoming communities.



Transparent, Strategic Investment: Apply a data-informed, corridor-wide approach to direct limited funding toward projects on the sequenced list.



Accountable Implementation: Provide structured program oversight that promotes alignment, consistency, and accountability for measurable outcomes.

Program Structure: Safety Enhancement Program



A corridor-wide approach to identify, prioritize, and **deliver near-term at-grade crossing safety improvements** in a coordinated and integrated manner to advance community benefits. Individual project timelines will vary depending on the scope of crossing-specific design, permitting, and construction efforts. Potential improvements may include signage, striping, warning devices, channelization, pedestrian treatments, and other targeted safety measures.

Baseline Safety Enhancements (All Crossings)

-  Delineators
-  Solar Lane Markers
-  Pavement Markings/Signage/Hatching
-  City Traffic Timing Adjustments

Advanced Safety Enhancements (Location-Specific)

- | | |
|--|---|
|  Fencing |  Lighting |
|  Gates and Gate Warning Signals |  Concrete Work |
|  Drainage Improvements |  Quad Gates |
|  Median Installation/Roadway Channelization | |
|  Intrusion Detection & Monitoring | |

Program Structure: Elimination Program



Closures:

- Where the road is closed on both sides of the railroad.

Grade Separations:

- Where the roadway and the railroad do not cross each other, and the railroad is either above or below the roadway.

Elimination (Closures and Grade Separations)

Program: A corridor-wide approach to advance crossing elimination projects—including closures and grade separations—through an integrated project development and delivery framework. This program would support the phased implementation of projects across the corridor. Given the complexity, cost, and coordination required for crossing elimination efforts, project delivery would occur over the near, medium, and long term.

Caltrain's Role: Safety Enhancement Program

Caltrain Implementation Role	Caltrain Funding Role
Caltrain to lead project delivery	Caltrain to coordinate corridor strategy, sequencing, advocacy and administer awarded funds

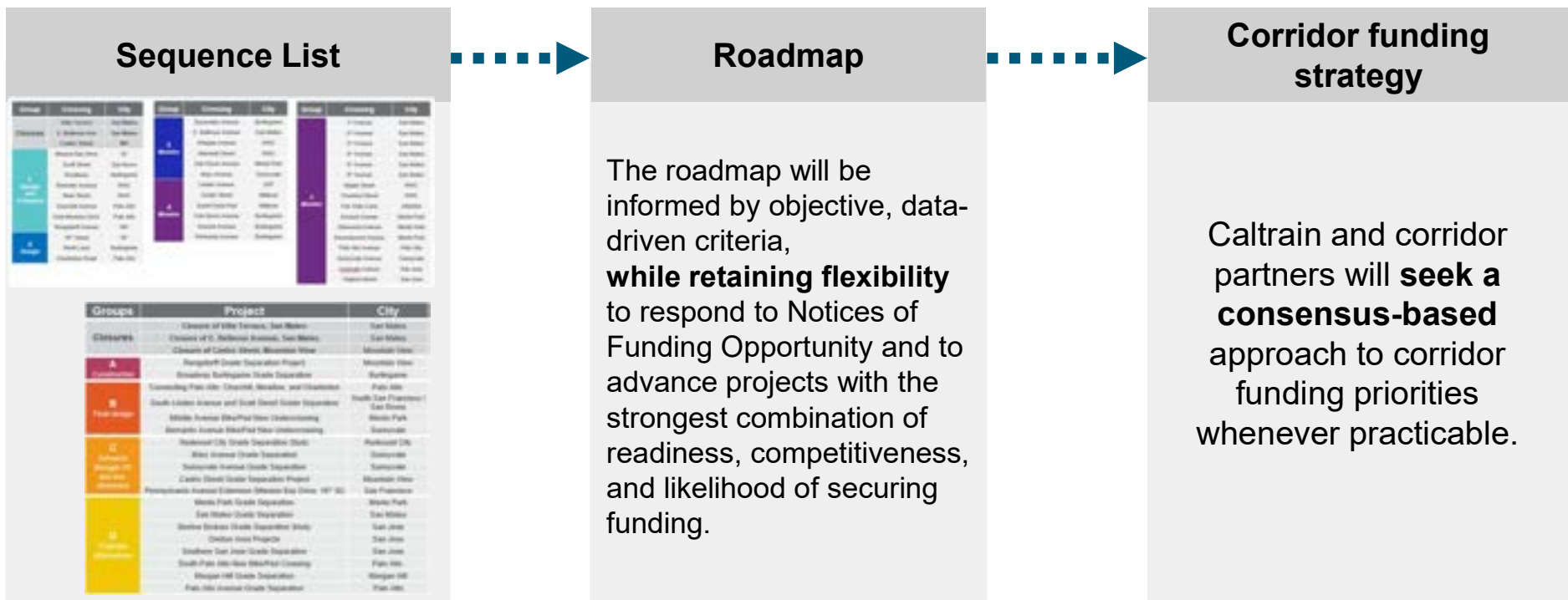
Note: Caltrain supports safety enhancements implementation on the UPRR-owned corridor.

Caltrain's Role: Elimination Program

Caltrain Implementation Role	Caltrain Funding Role
• Initiation: Caltrain to facilitate early coordination with city partners in lead role and position projects for success, including partnering on alternative analysis. • Design / Environmental: Caltrain to lead design, value engineering, cost estimating, and approvals. • Construction: Caltrain to lead construction, select builder and delivery alternatives, construction inspection and protection.	• Funding: Caltrain to organize - with corridor partners - the corridor funding strategy, sequencing, and advocacy • Grants: Caltrain to coordinate with partners, develop competitive grant applications, and administer awarded funds where feasible – starting with construction funds

Note: Roles and responsibilities may be adjusted through a different integrated project delivery approach based on the specific project, funding structure, and agreements with corridor cities and partner agencies.

Corridor Crossing Sequence List



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Future Updates

Annual Ratification

Sequence List Update and Annual Board Ratification: Staff will update the list throughout the year to reflect the most recent data on safety, mobility and equity, actual project progress, project readiness, and emerging funding opportunities, and will present the revised list to the Caltrain Board annually for ratification.

Updates throughout year

Progress Updates: Staff will provide frequent updates, up to every quarter, on near-term project progress, as well as program-level updates, to the Board, relevant Board committees, transportation agencies, city managers, and the Local Policy Maker Group.

Baseline Safety Enhancement Projects

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

13 Caltrain supports safety enhancements implementation on UPRR-owned corridor.

Sequence: Advanced Safety Enhancement Projects

Group	Crossing	City
Closures	Villa Terrace	San Mateo
	E. Bellevue Ave	San Mateo
	Castro Street	MV
1 Design and Construct	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	16 th Street	SF
	North Lane	Burlingame
	Charleston Road	Palo Alto

Group	Crossing	City
3 Monitor	Bayswater Avenue	Burlingame
	E. Bellevue Avenue	San Mateo
	Whipple Avenue	RWC
	Marshall Street	RWC
	Oak Grove Avenue	Menlo Park
4 Monitor	Mary Avenue	Sunnyvale
	Linden Avenue	SSF
	Center Street	Millbrae
	Santa Paula Ped	Millbrae
	Oak Grove Avenue	Burlingame
	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
	Glenwood Avenue	Menlo Park
	Ravenswood Avenue	Menlo Park
	Palo Alto Avenue	Palo Alto
	Sunnyvale Avenue	Sunnyvale
	Auzerais Avenue	San Jose
	Virginia Street	San Jose

Caltrain supports safety enhancements implementation on UPRR-owned corridor.

Sequence: Elimination Projects

Groups	Project	City	Score*	Estimated Project Cost (2024) (Committed Funds)
Closures	Closure of Villa Terrace, San Mateo	San Mateo	/	
	Closure of E. Bellevue Avenue, San Mateo	San Mateo	/	
	Closure of Castro Street, Mountain View	Mountain View	/	
A <i>Construction</i>	Rengstorff Grade Separation Project	Mountain View	13	\$400 – \$500 M (\$294 M*)
	Broadway Burlingame Grade Separation	Burlingame	12	\$600 - \$700 M (\$258 M)
B <i>Final design</i>	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 - \$65M (\$21.8 M)
	Bernardo Avenue Bike/Ped New Undercrossing	Sunnyvale	9	\$50 - \$100 M (\$21 M)
C <i>Advance through PE and env. clearance</i>	Redwood City Transit Center and Grade Separation Study	Redwood City	8.8	\$800 - \$950 M (\$13.7 M)
	Mary Avenue Grade Separation	Sunnyvale	8	\$400 - \$700 M (\$25 M)
	Sunnyvale Avenue Grade Separation	Sunnyvale	8	\$100 - \$200 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 <i>Evaluate Alternatives</i>	Menlo Park Grade Separation	Menlo Park	6	Group D does not include estimated project costs due to these projects being in the early project development phases.
	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	

* 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.

Corridor Crossing Sequence List

City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
San Francisco	Mission Bay Drive	+	1	C
	16th Street	+	2	C
South San Francisco	South Linden Avenue	+	4	B
San Bruno	Scott Street	+	1	B
Millbrae	Center Street	+	4	
	Santa Paula Pedestrian Crossing	+	4	
Burlingame	Broadway	+	1	A
	Morrell Avenue Pedestrian Crossing	+	No advanced enhancements proposed.	
	Oak Grove Avenue	+	4	
	North Lane	+	2	
	Howard Avenue	+	4	
	Bayswater Avenue	+	3	
	Peninsula Avenue	+	4	
San Mateo	Villa Terrace	Closure		
	Bellevue Avenue	Closure		
	1st Avenue	+	4	D
	2nd Avenue	+	4	D
	3rd Avenue	+	4	D
	4th Avenue	+	4	D
	5th Avenue	+	4	D
	9th Avenue	+	4	D

Corridor Crossing Sequence List - Continued

City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
Redwood City	Whipple Avenue	+	3	C
	Brewster Avenue	+	1	C
	Broadway/Marshall Street	+	3	C
	Maple Street	+	4	C
	Main Street	+	1	C
	Chestnut Street	+	4	C
Atherton	Fair Oaks Lane	+	4	
	Watkins Avenue	+	No advanced enhancements proposed.	
Menlo Park	Encinal Avenue	+	4	D
	Glenwood Avenue	+	4	D
	Oak Grove Avenue	+	3	D
	Ravenswood Avenue	+	4	D
	Middle Avenue Bike/Ped Undercrossing	No existing at-grade crossing		B
Palo Alto	Palo Alto Avenue	+	4	D
	Churchill Avenue	+	1	B
	East Meadow Drive	+	1	B
	Charleston Road	+	2	B
	South Palo Alto Bike/Ped Crossing	No existing at-grade crossing		D
Mountain View	Rengstorff Avenue	+	1	A
	Castro Street	Closure		
Sunnyvale	Bernardo Avenue Undercrossing	No existing at-grade crossing		B
	Mary Avenue	+	3	C
	Sunnyvale Avenue	+	4	C
Santa Clara	Benton Street and Brokaw Road Grade Separation	No existing at-grade crossing		D
San Jose	Auzerais Avenue	+	4	D
	Virginia Street	+	4	D
Morgan Hill	Morgan Hill Station Undercrossing	Caltrain supports safety enhancements implementation on UPRR-owned corridor.		D
	Dunne Avenue			D
	Tennant Avenue			D

What's Next?



- Operationalize the Corridor Crossing Strategy
- Continue building out the important venues for corridor partners to speak with one corridor voice
- Continue corridor level strategic funding conversations on the Elimination Program
- Continue working with TAs and other funding partners to secure funding for the Safety Enhancement Program
- **Refine the CCS over time. Iterate.**

Memorandum

Date: August 27, 2026
To: Local Policy Maker Group (LPMG)
From: CAHSRA External Affairs/Northern California Regional Office
Re: Northern California and Statewide Program Update

STATEWIDE UPDATES

Global Infrastructure and Investment Consortium Joins California High-Speed Rail to Advance Future Expansion Through Private Investment

The Authority has launched its first co-development partnership with Momentum Alliance Partners, a global consortium of rail, infrastructure and investment firms, to evaluate accelerated expansion of the nation's first true high-speed rail system through public-private partnership delivery models, private investment and long-term commercialization opportunities.

Momentum Alliance Partners include internationally recognized firms specializing in infrastructure investment, rail operations, engineering, systems integration and commercial development, including Plenary Americas, CDPQ Infra, Keolis, SNCF Voyageurs, Jacobs, Sener, SYSTRA, Setec, Arup and Steer.



High-Speed Rail Completes 62nd Structure in Central Valley

The Corcoran Highway grade separation project in Kings County is now complete and open to traffic, improving safety and traffic flow for the county. This marks the 62nd completed structure across the first 119 miles of high-speed rail construction in the Central Valley. The Authority anticipates substantial completion of most remaining structures on the first 119 miles by the end of this year.

High-Speed Rail Authority Board Transitions

CEO Ian Choudri welcomed Governor Gavin Newsom's appointments of Steve Kawa and Jason Elliott to the HSR Board of Directors. Both Kawa and Elliott have deep roots in the Bay Area; each previously served as chiefs of staff to multiple San Francisco mayors.

At the same time, Choudri thanked former Board Chair Tom Richards and Board Vice Chair Nancy Miller for their years of leadership and dedication to advancing the nation's first true high-speed rail system.

California Approves Team to Build Nation's First True High-Speed Rail Track and Systems

On June 1, the Authority's Board of Directors approved the team that will install the electrified high speed rail track and systems in the Central Valley. The team is composed of an American-led consortium consisting of Kiewit, Stacey Witbeck, and Herzog. The installation scope includes track, overhead contact system, train control and communications infrastructure.

This Board action follows the completion of track installation at the 150-acre [southern railhead facility](#) in Kern County, which will serve as the staging and distribution hub for high-speed track and systems installation. The facility is now prepared to receive freight deliveries of rail and other long-lead materials directly procured by the Authority, enabling rapid deployment once track-laying work begins later this year.

NORTHERN CALIFORNIA UPDATES



New Deputy Regional Director

Louanssee Moua has been appointed as the Deputy Regional Director for the Authority's Northern California office. She brings over 20 years of experience in community and government relations, legislative advocacy and public affairs. In her role as Deputy Regional Director, she is responsible for leading stakeholder and partner relations for the greater Bay Area.

Mineta Summer Transportation Academy Student Tour

In July, high school students in grades 9 to 12 got a behind-the-scenes look at the high-speed rail project by visiting the San Joaquin Viaduct close to Fresno. They also heard presentations from project experts about Northern California and statewide updates, partnerships with stakeholders, and a technical overview from the early train operator. The Authority partnered with the Mineta Summer Transportation Academy on the program, which allows students to explore possible careers in the transportation industry.



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

- August 21: TJPA's Rooftop Rhythms, Rooftop Park, Salesforce Transit Center, San Francisco
- September 13: Viva CalleSJ, San Jose
- September 19: Village Fest, San Jose
- September 23: Transit Art Fair, Salesforce Transit Center, San Francisco