Revised 9/23/2025 at 11:00am – Rearranged Items 6-9 order; Updated Item 6 Committee Action; Materials added for Item 6

BOARD OF DIRECTORS 2025

STEVE HEMINGER, CHAIR
RICO E. MEDINA, VICE CHAIR
MARGARET ABE-KOGA
PAT BURT
DAVID J. CANEPA
DAVID COHEN
JEFF GEE
SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

REVISED AGENDA

Peninsula Corridor Joint Powers Board

Technology, Operations, Planning, and Safety (TOPS)
Committee Meeting

September 24, 2025, 1:30 pm

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

Alternate Location:
San Bruno City Hall
Conference Room 138
567 El Camino Real
San Bruno, CA 94066

Committee Members: Rico E. Medina (Chair), Pat Burt (Vice Chair), Shamann Walton

Members of the public may participate remotely via Zoom at **https://us06web.zoom.us/j/81186731470?pwd=OUE3b0ZiY3ZoYzRCN280UG5Gbi9WZz09** or by entering Webinar ID: **811 8673 1470,** Passcode: **274739**, 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, Bacciocco Auditorium - Second Floor, 1250 San Carlos Avenue, 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 weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, posted online at: https://www.caltrain.com/about-caltrain/meetings..

Verbal 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

Note: All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

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 two minutes. The Committee 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.

September 24, 2025 - Wednesday 1:30 pm

All items to which Government Code section 84308 applies have been marked with an asterisk.

A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)((9), this relationship is considered to be a noninterest but it must be disclosed.

1. Call to Order

2. Roll Call

3. Pledge of Allegiance / Safety Briefing

4. Public Comment on Items Not on the Agenda
   Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.

5. Approval of Meeting Minutes for August 27, 2025 — Motion

6. Receive Update on Rail Operator Re-Bid Process — Motion ~~Informational~~

7~~6~~. Receive Update on Guadalupe River Bridge Project – August 2025 — Informational

8~~7~~. Receive Annual Tree Report and Status Update Regarding Tree Assessment, Pruning, and Removal Program, Including Effectiveness of Replacement Tree Incentive and Budget — Informational

9~~8~~. Receive Fiscal Year 2025 Annual Ridership Report — Informational

~~9. Receive Update on Rail Operator Re-Bid Process — Informational~~

10. Committee Member Requests

Note: All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

11. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, October 29, 2025 at 1:30 pm
    The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

12. Adjourn

Note: All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

Information for the Public

All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee. If you have questions on the agenda, please contact the JPB Secretary at 650.551.6108. Agendas are available on the Caltrain website at https://www.caltrain.com. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电*1.800.660.4287*

Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom. Should Zoom not be operational, please check online at https://www.caltrain.com/about-caltrain/meetings for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. 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 weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee 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 or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Committee Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

Peninsula Corridor Joint Powers Board
Technology, Operations, Planning, and Safety (TOPS) Committee

1250 San Carlos Avenue, San Carlos, CA 94070
DRAFT Minutes of August 27, 2025

Members Present: Shamann Walton, Pat Burt (Vice Chair), Rico E. Medina (Chair)

Staff Present: M. Bouchard, S. Bullock, J. Harrison, L. Ko, L. Lumina-Hsu, L. Zhang

1. **Call to Order**
   Chair Medina called the meeting to order at 1:30 pm.

2. **Roll Call**
   Loana Lumina-Hsu, JPB Deputy Secretary, called the roll and confirmed a quorum was present.

3. **Pledge of Allegiance / Safety Briefing**
   Chair Medina led the Pledge of Allegiance and delivered the safety briefing.

4. **Public Comment on Items not on the Agenda**
   Aleta Dupree, Team Folds, commented on Clipper fare offerings, fare capping, and the introduction of an open payment system on the Bay Area Rapid Transit (BART).

   Adrian Brandt commented on Electric Multiple Units (EMU) wheel flat spots manufacturing defects resolution.

5. **Approval of Meeting Minutes for July 23, 2025**
   Motion/Second: Walton/Burt
   Ayes: Burt, Walton, Medina
   Noes: None

6. **Authorize Executive Director to Execute Lease Agreement with Caltrans for Three Locomotives, Three Cab Cars, and 13 Coach Cars***
   Li Zhang, Chief, Rail Commercial and Business, provided the presentation that included the following:
   - $2.14 million annual lease revenue expected, saving $0.5 million in annual operating and maintenance and insurance
   - Mobility, rail recovery, and expansion transportation alternatives

DRAFT

The Committee members commented on cost reduction and high value of surplus equipment.

Motion/Second: Walton/Burt
Ayes: Burt, Walton, Medina
Noes: None

Public Comment
Aleta Dupree, Team Folds, commented on Capital Corridor renewable diesel fuel usage.

Roland commented on providing lease and purchase options, battery EMUs purchases, and the Corridor's Gilroy extension.

7. **Authorize Execution of Amendment Number 2 to Contract 23-J-C-040 with Flatiron-Herzog Joint Venture for Construction Manager/General Contractor (CMGC) Support Services and Amendment Number 5 to Contract 23-J-P-041 with Mark Thomas for Designer Services for Broadway Burlingame Grade Separation Project 65 Percent Redesign***
Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director, provided the presentation that included the following:
   - 65 percent redesign kickoff, totaling $15.3 million with projected completion for April 2026
   - Value engineering process: time and cost optimization, design footprint reduction, and Broadway Burlingame Station modification

   The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:
   - Active application of value engineering components with accommodation for increased capacity
   - Semi-coupled car capacity paired with increasing service frequency
   - Two parcel acquisition completion

   Motion/Second: Burt/Walton
   Ayes: Burt, Walton, Medina
   Noes: None

   Public Comment
   Aleta Dupree, Team Folds, commented on grade separation benefits.

   Roland commented on contract separation for required services.

DRAFT

8. **Receive Update on Guadalupe River Bridge Project**
   Ms. Bullock provided the presentation that included the following:
   - Completion of fish relocation, Main Track (MT) 1 Demolition, River Diversion equipment installation, Habitat Mitigation and Monitoring Plan (HMMP) permit submission
   - MT new bridge work and off-site Hicks Restoration Compensatory Mitigation Design commencement
   - Delayed start due to bird nesting; no change to key milestones and total costs
   - Untouched Project Contingency and Contractor Risk Pool
   - Risks and mitigations: different site conditions, bird nesting, no fueling on Santa Clara Valley Water District property, unpredictable water or weather conditions

   Public Comment
   Roland commented on items in the supplemental reading file.

9. **Committee Member Requests -** There were none.

10. **Date/Time of Next Regular TOPS Committee Meeting:** Wednesday, September 24, 2025, at 1:30 pm.

11. **Adjourn -** The meeting adjourned at 2:07 pm.

DRAFT

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Ted Burgwyn, Acting Chief Operating Officer
For:	October 2025 JPB Board of Directors Meeting
Subject:	**Receive Update on Rail Operator Rebid Process**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Caltrain's current Operations and Maintenance (O&M) Agreement with TransitAmerica Services, Inc. (TASI) expires June 30, 2027. Staff have spent the last year developing a procurement strategy for the successor O&M contract by gathering expressions of interest, meeting prospective bidders, exchanging best practices with peer agencies, and updating the scope of services to deliver a more modern, flexible contract that maintains the highest standards of safety while generating cost efficiencies. The agency is now considering a staff recommendation to extend the procurement timeline to address financial uncertainty and competition concerns.

Staff are seeking TOPS Committee concurrence on a recommendation to engage in negotiations with TASI for a contract extension. Detailed parameters for this proposed extension will be included in the accompanying Committee presentation. An extension of the current O&M contract provides the following benefits:

1. **Financial Clarity:** Caltrain will have a better understanding of what it can afford following the results of the regional transit measure planned for November 2026. Assuming Bay Area voters approve additional dedicated funding, Caltrain will be better positioned to assure prospective bidders that it will have financial wherewithal to support current and future service levels. An extension of the current cost-plus contract with TASI would also help the agency maintain cost control over the operating budget while navigating interim budget deficits.
2. **Improved Competition** – The Massachusetts Bay Transportation Authority (MBTA) is actively procuring a new operator contract for their Regional Rail service, which is a significantly larger opportunity than the Caltrain scope. The MBTA anticipates issuing a Request for Proposals in fall 2025 and awarding a new Operating Contract in late 2026. Caltrain believes it can better maximize competition by taking its procurement " off-cycle" from the MBTA and other major commuter rail solicitations being conducted in parallel.

Discussion

The Peninsula Corridor Joint Powers Board (JPB) assumed responsibility for the operation of Caltrain service from Caltrans in 1992. Amtrak served as the JPB's contracted rail operator until May 2012. The JPB, at its September 2011 meeting, authorized the award of a new operating contract to TASI. The contract carried a 5-year base term with the ability to execute 5 additional one-year options. In February 2017, the JPB exercised all 5 of the option years, extending the contract with TASI to June 2022.

At a 2019 Board Workshop, Caltrain staff obtained direction to explore a basis upon which the JPB could extend the TASI contract through successful completion of the Peninsula Corridor Electrification Project (PCEP) and transition to electrified service. This direction was based on the determination that it would be in the public interest of the JPB to eliminate the risks associated with the potential transfer of responsibilities carried out by TASI to a new operator until after PCEP had been completed and operated in revenue service for a reasonable period of time.

In a letter received in November 2019, the Federal Transit Administration provided its consent of the JPB pursuing an extension to the TASI agreement. In January 2021, the JPB extended TASI's contract for an additional 5 years through June 2027 to enable completion of PCEP construction and subsequent start-up of service in an electrified environment.

During the term of the current O&M Agreement, TASI has been responsible for all rail operations and maintenance of Caltrain's fleet and infrastructure to keep the system in a state of good repair. In addition, TASI has provided construction support for the capital program.

At the March 2025 Board meeting, Caltrain staff received approval of guiding principles and goals for the development of the successor contract. Caltrain subsequently issued a Request for Expressions of Interest (RFEI) to gauge potential proposer interest and seek input on key topics to determine the best strategy to procure a new O&M Agreement. At the May 2025 TOPS Committee meeting, Caltrain staff provided a summary of feedback received from respondents to the agency's Request for Expressions of Interest and shared next steps for the solicitation.

Budget Impact

There is no specific budget impact associated with this update, although an extension to the current O&M contract will require negotiating financial terms for the extension period including any updated provisions. Pricing considerations, including tradeoffs associated with different potential commercial arrangements for the successor contract, will be the subject of a future presentation to the TOPS Committee. The project team will develop an independent cost estimate for the successor contract as part of the procurement development process.

Prepared By: Graham Rogers Project Manager 09/15/2025

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director
For:	October 2025 JPB Board of Directors Meeting
Subject:	**Receive Update on Guadalupe River Bridge Project – August 2025**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

This report includes an informational update that requires no action by the Board of Directors ("Board") of the Peninsula Corridor Joint Powers Board ("JPB" or "Caltrain").

Staff will provide monthly updates covering Guadalupe River Bridget Project – related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

Due to unforeseen challenges that resulted in project delays and increased expense, the Guadalupe River Bridge Replacement Project concluded a project reset with a revised budget, schedule, and funding plan. In June of 2025, the JPB approved staff's request for additional $107,691,005 to complete the Project, bringing the revised Project budget to $171,389,598. The JPB also authorized a bus bridge agreement with Santa Clara Valley Transportation Authority (VTA) in support of bridge construction.

The Executive Oversight Committee, convened by Executive Director Bouchard, continues to meet regularly, providing additional project oversight and making recommendations regarding Caltrain's responses to the resource agencies, including reviewing and proactively implementing improvements to internal processes and controls for current and future projects.

Staff successfully secured all necessary permits in time to resume construction at the start of the dry season on June 15, 2025. Staff are also committed to providing monthly updates to the Technology, Operations, Planning, and Safety (TOPS) Committee through a monthly progress report. This report will ensure full transparency on key aspects of the Project, including project highlights, Habitat Mitigation Management Plan (HMMP) work, project cost, schedule, change

orders, issues, and top risks. Each monthly report will be included in the JPB board packet, making it accessible to all board members and the public.

Monthly Update
See attached Monthly Progress Report.

Budget Impact
There is no impact to the budget impact from receiving this status report.

Prepared by	Sherry Bullock	Interim Chief, Design and Construction, and CalMod Program Director	09/12/2025

Guadalupe River Bridge Replacement Project (GRBRP)

Executive Monthly Progress Report

August 31, 2025

This page is intentionally blank.

TABLE OF CONTENTS

1.0 Executive Summary 1-1
1.1 Introduction 1-1
1.2 Background and Recent Accomplishments 1-1
1.3 Resource Agency Permitting Status 1-2
1.4 Project Cost and Budget 1-2
1.5 Project Progress and Schedule 1-3
1.6 This Month's Accomplishments 1-3
1.7 Upcoming Work 1-3
1.8 Risk Management 1-4
2.0 Safety 2-1
3.0 Project Schedule 3-1
3.1 Introduction 3-1
3.2 Re-Baseline Schedule 3-1
3.3 Critical Path Analysis 3-1
4.0 Cost and Budget 4-1
4.1 Introduction 4-1
4.2 Project Budget and Cost 4-1
4.3 Contractor's Risk Allowance Pool 4-2
4.4 Contract Incentives 4-3
4.5 Project Cash Flow and Funding 4-3
4.6 Issues 4-3
5.0 Change Management 5-1
5.1 Introduction 5-1
5.2 Construction Change Orders / Risk Allowance Pool 5-1
5.3 Issues 5-1

1.0 EXECUTIVE SUMMARY

1.1 Introduction

Caltrain will extend and replace two bridges over the Guadalupe River in The City of San José (Santa Clara County) just north of Caltrain Tamien Station. The Project is technically and logistically complex due to the age of the existing structures, their geographical location over a river, and the need to obtain and comply with multiple permits issued by various federal, state, and regional agencies.

The Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1"), a partial replacement, including seismic improvements, of the southbound bridge (Main Track Bridge 2 or "MT-2") and modifications to the existing Guadalupe River channel. The improvements address the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability. The Project will enhance surrounding aquatic and upland habitats on the Project site, will purchase habitat credits from the Santa Clara Valley Habitat Agency and will partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek to satisfy mitigation requirements resulting from the environmental impact arising from the Project.

1.2 Background and Recent Accomplishments

In 2023, Caltrain completed demolition and extension of the MT2 bridge, relocation of all signaling cables from the MT1 bridge to the new MT2 bridge, relocation of all privately-owned utilities from the MT1 bridge to the new MT2 bridge and placement of the new MT2 bridge into passenger service. Due to constructability issues with the existing environmental permits, the construction work was paused in 2024 while Caltrain worked to amend the environmental permits to align with the revised approach for completing the project.

While the Construction work was paused, Caltrain issued three limited notices to proceed (LNTPs) to Walsh in February 2025.The LNTPs enabled Walsh to begin fabricating materials (e.g., rebar and casings), procure pipes for river diversion, and mobilize workers, subcontractors, and equipment to commence work on June 15. Caltrain completed a thorough assessment of all aspects of the program including cost, schedule, risks, and organization and completed a global settlement with the Construction Contractor. Caltrain received JPB board approval for the re-baselined project budget and schedule in June of 2025. Upon receipt of the amended permits, Caltrain provided notice to proceed (NTP) to Walsh to resume construction in June 2025.

In the month of August, with the Guadalupe River diverted in accordance with regulatory permits, Walsh completed demolition of the existing MT1 bridge. Throughout August, work continued for excavation of the site and construction of access roads, reconstruction of the MT1 bridge and installation of MT2 retrofit piles. The remaining work to reconstruct the MT1 bridge, installation of seismic retrofit piles for the MT2 bridge, widening the Guadalupe River channel, and implementing environmental mitigation in the form of habitat restoration and enhancements as part of HMMP on-site work will continue through the completion date of March 2027.

1.3 Resource Agency Permitting Status

The team worked with the resource agencies and secured revised permits for the Project in time to commence construction on June 15, 2025, the beginning of the 4-month "dry" construction season, followed by limited construction activities in the "wet season" (October 15, 2025 – June 15, 2026). The following permits were received including conditions and mitigation requirements:

- San Francisco Bay Regional Water Quality Control Board (RWQCB) revised 401 Water Quality Certification
- U.S. Army Corps of Engineers (USACE) Section 404 reverification and the existing 408 permit is sufficient for Caltrain to resume bridge construction
- The California Department of Fish and Wildlife (CDFW) 1600 Streambed Alteration Agreement.
- Santa Clara Valley Water District (SCVWD) bridge construction encroachment permits extension and amendment.

The Habitat Mitigation Management Plan (HMMP) was revised substantially due to comments from SCVWD. The Environmental Team is actively working toward finalizing the HMMP, which will satisfy both on-site and off-site mitigation requirements. The following are highlights of habitat mitigation effort:

- On site HMMP package was submitted for agency review and approval on July 18, 2025. In August, partial comments were received from the permitting agencies. JPB will continue to coordinate with agencies on the remaining comments and gain approval of the HMMP package.
- Upon approval of the HMMP package, JPB will seek to Amend the USACE 408 permit for on-site mitigation work**.**
- Obtain SCVWD HMMP Encroachment Permit #2 for approval to perform on-site habitat mitigation within the district's land**.**

Offsite compensatory mitigation was selected through the Santa Clara Valley Habitat Agency (Habitat Agency) and the Mid-Peninsula Open Space District (Midpen).

- Participating in Special Entity (PSE) agreement through the Habitat Agency
- Midpen Board approved the Hick's Creek Mitigation project on July 9th
    - A Cooperative Mitigation Agreement is currently being drafted between Midpen and JPB.
    - In August, JPB executed a contract with ICF to perform design and permitting services for the Hick's Creek Mitigation project.
    - CEQA Addendum approval is needed for Offsite Mitigation.
    - JPB and FTA to complete NEPA evaluation for Offsite Mitigation.

1.4 Project Cost and Budget

On June 5, 2025, the JPB board approved to amend the Guadalupe River Bridge Replacement Project Budget from $63,698,593 to $171,389,598. As of August 2025, the project is on budget:

- The current project total cost at completion (EAC) is the same as the Board approved budget of $171.38 million.
- As of August 2025, the project cost is on track to complete the project.
- No drawdown occurred to the Contractors Risk Allowance and project

contingency of $7.6 million.

1.5 Project Progress and Schedule

After June 2025 NTP was issued, a nesting blue bird within the project delayed the start of water diversion work. However, the project team has been working with the Contractor on resequencing to minimize the critical path impact.

As of August 31, 2025, the overall bridge construction completion is 46% and the current project schedule is still on track with the contractors' substantial completion date of March 2027 for the Guadalupe River Bridge Replacement and Habitat Mitigation work on the Guadalupe Bridge Site. Additional work will be ongoing through 2027 for completion of an offsite habitat mitigation project at the Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

1.6 This Month's Accomplishments

The project team has completed the following notable activities for the month of August 2025:

- Acquired comments from and met with RWQCB for the onsite HMMP design.
- Executed work directive and held kick off meeting with ICF for the offsite Hick's Creek project design.
- Issued several work directives and contract amendments for ongoing project needs for various environmental consultants.
- Hosted monthly update meeting with the Environmental Permitting Agencies, including FTA.
- Began construction of new MT1 bridge piers and MT2 retrofit piles.
- Continue with temporary and permanent site grading activities.
- Completed Lessons Learned Report and presented to Rail Design and Construction Department.

1.7 Upcoming Work

For the next month, the GRBRP team has set additional goals as described below:

- Continue construction of MT1 bridge piers and MT2 retrofit piles.
- Install MTI Span 2 Steel Girder
- Prepare winterization plans and begin installation of sheet pile walls to facilitate wet season work in accordance with regulatory permits.
- Work with permitting agencies to gather feedback and work to finalize the onsite HMMP design
- Ongoing work to finalize agreement with Mid-peninsula Regional Open Space District for use of Hick's Ranch for the offsite mitigation project
- Host monthly status meetings with the Environmental Permitting Agencies.

1.8 Risk Management

As of August 2025, the top critical items and related actions are listed below.

Table 1-1. Key Risks and Actions

Risk Descriptions	Mitigation Actions
Bird nesting impact to construction work	• Walsh provided a recovery schedule to defers some MT2 work to 2026 dry season and maintains current substantial completion date. • Bird deterrents are installed on bridge structures to prevent nesting. • Walsh to perform contract required tree removals in 2025 dry season to eliminate locations for nesting birds. • Biological monitors scan sites regularly to prevent development of new nests.
Work needed to execute construction deviates from what is permitted: Example: Winterization plans contemplated ideal staging that was modified during project execution to accommodate various constraints not previously planned for.	• Ongoing work with the construction contractor to review work plans and confirm alignment with permit conditions prior to work proceeding. • The construction team closely coordinates with the environmental team to understand the intent of permit conditions and if needed, engage permitting agencies for clarity. • Where exceptions are required, work with the contractor to come up with detailed work plans and mitigations to address agency concerns. • For fueling issues, worked with the contractor to find alternate locations for fueling away from VW property and developed a fueling plan that is acceptable by Caltrain.
Unforeseen subsurface or structural conditions	• Performing advanced sampling of known areas of contamination to determine limits and plan for proper disposal in advance of work. • Performing investigation, to the extent feasible, of the existing MT-1 bridge structure to properly plan demolition activities in advance. • Advanced potholing, when possible, to uncover potential utility conflicts.
Unpredictable Water or weather conditions	• River Diversion and Temp Sheet pile for wet season work designs incorporate appropriate capacities to handle expected water levels. • Monitoring forecast to allow time to sufficiently prepare for weather events • Response plan was developed with Construction Contractor to mitigate “over-topping” of river diversion in case of weather event that will affect water levels in river.
Delays to approval of onsite HMMP	• Worked with permitting agencies to review draft HMMP and capture edits needed in advance of permit needs. • Previously set date of July 18th for submission to permitting agencies to allow for revisions to be addressed and sufficient time for permit issuance before the work needs to begin in the dry season of 2026. • Engage executive staff level support to contact Permitting agencies who have been unresponsive. • Provided draft HMMP plans to Walsh to confirm baseline schedule assumptions and to prepare for advertisement to subcontractors. To maintain schedule, draft HMMP (90% complete) will be used to advance bidding process. Any changes resulting from agency reviews will be addressed via addendum to the subcontractor.

2.0 SAFETY

Walsh Construction provides a full-time safety manager on the project who oversees and implements the Health and Safety program for the project. Walsh's safety manager continues to provide relevant training, host safety meetings, safety related inspections, reporting and managing responses to safety issues. This role will continue for the duration of the project.

Walsh reports the following safety activities for the month of August 2025:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
Aug 2025	8,860	6	19	48	1	6
Cumulative (from June 2025)	21,789	52	38	111	4	10

Safety Event Synopsis:

1. 8.11.25: Strike by: Walsh employee bumped by truck
2. 8.11.25: Vehicle damage: Backing vehicle bumped and damaged parked truck
3. 8.14.25: Buried utility line strike: Operator struck a storm pipe
4. 8.20.25: Dumpster Fire: Fire in off-site non-hazardous waste trash dumpster
5. 8.21.25: Buried electrical conduit strike: Operator stuck a buried temporary ATS pump electrical conduit
6. 8.22.25: Close Call: Operator identified damaged rigging, stopped lift, and replaced rigging components
7. 8.23.25: Buried ATS water line strike

Caltrain staff and consultants have experienced no incidents in the month of August related to the GRBR project.

Definitions:

Incident: Any event occurring on or in the vicinity of the Work Site involving personnel, property or equipment associated with the Work which results in personal injury to any person or damage to any property.

Close Call: Any event resulting in no injury or no damage, but which had potential to result in injury or damage to persons or property.

Observation: The act of watching and recording specific workplace activities, conditions, and behaviors as they occur. The intent is to identify safe and unsafe actions, conditions, and positive safety behaviors, with the goal of preventing incidents before they occur. The process is driven by behaviors, actions and workspace conditions observed by the person(s) conducting

the observation.

Inspection: The act of conducting a specific or multiple element job site evaluation of a workplace, equipment, or operational process aimed at identifying potential hazards, ensuring compliance with safety regulations, and promoting a safe working environment. Typically, a checklist based upon regulatory standards is used during the process.

3.0 PROJECT SCHEDULE

3.1 Introduction

The JPB has approved project re-baseline schedule as part of project reset with a substantial completion date of March 03, 2027, and Final Acceptance of March 30, 2027. The offsite habitat mitigation work will carry through 2027 for completion at Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

As of August 31, 2025, the overall delay to the critical path is 0 days. The contractor re-sequenced water division work to minimize schedule impact caused by bird nesting. Bridge Construction will be completed in two dry seasons.

3.2 Re-Baseline Schedule

Guadalupe River Bridge Replacement (GRBR) project re-baseline schedule was established. The following are the status of major Milestones as of August 31, 2025.

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/27/2025	
2025-2026 Wet Season (outside of river channel) • MT1 Foundation and Super Structure • MT2 Pier 4 Work	01/23/2026	01/23/2026	
2026 Dry Season—Milestone 2 (All in-channel work) • MT1 Deck & Finishes • MT2 Finishes	10/15/2026	10/15/2026	
2026-2027 Wet Season-Complete Final Planting – On-Site Mitigation	02/09/2027	02/09/2027	
Substantial Completion	03/03/2027	03/03/2027	
Completion of Off-Site Mitigation	12/27/2027	12/27/2027	

Table 3-1. Re-baseline Schedule

3.3 Critical Path Analysis

The critical path in 2025 dry season goes through MT1 which includes river diversion, CIDH work and installation of steel girders. The critical path continues through the 2026 dry season and includes completing the remaining MT1 bridge work, MT2 bridge work, remaining grading and final HMMP work.

4.0 COST AND BUDGET

4.1 Introduction

The JPB approved a revised Project budget of $171.38 million. Table 4-1 depicts a summary level of project budget, costs, and estimate at completion based on the latest project cost update as of August 31, 2025.

4.2 Project Budget and Cost

Table 4-1. Budget Summary by Project

Description of Work	Current Budget (A)[1]	Cost This Month (B)[2]	Cost To Date (C)[3]	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Guadalupe River Bridges Replacement	$171,389,598	$5,088,401	$67,221,475	$104,168,123	$171,389,598	$0
GRB TOTAL	**$171,389,598**	**$5,088,401**	**$67,221,475**	**$104,168,123**	**$171,389,598**	**$0**

1. Column A “Current Budget” includes re-baseline and executed change orders and awarded contracts.
2. Column B "Cost This Month" represents the cost of work performed this month.
3. Column C "Cost to Date" includes actual (amount paid) and accruals (amount of work performed) to date.

Table 4-2 depicts project budget, costs, and estimate at completion summarized by major elements of work. This budget table provides additional details for the project and is broken down by major work elements for the project, minor contracts, environmental, designer, project management oversight, HMMP and other indirect support costs.

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget (A)	Current Budget (B)	Cost This Month (C)	Cost To Date (D)	Estimate To Complete (E)	Estimate At Completion (F) = (D) + (E)
Walsh Construction Contract	$89,787,026	$89,787,026	$3,500,000	$35,979,734	$53,807,291	$89,787,026
Design Services during Construction	$2,312,930	$2,312,930	$51,740	$945,005	$1,367,925	$2,312,930
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	$14,124,097	$14,124,097	$285,140	$7,076,728	$7,047,369	$14,124,098
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	$12,250,000	$12,250,000	$11,381	$11,381	$12,238,619	$12,250,000
Management Oversight & Support	$23,180,900	$23,180,900	$558,909	$12,165,594	$11,015,306	$23,180,899
Others (TASI & Bus Bridge Support, ICAP)	$16,834,453	$16,834,453	$681,230	$5,767,087	$11,067,365	$16,834,453
PRIOR COSTS - Planning/Engineering & CalMod Improvements	$5,275,945	$5,275,945	$0	$5,275,945	$0	$5,275,945
Contingency	$7,624,247	$7,624,247	$0	$0	$7,624,247	$7,624,247
Grand Total	**$171,389,598**	**$171,389,598**	**$5,088,401**	**$67,221,475**	**$104,168,123**	**$171,389,598**

4.3 Contractor's Risk Allowance Pool

Caltrain and Walsh continued to implement new mechanisms to support a collaborative approach to project delivery. The parties jointly completed a detailed review of project risks and mitigation strategies, acknowledging that certain risks may materialize under specific conditions. To address this, both parties agreed to establish an allowance pool to cover additional costs related to risk mitigation following the start of construction in August 2025.

As part of the global reset, a $4 million Risk Allowance Pool was created to proactively and collaboratively manage risks with the contractor. This pool is intended to compensate the contractor for additional costs incurred if identified risks are realized. Table 4-3 summarizes the current month's drawdown from the Risk Allowance Pool, the cumulative drawdown to date, and the remaining balance by risk category.

Table 4-3. Risk Allowance Pool Status as of August 2025

Risk Allowance Pool Category	Risk Amount	Current Month	Executed to Date	Remaining Balance
Differing Site Conditions	$390,750	$0	$0	$390,750
Bird Deterrent Mitigation	$250,000	$0	$0	$250,000
Permit Requirements	$1,000,000	$0	$0	$1,000,000
Track Access Impacts	$360,000	$0	$0	$360,000
Water Management	$250,000	$0	$0	$250,000
Warehouse Storage	$297,000	$0	$0	$297,000
Isolation Casings	$600,000	$0	$0	$600,000
Phytophthora Management	$750,000	$0	$0	$750,000
Contingency	$102,250	$0	$0	$102,250
Total	**$4,000,000**	**$0**	**$0**	**$4,000,000**

In addition to the established Risk Allowance Pool with Walsh, the Re-Baseline Budget includes a project contingency of $7.6 million to cover potential changes and unknowns not related to Walsh. As of the August 2025 Re-Baseline Budget, the total project contingency is $7.6 million. Table 4-4 summarizes the current remaining and forecasted contingency balance as of the latest monthly update.

Table 4-4. Overall Project Contingency

	Project Contingency		
	Allocated (A)	Unallocated (B)	Subtotal C = (A+B)
Project Contingency	$7,624,247	$0	$7,624,247
Drawn Contingency	$0	$0	$0
Remaining Contingency	$7,624,247	$0	$7,624,247
Pending Changes	$0	$0	$0
Forecasted Remaining Contingency	$7,624,247	$0	$7,624,247

4.4 Contract Incentives

The Global Re-set included incentives based on Early Interim Milestone Completion. Table 4-5 provides a status of Contractor incentives Budgeted, Awarded, and remaining Balance. There is $0 drawn from the contract incentives as of August 2025.

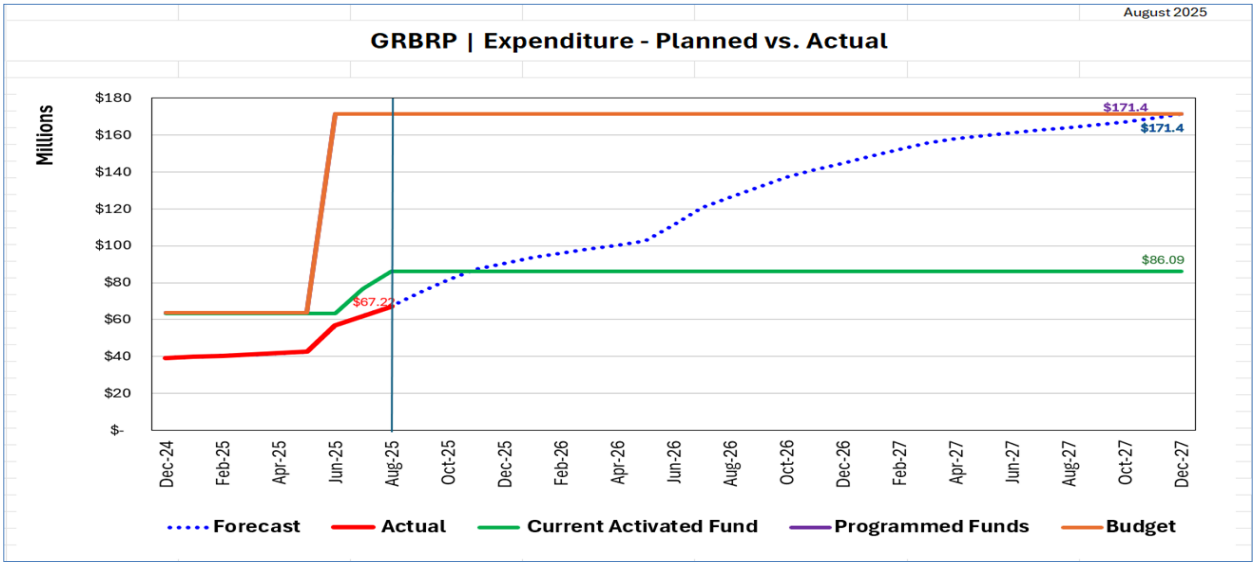
Table 4-5. Construction Contractor Incentives

Incentives	Budgeted (A)	Awarded (B)	Projected Remaining to Award (C)	Projected Balance Remaining (D)=(A)-(B)-(C)
Interim Milestone				
Install Steel Girders on MT1 Span 2	$540,000	$0	$540,000	$540,000
In-Channel Work	$540,000	$0	$540,000	$540,000
Total Contract Incentive	**$1,080,000**	**$0**	**$1,080,000**	**$1,080,000**

4.5 Project Cash Flow and Funding

The remaining project expenditures are cash flowed in Figure 4-1. With the award of full funding, the project does not expect any cash flow issues due to funding.

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

Table 4-7. Cost and Funding Issues Identified, and Actions Taken for August 2025

Issues	Actions
None	• N/A

5.0 CHANGE MANAGEMENT

5.1 Introduction

The change management process establishes a formal administrative work process associated with the initiation, documentation, coordination, review, approval, and implementation of changes during the design and construction of GRB. The change management process accounts for the impacts of the changes and ensures prudent use of contingency.

5.2 Construction Change Orders / Risk Allowance Pool

5.2.1 Executed Risk Allowance/CCO Items

- CCO-30 – Global Re-set

5.2.2 Approved Risk Allowance/Change Order Items:

- None as of August 2025

5.2.3 Upcoming Risk Allowance Items or Change Orders

- Pending Risk allowance usage for
  - CIDH pile modifications
  - Removal of Fallen tree in river obstructing installation of river diversion
  - Additional generator for river diversion pumping and double handling of equipment to accommodate Valley Water fueling restrictions
  - Demo of additional unforeseen concrete at existing MT1 piers
  - Removal of unforeseen buried concrete
  - Additional pumps needed for river diversion
  - Added ATS system to support dewatering needs
  - Additional compensation due to impacts related to regulatory permit impacts in June 2025

5.3 Issues

Table 5-1. Change Management Issues Identified, and Actions Taken for August 2025

Issues	Actions
River Diversion cofferdams have not sealed completely and are resulting in greater seepage quantities than anticipated. There is no direct impact on critical path work.	• Working with the contractor to develop a plan for improvements and in compliance with permits. • Use of risk allowance anticipated to compensate Walsh for work that is beyond the baseline assumptions
Valley Water added an unexpected permit condition about fueling at the very last minute before construction. No fueling on VW property was not included in previous permits.	• Worked with Walsh to develop fueling plans for approval by JPB for fueling non-mobile equipment within JPB ROW. • Monitoring potential impacts on productivity due to fueling restrictions related to mobile equipment and working with the contractor to mitigate where possible. • Use of risk allowance to compensate Walsh for work that is beyond baseline assumptions.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Mike Meader, Chief Safety Officer
For:	October 2025 JPB Board of Directors Meeting
Subject:	**Receive Annual Tree Report and Status Update Regarding Tree Assessment, Pruning, and Removal Program, Including Effectiveness of Replacement Tree Incentive and Budget**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

In September 2024, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) adopted a policy governing the removal of dangerous trees on property adjacent to Caltrain's Right of Way (ROW). Below, staff provide an informational update regarding the implementation of Caltrain's tree policy. No action is required with respect to this item.

Discussion

This report and accompanying presentation are submitted to keep the Board advised as to the activities pertaining to the Caltrain Tree Assessment and Removal Policy. Caltrain is committed to providing a safe work environment for our employees and contractors, and a safe and efficient train service for our customers. Caltrain is committed to working with municipalities and private parties along the Caltrain alignment to ensure potential hazards caused by trees are continuously evaluated and addressed.

In 2023 and 2024, winter storms caused at least 30 trees and dozens of branches to fall on Caltrain's ROW, damaging Caltrain's infrastructure and threatening the safety of the railroad's staff and the public. To address this safety risk, which has become more pronounced since Caltrain transitioned to electrified service, Caltrain assessed the health of trees along its Corridor and began working with municipalities and the owners of private property adjacent to Caltrain's ROW to identify trees on their property that present a dangerous condition.

In September 2024, the Board adopted a policy regarding trees on property adjacent to the Caltrain ROW that present a dangerous condition. The policy provides for regular tree assessments, notification to adjacent property owners of trees that pose a risk to public safety, and coordination with municipalities and private property owners to prune or remove dangerous trees and to replant new trees that comply with Caltrain's guidelines.

The policy also authorizes Caltrain to (1) remove an unsafe tree on private property with the owner's consent or reimburse the owner for the removal of the tree and (2) plant a new tree on the owner's property with the owner's consent or provide an incentive for the owner to plant a new tree, and if the owner declines, plant a new tree in the proximity of the property, either on Caltrain property or on the property of the municipality in which the private property is located, provided the municipality consents.

Caltrain will provide annual tree reports to the Board and will share this same information with employees as we work to build a stronger Safety Culture consistent with our #1 Core Value – **Safety** – First and Always as well as our System Safety Program Plan (SSPP). These reports will include information on tree assessments conducted, focus areas based upon risk, and number of trees removed/pruned on Caltrain alignment, municipal property and private property. The report will also provide a breakdown of subsidies paid and total cost of program (see attachment).

Budget Impact

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to implement its tree policy is contingent upon the continued availability of funds in its future operating budgets dedicated to that purpose.

Prepared By: Mike Meader Caltrain Chief Safety Officer 09/12/2025

Caltrain Tree Risk Mitigation Metrics Chart (2024-Present)

Tree Assessment & Inspection

Total number of tree risk assessments conducted (by Caltrain, municipalities, jointly)	3 -Year Assessment was completed in 2024 and we have been using it for identifying trees to be cut or removed. Municipal assessments ongoing annually.
Percentage of corridor assessed	100% - Need to budget to continue Caltrain assessments
Number of trees classified as high risk	100+

Tree Removal & Pruning

Total number of trees removed/pruned	142
Number of trees removed/pruned on Caltrain property (ROW)	127
Number of trees removed/pruned on municipal property adjacent to ROW	8
Number of trees removed by Caltrain on private property adjacent to ROW (with owner's consent)	7
Number of emergency tree removals (after storms, reported failures, etc.)	9

Property Owner & Municipality Engagement

Number of notices sent to private property owners about dangerous trees	1
Number of property owners who complied voluntarily	1

Incentives & Subsidies

Number of incentive payments for replacement trees issued to private property owners	zero
Total dollar amount of incentives paid	zero
Average incentive amount per tree	zero
Number of trees Caltrain replaced on private property	zero
Number of subsidy payments for removal of trees on private property	zero

Safety & Operations Outcomes

Number of service delays and incidents caused by falling trees in past year	none

Budget & Resource Metrics

Total cost of tree removal and pruning on Caltrain property	Approximately $306K
Utilization of the $250,000 incentive budget (percentage spent)	Not used; this sum represents about 35% of the total tree assessment and removal budget.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Dahlia Chazan, Chief, Caltrain Planning and Real Estate
For:	October 2025 JPB Board of Directors Meeting
Subject:	**Receive Fiscal Year 2025 Annual Ridership Report**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommend the Technology, Operations, Planning, and Safety Committee receive the attached update on the Fiscal Year 2025 Annual Ridership Report.

This item is informational only; no action is required.

Discussion

The Fiscal Year 2025 (FY25) Annual Ridership Report summarizes Caltrain ridership for July 2024 through June 2025. Ridership estimates are based on the Caltrain Fare Media Sales-Based Ridership Model (Fare Media Model) and differ from the data reported to the National Transit Database (NTD), which is generated using a methodology based on a randomly sampled rider check.

Total annual ridership in FY25 was 9.1 million boardings, a 47 percent increase over FY24. Average weekday ridership (AWR) was 29,754 boardings for the year, but AWR ridership grew steadily throughout the fiscal year, reaching 39,872 boardings in June 2025. That month also marked the first time since March 2020 that monthly ridership exceeded 1 million.

Much of this growth followed the September 2024 electrification of the main line between San Francisco and San Jose, which enabled faster, more frequent, and more reliable service. From October 2024 through June 2025, ridership rose 52.5 percent compared to the same period the prior year. The most notable change was on weekends, where service expanded from 32 to 66 daily trains. Weekend ridership subsequently doubled year-over-year and surpassed pre-pandemic levels.

In September 2024, Caltrain also introduced new youth fares—$1 one-way and $2 Day Pass tickets—after a successful pilot program. Monthly youth ridership (as calculated by sales of the youth one-way tickets and day passes) approximately doubled from about 39,000 in September 2024 to over 78,000 in June 2025.

Special events continued to play a major role in driving ridership, with San Francisco Giants baseball games contributing roughly 15 percent to systemwide totals.

Prior to the COVID-19 pandemic, Caltrain reported its annual ridership through a physical census of all passengers, known as the Annual Passenger Count. The Annual Passenger Count was paused at the beginning of the pandemic due to the region's shelter-in-place orders and has been discontinued indefinitely due to the nearly $1 million cost of the program. In FY24, Caltrain transitioned to summarizing its annual ridership from the Fare Media Model's monthly ridership estimates. This model uses sales data from Caltrain's various ticket/pass products (fare media) to estimate ridership.

Caltrain is also in the process of establishing an on-board Automatic Passenger Counter (APC) system for its new electric fleet. The system will use APC sensors installed above each door to count riders as they board and exit the trains. Once fully operational and validated, this system will serve as Caltrain's primary source for ridership statistics.

Budget Impact

There are no anticipated budget impacts associated with the Board's receipt of this update.

Prepared By:	Nick Atchison	Senior Planner, Rail Operations Planning	09/08/2025

Caltrain Ridership

Fiscal Year 2025 Annual Report

Prepared by Caltrain Planning
September 2025

Table of Contents

1. Executive Summary 5
2. Background 5
3. Methodology and Limitations 6
3.1 Fare Media Sales-Based Ridership Estimation Model 6
3.2 NTD Ridership Reporting 7
4. Service Changes 7
4.1 Beginning of FY2025: Diesel Service 7
4.2 September 21, 2024: Electrification 7
4.3 January 27, 2025: Performance Related Adjustments 8
4.4 June 16, 2025: Tamien Electrified Service Suspension and Bus Bridge 8
5. Fare Changes 8
5.1 Youth Fare Program 8
5.2 Fare-Free Opening Weekend 8
6. Ridership Summary 9
6.1 Total Monthly and Average Weekday Ridership 9
6.2 Impacts of Electrification 9
6.3 Pandemic Recovery 10
6.4 Ridership by Weekday 11
6.5 Average Mid-Week Ridership by Origin Station 12
6.6 Average Weekend Ridership by Origin Station 14
6.7 Ridership by Fare Product and Ticket Type 16
6.8 Youth Fare Ridership 16
6.9 Ridership Impact of Giants Games 17
7. Next Steps 18

Glossary of Acronyms

AMWR	Average Mid-Week Ridership
APC	Automated Passenger Counters
AWR	Average Weekday Ridership
FY	Fiscal Year
JPB	Peninsula Corridor Joint Powers Board
Muni	San Francisco Municipal Railway
NTD	National Transit Database
SamTrans	San Mateo County Transit District
TVM	Ticket Vending Machine
VTA	Santa Clara Valley Transportation Authority

List of Tables and Figures

Table 1: Fare Media Sales-Based Ridership Estimation Model Key Assumptions 6
Table 2: Ridership Growth in Post-Electrification Months by Day Type 10
Table 3: Average Mid-Week Ridership by Origin Station 13
Table 4: Average Mid-Week Ridership by County 14
Table 5: Average Weekend Ridership by Origin Station 15
Table 6: Average Weekend Ridership by County 15
Table 7: Trip Distribution by Fare Distribution Channel and Ticket Type 16
Table 8: Average Ridership by Day Type and Giants Game Location 17

Figure 1: Total and Average Weekday Ridership by Month 9
Figure 2: Monthly Ridership by Fiscal Year 10
Figure 3: Pandemic Recovery Rate by Month 11
Figure 4: Average Ridership by Day of Week 11
Figure 5: Average Weekday, Saturday, and Sunday Ridership, by Month 12
Figure 6: Monthly Youth Ridership, Sep 2024 – Jun 2025 17

1. Executive Summary

The following report summarizes Caltrain ridership estimates for Fiscal Year 2025 (FY2025). FY2025 covers July 2024 through June 2025. The ridership estimates in this document have been reported monthly to the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) through the Executive Director's Report. The ridership figures in this report are derived from methodologies that are distinct from ridership reports submitted to the National Transit Database (visit NTD website for more information).

Compared to FY2024, Caltrain's total FY2025 ridership increased by 47%. Much of this growth is attributable to the September 2024 electrification of the main line between San Francisco and San Jose, which enabled faster, more frequent, and more reliable service. From October 2024 to June 2025, ridership rose 52.5% compared to the same period of the previous year.

The most significant post-electrification service change was on weekends, with the number of daily trains more than doubling from 32 to 66. As a result, weekend ridership approximately doubled compared to the previous year and surpassed pre-pandemic levels.

Following a successful pilot program, Caltrain introduced $1 one-way and $2 Day Pass youth fares in September 2024. Youth ridership increased sharply following the introduction of this program. Estimated one-way and Day Pass youth ridership reached over 80,000 total monthly ridership in June 2025.

San Francisco Giants baseball games remained a major driver of Caltrain ridership in FY2025, leading to increases in systemwide ridership of 15-19%, depending on the day of the week.

2. Background

FY2025 was a transformative year for Caltrain. For the first time in the railroad's 160-year history, diesel service was replaced with electric service along the 50-mile main line between San Francisco and San Jose. Electrification enabled the system to provide faster, quieter, and more reliable service. While Caltrain's ridership had been steadily recovering since the COVID-19 pandemic, the rate of growth accelerated significantly following the launch of electrified service.

Because Caltrain lacks systemwide fare gates and automated passenger counters (APCs), official monthly ridership estimates are based on available fare media sales data. This includes all ticket purchases across platforms such as Clipper Card, Ticket Vending Machines (TVMs), and Caltrain Mobile. Caltrain also offers unlimited ride access to employees and students through its GoPass program, which companies and schools can purchase. Historically, GoPasses were distributed as physical stickers shown to conductors as proof of payment. By FY2025, most GoPasses had transitioned to Clipper, with the remaining sticker versions set to migrate to Clipper once the next-generation Clipper system is launched.

Prior to the COVID-19 pandemic, Caltrain conducted a comprehensive annual ridership count each winter. These counts served as a full census of all passenger and bicycle boardings and alightings for every train at every station. The ridership count previously served as Caltrain's official annual ridership report, however, the program was discontinued in 2020 due to changing ridership during the pandemic and increasing costs. More information on previous years' annual ridership counts can be found on the Caltrain website.

While not included in this report, Caltrain collects a limited set of data from APCs at San Francisco Station, which track passengers as they enter and exit the platform doors. This data is not robust enough for official ridership reporting and is used solely for internal operational and planning purposes.

Caltrain is also in the process of establishing an on-board APC system for its new electric fleet. The system will use APC sensors installed above each door to count riders as they board and exit the trains. Once fully operational and validated, this system will serve as Caltrain's primary source for ridership statistics.

3. Methodology and Limitations

3.1 Fare Media Sales-Based Ridership Estimation Model

Unless otherwise noted, all ridership data in this report was generated from the Fare Media Sales-Based Ridership Estimation Model (Fare Media Model). This model uses sales data from Caltrain's various ticket/pass products (fare media) to estimate ridership. While these ridership estimates are strongly correlated with fare revenue, the two may not be exactly proportional due to factors like trip lengths, discount level, and multi-ride pass usage. Based on the type of ticket or pass, the model uses data-informed assumptions to estimate the number of trips generated by the sale and assigns those trips to specific days and origin stations (see Table 1, below). The model does not account for trips made without the purchase of valid fare.

Table 1: Fare Media Sales-Based Ridership Estimation Model Key Assumptions

Ticket Type	Key Assumptions
One-Way	One trip per ticket sold
Day Pass	Two trips per ticket sold
Monthly Pass	- Pre-January 2025: Average 26 trips per ticket sold (weighted by day of week) - January 2025, on: Average 37 trips per ticket sold (weighted by day of week)
GoPass	On average, Sticker GoPasses generate the same number of monthly trips as Clipper GoPasses

In January 2025, the Fare Media Model's assumption for monthly pass usage was revised from an average of 26 to 37 trips per pass, per month (weighted by day of the week). This adjustment was based on findings from the 2024 Origin & Destination Survey, conducted by Caltrain and the Metropolitan Transportation Commission, which found that monthly pass holders used Caltrain more frequently than previously assumed.

The Fare Media Model did not generate ridership estimates for the first two days of electrified service, when Caltrain offered free fares to all riders to promote the new service (see Section 5.2). Preliminary data from the on-board APC system was used to generate approximate ridership estimates for these two days.

The Fare Media Model provides ridership estimates by specific day, origin station, fare distribution channel (Clipper, Ticket Vending Machine, Mobile App, and GoPass Sticker), pass type (One-Way, Day Pass, Monthly Pass, and GoPass), and discount level (Adult fare and Eligible Discount fare).

Previous ridership reports from the annual passenger counts provided data on ridership by train, time of day, direction of travel, and bike boardings. The previous reports also included information on bike

bumps (instances when bikes could not board due to capacity constraints on the train) and the number of riders who required conductor assistance when boarding the train (Passengers Needing Assistance). Due to limitations in Caltrain's current estimation methodologies, Caltrain is not able to provide these data for FY2025.

3.2 NTD Ridership Reporting

As a recipient of federal funding, Caltrain is required to report ridership data to the National Transit Database (NTD). In accordance with NTD program guidelines, this reported ridership is generated using a methodology based on randomly sampled ride checks. While this sampling method is statistically valid at the annual level, the limited sample size means Caltrain's NTD ridership figures are not statistically reliable at the monthly level.

Because the NTD-reported estimates and Caltrain's Fare Media Model rely on different data sources and estimation methodologies, their resulting ridership estimates may differ. In recent years, the annual NTD-reported ridership has been higher than the Fare Media Model estimates. This may be due to a variety of factors, including the fact that the Fare Media Model does not account for ridership made without valid fare. Additionally, Caltrain was relatively conservative when designing the assumptions that the Fare Media Model uses to estimate ridership from fare products that do not report trip-level data. For example, as described in the section above, Caltrain used new survey data to update the model's assumption for monthly pass usage which was likely underestimating ridership.

As of the writing of this report, Caltrain's official NTD-reported annual ridership for FY2025 has not yet been finalized.

4. Service Changes

Caltrain service underwent three changes over the course of FY2025.

4.1 Beginning of FY2025: Diesel Service

At the start of FY2025, Caltrain operated an all-diesel service, with 104 weekday trains and 32 weekend trains. Weekday service included Local, Limited, and Baby Bullet patterns, along with four daily round trips to southern Santa Clara County (northbound in the morning, southbound in the evening).

In August 2024, Caltrain began occasional testing of its new electric trains in revenue service. These trains followed the same schedule as the diesel trains.

4.2 September 21, 2024: Electrification

On Saturday, September 21, 2024, Caltrain transitioned to fully electrified service along the main line between San Francisco and San Jose. To capitalize on the superior acceleration and deceleration of the new electric trains, Caltrain introduced a new schedule featuring faster travel times and 20% more service to stations on weekdays. The updated schedule also featured predictable "clock-face" departures and 30-minute off-peak frequencies. Furthermore, the new electric trains run in fixed seven-car sets, which have a higher carrying capacity than the four to five car diesel sets that operated prior to electrification.

The former Baby Bullet service was rebranded as the "Express," with additional stops at South San Francisco, San Mateo, and Sunnyvale. The new Express service was scheduled to run between San Francisco and San Jose in under an hour. Local service end-to-end travel times were also significantly reduced, from 100 minutes to 77 minutes.

Because the new electric trains cannot operate on Union Pacific Railroad-owned track south of Tamien Station, Caltrain implemented a new "South County Connector" service. This diesel shuttle operates between Gilroy and San Jose Diridon, providing a timed, three-minute cross-platform transfer to and from electric trains at San Jose Diridon. Including the transfer at San Jose Diridon, travel time from southern Santa Clara County to San Francisco was cut by up to 20 minutes. As in the previous schedule, the South County Connector runs four daily round trips—northbound in the morning and southbound in the evening.

Caltrain also more than doubled its weekend service to 66 trains per day, with half-hourly service at stations for the majority of the day.

4.3 January 27, 2025: Performance Related Adjustments

Following the implementation of electrified service, Caltrain made a series of mostly minor schedule changes on Monday, January 27, 2025. These adjustments were primarily intended to improve on-time performance and respond to customer feedback. Most affected trains were shifted by only one to four minutes; however, Train 104 was rescheduled to depart San Francisco 25 minutes earlier, at 5:30 a.m.

4.4 June 16, 2025: Tamien Electrified Service Suspension and Bus Bridge

Due to construction on the Guadalupe Bridges, Caltrain temporarily suspended all electric train service to Tamien Station beginning Monday, June 16, 2025, and continuing through the end of FY2025. During this period, diesel South County Connector trains continued to serve Tamien, and Caltrain provided supplemental bus bridge service between San Jose Diridon and Tamien stations. Ridership from the bus bridge is not included in this report.

Under the temporary construction schedule, all trains that previously served Tamien were adjusted to originate or terminate at San Jose Diridon. The schedules for the South County Connector and for main line service between San Francisco and San Jose remained unchanged, except for minor adjustments to the arrival times of two southbound trains at San Jose Diridon.

5. Fare Changes

5.1 Youth Fare Program

Following a successful pilot in FY2024, Caltrain's reduced youth fare program was launched on Sunday, September 1, 2024. This program offers $1 All Zone One-way youth fare on all fare payment methods (which were previously only available on youth Clipper cards) and $2 All Zone Day Pass on Caltrain Mobile and Caltrain ticket vending machines.

5.2 Fare-Free Opening Weekend

To promote the new electrified service, Caltrain offered free rides on the first weekend of operation, September 21–22, 2024. Because no tickets were sold during the free weekend, the Fare Media Model

did not generate ridership estimates. Instead, preliminary data from the on-board APC system was used to provide a rough estimate of ridership for those two days.

Caltrain also offered free rides after 8 p.m. on New Year's Eve (December 31, 2024) and for the Martin Luther King Celebration Train on January 20, 2025. The ridership model was not adjusted to reflect these events, and APC data was not used for them either.

6. Ridership Summary

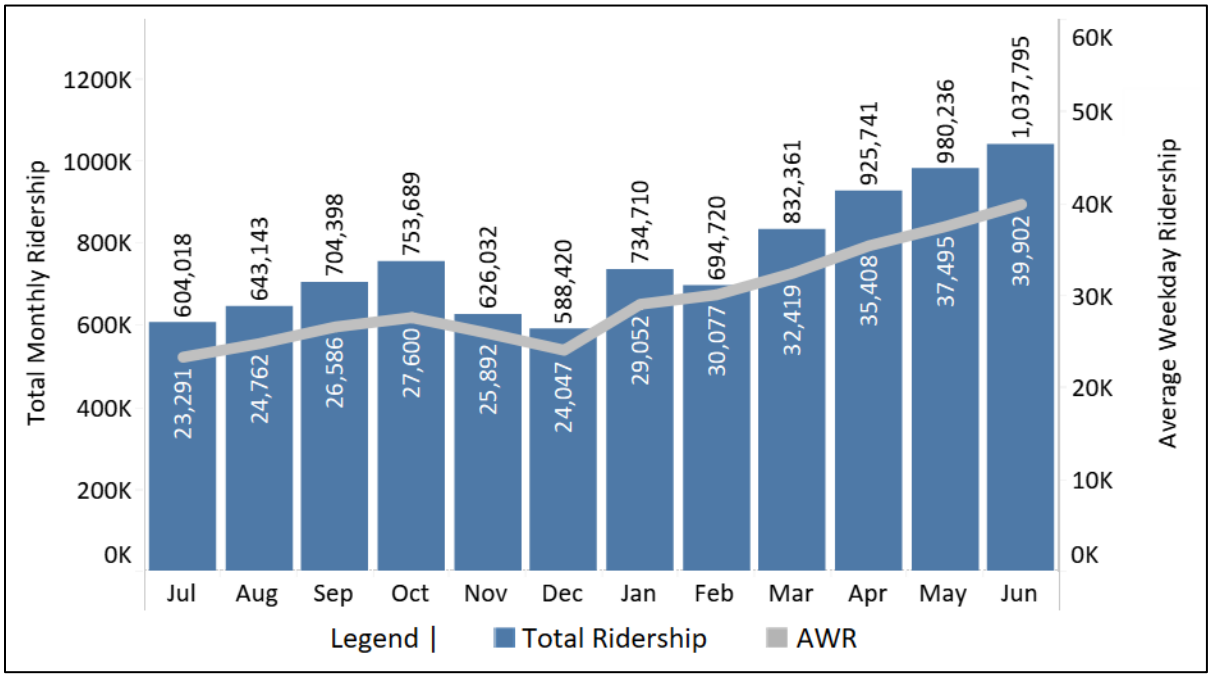
6.1 Total Monthly and Average Weekday Ridership

Caltrain's average monthly total ridership in FY2025 was 760,386, with an average weekday ridership (AWR) of 29,754 for the fiscal year. June 2025 recorded the highest AWR at 39,872 and was the first month to record over 1 million riders since March 2020. The total annual ridership for FY2025 was 9.1 million, up 47% from FY2024. This figure may be different from the NTD-reported annual ridership, which has not yet been finalized as of the writing of this report.

Ridership typically declines during the winter months due to holidays, cold weather, and rain. As shown in Figure 1, total monthly ridership in December 2024 was 19% below the fiscal year average. In contrast, summer months tend to see higher ridership, driven in part by popular events such as sports games and festivals.

Monthly ridership was also influenced by the number of weekdays and total days in each month.

Figure 1: Total and Average Weekday Ridership by Month



6.2 Impacts of Electrification

As described in Section 4.2, the electrification of the main line between San Francisco and San Jose in September 2024 significantly reshaped Caltrain service by enabling faster travel times and more

frequent station service. In the months following electrification (October 2024–June 2025), ridership increased by 52.5% compared to the same period the previous year.

As shown in Table 2, post-electrification ridership growth was particularly strong on the weekends, which saw service more than double from 32 to 66 trains per day following electrification.

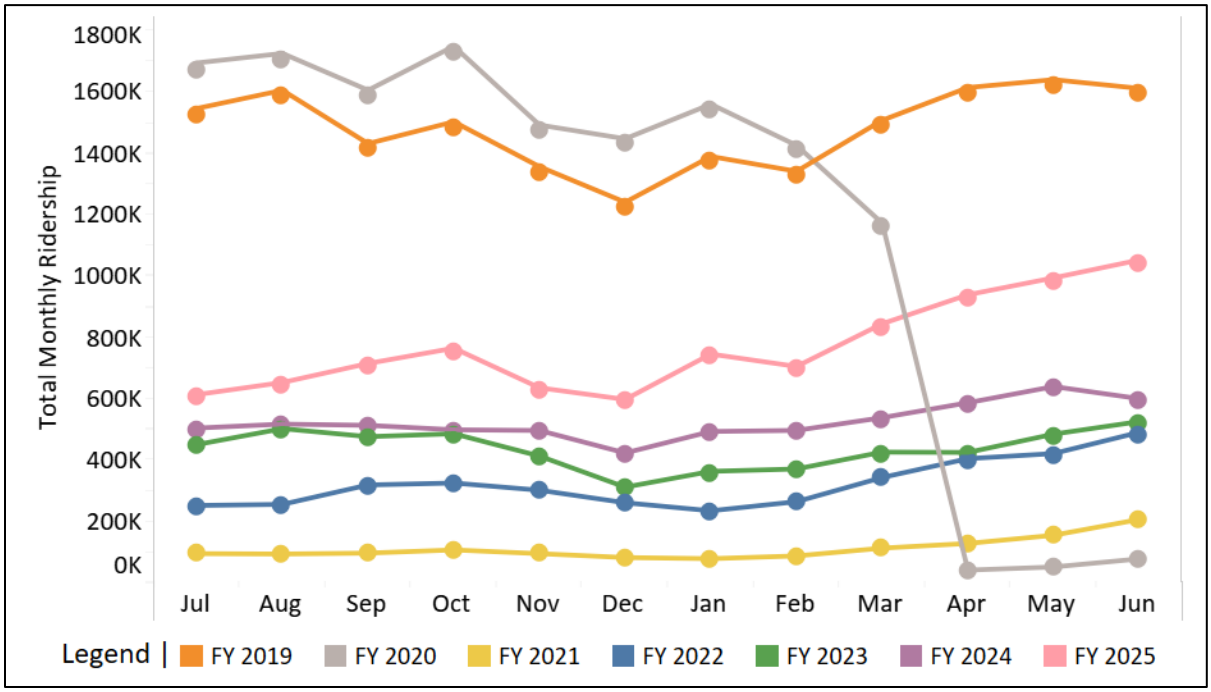
Table 2: Ridership Growth in Post-Electrification Months by Day Type

Day Type	Oct 2023 - June 2024	Oct 2024 - June 2025	% Growth
Weekday	21,494	31,450	46.3%
Saturday	8,610	17,367	101.7%
Sunday	6,968	13,799	98.0%

6.3 Pandemic Recovery

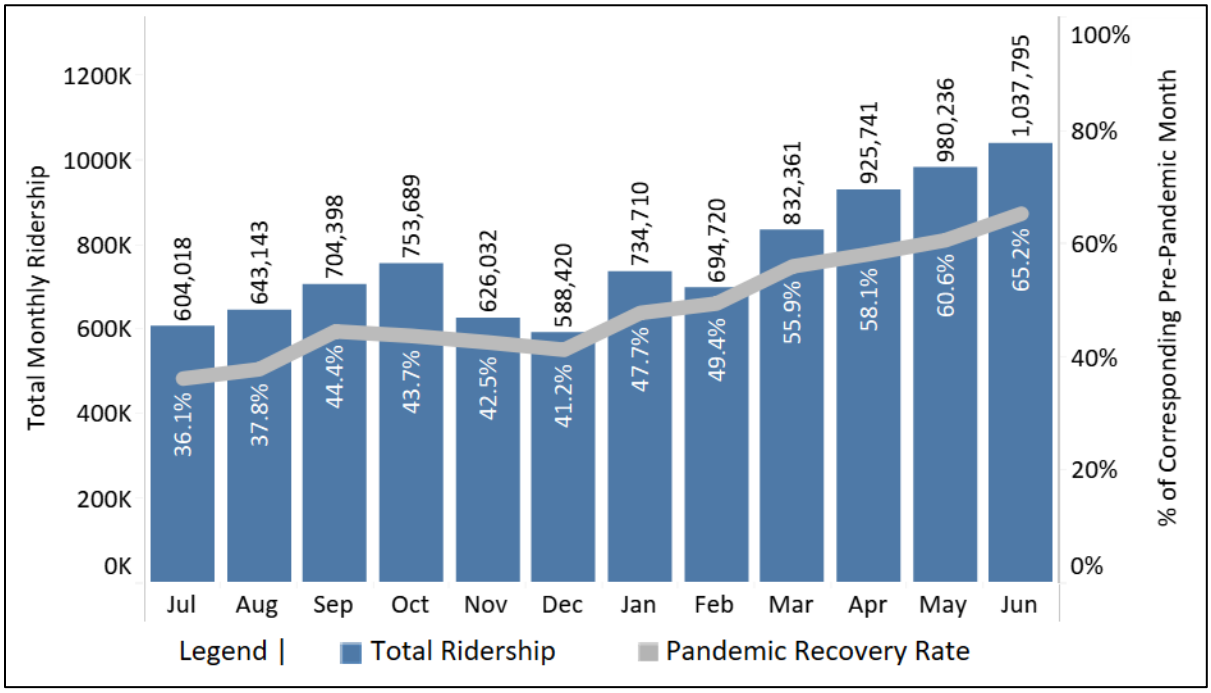
During the COVID-19 pandemic, Caltrain experienced one of the steepest ridership declines of any railroad in the nation. By April 2020, ridership had dropped to just 2.4% of its April 2019 level. Although ridership steadily increased over the four years following the initial lockdowns, it remained well below pre-pandemic levels. As shown in Figure 2, total annual ridership grew by 35% from FY2022 to FY2023 and 21% from FY2023 to FY2024. However, fueled by the launch of electrified service and a continued regional return to in-person work, FY2025 marked Caltrain's strongest year of ridership growth since the pandemic. Between FY2024 and FY2025, total annual ridership grew by 47%.

Figure 2: Monthly Ridership by Fiscal Year



At the start of FY2025, Caltrain ridership was 36.1% of 2019 levels. By June 2025, ridership recovery was up to 65.2%.

Figure 3: Pandemic Recovery Rate by Month

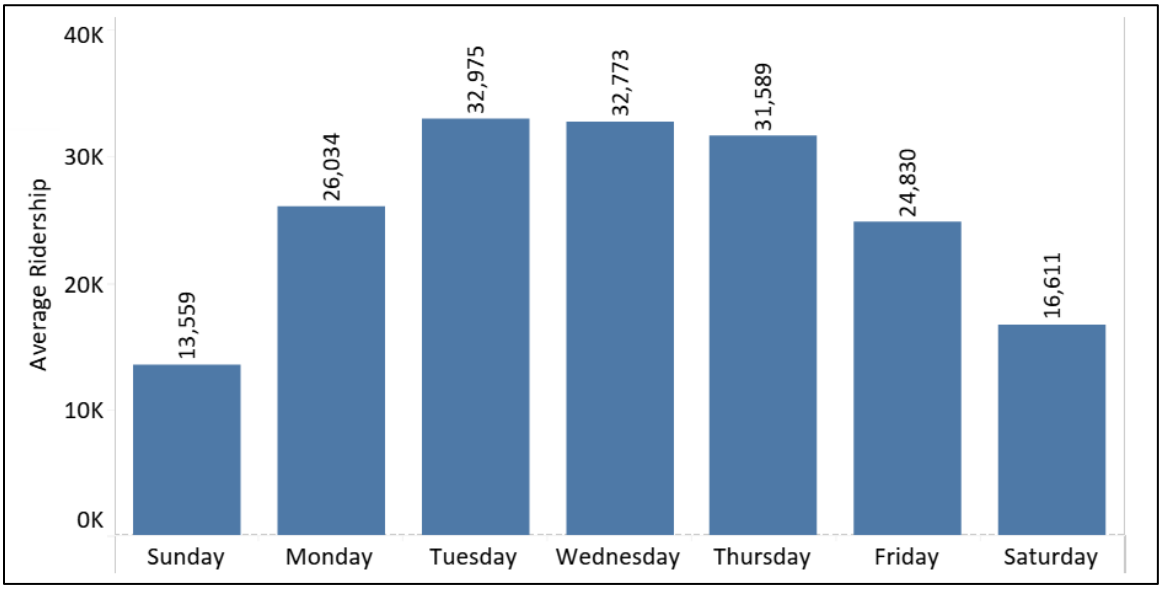


6.4 Ridership by Weekday

Prior to the pandemic, Caltrain ridership was slightly higher on mid-weekdays (Tuesday, Wednesday, and Thursday) compared to Mondays and Fridays. According to data from the 2013–2017 annual passenger counts, ridership on Mondays and Fridays was, on average, 1% and 9% lower than mid-week ridership, respectively. The 2018 and 2019 counts did not include data for Mondays or Fridays.

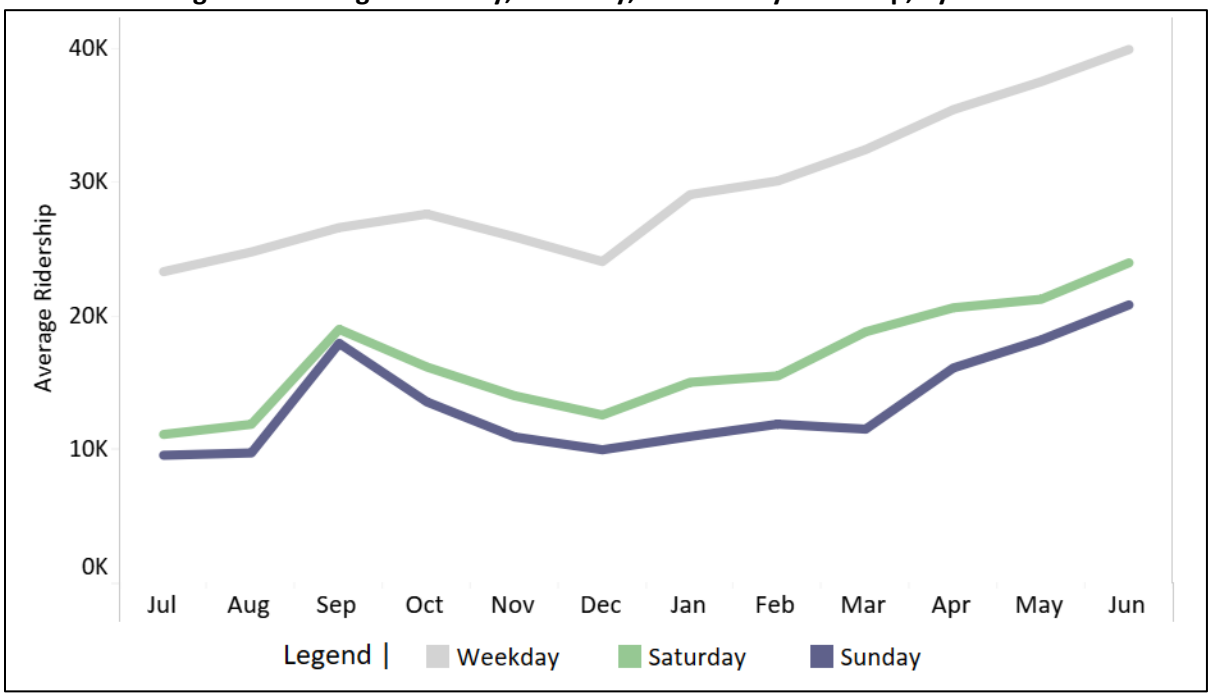
In FY2025, this trend was more pronounced, with ridership significantly more concentrated in the middle of the week. On average, Monday and Friday ridership was 21.6% lower than mid-week levels.

Figure 4: Average Ridership by Day of Week



Caltrain's average Saturday and Sunday ridership spiked in September 2024, driven by free fares and community celebrations at stations along the corridor during the first two days of electrified service. Both weekday and weekend ridership experienced the typical seasonal dip during the winter months but increased steadily between March 2025 and June 2025.

Figure 5: Average Weekday, Saturday, and Sunday Ridership, by Month



6.5 Average Mid-Week Ridership by Origin Station

The Fare Media Model uses ticket sales data to estimate the station that each trip originates from. There is currently insufficient data to estimate the destination station of trips.

Caltrain's most recently-reported pre-pandemic ridership data at the station level was from the 2019 Annual Passenger Count. Since the 2019 count reported Average Mid-Week Ridership (AMWR), the following station-level ridership also uses AMWR for comparison purposes. Because the Fare Media Model was first implemented in November 2023, station level FY2024 data does not include July 2023 – October 2023.

The stations that received the most significant increases in weekday service following the September 2024 electrification were South San Francisco, Bayshore, Hayward Park, California Ave, Lawrence, and San Antonio.

Table 3: Average Mid-Week Ridership by Origin Station

Origin Station	2019 Count Rank	2019 Count AMWR	FY2024 Rank	FY2024* AMWR	FY2025 Rank	FY2025 AMWR	% Growth, FY24 to FY25
San Francisco	1	15,027	1	4,803	1	6,874	+43%
Palo Alto	2	7,384	2	2,889	2	3,603	+25%
Mountain View	4	4,560	3	1,703	3	2,288	+34%
San Jose Diridon	3	4,795	5	1,547	4	2,136	+38%
Redwood City	5	4,220	4	1,624	5	2,111	+30%
Sunnyvale	7	3,208	8	1,140	6	1,770	+55%
Hillsdale	6	3,217	7	1,212	7	1,596	+32%
Millbrae	8	3,194	6	1,222	8	1,489	+22%
San Mateo	9	2,324	9	914	9	1,270	+39%
22nd Street	10	1,872	10	854	10	1,261	+48%
Menlo Park	11	1,639	11	646	11	863	+34%
Santa Clara	16	1,074	12	595	12	839	+41%
California Ave	12	1,634	16	458	13	817	+78%
South San Francisco	22	453	18	418	14	692	+66%
Lawrence	18	1,004	13	513	15	686	+34%
San Antonio	17	1,017	19	414	16	655	+58%
Belmont	20	718	17	454	17	654	+44%
San Carlos	14	1,341	15	471	18	644	+37%
Burlingame	15	1,131	14	474	19	620	+31%
San Bruno	19	751	20	233	20	377	+62%
Hayward Park	21	506	21	225	21	366	+63%
Tamien	13	1,422	22	211	22	243	+15%
Bayshore	23	260	25	95	23	168	+77%
Morgan Hill	24	251	23	100	24	130	+30%
Gilroy	25	187	24	95	25	110	+16%
Blossom Hill	26	159	26	57	26	71	+25%
Capitol	29	71	28	38	27	49	+29%
College Park	27	103	27	43	28	41	-5%
San Martin	28	84	29	29	29	25	-14%

**Fiscal Year 2024 data is for November 2023 – June 2024.*

Caltrain's southern Santa Clara County service includes peak-direction service to Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy stations. Total estimated AMWR at these stations was 385 in FY2025, up from 319 in FY2024.

Table 4, below, compares average mid-week ridership by the three counties Caltrain serves, Santa Clara County, San Mateo County, and San Francisco County.

Table 4: Average Mid-Week Ridership by County

County	2019 AMWR	% of Total	FY2024 AMWR*	% of Total	FY2025 AMWR	% of Total
San Francisco	17,159	27.0%	5,752	24.5%	8,303	25.6%
San Mateo	19,494	30.6%	7,893	33.6%	10,682	32.9%
Santa Clara	26,953	42.4%	9,832	41.9%	13,463	41.5%
TOTAL	63,606	100.0%	23,477	100.0%	32,448	100.0%

**Fiscal Year 2024 data is for November 2023 – June 2024.*

6.6 Average Weekend Ridership by Origin Station

Caltrain's most recently-reported pre-pandemic *weekend* ridership data at the station level is from the 2018 Annual Passenger Count. Weekend ridership was not recorded during the 2019 Annual Passenger Count due to the closure of San Francisco and 22nd Street stations for construction in nearby tunnels.

Broadway was Caltrain's only weekend-only station in FY2025.

Table 5: Average Weekend Ridership by Origin Station

Origin Station	2018 Count Rank	2018 Count Average Weekend Ridership	FY2024 Rank	FY2024* Average Weekend Ridership	FY2025 Rank	FY2025 Average Weekend Ridership	% Growth, FY24 to FY25
San Francisco	1	3,212	1	2,118	1	3,874	+83%
Palo Alto	2	1,097	2	703	2	1,272	+81%
Mountain View	5	767	3	536	3	1,003	+87%
San Jose Diridon	3	966	5	507	4	974	+92%
Millbrae	4	772	4	513	5	842	+64%
Redwood City	6	691	6	457	6	830	+82%
Sunnyvale	7	683	7	398	7	814	+105%
San Mateo	8	420	8	307	8	620	+102%
Santa Clara	12	302	9	281	9	542	+93%
Hillsdale	9	352	10	266	10	509	+91%
22nd Street	14	269	12	240	11	471	+96%
Menlo Park	10	338	11	247	12	453	+83%
California Ave	11	329	13	199	13	415	+109%
San Antonio	15	235	15	181	14	364	+101%
Burlingame	13	279	14	182	15	350	+92%
San Carlos	16	197	16	162	16	299	+85%
Lawrence	19	147	17	150	17	291	+94%
Belmont	18	159	18	136	18	275	+102%
San Bruno	17	172	19	127	19	234	+84%
South San Francisco	22	67	20	106	20	220	+108%
Hayward Park	21	114	21	78	21	153	+96%
Bayshore	20	119	22	59	22	124	+110%
Broadway	23	57	23	43	23	91	+112%
Tamien	-	-	24	36	24	64	+78%

**Fiscal Year 2024 data is for November 2023 – June 2024.*

Table 6, below, compares average weekend ridership by the three counties Caltrain serves, Santa Clara County, San Mateo County, and San Francisco County.

Table 6: Average Weekend Ridership by County

County	2018 Average Weekend Ridership	% of Total	FY2024* Average Weekend Ridership*	% of Total	FY2025 Average Weekend Ridership	% of Total
San Francisco	3,599	30.7%	2,417	30.1%	4,469	29.6%
San Mateo	3,617	30.8%	2,624	32.7%	4,876	32.3%
Santa Clara	4,523	38.5%	2,991	37.2%	5,739	38.0%
TOTAL	11,738	100.0%	8,032	100.0%	15,084	100.0%

**Fiscal Year 2024 data is for November 2023 – June 2024.*

6.7 Ridership by Fare Product and Ticket Type

Fare Type refers to the two categories of fares available to Caltrain riders: Adult (full price) and Eligible Discount. Eligible Discount tickets are available to seniors, persons with disabilities, and Medicare cardholders at approximately 50% of the full Adult fare. Ridership from the Youth Fare Program described in section 5.2 is also included in the Eligible Discount estimates. In FY2025, an estimated 12.2% of trips were taken using Eligible Discount tickets, while the remaining 87.8% were taken using Adult fare tickets.

Fare Distribution Channel refers to the platform through which Caltrain fares are purchased and/or stored. As shown in Table 7, the most commonly used distribution channel was the Clipper card, which accounted for an estimated 71.6% of trips in FY2025. Compared to paper tickets purchased from Ticket Vending Machines (TVMs), Clipper one-way fares are discounted by $0.55 for Adult riders and $0.15 for Eligible Discount riders. Some discounts are also available on Clipper for transfers to connecting services such as Muni, SamTrans, and VTA.

As shown in Table 7, the most frequently used Ticket Type was the One-Way ticket, accounting for 52.8% of trips.

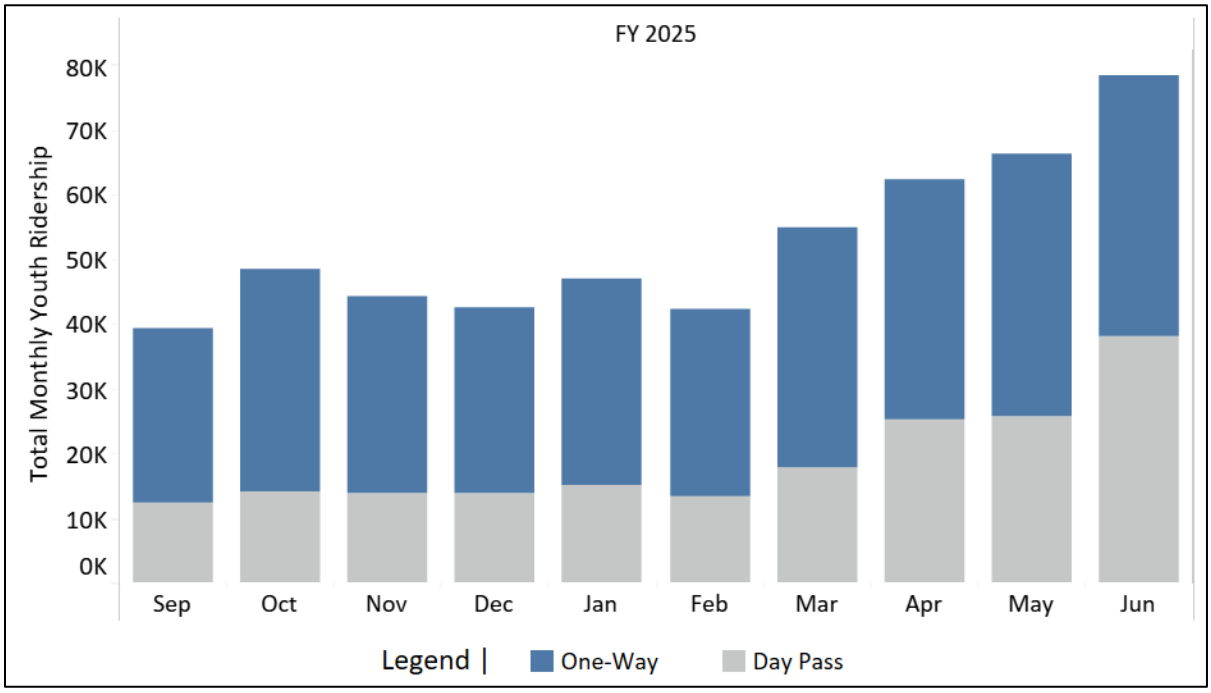
Table 7: Trip Distribution by Fare Distribution Channel and Ticket Type

	Fare Distribution Channel				
Ticket Type	**Clipper**	**Mobile App**	**Sticker**	**Ticket Vending Machine**	***TOTAL***
Day Pass	-	4.4%	-	6.3%	*10.7%*
Go Pass	13.7%	-	3.9%	-	*17.6%*
Monthly Pass	18.1%	-	-	-	*18.1%*
One-Way	39.8%	5.6%	-	7.4%	*52.8%*
TOTAL	*71.6%*	*10.0%*	*3.9%*	*13.6%*	*100.0%*

6.8 Youth Fare Ridership

Caltrain saw a marked increase in youth ridership following implementation of its youth fare program. Monthly youth ridership (as calculated by sales of the youth one-way tickets and day passes) approximately doubled from about 39,000 in September 2024 to over 78,000 in June 2025.

Figure 6: Monthly Youth Ridership, Sep 2024 – Jun 2025



6.9 Ridership Impact of Giants Games

Because Oracle Park is located less than a quarter mile from San Francisco Station, Caltrain is a popular transportation option for San Francisco Giants home game attendees. During the Major League Baseball season (typically April through October), Giants games contribute significantly to Caltrain's ridership. Although there is no direct data identifying which passengers attend events at Oracle Park, systemwide ridership is consistently higher on days when the Giants play at home. Table 8 compares average Caltrain ridership on home game days versus away game days during the Giants' season.

April 2025 marked the first month of regular-season Giants baseball following electrification. Compared to the previous month, ridership at San Francisco Station increased by 20%, while ridership at all other stations grew by 9% during the same period.

Table 8: Average Ridership by Day Type and Giants Game Location

	Giants Game Location		Difference	
Day Type	Away	Home	Absolute	Percent
Weekday	29,174	34,659	5,485	18.8%
Saturday	16,740	19,297	2,557	15.3%
Sunday	14,442	16,898	2,456	17.0%

Other special events that contributed to Caltrain ridership in FY2025 included the NBA All-Star Game and related events in February 2025, the inaugural Golden State Valkyries WNBA season starting in May 2025, and several high-attendance concerts at Oracle Park, Chase Center, Frost Amphitheater, Stanford Stadium, Levi's Stadium, and SAP Center throughout the year. With remote work having a lasting impact on commute behavior, Caltrain has emphasized special events as key method of recovering ridership.

This has included dedicated marketing efforts like themed trains for high-attendance concerts like Kendrick Lamar/SZA, Billie Eilish, and the Wu-Tang Clan.

7. Next Steps

Caltrain will continue to use the Fare Media Model for its monthly ridership reporting in FY2026. Caltrain's new electric trains have been equipped with APCs above every door, which are currently undergoing a thorough calibration and validation process. Once fully validated, this on-board APC system will take the place of the Fare Media Model for reporting purposes, as it will provide more granular and precise ridership data. The Fare Media Model may still be maintained for internal planning purposes, as it provides valuable ridership estimates by fare distribution channel, fare type, and ticket type.