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MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

REVISED AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

February 05, 2026, 9:00 am
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may participate remotely via Zoom at

<https://us02web.zoom.us/j/86449951709?pwd=kW9KjaursJbQibDV7B3JSrxI17okbi.1>

or by entering Webinar ID: **864 4995 1709**, Passcode: **884563** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (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, 94070 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 Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board 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 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 one minute for Public Comment for Items Not on the Agenda, Informational Items, and the Consent Calendar, and limited to two minutes for Motion or Resolution

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

items. The Board Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

February 05, 2026 - Thursday

9:00 am

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. Request to Change Order of Business
5. Public Comment for Items Not on the Agenda

Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff reply.
6. Report of the Executive Director Informational
7. Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately.

7.a. Approval of Meeting Minutes for January 8, 2026 Motion

Approved by the Advocacy and Major Projects (AMP) Committee

7.b. Update on and Authorize Executive Director to Execute Amendment to Cooperative Agreement with the Santa Clara Valley Transportation Authority (VTA) for VTA's Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Program Motion

8. Adopt Revised Policy Regarding Brown Act Remote Meetings Exceptions for Board, Committee, and Advisory Committee Meetings Resolution

9. Authorize the Disposition of Fifteen Vehicles and Three Pieces of Equipment Resolution

10. Receive State and Federal Legislative Update and Consider Position on Legislation: House of Representatives (H.R.) 3647 (Mullen) Motion

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

11. Receive Update on the Corridor Crossing Strategy	Informational
12. Receive Update on Guadalupe River Bridge Project	Informational
13. Receive Update on Diridon Program Long-Term Governance	Informational
14. Reports	
13.	
14.a. Report of the Chair	Informational
13.a.	
14.b. Report of the Citizens Advisory Committee	Informational
13.b. Available Online at www.caltrain.com/video-board-directors .	
14.c. Report of the Local Policy Maker Group (LPMG)	Informational
13.c.	
14.d. Report of the Transbay Joint Powers Authority (TJPA)	Informational
13.d.	
15. Correspondence	
14.	
16. Board Member Requests	
15.	
17. Date / Time / Location of Next Regular Meeting: Thursday, March 5, 2026 at 9:00 am.	
16. The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Baciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.	
18. Adjournment	
17.	

Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. 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 of Directors: 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 Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board 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. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to one minute for Public Comment for Items Not on the Agenda, Informational Items, and the Consent Calendar, and limited to two minutes for Motion or Resolution items. The Board 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; 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, at the same time that the public records are distributed or made available to the legislative body.



Executive Director's Monthly Report: January 2026

Executive Director Michelle Bouchard

Who We Are and What We Do

Caltrain's Mission: Caltrain is a customer-focused rail system offering safe, reliable, accessible, and sustainable transportation service that enhances quality of life for all.

Caltrain's Vision: To be a vital link in the statewide rail network by improving connectivity to other transit systems, contributing to the region's economic vitality, and partnering with local communities to ensure that diverse constituencies receive a world-class travel experience.

Caltrain's Core Values:

- ***Safety*** – First and Always.
- ***Excellence*** – In all that we do as a team.
- ***Resilience*** – Adapt to changing conditions and seize opportunities.
- ***Integrity*** – Stewards of public trust always doing what is right.
- ***Equity and Inclusion*** – Welcoming all makes a stronger Caltrain.
- ***Sustainability*** – Responsible today for the sake of tomorrow.



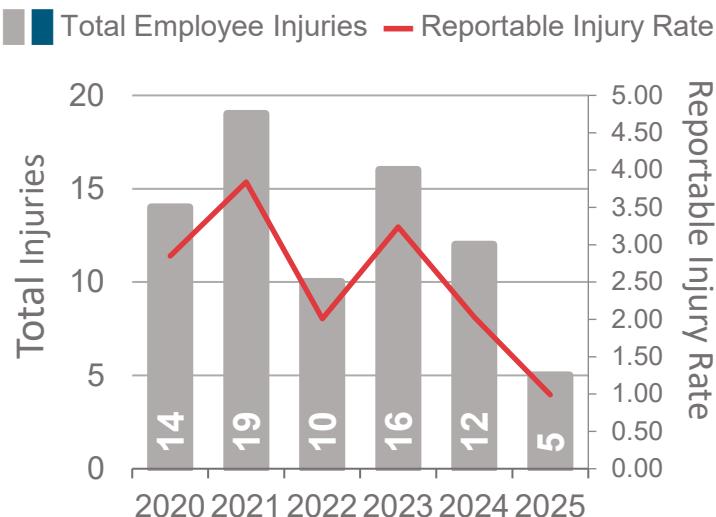
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Safety Updates – Injuries and Accidents

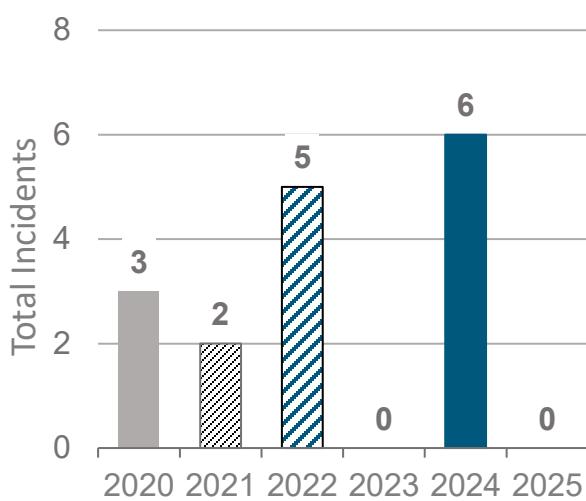
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain's cumulative RIR for calendar year 2025 is 1.07.

Strains, contusions, and lacerations (78.5%) constitute the majority of reportable injuries for Caltrain's operators.

Reportable Rail Equipment Incidents



Reportable railroad accidents/incidents are divided into three groups: (1) Highway-Rail Grade Crossing; (2) Derailment; and (3) Other Incidents.

Reportable Rail Equipment Incidents from recent years peaked at 6 in 2024. There were no reportable incidents in 2023 or 2025.

Days without a Reportable Injury as of 1/1/2026

Department	Days Without Injury	Date of Last Injury
Dispatch	2,045	5/27/2020
Operations	34	11/28/2025
Maintenance of Equipment	179	7/6/2025
Maintenance of Way	157	7/28/2025
Other	2,045	5/27/2020





Safety Culture Engagement Efforts

Ongoing Safety Culture Transformation

- Safety Champions continue to help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers. Safety Champions are moving forward with high impact projects to advance a strong culture of Safety.
- Chief Safety Officer issues regular correspondence to Caltrain employees about the importance of continuing to put Safety First and Always. Recent messages covered topics such as Why Safety is Important to Me and safety roadshow.
- Caltrain continues a “Safety Leaders of the Quarter” recognition program to acknowledge and celebrate employees who are actively contributing to a positive safety culture. A new group of Safety Leaders (the 7th cohort thus far) was recognized in January 2026. Future Safety Leaders will be recognized in quarterly All Hands meetings.
- Caltrain staff significantly expanded the Rail Safety section of the agency’s intranet including links to key resources such as the hazard reporting log.

Recent Engagement Activities

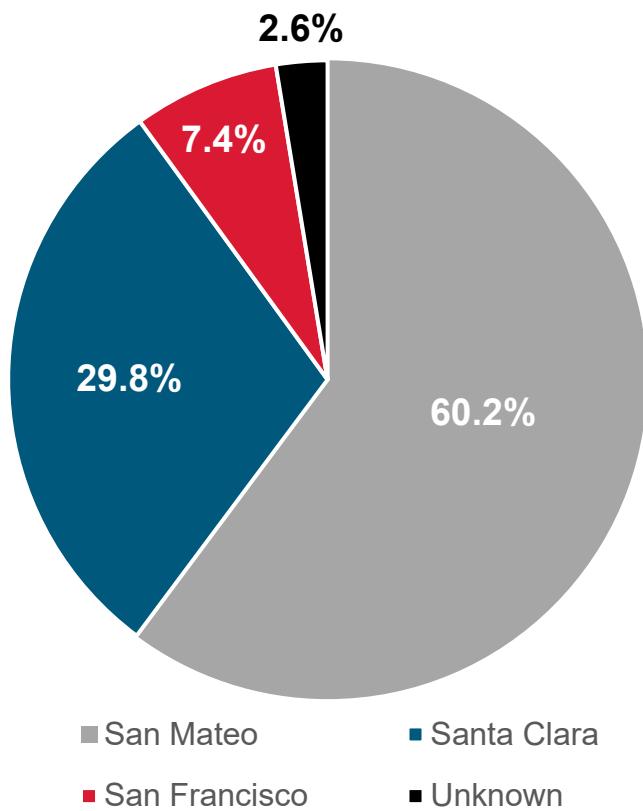
- We’ve been meeting with regional partners in preparation for multiple emergency and security tabletop exercises, and upcoming major events, including the Super Bowl and FIFA.
- We are in the second round of User Acceptance Testing for the new Safety Information Management System, which will centralize all incident-reporting data.
- Winter Freeze launched with a focus on “Press Pause,” reinforcing deliberate verification of track protection and strengthening crew communication during higher-risk winter conditions.



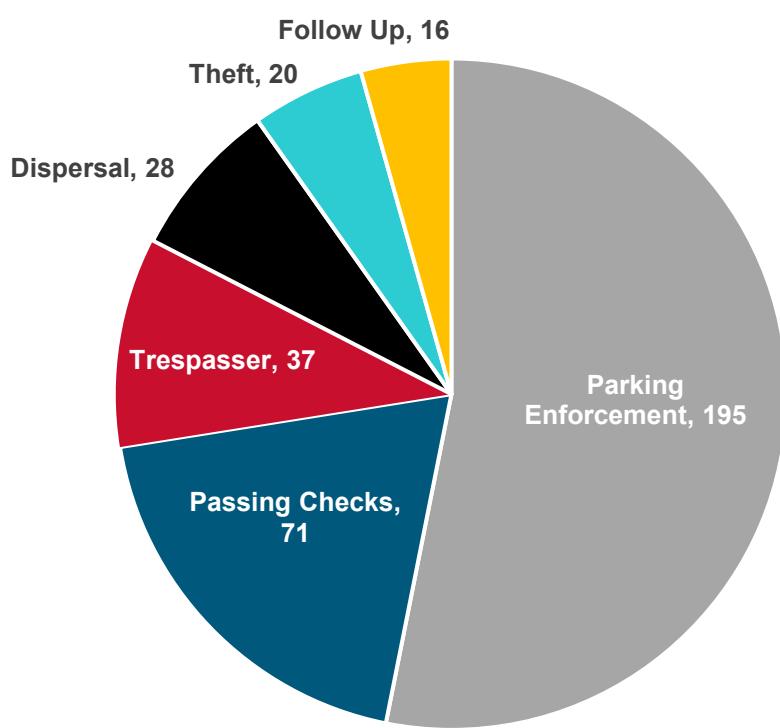
Security Update

The San Mateo County Sheriff's Office Transit Police Bureau is Caltrain's contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, rights-of-way and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

Calls for Service by County December 2025



Number of Calls by Category December 2025¹



December 2025 Service Call Data

Overall Average Response Time: **18:10**

Average Response Time for **Priority 1 Calls***: **6:21**

Average Response Time for **Priority 2 Calls****: **16:56**

*Priority 1 Calls: *In Progress – Crimes Against Persons*

**Priority 2 Calls: *Just Occurred – Crimes Against Persons/In-Progress Property Crimes*

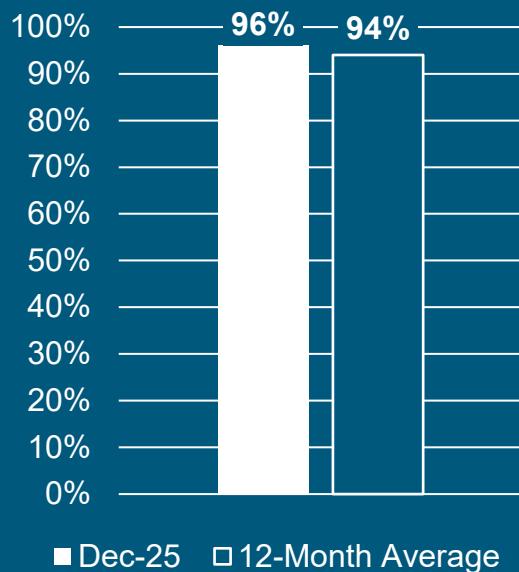
Footnote 1: Total calls for service totaled 499 in December across 18 categories.
The pie chart shows the top 6 categories representing 367 calls or 74% of the total.



Performance at a Glance

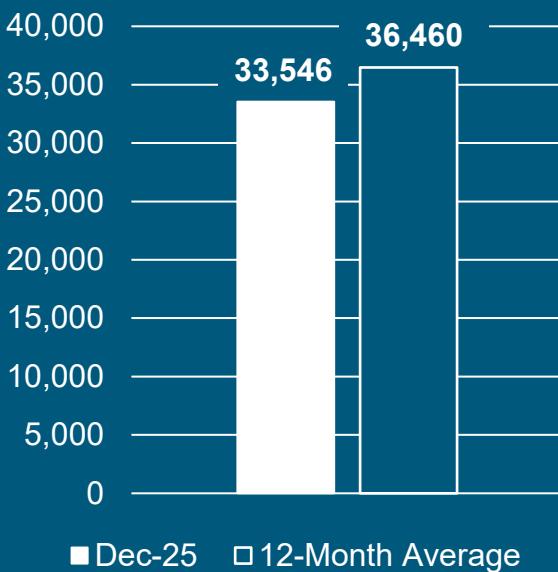
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



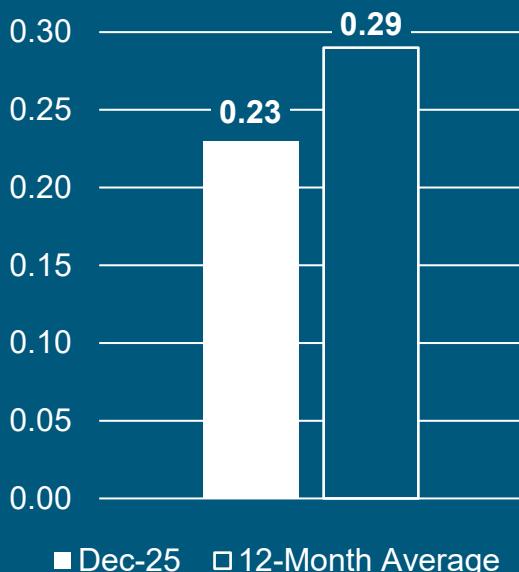
Average Daily Ridership

Average estimated weekday ridership



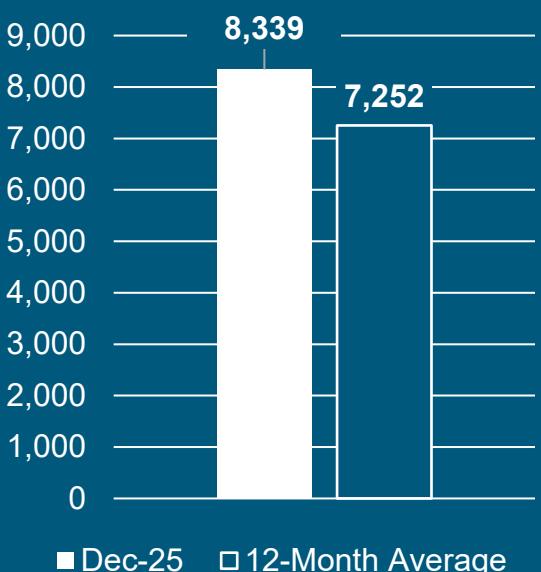
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



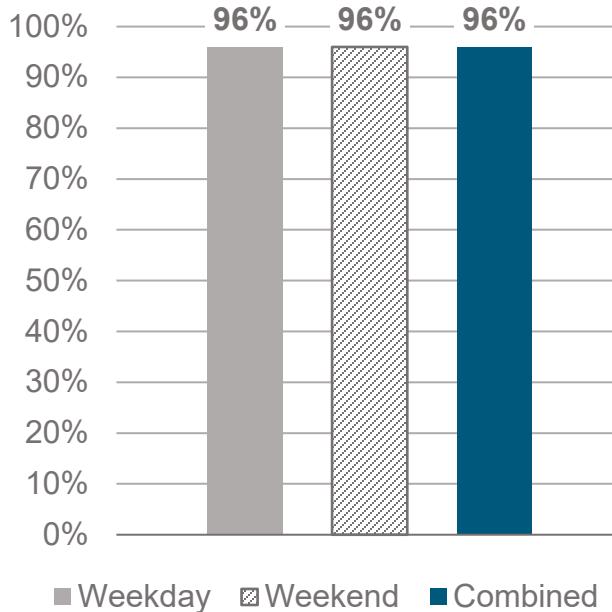
Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required



On-Time Performance

Performance This Month (Dec-25)

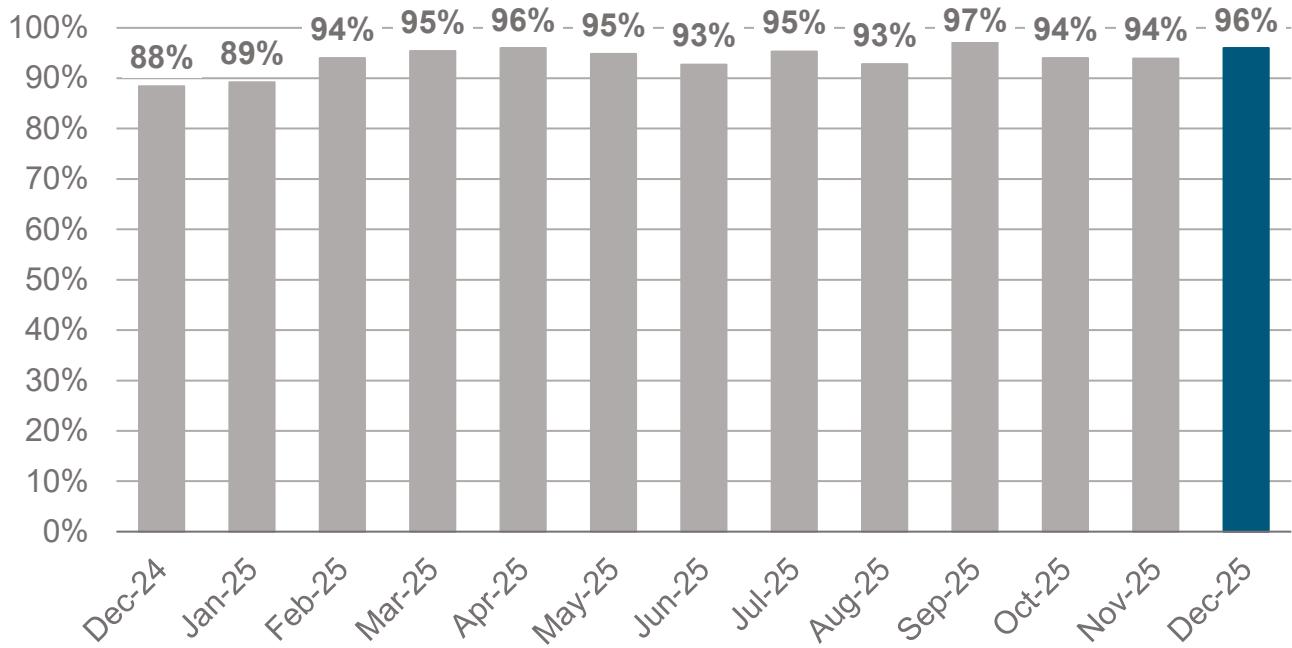


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of December was 96.0%; trains arriving within 10 minutes of scheduled time was 97.8%.

Note that Weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Oct-25

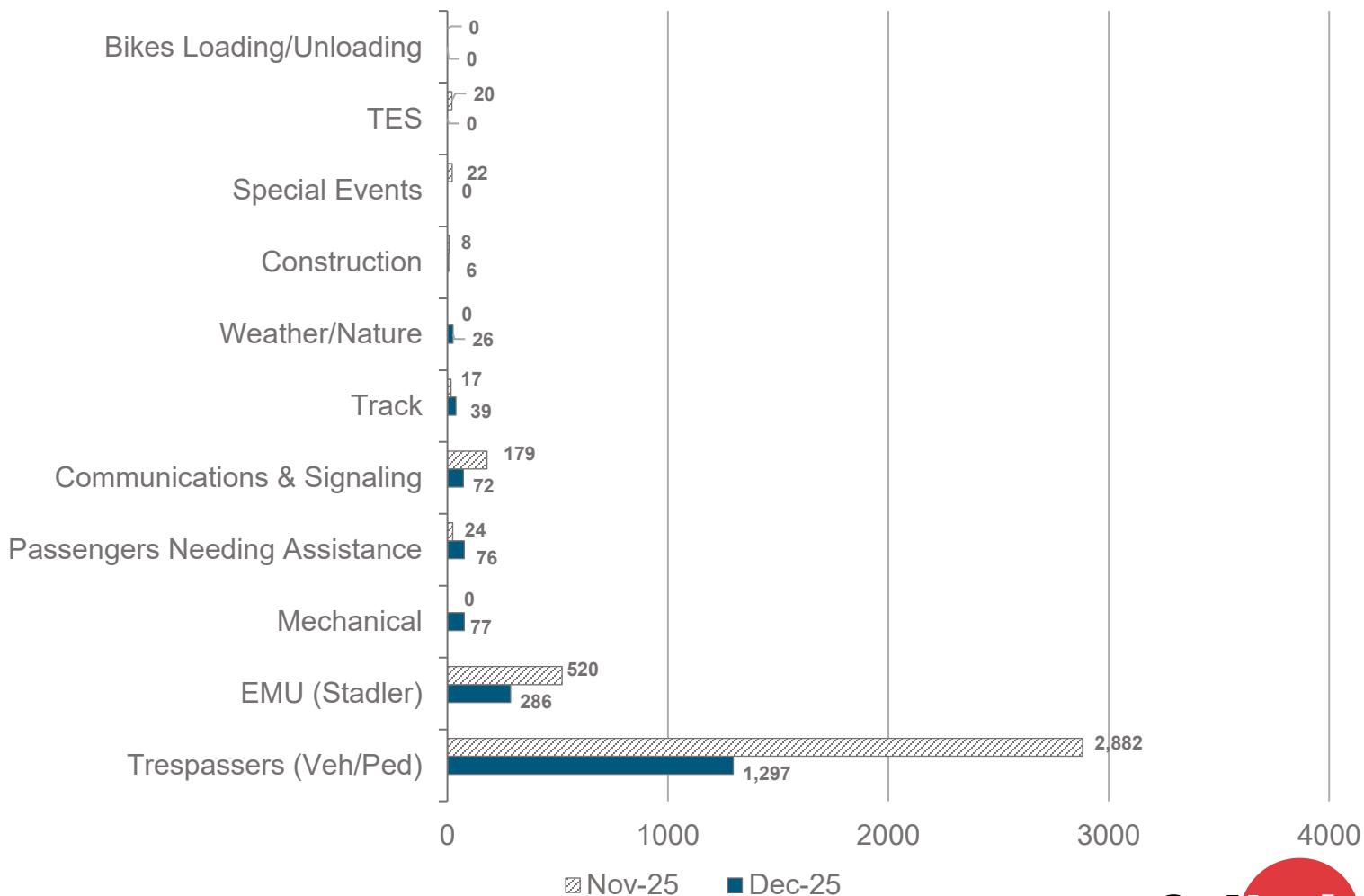
Nov-25

Dec-25

Number of Late Trains	187	172	120
Average Minutes Late for Late Trains	16	36	18
Number of Cancelled Trains	33	31	6

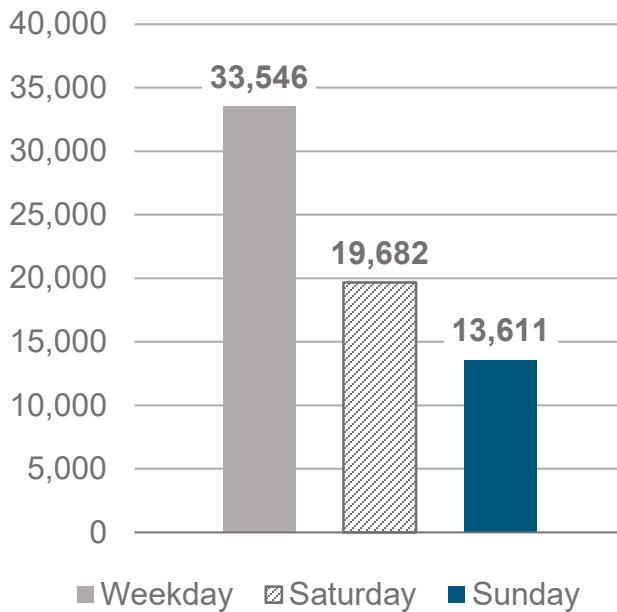
Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run as well as those that are annulled before they begin to operate.

Reasons for Train Delays, by Minutes of Delay



Ridership and Revenue

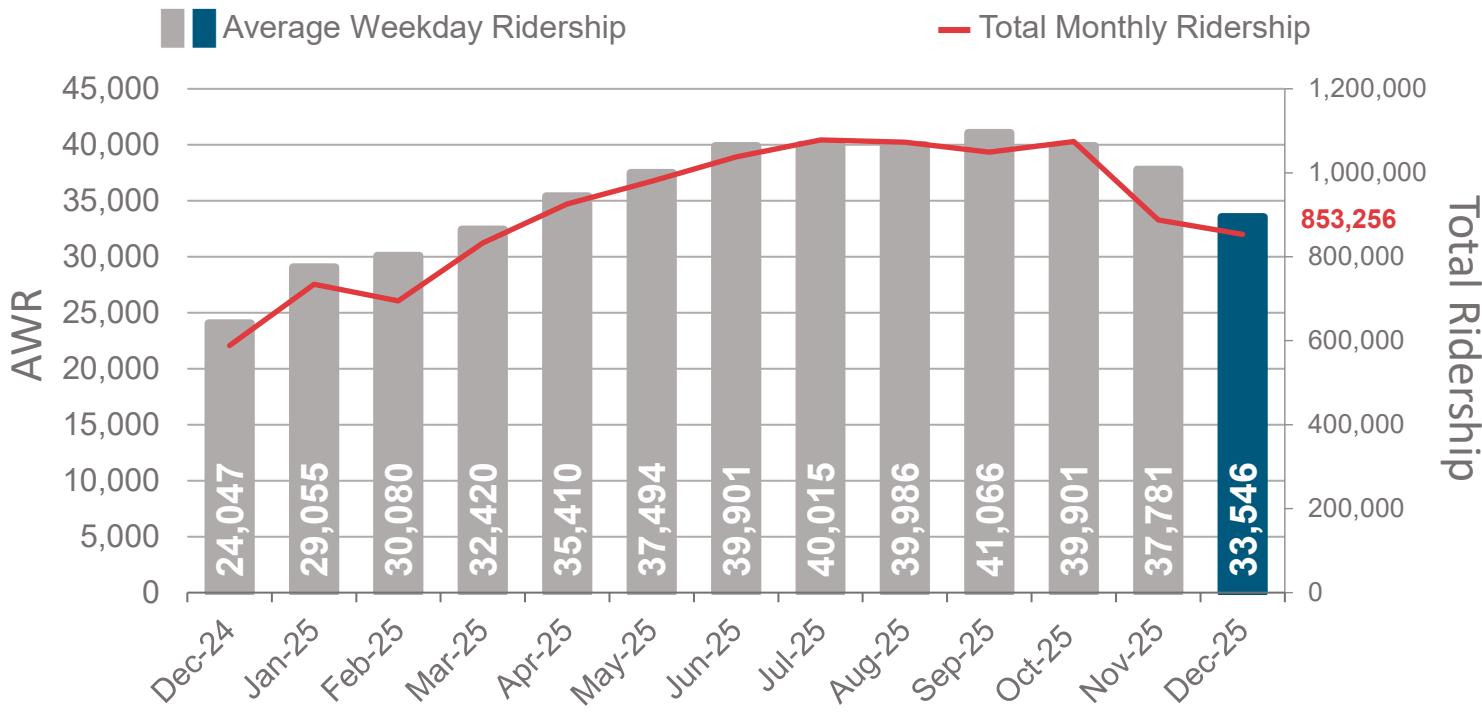
Average Daily Ridership (Dec-25)



Average weekday ridership (AWR) increased by approximately 40% percent compared to December of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

The decrease in ridership between October and December is consistent with historical seasonal trends.

Ridership in the Past Year



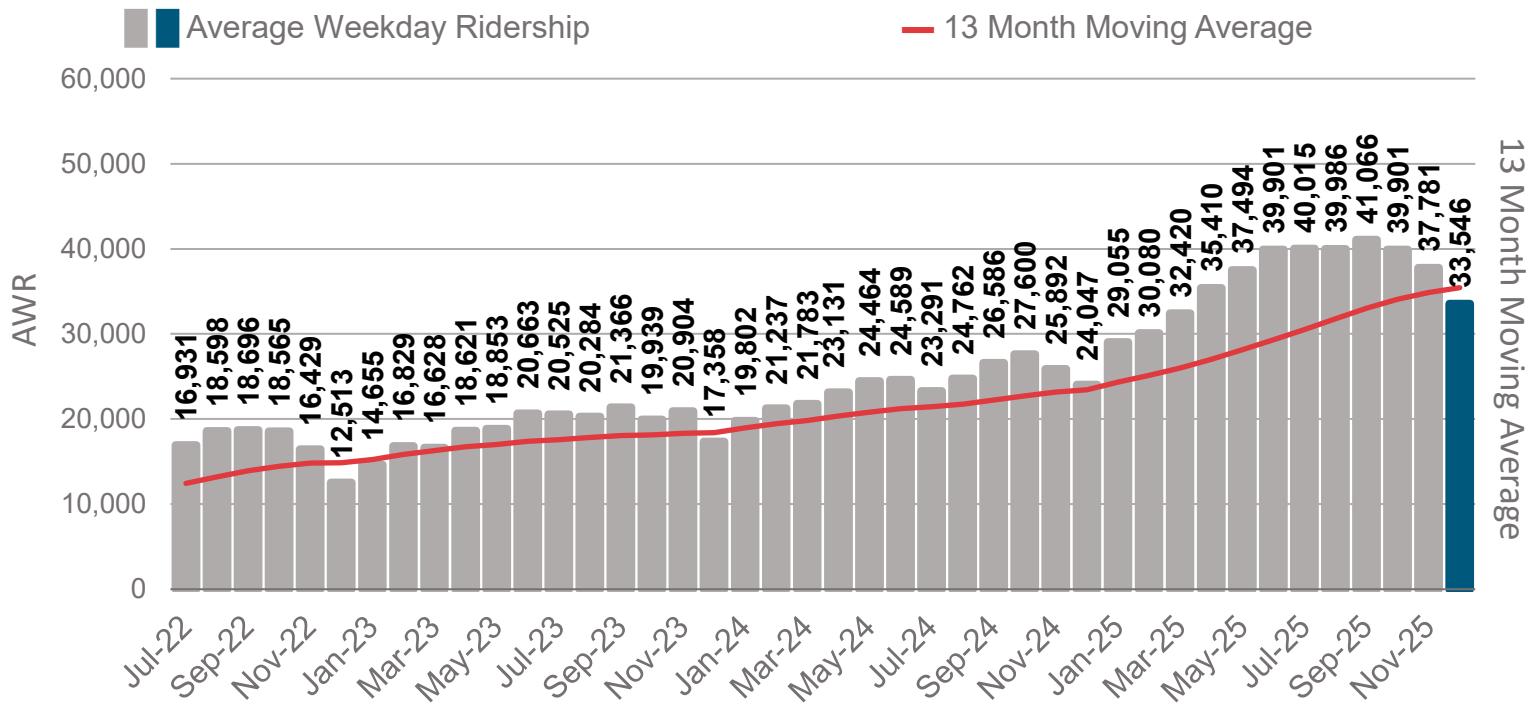
Since DECEMBER 2023, Caltrain's ridership estimation model relies solely on fare media sales data.



Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2023 to Present



Year Over Year AWR Increase
(December 2024 vs. December 2025)

: 40%

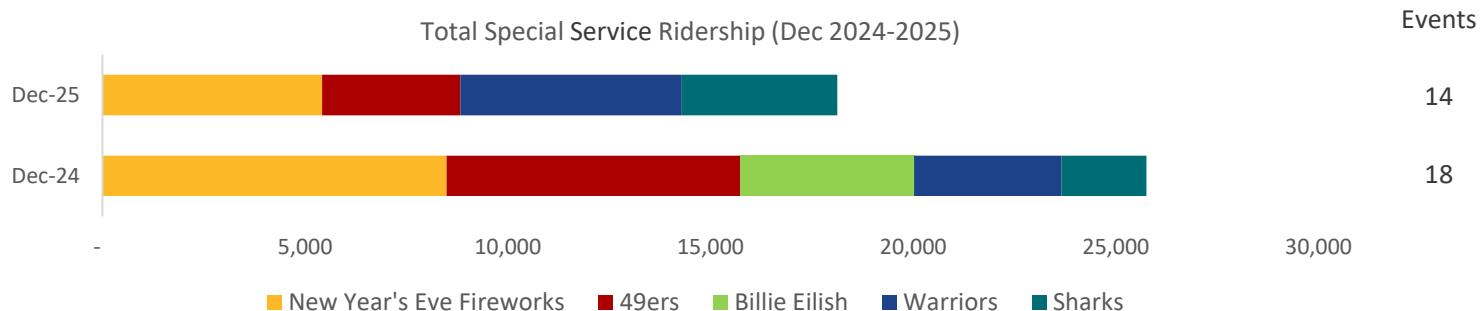




Ridership and Revenue

Special Service Ridership

- Caltrain carried 18,136* passengers to special events in December



*Ridership is gross counts of boarding and/or alighting within an identified "event window" at specified station(s), includes non-event riders, and may overlap with other concurrent events.

Special Event Ridership by Station and Event

Station	Event Type	25-Dec			24-Dec			Ridership Change
		Ridership	Event Count	Avg Ridership per event	Ridership	Event Count	Avg Ridership per Event	
San Francisco	New Year's Fireworks	5,420	1	5,420	8,492	1	8,492	-36.2%
	Warriors	5,458	5	1,092	3,635	5	727	+50.2%
	All Events	10,878	6	1,813	12,127	6	2,021	-10.3%
Mountain View	49ers	3,414	2	1,707	7,239	3	2,413	-52.8%
	All Events	3,414	2	1,707	7,239	3	2,413	-52.8%
San Jose Diridon	Sharks	3,844	6	641	2,097	6	350	+83.3%
	Billie Eilish	-	-	-	4,293	2	2,147	-
	All Events	3,844	6	641	6,390	8	799	-39.8%
All Stations	All Events	18,136	14	1,295	25,756	17	1,515	-29.6%

Additional Event Trains

Event Type	25-Dec			24-Dec			Ridership Change
	Ridership	Train Count	Avg Ridership per Train	Ridership	Train Count	Avg Ridership per Train	
New Year's Fireworks	1,946	4	487	3,698	3	1,233	-47.4%
All Events	1,946	4	487	3,698	3	1,233	-47.4%

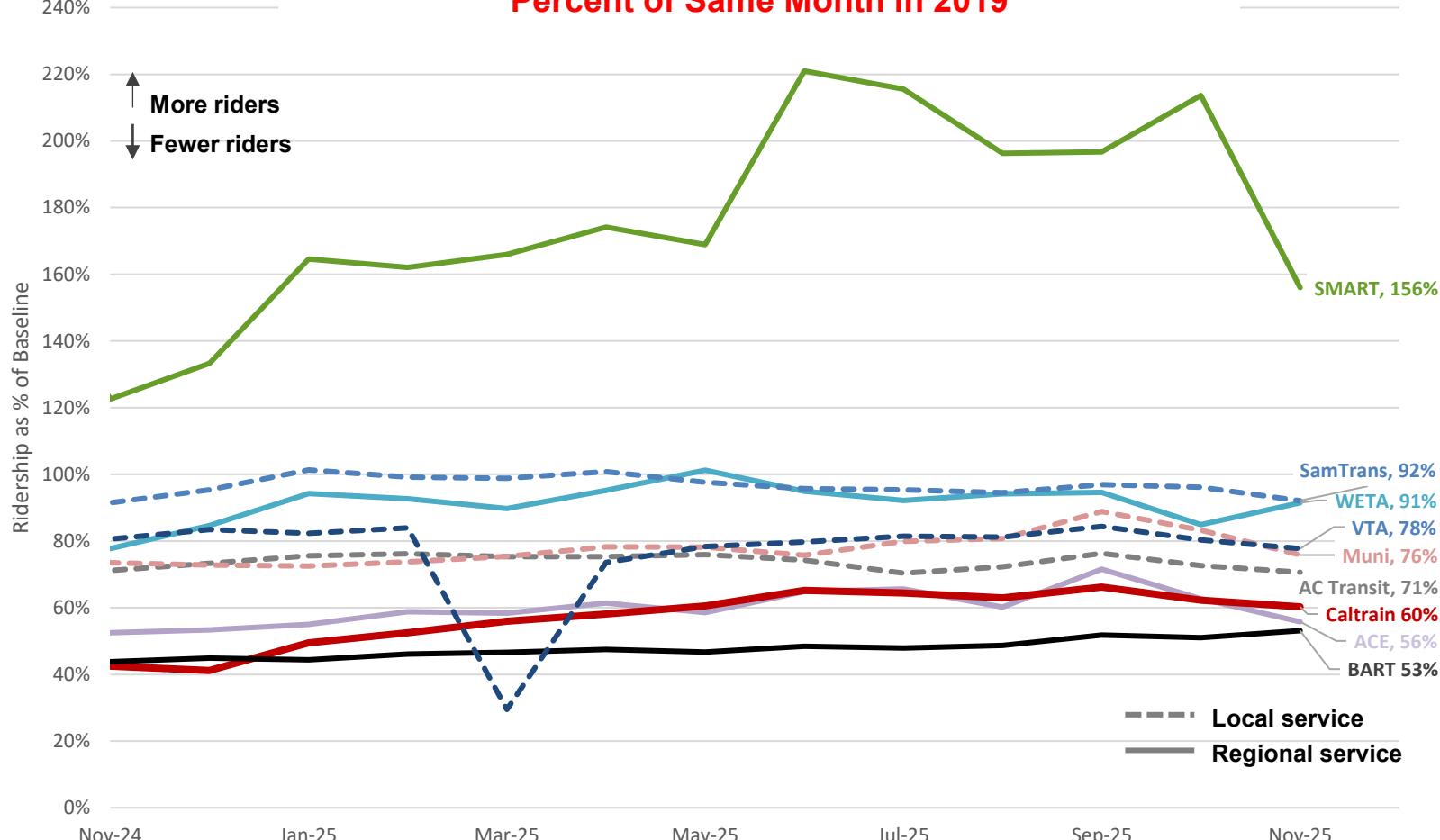




Public Transit Ridership Recovery in the Bay Area

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

Total Monthly Ridership as a Share of Pre-Pandemic Levels
Percent of Same Month in 2019



Notes:

- As of August 2024, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Starting in December 2023, Caltrain ridership estimates use a fare media sales-based model. Prior to then, Caltrain ridership estimates were based on a combination of conductor counts & Clipper data.
- Ridership data for all other agencies retrieved from the National Transit Database.

Total Monthly Ridership Estimates (in thousands)

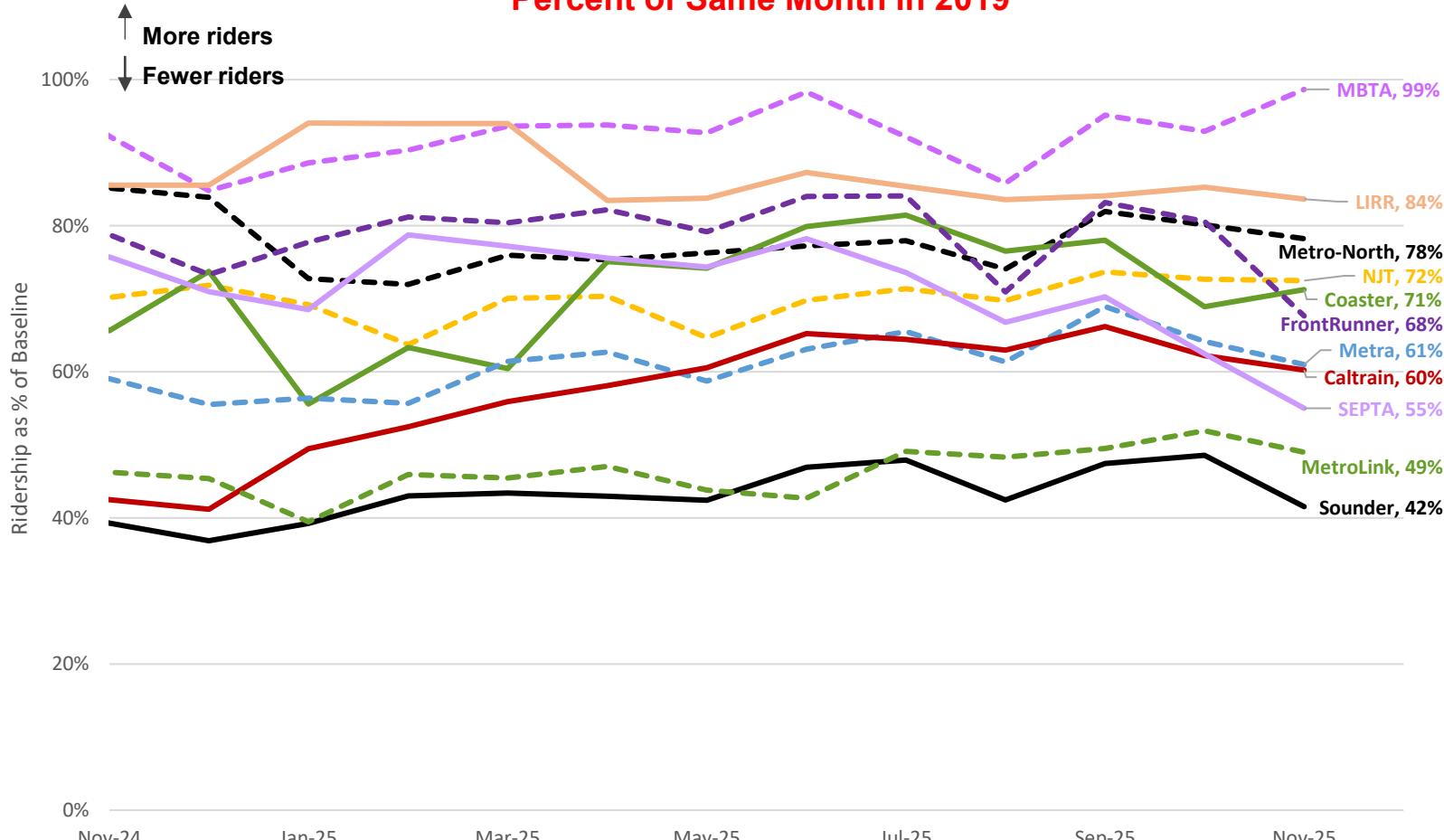
Transit Operator	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov
Muni	13,045	12,977	13,673	12,606	14,222	14,696	14,957	13,740	14,455	15,170	15,233	15,646	13,456
BART	4,373	4,289	4,597	4,464	4,998	5,244	5,172	5,174	5,220	5,452	5,589	5,922	5,302
AC Transit	3,229	3,118	3,322	3,173	3,502	3,575	3,579	3,022	3,079	3,452	3,735	3,837	3,206
VTA	2,427	2,379	2,421	2,250	908	2,241	2,465	2,273	2,368	2,538	2,666	2,772	2,341
SamTrans	881	865	929	823	958	949	989	832	832	952	1,026	1,074	887
Caltrain	626	588	735	695	832	926	980	1,038	1,078	1,073	1,049	1,074	888
WETA	263	184	181	205	181	215	261	280	287	301	313	277	264
SMART	80	78	94	83	96	105	108	123	135	128	124	122	101
ACE	60	54	70	67	73	81	83	73	81	81	89	89	64



Ridership Recovery for Similar Commuter Railroads

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

**Total Monthly Ridership as a Share of Pre-Pandemic Levels
Percent of Same Month in 2019**



Notes:

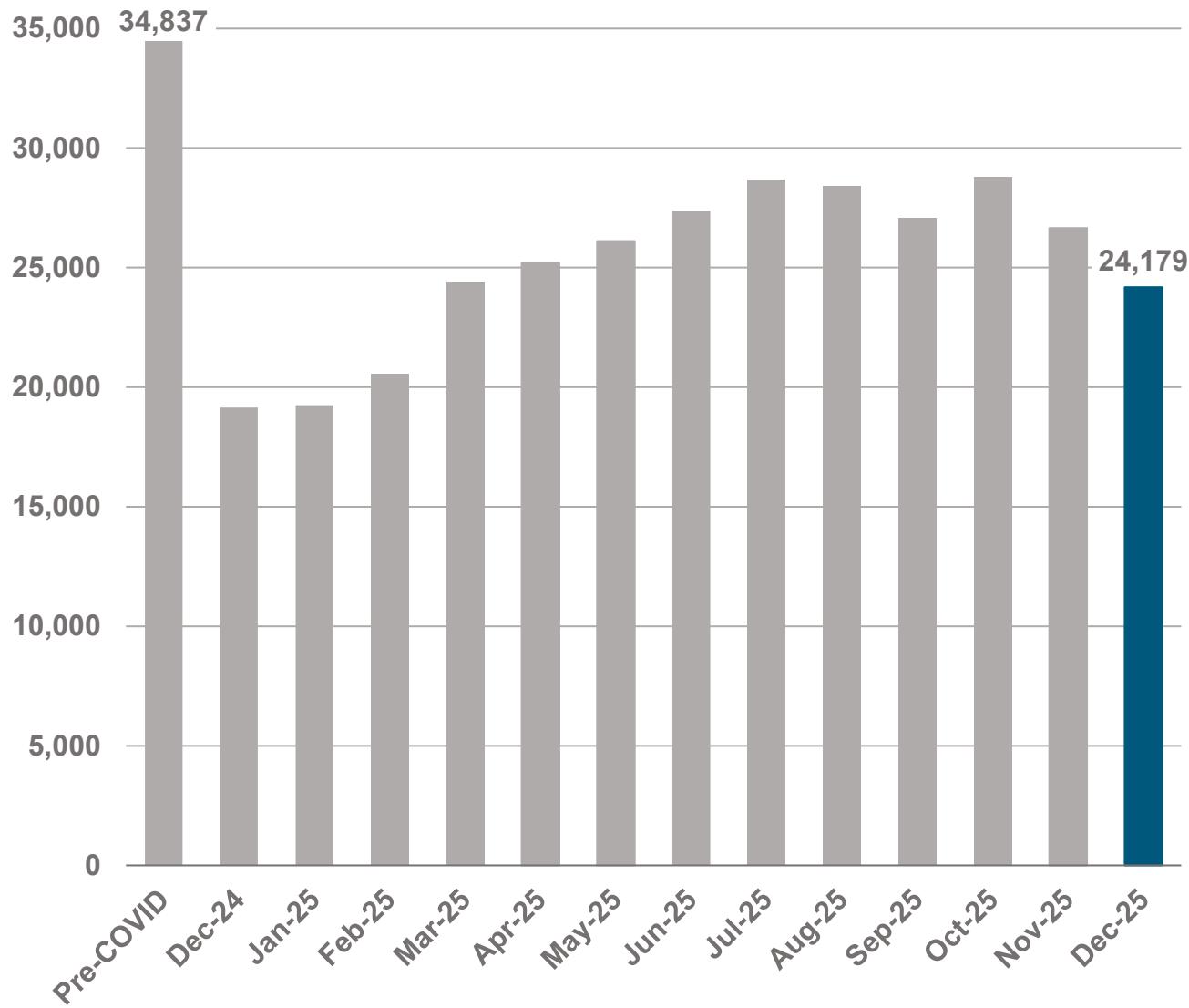
- As of October 2025, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Ridership data for all agencies retrieved from the National Transit Database.

Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov
LIRR	8,046	8,357	8,357	7,560	8,371	8,211	8,371	8,211	8,536	8,371	8,211	8,715	7,867
Metro-North	6,234	6,435	5,269	4,732	5,680	5,935	6,090	6,010	6,189	5,726	6,174	6,654	5,727
NJ Transit	5,299	5,382	4,764	4,371	5,173	5,274	4,972	5,365	5,463	5,285	5,700	5,799	5,471
Metra	2,791	2,511	2,671	2,547	3,046	3,332	3,165	3,322	3,632	3,406	3,566	3,662	2,882
MBTA	2,391	2,273	2,397	2,155	2,462	2,522	2,506	2,424	2,551	2,404	2,430	2,706	2,558
SEPTA	2,174	2,061	2,098	2,173	2,248	2,321	2,244	2,099	2,023	1,823	2,170	2,042	1,579
Caltrain	626	588	735	695	832	926	980	1,038	1,078	1,073	1,049	1,074	888
MetroLink	473	438	412	445	500	540	497	446	504	504	522	567	501
FrontRunner	337	301	338	326	351	355	337	327	341	322	393	406	290
Sounder	144	130	164	136	164	175	167	171	188	169	182	215	153
SD Coaster	62	62	58	58	67	88	91	104	122	102	89	77	67

Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year



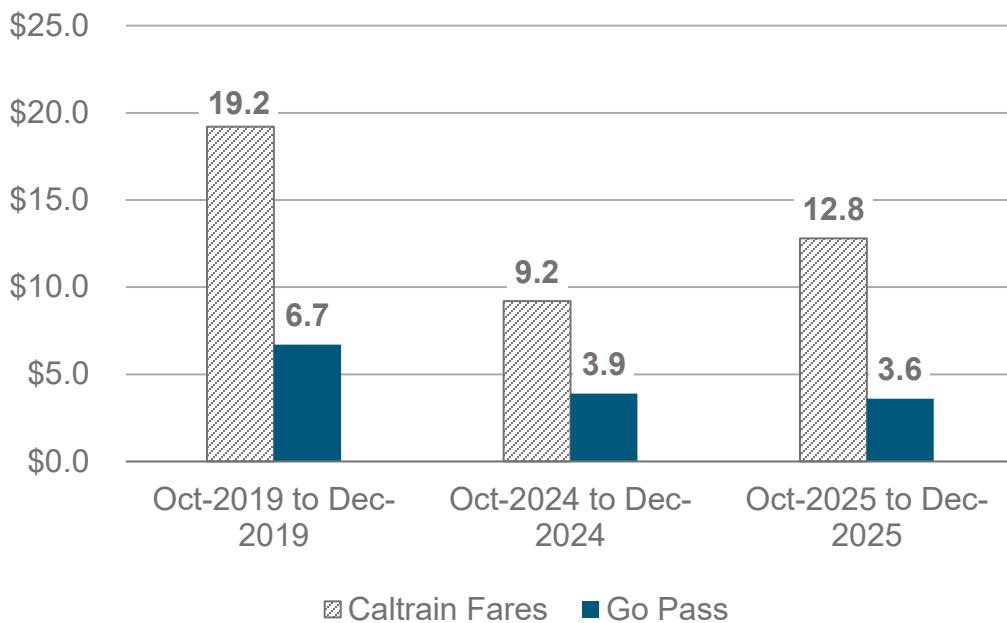
BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.



Ridership and Revenue

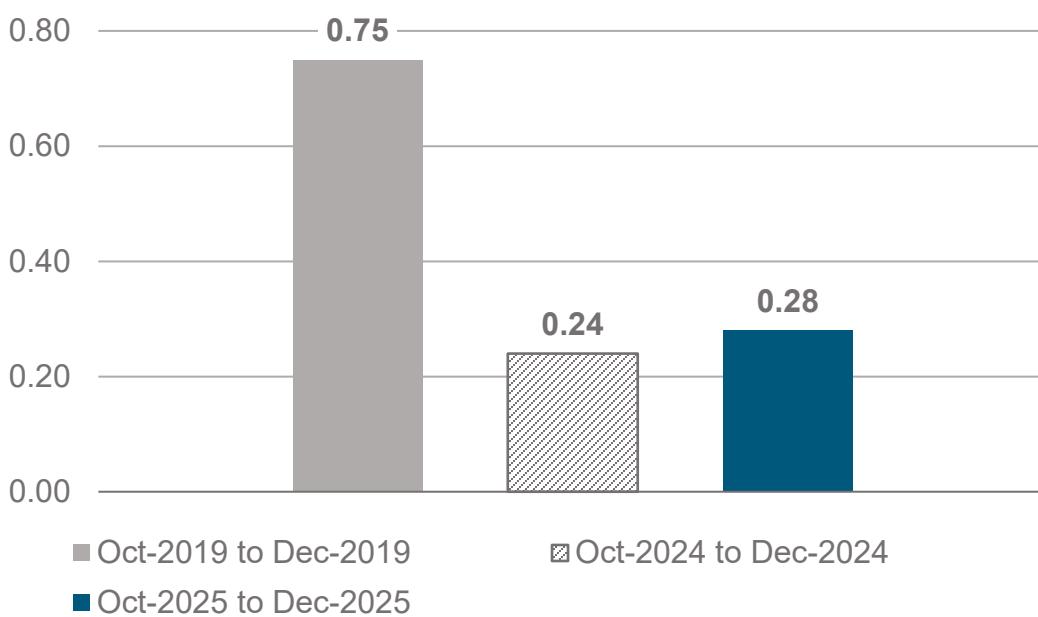
Total Fare Revenues (\$M) - Past 3 Months Comparison



Fare revenue comes in the form of one-way tickets, daily or monthly passes (“Caltrain Fares”), and the Go Pass program.

Fare revenue is generally more stable than ridership due to many riders paying for monthly passes, which provide consistent revenue regardless of usage.

Farebox Recovery Ratio (3-Month Rolling Average)

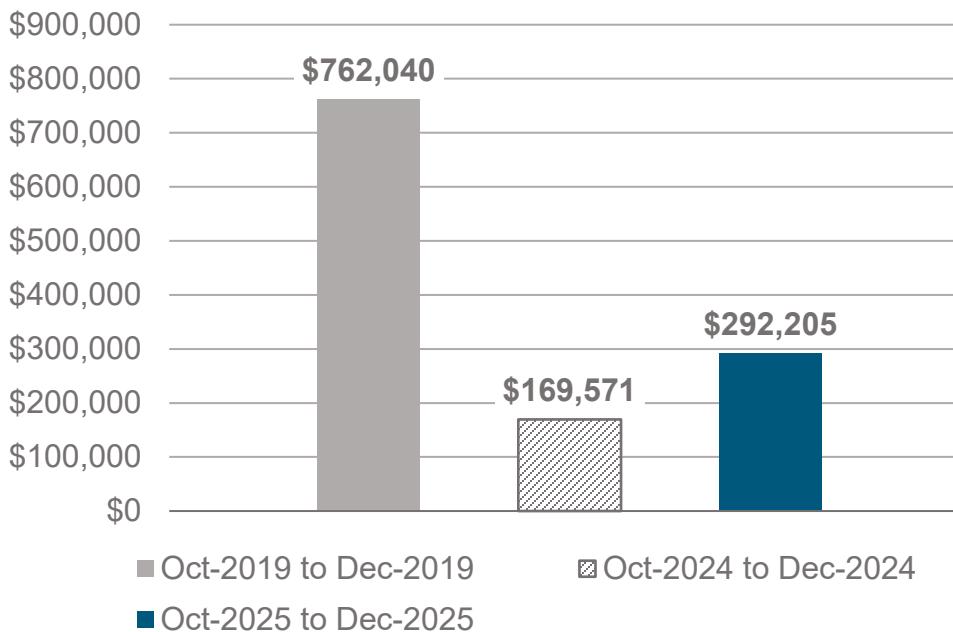


Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.



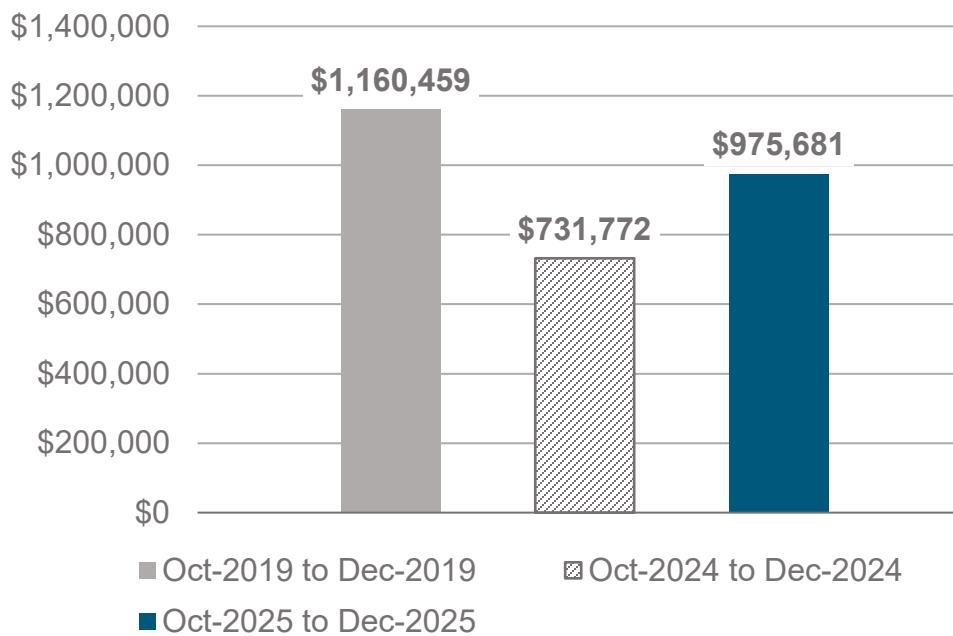
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



Advertising Revenue declined substantially for transit agencies throughout the country with the onset of the COVID-19 pandemic.

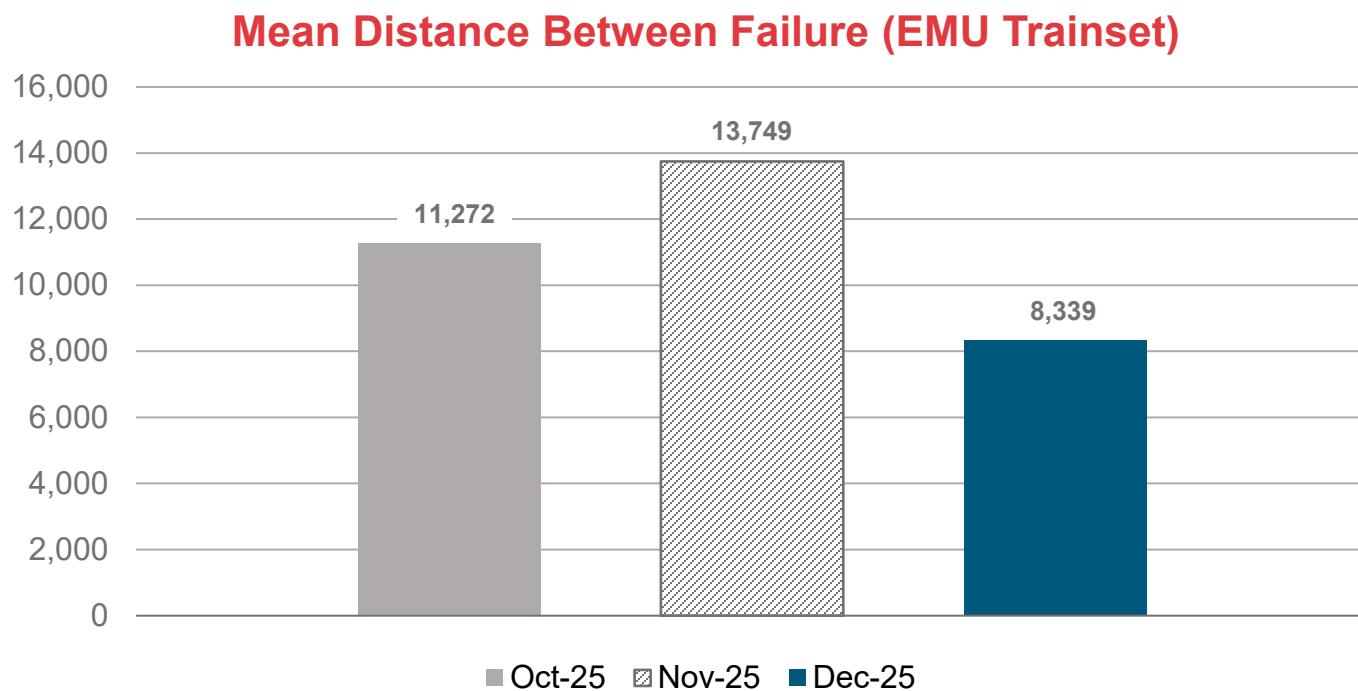
Parking Revenue (3-Month Rolling Average)



Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



Maintenance Performance (EMU Fleet)



Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

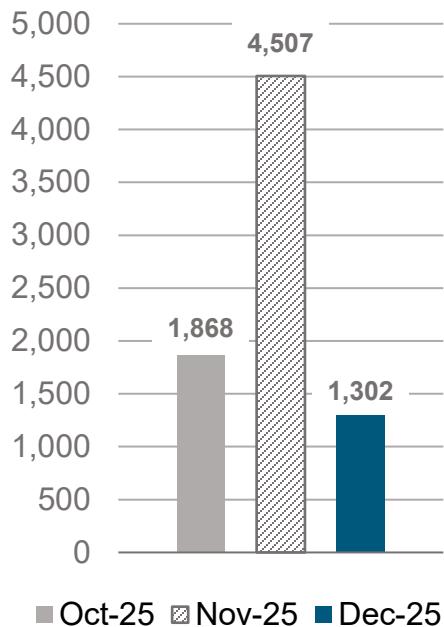
As of October 2025, the data shown is now determined by the total miles traveled by the entire train configuration divided by the number of failures.

The graph on this page represents MBDF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the following page.

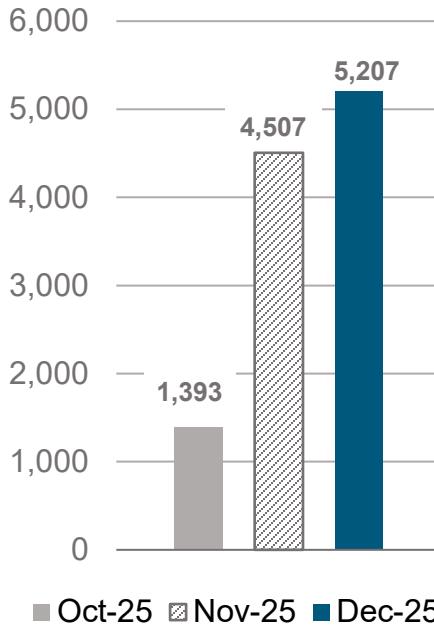


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



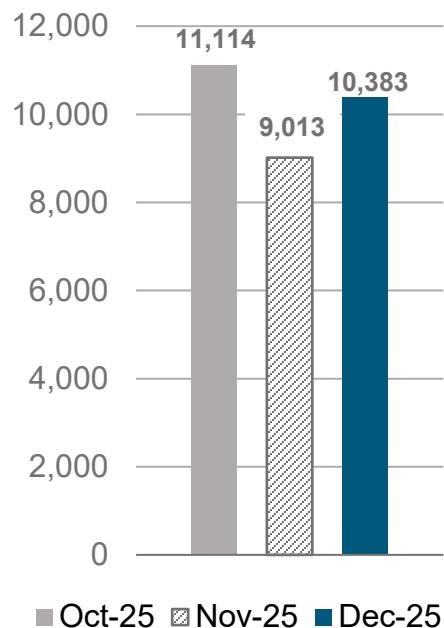
Mean Distance Between Failure (Cab Cars)



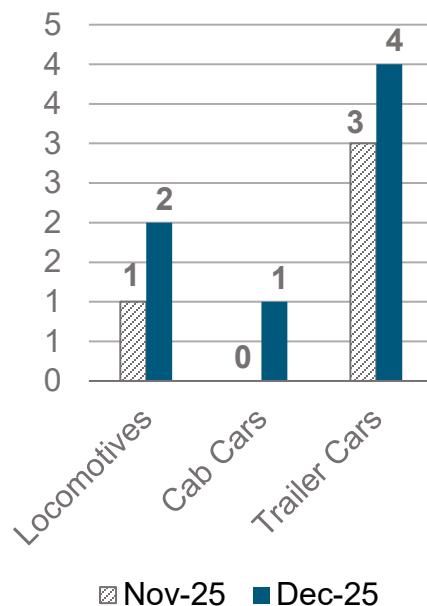
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

The graph to the left represents MDBF for all diesel passenger locomotives and passenger cars in Caltrain's fleet. EMU data is on the previous page.

Mean Distance Between Failure (Trailer Cars)



Equipment in Maintenance/Repair

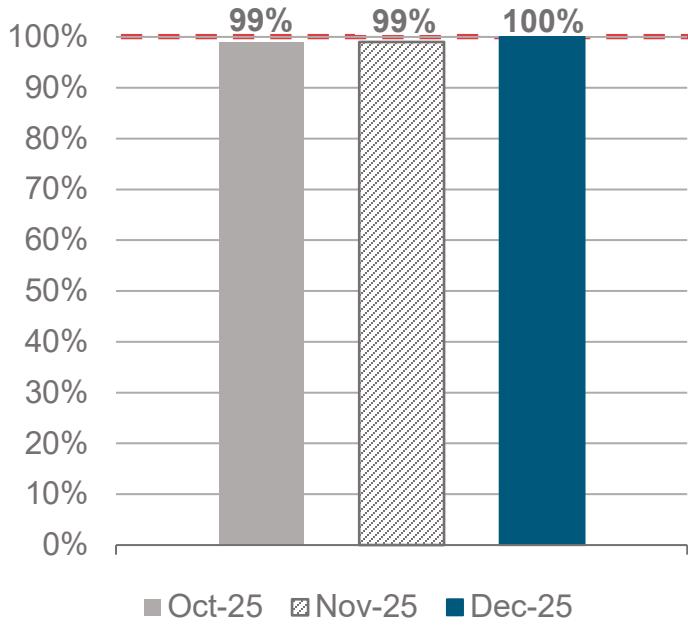


Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.



Maintenance Performance

Equipment Availability (EMUs)

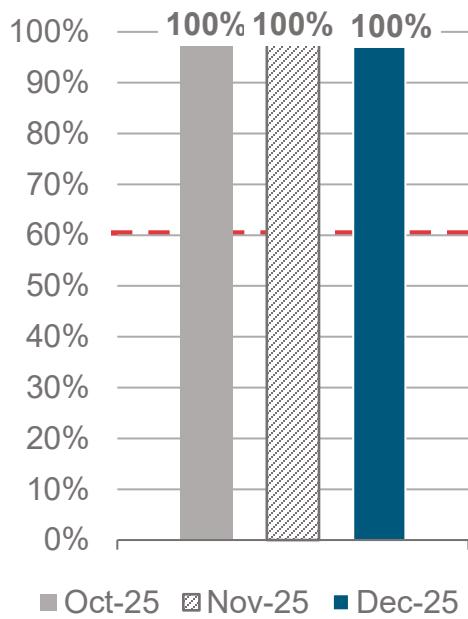


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

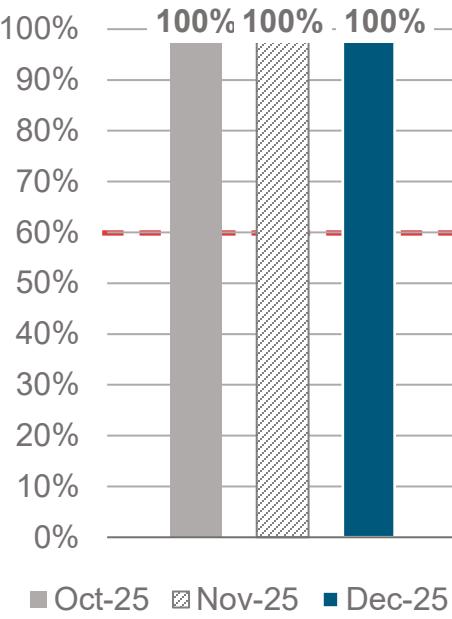
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

Post-electrification, Caltrain retains 41 Bombardier passenger cars and 9 diesel locomotives to operate South County service and maintain fleet resiliency.

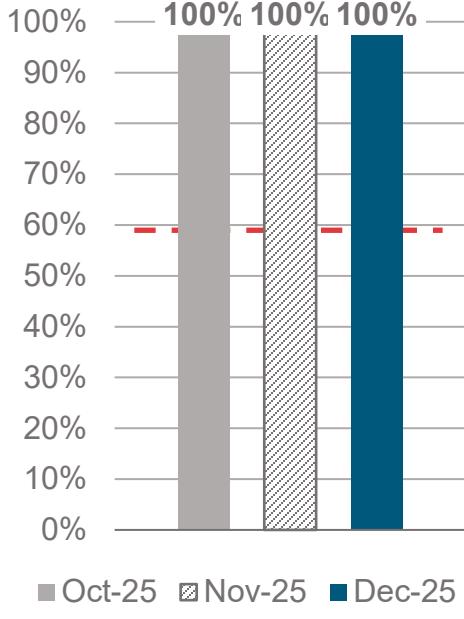
Equipment Availability (Diesel Locomotives)



Equipment Availability (Cab Cars)



Equipment Availability (Trailer Cars)



Note: The dotted red line (- - - -) on each graph represents the target line (i.e., the percentage of each equipment type required to run base service on an average weekday).





Service and Program Updates

Caltrain Named America's Fastest-Growing Transit Agency in APTA's 2025 Transit Wrapped

Caltrain was recognized by the American Public Transportation Association's (APTA's) Transit Wrapped 2025 list as the fastest growing U.S. transit agency over the last year. The increased ridership and satisfaction levels follow the launch of its new high-performance electric trains in September 2024 that offer a better experience for Caltrain riders and provide faster and more frequent service.

The spotlight of the agency's increased ridership follows Caltrain's own 2025 Customer Satisfaction Survey, unveiled in October, which revealed ridership had grown 57% year-over-year, with weekend ridership doubling and five consecutive months of over one million riders.

Alongside the growth in ridership, the rail agency has seen a dramatic increase in ridership satisfaction and the best ratings in the 27-year history of the survey. Surveyed riders reported a record high satisfaction rating of 4.41 out of 5, up from 4.02 in 2024.

Caltrain will provide Christmas Day service

Caltrain operated a modified schedule on Wednesday, Dec. 24, Christmas Eve, and a weekend schedule on Thursday, Dec. 25, Christmas Day.

Kick off the New Year with Caltrain

Caltrain offered free rides on New Year's Eve so revelers could get home safely at the end of their evening. All rides were free starting at 8 p.m. on Wednesday, Dec. 31, until the end of special late-night service, as in years past.

On Wednesday, Dec. 31, Caltrain operated a regular weekday schedule before the fireworks show began. In addition to regularly scheduled service, additional southbound trains departed from San Francisco at 1 a.m., 1:30 a.m., and 2 a.m., making all local stops to San Jose Diridon after the fireworks. SF MUNI provided additional post-fireworks service connecting with Caltrain San Francisco Station at 4th and King streets.

Caltrain operated a weekend schedule on Thursday, Jan. 1, and resumed collecting fares when service began around 7 a.m.





Communications and Marketing Update

Strategic Communications (Media and Social)

Press Releases/Blogs/Podcasts:

- Caltrain Seeks Four Representatives for Bicycle & Active Transportation Advisory Committee
- Caltrain Named America's Fastest-Growing Transit Agency in APTA's 2025 Transit Wrapped
- Caltrain will provide Christmas Day service
- Kick off the New Year with Caltrain

Earned Media:

- San Francisco Bay Area World Cup 2026 guide: What to do, eat and see - NYTimes
- Tren Lima-Chosica inicia marcha en vacío: convoy llegó a Chaclacayo y logró cruzar el puente Los Ángeles sin problemas - Infobae
- Tap and go: Muni and other transit agencies will soon accept credit cards. Here's what to know - SF Chronicle
- Brightline kills dozens, but not in Orlando. Why? - Orlando Sentinel
- Weekend Roundup: Caltrain Bike Advisors, Advocates Reach out to Supervisor Wong... - Streetsblog SF
- Huzzah! All Clipper Card Systems Will Take Credit and Debit Cards, Starting Next Wednesday - SFist
- Council eager to build bike tunnel on El Dorado Avenue - Palo Alto Online
- Castro Street transit project will end vehicle traffic at Caltrain tracks in Mountain View - Mountain View Voice
- Caltrain's Holiday Train taking a different route this year - San Jose Mercury News
- Caltrain could face 'draconian' cuts. Will the Bay Area pay higher taxes to save it? - SF Chronicle





Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Caltrain E-Newsletter Metrics

	DECEMBER 2025
Subscribers	14,497
Open Rate	24.8%
Click Rate	2.7%

Caltrain Strategic Communications (Social and Media Relations):

- The month of December heavily focused on the new Holiday Train experience, selling out tickets in less than an hour.
- Strategic Comms also published the 2025 Year in Review content and helped support messaging of free fares for New Year's Eve service.
- Social rotational messaging continued throughout the month, which included:
 - Bike etiquette for cyclists
 - Supporting marketing efforts to push out local events, specifically for a Spanish audience
 - A biweekly cadence of South Bay highlights reminding people of our Gilroy service, Next Generation Clipper and Dollar Youth Fare

Other Messaging Highlights:

- Bikes and Scooters - Education
- Go Explore
- Caltrain Named America's Fastest-Growing Transit Agency in APTA's 2025 Transit Wrapped





Communications and Marketing Update

Social Metrics: (Year to Year)

An impression is anytime our content (post, webpage, IG photo) is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

DECEMBER 2025	DECEMBER 2024
Impressions: 585,642	Impressions: 960,868
Engagements: 18,519	Engagements: 21,961
Post Link Clicks: 1,727	Post Link Clicks: 4,303

Social media trends at a macro level have shifted across the digital landscape in the last 12 months when compared to previous years, adjusting the baseline for related metrics.

Marketing Activities

Go Faster Campaign

• Go Caltrain – Always On Campaign:

- Ads continue to run across the regional digital landscape from social media to popular websites and apps.
 - Web page views to Go-related pages: 4,450
 - Impressions: 733,142
 - YouTube Views: 177,105

• South County Promotion

- Digital ads are paused currently; bus shelter and bus card ads are in production. No promotional activity in December due to budget constraints.
 - So Co ridership up **+43%** over December 2024.
 - Webpage Views: 268 (November: 447, October: 9,523)
 - Bus shelter ads and VTA bus ads are approved and in production.





Communications and Marketing Update

Marketing Activities (cont.)

***The Caltrain Current* Events and Promotions Newsletter**

Next edition in Spring 2026. The first Caltrain events and promotions newsletter went out in November and had good numbers. We continue to gather email addresses at events for the newsletter and for sweepstakes contests.

	FALL/WINTER 2025
Subscribers	400
Open Rate	40.6%
Click Rate	5.3%

Looking Ahead

- Valentine's Day promotion – Win a Date Night for Two (MacArthur Park/The Notebook/Caltrain tickets)
- Super Bowl support



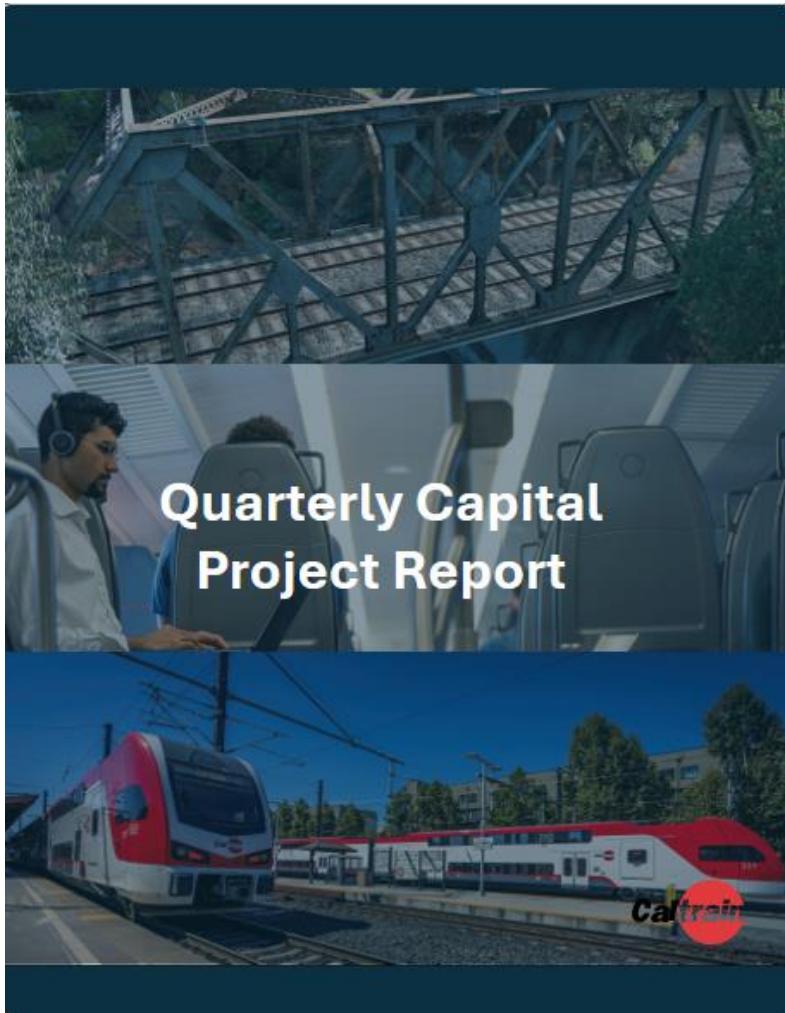


Capital Projects Update

As of the December 2025 Executive Director's Monthly Report, Capital Projects notes will be a separate item posted online

Please refer to the most recent [Quarterly Capital Projects Report for Quarter 1 of FY2026](#) (July 2025-September 2025) using the hyperlink provided below.

Link: <https://www.caltrain.com/about-caltrain/statistics-reports/quarterly-capital-program-status-report>



Acknowledgments

This report is made possible by contributions from the following groups and individuals.

Rail Administration

Jason Dayvault, Business Operations Project Manager
Reanna McGregor, Project Management Analyst (District Temp)

Commercial and Business Development

Michelle Stewart, Director, Grants and Fund Management
Rui Zhang, Project Controls Analyst

Communications

Tasha Bartholomew, Director, Strategic Communications
Jeremy Lipps, Marketing Manager
Dan Lieberman, Public Information Officer
Stephanie Torres, Social Media Specialist

Finance Administration

Bruce Thompson, Manager, Fare Program Operations
Don Esse, Senior Operations Financial Analyst
Dapri Hong, Senior Budget Analyst

Planning

Dahlia Chazan, Chief, Caltrain Planning and Real Estate
Catherine David, Acting Director, Rail Network and Operations Planning
Nick Atchison, Senior Planning Analyst

Rail Design & Construction

Sherry Bullock, Interim Chief, Design & Construction, and CalMod Program Director

Rail Operations & Maintenance

Ted Burgwyn, Interim Chief Operating Officer
Henry Flores, Director, Rail Vehicle Maintenance
Graham Rogers, Project Manager SOGR
Christiane Kwok, Manager, Rail Operations
Alex Bailey, Senior Rail Operations Analyst

Additional Support

Ryan Frigo, Caltrain Chief Safety Officer
Elizabeth Araujo, TransitAmerica Services, Inc. (TASI)
Margie Godinez, TransitAmerica Services, Inc. (TASI)
Sarah Doggett, Metropolitan Transportation Commission (MTC)
Victoria Moe, San Mateo County Sheriff's Office



**Peninsula Corridor Joint Powers Board
Board of Directors**

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of January 8, 2026

Members Present: Margaret Abe-Koga (arrived at 9:05am), David J. Canepa, David Cohen, Jeff Gee, Steve Heminger (arrived at 9:04am), Greg Wagner, Shamann Walton, Pat Burt (Vice Chair), Rico E. Medina (Chair)

Staff Present: M. Bouchard, A. Brandt, C. Fromson, J. Harrison, L. Lumina-Hsu, O. Quintanilla Lopez, M. Tseng

1. Call to Order

Chair Medina called the meeting to order at 9:01 am.

2. Oath of Office for Greg Wagner representing City and County of San Francisco

Margaret Tseng, JPB Secretary, delivered the Oath of Office to Greg Wagner representing the City and County of San Francisco.

3. Roll Call

Ms. Tseng called the roll and confirmed a Board quorum was present.

4. Pledge of Allegiance / Safety Briefing

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

Director Heminger arrived at 9:04 am.

5. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances – There were none.

Director Abe-Koga arrived at 9:05 am.

6. Request to Change Order of Business – There were none.

Chair Medina announced changes to public comment time allocation at Board meetings moving forward: Public Comment for Items Not on the Agenda, Informational items, and for the Consent Calendar were reduced to one minute; and public comment for action items remained at two minutes.

7. Public Comment for Items Not on the Agenda

Jeff Carter commented on public comment time allocation, order of business, and Clipper 2 user experience.

Aleta Dupree, Team Folds, commented on Clipper 2 and electricity.

Roland commented on public comment time allocation at Board and Committee meetings.

Adrian Brandt commented on Broadway crossing incident.

8. Closed Session: Conference with Legal Counsel – Anticipated Litigation (§ 54956.9(b)): One Potential Case

Public Comment

Jeff Carter commented on City and County San Francisco concerns.

Aleta Dupree, Team Folds, commented on partnership with San Mateo County Transit District (SamTrans).

Directors Canepa and Gee recused themselves from Closed Session as they also are on the San Mateo County Transit District (SamTrans) Board of Directors.

The Board convened into closed session at 9:14 am.

The Board reconvened into regular session at 9:41 am.

9. General Counsel Report – Report Out from Above Closed Session (Verbal)

James Harrison, Legal Counsel, reported that there were no reportable actions.

10. Report of the Executive Director

Michelle Bouchard, Executive Director, provided the presentation that included the following:

- Safety coordination and partnerships for upcoming local sporting events
- Caltrain's 2025 Year-in-Review report and video released
- Holiday Train new event launched using electric trains; January 19 Martin Luther King Jr. Celebration Train
- Guadalupe Bridge Replacement Project update; bus bridge service ending January 31; reimplementation of train service
- Next Generation Clipper launch, customer issues, and fare enforcement challenges

- Power contingency plans; redundancy traction power substations; grade crossing incident, copper theft, and fail safe mode
- January 31 minor service changes; August 2026 annual regional “Big Sync”
- December on-time performance (OTP) at 96 percent

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Incident communication protocols with public, safety staff, law enforcement agencies, and local cities
- OTP measurements: 5 minutes 49 seconds standard; early and late departures monitoring
- Potential role during power outages; wayside energy storage efforts

Public Comment

Jeff Carter commented on fare consistency during special events and early departures.

Roland commented on fare evasion and fare gates, early departures, and train operator.

Adrian Brandt commented on early departures and articulated crossing gate arms.

Adina Levin, Friends of Caltrain and Seamless Bay Area, commented on ridership levels, ballot measure educational events, and Clipper 2.

11. Consent Calendar

11.a. Approval of Meeting Minutes for December 4, 2025

11.b. Receive Quarterly Financial Report: Fiscal Year 2026 Quarter 1 Results

11.c. Authorize the Executive Director to Enter Into an Option Agreement for Sale of Property to the City of San Jose– Approved by Resolution No. 2026-01**

Motion/Second: Gee/Cohen

Ayes: Abe-Koga, Canepa, Cohen, Gee, Heminger, Wagner, Walton, Burt, Medina

Noes: None

Absent: None

12. Consider Establishing a 6-Month Path and Process to Develop Recommendations on Amendments to Caltrain’s Governing Agreements

Mr. Harrison provided the presentation that included the following:

- 2008 Real Property Ownership Agreement (RPOA) amendment; 1996 Joint Powers Agreement (JPA); funding sources and payments to San Mateo County Transit District (SamTrans); Measure RR; 2022 Governance Memorandum of Understanding (MOU) and

implementation; California Public Employee Retirement System (CalPERS) Contract and backstop pension debt; Shared Services Agreement (SSA) negotiation

- JPA as a separate legal entity; Joint Powers Board (JPB) role and Managing Agency role
- Outstanding MOU items: amend JPA and RPOA, resolve ambiguities and inconsistencies, codify certain practices

Staff provided further clarification in response to the Board questions, which included the following:

- Independent agency requires approval of member agencies' boards, San Francisco's Municipal Transportation Agency (SFMTA), and Board of Supervisors (SFBOS)
- Performance audit status and timeline: draft scope in progress; Governance ad hoc meeting in January to provide feedback; following steps include procuring contractor and developing work plan
- Performance audit key performance indicators (KPIs) not yet set, audit will benchmark compared to peer agencies
- Binding agreements precedence order: Governance MOU, JPA, 2008 RPOA
- JPB Board of Directors cannot unilaterally unwind agreements
- Differing opinion MOU's meaning of the role of managing agency
- SamTrans can serve as managing agency until it no longer chooses to do so per 1996 JPA agreement and 2008 RPOA amendments

Mr. Harrison summarized a letter received from SamTrans Special Counsel James Wagstaff and stated the proposed amendments to the JPB's governing documents require approval from all member agencies, including SamTrans, and JPB's General Counsel stance is discussion of the item does not constitute a breach of contract.

The Board continued the discussion which included the following:

- Senate Bill (SB) 63 regional funding measure; prioritization of different focuses; public transit survival if regional measure is not passed
- Fiduciary transparency; Caltrain \$75 million structural deficit; financials of regional transit agencies; capital contributions; ability of member agencies to withhold funds; impact on Guadalupe Bridge Replacement Project
- Service availability and levels differences amongst counties of San Francisco, San Mateo, and Santa Clara; work towards equitable representation of counties
- Performance Audit: role of managing agency; shared services and staffing levels; KPIs; financial implications and long-term financial impact; specialized staffing needed by Caltrain; funding used for consultants
- Successor Agency: if wanted or needed; path to have a successor agency
- Safety and core projects highlighting Guadalupe Bridge and safety-first priorities
Agency unity, communication, and maintain collaboration among member agencies

Director Walton moved the motion.

Alternative Motion by Director Abe-Koga. Friendly Amendment by Director Cohen; accepted by Director Abe-Koga. Second by Director Cohen.

Move that Caltrain conduct a 6-month period of work activities towards making meaningful and codified progress, that culminates in bringing forward recommended amendments to Caltrain's governing agreement **and wherein after the 6-months there is a concrete plan to end including addressing** the managing agency role, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain's own salary ordinance.

Substitute Motion by Director Abe-Koga.

Move that Caltrain conduct a 6-month period of work activities towards making meaningful and codified progress, that culminates in bringing forward recommended amendments to Caltrain's governing agreements including addressing the managing agency role within 6-months, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain's own salary ordinance.

Friendly Amendment by Director Cohen; accepted by Director Abe-Koga.

Move that Caltrain **conduct a 6-month period of work activities towards making meaningful and codified progress, that culminates in bringing** **Governance ad hoc committee bring forward to the Caltrain Board within 6 months** recommended amendments to Caltrain's governing agreement including addressing the managing agency role **within 6 months**, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain's own salary ordinance.

Motion/Second: Abe-Koga/Cohen

Ayes: Abe-Koga, Cohen, Heminger, Wagner, Walton, Burt

Noes: Canepa, Gee, Medina

Public Comment

Don Cecil, San Mateo County Economic Development Association (SAMCEDA), commented on regional funding ballot measure, citizens voter initiative efforts, and timing of Governance discussions.

Jeff Carter commented on timing of Governance discussions, regional funding ballot measure, SamTrans leadership, managing agency, salary ordinance, and performance audit.

Roland commented on public comment process and Measure RR.

Adrian Brandt commented on timing of Governance discussions, Senate Bill (SB) 63, key performance indicators, and train staffing levels.

Aleta Dupree commented on timing of Governance discussions and railroad operations.

Nicole Mejia commented on Caltrain independent agency and SamTrans managing agency.

13. Amend and Increase the Fiscal Year 2026 Capital Budget from \$92,641,608 to \$102,641,608 - Approved by Resolution No. 2026-02

Oscar Quintanilla Lopez, Director, Budgets and Financial Analysis, provided the presentation on a \$10 million Fiscal Year 2026 (FY26) capital budget increase for the Guadalupe River Bridge Replacement project

Motion/Second: Walton/Cohen

Ayes: Abe-Koga, Canepa, Cohen, Gee, Heminger, Wagner, Walton, Burt, Medina

Noes: None

Public Comment

Aleta Dupree, Team Folds, commented on conditional funding for Guadalupe Bridge project.

14. Receive Update on Fiscal Year 2026-2027 Budget Approach

Mr. Quintanilla Lopez provided the presentation that included the following:

- Fare increases planned through FY30
- FY18-26 service levels and ridership trends; currently 104 trains per day
- FY27: continue FY26 service levels; plan for scenarios post-November ballot results

Staff provided further clarification in response to the Board comments and questions regarding State loan for bridge funding and conversations with local delegations.

Public Comment

Jeff Carter commented on electrification service, ridership growth, service cuts considerations, and potential funding from SB 63.

Roland commented on managing agency, rail maintenance, operations maintenance, and bridge loans.

15. Receive Update on Shared Services Agreement Between Peninsula Corridor Joint Powers Board and San Mateo County Transit District**

Mr. Harrison provided the presentation that included the following:

- Distinction between fully and partially shared services staff
- JPB work plans to sync with budget cycle
- SamTrans and Caltrain performance KPIs with annual reporting
- Conflict walls established where JPB and SamTrans have adverse or potentially adverse interests
- Conflict resolution process

16. Receive Update on the Corridor Crossing Strategy

Item was deferred.

17. Reports (Verbal)

17.a. Report of the Chair – There was no report.

17.b. Report of the Citizens Advisory Committee – Chair Medina stated the CAC report will be provided a written format moving forward.

17.c. Report of the Local Policy Maker Group (LPMG) – There was no report.

17.d. Report of the Transbay Joint Powers Authority (TJPA) – Chair Gee reported TJPA approved released Request for Proposals (RFP) for Progressive Design-Build Civil and Tunnel Construction, project from 4th and King to Salesforce Transit Center. The project is not yet fully funded and making efforts to secure remaining funding.

Director Abe-Koga left at 12:21 pm.

18. Correspondence – Available online.

19. Board Member Requests – There were none.

20. Date/Time/Location of Next Regular Meeting: Thursday, February 5, 2026 at 9:00 am via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

21. Adjournment – The meeting adjourned at 12:22 pm.

DRAFT

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning
For: February 2026 JPB Board of Directors Meeting
Subject: **Update on and Authorize Executive Director to Execute Amendment to Cooperative Agreement with the Santa Clara Valley Transportation Authority (VTA) for VTA's Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Program**

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

Purpose and Recommended Action

Santa Clara Valley Transportation Authority's (VTA) Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project (BSVII Project) is the second phase of a larger program VTA undertook to extend BART service into Santa Clara County. The BSVII Project is a six-mile extension of the regional BART system from Berryessa/North San José Station to the City of Santa Clara, with a maintenance facility and four stations, connecting to Caltrain at Santa Clara and Diridon Station. VTA estimates the project will serve 55,000 weekday riders, providing a fast and convenient transit option and improving connections to other regional transit services.

Caltrain and BSVII interact near Caltrain's Santa Clara Station, Newhall Yard, and at Caltrain's Diridon Station. VTA and the Peninsula Corridor Joint Powers Board (JPB) entered into a Cooperative Agreement related to VTA's BVSII Extension Program in October 2020. The agreement set forth general provisions for interaction, consultation, and cooperation between VTA and the Peninsula Corridor Joint Powers Board (JPB) for design review associated with the BSVII Project's impacts to JPB Infrastructure and Operations. The agreement was primarily focused on design review and provided a framework for ongoing interaction between VTA and JPB including future agreements relating to property rights, operations, and maintenance. JPB is committed to coordinating with VTA to provide partnership and consultation throughout the BSVII Project to help advance this important regional transit initiative. JPB also has an interest in preserving the agency's current and future interests and assets.

JPB provides review and oversight of the project's design and construction plans as well as on-site personnel for safety purposes such as watchmen. VTA previously allocated and compensated JPB \$800,000 for costs arising from JPB's work in support of the Program. The amendment is necessary to ensure continued compensation for future costs arising from JPB's work in support of the Program.

This amendment (Attachment A) covers any and all construction work (current and future) occurring in support of the BSVII program within the Newhall Yard and West Portal project area (shown in Exhibit C – “Project Area,” from the Cooperative Agreement Amendment). The Newhall Yard and Maintenance Facility allows for end-of-line maintenance and storage of BART vehicles. The West Portal is where the BART trains will enter and exit the underground tunnel. All the work within the Newhall Yard and West Portal project area is adjacent to Caltrain’s tracks and the Santa Clara Station.

The Cooperative Agreement Amendment:

- Specifically covers construction-related coordination near the Santa Clara Station/BSV Newhall Yard
- Ensures Caltrain assets are protected against construction-related impacts
- Amends payment structure for simplicity and to accommodate construction-related expenses
 - VTA will provide funds on a rolling basis, maintaining a balance for JPB’s continued work
 - If the balance reaches below a threshold amount, JPB will not be required to perform work until funds are replenished

Therefore, staff recommends that the Board of the JPB authorize the JPB Executive Director to execute the Amendment to the Cooperative Agreement with the Santa Clara Valley Transportation Authority for VTA’s BART Silicon Valley Phase II Extension Program.

Discussion

This item is meant to provide the JPB Board of Directors (Board) with an update and overview of VTA’s BART Silicon Valley Phase II Extension Program. Staff last presented information about this project to the Board in 2020. Since then, JPB has coordinated on design review for the Site Specific Work Plan, as well as track monitoring for Caltrain’s mainline tracks, and the Santa Clara drill track. The project began construction in Spring 2024 and JPB continued its design review of project monitoring and mitigation plans and began conducting regular site visits. At the end of 2025, crews worked to construct and secure the underground support walls that form the structural backbone of the site needed for the next phase of excavation.

JPB coordinates with VTA, providing design and construction plan review as well as on-site personnel including watchmen. JPB’s coordination work has increased since construction started. VTA and JPB agreed an amendment is necessary to align with the current coordination needs for the construction in the Project Area shown in Exhibit C. The amendment updates the agreement’s general commitments. It provides details on JPB’s review of construction submittals, construction observer and required coordination, mitigation procedures, and

simplifies payment terms. The amendment also added Partnering to the Resolutions and Disputes Section and updated the resolution of disputes terms, clarifies contact information and notice procedures, and outlines the need for subsequent agreements.

Budget Impact

The Cooperative Agreement Amendment provides a continuation of VTA funding for Caltrain's work on the BVS Phase II Extension Program. VTA will provide JPB with funds on a rolling basis, maintaining a balance and replenishing as needed for continued JPB work. If the balance goes below \$75,000, JPB will not be required to perform work until the balance is at least \$200,000.

Prepared By: Hannah Greenberg Planner

01/12/2026

Amendment No. 1

To

**Cooperative Agreement
Between Santa Clara Valley Transportation Authority
And Peninsula Corridor Joint Powers Board
Relating to VTA's BART Silicon Valley Phase II Extension Program**

THIS AMENDMENT amends the Cooperative Agreement (“Agreement”), effective October 30, 2020, by and between the Clara Valley Transportation Authority (“VTA”) and the Peninsula Corridor Joint Powers Board (“JPB”), collectively, the Parties.

WHEREAS, VTA intends to construct an extension of the Bay Area Rapid Transit (“BART”) system rail line within Santa Clara County, under the program entitled VTA’s BART Silicon Valley Phase II Extension Program (“Program”), as defined in the Agreement;

WHEREAS, section 13 of the Agreement provides that (i) the Agreement may be amended by mutual consent of the Parties to address unforeseen developments during the period of design or construction of the Program and (ii) the Parties agree to negotiate in good faith to reach agreement on any amendments that may be necessary to fully effectuate the Parties’ respective intentions in entering into the Agreement;

WHEREAS, this Amendment covers any and all construction work (current and future) occurring in support of the BSVII program as described in the geographical footprint, as indicated in Exhibit C (“Project Area”);

WHEREAS, the Parties acknowledge that any construction in the Project Area will be a complex effort in a complicated location, and it is anticipated that the excavation, boring, and all other construction activities may result in vibrations, soil settlement, and other disturbances that may cause direct or indirect impacts (“Impacts”) on JPB Infrastructure and Operations, as defined in the Agreement;

WHEREAS, JPB agrees to cooperate with VTA on the construction in the Project Area and VTA agrees to reimburse JPB for all costs and expenses incurred by JPB in connection therewith, all in accordance with the Agreement and this Amendment;

NOW THEREFORE, the Parties agree to amend the Agreement as follows:

1. Section 4, General Commitments, is replaced and amended as follows:

- A. The Parties will meet and confer with one another to (i) identify and mitigate, to JPB’s reasonable satisfaction, the Impacts; (ii) establish protocols and time frames for reviewing and approving design and construction submittal packages; and (iii) establish such other procedures and protocols as may be necessary to reduce the likelihood or

impact of Program delays, to the extent feasible for JPB.

B. VTA agrees that VTA will design and construct the Program in such a way that current and potential rail capacity and the physical integrity of JPB Infrastructure is preserved. VTA shall not do or permit anything that will or may obstruct, endanger, interfere with, or hinder maintenance of JPB Infrastructure and Operations.

C. The provisions of this Section 4 apply only to the Program and do not apply to or in any way affect other VTA projects or programs, JPB projects or programs, or other agreements between the Parties unrelated to the Program, unless otherwise set forth in writing by the Parties.

2. Section 5, Mitigation of Impacts to JPB Infrastructure and Operations, is amended by adding Paragraph J, K, and L as follows:

J. JPB Review of Construction Submittals.

1. The existing biweekly BSVII-JPB-UPRR Engineering and Construction meeting shall be expanded to include the Caltrain BSV Coordination Project Manager and the JPB Assistant Manager of Rail Operations as participants, to ensure all non-emergency requests regarding JPB Infrastructure and Operations, including requests regarding storage and train movements, are made at least two weeks in advance.
2. VTA shall provide the materials and agenda for each meeting at least two business days before the meeting. VTA shall specifically note on an agenda whenever VTA believes there will be issues related to JPB Infrastructure and Operations to discuss.
3. At each meeting, the Parties shall review a three-month look-ahead schedule, with updates provided bi-weekly, to identify upcoming issues that may impact JPB Infrastructure and Operations and to determine if such issues can be adequately addressed with a Site Specific Work Plan or other technical submittal, or under the 2025 Agreement between VTA and Union Pacific Railroad, that would allow construction next to occupied tracks. If such issues cannot be so resolved, the Parties shall make a mutually agreeable plan to address them. If such a plan requires JPB action, VTA is responsible for all of JPB's costs. If the Parties cannot agree on a plan, the dispute resolution procedures of Section 9 shall apply.
4. VTA shall promptly provide JPB with copies of all construction submittals that may impact JPB Infrastructure and Operations that VTA receives from its contractors. JPB shall review construction submittals within 21 days and requests for information (RFIs) within 14 days, measured from JPB's receipt of

a complete package; however, a reduced timeframe can be established for specific submittals or RFIs by mutual agreement. JPB may return incomplete submittals or RFIs without reviewing them within 5 business days of the receipt of the submittal or RFIs.

5. VTA shall share with JPB a planned submittal list including planned dates by which the submittals are made, to help the Parties plan for the reviews accordingly. The submittal list shall be updated as VTA receives updates from its contractors.
6. VTA and JPB shall follow the latest version of JPB's Site Specific Work Plan Policies and Procedures, which is publicly available on JPB's website (<https://www.caltrain.com/media/24947/download?agency=Caltrain>), for submittal and review of all Site Specific Work Plans.
7. JPB shall provide embedded staff to support VTA's construction efforts in the Project Area. The specific amount of time per week and the location of such staff shall be subject to mutual agreement; however, at minimum, the embedded staff shall attend the BSVII-JPB-UPRR Engineering and Construction meeting.
8. VTA shall not begin any construction for the Program within or in proximity to JPB property, until JPB has reviewed VTA's relevant construction submittals in accordance with this agreement.

K. Construction Observer and Required Coordination.

1. JPB shall have the right to observe construction of any portion of the Program adjacent to, in proximity to, or requiring access to JPB's right-of-way which is reasonably likely to cause any Impacts upon, under, or with respect to JPB infrastructure and Operations, and may hire a firm to observe construction on its behalf at VTA's sole cost and expense. The construction observers will not direct or control construction activities. VTA shall promptly respond in writing with a proposed course of action after receiving a complaint or concern from a construction observer that work is being done in a manner that is inconsistent with the approved construction submittals or plans. Notwithstanding anything to the contrary contained herein, JPB construction observers will have the authority to stop affected work immediately for reasons related to safety of JPB Infrastructure and Operations or JPB's employees, contractors or agents. By using a construction observer, JPB assumes no responsibility or liability for the quality of materials or workmanship, for conformity of work to the approved construction submittals or plans, or for the acts or omissions of VTA, VTA's contractors, or anyone retained by or acting on behalf of VTA or its contractors.

2. MT2, MT3, the Drill Track, and the Set-Out Track as shown in Exhibit D, are to be assumed as active and rail traffic over these facilities shall be maintained throughout the Program. JPB traffic, operations, or storage can occur continuously throughout the day and night on these tracks and VTA shall coordinate and schedule its work so that construction activities do not interfere with JPB Infrastructure and Operations. VTA or its Contractor shall submit to JPB a proposal consistent with the approved construction submittals or plans in accordance with the timelines in the latest version of JPB's Site Specific Work Plan Policies and Procedures. The proposal shall include, without limitation, a description of the activities proposed to be undertaken by VTA or its Contractor, a description of any equipment or activities likely to create or exacerbate Impacts on JPB Infrastructure and Operations, how long the activities are expected, and contact information for the project manager(s) responsible for the scope of work covered by the proposal. JPB and VTA or its Contractor, or their respective representatives, shall hold regular coordination meetings to review the proposal provided by VTA and discuss any known Impacts to JPB Infrastructure and Operations.
3. For JPB to ensure staffing capacity, VTA, in the three-month look-ahead schedule required by Section 5(J)(3), shall provide at least thirty days notice in advance of any change in watchmen needs. Even if sufficient notice is provided, Caltrain cannot guarantee watchmen availability. Alternatively, if VTA prefers to have watchmen on demand, VTA shall pay JPB to contract for such capacity.

L. Mitigation Procedures

1. If VTA or its Contractor, in the performance of Program work, damages JPB Infrastructure or JPB determines in its sole discretion that any JPB Infrastructure needs to be repaired, restored or replaced as a result of the Program or the Impacts anticipated to be caused thereby, irrespective of when such damage occurs, JPB shall have the right to immediately repair, replace or restore JPB Infrastructure to substantially the same condition as existed before the Program work commenced. It is expressly acknowledged and agreed between JPB and VTA that any, adverse impact, settlement, or damage of any kind to JPB Infrastructure, and resulting work which JPB determines is necessary or appropriate to repair or otherwise mitigate such adverse impact, settlement, or damage shall be presumed to have been caused by the work on the Program and subject to mitigation at VTA's cost, irrespective of whether ordinary wear and tear could have contributed to the adverse impact, settlement, damage or condition at issue. Provided, however, VTA may rebut such presumption only by demonstrating to JPB that work on the Program did not cause (partially or entirely) such adverse impact, settlement, or damage. Such evidence presented by VTA must be acceptable to JPB, in JPB's reasonable judgment. In the event VTA rebuts the presumption in this manner, VTA shall not be responsible for the costs of such mitigation. All costs incurred by JPB in repairing, restoring or replacing JPB Infrastructure in connection with the Program Impacts ("Restoration Costs") shall be payable by VTA separately or treated as Support Costs.

2. VTA acknowledges that conditions inherent in repairing, restoring or replacing JPB Infrastructure may delay the complete stabilization of JPB's trackage, overhead catenary system, or other infrastructure, which may take over 5 years. JPB's operation over such areas during this seasoning period may impose additional maintenance costs in the event of caving, sliding, slipping, sinking or settling, including, without limitation, damage to protective work in connection therewith, as well as settlement and consolidation of tracks and ballast, until such seasoning period is complete. Therefore, the Restoration Costs shall include, without limitation, all that part of the cost and expense of the required maintenance (hereinafter referred to as "Deferred Seasoning") that can be attributed to the partial or complete failure of subgrade, settlement, and consolidation of subballast, or roadbed, or any combination thereof by the Project, which is incurred during the period commencing immediately following completion of any repair, restoration or replacement of JPB Infrastructure for which VTA is responsible hereunder and ending 5 years thereafter. The Deferred Seasoning costs aforesaid shall include reimbursement of the extra cost, in excess of routine maintenance costs, of maintaining subgrade and that portion of said tracks above subgrade in accordance with acceptable maintenance standards, and will include cost of maintaining proper alignment, proper surface and use of ballast and other necessary materials. The work of such Deferred Seasoning repair shall normally be performed through a responsible contractor employed by JPB.

3. Section 6, Payment Terms, is amended by deleting the section and replacing it as follows:

Section 6. Payment Terms

- A. The Parties acknowledge that VTA previously allocated and reimbursed JPB \$800,000 for costs arising from JPB's work in support of the Program and that JPB will incur the following future costs arising from its work in support of the Program ("Support Costs"). All Support Costs will be reimbursed by VTA to JPB subject to the following terms and conditions:
 1. In no event shall JPB be required to front or finance the Support Costs, which consist of work performed by JPB staff and/or JPB consultants.
 2. VTA shall pay for all actual Support Costs incurred by JPB and/or JPB consultants.
 3. JPB shall provide VTA with monthly documentation of expenditures drawn from the account, including auditable documentation of the costs. JPB will also provide a forecast for next month expenditures to VTA. Documentation shall be in PDF format and submitted electronically to VTA Staff.
 4. Support Costs include, but are not limited to, the following:

- a. Reasonable costs incurred from developing technical standards when JPB has no existing standards to address work associated with the Program, provided that JPB has obtained prior concurrence from VTA that such standards are necessary for the Program and the Parties have agreed upon a not-to-exceed value for such costs;
- b. Reasonable costs incurred by JPB for any of its work under Section 5 above, such as for regular or expedited review of design and construction submittals, for flagging and inspection costs, and any other work related to mitigation, repair, restoration, or replacement of JPB Infrastructure;
- c. Costs associated with JPB maintenance of any Program element, such as providing maintenance instructions, spare parts, and training; and
- d. Additional or unanticipated costs associated with unforeseen differing site conditions, unless such costs are related to a “betterment” as to be defined by the Parties under Section 5(I), above).

B. JPB shall notify VTA when the balance of the drawdown account is below \$200,000, at which time VTA shall deposit additional funds within 30 days to bring the balance of the account to at least \$400,000. When determining whether the balance is less than \$200,000, funds in the account not yet withdrawn or spent but already earmarked by JPB for future expenses shall be deducted from the account balance.

C. If at any time the balance is below \$75,000, JPB will not be required to perform any work in support of the Program and any agreed-to deadline shall be suspended until the balance is at least \$200,000. When determining whether the balance is below \$75,000, funds in the account not yet withdrawn or spent but already encumbered by JPB for future expenses shall be deducted from the account balance and be provided to VTA as part of the documentation stated in Section 6.A.3 above.

D. JPB shall refund any unused funds from the final allocation to VTA.

4. Section 9, Resolution of Disputes, is amended by deleting the section and replacing it as follows:

Section 9. Partnering and Resolution of Disputes

A. Partnering.

The Parties agree to participate in joint partnering sessions, focused on:

1. Interests. Defining common interests via the Parties' respective purposes, missions, and goals for the Program.

2. Goals. Creating a common set of goals for the Program that reflect the interests of both Parties.
3. Communication. Establishing a communication framework for disciplined, timely, and productive discussions over the course of the Program.

VTA agrees to cover the costs of partnering sessions, including without limitation on staffing and hosting costs. The Parties will alternate hosting partnership sessions.

B. Resolution of Disputes.

1. The following procedures apply to any dispute about construction arising out of, relating to, or in connection with this Agreement:
 - a. If the Parties cannot agree on a plan of action under Section 9 A, or if an emergency request of Caltrain is identified, the dispute shall be escalated to the BSVII Director of Construction and Caltrain Project Manager within 2 hours.
 - b. If the Director of Construction and Caltrain Project Manager cannot agree on a resolution, the dispute shall be escalated to the VTA Chief Megaprojects Officer and Chief, Caltrain Planning, within 24 hours or the beginning of the next business day. If the Chief Megaprojects Officer or Chief, Caltrain Planning, are unavailable, the dispute shall be escalated to whomever has their signature and approval authority.
 - c. If the VTA Chief Megaprojects Officer and Chief, Caltrain Planning (or those with their signature and approval authority) cannot agree on a resolution, the dispute shall be escalated to the VTA General Manager and Caltrain Executive Director within 24 hours or the beginning of the next business day.
 - d. If the VTA General Manager and Caltrain Executive Director cannot agree on a resolution, either Party may, after providing written notice to the other Party, initiate a mediation to resolve the dispute. The Parties must mutually agree on the mediator. Except as otherwise provided herein, neither Party may initiate litigation of a dispute until the earlier of 120 days after the commencement of initial discussions or until at least one mediation session has been conducted. California Evidence Code § 1115 *et seq.* relating to mediation and §§ 1152 and 1154 regarding the inadmissibility of certain evidence will apply to any mediation between the Parties.

2. The following procedures apply after to all other disputes arising out of, relating to, or in connection with this Agreement:
 - a. The Party desiring to pursue a dispute will give the other Party at least 14 days' written notice, stating in detail the basis of the dispute.
 - b. Within five business days after delivery of the written notice, JPB's Chief, Caltrain Planning, and VTA's Chief Megaprojects Officer (or those with their signature and approval authority) shall meet at a mutually acceptable time and place, and thereafter as often as they reasonably deem necessary, to exchange information and attempt in good faith to promptly resolve the dispute.
 - c. If the VTA Chief Megaprojects Officer and Chief, Caltrain Planning (or those with their signature and approval authority) cannot agree on a resolution, the dispute shall be escalated to the VTA General Manager and Caltrain Executive Director within two business days.
 - d. If the VTA General Manager and Caltrain Executive Director cannot agree on a resolution, either Party may, after providing written notice to the other Party, initiate a mediation to resolve the dispute. The Parties must mutually agree on the mediator. Except as otherwise provided herein, neither Party may initiate litigation of a dispute until the earlier of 120 days after the commencement of initial discussions or until at least one mediation session has been conducted. California Evidence Code § 1115 *et seq.* relating to mediation and §§ 1152 and 1154 regarding the inadmissibility of certain evidence will apply to any mediation between the Parties.
3. Notwithstanding the foregoing provisions, a Party may seek a preliminary injunction or other provisional judicial remedy or commence litigation if that Party believes in good faith that such injunction, provisional judicial remedy, or litigation is necessary to prevent or mitigate (i) irreparable damage, (ii) a loss of or injury to life or property, or (iii) the disruption of essential public services.
4. Each Party is required to continue to perform its obligations under this Agreement or any subsequent cooperative agreement pending final resolution of any dispute arising out of or relating to this Agreement or any subsequent cooperative agreement.
5. Section 11, Notices, is amended by deleting the section and replacing it as follows:

Section 11. NOTICES

All notices required hereunder must be given in writing, addressed to VTA or JPB as set forth below, and delivered by (i) certified mail, return receipt required, postage prepaid, (ii) courier service, or (iii) hand (including messenger or recognized delivery, courier, or air express service). Notices will be effective upon receipt at the following addresses:

To VTA: Santa Clara Valley Transportation Authority 3331 North First Street, Building A

San José, CA 95134-1927

Attention: Chief Megaprojects Officer

Phone: 408-464-7832

To JPB: Peninsula Corridor Joint Powers Board

1250 San Carlos Avenue

San Carlos, CA 94070-1306

Attention: Chief, Caltrain Planning

Phone: 650-730-8858

6. The Agreement is amended by adding Section 23 as follows:

Section 23. Subsequent Agreements

- A. The Parties shall negotiate in good faith subsequent agreement(s) related to the Program, including a property transfer agreement, an operating and maintenance agreement, rights of entry for each VTA contractor that intends to enter the JPB right of way, easements for VTA to construct under JPB property, and a temporary construction easement at Diridon Station. VTA will work closely with JPB to identify effects on JPB Infrastructure and Operations to help JPB gain a full understanding of the resources required and the agreements needed to support the Program.
- B. This Amendment does not address issues regarding the movement of tracks as part of the reconstruction of Santa Clara Station; parcels that VTA must purchase; or any maintenance requirement for infrastructure at the intermodal bus transfer facility at Diridon Station. The Parties agree to work together to resolve these issues through subsequent agreement(s) within one year of the effective date of Amendment No. 1.
- C. The Agreement and Amendment No. 1 do not apply to any construction-related activities that VTA intends to pursue outside the Project Area that may cause Impacts upon, under, or with respect to JPB Infrastructure and Operations. Before VTA initiates such activities, JPB and VTA shall work on and agree to an additional amendment to this Agreement or a new agreement.

ATTACHMENT A

Item #7.b.
2/5/2026

7. Except for those changes expressly specified in this Amendment, all other provisions, requirements, conditions, definitions, and sections of the underlying Agreement shall remain in full force and effect.

8. This Amendment shall be effective on ____.

DRAFT

ATTACHMENT A

Item #7.b.
2/5/2026

IN WITNESS WHEREOF, the Parties have executed the Agreement by their duly authorized representatives.

**Peninsula Corridor Joint Powers
Board**

Michelle Bouchard
Executive Director

Date

APPROVED AS TO FORM:
James Harrison
General Counsel

Date

**Santa Clara Valley Transportation
Authority**

Carolyn Gonot
General Manager/CEO

Date

APPROVED AS TO FORM:
Ed Moran
General Deputy Counsel

Date

EXHIBIT C

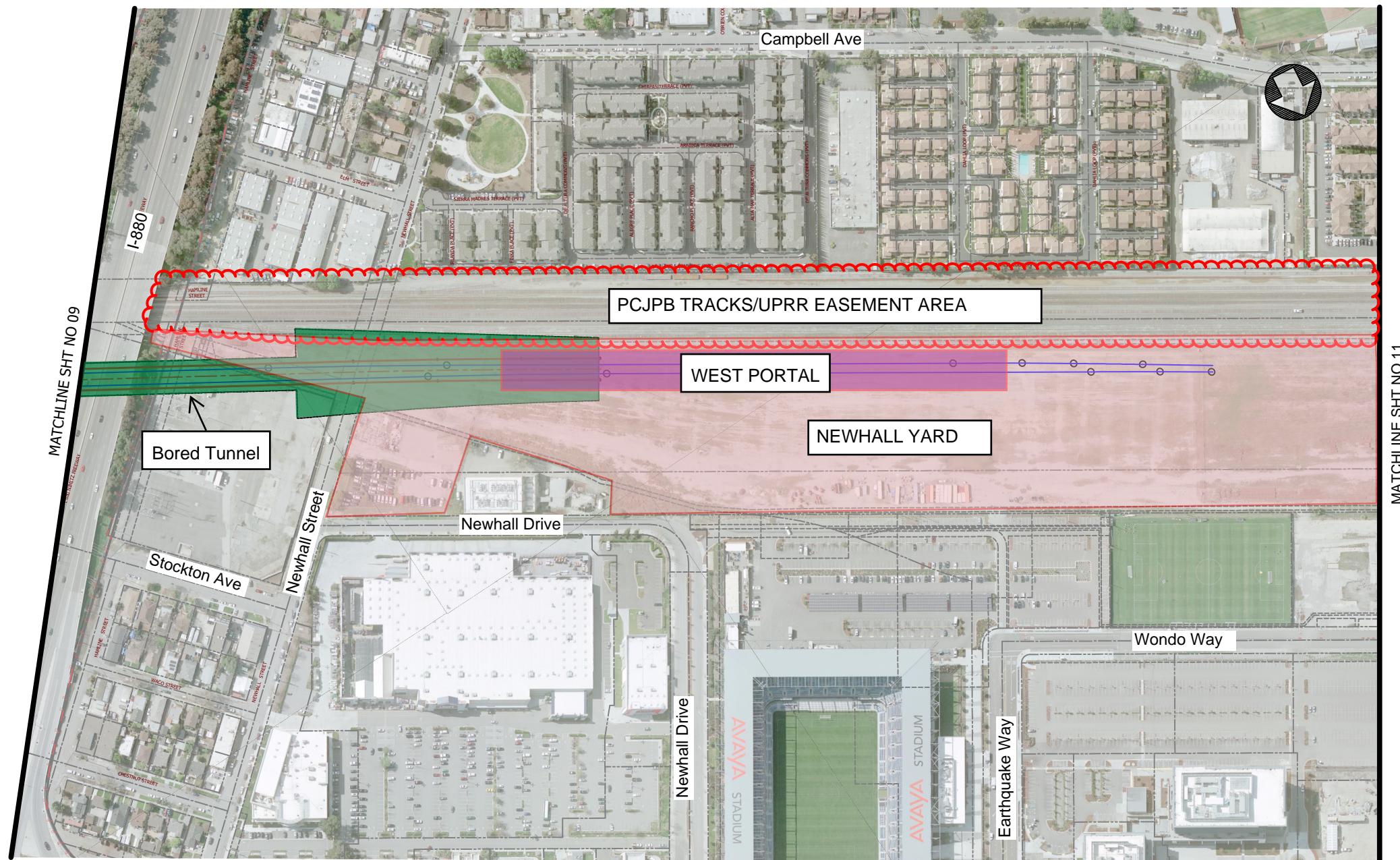
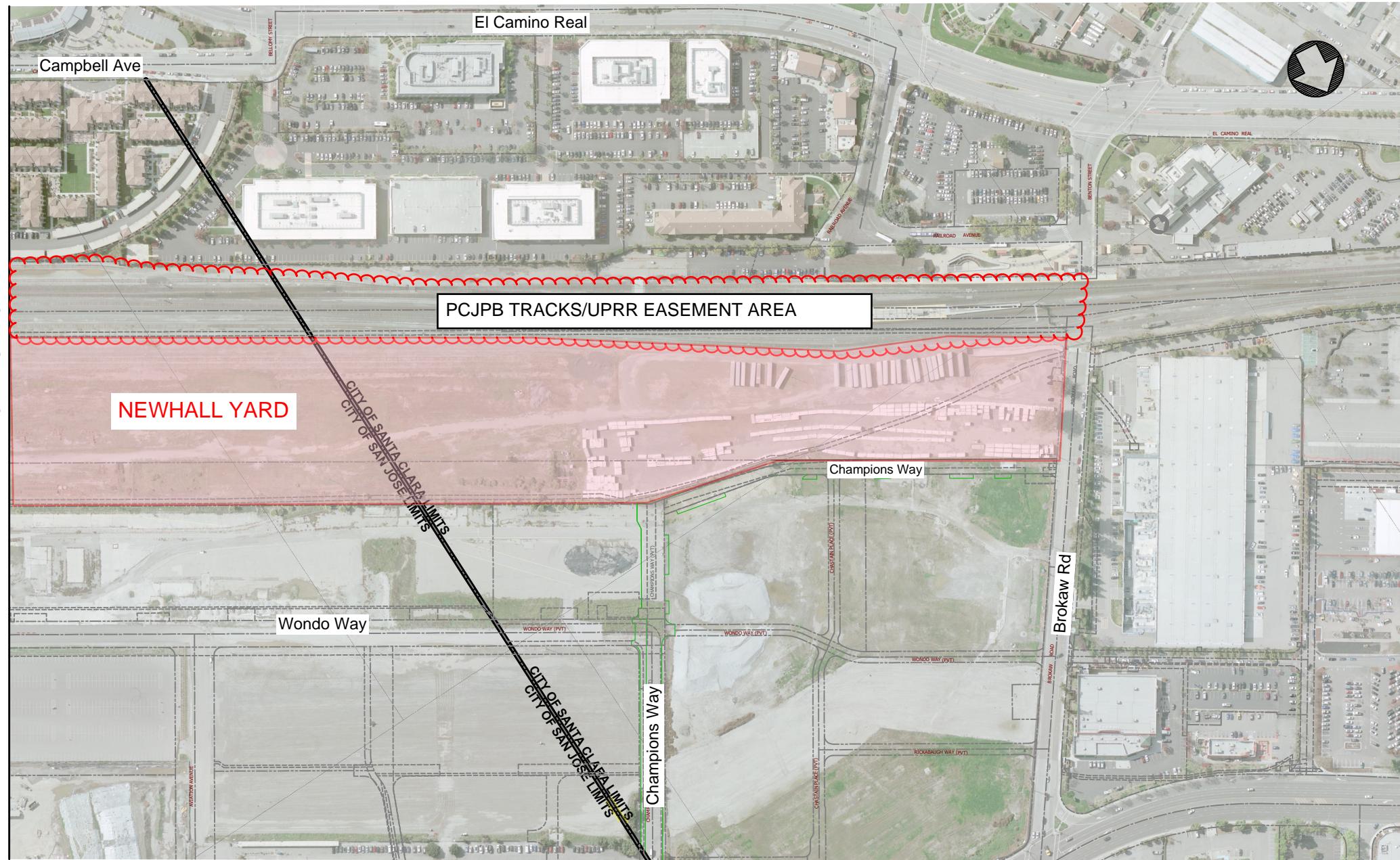
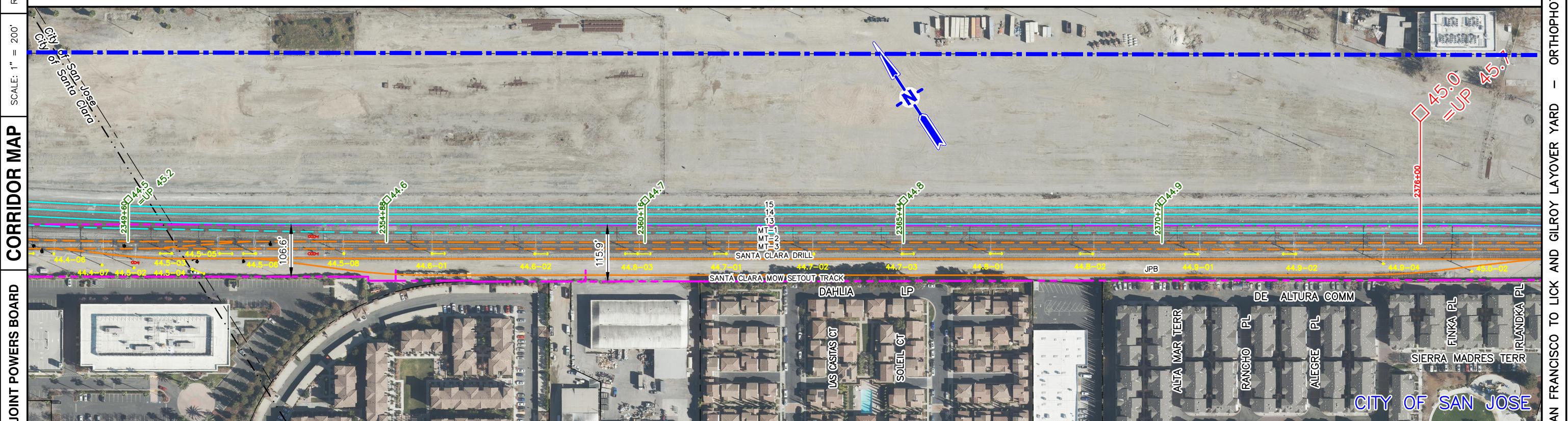
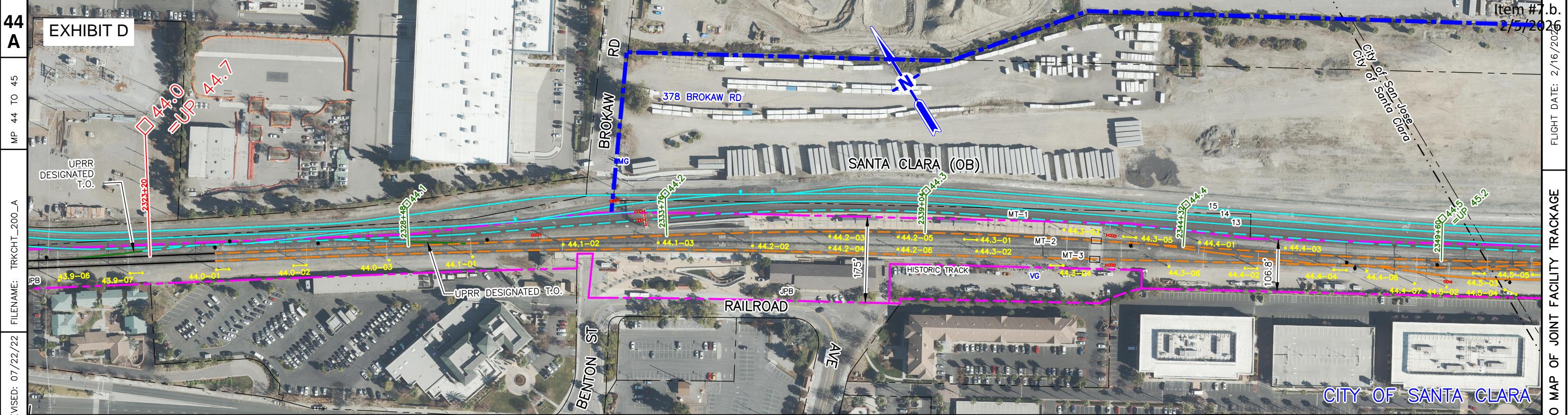


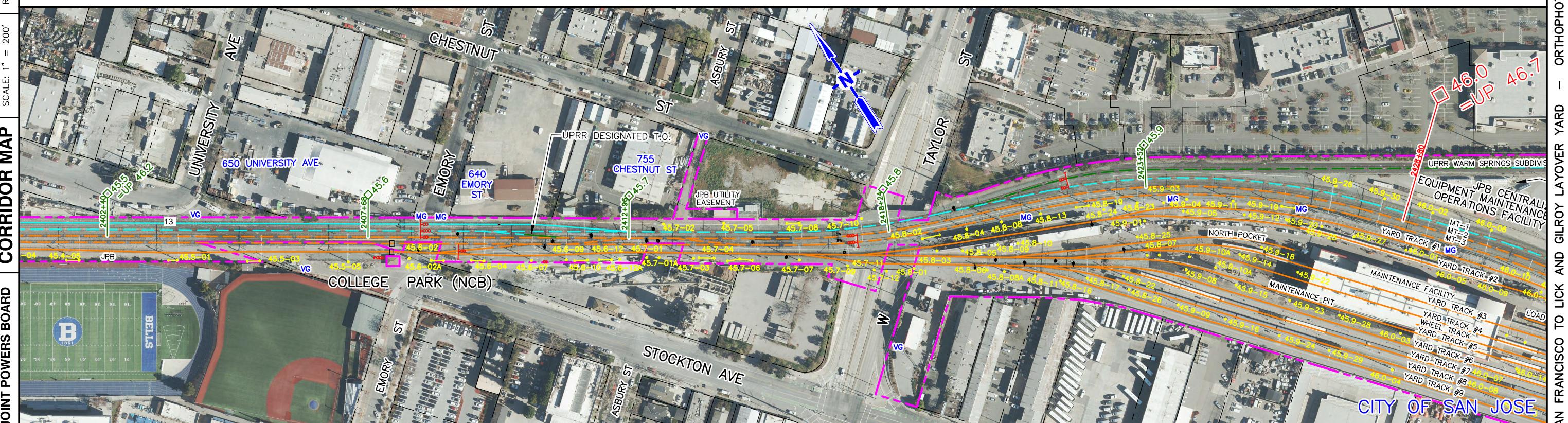
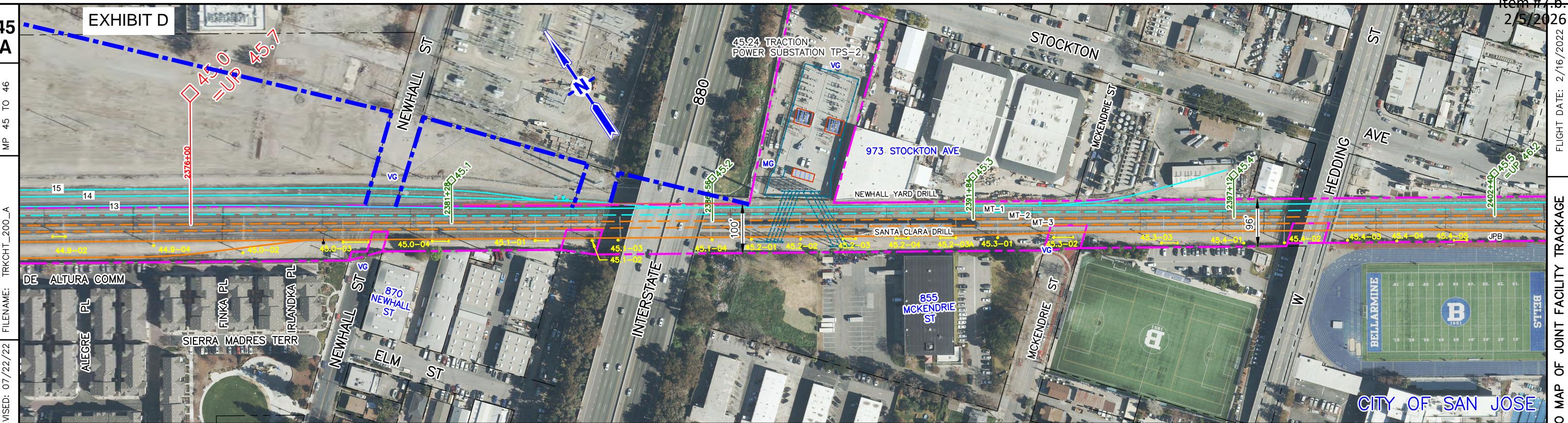
EXHIBIT C





PENINSULA CORRIDOR JOINT POWERS BOARD	CALTRAIN		SAN FRANCISCO TO LICK AND GILROY LAYOVER YARD		ORTHOPHOTO MAP OF JOINT FACILITY TRACKAGE	
	CORRIDOR MAP	CORRIDOR	44	45	46	47
SOLID BLACK	JPB/UPRR PENINSULA MAIN LINE SHARED TRACKAGE FROM SAN FRANCISCO TO SANTA CLARA (CP COAST) LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE. JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE COSTS SHARED BETWEEN THE JPB AND UPRR AT AN APPROXIMATE RATIO OF 95% JPB AND 4% UPRR. JPB PAYS FOR ALL EXCLUSIVE PASSENGER TRACKAGE AND STATION RELATED CAPITAL IMPROVEMENTS. UPRR PAYS FOR ALL EXCLUSIVE FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.	ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL, BRIDGE ORDINARY AND CAPITAL MAINTENANCE COSTS ARE CURRENTLY THE RESPONSIBILITY OF THE JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.	115.9'	106.6'	106.6'	106.6'
SOLID BLUE	UPRR EXCLUSIVE FREIGHT TRACKAGE ON UPRR OR UPRR RAIL SERVED INDUSTRY RIGHT-OF-WAY (OFF JPB RIGHT-OF-WAY). UPRR OR THE INDUSTRY OWNS AND PERFORMS ALL TRACK, SIGNAL, BRIDGE ORDINARY, CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND UPRR IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE AND IMPROVEMENT WORK. FROM LICK TO GILROY JPB AND VTA PAYS A PORTION OF THE MAINTENANCE AND CAPITAL MAINTENANCE COSTS AND ALL PASSENGER RELATED CAPITAL IMPROVEMENT COST.	CONTRACTOR(S) PERFORMS THE SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK COSTS ARE THE RESPONSIBILITY OF THE UPRR. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.	15	14	13	13
SOLID ORANGE	JPB EXCLUSIVE TRACKAGE ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND JPB IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE AND IMPROVEMENT WORK.	SOLID GREEN UPRR DESIGNATED FREIGHT TRACKAGE LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ALL COSTS ARE THE RESPONSIBILITY OF UPRR.	15	14	13	13
DASHED ORANGE	ORIGINALY JPB "EXCLUSIVE TRACKAGE" ON THE SANTA CLARA TO LICK LINE LOCATED ON JPB RIGHT-OF-WAY. NOW SHARED OR "PAIRED TRACKAGE". JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE.	DASHED GREEN UPRR INDUSTRY TRACKAGE ON JPB RIGHT-OF-WAY. THE INDUSTRY OR UPRR OWNS THE TRACK AND PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE OR CAPITAL IMPROVEMENT WORK.	15	14	13	13
DASHED ORANGE	ORIGINALY JPB "EXCLUSIVE TRACKAGE" ON THE SANTA CLARA TO LICK LINE LOCATED ON JPB RIGHT-OF-WAY. NOW SHARED OR "PAIRED TRACKAGE". JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE.	SOLID GREEN UPRR OR JPB TRACKAGE ON JPB, UPRR OR RAIL INDUSTRY PROPERTY WHICH HAS BEEN OUT OF SERVICE FOR MORE THAN 3 YEARS AND IS ASSUMED TO BE ABANDONED OR RETIRED IN PLACE.	15	14	13	13

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CORRIDOR J SOLID BLACK JPB/UPRR PENINSULA MAIN LINE SHARED TRACKAGE FROM SAN FRANCISCO TO SANTA CLARA COAST) LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE. JPB AND ITS CONTRACTOR PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE IS SHARED BETWEEN THE JPB AND UPRR AT AN APPROXIMATE RATIO OF 96% JPB AND 4% UPRR. UPRR PAYS FOR ALL EXCLUSIVE PASSENGER TRACKAGE AND STATION RELATED CAPITAL IMPROVEMENTS. UPRR PAYS FOR ALL EXCLUSIVE FREIGHT AND INTER-CITY PASSENGER RELATED IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUS- TRACKAGE.

SOLID ORANGE JPB EXCLUSIVE TRACAGE ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACAGE AND JPB AND CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND JPB IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE IMPROVEMENT WORK.

PEN DASHED ORIGINALLY JPB "EXCLUSIVE TRACKAGE" ON THE SANTA CLARA TO LICK LINE LOCATED ON JPB
ORANGE RIGHT-OF-WAY, NOW SHARED OR "PAIRED TRACKAGE". JPB OWNS THE TRACKAGE AND JPB AND
ITS CONTRACTOR(S) PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE

ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL, BRIDGE ORDINARY AND CAPITAL MAINTENANCE COSTS ARE CURRENTLY THE RESPONSIBILITY OF JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARD AND INDUSTRY TRACKS.

SOLID UPRR EXCLUSIVE FREIGHT TRACAGE ON UPRR OR UPRR RAIL SERVED INDUSTRY RIGHT-OF-WAY
BLUE (OFF JPB RIGHT-OF-WAY). UPRR OR THE INDUSTRY OWNS AND PERFORMS ALL TRACK, SIGNAL,
BRIDGE ORDINARY, CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND UPRR IS RESPONSIBLE
FOR THE COSTS OF THE MAINTENANCE AND IMPROVEMENT WORK. FROM LICK TO GILROY JPB AND
VTA PAYS A PORTION OF THE MAINTENANCE AND CAPITAL MAINTENANCE COSTS AND ALL
PASSENGER RELATED CAPITAL IMPROVEMENT COST.

DASHED ORIGINALLY UPRR "EXCLUSIVE NEW COAST MAIN TRACTAGE" FROM SANTA CLARA TO LICK
BLUE CONSISTING OF THE NO. 1 TRACK AND THE CAHILL/LICK LINE LOCATED ON JPB RIGHT-OF-WAY
NOW SHARED OR "PAIRED TRACKAGE". UPRR OWNS THE TRACK (RAILS, TIES, BALLAST) AND JPB
OWNS THE REMAINDER OF THE TRACTAGE (BELOW THE BALLAST). UPRR PERFORMS THE ORDINA-
AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS ON THE TRACK AND JPB AND ITS

CONTRACTOR(S) PERFORMS THE SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK COSTS ARE THE RESPONSIBILITY OF THE UPRR AND SIGNAL AND BRIDGE COSTS ARE THE RESPONSIBILITY OF JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.

SOLID GREEN UPRR DESIGNATED FREIGHT TRACKAGE LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ALL COSTS ARE THE RESPONSIBILITY OF UPRR.

ASHED UPRR INDUSTRY TRACKAGE ON JPB RIGHT-OF-WAY. THE INDUSTRY OR UPRR OWNS THE TRACK AND PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE OR CAPITAL IMPROVEMENT WORK.

SOLID UPR OR JPB TRACKAGE ON JPB, UPRR OR RAIL INDUSTRY PROPERTY WHICH HAS BEEN OUT OF SERVICE FOR MORE THAN 3 YEARS AND IS ASSUMED TO BE ABANDONED OR RETIRED IN PLACE.

RIGHT OF WAY

RIGHT OF WAY

PCJPB PROPERTY
PCJPB EASEMENT
SAMTRANS PROPERTY
SAMTRANS EASEMENT
SMCTA PROPERTY
BART PROPERTY
BART EASEMENT
VTA PROPERTY
VTA EASEMENT
CITY PROPERTY
CITY EASEMENT
PROPOSED FEE TRANSFER
FROM PCJPB
PROPOSED FEE TRANSFER

LEGEND

LEGEND
S WITH LUNAR ASPECT
LS **47** MILEPOST
HES **VG** VEHICLE GATE
R DERAIL **MG** MAN GATE
ASE STATION **EG** EMERGENCY
C XING LIMIT GATE
POLE & POLE NO.

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**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: James C. Harrison, General Counsel
For: February 2026 JPB Board of Directors Meeting
Subject: **Adopt Revised Policy Regarding Brown Act Remote Meetings Exceptions for Board, Committee, and Advisory Committee Meetings**

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

Purpose and Recommended Action

In December 2022, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) adopted a Policy Regarding Remote Participation in Meetings (Remote Meetings Policy), in response to changes to the Ralph M. Brown Act (Brown Act) regarding exceptions for teleconferenced meetings. The Legislature recently amended the Brown Act again through Senate Bill 707 (SB 707) to change existing remote meetings exceptions, clarify current exceptions, and add new exceptions.

Staff recommend that the Board adopt the attached revised Remote Meetings Policy to reflect the amendments to the Act, including revisions that:

- (1) expand the just cause exception;
- (2) recast and streamline the emergency circumstances provision;
- (3) clarify that members may meet remotely as a reasonable accommodation of a disability;
- (4) include local emergencies in the current exception for unsafe in-person meetings during a state of emergency;
- (5) make use of a new exception for members of multijurisdictional bodies, such as JPB, to meet remotely without just cause; and
- (6) permit unelected members of eligible subsidiary bodies, like the Citizens Advisory Committee, to meet entirely remotely without limitation on the number of meetings attended remotely.

Discussion

Meetings of the JPB and its Committees are subject to the Brown Act, which requires that meetings of local legislative bodies be open to the public. California Government Code § 54950 *et seq.* Generally, when legislative bodies meet via teleconference, all agendas must be posted at the remote meeting site, the locations must be noticed in the agenda, and the locations must be accessible and open to the public.

Assembly Bill (AB) 361, enacted in 2021, amended the Brown Act to permit local agencies to meet remotely during a proclaimed state of emergency without having to notice the remote locations from which members participate or make those locations accessible to the public, provided the legislative body makes certain findings regarding health and safety.

In August 2022, the California Legislature passed AB 2449, amending the Brown Act to provide new remote meeting exceptions for just cause and emergency circumstances, which members of local agency bodies could use following the end of the COVID-19 state of emergency to meet remotely without needing to notice their locations and make them publicly accessible.

Following the adoption of AB 2449, the Board adopted the Policy Regarding Remote Participation in Meetings (Remote Meetings Policy) in December 2022. This policy has provided guidance to the Board, its committees, staff, and the public on teleconferencing requirements and applicable exceptions. This policy has applied for the past three years to all Regular and Special Board, Committee, and Advisory Committee Meetings.

In October 2025, the Legislature passed SB 707, which made substantial revisions to the Brown Act's remote meeting exceptions, as discussed below. Staff recommend the Board adopt the attached revised Remote Meetings Policy reflecting the changes enacted via SB 707.

Reasonable Accommodation

SB 707 codified an opinion from the Attorney General regarding the intersection of laws regarding reasonable accommodations for disabilities and the Brown Act. Members can now appear remotely without needing to notice their location and comply with agenda posting requirements, if they have a qualifying disability. Participation pursuant to this exception is considered to comply with all requirements related to appearances in person, including quorum requirements.

State of Emergency Exception

SB 707 made the existing exception for declared state of emergencies and findings by local legislative bodies indefinite. It also expanded the exception to apply to locally declared emergencies, in addition to emergencies which the Governor of California declares.

Just Cause Exception

SB 707 streamlined the existing exception for just cause and emergency circumstances. Instead of requiring two separate procedures, SB 707 recast the exception by incorporating emergency circumstances into the definition of just cause.

Members may now rely on the following reasons to invoke just cause:

1. Childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires remote participation.
2. A contagious illness that prevents a member from attending in person.
3. A need related to a physical or mental condition.
4. Travel while on official business of the legislative body or another state or local agency.
5. An immunocompromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires remote participation.
6. A physical or family medical emergency that prevents a member from attending in person (formerly emergency circumstances under prior law).
7. Military service obligations that result in a member being unable to attend in person because they are serving under official written orders for active duty, drill, annual training, or any other duty required as a member of the California National Guard or a United States Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency.

Meeting minutes must specify what reason each member relied upon to participate remotely. A quorum of members of the body must still participate from a single location identified on the agenda and within the boundaries of the local agency. Members may not rely upon just cause for more than two meetings per year if the body regularly meets once per month or less. These limitations apply separately for each legislative body (i.e., Board and standing committees). This exception expires in 2030.

“Eligible Subsidiary Body” Exception

If the legislative body of a local agency adopts a resolution approving remote meetings for eligible subsidiary bodies, members of subsidiary bodies of local agencies may now meet remotely for an unlimited number of meetings in a six month period, provided that the subsidiary body cannot take final action, is purely advisory, and does not have “primary subject matter jurisdiction” over the following topics: elections, budgets, police oversight, privacy, removal or access to materials in public libraries, or taxes or related spending proposals.

Therefore, this would permit the Citizens Advisory Committee (CAC) and Bicycle and Active Transportation Advisory Committee (BATAC) to meet remotely, but it is not clear whether this exception applies to the Board’s standing Committees. Out of an abundance of caution, and in alignment with the practices of peer agencies, staff recommend construing this exception narrowly to apply only to the CAC and BATAC until additional guidance is available.

To make use of the exception for the CAC and BATAC, the Board would need to adopt a resolution by a majority vote finding that it considered the circumstances of the subsidiary body

or bodies and that: (1) teleconference meetings would enhance public access; (2) the JPB made the public aware of the opportunity for remote participation, and has afforded the public the opportunity to comment at an in-person meeting of the Board authorizing the subsidiary body to meet entirely remotely; and (3) teleconference meetings would promote the recruitment, retention, and diversity of subsidiary body members. These findings would need to be renewed every six months to continue the exception. The proposed resolution would satisfy this requirement, but the findings must be renewed every six months.

However, there is a limitation on this exception for elected officials. Elected officials may not make use of this exception without adhering to traditional Brown Act teleconferencing requirements. While it is not clear whether elected officials who serve on a legislative body as an appointed member are subject to this limitation, we recommend that elected officials who serve as appointed members of a board refrain from relying upon this exception until further guidance is available. Additional rules related to appearing on camera or at a physical location if not appearing remotely are also specified in the legislation. This exception expires in 2030.

“Eligible Multijurisdictional Body” Exception

Members of a “multijurisdictional board, commission, or advisory body of a multijurisdictional, cross-county agency, the membership of which board, commission, or advisory body is appointed, and the board, commission, or advisory body” subject to the Brown Act, including a joint powers entity such as Caltrain, can exercise a new exception to meet remotely thanks to SB 707.

Specifically, members of the Board can meet remotely without complying with traditional Brown Act teleconferencing requirements if the Board adopts a resolution in open session that permits members of the Board to meet remotely if at least a quorum of members participate from one or more physical locations open to the public within the boundaries of the local agency. To make use of this exception, members must not receive compensation from Caltrain (other than reasonable reimbursement of costs). Additionally, the remote meeting location must be at least **20 miles** from any physical meeting location, and the agenda must identify all members who participate remotely. Finally, members may not more than two meetings per year under this section if the body meets only once per month or less. This exception expires in 2030.

Budget Impact

There is no budget impact associated with adopting this policy.

Prepared By:

James C. Harrison

General Counsel

01/13/2025

Resolution No. 2026-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Adopt Revised Policy Regarding Brown Act Remote Meetings Exceptions
for Board, Committee, and Advisory Committee Meetings**

Whereas, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) is committed to the principles of government transparency and the promotion of public participation; and

Whereas, the Ralph M. Brown Act (Brown Act) permits members of legislative bodies to participate remotely in public meetings via teleconferencing, so long as: (1) the remote location is connected to the main meeting location by telephone, video, or both; (2) the notice and agenda of the meeting identify the remote location; (3) the remote location is accessible to the public; (4) all votes are conducted by roll call; and (5) the meeting otherwise complies with the Brown Act, including providing an opportunity for the public to address the legislative body and allowing participation by members of the public present in remote locations; and

Whereas, the California Legislature adopted Assembly Bill (AB) 2449 in August 2022, which permitted the remote meetings for members of a local agency legislative body who have just cause or are experiencing an emergency circumstance; and

Whereas, the Board adopted a remote meetings participation policy following the adoption of AB 2449 to (1) provide the Board and staff with clear guidelines to follow when a member notifies the Board or Committee that the member intends to participate in a meeting remotely under AB 2449, and (2) ensure the processes and procedures for meeting remotely

promote transparency, public participation, and efficiency in the administration of public meetings, including by allowing members of the public to participate remotely or in person; and

Whereas, the JPB has followed this policy for the past three years, and the members of the Board and its Committees have properly invoked the exceptions for remote meetings pursuant to the Brown Act; and

Whereas, the California Legislature has adopted revisions to the Brown Act's remote meetings provisions pursuant to Senate Bill (SB) 707, modifying the just cause exception, adding new remote meetings exceptions for subsidiary and multijurisdictional bodies, and clarifying that the Brown Act shall not operate to limit remote participation as a reasonable accommodation for a disability; and

Whereas, in light of these amendments to the Brown Act, the Board has considered the circumstances of its subsidiary bodies, including the Citizens Advisory Committee and the Bicycle and Active Transportation Advisory Committee, and has determined that teleconferencing meetings of these bodies would enhance public access and promote the attraction, retention, and diversity of the membership of these subsidiary bodies; and

Whereas, it is not clear whether the eligible subsidiary body exception applies to the Board's standing Committees. Accordingly, staff recommend that the Board not make the above findings with respect to the JPB's standing Committees until additional guidance is available; and

Whereas, the JPB made the public aware of the potential for fully remote meetings of subsidiary bodies at its February 5, 2026, meeting of the Board, and afforded the public the opportunity for comment; and

Whereas, the Board will reconsider renewing the above findings related to subsidiary bodies no later than six months from the date of adoption of this resolution; and

Whereas, the JPB is a joint powers entity formed pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 of the Government Code, and therefore is a multijurisdictional body for the purposes of the new remote meetings exception in SB 707; and

Whereas, staff recommends that the Board adopt the attached revised policy for all Regular and Special Board, Committee, and Advisory Committee meetings, and that the policy become effective on February 5, 2026.

Now, Therefore, Be It Resolved that the Board of Directors adopts the revised Policy Regarding Remote Meeting Participation for Board, Committee, and Advisory.

Be It Further Resolved that the Board of Directors authorizes its eligible subsidiary bodies to meet remotely for the next six months pursuant to the remote meetings exception in Government Code Section 54953.8.6 and in accord with the revised remote meetings policy.

Be It Further Resolved that the Board of Directors authorizes the use of teleconferencing pursuant to the multijurisdictional bodies exception under Government Code Section 54953.8.7 and in accord with the revised remote meetings policy.

Regularly passed and adopted this 5th day of February, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Ted Burgwyn, Interim Chief Operating Officer, Rail Operations and Maintenance
For: February 2026 JPB Board of Directors Meeting
Subject: **Authorize the Disposition of Fifteen Vehicles and Three Pieces of Equipment**

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

Purpose and Recommended Action

Staff recommend that the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) authorize the Executive Director or designee to dispose of fifteen support service vehicles and three pieces of rail maintenance equipment. A detailed list, including descriptions and analysis for each item, is provided on the following page (Table 1).

Discussion

These assets have been identified for disposition as they have reached or exceeded their useful life. While some remain operable, the escalating costs of maintenance, combined with reliability risks and projected repair needs, make them uneconomical to retain compared to replacement or removal from service.

Budget Impact

The total market value for the requested vehicles and equipment is less than \$250,000.

Prepared By:	Jendayi Santana	Administrative Analyst III	1/15/2026
	Lawrence Leung	Rail Contracts and Budget Manager	1/15/2026

Table 1

Equipment Description	Vehicle Identification Number	Model Number	Model Year	Type	Disposal Basis	Mileage	Kelley Blue Book Value	Estimated Repair Costs	Notes
Vehicles									
2002 FORD F550 MECH TRUCK	1FDAF56F32ED23536	F550	2002	Truck	Repairs needed, Doesn't start or crank over. Electrical and engine issues./ Exceeds Useful Life Cycle/Replaced	295,337	\$ 8,000	\$5500-\$9700 Depending on repairs	Doesn't run, basic service quoted at \$500. \$350 to troubleshoot. Crane inspection \$850. Repairs cost will be unknown until evaluated by service tech.
2011 CHEV SILVERADO	1GB2CVCG4BZ255355	2500HD	2011	Pickup	Exceeds Useful Life Cycle/Replaced	230,368	\$ 4,734	\$1500-\$3500 Depending on the shop inspection.	Runs, high mileage, wear and tear, basic service quoted at \$350. Seats need to be re-upholstery quoted at \$1200. Repairs cost will be unknown until evaluated by service tech. Dead Batteries.
2008 FORD F350	1FDWF34568EB01909	F350	2008	Pickup	Exceeds Useful Life Cycle/Replaced	207,108	\$ 2,683	\$1550-\$3500 Depending on repairs	High mileage, wear and tear, basic services quoted at \$350. Seats need to be re-upholstery quoted at \$1200. Repairs cost will be unknown until evaluated by service tech.
2011 CHEV SILVERADO	1GB2CVCG8BZ258176	SILVERADO	2011	Pickup	Repairs needed. Engine will not start. Wires are damaged due to rodents. Exceeds Useful Life Cycle/Replaced	287,843	\$ 5,174	\$3550-\$6500 Depending on repairs	Doesn't run. Will not start. Need to troubleshoot. Rodents nest inside engine bay. High mileage, wear and tear, basic service quoted at \$350. Seats need to be re-upholstery quoted at \$1200. Repairs cost will be unknown until evaluated by service tech. Dead Batteries.
2008 DODGE PK	3D7KR26D58G151272	2500	2008	Pickup	Repairs needed, engine needs overhaul or replacement. Exceeds Useful Life Cycle/Replaced	277,719	\$ 5,061	\$5000-\$10000 Depending on repairs	Engine valves tapping and light knocking sound. High mileage, wear and tear, basic service quoted at \$350, Seats need to be re-upholstery quoted at \$1200. Repairs cost will be unknown until evaluated by service tech. Dead batteries.
2010 FORD F250	1FTSX2A53AEB42261	F250	2010	Pickup	Exceeds Useful Life Cycle/Replaced	200,678	\$ 4,836	\$1500-\$3500 Depending on the shop inspection.	Runs, high mileage, wear and tear, basic service quoted at \$350, Seats need to be re-upholstery quoted at \$1200. Repairs cost will be unknown until evaluated by service tech. Dead batteries
2008 DODGE AVENGER	1B3LC56R28N689000	AVENGER	2008	Sedan	Repairs needed. Hard to crank over, Engine needs repair and electrical issues / Exceeds Useful Life Cycle/Replaced	141,428	\$ 3,113	\$3500-\$6500	Vehicle has significant electrical issues, Need basic services quoted at \$350, additional electrical troubleshooting quoted \$350 minus the failure parts. Repairs cost will be unknown until evaluated by service tech.
2002 FORD F150 BLK	1FTRX17W72KD72798	F-150	2002	Pickup	Repairs needed, suspension & engine has a several rough idle and dies. / Exceeds Useful Life Cycle/Replaced	228,553	\$ 3,936	\$3550-\$6500 Depending on repairs	Bad suspension, Check engine light is on, engine has rough idle. Vehicle is over 23 years old. Need basic services quoted at \$350. Repairs cost will be unknown until evaluated by service tech.

Table 1 (cont.)

Equipment Description	Vehicle Identification Number	Model Number	Model Year	Type	Disposal Basis	Mileage	Kelley Blue Book Value	Estimated Repair Costs	Notes
Vehicles									
2014 FORD E250 CARGO VAN	1FTNE2EL5EDA11787	E250	2014	Van	Repairs needed. Differential axle needs rebuilt plus service / Exceeds Useful Life Cycle/Replaced	153,358	\$ 5,652	\$2500-\$6200 Depending on other repairs can increase	Defective differential. Engine starts, engine sound ok. Has dead batteries. Transferred from Sam Trans in conjunction with TVM/Clipper Maintenance transfer. Vehicle were never used as they were in a state of disrepair when transferred. Subsequently replaced with new vehicles. Basic service quoted at \$350. Repair cost unknown until evaluated by service tech.
2014 FORD E250 CARGO VAN	1FTNE2EL5EDA11788	E250	2014	Van	Exceeds Useful Life Cycle/Replaced	179,163	\$ 4,630	\$1500-\$3500 Depending on the shop inspection.	Engine starts, engine sound normal. Both have dead batteries. Transferred from Sam Trans in conjunction with TVM/Clipper Maintenance transfer. Vehicle were never used as they were in a state of disrepair when transferred.
2012 FORD E250 CARGO VAN	1FTNE2EL6CDB14328	E250	2012	Van	Exceeds Useful Life Cycle/Replaced	171,052	\$ 4,802	\$1500-\$3500 Depending on the shop inspection.	Subsequently replaced with new vehicles. Basic service quoted at \$350. Repair cost unknown until evaluated by service tech.
2010 FORD F250 Utility Box	1FTSX2A59AEB31751	F250	2010	Pickup	Engine needs repair, 120K plus service and suspension rebuilt / Exceeds Useful Life Cycle/Replaced	232,650	\$ 3,297	\$3500-\$7500	Failed Smog. Check engine light is on. Engine has whinny noise, Suspension is bad. Basic services quoted \$350
2010 FORD F250 w/LADDER RACK	1FTSX2A53AEB02231	F250	2010	Pickup	Repairs needed, Engine need repair , 120K plus service, AC and heater repairs etc /Exceeds Useful Life Cycle/Replaced	196,356	\$ 4,492	\$3500-\$7500	Engine has a rattling sound, Heater defective, cracked windshield, bench seat extremely worn, steering wheel has no cushion, wear and tear and high mileage. Basic services quoted \$350
2002 FORD F550 MECH TRUCK	1FDAF56FX2ED23517	F550	2002	Truck	Repairs needed, Suspension is bad, Crane, Air compressor and welder doesn't work / Exceeds Useful Life Cycle/Replaced	82,317	\$ 9,250	\$ 26,500	Runs, Suspension is bad, Crane, Air compressor and welder doesn't work. Crane was quoted at \$26,000. Quoted \$350 each to inspect and evaluate Air compressor and welder. Basic engine service quoted at \$500.
2010 CHEVROLET SILVERADO PU	1GB2CVCG9BZ255545	1500	2010	Pickup	Needs Repairs, Engine needs repair, brakes and suspension. Exceeds Useful Life Cycle/Replaced	257,024	\$ 4,063	\$3550-\$6500 Depending on repairs	Brakes are bad, suspension had a rough ride and wheels make noises. Runs, wear and tear and high mileage. Basic services quoted \$350
Equipment									
2007 CLARKELECTRIC FORKLIFT	TMX250-1670-9597 KF	TMX25	2007	Forklift	Cracked Mask. Repairs exceeds value				
2017 JLG SCISSOR LIFT	M200005754	1932R	2017	Scissor Lift	Damaged cage / Repairs exceeds value				
1996 Yale Forklift	E177B12960T	GLP050TFN	1996	Forklift	Does not Run. Repairs exceeds value				

Resolution No. 2026-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Authorize the Disposition of Fifteen Vehicles and Three Pieces of Equipment

Whereas, fifteen pickup trucks, vans, and sedans (“Vehicles”) and three pieces of equipment have surpassed the end of their useful life; and the vehicles and equipment will cost more to repair and replace; and

Whereas, Peninsula Corridor Joint Powers Board (JPB) staff recommends that the Board of Directors authorize disposal of the fifteen Vehicles and three pieces of equipment:

1. 2002 Ford F550 Mech Truck, VIN 1FDAF56F32ED23536 / ID# 70011 / Mileage - 295,337 / LP#: 1120597
2. 2011 Chevy Silverado, VIN 1GB2CVCG4BZ255355 / ID# 70016 / Mileage - 230,368 / LP#: 1337310
3. 2008 Ford F350, VIN 1FDWF34568EB01909 / ID# 70017 / Mileage - 207,108 / LP#: 1173515
4. 2011 Chevy Silverado, VIN 1GB2CVCG8BZ258176 / ID# 70020 / Mileage - 287,843 / LP#: 1337313
5. 2008 Dodge Pickup, VIN 3D7KR26D58G151272 / ID# 70022 / Mileage - 277,719 / LP#: 1244994
6. 2010 Ford F250, VIN 1FTSX2A53AEB42261 / ID# 70024 / Mileage - 200,678 / LP#: 1275483

7. 2008 Dodge Avenger, VIN 1B3LC56R28N689000 / ID# 70038 / Mileage - 141,428 /
LP#: 1281813
8. 2002 Ford F150 BLK, VIN 1FTRX17W72KD72798 / ID# 70043 / Mileage - 228,553 /
LP#: 1144602
9. 2014 Ford E250 Cargo Van, VIN 1FTNE2EL5EDA11787 / ID# 70062 / Mileage -
153,358 / LP#: 1406011
10. 2014 Ford E250 Cargo Van, VIN 1FTNE2EL5EDA11788 / ID# 70063 / Mileage -
179,163 / LP#: 1046010
11. 2012 Ford E250 Cargo Van, VIN 1FTNE2EL6CDB14328 / ID# 70064 / Mileage -
171,052 / LP#: 1295771
12. 2010 Ford F250 Utility Box, VIN 1FTSX2A59AEB31751 / ID# 70027 /
Mileage - 232,650 / LP#: 1275482
13. 2010 Ford F250 w/Ladder Rack, VIN 1FTSX2A53AEB02231 / ID# 70028 / Mileage -
196,356 / LP#: 1275484
14. 2002 Ford F550 Mech Truck, VIN 1FDAF56FX2ED23517 / ID# 70030 / Mileage -
82,317 / LP#: 1103442
15. 2010 Chevrolet Silverado Pickup, VIN 1GB2CVCG9BZ255545 / ID# 70068 / Mileage -
257,024 / LP#: 1337311
16. 2007 Clark Electric Forklift, TMX25 / ID# TMX250-1670-9597 KF
17. 2017 JLG Scissor Lift, 1932R / ID# M200005754
18. 1996 Yale Forklift, GLP050TFN / ID# E177B12960T

Now, Therefore, Be It Resolved that the Board of Directors approves the resolution and authorizes the Executive Director or designee to dispose of fifteen vehicles and three pieces of equipment in accordance with the Procurement Policy.

Regularly passed and adopted this 5th day of February, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: February 2026 JPB Board of Directors Meeting
Subject: **Receive State and Federal Legislative Update and Consider Position on
Legislation: House of Representatives (H.R.) 3647 (Mullen)**

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

Purpose and Recommended Action

In keeping with the 2026 Legislative Program, the attached reports highlight the recent issues and actions that are relevant to the Board of Directors (Board).

Staff recommends the Board receive the attached State and Federal Legislative Update and consider for position:

1. H.R. 3647 (Mullin) Study on AI for Enhanced Crossing Safety (SAFE CROSS) Act

Discussion

The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The update will focus on the state budget, federal budget process, and state legislation.

The Board is asked to consider a position on federal legislation, H.R. 3647 (Mullin) SAFE CROSS Act, which would require the Federal Railroad Administration to study and report on the potential benefits, challenges, costs, and best practices for using Artificial Intelligence (AI)-enabled sensors at railroad crossings as a safety measure to help reduce accidents, and then publish the findings and recommendations publicly.

Budget Impact

There is no impact on the budget

Prepared By: Devon Ryan Government and Community Affairs Officer 01/22/2026
Isabella Conferti Government and Community Affairs Specialist 01/22/2026



January 14, 2026

TO: Board of Directors
Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – February 2026**

General Update

The Legislature reconvened on January 5 for the start of the second year of the two-year session. Two-year bills introduced in 2025 that remain in their first house (House of Origin) must be heard in policy committees by January 16 and passed out of their House of Origin by January 31. For bills newly introduced in 2026, the last day to submit bill requests to the Office of Legislative Counsel is January 23 and the deadline for bill introductions is February 20.

On January 9, Governor Newsom released his proposed Fiscal Year 2026-27 budget, which we detail below.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

Governor Newsom Releases Proposed FY 2026-27 Budget

On January 9, Governor Newsom released his [proposed Fiscal Year \(FY\) 2026-27 budget](#), based on the latest economic forecasts available to the Governor and the Department of Finance (DOF). Due to significantly improved tax revenue collection in late 2025, the Governor and DOF project that the State faces a \$2.9 billion deficit – a significant departure from the Legislative Analyst's Office's projection last year of an \$18 billion deficit. The Governor has proposed a \$348.9 billion balanced budget with \$23 billion in total reserves. This is up from \$321.1 billion in total spending, with \$15.7 billion in reserves, from the FY 2025-26 final budget. The proposed budget's impact on Caltrain is summarized below.

Cap-and-Invest: Last year, the Legislature passed, and Governor Newsom signed into law AB 1207 (Irwin) [Chapter 117, Statutes of 2025] and SB 840 (Limón) [Chapter 121, Statutes of 2025] to reauthorize the Cap-and-Trade program – now called Cap-and-Invest – through 2045 and recast the Cap-and-Invest Expenditure Plan, which directs appropriations from the Greenhouse Gas Reduction Fund (GGRF).

In recasting the Cap-and-Invest Expenditure Plan, SB 840 introduced a tiered structure for GGRF expenditures:

- **Tier 1:** Annual expenditures to offset state tax credits and fees and fund minor climate initiatives
- **Tier 2:** Annual expenditures of \$1 billion for high-speed rail and \$1 billion for discretionary priorities
- **Tier 3:** Annual expenditures for major climate programs

SB 840 preserved continuous appropriations for the Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP) in “Tier 3” but shifted their funding from percentages of total GGRF revenue (10% and 5%, respectively) to fixed amounts (\$400 million and \$200 million annually, respectively) subject to available GGRF revenue after Tier 1 and Tier 2 obligations. If revenues fall short, Tier 3 programs are reduced proportionally.

Last year, we warned that, in explicit terms, if Cap-and-Invest fails to bring in \$4.2 billion due to weak auction proceeds, TIRCP and LCTOP would receive less than \$400 million and \$200 million, respectively. That warning has quickly come true; due to a weak market, the Governor’s proposed FY 2026-27 budget projects \$283 million for TIRCP and \$141 million for LCTOP in FY 2026-27. We note that these funding levels are just short of the average funding levels these programs received over the last decade.

We further note that, relative to the \$1 billion for discretionary expenditures in “Tier 2,” the proposed FY 2026-27 budget maintains the \$250 million in discretionary expenditures identified in SB 840. These expenditures include: \$125 million in FY 2026-27 for transit passes, \$85 million for climate research and innovation, \$25 million for the UC Climate Center; \$15 million for the Topanga Park. The proposed FY 2026-27 budget provides no further details on these expenditures. The Governor proposes to use the remaining \$750 million to support CalFire, crowding out all other discretionary GGRF expenditures. Caltrain may be eligible for funding under the transit pass program.

SB 125: Through the Budget Acts of 2023, 2024, and 2025, the state has appropriated \$4.41 billion in General Fund and GGRF revenues to the formula-based TIRCP and Zero-Emission Transit Capital Program (ZETCP) (together, commonly referred to as the “SB 125 program”).

These past investments satisfied the state’s commitments to the SB 125 program for Fiscal Years 2023-24, 2024-25, and 2025-26, as identified below:

Transit and Intercity Rail Capital Program

- \$2 billion was appropriated in FY 2023-24;
- \$1 billion was appropriated in FY 2024-25; and
- \$1 billion was appropriated in FY 2025-26.

Zero-Emission Transit Capital Program

- \$190 million was appropriated in FY 2023-24;
- \$220 million was appropriated in FY 2024-25;
- \$230 million is scheduled to be appropriated from the GGRF in FY 2026-27; and
- \$460 million is scheduled to be appropriated from the GGRF in FY 2027-28.

These past investments left for future year appropriations the state’s commitments to the SB 125 program, specifically the ZETCP, for FYs 2026-27 and 2027-28, totaling \$690 million. These final two years of appropriation from GGRF, if advanced, would fully satisfy the state’s commitment of \$5.1 billion

to the SB 125 program.

The proposed FY 2026-27 budget does not include the scheduled appropriation of \$230 million from the GGRF to the SB 125 program, staying silent on the state's commitment to the SB 125 program entirely. As noted above, the Governor proposes to use the \$750 million in GGRF capacity identified for discretionary expenditures on CalFire, crowding out all other discretionary GGRF expenditures.

State Transit Assistance: Each Fiscal Year, DOF updates its revenue projections for the State Transit Assistance (STA) Program, which includes revenues collected from the diesel sales tax and the Transportation Improvement Fee (TIF), as well as the Local Transportation Fund. TIF revenues also flow to the TIRCP. DOF provides these estimates when the Governor releases his budget in January, and again at May Revise. For the latest revenue projections, please see the table below:

REVENUE ESTIMATES FOR FY 2026-27 @ GOVERNOR'S BUDGET (JANUARY 9)			
FUNDING SOURCE	FY 2025-26 (CY)	FY 2026-27 (BY)	FY 2027-28 (BY +1)
STA			
Base Rate (2.375%)	\$246,869	\$235,898	\$251,974
Incremental Rate (1.75%)	\$168,743	\$160,660	\$172,505
SB 1 Rate (3.5%)	\$337,487	\$321,319	\$345,010
STA SOGR (30% of TIF)	\$137,256	\$140,678	\$144,898
Total	\$890,354	\$858,555	\$914,387
Intercity & Commuter Rail			
Base Rate (2.375%)*	\$246,869	\$235,898	\$251,974
SB 1 Rate (0.5%)	\$48,212	\$45,903	\$49,287
Total	\$295,081	\$281,801	\$301,261
TIRCP			
Cap & Invest**	\$333,000	\$283,000	\$311,000
SB 1 (70% of TIF)	\$320,264	\$328,249	\$338,096
Total	\$653,264	\$611,249	\$649,096
LCTOP			
Cap & Invest**	\$165,700	\$141,000	\$155,000
<i>*Funds used for additional Caltrans purposes</i>			
<i>**Amounts in FY 2026-27 are dependent on GGRF revenue</i>			

With the release of the Governor's proposed budget, the Legislature will now begin to review its budget proposals through topic-specific budget subcommittees. Budget subcommittee hearings will afford stakeholders with the opportunity to weigh in with support or opposition to the Governor's budget proposals – or present new times for consideration. The Governor will release his mid-year update to his proposed budget, known as the "May Revise," by May 15. The Legislature must pass a balanced budget by June 15. The FY 2026-27 will begin on July 1.

Senate President pro Tempore Announces Senate Leadership and Committee Changes

Last month, we reported that Senator Monique Limón (D-Santa Barbara) began to transition into the role of Senate President Pro Tempore on November 17, assuming the top leadership position in the State Senate from Senator Mike McGuire (D-North Coast). Pro Tem Limón's official swearing-in ceremony took place on January 5 in Sacramento.

As one of her first official acts, Pro Tem Limón [announced changes to Senate Leadership and committee appointments](#) on December 23.

We note that the Chairs of the following committees that oversee policy and fiscal matters impacting Caltrain have changed:

- **Senate Appropriations Committee:** Transitions from Senator Anna Caballero (D-Merced) to Senator Sabrina Cervantes (D-Riverside)
- **Senate Budget and Fiscal Review Committee:** Transitions from Senator Scott Wiener (D-San Francisco) to Senator John Laird (D-Santa Cruz)
- **Senate Budget Subcommittee No. 2 on Resources, Environmental Protection, and Energy:** Transitions from Senator Ben Allen (D-Pacific Palisades) to Senator Eloise Gómez Reyes (D-Colton)
- **Senate Energy, Utilities & Communications Committee:** Transitions from Senator Josh Becker (D-Menlo Park) to Senator Ben Allen (D-Pacific Palisades)
- **Senate Housing Committee:** Transitions from Senator Aisha Wahab (D-Silicon Valley) to Senator Jesse Arreguín (D-Oakland)

We note that the Chairs of the following committees that oversee policy and fiscal matters impacting Caltrain will remain the same:

- **Senate Budget Subcommittee No. 5 on Corrections, Public Safety, Judiciary, Labor and Transportation Committee:** Remains Senator Laura Richardson (D-San Pedro)
- **Senate Environmental Quality Committee:** Remains Senator Catherine Blakespear (D-Encinitas)
- **Senate Local Government Committee:** Remains Senator Maria Elena Durazo (D-Los Angeles)
- **Senate Transportation Committee:** Remains Senator Dave Cortese (D-San Jose)

Leadership appointments and changes to Budget and Budget Subcommittees, and Natural Resources and Water Committee will take effect immediately. All other changes will take effect on February 1, 2026.

TIRCP Cycle 8 Draft Guidelines Released

On January 12, the California State Transportation Agency (CalSTA) released the draft [guidelines](#) and schedule for the TIRCP Cycle 8. As noted above, the TIRCP is a competitive grant program which, since its inception in 2015, has funded over \$11 billion worth of transformative capital projects across California. See the draft schedule below.

2026 TIRCP Cycle 8 Draft Schedule

• Release Draft 2026 Cycle Guidelines	January 12, 2026
• Guidelines Workshops (Virtual)	February 11, 2026
• Closing Date for Comments on Draft Guidelines	February 18, 2026
• CalSTA Publishes Final Cycle 8 Guidelines	February 20, 2026
• CalSTA Publishes Cycle 8 Call for Projects	February 20, 2026
• Optional meetings with applicants	March 2 – March 13, 2026
• Project Applications Due	May 14, 2026
• CalSTA Anticipated Award Announcements	September 18, 2026

Two-Year Bills with Positions

AB 1372 (Papan) Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing. (Caltrain-Sponsored Legislation)

In the final week of April, AB 1372 (Papan) – sponsored by Caltrain – was made into a two-year bill. AB 1372 would allow Caltrain to be credited for the electricity it exports to the grid based on its value, determined by the avoided cost to the suppliers and distributor of buying clean energy elsewhere. This would be facilitated through a net billing tariff on Caltrain's investor-owned utilities. Caltrain is very grateful to its community choice energy partners for creating a local solution for the railroad to be

compensated for the CCA portion of the regenerative braking energy. Caltrain will continue to work with the author's office on this important issue. **This bill has not been set for a hearing.**

Two-Year Bills of Interest

SB 667 (Archuleta) Railroads, Wayside Detectors, Train Length, Emergency Vehicle Crossing – Watch

As currently in print, this bill would require a railroad, including passenger and commuter rail agencies, to install and operate a network of wayside detector systems on or adjacent to its tracks. SB 667 would also prohibit freight trains with a total length of 7,500 feet from operating on any part of a main line or branch line and would also require a train, rolling stock, or other on-track equipment that is stopped and blocking an at-grade railroad crossing to be moved to clear the railroad crossing upon the approach of an emergency vehicle. In April, Caltrain's state advocates worked with other rail agencies to engage the author and express concerns with the bill – particularly, with the bill's proposed train length limit and the provision's expected impact on passenger and commuter rail operations. In response, the author made SB 667 a two-year bill and promised to work to address the concerns of rail agencies.

On Friday, December 12, Senator Archuleta shared proposed amendments which would significantly amend the bill to, among other things, eliminate its proposed train length limit. Caltrain technical staff are reviewing the proposed amendments to determine if they will address Caltrain's concerns.

Meanwhile, SB 667 passed the Senate Transportation Committee on Tuesday, January 13 by an 11-3 vote, and it now heads to the Senate Appropriations Committee.

Through the California Transit Association (the trade organization to which Caltrain belongs), there is an currently an effort among the affected rail agencies to coordinate a joint position for articulation to the Legislature as the bill moves forward.

AB 810 (Irwin) Internet Website Requirements – Watch

This bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a ".gov" or ".ca.gov" domain. Special districts, joint powers authorities, or other political subdivisions would have until January 1, 2031 to comply with this requirement. While these domains themselves are free, the associated downstream costs for local agencies and districts are very concerning. These include added costs to migrate to the new domain and corresponding email addresses, implementing network login changes, multi-factor authentication, encryption, website redesign, and updating public materials, social media, and more. This would result in significant costs and staff time, for arguably marginal benefits. The author pulled this bill from consideration in the Assembly Appropriations Committee in May. There is no indication it will move forward by the January deadline, but we will continue to watch for any movement. ***This is a two-year bill.***

AB 1070 (Ward) Transit District Governing Boards – Watch

This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system each month. The bill would also require the governing board of a transit district to include 2 nonvoting members. One nonvoting member would be required to be a user of the transit service, and the other nonvoting member would be recommended by the labor organization representing transit employees. ***On January 5, this bill was gutted and amended to address a new topic and will no longer impact transit agency boards.***

Caltrain Bill Matrix as of Monday, January 15, 2026

Bill ID/Topic	Location	Summary	Position
<u>AB 12</u> <u>Wallis</u> R Low-carbon fuel standard: regulations.	This is a two-year bill.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.</p>	Watch
<u>AB 61</u> <u>Pacheco</u> D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This is a two-year bill.	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions to prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 259</u> <u>Rubio, Blanca</u> D Open meetings: local agencies: teleconferences.	This is a two-year bill.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.	Recommend Support
<u>AB 267</u> <u>Macedo</u> R Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.	Watch

Bill ID/Topic	Location	Summary	
<u>AB 273</u> <u>Sanchez</u> R Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	This is a two-year bill.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.</p>	Watch
<u>AB 314</u> <u>Arambula</u> D Affordable Housing and Sustainable Communities Program: project eligibility.	This is a two-year bill.	<p>Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 340</u> <u>Ahrens</u> D Employer-employee relations: confidential communications.	This is a two-year bill.	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	Watch
<u>AB 555</u> <u>Jackson</u> D Air resources: regulatory impacts: transportation fuel costs.	This is a two-year bill.	<p>Existing law vests the State Air Resources Board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards. This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 810</u> <u>Irwin</u> D Local government: internet websites and email addresses.	This is a two-year bill.	<p>Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a “.gov” domain name or a “.ca.gov” domain name no later than January 1, 2029. Existing law defines “local agency” for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term “local agency” from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a “.edu” domain to satisfy these requirements, and would specify that these requirements do not apply to a K–12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Watch
<u>AB 939</u> <u>Schultz</u> D Housing development: density bonuses: affordability of for-sale units.	This bill is in the Assembly Appropriations Committee.	<p>Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to construct specified units and meets other requirements. Existing law, among other things, requires compliance with certain affordability requirements, including requiring that the applicant agree to ensure, and that the city, county, or city and county ensure, that a for-sale unit that qualified the applicant for the award of the density bonus is either (1) initially sold to and occupied by a person or family of very low, low, or moderate income, as specified, or (2) if the unit is not purchased by an income-qualified person or family within 180 days after the issuance of the certificate of occupancy, the unit is purchased by a qualified nonprofit housing corporation, as provided. This bill would additionally allow the applicant and the city, county, or city and county to comply with the above-described affordability requirements with respect to a for-sale unit by ensuring that the unit is purchased by a nonprofit corporation, as specified, for properties to be sold to low-income families who participate in a below-market interest rate loan program. By adding to the duties of local agencies to implement the Density Bonus Law, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 941</u> <u>Zbur D</u> California Environmental Quality Act: electrical infrastructure projects.	This is a two-year bill.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, to correct those deficiencies, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 942</u> <u>Calderon</u> D Electricity: climate credits.	This bill is in the Senate Rules Committee, pending referral to policy committee.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating those emissions. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to continue a program of assistance to low-income electric and gas customers with annual household incomes that are no greater than 200% of the federal poverty guidelines, as specified, which is referred to as the California Alternate Rates for Energy (CARE) program. Existing law also requires the PUC to continue a program of assistance to residential customers of the state's 3 largest electrical corporations consisting of households of 3 or more persons with total household annual gross income levels between 200% and 250% of the federal poverty guideline level, which is referred to as the Family Electric Rate Assistance (FERA) program. Existing law, except as provided, requires revenues received by an electrical corporation as a result of the direct allocation of greenhouse gas allowances to be credited directly to residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporation, commonly known as the California Climate Credit. This bill would exclude residential customers from receiving the California Climate Credit if they are not enrolled in the CARE or FERA program and their total electricity bills for the previous year were less than \$300. This bill contains other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 1070</u> <u>Ward D</u> Residential developments: building standards: review.	This bill is in the Assembly Housing & Community Development Committee.	<p>Existing law, the California Building Standards Law, establishes the California Building Standards Commission (commission) within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code (code). Existing law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Existing law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Existing law establishes the Department of Housing and Community Development (department) and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2027, to research and consider identifying and recommending amendments to state building standards allowing residential developments of between 3 and 10 units to be built under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. The bill, if the report identifies and recommends amendments to building standards, would require the department to research, develop, and consider proposing the standards for adoption by the commission, as specified. For the purposes of these provisions, the bill would authorize the department to exceed the scope and application of the International Residential Code to allow residential developments of between 3 and 10 units to be designed and constructed under the requirements of the California Residential Code.</p>	Watch
<u>AB 1132</u> <u>Schiavo D</u> Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This is a two-year bill.	<p>Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 1198</u> <u>Haney D</u> Public works: prevailing wages.	This bill is on the Suspense File in the Assembly Appropriations Committee.	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 1218</u> <u>Soria</u> D Copper theft.	This bill is in the Assembly Public Safety Committee.	<p>Under existing law it is grand theft to steal copper materials valued at more than \$950. A violation of this provision is punishable either as a misdemeanor or a felony by imprisonment in county jail and specified fines. This bill would make it a crime to unlawfully possess copper materials, as specified. The bill would define what it means to “unlawfully possess” copper materials to include possessing without documentation proving lawful possession. The bill would prescribe the information that constitutes proof of lawful possession, as specified, including the identity of the seller and the date of the transaction. By expanding the scope of a crime, this bill would impose a state-mandated local program. The bill would also prohibit a person from falsifying any record intending to show proof of lawful possession. By creating a new crime, this bill would impose a state-mandated local program. Existing law prohibits any collector or dealer of metals to purchase certain junk metals, as specified, without first ascertaining that the seller legally possesses the materials. Existing law also requires the dealer to obtain evidence of the identity of the seller, including, but not limited to, the seller’s name and address. This bill would require any collector or dealer of metals to ascertain the location from which the purchased material was obtained. Existing law makes it a crime for a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal to possess certain items that have been stolen or obtained by theft or extortion, as specified, and requires that the person knew or reasonably should have known that the property was stolen or failed to report possession of the items, as specified. This bill would additionally prohibit a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal, as specified, from possessing certain items knowing that those items were possessed without proof of lawful possession. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	Watch
<u>AB 1222</u> <u>Bauer-Kahan</u> D Public utilities: judicial review.	This is a two-year bill.	<p>Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued. This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission on the grounds that the final decision substantially deviated from a proposed decision of a commission administrative law judge, the bill would require the court to presume the final decision to be arbitrary and unlawful unless the commission can demonstrate to the satisfaction of the court that the deviations were necessary to comply with state or federal law. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 1243</u> <u>Addis D</u> Polluters Pay Climate Superfund Act of 2025.	This bill is in the Assembly Judiciary Committee.	<p>The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>AB 1268</u> <u>Macedo</u> R Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill is in the Assembly Transportation Committee.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch
<u>AB 1290</u> <u>Wilson</u> D High-Speed Rail Authority: Senate confirmation.	This is a two-year bill.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.	Watch
<u>AB 1331</u> <u>Elhawary</u> D Workplace surveillance.	This is a two-year bill.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles. This bill would subject an employer who violates the bill to a civil penalty of \$500 per violation and would authorize a public prosecutor to bring specified enforcement actions.	Watch

Bill ID/Topic	Location	Summary	
<u>AB 1337</u> <u>Ward D</u> Information Practices Act of 1977.	This is a two-year bill.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<u>AB 1372</u> <u>Papan D</u> Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided. This bill would, upon an electrical corporation and an operator of an electrified commuter railroad that produces electricity through the regenerative braking of electric trains, including the Peninsula Corridor Joint Powers Board, completing certain technical studies, require the electrical corporation to adopt or modify a net billing contract or tariff that is approved by the commission. The bill would require that contract or tariff to, among other things, require the electrical corporation to apply bill credits for the electricity exported to the electrical grid based on its value, as specified. The bill would require the electrical corporation to provide, or install at its cost, if necessary, metering that records and documents electricity imports and exports, as specified. Under existing law, a violation of any order, decision, rule, direction, demand, or requirement of the commission is a crime. Because a violation of a commission action implementing this bill's requirements would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Sponsor February 2025

Bill ID/Topic	Location	Summary	
<u>AB 1421</u> <u>Wilson</u> D Vehicles: Road Usage Charge Technical Advisory Committee.	This bill is in the Assembly Appropriations Committee.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.	Watch Watch
<u>AB 1472</u> <u>Hart</u> D California Sea Level Rise State and Regional Support Collaborative.	This is a two-year bill.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch
<u>AB 1578</u> <u>Jackson</u> D State and local officials: antihate speech training.	Pending referral to policy committee.	Existing law requires each state agency to offer at least semiannually, and certain state officials to attend once every 2 years, an orientation course on the relevant ethics statutes and regulations that govern the official conduct of state officials. Existing law requires each state agency to maintain records indicating the specific attendees, each attendee's job title, and dates of their attendance for each orientation course offered for a period of not less than 5 years after each course is given. This bill would require, beginning on January 1, 2028, a state official to complete at least one hour of antihate speech training and education within 6 months of taking office and subsequently every 4 years thereafter. The bill would require each state agency to maintain records indicating the date that a state official completed the antihate speech training and education for a period of not less than 5 years after the training is complete. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	
<u>SB 348</u> <u>Hurtado D</u> State Air Resources Board: Low Carbon Fuel Standard.	This is a two-year bill.	<p>Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the state board to adopt standards, rules, and regulations necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations, as provided, to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to its authority, the state board has adopted the Low Carbon Fuel Standard regulations to reduce the carbon intensity of transportation fuels used in California, as specified. This bill would require the state board, beginning no later than January 31, 2026, to reconsider and revise the Low Carbon Fuel Standard to reduce the program's financial burden on drivers in the state, including by taking specified actions.</p>	Watch

Bill ID/Topic	Location	Summary	
SB 445 <u>Wiener</u> D High-speed rail: third-party agreements, permits, and approvals: regulations.	This is a two-year bill.	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>SB 496</u> <u>Hurtado D</u> Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This is a two-year bill.	<p>Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>SB 545</u> <u>Cortese</u> D High-speed rail: economic opportunities.	This is a two-year bill.	<p>Existing law establishes the Governor's Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>SB 559</u> <u>Stern D</u> Electricity: deenergization events: communications.	This is a two-year bill.	<p>Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	
<u>SB 667</u> <u>Archuleta D</u> Railroads: safety: wayside detectors.	This bill is in the Senate Appropriations Committee.	<p>The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define "wayside detector system" to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require a railroad corporation to submit a wayside detector response plan to the Public Utilities Commission, as provided. The bill would require the commission to adopt rules necessary to implement these provisions including establishing a penalty of not less than \$25,000, as provided. The bill would provide that these provisions do not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.</p>	Watch

Bill ID/Topic	Location	Summary	
SB 714 <u>Archuleta</u> D Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	This bill is in the Senate Rules Committee, pending referral to policy committee.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
SB 741 <u>Blakespear</u> D Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This is a two-year bill.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch



**Caltrain
Federal Report
January 2026**

Congressional Update

Lawmakers Continue Work on Appropriations Legislation

- Congress ended 2025 without a deal to move forward on government funding. Despite the House and Senate's inability to advance appropriations legislation in December, House Appropriations Committee Chair Tom Cole (R-OK) announced that he and Senate Appropriations Committee Chair Susan Collins (R-ME) reached an agreement on final total spending limits for the remaining nine appropriations bills, a key milestone required for the funding bills to pass.
- When Congress returned on January 5, House and Senate Appropriations Committee leadership released [a 3-bill minibus appropriations package](#) containing the Commerce-Justice-Science, Interior, and Energy and Water bills. Both the House and Senate approved the package, sending the bill on January 15 to the President for his signature.
- This week, the House released a new funding package containing the Financial Services and State-Foreign Operations funding bills, which it passed on January 14. It is now pending in the Senate for action.
- Members continue to finalize details of the remaining five bills, which include the Transportation-Housing and Urban Development, Labor-Health and Human Services-Education, and Homeland Security bills. Many in Washington expect Congress to struggle to pass the Homeland Security funding bill due to its proximity to controversial immigration topics.

Rep. Mullin Speaks in Favor of SAFE CROSS Act During Member Day Hearing

- On January 14, the House Transportation & Infrastructure Committee held a member day where committee members were provided the opportunity to voice their support for legislative proposals within the committee's jurisdiction. As the committee works to release and mark-up a surface transportation reauthorization during Q1 of 2026, members' statements provided a preview of potential legislation that could be included in the proposed reauthorization.
- During the member day session, Rep. Kevin Mullin spoke in favor of his Study on AI For Enhanced Crossing Safety (SAFE CROSS) Act ([H.R. 3647](#)). If enacted, the bill would:



- Study the potential safety benefits of AI-enabled sensors at rail crossings.
- Conduct a cost-benefit analysis comparing AI-based and traditional safety measures, including grade separations.
- Identify best practices for implementing AI-enabled sensors across the U.S. rail network.
- Rep. Mullin requested that committee leadership insert the SAFE CROSS Act in the upcoming surface transportation reauthorization. During his testimony, Rep. Mullin also spoke in favor of legislation ([H.R. 3459](#)) that would enable state and local governments to transfer underutilized properties that were previously acquired with Federal Highway Administration (FHWA) funds to nonprofits or other qualified entities to build transit-oriented development, reserving some units for affordable housing.

Administration Update

DOT Releases Updated BUILD NOFO

- On December 16, the Department of Transportation (DOT) released an update to its FY 2026 Notice of Funding Opportunity (NOFO) for the Better Utilizing Investments to Leverage Development (BUILD) Grant Program. The Department previously released a preliminary NOFO in November but did not include key criteria used by the Department to judge applicants' projects.
- Key changes to the NOFO include refocusing the program to more closely align with the President's priorities and executive orders. New merit criteria for the grant program include safety, quality of life, mobility and community connectivity, and economic competitiveness. Included in the quality-of-life criteria are new requirements that mandate applicants to address how their projects can promote the experience of families and mothers. Also included in the innovation criteria is mention of advancing the development and deployment of autonomous vehicle technology.
- Despite the delay in releasing the full NOFO, the Department has not changed the application deadline or the total funding available. There is \$1.5 billion in available funding through the current BUILD round. All applications are due by February 24, 2026, at 5 PM ET. Award selections are expected to be announced by June 28, 2026. The NOFO can be found on [grants.gov](#).



Trump Administration Concedes Legal Fight Over Immigration Policy Requirements on Federal Transportation Funding

- On January 13, 2026, the Department of Justice officially dropped its appeal of a November 2025 ruling where a federal judge issued a permanent injunction blocking the Administration's attempt to condition billions in DOT grants on local cooperation with immigration authorities. The Trump Administration effectively conceded the decision, making the ruling final and permanently protecting the funding for 22 states and numerous cities.
- The court ruled that the executive branch "blatantly overstepped" its authority by unilaterally adding immigration-related requirements to funds that Congress specifically appropriated for infrastructure. Judge John McConnell emphasized that the Administration's actions violated the constitutional separation of powers and the "power of the purse," which gives the legislative branch, not the President, the exclusive right to set funding conditions.
- This decision ensures that critical federal aid for roads, bridges, and public transit cannot be used to try to coerce local law enforcement into assisting with federal deportation efforts.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: February 2026 JPB Board of Directors Meeting
Subject: **Receive Update on the Corridor Crossing Strategy**

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

Purpose and Recommended Action

Staff are providing the Peninsula Corridor Joint Powers Board (Board) with an informational update on the Corridor Crossing Strategy (CCS) – the effort that defined a systematic corridor-wide approach - the “coordinated approach” - to deliver safety enhancements (e.g., near-term at-grade improvements) and crossing eliminations (e.g., closures or grade separations eliminating rail and road conflicts) on the Caltrain corridor.

CCS is to become the unified strategic framework to improve safety and mobility where Caltrain tracks intersect with local roads. By using a data-driven and transparent approach, the CCS sequences and integrates delivery for both near-term safety enhancements and long-term elimination projects into two programs: the Safety Enhancement Program and the Elimination Program.

Discussion

Informed by robust discussions with the corridor partners (Transportation Authorities, Cities and Corridor stakeholders), Caltrain developed the Safety Enhancement Program and Elimination Program to strengthen its commitment to connecting communities, enhancing safety and reducing congestion and risks along and across its corridor.

Caltrain proposes to establish and facilitate the launch of these Programs under the CCS unified strategic umbrella because Caltrain and its corridor partners need:

- **A safe and accessible corridor:** We have a shared goal of enhancing safety and improving connections for everyone who lives, works, and travels on, along, and through the Caltrain corridor.

- **One corridor voice:** By aligning Caltrain, Transportation Authorities, and cities under one coordinated framework, we can plan and deliver safety projects more effectively—speaking with one corridor voice to achieve shared goals for safety, mobility, and community benefit.
- **Local benefits sooner:** Safer crossings mean more comfort for people walking or biking, small businesses benefit from more inviting environment. Neighborhoods are easier to navigate and calmer. The coordinated corridor approach helps corridor partners invest resources into projects that yield early benefits, creating meaningful quality-of-life improvements sooner.
- **Strategic and transparent funding decisions:** With constrained funding at the federal, state, and local levels, a corridor-wide program ensures that every dollar is directed where it delivers the greatest safety, mobility, and community benefit. Through a data-driven and transparent process, partners can assess tradeoffs and make transparent decisions that prioritize projects that are most competitive for external funding and deliver the highest public value.
- **Efficient and accountable delivery:** A unified program structure provides clear visibility into project status and progress, fostering coordination, consistency, and accountability across all partners.

Staff will present an overview of CCS Programs funding and policy oversight structure, the delivery approach, critical context on the funding landscape, the data-driven methodology and criteria that lead to the sequence lists, as well as the proposed sequence lists for the near-term Safety Enhancement Program and the long-term Elimination Program.

Staff will also present its plan to implement baseline safety enhancements at all crossings along Caltrain-owned corridor in order to yield benefits as soon as possible. Baseline safety enhancements are quick to implement and more fundable improvements that Caltrain is committed to deliver as part of the Safety Enhancement Program.

The CCS programs will be implemented by integrated, cross-functional teams that standardize designs, reduce redundancies, leverage economies of scale, and pursue innovative delivery methods that streamline construction and minimize service disruptions. This coordinated structure enables faster, more consistent, and more cost-effective project delivery across the corridor.

Oversight will be strengthened through a new Funding and Policy Oversight group composed of Caltrain, corridor cities, and transportation authorities, ensuring transparency and shared accountability. An Executive Sponsor and Steering Committee will provide quarterly updates through established communication processes and will directly guide the Safety Enhancement and Elimination program teams.

Together, this governance and delivery model represents a step-change for the corridor—bringing partners into one coordinated system to deliver safety and mobility improvements more efficiently than ever before.

As for any CCS product, feedback from corridor partners is essential to success. The Draft Programs Initiation Report incorporates preliminary feedback from Transportation Authorities staff, Cities and corridor partners. Staff will continue to seek comments from all corridor partners over the coming months including at two in-person workshops with the corridor jurisdictions staff and elected officials in early December.

Staff plans to return to the Board in early 2026 with updated information based on the feedback received.

Budget Impact

The project has no impact on budget.

Prepared By: Nicole Soultanov Deputy Director, Capital Planning 11/06/2025

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director
For: February 2026 JPB Board of Directors Meeting
Subject: **Receive Update on Guadalupe River Bridge Project**

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 costs, 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 December 2025 Monthly Progress Report.

Budget Impact

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

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CalMod Program Director

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

December 31, 2025

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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 logically 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, 2025. 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.

Walsh successfully completed the 2025 first dry-season work, achieving the MT1 bridge critical work milestone as scheduled. The planned MT2 seismic retrofit foundation work also progressed; however, completion was delayed due to nesting bluebirds within the project limits in June 2025. The remaining MT2 seismic work is planned for completion in the second dry season.

Walsh Construction, in coordination with the Caltrain project team, has evaluated recovery options to address the schedule impacts and enable completion of the remaining work during the 2026 dry season, maintaining the overall project completion target of March 2027.

Despite significant rain events in the latter part of December, Walsh proceeded with wet season work without delay to any critical milestones. Advancement of MT1 pier 4 and abutments 1 and 5 continued behind temporary sheet pile walls that isolate the construction from the river flows. In addition, Walsh focused efforts on demobilizing equipment and winterizing the inactive areas of the site. The remaining work for reconstruction of 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) and the 2026 “dry season”. 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. As of December, all comments were received from the permitting agencies. JPB continues to coordinate with agencies and SCVWD on the remaining comments and gain approval of the HMMP package. While this activity has fallen behind schedule, the team remains optimistic that approval of the HMMP will be acquired in time to complete construction by March 2027.
- Upon approval of the HMMP package, JPB will seek to Amend the USACE 408 permit for on-site mitigation work.
- JPB will continue to work with SCVWD to acquire HMMP Encroachment Permit #2 for approval to perform on-site habitat mitigation within the district’s land prior to the 2026 Dry Season Construction start.

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 to achieve a portion of the required mitigation credits.
- 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. In early December 2025, ICF completed the 60% design and submitted for permitting agency review.
- 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 December 2025, the project is within budget:

- The current project total cost at completion (EAC) is the same as the Board approved budget of \$171.38 million.
- As of December 2025, the project cost is on track to complete the project within the approved budget.
- To date, \$154,509 drawdowns to the Contractors Risk Allowance
- No drawdowns to the project contingency of \$7.6 million.
- Several requests for Risk Allowance usage totaling approximately \$1.6 million have been submitted by Walsh Construction and are currently under review for final cost approval.

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 December 31, 2025, the overall bridge construction completion is 64% 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 December 2025:

- Continued work on MT1 Pier 4, Abutments 1 and 5 outside of the river channel behind temporary sheet pile walls.
- Continued temporary and final site grading activities
- Completed preliminary design for additional access point along the site perimeter to improve access and mitigate potential site congestion during the 2026 Dry Season Construction as well as provide future Caltrain access.
- Continued efforts to revise onsite HMMP design to address agency comments.
- Advanced design work with ICF for the offsite Hick's Creek project design.
- Hosted monthly update meeting with the Environmental Permitting Agencies, including FTA.

1.7 Upcoming Work

For the next month, the Project team will be focusing on the work below:

- Setting of MT1 Concrete girder spans
- Continue MT1 bridge construction activities that are outside of the channel.
- Continue to work with permitting agencies to finalize the onsite HMMP design and obtain permits for HMMP onsite work.
- Continue to work toward Hick's Creek offsite mitigation final design and permitting.
- 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.
- Hold quarterly status meeting with Funding Partners
- Finalize design for additional access to improve efficiency during the 2026 Dry Season Construction.
- Work with Walsh Construction to reconcile risk allowance drawdowns resulting from 2025 work

1.8 Risk Management

As of December 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	<ul style="list-style-type: none"> • Bird deterrents are installed on new bridge structures to prevent nesting over the 2025-2026 wet season. • Walsh advanced all 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. • Biological monitors are working to evaluate potential bird nesting locations and provide recommended mitigations for 2026 dry season work areas that were not cleared in 2025. • Working in coordination with Walsh Construction, Construction Management Staff and Caltrain Environmental staff to evaluate modifications to the planned work that will mitigate 2025 nesting bird impacts and reduce schedule risk in 2026 dry season.
Work needed to execute construction deviates from what is permitted:	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Advanced potholing, when possible, to uncover potential utility conflicts and differing structural conditions (MT2)
Unpredictable Water or weather conditions	<ul style="list-style-type: none"> • River Diversion and Temp Sheet pile for wet season work designs incorporate appropriate capacities to handle expected water levels.

	<ul style="list-style-type: none"> • 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. • Adjusting schedule to pause construction activities to avoid forecasted weather that could result in high flows and impacts to environment.
Delays to approval of onsite HMMP	<ul style="list-style-type: none"> • 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 advertisements to subcontractors. To maintain schedule, draft HMMP (90% complete) is being used to advance bidding process. Any changes resulting from agency reviews will be addressed via addendum to the subcontractor.
Reductions to onsite HMMP require additional mitigation that cannot be achieved with the current Hick's Creek Offsite mitigation project	<ul style="list-style-type: none"> • Working with Santa Clara Valley Water District to find mutually agreeable solutions to include as much mitigation scope on their property as possible. • Evaluating Hick's Creek Offsite mitigation project for additional opportunities to satisfy requirements. • Evaluating other options for offsite mitigation opportunities.

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 December 2025:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
December 2025	3,237	18	48	28	1	0
Cumulative (from June 2025)	55,257	138	187	307	8	19

Safety Event Synopsis:

- Close Call: Walsh employee slipped and fell on gravel pathway along MT 2 on 12/12. No injuries were reported.

There are no OSHA reportable incidents and no Caltrain ROW incidents.

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 31, 2027. The off-site habitat mitigation work will carry through 2027 for completion at Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

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

Milestone 1 (MT-1 Installation of Steel Girder Span 2) was completed on time on September 25, 2025.

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 December 31, 2025.

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	Completed
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/25/2025A	Completed
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 goes through MT1 Abutments 1 and 5 works before linking to MT2 Piers 2, 3 and 4 retrofit. The critical path continues through the 2026 dry season and includes completing the remaining MT1 and MT2 bridge work, 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 December 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	\$2,617,095	\$91,984,601	\$79,404,997	\$171,389,598	\$0
GRB TOTAL	\$171,389,598	\$2,617,095	\$91,984,601	\$79,404,997	\$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	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Walsh Construction Contract	\$89,787,026	\$89,787,026	\$1,418,845	\$53,238,158	\$36,548,868	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$64,761	\$1,185,176	\$1,127,754	\$2,312,930
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$13,753,300	\$192,170	\$8,253,689	\$5,680,610	\$13,934,299
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	\$12,250,000	\$12,620,798	\$100,000	\$328,515	\$12,111,285	\$12,439,800
Management Oversight & Support	\$23,180,900	\$23,180,900	\$429,552	\$14,458,246	\$8,722,654	\$23,180,900
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$411,766	\$9,244,871	\$7,589,581	\$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	\$2,617,095	\$91,984,601	\$79,404,997	\$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 June 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 December 2025

Risk Allowance Pool Category	Risk Amount	Current Month	Executed to Date	Remaining Balance
Differing Site Conditions	\$390,750	\$47,292	\$47,292	\$343,458
Bird Deterrent Mitigation	\$250,000	\$0	\$0	\$250,000
Permit Requirements	\$1,000,000	\$40,292	\$40,292	\$959,708
Track Access Impacts	\$360,000	\$0	\$0	\$360,000
Water Management	\$250,000	\$0	\$0	\$250,000
Warehouse Storage	\$297,000	\$66,925	\$66,925	\$230,075
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	\$154,509	\$154,509	\$3,845,492

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 December 2025, 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 \$420,000 drawn from contract incentives as of December 2025.

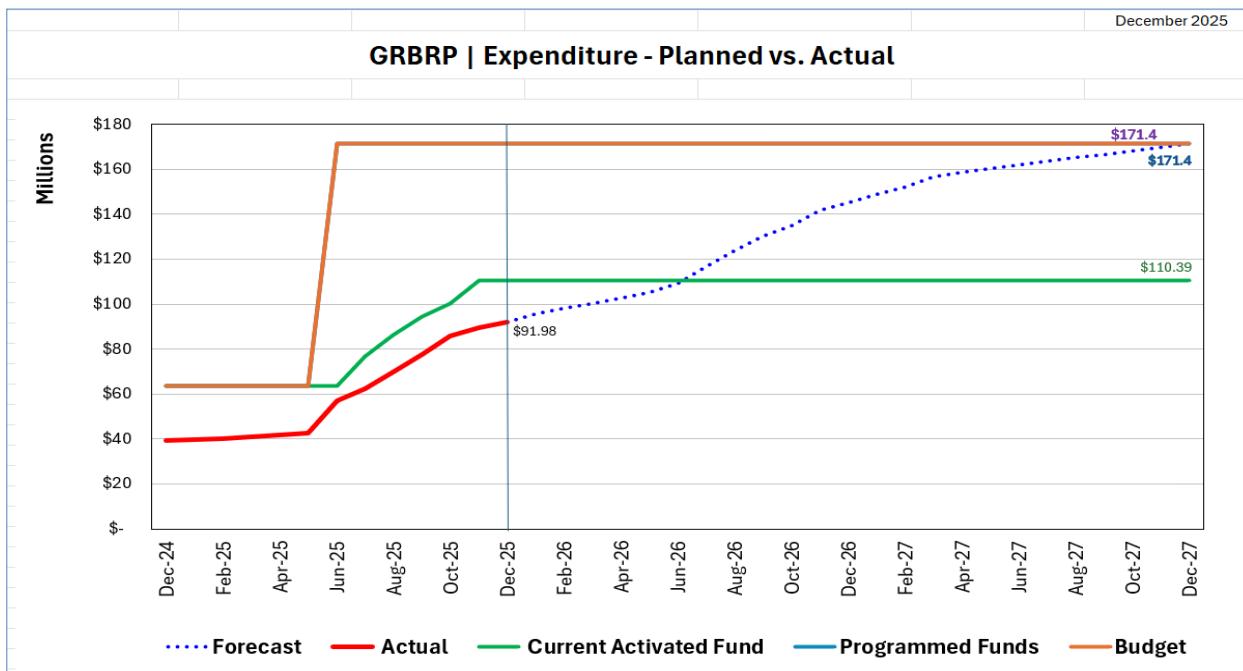
Table 4-5. Construction Contractor Incentives

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	\$420,000	\$0	\$120,000
In-Channel Work	\$540,000	\$0	\$540,000	\$540,000
Total Contract Incentive	\$1,080,000	\$420,000	\$540,000	\$660,000

4.5 Project Cash Flow and Funding

The remaining project expenditures are cash flowed in Figure 4-1.

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

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

Issues	Actions
None	<ul style="list-style-type: 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 or CCO Items

- CCO-30 – Global Re-set Change Order

Risk Allowance:

- CCO-31 - Utility Services (Owner's Field Office)
- CCO-32 - Suspension of DBE Requirements
- CCO-33 - FI 029 - Demo MT-1 Solid Bents
- CCO-34 - Unanticipated COZEEP Requirements

5.2.2 Approved Risk Allowance or Change Order Items:

- CCO-35 - Caltrans Property Fence

5.2.3 Upcoming Risk Allowance Items or Change Orders

- Risk allowance usage requested by Walsh through the month of December is \$1,567,327 and is currently pending review and approval of final costs.
- 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
 - Bird Deterrent additional scope
 - Bat mitigation measures
 - Costs related to nesting bluebird delay in June
 - Additional compensation due to impacts related to regulatory permit conditions beyond baseline assumptions in 2025 Dry Season

5.3 Issues

Table 5-1. Change Management Issues Identified, and Actions Taken for December 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.	<ul style="list-style-type: none">• 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 including additional dewatering pumps and an additional ATS system.

	<ul style="list-style-type: none">Will hold a “lessons learned” meeting with the contractor and environmental staff to discuss improvements for future work.
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.	<ul style="list-style-type: none">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.