



BOARD OF DIRECTORS 2026

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EXECUTIVE DIRECTOR

AMENDED AGENDA
Peninsula Corridor Joint Powers Board
Board of Directors Meeting

March 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=kW9KjauraJbQibDV7B3JSrXl17okbi.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,

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

Informational Items, and the Consent Calendar, and limited to two minutes for Motion or Resolution 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.

March 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 February 5, 2026 Motion

Approved by the Finance Committee

 - 7.b. Award Contracts to DB E.C.O. North America, Inc., Hatch Associates Consultants, Inc., and WSP USA Inc. for On-Call Railroad Business and Operations Support Services for an Aggregate Not-To-Exceed Amount of \$10 Million for a Five-Year Term* Resolution
 - 7.c. Award a Contract to Wabtec Transportation Systems, LLC for Predictive Arrival and Departure Systems (PADS) and Rail Operations Control System (ROCS) Improvements for a Total Not-To-Exceed Amount of \$856,798 for a Sixteen-Month Term* Resolution

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

- 7.d. Award Contracts to Burns Engineering, Inc., Hatch Associates Consultants, Inc., and RSE Corporation of San Mateo, California (RSE) for On-Call Rail Systems Engineering Business Operations Support Services for an Aggregate Total Not-to-Exceed Amount of \$23 Million for a Five-Year Term* Resolution
- 7.e. Authorize Executive Director to Enter Lease Agreement with Chris Kummerer and Associates (CKA) Architects at Menlo Park Depot* Resolution

Approved by the Technology, Operations, Planning, and Safety (TOPS) Committee

- 7.f. Award a Construction Contract for the San Francisquito Creek Bank Stabilization Project to Hanford Applied Restoration and Conservation for a Total Amount of \$2,379,910, Amend the Fiscal Year 2026 Capital Budget to Increase it by \$4,918,560, Approve a Revised Project Baseline Budget of \$13,985,882, and Adopt the Project Schedule and Funding Plan* Resolution
- 7.g. Adopt the Peninsula Corridor Joint Powers Board’s 2025 Title VI Program and Updated Systemwide Service Standards and Policies Resolution
- 8. Authorize the Executive Director to Enter into State Transit Loan with the Metropolitan Transportation Commission** Resolution
- 9. Adopt Caltrain Corridor Right of Way Safety Strategy Motion
- 10. Receive State and Federal Legislative Update Informational
- 11. Reports
 - 11.a. Report of the Chair Informational
 - 11.b. Report of the Citizens Advisory Committee Informational
Available Online at www.caltrain.com/video-board-directors
 - 11.c. Report of the Local Policy Maker Group (LPMG) Informational
 - 11.d. Report of the Transbay Joint Powers Authority (TJPA) Informational
- 12. Correspondence
- 13. Board Member Requests

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

14. Date / Time / Location of Next Regular Meeting: Thursday, April 2, 2026 at 9:00 am.

The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

15. Adjournment

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.

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Executive Director's Monthly Report: February 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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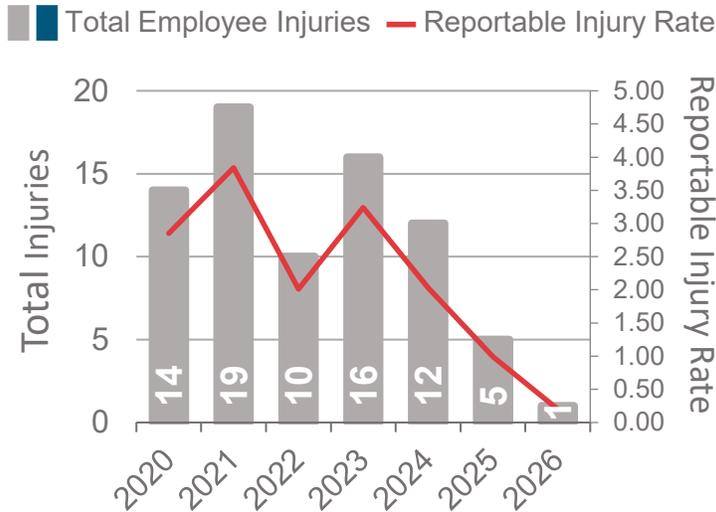
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Safety Updates – Injuries and Accidents

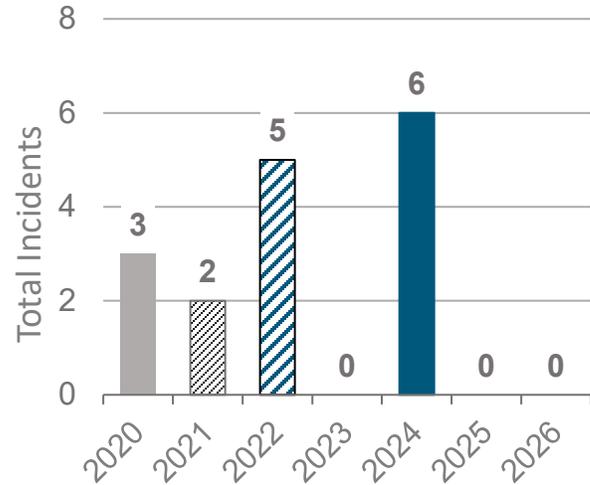
Reportable Injury Trends



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 2026 is 0.20.

Strains, contusions, and lacerations (86%) 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; there have been no reportable incidents so far in 2026.

Days without a Reportable Injury as of 2/13/2026

Department	Days Without Injury	Date of Last Injury
Dispatch	2,088	5/27/2020
Operations	3	2/10/2026
Maintenance of Equipment	222	7/6/2025
Maintenance of Way	200	7/28/2025
Other	2,088	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 (FIFA), which included the Super Bowl.
- Acceptance Testing is in the final phase for the new Safety Information Management System, which will centralize all incident-reporting data.
- Winter Freeze continues with a focus on “Press Pause,” reinforcing deliberate verification of track protection and strengthening crew communication during higher-risk winter conditions.

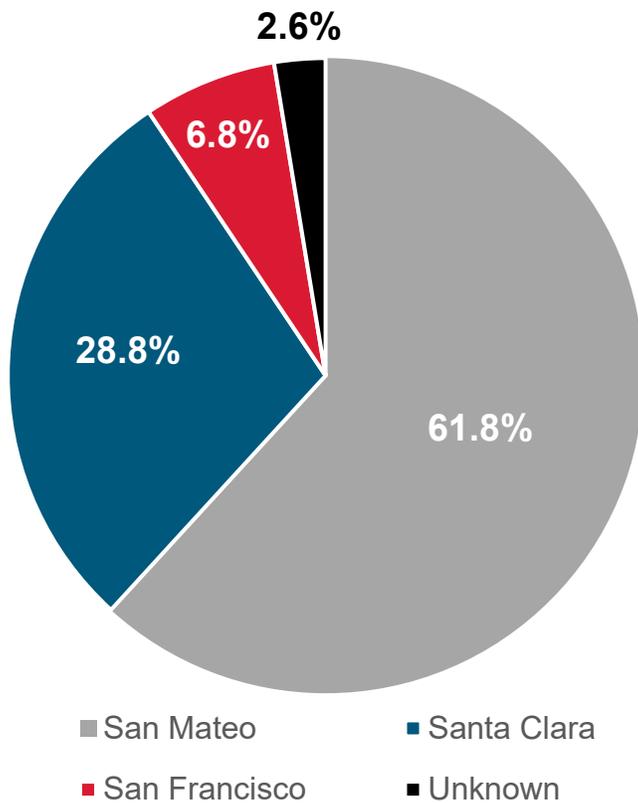




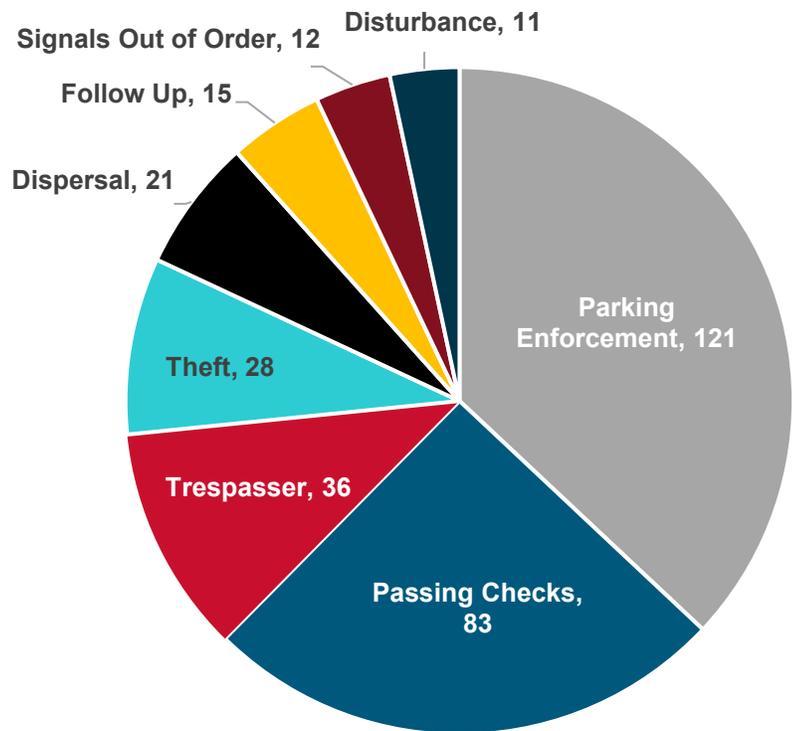
Security Update

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 January 2026



Number of Calls by Category January 2026¹



January 2026 Service Call Data

Overall Average Response Time: **22:20**

Average Response Time for **Priority 1** Calls*: **N/A**

Average Response Time for **Priority 2** Calls**: **15:31**

*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 442 in January across 20 categories. The pie chart shows the top 8 categories representing 327 calls or 74% of the total.

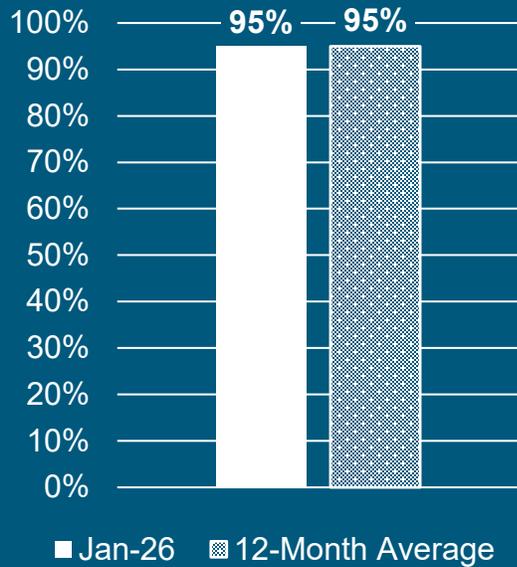




Performance at a Glance

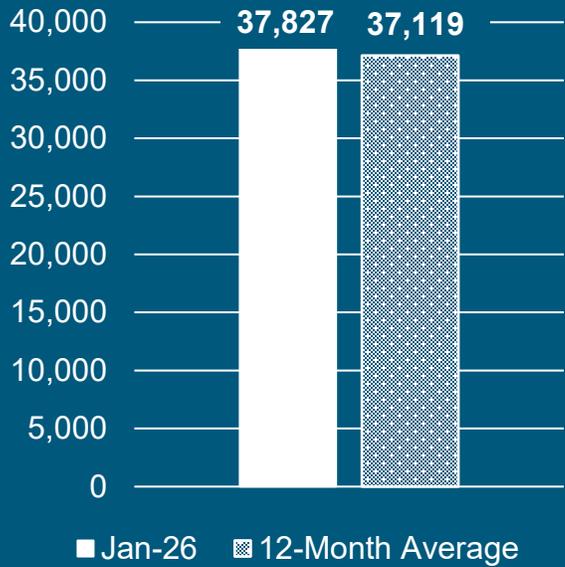
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



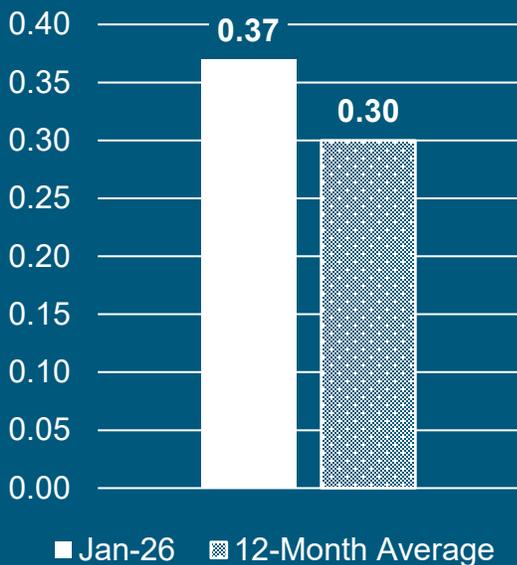
Average Daily Ridership

Average estimated weekday ridership



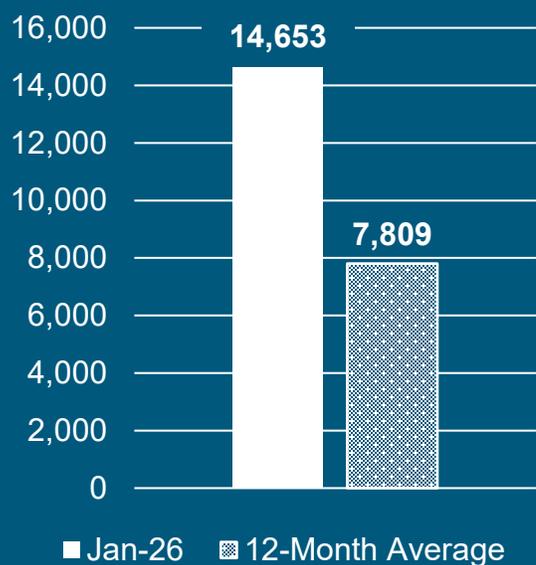
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

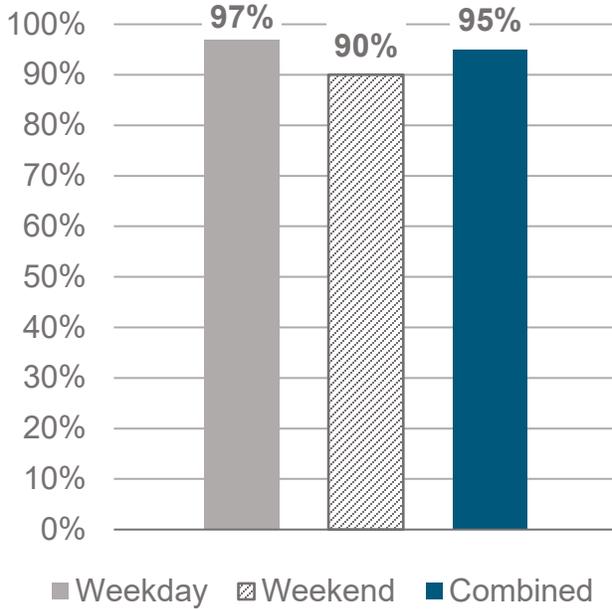
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Jan-26)

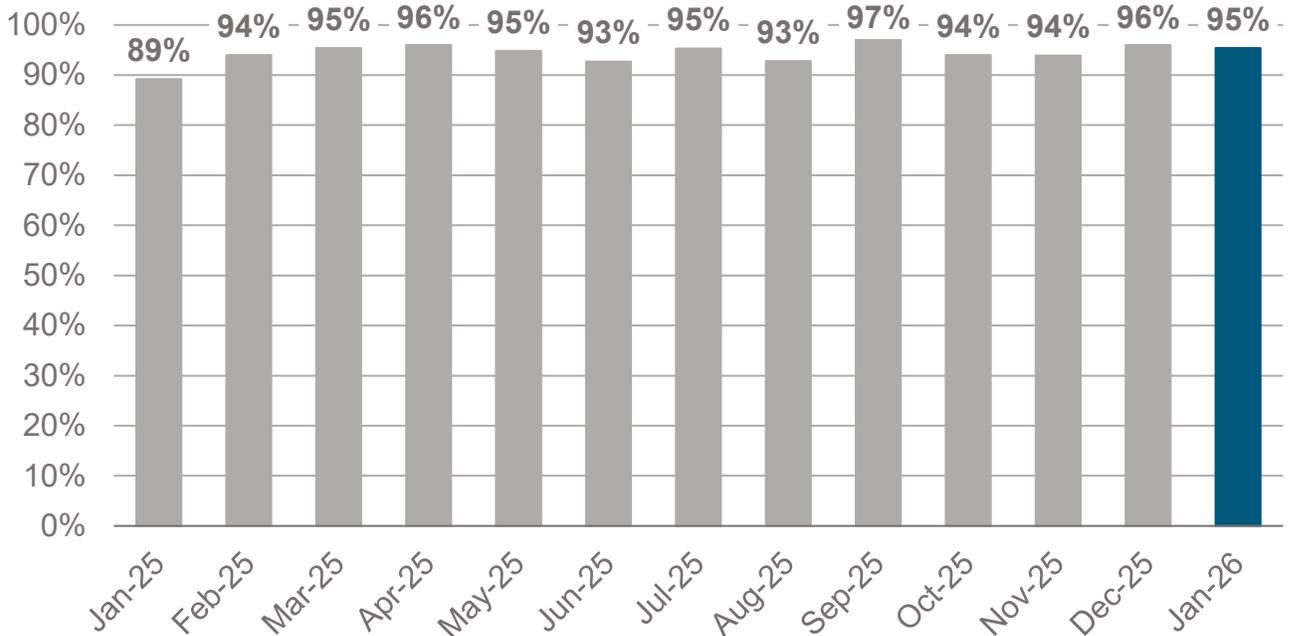


Trains are considered on-time if they arrive within less than six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of January was 95.4%; trains arriving within 10 minutes of scheduled time was 96.8%.

Note that Weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Nov-25

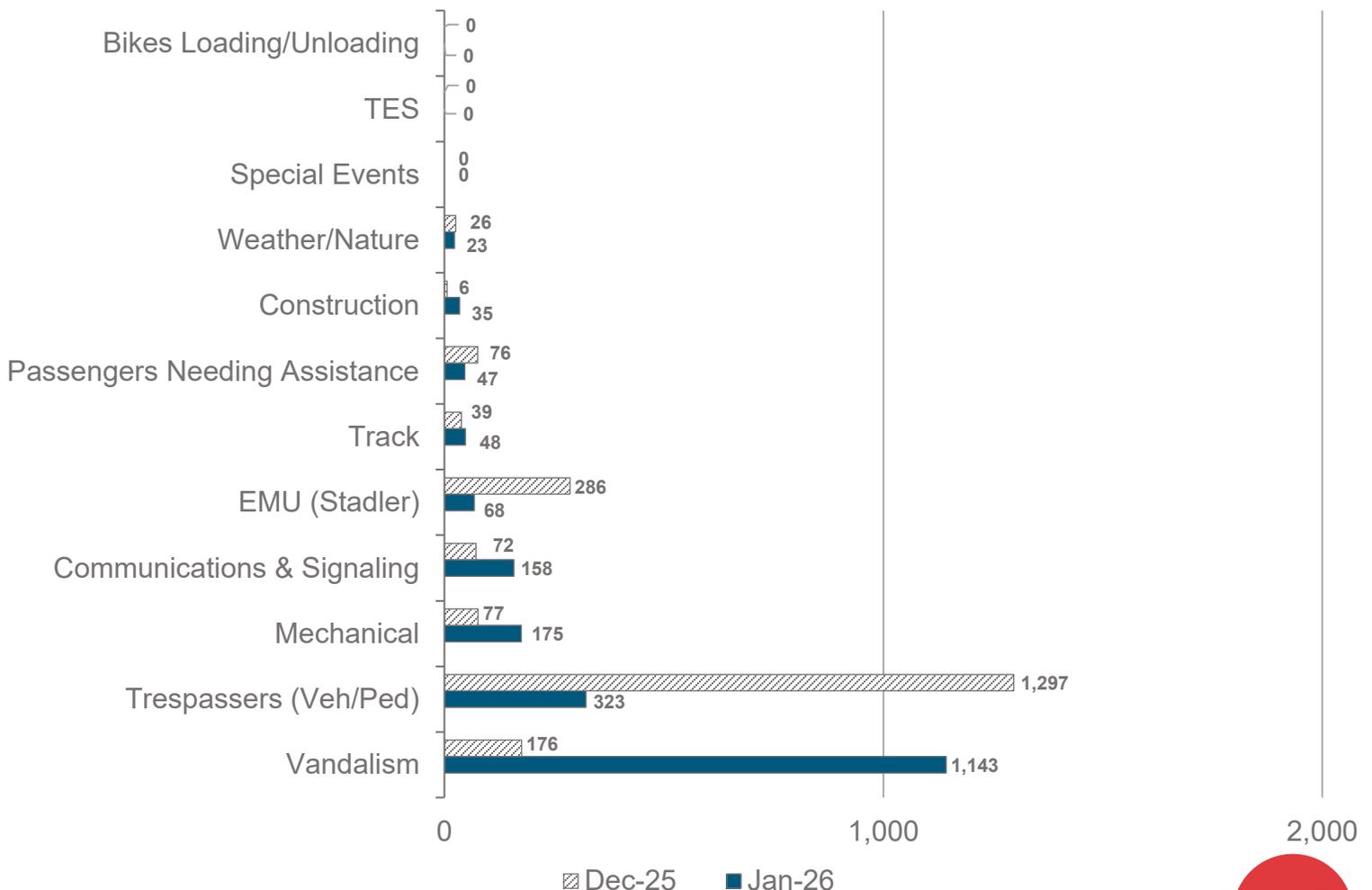
Dec-25

Jan-26

Number of Late Trains	172	120	136
Average Minutes Late for Late Trains	36	18	20
Number of Cancelled Trains	31	6	3

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.

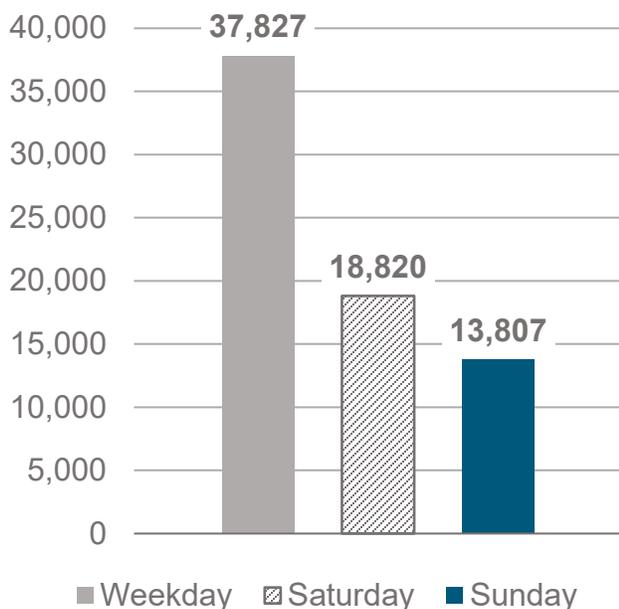
Reasons for Train Delays, by Minutes of Delay





Ridership and Revenue

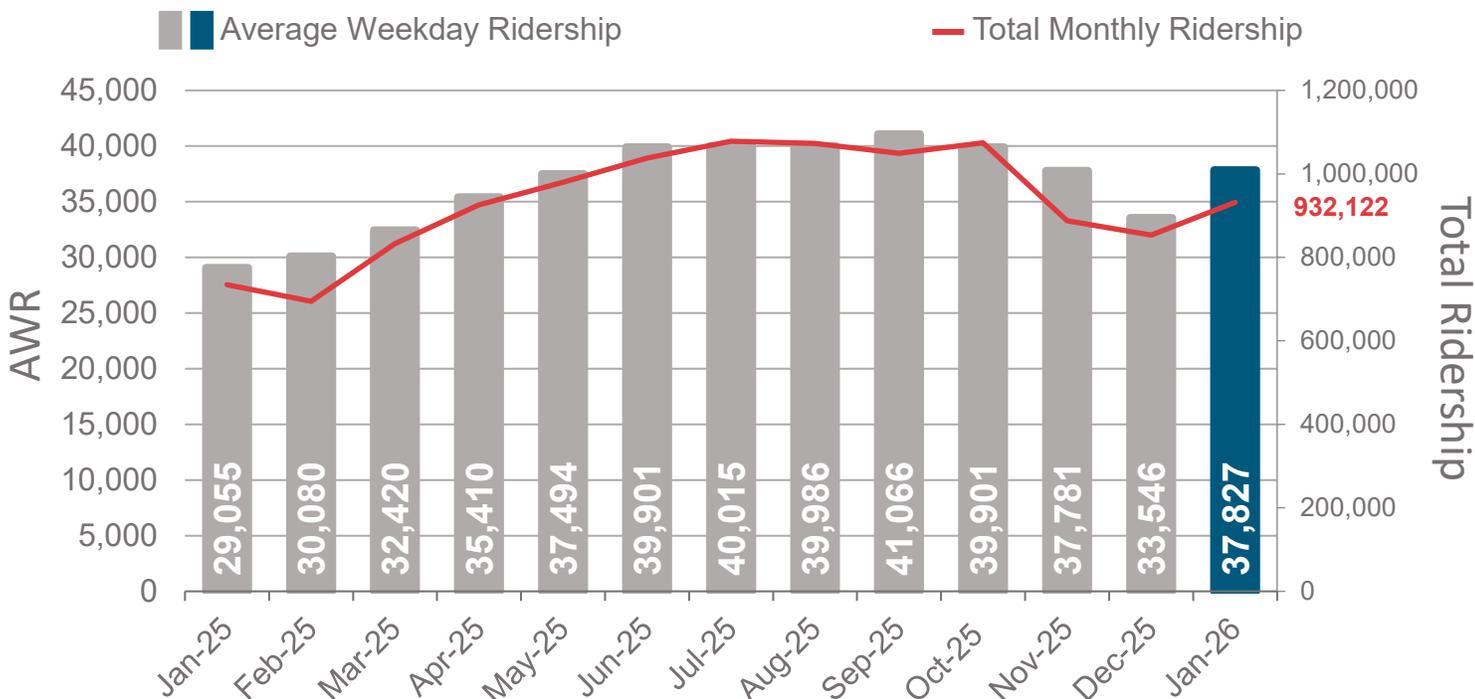
Average Daily Ridership (Jan-26)



Average weekday ridership (AWR) increased by approximately 30% percent compared to January 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



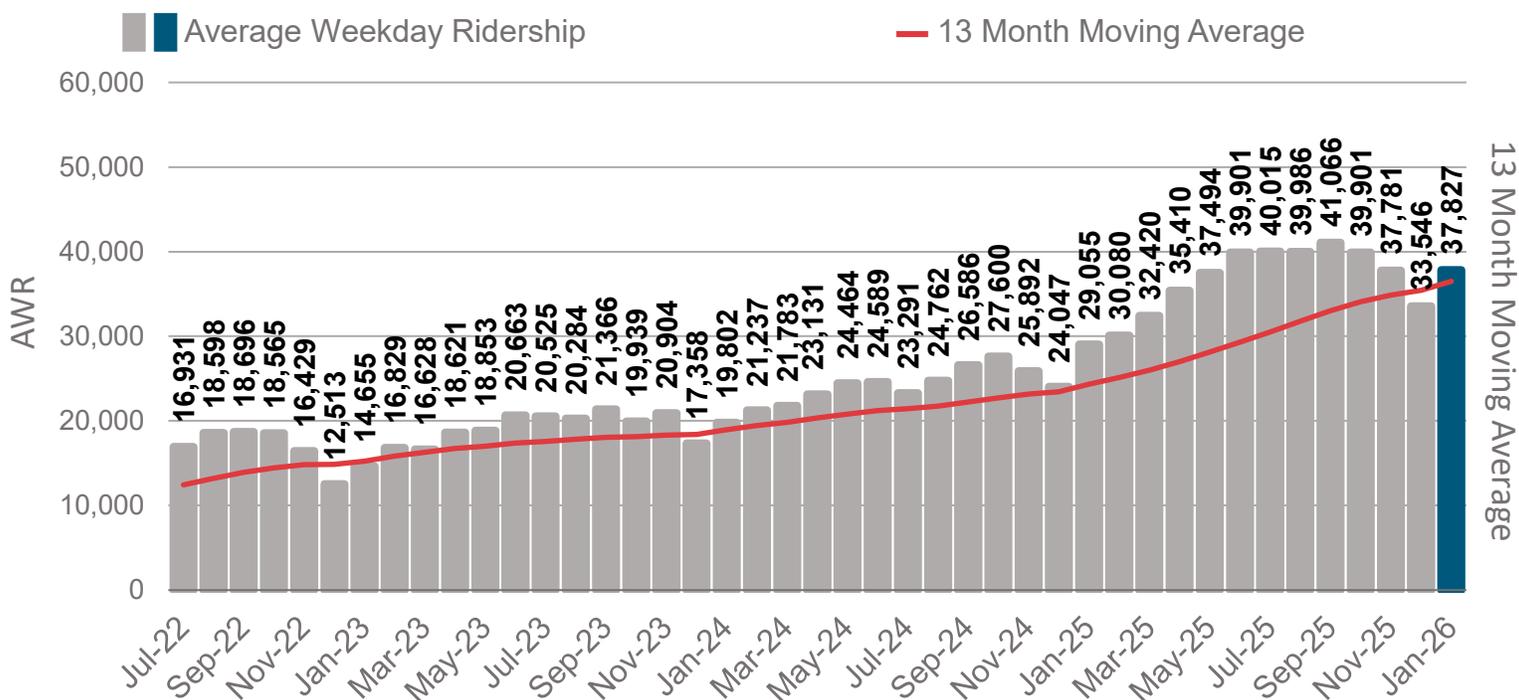
Since DECEMBER 2023, Caltrain's ridership estimation model relies solely on fare media sales data.





Ridership and Revenue

**Average Weekday Ridership & 13 Month Moving Average:
Fiscal Year 2023 to Present**



Year Over Year AWR Increase
(January 2025 vs. January 2026) : **30%**

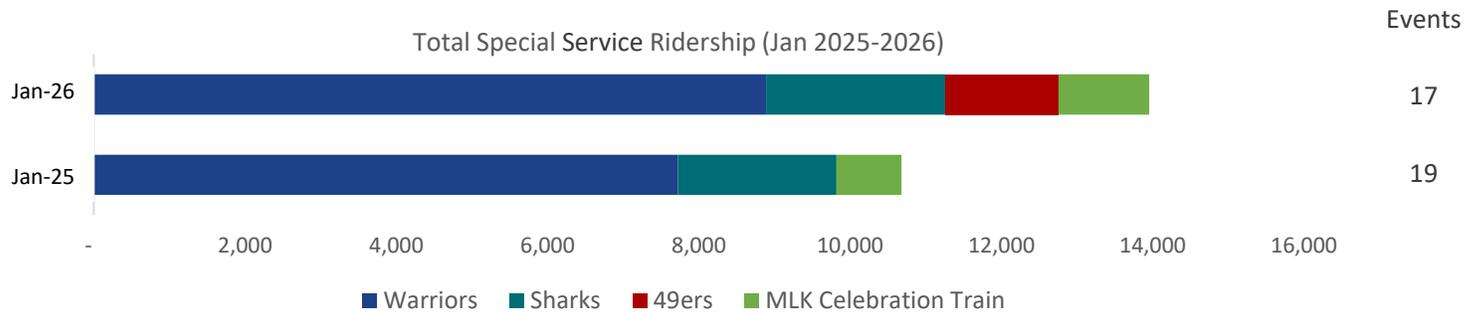




Ridership and Revenue

Special Service Ridership

Caltrain carried 13,956* passengers to special events in January



*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	26-Jan			25-Jan			Ridership Change
		Ridership	Event Count	Avg Ridership per event	Ridership	Event Count	Avg Ridership per Event	
San Francisco	MLK Celebration Train	1,200	1	1,200	855	1	855	+40.4%
	Warriors	8,890	10	889	7,727	11	702	+15.1%
	All Events	10,090	11	917	8,582	12	715	+28.3%
Mountain View	49ers	1,491	1	1,491	-	-	-	-
	All Events	1,491	1	1,491	-	-	-	-
San Jose Diridon	Sharks	2,375	5	475	2,122	7	303	+11.9%
	All Events	2,375	5	475	2,122	7	303	+11.9%
All Stations	All Events	13,956	17	821	10,704	19	563	+30.4%

Additional Event Trains

Event Type	26-Jan			25-Jan			Ridership Change
	Ridership	Train Count	Avg Ridership per Train	Ridership	Train Count	Avg Ridership per Train	
MLK Celebration Train	1,200	1	1,200	855	1	855	+40.4%
All Events	1,200	1	1,200	855	1	855	+40.4%

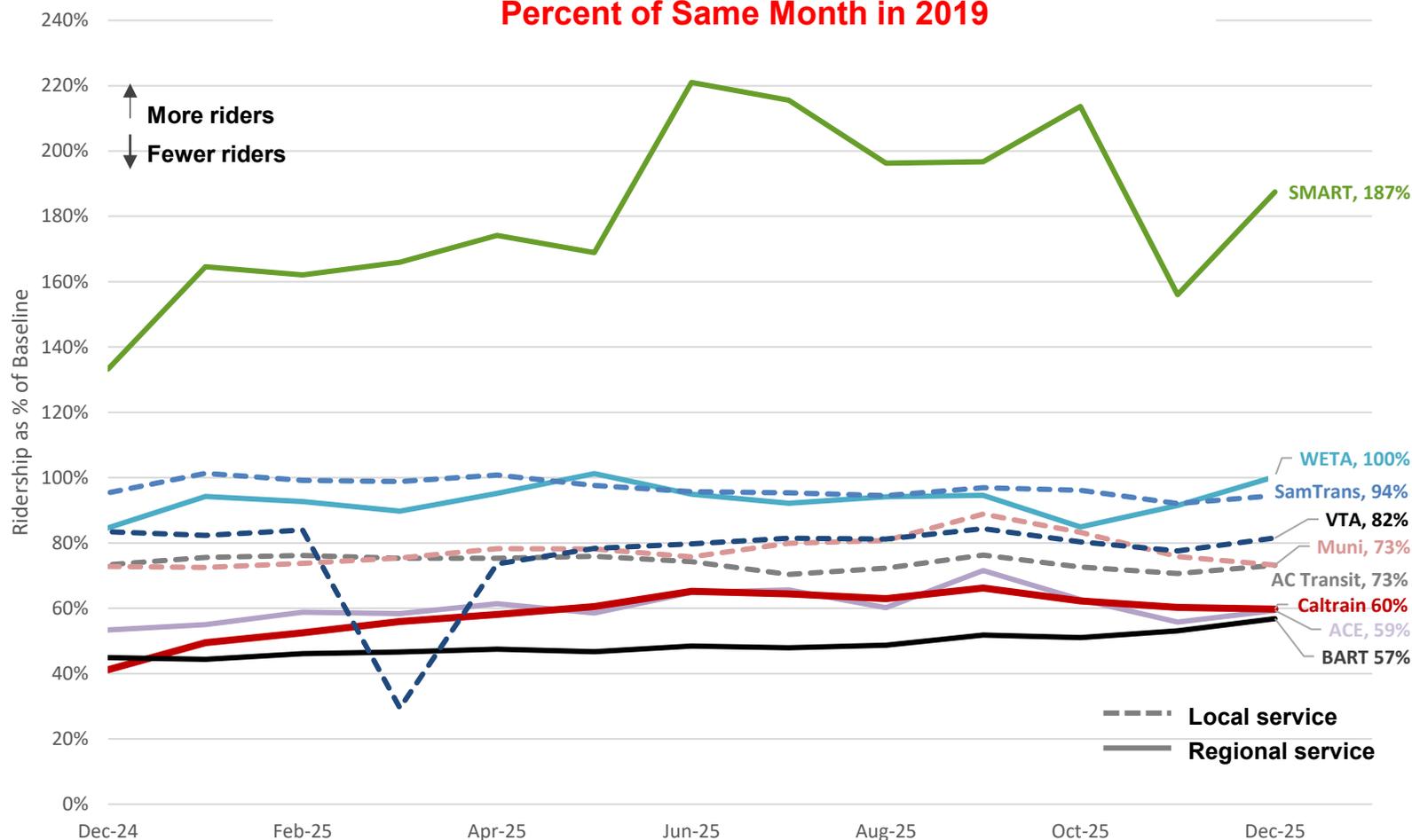




Public Transit Ridership Recovery in the Bay Area

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)

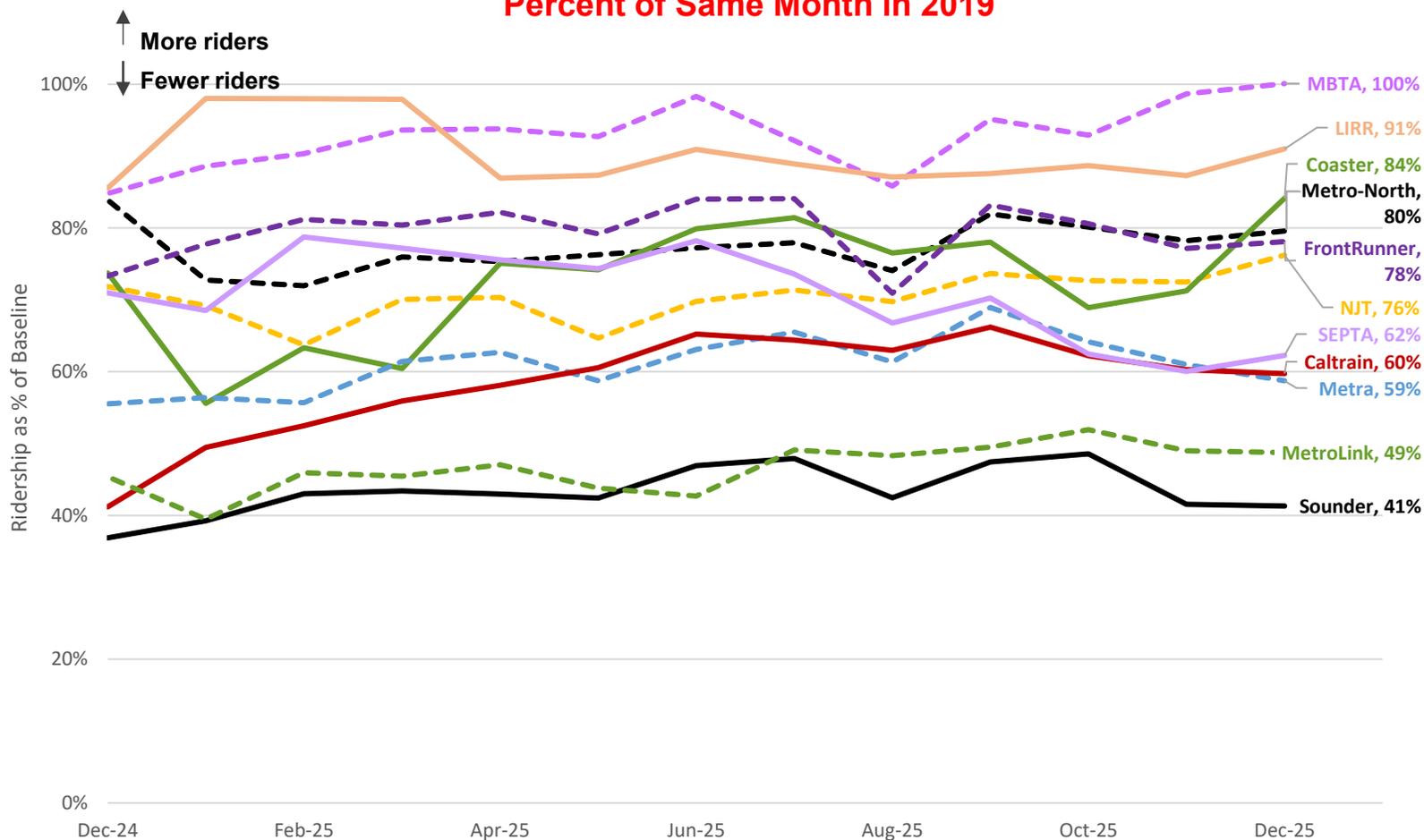
Transit Operator	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec
Muni	12,977	13,673	12,606	14,222	14,696	14,957	13,740	14,455	15,170	15,233	15,646	13,456	13,062
BART	4,289	4,597	4,464	4,998	5,244	5,172	5,174	5,220	5,452	5,589	5,922	5,302	5,432
AC Transit	3,118	3,322	3,173	3,502	3,575	3,579	3,022	3,079	3,452	3,735	3,837	3,206	3,113
VTA	2,379	2,421	2,250	908	2,241	2,465	2,273	2,368	2,538	2,666	2,772	2,336	2,324
SamTrans	865	929	823	958	949	989	832	832	952	1,026	1,074	887	857
Caltrain	588	735	695	832	926	980	1,038	1,078	1,073	1,049	1,075	888	853
WETA	184	181	205	181	215	261	280	287	301	313	277	264	216
SMART	78	94	83	96	105	108	123	135	128	124	122	101	109
ACE	54	70	67	73	81	83	73	81	81	89	89	64	60



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.

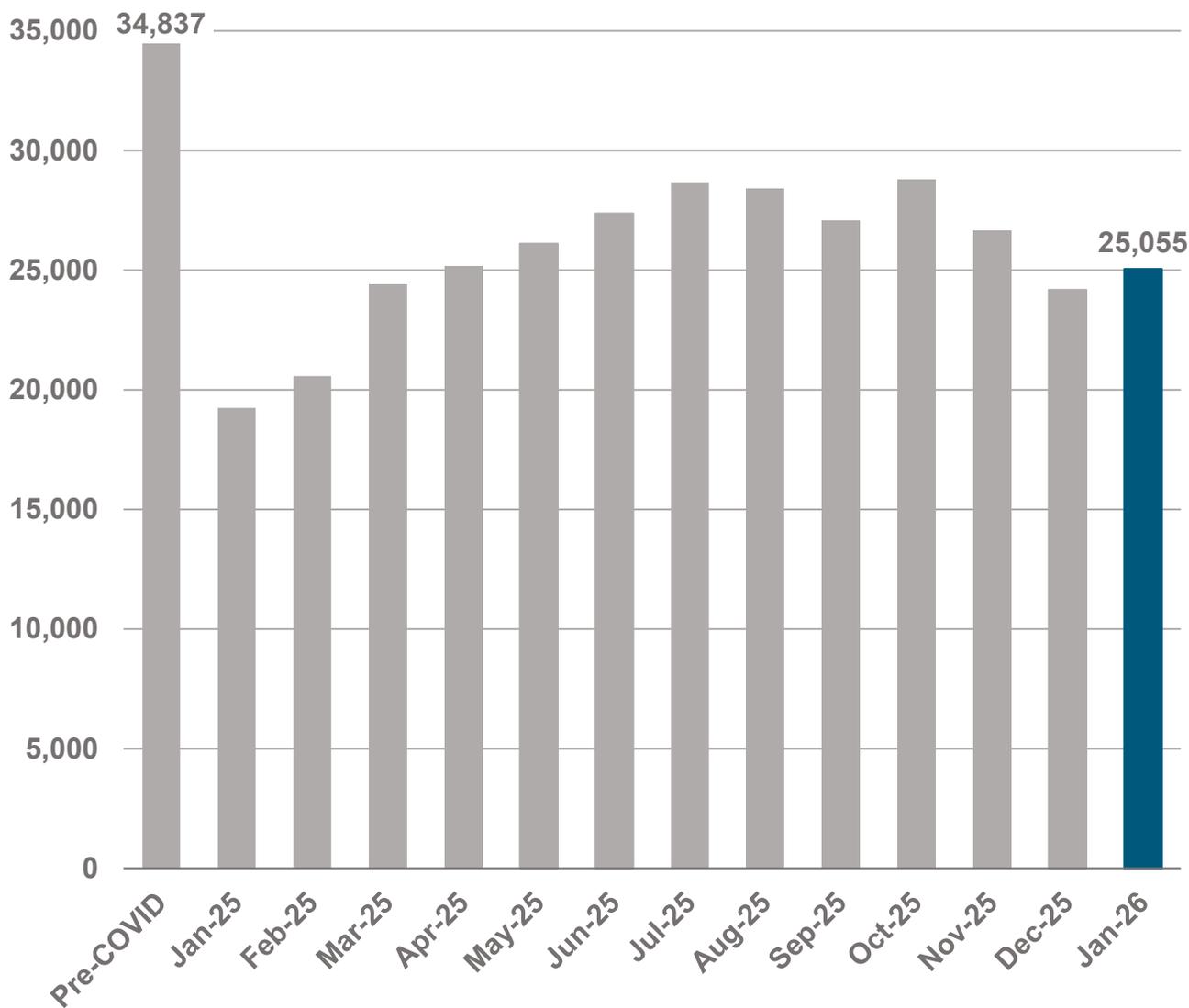
Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec
LIRR	8,357	8,709	7,879	8,721	8,551	8,726	8,551	8,888	8,726	8,551	9,066	8,212	8,888
Metro-North	6,435	5,269	4,732	5,680	5,935	6,090	6,010	6,189	5,726	6,174	6,654	5,727	6,104
NJ Transit	5,382	4,764	4,371	5,173	5,274	4,972	5,365	5,463	5,285	5,700	5,799	5,471	5,710
Metra	2,511	2,671	2,547	3,046	3,332	3,165	3,322	3,632	3,406	3,566	3,662	2,882	2,656
MBTA	2,273	2,397	2,155	2,462	2,522	2,506	2,424	2,551	2,404	2,430	2,706	2,558	2,683
SEPTA	2,061	2,098	2,173	2,248	2,321	2,244	2,099	2,023	1,823	2,170	2,042	1,723	1,809
Caltrain	588	735	695	832	926	980	1,038	1,078	1,073	1,049	1,075	888	853
MetroLink	438	412	445	500	540	497	446	504	504	522	567	501	470
FrontRunner	301	338	326	351	355	337	327	341	322	393	406	330	320
Sounder	130	164	136	164	175	167	171	188	169	182	215	153	145
SD Coaster	62	58	58	67	88	91	104	122	102	89	77	67	71



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.

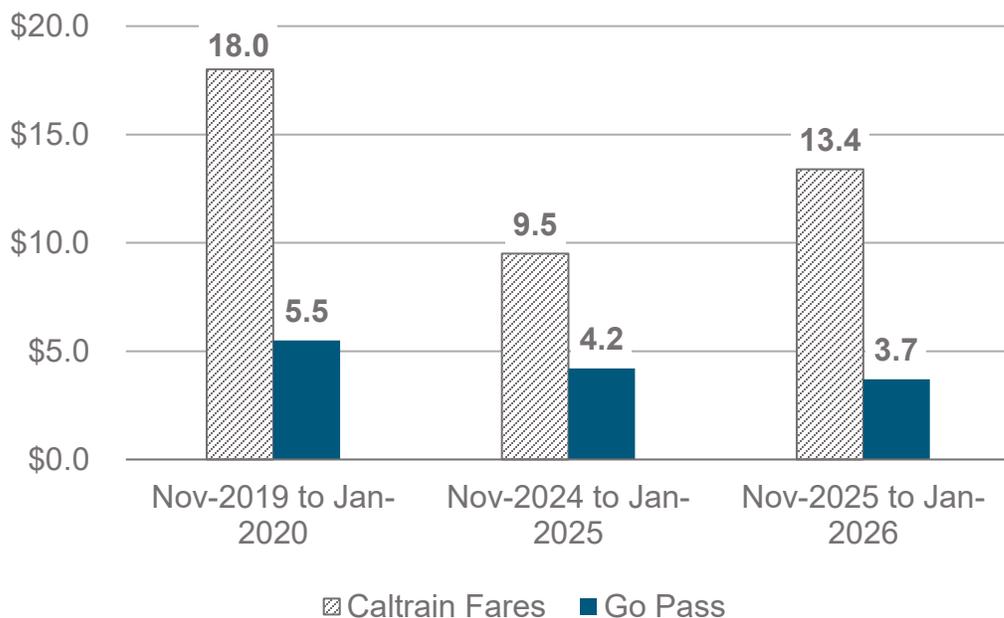
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

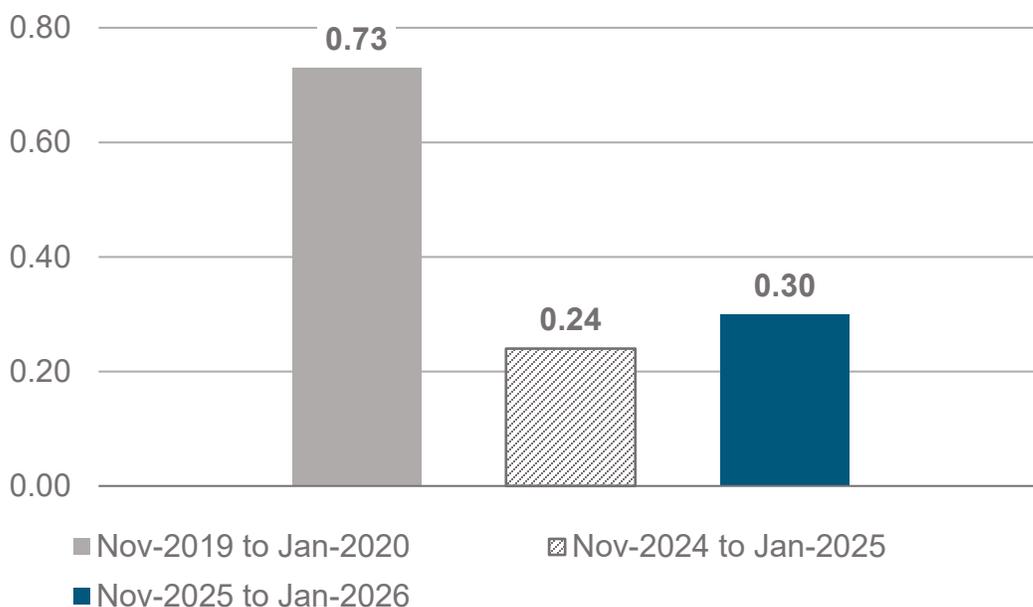
Total Fare Revenues (\$M) - Past 3 Months Comparison



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)



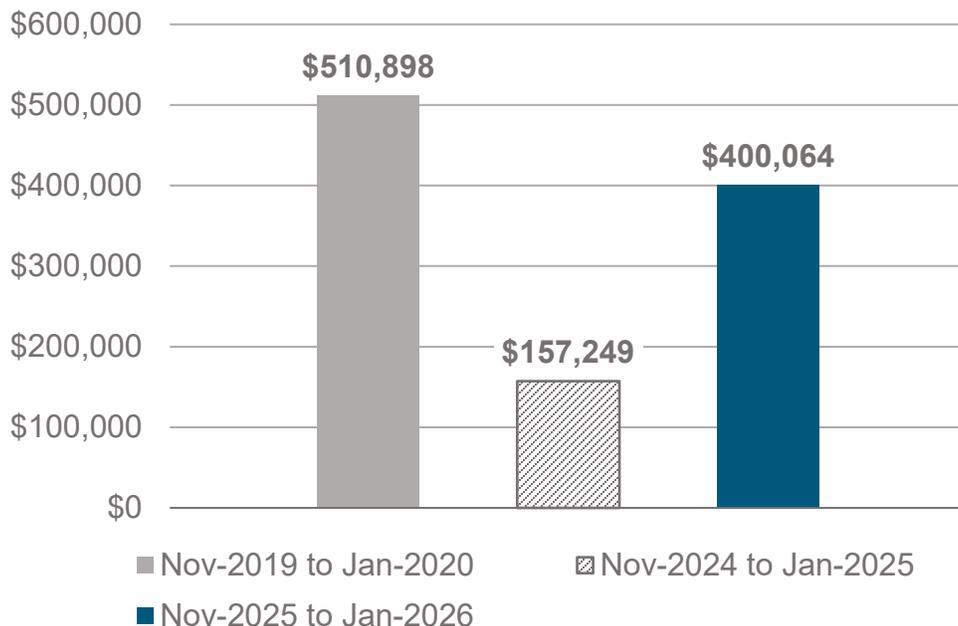
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





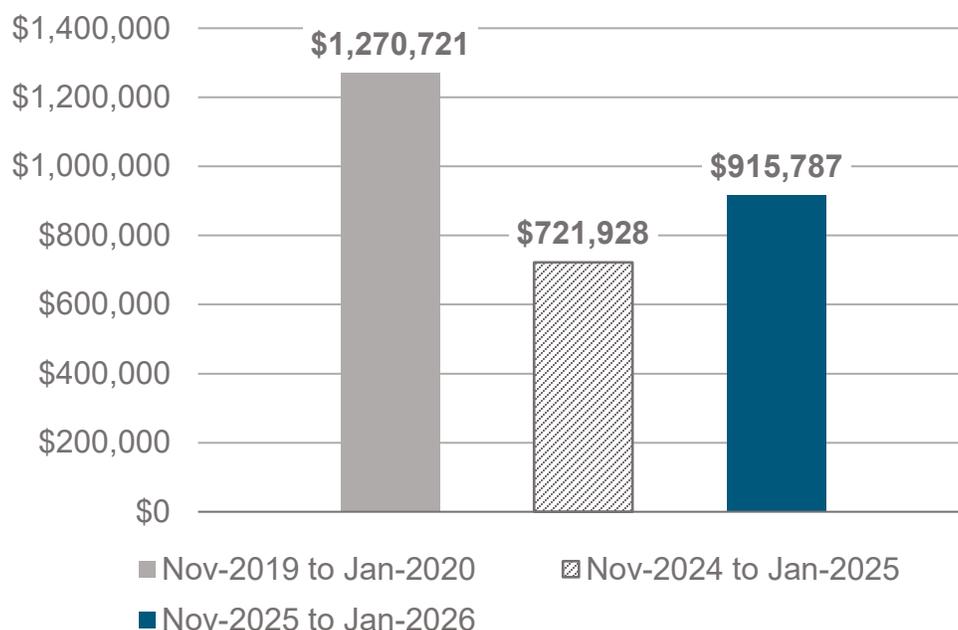
Ridership and Revenue

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)



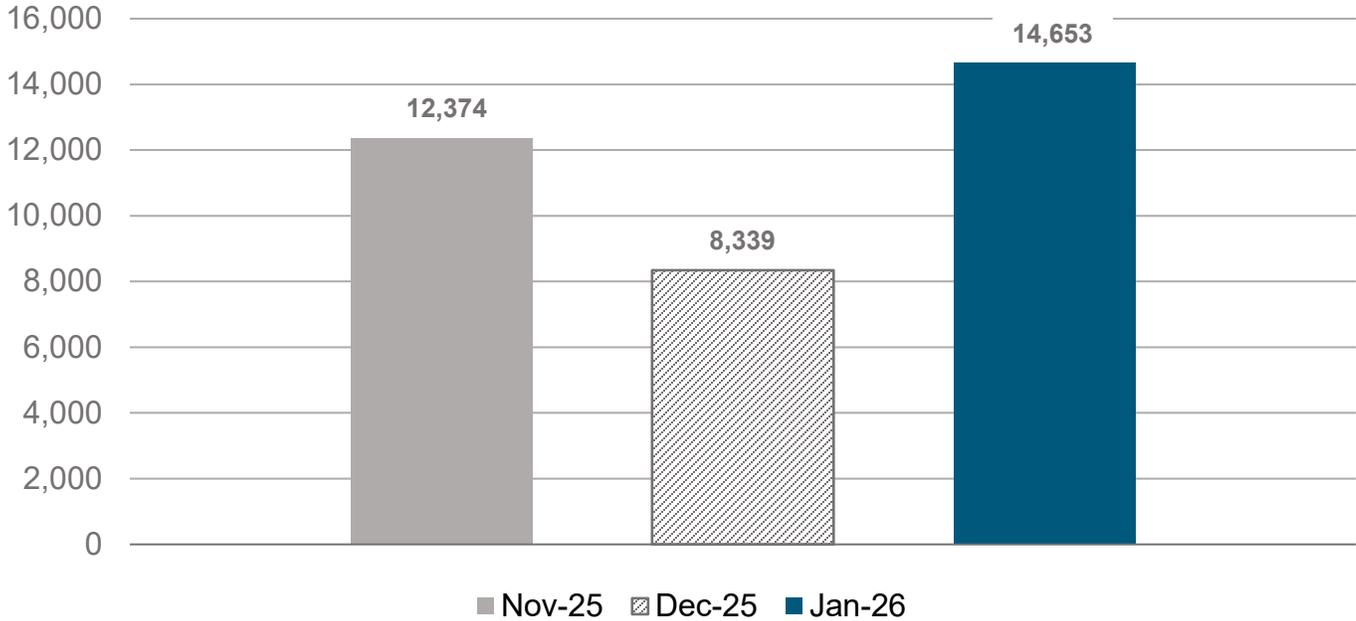
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.





Maintenance Performance (EMU Fleet)

Mean Distance Between Failure (EMU Trainset)



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.

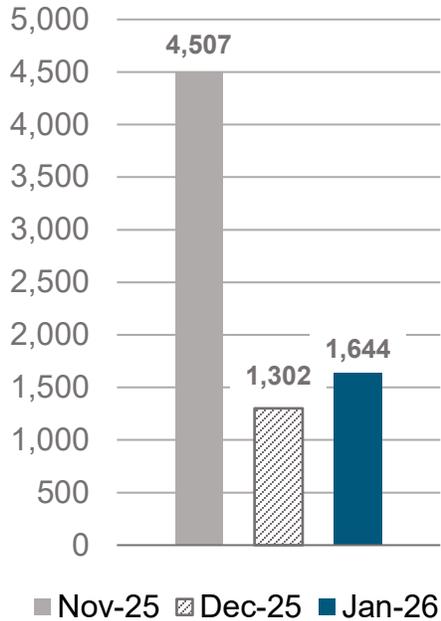
The graph on this page represents MDBF for all EMU (electric) passenger locomotives and cars in Caltrain’s fleet. Diesel fleet data is on the following page.



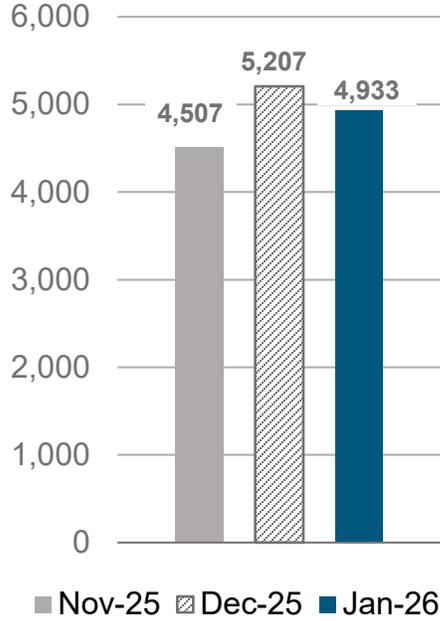


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



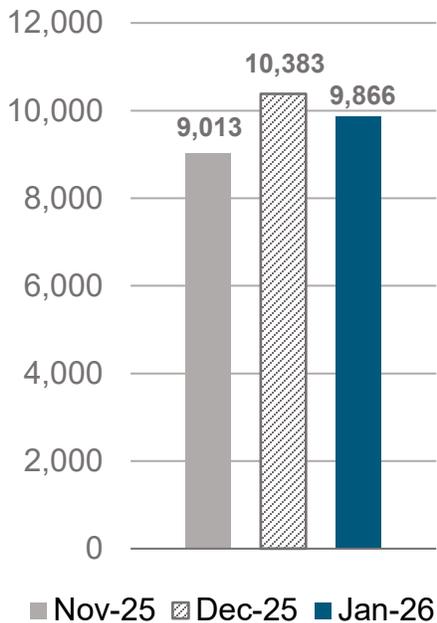
Mean Distance Between Failure (Cab Cars)



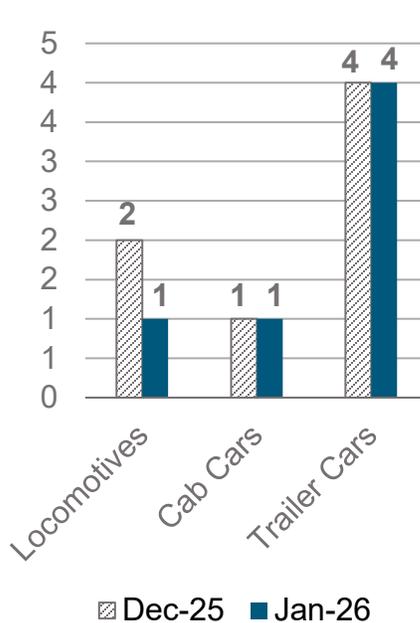
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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

Mean Distance Between Failure (Trailer Cars)



Equipment in Maintenance/Repair



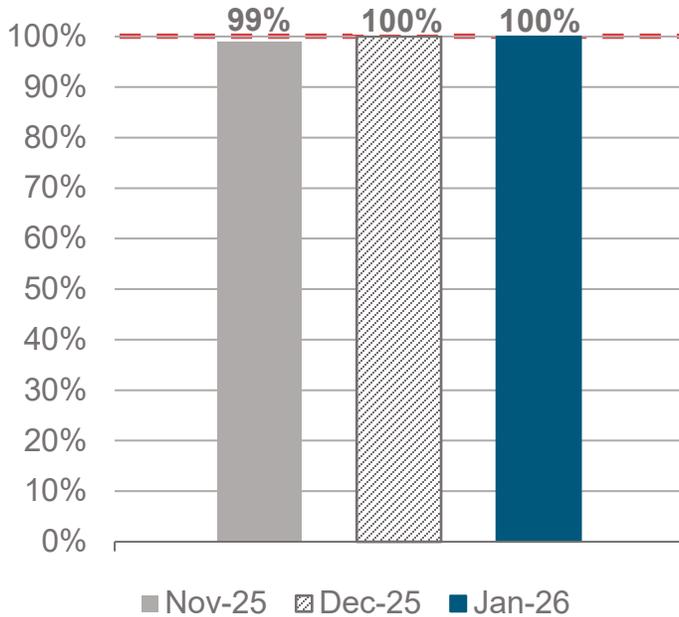
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





Maintenance Performance

Equipment Availability (EMUs)

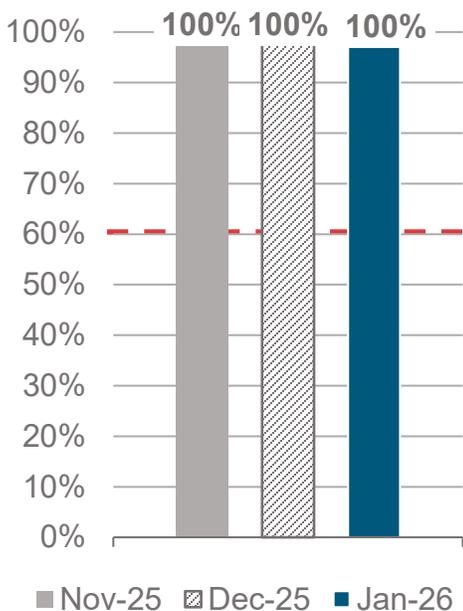


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

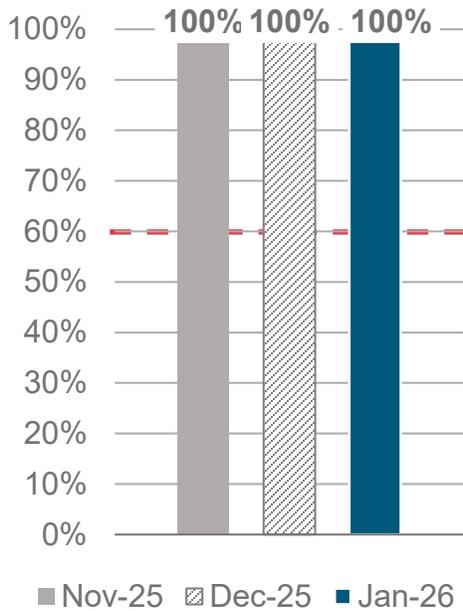
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain’s mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

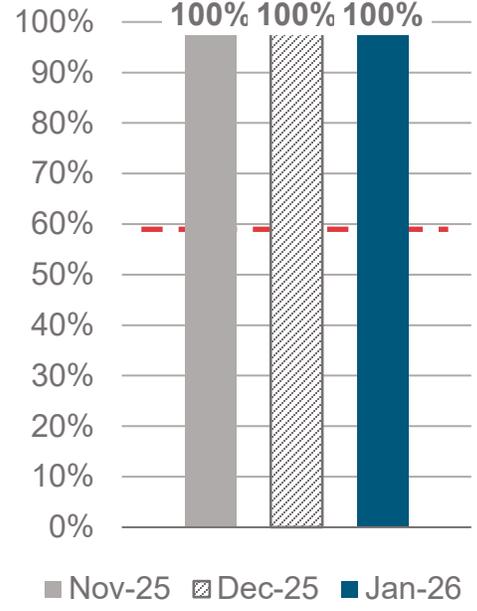
Equipment Availability (Diesel Locomotives)



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's Celebration Train Makes Annual Trip to MLK March

The Caltrain NorCalMLK Celebration Train delivered attendees to the 2026 Martin Luther King Jr. March in San Francisco on Monday, Jan. 19, as it has since 1985.

The Celebration Train provided a free ride for people seeking to attend the annual observance of the life and legacy of Dr. King in San Francisco hosted by the Northern California Dr. Martin Luther King, Jr. Community Foundation (NorCalMLK). There were onboard activities and a free giveaway for those in attendance during the trip.

Attendees must have registered in advance to receive a free Celebration Train commemorative ticket. This free train ride, which pays tribute to the 54-mile 1965 Selma to Montgomery March, is a great way to get to the MLK march and events in San Francisco.

Caltrain takes fans to Giants FanFest in downtown San Jose

Giants fans rode Caltrain straight into the heart of the action when the team brought the first FanFest of the year to San Pedro Square Market in San Jose on Saturday, Jan. 17.

Caltrain Announces New Scheduled Returning Electric Train Service to Tamien Station

Caltrain implemented a new weekday and weekend schedule which went into effect Saturday, Jan. 31. Weekday and weekend Tamien electric train service will resume, ending the VTA replacement bus service.

Caltrain Connects Fans to Football at Levi's Stadium, Moscone Center, and More

The big game came to Santa Clara's Levi's Stadium on Sunday, Feb. 8, and Caltrain was ready to deliver fans to NFL happenings throughout the Bay Area. A weeklong schedule of family-friendly events began Monday, Feb. 2, as Opening Night came to the San Jose Convention Center, with the Super Bowl Experience and Pro Bowl on Tuesday, Feb. 3, at the Moscone Center. Caltrain ran regular service to get football fans to their destinations.

On the day of the big game, fans skipped the traffic and took Caltrain to Mountain View Station (nearest to Levi's Stadium) which ran weekend schedule with trains every half hour. From there, riders connected directly to VTA light rail service to the stadium.





Communications and Marketing Update

Strategic Communications (Media and Social)

Press Releases/Blogs/Podcasts:

- Caltrain’s Celebration Train Makes Annual Trip to MLK March | Caltrain
- Caltrain takes fans to Giants FanFest in downtown San Jose | Caltrain
- Caltrain Announces New Schedule Returning Electric Train Service to Tamien Station | Caltrain
- Caltrain Connects Fans to Football at Levi’s Stadium, Moscone Center, and More | Caltrain

Earned Media:

- The Super Bowl will unleash traffic chaos on many Bay Area roads - starting now. Here's what to expect - SF Chronicle
- Super Bowl LX isn't in San Francisco exactly. How to plan your trip. - USA Today
- BART commuters see fare increases in 2026 as budgetary shortfall looms - USA Today and Infobae
- Man arrested after cutting 50 ft. of copper wire at South SF Caltrain station, causing \$5K in damage - ABC7
- Thousands march, give back to honor Dr. Martin Luther King Jr. in Bay Area - ABC7
- MLK Day 2026: Major Bay Area events, marches and volunteer opportunities - SF Chronicle
- Caltrain hosts music-fueled MLK Day celebration train from San Jose to San Francisco - CBS San Francisco - CBS SF
- Suspect arrested in Caltrain copper wire theft in South San Francisco - CBS San Francisco - CBS SF

Caltrain E-Newsletter Metrics

	JANUARY 2026	JANUARY 2025
Subscribers	14,554	15,512
Open Rate	25.7%	30.2%
Click Rate	3.0%	6.2%





Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Caltrain Social Media Messaging Highlights:

- MLK Celebration Train
- Bikes and Scooters - Education
- Go Explore
- Next Generation Clipper
- Dollar Youth Fare
- Sharks Social Media Partnership Kick-off
- Cirque du Soleil Marketing Partnership
- Super Bowl
- Stanford Basketball
- Grand Opening of 135 New Affordable Homes at Tamien
- Comprehensive information on our 2025 Fiscal Year ACFRs and PAFRs

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.

JANUARY 2026	JANUARY 2025
Impressions: 369,603	Impressions: 463,442
Engagements: 12,406	Engagements: 25,252
Post Link Clicks: 1,783	Post Link Clicks: 3,000

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.





Communications and Marketing Update

Marketing Activities

● Go Caltrain – Always On Campaign:

- Ad budget was reduced, eliminating Google Ads and Digital Out of Home (DOOH). Social media and Display Ads remain in circulation.

JANUARY 2026	JANUARY 2025
Paid Impressions: 804,338	Paid Impressions: 0
Webviews: 4,416	Webviews: 12,914
Paid Clicks: 2,931	Paid Clicks: 0
YouTube Views: 178,650	YouTube Views: 46

● Valentines’ Day Promotion

- Caltrain received 550 email entries (added to marketing email list) to win the “Caltrain Date Night” that included two tickets to see The Notebook in SF, dinner for two at MacArthur Park and two Caltrain tickets.
- Paid: 94,000 impressions, 3,229 clicks - \$660 spent, total
- Organic social: 10,733 impressions, 69 clicks

● Super Bowl Promotion

- Caltrain ran a Facebook/Instagram ad ahead of the Super Bowl to promote service to events and big game.
- Paid: 125,000 impressions, 1,437 clicks - \$699 spent, total campaign
- Organic social: 10,733 impressions, 69 clicks - \$555 spent on ad



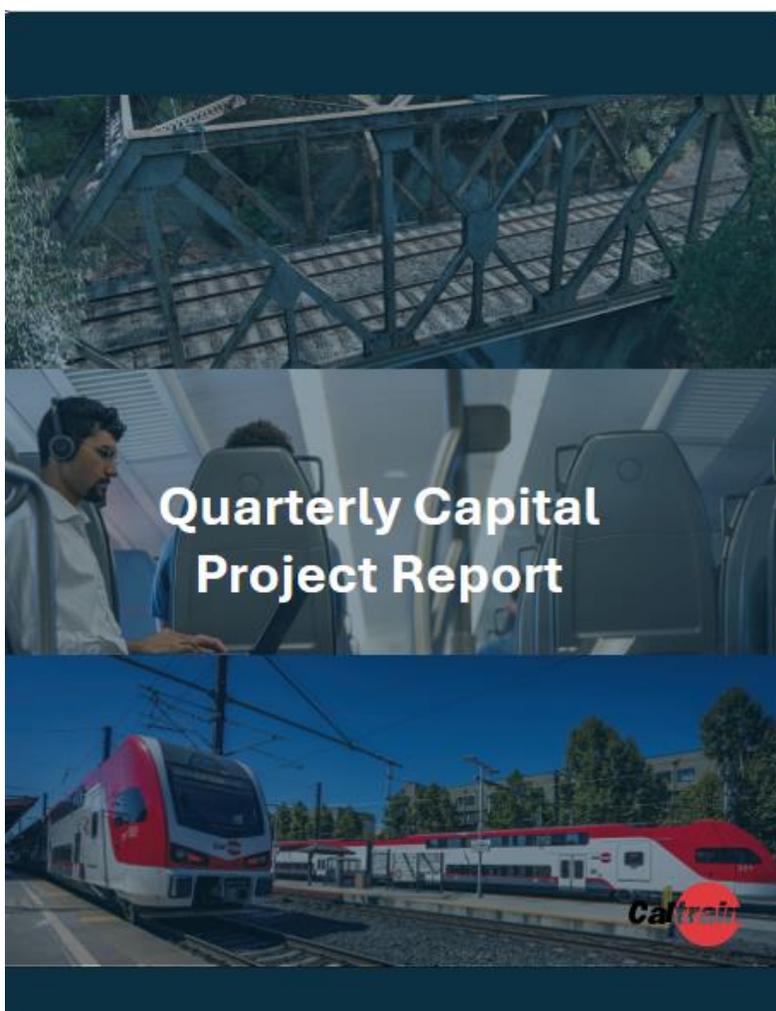


Capital Projects Update

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 2 of FY2026](#) (October 2025-December 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.

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

Rail Commercial and Business Development

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

Rail Design & Construction

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

Rail Executive Administration

Jason Dayvault, Business Operations Project Manager

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

Rail Planning & Real Estate

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Catherine David, Acting Director, Rail Network and Operations Planning
Nick Atchison, Senior Planning Analyst

Rail Safety

Jerry Guaracino, Caltrain Chief Safety Officer
Ryan Frigo, Caltrain Interim Chief Safety Officer
Roderick Sims, Senior Rail Safety Officer
Leo dela Cruz, Rail Safety Officer

Additional Support

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



Addendum to Caltrain Executive Director Monthly Report – February

Update on Governance Ad Hoc Committee Recommendation Regarding Salary Ordinance

The Governance Ad Hoc Committee met on February 26, 2026, and requested Board of Directors (Board) input on a proposed plan to adopt a Caltrain salary ordinance at the Board's May 7, 2026, meeting. The Board's adoption of a salary ordinance establishing a pay schedule for rail employees is a prerequisite to the Peninsula Corridor Joint Powers Board's (JPB) planned execution of a contract with the California Public Employees Retirement System (CalPERS) to provide retirement and health benefits to rail employees.

Background:

Caltrain employees currently accrue pension and healthcare benefits through San Mateo County Transit District's (SamTrans) contracts with CalPERS. Following the execution of the Governance Memorandum of Understanding, CalPERS contacted SamTrans for information about the employment status of Michelle Bouchard and other rail employees. Separately, counsel for the Member Agencies and Caltrain had determined that rail employees should be treated as common law employees of Caltrain, rather than SamTrans, and that Caltrain should have a separate contract with CalPERS for the railroad's employees. In light of this plan, SamTrans and Caltrain requested that CalPERS defer its questions about rail employees' employment status while Caltrain pursued its own contract with CalPERS, and CalPERS agreed to do so. The proposed contract with CalPERS is critical to ensuring that rail employees continue to receive the same benefits they have received as SamTrans employees.

The California Public Employees Retirement Law permits an agency that establishes eligibility, both as a public entity and on a financial basis, to become a contracting agency with CalPERS. It further permits an agency that assumes certain functions of another agency, in whole or in part, to establish a successor agency contract to assume contractual responsibility for the accrued benefits of those employees. In April 2024, staff recommended that Caltrain, in close coordination with SamTrans, apply for a successor agency contract with CalPERS. Under a successor agency contract, the railroad's employees would be moved from the SamTrans plan to a new Caltrain plan, and Caltrain would continue its fiscal responsibility for providing pension and healthcare benefits for those employees under a separate contract with CalPERS.

On April 4, 2024, the Board authorized staff to apply to CalPERS to become a successor agency to SamTrans for the purpose of providing benefits to the railroad's employees, and on June 28, 2024, the JPB filed an application with CalPERS. CalPERS has since determined that Caltrain is financially eligible to contract with CalPERS. In addition, CalPERS has agreed to negotiate a successor agency contract with Caltrain, with an effective date of July 1, 2024. This will ensure that the railroad's employees continue to receive the same level of benefits to which they are currently entitled under the SamTrans contract. CalPERS, Caltrain, and SamTrans staff are currently in the process of identifying those employees who will be moved from the SamTrans plan to the Caltrain plan.

Before Caltrain can enter into a contract with CalPERS, the JPB must adopt a salary ordinance establishing a pay schedule for rail employees. The Governance Ad Hoc Committee has considered various proposals to address this requirement, including abiding by the salary schedule adopted by the SamTrans board for all rail employees, which is the position advanced by SamTrans staff, or adopting a salary schedule that aligns with the SamTrans salary ordinance for administrative positions performing the same functions and separately determines pay rates for rail-specific positions.

Governance Ad Hoc Committee Proposal:

The Governance Ad Hoc Committee considered both options and determined that the JPB should align with the SamTrans salary ordinance for administrative positions performing the same functions and separately determine pay rates for rail-specific positions. This proposal reflects Caltrain's desire to ensure equity between similar positions at both agencies, in light of the close relationship between SamTrans and Caltrain and the history of employees moving from one agency to the other, while supporting the JPB's authority to determine pay rates for its own employees, particularly with respect to rail specific positions. This authority is especially important now that the JPB operates a 25 kilovolts (kV) electrified system and competes for talent outside of the Bay Area, where Caltrain is the only 25kV railroad on the West Coast. These positions often command a different salary in light of the technical expertise that is required.

SamTrans recently adopted a salary schedule for rail employees following a lengthy compensation study, including for rail positions. In light of SamTrans' work and in response to the Ad Hoc Committee recommendation, staff plan to propose a salary ordinance for rail employees that aligns with the rail employee salary schedule recently approved by the SamTrans board while preserving the JPB's authority to make modifications in the future, based on data and analysis of competitive rates for rail employees, particularly those positions that are integral to the operation of a 25kV electrified railroad. While Caltrain staff are concerned about the pay bands for certain positions, they will work through the existing exceptions process to address those concerns. In the future, staff will present proposed recommendations for changes to classification of positions in the salary ordinance based on analysis and data for similar positions. To ensure administrative ease, staff plan to use the existing pay grade framework established by SamTrans. In May, staff will present a proposed salary ordinance for adoption.

The Ad Hoc Committee seeks the Board's input on the proposed framework for establishing a salary ordinance and for making changes to the ordinance in the future.

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

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of February 5, 2026

Members Present: Margaret Abe-Koga, David J. Canepa, David Cohen (arrived at 9:02 am), Steve Heminger, Greg Wagner (arrived 9:06 am), Shamann Walton, Pat Burt (Vice Chair), Rico E. Medina (Chair)

Members Absent: Jeff Gee

Staff Present: M. Bouchard, S. Bullock, A. Feng, C. Fromson, J. Harrison, L. Leung, L. Lumina-Hsu, D. Ryan

1. Call to Order

Chair Medina called the meeting to order at 9:00 am.

2. Roll Call

Loana Lumina-Hsu, Deputy JPB Secretary, called the roll and confirmed a Board quorum was present.

3. Pledge of Allegiance / Safety Briefing

Chair Medina led the Pledge of Allegiance and Ms. Lumina-Hsu delivered the safety briefing.

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

5. Public Comment for Items Not on the Agenda

Jeff Carter commented on Super Bowl public transit service and ridership.

Aleta Dupree commented on Clipper issues and Super Bowl.

Roland commented on on-call contracts funding.

Adrian Brandt commented on Clipper issues, fare enforcement, and trains doors closing early.

Director Cohen arrived at 9:02 am.

Director Wagner arrived at 9:05 am.

6. Report of the Executive Director

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

- Introduced Jerry Guaracino, Chief Safety Officer
- January on time performance (OTP) at 95.4 percent
- Clipper fare inspection devices experiencing issues with contactless payments and slow performance
- Riders reporting GoPass and monthly passes not accessible using Clipper; staff meeting with Metropolitan Transportation Commission (MTC) and Cubic Corporation (Cubic) to identify issues and implement resolutions
- Electrification project award update
- Martin Luther King Junior Celebration Train, Transit Oriented Development (TOD) Tamien Station ribbon cutting, and February events highlighted
- Super Bowl week preparations: dedicated event webpage, presence on regional sites, station ambassadors systemwide, and joint Santa Clara Valley Transportation Authority (VTA)-Caltrain day pass for game-day travels

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

- Caltrain's plan for Clipper alternatives
- MTC to review Cubic contract for recourse and requested report on corrections; Clipper alternatives if no resolutions in a month

Public Comment

Jeff Carter commented on Clipper issues, State loan, Senate Bill (SB) 63, safety, and copper theft.

Aleta Dupree, Team Folds, commented on Token Transit and ridership recovery.

Adina Levin, Seamless Bay Area, commented on Clipper issues and benefits.

Roland commented on Bay Area public transit passes, State bridge loan, and Tamien station.

Adrian Brandt commented on Cubic and trains leaving early.

7. Consent Calendar

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

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/Second: Burt/Cohen

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

Noes: None

Absent: Gee

8. Adopt Revised Policy Regarding Brown Act Remote Meetings Exceptions for Board, Committee, and Advisory Committee Meetings - Approved by Resolution No. 2026-03

Anna Myles-Primakoff, Olson Remcho, provided the presentation that included the following:

- Amendments SB 707 allows remote participation during emergencies and expands Just Cause exceptions
- Remote participation for disabilities; disruptive participants can be removed
- Option for members to attend in person, Zoom, or remotely under exceptions

Staff provided further clarification in response to the following Board comments and questions regarding remote participation requirements.

Motion/Second: Burt/Cohen

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

Noes: None

Absent: Gee

Public Comment

Jeff Carter commented on Brown Act changes and easier remote participation for public and Board members.

Aleta Dupree, Team Folds, spoke in support of Brown Act changes, remote member participation, and commented on inclusive mobility access for public meetings.

Adrian Brandt spoke in support of the Brown Act changes and remote participation for advisory bodies.

Roland commented on remote member participation.

9. Authorize the Disposition of Fifteen Vehicles and Three Pieces of Equipment - Approved by Resolution No. 2026-04

Lawrence Leung, Manager, Rail Contracts and Budgets, provided the presentation that included the disposition of support vehicles and rail maintenance fleet vehicles.

Motion/Second: Cohen/Heminger

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

Noes: None

Absent: Gee

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

Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

Federal

- Appropriations and community project requests
- H.R. 3647 Study on Artificial Intelligence (AI) for Enhanced Crossing Safety (SAFE CROSS) Act aligns with Caltrain safety goals

State

- \$3 billion budget deficit projected; Cap-and-Invest Tier 3 priorities receive less funding
- State Loan Agreement reached with California Department of Finance and MTC for \$590 million
- SB 667: Freight rail require wayside detectors every 10 miles; affecting operations as Caltrain is a tenant on freight tracks and freight tracks use Caltrain's rails
- Assembly Bill (AB) 1372: Regenerative braking energy compensation not moving forward this year; no compensation on distribution side with Pacific Gas and Electric Company (PG&E)
- SB 63: Phase one of efficiency review analysis underway

Motion/Second: Cohen/Abe-Koga

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

Noes: None

Absent: Gee

Public Comment

Aleta Dupree, Team Folds, commented on AI related devices for railroad crossings to reduce trespass, State budget, AB 1372, Federal funding, and SB 667.

Roland commented on the South County Communication Project.

Adrian Brandt commented on H.R. 3647, rail sentry, crossing enforcement technology, and freight detectors.

Jeff Carter commented on freight detectors, AB 1372, and SB 63.

11. Receive Update on the Corridor Crossing Strategy

Casey Fromson, Chief of Staff, provided the presentation that included the following:

- First corridor-wide approach to grade separations and near-term safety improvements
- Safety Enhancement Program includes baseline and advanced projects; Elimination Program covers closures and grade separations
- Integrated project teams and sequence lists guide efficient project delivery and prioritization
- Federal, state, regional, and county funding resources; smaller projects prioritized for quick implementation
- Ongoing collaboration with cities, counties, and partners; program refined through feedback and living delivery guide

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

- Baseline safety improvements (around \$300,000 per crossing) and strategic planning for corridor-wide scaling
- Coordinate low-cost versus high-cost elements; target improvements that can be completed quickly and support quite zone requirements
- Integrate safety enhancements with long-term elimination projects; interim measures provide immediate benefits without delaying eliminations
- Collaborate with communities and cities to optimize safety, capacity, and environmental outcomes

Director Walton left at 10:39 am.

Public Comment

Jeff Carter commented grade separations and safety improvements funding source, project completion times, timing of gates to reduce downtime, and coordinate with traffic signals.

Roland commented on project cost and safety enhancements.

Adrian Brandt commented on delineators, deterrence measures, and grade crossing enforcements.

Gina commented on crossing project fundings from cities and relationships with local jurisdictions.

12. Receive Update on Guadalupe River Bridge Project

Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director, provided the presentation that included the following:

- Construction impacted by varying site conditions, bird nesting season, and permitting requirements
- Second dry season preparation: additional access road, extend work hours, and site preparation prior to construction window

Public Comment

Roland commented on refraining from closing Highway 87 during Northbound commute.

Director Cohen left the meeting at 10:59 am.

13. Reports

13.a. Report of the Chair - Chair Medina reported meeting with the Chair and Vice Chair of the CAC on expectations of meetings and reports, collaboration and working with CAC.

13.b. Report of the Citizens Advisory Committee – Available online.

13.c. Report of the Local Policy Maker Group (LPMG) - Chair Burt reported on the January in-person workshop and the enhanced crossing strategy was well-received as practical, timely, and cost-effective.

13.d. Report of the Transbay Joint Powers Authority (TJPA) - The item was deferred.

Public Comment

Jeff Carter commented on Report of the Citizens Advisory Committee.

Roland commented on Zoom AI to generate reports.

Adrian Brandt commented on posting Zoom videos on YouTube, Report of the Citizens Advisory Committee, and LPMG meetings notification.

14. Correspondence – Available online.

15. Board Member Requests – There were none.

16. Date/Time/Location of Next Regular Meeting: Thursday, March 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.

17. Adjournment – The meeting adjourned at 11:06 am.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: David Santoro, Chief Administrative Officer
Ted Burgwyn, Interim Chief Operating Officer, Rail Operations and Maintenance
For: March 2026 JPB of Board of Directors Meeting
Subject: **Award Contracts to DB E.C.O. North America, Inc., Hatch Associates Consultants, Inc., and WSP USA Inc. for On-Call Railroad Business and Operations Support Services for an Aggregate Not-To-Exceed Amount of \$10 Million for a Five-Year Term***

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

Purpose and Recommended Action

Award of these proposed contracts for On-Call Railroad Business and Operations Support Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with specialized on-call railroad business and operations support services tailored to the unique operational requirements of the JPB's regional rail system serving the San Francisco Peninsula and Silicon Valley. The Services are expected to include staff augmentation, project management, and technical services for railroad operations and business planning.

Staff proposes that the Finance Committee recommend that the Board of Directors (Board) of the JPB:

1. Award contracts to the bench of firms listed below to provide the Services on an as-needed basis for an aggregate not-to-exceed amount of \$10 million for a five-year term, to be shared among the three firms:
 - a. DB E.C.O North America, Inc. of Laguna Niguel, California (DB E.C.O.),
 - b. Hatch Associates Consultants, Inc. of Oakland, California (Hatch), and
 - c. WSP USA Inc. of San Francisco, California (WSP).
2. Authorize the Executive Director or designee to execute contracts with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in forms approved by legal counsel.

Discussion

On September 15, 2025, the JPB issued Request for Proposals (RFP) 26-J-P-017 for the Services. The RFP was advertised on the JPB’s e-procurement website. Staff held a pre-proposal conference on September 22, 2025, which 16 potential proposers attended.

The JPB received proposals from three firms: DB E.C.O., Hatch, and WSP, all of which were found to be responsive to the requirements of the solicitation documents.

A Selection Committee (Committee), composed of qualified staff from the JPB, reviewed, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Understanding of and Approach to Scope of Services	25 Points
Qualifications and Experience of Firm, Key Personnel and Management Team	35 Points
Project Management and Document Control	15 Points
Reasonableness of Cost	25 Points
Small Business Enterprise (SBE) Preference	5 Points
Total	105 Points

The Committee determined that all three proposers were within the competitive range and possess the requisite experience and qualifications for successful performance of the Services as defined in the solicitation documents.

All three firms committed to utilizing certified Small Business Enterprises (SBEs) and received five points for the SBE Preference.

Staff successfully negotiated contract terms, including prices, with all three firms. Staff performed a price analysis and determined the labor rates of all the firms to be fair, reasonable, and consistent with those currently paid by the JPB and other public agencies in the Bay Area for similar services.

The proposed contracts are for a total, aggregate, not-to-exceed amount of \$10 million for the five-year term. Award of these contracts will not obligate the JPB to purchase any specific level of service from any particular firm. The Services will be performed under qualification-based competitive Work Directives (WDs) that will be issued to the firms on an as-needed, project-by-project basis, subject to the availability of funding in JPB’s budget.

The JPB currently has On-Call Railroad Business Operations and Systems Support Services contracts with Camp Dresser and McKee (CDM) Smith Inc.; Henningson, Durham and Richardson (HDR) Engineering Inc.; Hatch Engineering (formerly LTK Engineering Services); William Sale Partnership (WSP) United States of America (USA) (formerly Parsons Brinckerhoff,

Inc.); B&G Transportation Group, LLC; and Stantec Consulting, Inc. These contracts will expire in April 2026.

Budget Impact

WDs will be funded with a variety of sources, which may include State, Regional, and Local revenues and grants from approved and future operating and/or capital budgets.

Prepared By:	Vanessa Mariano	Procurement Administrator II	12/09/2025
	Graham Rogers	Project Manager	12/09/2025

Resolution No. 2026-

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

* * *

Award Contracts to DB E.C.O. North America, Inc., Hatch Associates Consultants, Inc., and WSP USA Inc. for On-Call Railroad Business and Operations Support Services for an Aggregate Not-To-Exceed Amount of \$10 Million for a Five-Year Term*

Whereas, on September 15, 2025, the Peninsula Corridor Joint Powers Board (JPB) issued Request for Proposals (RFP) 26-J-P-017 for On-Call Railroad Business and Operations Support Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

Whereas, in response to the RFP, the JPB received three proposals from DB E.C.O. North America, Inc. of Laguna Niguel, California (DB E.C.O.), Hatch Associates Consultants, Inc. of Oakland, CA (Hatch), and WSP USA Inc. of San Francisco, CA (WSP); and

Whereas, staff and legal counsel reviewed all three proposals and determined they were responsive to the requirements of the RFP; and

Whereas, a Selection Committee (Committee), composed of qualified JPB staff reviewed, evaluated, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP and determined all three proposals were within the competitive range; and

Whereas, the Committee determined that DB E.C.O., Hatch, and WSP all possess the requisite qualifications and experience to successfully perform the Services; and

Whereas, staff successfully negotiated contract terms, including prices, with all three firms; and

Whereas, staff performed a price analysis and determined the negotiated labor rates to be fair, reasonable, and consistent with those currently paid by the JPB and other public agencies in the Bay Area for similar services; and

Whereas, staff recommends that the Board of Directors (Board) award contracts to a bench of firms that consists of DB E.C.O, Hatch, and WSP to provide the Services for an aggregate not-to-exceed amount of \$10 million for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards contracts to:

- DB E.C.O. North America, Inc. of Laguna Niguel, CA,
- Hatch Associates Consultants, Inc. of Oakland, CA, and
- WSP USA Inc. of San Francisco, CA

to provide On-Call Railroad Business and Operations Support Services for a total, aggregate not-to-exceed amount of \$10 million for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with DB E.C.O., Hatch, and WSP in full conformity with the terms and conditions of the RFP and negotiated agreements, and in forms approved by legal counsel.

Regularly passed and adopted this 5th day of March, 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: David Santoro, Chief Administrative Officer
Sherry Bullock, Interim Chief Design and Construction, and CalMod Program Director
For: March 2026 JPB of Board of Directors Meeting
Subject: **Award a Contract to Wabtec Transportation Systems, LLC for Predictive Arrival and Departure Systems (PADS) and Rail Operations Control System (ROCS) Improvements for a Total Not-To-Exceed Amount of \$856,798 for a Sixteen-Month Term***

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

Purpose and Recommended Action

Award of the proposed Contract for Predictive Arrival and Departure System (PADS) and Rail Operations Control System (ROCS) Improvements to Wabtec Transportation Systems, LLC of Pittsburgh, Pennsylvania (Wabtec) to upgrade and modify the software and infrastructure with the intent to enhance overall PADS performance, extend the operational life of the systems, and to improve train tracking capabilities. PADS is the real-time station's passenger visual and audio information system with social media integration, while ROCS is the train computer aided dispatch system.

Staff proposes that the Finance Committee recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Award a sole source contract to Wabtec for the provision of the PADS and ROCS improvements for a total not-to-exceed amount of \$856,798 for a sixteen-month term.
2. Authorize the Executive Director or designee to execute an agreement with Wabtec in full conformity with the terms and conditions of the negotiated agreement, in a form approved by legal counsel, and to take all actions necessary to give effect to the terms of the contract.

Discussion

The scope of the PADS & ROCS Improvements includes a host of enhancements that improve customer experience, train dispatch operations, and operations planning. These functional enhancements improve both systems in overall performance, extend their operational life, and make data available for secondary systems and future expansion.

To achieve these ends, the scope includes accepting and processing newly available field operational status data. This data includes more train tracking information that can be leveraged for both dispatch operations as well as the passenger information system, improving train arrival and boarding messages as well as improvements to messaging during typical operations such as single-tracking. This data also provides methods for more robust train on-time performance analysis and planning, and other system status data to potentially leverage for improved maintenance response and planning. Other upgrades will achieve partner agency real-time data compliance for modern social media and trip planning tools.

Staff determined that a sole source contract award is justified because Wabtec is the original product provider, who holds proprietary ownership and licensing rights for the JPB's Train Control Systems since 2014. Its Intellectual Property (IP) rights preclude competition, and the contract is for continued development of a highly specialized system like ROCS and PADS. It makes Wabtec the only qualified and permitted firm to perform proprietary software upgrades.

In September 2025, Wabtec entered into Master Service Agreement (MSA) Contract 26-J-T-004 to provide maintenance and support for ROCS, PADS, and Supervisory Control and Data Acquisition (SCADA). Warranty and maintenance for the ROCS and PADS improvements are covered under this MSA. The warranty remains in effect until the earlier of: (1) fifteen months from the date of Product receipt, or (2) twelve months from the date the Product is placed in service following completion of Customer acceptance testing within a reasonable time.

As a result, staff requested a proposal from Wabtec to provide the Services. Wabtec submitted a proposal and confirmed the work will be accomplished in sixteen months after the Notice to Proceed. Staff, composed of qualified staff from Rail Systems Engineering, reviewed the proposal and determined that Wabtec's proposal met all JPB requirements. The Committee also determined that Wabtec possesses the depth of experience and required qualifications to successfully perform the scope of the contract. Staff negotiated contract terms and conditions, including price, with Wabtec. Staff conducted a price analysis and determined Wabtec's prices to be fair, reasonable, and consistent with those currently paid by the JPB.

This contract is critical to maintaining compliance, increasing efficiency and sustaining operational tempo. Failure to retain support and enhance these core operational systems could be detrimental to regulatory requirements, revenue operations and customer experience.

Budget Impact

The PADS Improvement project was approved by the Board in Fiscal Year (FY) 2022 for a budget of \$1,040,000. Amendments to the project's budget increased its total budget to \$6,636,455, funded by Transit and Intercity Rail Capital Program (TIRCP), Reimbursed Bond Proceeds and San Francisco County Transportation Authority Proposition (Prop) L. The project has sufficient budget to support the contract.

Prepared By:	Terry Loo	Procurement Administrator	01/22/2026
	Jin Jiang	Project Manager	01/22/2026

Resolution No. 2026-

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

* * *

Award a Contract to Wabtec Transportation Systems, LLC for Predictive Arrival and Departure Systems (PADS) and Rail Operations Control System (ROCS) Improvements for a Total Not-To-Exceed Amount of \$856,798 for a Sixteen-Month Term*

Whereas, the Peninsula Corridor Joint Powers Board (JPB) requires a contract to upgrade and improve the current Predictive Arrival and Departure System (PADS) and Rail Operations Control System (ROCS) (collectively “Services”), which are key components of the Caltrain’s Train Control Systems (Systems); and

Whereas, PADS is the real-time station’s passenger visual and audio information system with social media integration, while ROCS is the train computer-aided dispatch system; and

Whereas, it is essential to upgrade the software and infrastructure to enhance the overall PADS performance, extend the operational life of the Systems, and to improve train tracking capabilities; and

Whereas, the scope of the improvement services includes, but is not limited to, a host of enhancements that improve customer experience, train dispatch operations, and operations planning; and

Whereas, Wabtec Transportation Systems, Limited Liability Company (LLC) of Pittsburgh, Pennsylvania (Wabtec) is the original product provider and holds proprietary ownership and licensing rights for the products to administer the Systems, which it has done since 2014; and

Whereas, Wabtec is the sole vendor able to provide and deliver the continued development and improvement services of a highly specialized system like PADS and ROCS; and

Whereas, staff from Rail Systems Engineering reviewed Wabtec's proposal and determined that it met all of the JPB's requirements; and

Whereas, staff determined that Wabtec possesses the requisite depth of experience and required qualifications to successfully perform the scope of services; and

Whereas, staff negotiated contract terms and conditions, including price, with Wabtec and determined Wabtec's prices to be fair, reasonable, and consistent with those currently paid by the JPB; and

Whereas, staff recommends that the Board of Directors (Board) of the JPB award a contract to Wabtec for the Services for a total not-to-exceed amount of \$856,798 for a sixteen-month term.

Now, Therefore, Be It Resolved that the Board of the JPB hereby awards a sole source contract to Wabtec Transportation Systems, LLC for a total not-to-exceed amount of \$856,798 to provide upgrade and improvement services to the current Predictive Arrival and Departure System and Rail Operations Control System for a sixteen-month term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract with Wabtec in full conformity with the terms and conditions of the negotiated agreement, in a form approved by legal counsel, and to take all actions necessary to give effect to the terms of the contract.

Regularly passed and adopted this 5th day of March, 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: David Santoro, Chief Administrative Officer
Sherry Bullock, Interim Chief Design and Construction
For: March 2026 JPB Board of Directors Meeting
Subject: **Award Contracts to Burns Engineering, Inc., Hatch Associates Consultants, Inc., and RSE Corporation of San Mateo, California (RSE) for On-Call Rail Systems Engineering Business Operations Support Services for an Aggregate Total Not-to-Exceed Amount of \$23 Million for a Five-Year Term***

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Award of these proposed contracts for On-Call Rail Systems Engineering Business Operations Support Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with a bench of qualified firms available to support the required and anticipated volume of the Services, with a focus on train control and rail operations systems. The Services consist of, but are not limited to, technology, and systems functional support related to the planning, designing, implementation, operations, maintenance and management of various railroad systems initiatives.

Staff proposes that the Finance Committee recommend that the Board of Directors (Board) of the JPB:

1. Award contracts to the bench of firms listed below to provide the Services on an as-needed basis for an aggregate not-to-exceed amount of \$23 million for a five-year term, to be shared among the three firms:
 - a. Burns Engineering, Inc. of El Segundo, California (Burns)
 - b. Hatch Associates Consultants, Inc. of Pittsburgh, Pennsylvania (Hatch)
 - c. RSE Corporation of San Mateo, California (RSE)

2. Authorize the Executive Director or designee to execute contracts with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, in forms approved by legal counsel, and to take all actions necessary to give effect to the terms of the contract.

Discussion

The JPB currently has On-Call Railroad Operations Systems Support Services contracts (15-J-P-031) with Stantec Consulting Services, Inc., Hatch Associates Consultants, Inc. (formerly Luthardt Technical Knowledge (LTK) Engineering Services), and WSP USA (formerly Parsons Brinckerhoff, Inc.), which will expire on April 13, 2026.

The JPB is responsible for the oversight and performance of Caltrain's commuter rail operations systems, including train control and Positive Train Control (PTC), dispatch and back-office systems, traction power Supervisory Control and Data Acquisition (SCADA), communications and networks, onboard and wayside signal systems, and passenger information technologies. An available bench of consultants will help the JPB fulfill these responsibilities by providing specialized expertise and support services.

On September 30, 2025, the JPB issued Request for Proposals (RFP) 25-J-P-109 for the Services. The RFP was advertised on the JPB's e-procurement website. Staff had a pre-proposal conference on October 17, 2025, which 23 potential proposers and 34 potential subconsultants attended.

By the November 21, 2025, due date, the JPB received proposals from seven firms:

1. 3D Built, Los Angeles, California (CA)
2. Arcadis U.S. Inc., San Francisco, CA
3. Auriga Corporation, Milpitas, CA
4. Burns Engineering, Inc., El Segundo, CA
5. Hatch Associates Consultants, Inc., Pittsburgh, Pennsylvania (PA)
6. RSE Corporation, San Mateo, CA
7. US Rail Systems Inc., Sacramento, CA

A Selection Committee (Committee), composed of qualified staff from the JPB Systems Engineering department, evaluated, scored, and ranked these proposals in accordance with the evaluation criteria set forth in the RFP:

Evaluation Criteria	Maximum Points
Company Qualifications, Experience and References	20 Points
Qualifications and Experience Key Personnel	40 Points
Project Management and Management Plan	20 Points
Reasonableness of Cost	20 Points
Small Business Enterprise (SBE) Preference	5 Points
Total	105 Points

Staff reviewed these proposals and determined that six of the seven proposals were responsive to RFP requirements. The Committee scored and ranked the six proposals and determined three proposals to be in the competitive range. After the consensus meeting, the Committee determined Burns, Hatch, and RSE as the top-ranked firms. The three highest-ranked firms possess the requisite experience and qualifications for successful performance of the Services as defined in the solicitation documents.

All three firms committed to utilizing certified Small Business Enterprises (SBEs) and received five points for the SBE Preference.

Staff successfully negotiated contract terms, including prices, with all three firms. Staff also conducted a price analysis and determined the negotiated labor rates of all the firms to be fair, reasonable, and consistent with those currently paid by the JPB and other public agencies in the Bay Area, for similar services.

The firms will be engaged on an as-needed basis through the issuance of a Work Directive (WD) to perform specific tasks for the JPB. Specific deliverables will be set forth in each WD. All qualified firms on the bench will be given an opportunity to submit a proposal in response to a WD. Award of these contracts will not obligate the JPB to procure any specific level of work from any of the firms.

Budget Impact

WDs will be funded by a variety of sources which may include State, Regional, and Local revenues and grants from approved and future operating and capital budgets.

Prepared By: Terry Loo	Procurement Administrator II	01/16/2026
Bin Zhang	Director, Engineering	01/16/2026

Resolution No. 2026-

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

* * *

Award Contracts to Burns Engineering, Inc., Hatch Associates Consultants, Inc., and RSE Corporation of San Mateo, California (RSE) for On-Call Rail Systems Engineering Business Operations Support Services for an Aggregate Total Not-to-Exceed Amount of \$23 Million for a Five-Year Term*

Whereas, on September 30, 2025, the Peninsula Corridor Joint Powers Board (JPB) issued Request for Proposals (RFP) 25-J-P-109 for On-Call Rail Systems Engineering Business Operations Support Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

Whereas, in response to the RFP, the JPB received seven proposals from 3D Built of Los Angeles, California (CA); Arcadis United States (U.S.) Inc. of San Francisco, CA; Auriga Corporation of Milpitas, CA; Burns Engineering, Inc. of El Segundo, CA (Burns); Hatch Associates Consultants, Inc. of Pittsburgh, Pennsylvania (PA) (Hatch); RSE Corporation of San Mateo, CA (RSE); and U.S. Rail Systems Inc. of Sacramento, CA; and

Whereas, staff reviewed the submitted proposals and determined six of the seven proposals were responsive to the RFP requirements; and

Whereas, a Selection Committee (Committee), composed of qualified JPB staff, evaluated, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP and determined three proposals were within the competitive range; and

Whereas, the Committee determined that Burns, Hatch, and RSE all possess the requisite qualifications and experience to successfully perform the Services; and

Whereas, staff successfully negotiated contract terms, including prices, with all three firms; and

Whereas, staff performed a price analysis and determined the negotiated labor rates to be fair, reasonable, and consistent with those currently paid by the JPB and other public agencies in the Bay Area for similar services; and

Whereas, staff recommends that the Board of Directors (Board) award contracts to a bench of firms that consists of Burns, Hatch, and RSE to provide the Services for an aggregate not-to-exceed amount of \$23 million for a five-year term.

Now, Therefore, Be It Resolved that the Board of the JPB hereby awards contracts to:

- Burns Engineering, Inc. of El Segundo, CA,
- Hatch Associates Consultants, Inc. of Pittsburgh, PA, and
- RSE Corporation of San Mateo, CA

to provide On-Call Rail System Engineering Business Operations Support Services for a total aggregate not-to-exceed amount of \$23 million for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with Burns, Hatch, and RSE in full conformity with the terms and conditions of the RFP and negotiated agreements, in forms approved by legal counsel, and to take all actions necessary to give effect to the terms of the contract.

Regularly passed and adopted this 5th day of March, 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: Dahlia Chazan, Chief of Planning
For: March 2026 JPB Board of Directors Meeting
Subject: **Authorize Executive Director to Enter Lease Agreement with Chris Kummerer and Associates (CKA) Architects at Menlo Park Depot***

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) authorize the Executive Director to enter a 7.5-year lease with Chris Kummerer and Associates (CKA) Architects, including one five-year renewal option, for use of the historic Menlo Park Depot. The Finance Committee and Board previously approved a lease with CKA Architects; however, additional costs were identified during finalization of the lease, necessitating modifications to the lease terms.

Discussion

The Menlo Park Depot is listed on the National Register of Historic Places and is a State Historic Landmark. The building is subject to a historic preservation covenant held by the South Bay Historical Railroad Society (SBHRS). The building has been vacant since 2020. Staff worked with a broker, Coldwell Banker Richard Ellis (CBRE), to identify the prospective tenant, CKA Architects, and negotiate lease terms. These terms require approval by the Board because the proposed term is longer than five years.

In October 2025, the Board authorized the Executive Director to enter a 6.5-year lease with CKA architects including a five-year renewal option, with \$88,000 in tenant-funded improvements, resulting in a projected net revenue of \$346,900 after broker commissions.

Between October and December 2025, additional due diligence increased expected tenant improvement costs by approximately \$75,400 beyond the costs assumed at the time of the October Board action. Key factors increasing the cost estimate includes prevailing wage requirements and needed interior improvements, including demolition of existing non-historic interior elements, floor replacement, and additional plumbing upgrades, as examples. These additional costs necessitated renegotiation of the lease terms.

Resolution No. 2026-

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

* * *

**Authorize Executive Director to Enter Lease Agreement with Chris Kummerer and Associates
(CKA) Architects at Menlo Park Depot***

Whereas, the Peninsula Corridor Joint Powers Board (JPB) owns the Menlo Park Historic Depot Building located at 1100 Merrill Street, Menlo Park, which has been vacant since 2020; and

Whereas, the JPB and Chris Kummerer and Associates (CKA) Architects have agreed to the terms of a lease for 7.5 years with one five-year renewal option; and

Whereas, CKA Architects has agreed to invest approximately \$163,363 for improvements to the interior of the building; and

Whereas, the proposed office use is consistent with the Rail Corridor Use Policy and compatible with the historic preservation covenant held by South Bay Historical Railroad Society; and

Whereas, the lease will generate \$359,378 over the 7.5-year base term, after broker commissions.

Now, Therefore, Be It Resolved; the Executive Director is hereby authorized to enter into a lease, in a form approved by legal counsel, consistent with the terms below.

Space	1,328 San Francisco (SF) Menlo Park Depot; includes 2 dedicated parking stalls
Term	7.5 years (90 months) with one 5-year renewal option at Fair Market Value
Rent	\$5,312/month (\$4 per square foot), with 3 percent annual increase beginning July 2027
Rent Abatement	24 months of free rent as incentive for move-in and in lieu of tenant improvement allowance
Tenant Responsibilities	Utilities, janitorial, interior upkeep and improvements, taxes, compliance with historical covenants
Landlord (Caltrain) Responsibilities	Exterior repairs, building systems, general property management

Regularly passed and adopted this 5th day of March, 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: David Santoro, Chief Administrative Officer
Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director
For: March 2026 JPB Board of Directors Meeting
Subject: **Award a Construction Contract for the San Francisquito Creek Bank Stabilization Project to Hanford Applied Restoration and Conservation for a Total Amount of \$2,379,910, Amend the Fiscal Year 2026 Capital Budget to Increase it by \$4,918,560, Approve a Revised Project Baseline Budget of \$13,985,882, and Adopt the Project Schedule and Funding Plan***

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

Purpose and Recommended Action

The San Francisquito Creek Bank Stabilization Project (Project), a partnership between the Cities of Menlo Park and Palo Alto, will implement creek bank stabilization, drainage, and habitat restoration improvements to protect the Peninsula Corridor Joint Powers Board’s (JPB) San Francisquito Creek Bridge and adjacent public infrastructure, while maintaining safe and reliable rail operations.

Staff proposes that the Technology, Operations, Planning, and Safety (TOPS) Committee recommend that the Board of Directors (Board) of the JPB:

1. Award a construction contract to the lowest responsive and responsible bidder, Hanford Applied Restoration & Conservation of Petaluma, California (Hanford), in the base bid total lump sum amount of \$2,379,910.
2. Authorize the Executive Director or designee to execute a contract with Hanford in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.
3. Authorize the Executive Director or designee to exercise contract contingency authority for amendments to the Handford contract totaling up to 25 percent of the Board-approved construction contract amount to enable completion in-channel construction within a single dry season.

4. Approve an amendment to the Fiscal Year (FY) 2026 Capital Budget in the amount of \$4,918,560 to complete the funding plan for the estimated total project cost of \$13,985,882.
5. Adopt a total Project baseline budget of \$13,985,882, a Project baseline schedule, and funding plan.

Background

Following severe erosion caused by the 2022-2023 winter storms, the JPB declared an emergency on March 29, 2023, authorizing immediate stabilization of the north channel embankment supporting the San Francisquito Creek Railroad Bridge. The emergency declaration was renewed monthly and ultimately terminated on August 1, 2024, after temporary measures mitigated the immediate risk to rail operations.

Building on the completed emergency work, the Project will deliver a long-term bank stabilization solution along approximately 130 linear feet of San Francisquito Creek near the railroad bridge and the City of Palo Alto pedestrian bridge. The Project will protect the creek embankment and bridge foundations from ongoing erosion, maintain safe and reliable rail service, and restore riparian habitat in accordance with environmental permit mitigation requirements.

Key Project elements include:

- North Bank Stabilization: Installation of boulder toe and vegetated revetments, wrapped soil lifts, and earthen fill slopes to reinforce and stabilize the eroded bank.
- South Embankment Protection: Construction of a boulder toe trench at the base of the existing concrete retaining wall to strengthen and protect the structure.
- Storm Drain Outfall Replacement: Removal and replacement of the Menlo Park storm drain outfall, including a new manhole, energy dissipation rock pad, and backflow prevention flap gate.
- Revegetation and Irrigation: Installation of temporary irrigation systems and native plantings to restore riparian habitat consistent with regulatory permit requirements.

Significance

The Project is critical to system safety and resiliency and will:

- Protect the structural integrity of the existing bridge supporting both Main Track 1 (MT-1) and Main Track 2 (MT-2).
- Reduce the risk of scour, flooding, and service disruptions.

- Enhance long-term resiliency of the JPB’s core infrastructure and reduce exposure to future emergency repairs.
- Protect adjacent public assets, including the bicycle and pedestrian bridge linking Menlo Park and Palo Alto, and the El Palo Alto redwood tree, a historic landmark of the City of Palo Alto located adjacent to the bridge on the south bank of the creek.

Completion of the Project will provide long-term bank stability and support continued safe and reliable rail operations at this critical location.

Discussion

A. Adopt Project Baseline Schedule, Budget, and Funding Plan

Since termination of the emergency declaration, the Project has optimized and completed final design for construction within a single dry season work window. **The JPB received all required environmental permits in August 2025**, including approvals from the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), California Department of Fish and Wildlife (CDFW), and United States Army Corps of Engineers (USACE). The National Marine Fisheries Service (NMFS) provides oversight to ensure compliance with the federal Endangered Species Act (ESA). These permits require JPB to implement measures to protect water quality, fish, and wildlife resources, and to mitigate impacts associated with both the upcoming construction activities and the emergency bank stabilization work performed in 2023.

Project Progress Since Emergency Bank Stabilization

Key project milestones include:

- Permitting: All required permits obtained from SFBRWQCB, CDFW, and USACE, with NMFS oversight ensuring ESA compliance.
- Final Design: Optimized and completed all design documents, including temporary shoring and river diversion plans, to protect active rail operations and maintain the structural integrity of the railroad and pedestrian bridges during construction.
- Additional In-Kind Mitigation: At the request of SFBRWQCB in early 2025, the Project incorporated additional riparian enhancement on the City of Palo Alto side of the creek, with approval from both the SFBRWQCB and the City of Palo Alto.
- Advance Tree Work: Tree trimming and removals completed in October 2025 to avoid nesting-bird restrictions that could delay the 2026 construction season.
- Risk and Constructability Reviews: Comprehensive risk workshops and constructability reviews conducted to identify and mitigate construction challenges.

- Funding Plan: Prepared a detailed bottom-up total project cost estimate and conducted a risk-based contingency analysis to support funding needs, resulting in the successful award of funding to cover the identified funding gap.

Project Baseline Schedule

Construction is planned for the 2026 dry season window, consistent with environmental permit requirements. Key anticipated milestones include:

- Board approval and contract award: March 2026
- Contractor mobilization: May 2026
- In-stream construction window: June 15 to October 15, 2026
- Substantial completion: November 2026
- Final completion and closeout: August 2027

Budget and Funding

The current total Project Estimate at Completion (EAC) of \$13,985,882 reflects a comprehensive staffing and delivery plan required to complete the Project. The EAC incorporates the construction contract bid price, Project Management Oversight including construction management, environmental compliance, TransitAmerica Services, Inc. (TASI) support, project contingency (including construction, management, and environmental support contract contingency), and actual costs associated with the emergency bank stabilization efforts.

The EAC is summarized in the table below:

<u>Description of Work</u>	<u>Estimate At Complete</u>
Hanford Construction Contract	\$2,379,910
Design (0-100%) and DSDC	\$1,449,082
Environmental Compliance and Support	\$1,403,372
Management Oversight and Construction Contract for Emergency Work	\$1,315,138
Management Oversight and Support (Including TASI) for Bank Stabilization	\$4,324,511
Capital Overhead Indirect Cost Allocation Plan (ICAP)	\$1,145,248
Contingency	\$1,968,621
Total Project Budget	\$13,985,882

The San Francisquito Creek Bank Stabilization Project previously had an approved budget of \$9,067,322, which was funded through a combination of San Mateo County Transportation Authority (SMCTA) funds, Measure RR Capital funds, Transit and Intercity Rail Capital Program (TIRCP) funds, project savings from completed projects, and contributions from the Cities of Palo Alto and Menlo Park. The Cities of Palo Alto and Menlo Park contributed funds in accordance with the previously executed Memorandum of Understanding and Funding Agreement dated August 15, 2023, prior to initiation of the emergency bank stabilization effort. Additional funding of \$4,918,560 has been identified to support the proposed project EAC, as detailed in the Budget Impact section below.

B. Approve Construction Contract Award to Hanford Applied Restoration and Conservation

On December 4, 2025, the JPB issued an Invitation for Bids (IFB) 26-J-C-041 for the Project. The solicitation was advertised in a newspaper of general circulation and posted on the JPB’s e-procurement website. Also, the JPB conducted targeted outreach to environmentally focused contractors, and hosted an optional in-person pre-bid meeting and one worksite visit on December 11, 2025, which were attended by four potential bidders. Staff also hosted a second optional virtual pre-bid meeting on December 16, 2025, which was attended by five potential bidders.

The IFB closed on January 15, 2026, and the JPB received five responsive bids as follows:

<u>Company</u>	<u>Grand Total Bid Price</u>
Hanford Applied Restoration and Conservation	\$2,379,910
Gordon N. Ball, Inc.	\$3,016,228
Marinship Development Interest, LLC	\$4,357,152
Odin Environmental LLC	\$4,993,180
Brannon Corporation	\$5,906,941
Engineer’s Estimate	\$6,442,551

Bid Evaluation

After bid opening and evaluation, staff determined, and legal counsel concurred, that the bid submitted by Hanford Applied Restoration and Conservation (Hanford) was the lowest responsive bid from a responsible bidder. The procurement was conducted under full and open competition and in accordance with applicable policies and procedures.

Given that Hanford’s Grand Total Bid Price was approximately 63 percent lower than the engineer’s estimate, staff performed additional due diligence to confirm bid validity and reasonableness. This included a review of the engineer’s estimate, solicitation of feedback from bidders, and an assessment of recent market conditions and comparable projects. Bidders

whose bids were 50 percent or more below the engineer's estimate cited similar and recently completed projects of comparable scope and complexity.

The responsibility review confirmed that Hanford has successfully delivered similar bank stabilization and habitat restoration projects and possesses the specialized expertise required to work in environmentally sensitive waterways. Hanford is an established contractor with more than 41 years of construction experience, and reference checks confirmed its extensive, directly relevant experience and demonstrated competency in stream restoration projects performed under strict environmental regulations. Hanford has also demonstrated the staffing resources and performance history necessary to successfully complete the work and protect the agency's interests.

Based on this feedback and analysis, staff determined that the engineer's estimate was conservative. Factors contributing to the difference include:

- Hanford's familiarity with the scope and construction methods contributed to its competitive pricing.
- The engineer's estimate referenced in the Notice of Upcoming Solicitation for IFB ranged from \$5 million to \$6 million; of the five bids received; two bids were within this range, while the remaining three were lower.
- Based on the number and pricing of bids received, market conditions for this type of specialized creek restoration work proved more competitive than initially anticipated.
- In response to bidder requests, the JPB approved a one-week bid due date extension, which allowed contractors additional time to refine quantities, construction approaches, and pricing, resulting in more competitive and well-developed bids.
- The engineer's estimate was prepared for funding application and budgetary purposes and therefore assumed conservative, worst-case market conditions.

Based on the results of the bid evaluation, market analysis, and responsibility determination, staff conclude that Hanford's bid is fair and reasonable and recommends award of the construction contract.

Due to the highly competitive construction contract value, staff recommends that the Board approve and delegate additional contract authority of 25 percent to the Executive Director or designee to allow staff to address potential unforeseen conditions during construction. Given the relatively low base contract amount for a project of this complexity, a higher percentage is appropriate to maintain sufficient flexibility to manage weather-related issues, environmental compliance requirements, and site-specific constraints.

The project is located in a community and environmentally sensitive area, immediately adjacent to the historic El Palo Alto tree, park areas, and active pedestrian and bicycle connections between the Cities of Menlo Park and Palo Alto. In addition, the Project is subject to stringent regulatory oversight from multiple resource agencies, where unanticipated permit conditions or compliance requirements may arise during construction.

Maintaining adequate contract authority is critical to completing the work within a single dry season window and avoiding schedule delays that could result in increased environmental impacts and additional costs associated with extended construction duration. The recommended authority allows the Project to respond promptly to unforeseen conditions and maintain schedule certainty.

Budget Impact

The current total project cost of \$13,985,882 is fully funded and includes the following additional funds of \$4,918,560:

- \$543,770 adjustment related to the Cities’ contribution, consistent with the executed Funding Agreement dated August 15, 2023;
- \$3,842,000 in approved Local Partnership Program (LPP) funds; and
- \$532,790 in Capital Reserve funds.

The proposed project budget increase would result in a corresponding increase to the FY26 Capital Budget, as detailed in Attachment B.

Prepared By:	Sherry Bullock	Interim Chief, Design and Construction, and CalMod Program Director	02/10/2026
	Letitia Yeung	Senior Project Manager	02/10/2026
	Emely Balingit	Procurement Administrator II	01/30/2026

Resolution No. 2026-

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

* * *

Award a Construction Contract for the San Francisquito Creek Bank Stabilization Project to Hanford Applied Restoration and Conservation for a Total Amount of \$2,379,910, Amend the Fiscal Year 2026 Capital Budget to Increase it by \$4,918,560, Approve a Revised Project Baseline Budget of \$13,985,882, and Adopt the Project Schedule and Funding Plan

Whereas, 2022-2023 winter storms caused severe erosion at the San Francisquito Creek, resulting in the Peninsula Corridor Joint Powers Board (JPB) declaring an emergency on March 29, 2023, to authorize immediate stabilization of the north channel embankment supporting the San Francisquito Creek Railroad Bridge; and

Whereas, the emergency declaration was renewed monthly and terminated on August 1, 2024, after temporary measures mitigated the immediate risk to rail operations; and

Whereas, additional work is required to permanently stabilize the eroded northern embankment and protect the southern embankment from erosion; and

Whereas, on December 4, 2025, the JPB issued an Invitation for Bids (IFB) 26-J-C-041 for the San Francisquito Creek Bank Stabilization Project (Project); and

Whereas, the JPB conducted outreach to environmental-forward contractors, advertised in a newspaper of general circulation, posted the IFB on the JPB's e-procurement website, hosted two non-mandatory pre-bid meetings (one in-person and one virtual) and held one worksite visit; and

Whereas, in response to the IFB, the JPB received five bids, all of which were responsive to the IFB requirements; and

Whereas, staff and legal counsel reviewed the lowest bid, which was submitted by Hanford Applied Restoration and Conservation of Petaluma, California (Hanford), and determined that the bid was responsive and that Hansford is a responsible bidder; and

Whereas, staff conducted a price analysis and determined Hanford's price to be fair and reasonable based on the engineer's estimate, market analysis, and responsibility determination; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Hanford for the Project for the grand total bid amount of \$2,379,910; and

Whereas, construction is planned for the 2026 dry season window, consistent with environmental permit requirements, with construction beginning June 2026, substantial completion by November 2026, and final closeout by August 2027; and

Whereas, the current total Project Estimate at Completion of \$13,985,882 reflects a comprehensive staffing and delivery plan required to complete the Project, including construction management, environmental compliance, TransitAmerica Services, Inc. support, project contingency (including construction, management, and environmental support contract contingency), and actual costs associated with the emergency bank stabilization efforts; and

Whereas, the Project currently has an approved budget of \$9,067,322 and additional funding of \$4,918,560 has been identified to support the proposed Estimate at Completion, and consists of a \$543,770 adjustment related to the contributions from the Cities of Palo Alto and Menlo Park, \$3,842,000 in approved Local Partnership Program (LPP) funds, and \$532,790 in Capital Reserve funds; and

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a construction contract to the lowest responsive and responsible bidder, Hanford Applied Restoration and Conservation, in the base-bid total lump-sum amount of \$2,379,910; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract on behalf of the JPB with Hanford in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel; and

Be It Further Resolved that Board authorizes the Executive Director or designee to exercise contract contingency authority for amendments to the Hanford contract totaling up to 25 percent of the Board-approved construction contract amount to enable completion in-channel construction within a single dry season; and

Be It Further Resolved that Board approves an amendment to the Fiscal Year 2026 Capital Budget in the amount of \$4,918,560 to complete the funding plan for the estimated total Project cost of \$13,985,882; and

Be It Further Resolved that Board adopts a total Project baseline budget of \$13,985,882 and a Project baseline schedule and funding plan.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

Project Identification			FY26 Funding Source (In millions)											
Project #	CIP Priority	Project Name	FY2026 AMENDED CAPITAL BUDGET	Proposed Amendment 4 (March 2026)	FY2026 PROPOSED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
I. Mandates and Compliance														
1	100912	Mandate Storm Water Management Program ^[9]	.401		.401	.000	.000	.000	.000	.000	.000	.000	.401	.000
Subtotal			.401	.000	.401									
II. Maintain Core Services														
Projects														
2	100762	High San Francisquito Creek Bridge Bank Stabilization ^{[9][15]}	.400	4.919	5.319	.000	.000	.000	.000	.000	3.842	.000	1.477	.000
3	100696	High Fiber Optic Permanent Repair ^[1]	1.500		1.500	.000	.000	.000	.000	.000	.000	.000	1.500	.000
4	100913	High Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500		1.500	.300	.000	.000	1.200	.000	.000	.000	.000	.000
5	100914	High Headquarters Relocation – Furnitures, Fixtures, IT and Moving Cost ^[2]	3.583		3.583	.000	.000	.000	.000	.000	.000	.000	3.583	.000
18	002113	High Guadalupe River Bridges Replacement ^{[11],[14]}	30.000		30.000	10.000	10.000	10.000	.000	.000	.000	.000	.000	.000
Recurring Programs														
6	100915	High SOGR Program - Stations	1.000		1.000	.000	.000	.000	.800	.200	.000	.000	.000	.000
7	100429	High SOGR Program - MOW Tracks ^[3]	6.252		6.252	1.000	.000	.000	5.000	.252	.000	.000	.000	.000
8	100435	High SOGR Program - CEMOF	2.000		2.000	.200	.000	.000	1.600	.000	.000	.200	.000	.000
9	100779	High SOGR Program - Track Equipment	1.800		1.800	1.000	.000	.000	.000	.548	.000	.000	.252	.000
10	100428	High SOGR Program - Bridges and Structures	1.715		1.715	.000	.000	.000	1.372	.343	.000	.000	.000	.000
11	100695	High SOGR Program - ROW and ROW Fencing	1.500		1.500	.000	.000	.000	1.000	.400	.000	.100	.000	.000
Subtotal			51.250	4.919	56.169									
III. Provide a Safe and Secure Railroad														
19	*NEW*	High Grade Crossing Safety Enhancement ^[12]	.950		.950	.000	.000	.000	.000	.000	.000	.000	.950	.000
Subtotal			.950	.000	.950									
IV. Enhance Service and Customer Experience														
12	100916	High Platform Improvements for Bike Loading (All Stations) ^[9]	.080		.080	.000	.000	.000	.000	.000	.000	.000	.080	.000
Subtotal			.080	.000	.080									
V. Deliver the Long-Range Service Vision														
13	100570	High Redwood City Four-Track Station and Grade Separation ^[4]	.250		.250	.000	.000	.000	.000	.000	.000	.000	.250	.000
Subtotal			.250	.000	.250									
VI. Contribute to the Region's Economic Vitality														
14	100568	n/a Diridon Station - Environmental Clearance ^{[5][10]}	33.660		33.660	.000	.000	.000	.000	.000	.000	.000	33.660	.000
15	100687	n/a DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center ^[6]	5.531		5.531	.000	.000	.000	.000	.000	.000	.000	5.531	.000
Subtotal			39.190	.000	39.190									
VII. Partner with Local Jurisdictions														
16	100482	n/a Rengstorff Avenue Grade Separation ^[7]	4.000		4.000	.000	.000	.000	.000	.000	.000	.000	4.000	.000
Subtotal			4.000	.000	4.000									
VIII. Capital Contingency Funds														
17	002121 002122 002124	n/a Capital Contingency Funds ^[8]	1.320		1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
Subtotal			1.320	.000	1.320									
IX. Recollectible														
20	100928	n/a Disposal of Legacy Diesel Fleet ^[13]	5.200		5.200	.000	.000	.000	.000	.000	.000	.000	5.200	.000
Subtotal			5.200	.000	5.200									
Total			102.642	4.919	107.560	12.500	10.000	10.000	10.972	1.743	3.842	.300	56.883	1.320

Project Identification			FY26 Funding Source (In millions)											
Project #	CIP Priority	Project Name	FY2026 AMENDED CAPITAL BUDGET	Proposed Amendment 4 (March 2026)	FY2026 PROPOSED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded

- Notes:
- [1] Funded by settlement agreement for the repair of the Fiber Optic.
 - [2] Other sources of funding includes \$1,109,710 of project saving from project 100565 funded by the General Capital Funds and \$2,473,581 of project cost saving in the Contingency Fund.
 - [3] Funding for \$252,000 is project savings from prior years' San Francisco County Transportation Authority (SFCTA) allocation
 - [4] Funded by an agreement with the City of Redwood City
 - [5] Funded by an agreement with the Valley Transportation Authority (VTA) Measure B
 - [6] Funded by an agreement with the Transbay Joint Power Authority (TJPA)
 - [7] Funded by an agreement with the City of Mountain View.
 - [8] Funding for the Contingency funds have yet to be finalized.
 - [9] Funding is from prior years' San Mateo Country Transportation Authority (SMCTA) allocation released during the TIRCP bond proceeds fund swap
 - [10] Increased by \$31,659,616, \$4 million from Measure B agreement with VTA and \$27,659,616 from Regional Measure 3 agreement with VTA
 - [11] The SMCTA and VTA contributions represent two years of member funding.
 - [12] Funded by an agreement with VTA Measure B
 - [13] Funded by the Municipality of Lima, Peru.
 - [14] The SFCTA contributions reflects four years of 50% of their annual contribution.
 - [15] Increased by \$4,918,560: \$3,842,000 in Local Partnership Program funds, \$543,770 adjustment related to the Cities of Palo Alto and Menlo Park contribution to the project, consistent with the executed Funding Agreement dated August 15, 2023, and \$532,790 in Capital Reserve funds.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Nathaniel Kramer, Chief, People and Culture Group
For: March 2026 JPB Board of Directors Meeting
Subject: **Adopt the Peninsula Corridor Joint Powers Board’s 2025 Title VI Program and Updated Systemwide Service Standards and Policies**

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

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Approve the 2025 Title VI Program provided to the Board via online link, which demonstrates the Peninsula Corridor Joint Powers Board’s (JPB) compliance with Title VI of the Civil Rights Act of 1964 and the Federal Transit Administration’s (FTA) implementing guidance.
2. Approve the attached updated Systemwide Service Standards and Policies that reflect changes from implementing Caltrain Electrification in September 2024.

Discussion

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), issued in 1994, mandates that Federal agencies take steps to address disproportionately high and adverse human health or environmental effects of their programs and activities on minority and low-income populations. Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency), issued in 2000, requires recipients of Federal financial assistance to provide meaningful access to persons with limited proficiency in English.

Pursuant to Federal guidelines issued in October 2012 (the FTA-issued Circular FTA C 4702.1B), the FTA requires the governing body of each Federal funding recipient to adopt a Title VI Program every three years. The JPB’s last program update was submitted in December 2022. Caltrain’s 2025 Title VI Program, the JPB’s fifth program under these guidelines, was due

November 30, 2025. However, the FTA granted the JPB an extension for the 2025 Title VI Program, which is now due on March 6, 2026. A link to the 2025 Title VI program can be found at <https://www.caltrain.com/riders-information/title-vi>.

The JPB's 2025 Title VI Program includes the following updated components evidencing the JPB's compliance with Title VI over the past three years:

- Contents and placement of public notices regarding the public's rights under Title VI of the Civil Rights Act of 1964
- Title VI complaint form and procedures
- List of transit-related Title VI investigations, complaints, and lawsuits pending within the last three years
- Public Participation Plan (PPP) and summary of public engagement processes undertaken in the past three years and future strategies to engage diverse stakeholders
- Language Access Plan (LAP), which identifies the fifteen most frequently-encountered languages in the Caltrain service area, including: Spanish, Chinese (Mandarin and Cantonese), Hindi, Tagalog, Vietnamese, Korean, French, Japanese, German, Tamil, Russian, Portuguese, Telugu, Arabic, and Farsi; these languages will be utilized for outreach material and other federally-required materials
- Demographic information on membership of non-elected committees, such as the Citizens Advisory Committee, and discussion of encouragement of minority involvement
- Results of equity analyses for any facilities constructed over the last three years
- Service area description and demographic profile, including ridership survey results to identify minority and low-income communities along the JPB corridor
- Title VI Service Standards and Policies, and results of service monitoring under these standards and policies
- Results of equity analyses for fare and service changes made in the past three years, based upon the JPB's Major Service Change, Disparate Impact, and Disproportionate Burden policies adopted in 2013
- Record of Board consideration and adoption of the Title VI Program

Under the Circular, Caltrain is required to adopt Systemwide Service Standards and Policies to guide the equitable distribution of Caltrain services and amenities to minority and low-income stations and facilities. Caltrain adopted standards and policies on April 4, 2013, based on the former diesel service. These standards and policies are subsequently used to conduct service monitoring every three years for the Title VI Program. After the launch of Caltrain Electrification in September 2024, staff began developing new Systemwide Service Standards and Policies to reflect Caltrain’s Electrified Service Plan, electric train fleet, and diesel fleet that is used for South Santa Clara County Connector service. The proposed updated Systemwide Service Standards and Policies were used to conduct service monitoring for this 2025 Title VI Program.

Staff recommend the Board adopt the 2025 Title VI Program, approve the updated Systemwide Service Standards and Policies, and authorize staff to (a) include evidence of Board approval, (b) submit it to the FTA for review and acceptance within the extension period, and (c) take any other steps necessary to obtain FTA acceptance of the program.

Budget Impact

The Title VI Program updates will have no impact on the budget.

Prepared By: Wendy Lau	Office of Civil Rights, Deputy Director	02/05/2026
Michelle Louie	Title VI and Social Equity Administrator	02/05/2026

Resolution No. 2026-

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

* * *

**Adopt the Peninsula Corridor Joint Powers Board's 2025 Title VI Program and Updated
Systemwide Service Standards and Policies**

Whereas, Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d *et seq.*, (Title VI) prohibits recipients of federal financial assistance from subjecting any person to discrimination based on race, color, or national origin under any programs and activities receiving federal financial assistance; and

Whereas, the Peninsula Corridor Joint Powers Board (JPB) receives a variety of grants and other forms of federal financial assistance from the Federal Transit Administration (FTA); and

Whereas, the FTA issued Circular FTA C 4702.1B (Circular), effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

Whereas, the Circular details required elements of a Title VI Program, which each recipient of FTA financial assistance must submit to the FTA every three years to demonstrate compliance with Title VI; and

Whereas, the JPB received an extension from the FTA Region IX Title VI Officer to submit the JPB's 2025 Title VI Program by March 6, 2026; and

Whereas, the JPB's Title VI Program must include numerous elements, including but not limited to:

1. Information on numerous agency Title VI policies, procedures, and activities undertaken over the last three years;
2. A public participation plan;
3. Information on public outreach undertaken by the JPB over the last three years;
4. A language assistance plan for engaging populations with limited English proficiency;
5. Major Service Change, Disparate Impact, and Disproportionate Burden Policies, and Systemwide Service Standards and Policies;
6. Results of service monitoring analysis; and
7. Results of fare and service change equity analyses conducted over the last three years; and

Whereas, staff has developed a proposed Title VI Program (provided to the Board via online link), including the above-referenced items and demonstrating the JPB's compliance with Title VI, for Board consideration and approval; and

Whereas, staff has updated the JPB's Systemwide Service Standards and Policies with this 2025 Title VI Program to reflect changes from implementing Caltrain Electrification in September 2024;

Whereas, the JPB Technology, Operations, Planning, and Safety (TOPS) Committee recommends the Board approve the 2025 Title VI Program and attached updated Systemwide Service Standards and Policies for submittal to the FTA.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the JPB's 2025 Title VI Program and approves the attached updated Systemwide Service Standards and Policies; and

Be It Further Resolved the Board of Directors authorizes the Executive Director to:

1. Include evidence of the Board's consideration and approval of the final JPB 2025 Title VI Program and updated Systemwide Service Standards and Policies;
2. Submit the final JPB 2025 Title VI Program to the FTA; and
3. Take any other steps necessary to give effect to this Resolution, including responding to any follow-up inquiries from the FTA.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

H. SYSTEMWIDE SERVICE STANDARDS AND POLICIES

FTA requirements of Title VI of the Civil Rights Act of 1964 require each large public transportation provider's governing board to approve five standards and policies:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy
- Systemwide Service Standards
- Systemwide Service Policies

The first policy defines “major service change” as a threshold for when an agency will conduct a thorough analysis of the potential effects of service changes on protected populations. For the second and third policies, agencies are required to define thresholds for when they will find that a fare change or major service change will result in a “disparate impact” on the minority population or a “disproportionate burden” on the low-income population. The last two policies define service standards and policies to be used when determining whether service and amenities are distributed equitably to minority and non- minority routes and facilities.

The JPB's Major Service Change Policy, Disparate Impact Policy and Disproportionate Burden Policy were adopted by the Board on April 4, 2013 pursuant to JPB Resolution 2013-21. No changes are being made to these three policies.

The JPB's Systemwide Service Standards and Systemwide Service Policies are being updated with this 2025 Title VI Program to reflect changes from implementing Caltrain Electrification in September 2024.

MAJOR SERVICE CHANGE POLICY

SERVICE CHANGES

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

- A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
- B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a “major service change.”

DISPARATE IMPACT POLICY

This policy establishes a threshold for determining whether a given action has a disparate impact on minority populations versus non-minority populations. Per FTA Circular 4702.1B:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin....

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly...and cannot be altered until the next Title VI Program submission.

In the course of performing a Title VI Equity Analysis, Caltrain must analyze how the proposed action would impact minority as compared to non-minority populations. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain must take measures to mitigate the impact of the proposed action on the affected minority population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

The Caltrain Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

DISPROPORTIONATE BURDEN POLICY

This policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. The Disproportionate Burden Policy applies only to low-income populations that are not also minority populations. Per FTA Circular 4702.1B:

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly...and cannot be altered until the next [Title VI] program submission.

At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.

The Caltrain Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

SYSTEMWIDE SERVICE STANDARDS

Pursuant to requirements set forth in Federal Transit Administration (FTA) Circular 4702.1B Caltrain must establish and monitor its performance under quantifiable Service Standards and qualitative Service Policies. The Service Standards contained herein are used to develop and maintain efficient and effective commuter rail service. In some cases, these standards differ from standards used by Caltrain for other purposes.

The FTA requires all fixed route transit providers of public transportation to develop quantitative standards for the following indicators. Individual public transportation providers set these standards; therefore, these standards will apply to each individual agency rather than across the entire transit industry:

- A. Vehicle Load
- B. Vehicle Headways
- C. On-time Performance
- D. Service Availability

STATION HIERARCHY

For purposes of determining weekday service and facility levels at stations, a hierarchy has been established that classifies each station into one of five types. The hierarchy is related to the level of service, ridership, ridership growth potential, and presence of traditionally-underserved communities near each station.

The following chart shows the station type names and general service description of each station type:

Station Type	Service Description
A	Express, Limited and Local
B	Limited and Local
C	Local
South County	South County Connector (Peak direction service only)
Special	Limited use station

PENINSULA CORRIDOR JOINT POWERS BOARD | TITLE VI PROGRAM 2025

The following chart shows the station type and service provided for each station:

Station	Station Type	Service Provided	Notes
San Francisco	A	Express, Limited, Local	
22 nd Street	A	Express, Limited, Local	
Bayshore	C	Local	
South San Francisco	A	Express, Limited, Local	
San Bruno	<u>A</u> <u>C</u>	Local	
Millbrae	A	Express, Limited, Local	
Broadway	Special	Special	Weekend & Holidays Only
Burlingame	C	Local	
San Mateo	A	Express, Limited, Local	
Hayward Park	C	Local	
Hillsdale	A	Express, Limited, Local	
Belmont	C	Local	
San Carlos	C	Local	
Redwood City	A	Express, Limited, Local	
Menlo Park	<u>Intermediate B</u>	Limited, Local	
Palo Alto	<u>Major A</u>	Express, Limited, Local	
Stanford	Special	Special	Special Event Service
California Avenue	B	Limited, Local	
San Antonio	B	Limited, Local	

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Mountain View	A	Express, Limited, Local	
Sunnyvale	A	Express, Limited, Local	
Lawrence	B	Limited, Local	
College Park	Special	Special	Weekday Only, 1 train in each direction during the AM & PM Peak
Santa Clara	B	Limited, Local	
San José Diridon	A	Express, Limited, Local, South County Connector	Timed Connections during Weekday Peak Hours
Tamien	C	Local, South County Connector	Hourly Local Service
Capitol	South County	South County Connector	Weekday Peak Hours Only
Blossom Hill	South County	South County Connector	Weekday Peak Hours Only
Morgan Hill	South County	South County Connector	Weekday Peak Hours Only
San Martin	South County	South County Connector	Weekday Peak Hours Only
Gilroy	South County	South County Connector	Weekday Peak Hours Only

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A. VEHICLE LOAD

Vehicle load factor is described by the October 2012 FTA Circular 4702.1B:

Vehicle load can be expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.3 means all seats are filled and there are approximately 12 standees. A vehicle load standard is generally expressed in terms of peak and off-peak times. Transit providers that operate multiple modes of transit must describe the specific vehicle load standards for peak and off-peak times for each mode of fixed route transit service (i.e., bus, express bus, bus rapid transit, light rail, heavy rail, commuter rail, passenger ferry, etc., as applicable), as the standard may differ by mode.

Providing sufficient seating capacity to meet demand is a priority for Caltrain. During non-peak hours, the Caltrain standard is not to exceed one passenger per seat. However, because of high passenger loads and limited capacity during the peak hours, it is not always possible to provide a seat for each passenger.

During peak hours Caltrain’s standard is to not exceed a load factor of 1.2, which complies with the standard set by the Transit Cooperative Research Program’s (TCRP) “Transit Capacity and Quality of Service Manual”.

“5.4 square feet per standee represents a comfortable level without body contact, reasonably easy circulation, and similar space allocation as seated passengers.”

Caltrain’s fixed 7-car Electric Multiple Units (EMUs) have a seated capacity of 675 (557 seats, 118 tip up seats) and can hold 72 bicycles. With Caltrain’s applied passenger load factor of 1.2 to these trains during the peak hour, this equates to 810 passengers.

Caltrain’s Bombardier 2-5 car Diesel consists serving the South County Connector have a seated capacity range of 254 – 690 depending on the passenger cars in use. Consist vehicles and consist lengths may change to meet future demand for either passenger or bicycle capacity. Caltrain has historically applied a passenger load factor of 1.2 to these trains during peak hours, which equates to a target capacity range between 304 – 828 passengers. Given the South County Connector only runs during weekday peak hours, Caltrain will continue to use this standard to maximize passenger comfort.

Staff monitors vehicle loads from train crew reports, conductor counts, passenger comments, passenger counts of special event trains and fare media sales based ridership.

Vehicle Load Service Standard

Service Type	Peak Load Factor	Off-Peak Load Factor
All	1.2	1.0

B. VEHICLE HEADWAY

Vehicle headway is described by the October 2012 FTA Circular 4702.1B:

Vehicle headway is the amount of time between two vehicles traveling in the same direction on a given line or combination of lines. A shorter headway corresponds to more frequent service. Vehicle headways are measured in minutes (e.g., every 15 minutes); service frequency is measured in vehicles per hour (e.g., 4 buses per hour). Headways and frequency of service are general indications of the level of service provided along a route. Vehicle headway is one component of the amount of travel time expended by a passenger to reach his/her destination. A vehicle headway standard is generally expressed for peak and off-peak service as an increment of time (e.g., peak: every 15 minutes; and off peak: every 30 minutes). Transit providers may set different vehicle headway standards for different modes of transit service. A vehicle headway standard might establish a minimum frequency of service by area based on population density. For example, service at 15-minute peak headways and 30-minute off-peak headways might be the standard for routes serving the most densely populated portions of the service area, whereas 30-minute peak headways and 45-minute off-peak headways might be the standard in less densely populated areas. Headway standards are also typically related to vehicle load. For example, a service standard might state that vehicle headways will be improved first on routes that exceed the load factor standard or on routes that have the highest load factors.

Caltrain serves stations based on demand, ridership growth potential, service constraints, and presence of traditionally underserved communities. Peak service frequencies are typically greater than off-peak and weekend service frequencies. Supplemental service is provided for special events if estimated ridership demands exceed load factor targets.

Service Frequency corresponds with the station hierarchy designations listed in the introduction to the systemwide service standards.

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Service Frequency

Station Type	AM Peak	PM Peak	Midday	Early Morning, Evenings, Weekends	Frequency Type
	0600-0900	1500-1900			
A	4	4	2	2	Trains Per Hour
B	3	3	2	2	
C	2	2	2	2	
South County	4	4			Total Trains (Weekdays)
Special (Broadway)				2	Trains Per Hour (Weekends)
Special (College Park)	2	2			Total Trains (Weekdays)
Special (Stanford)					Special Event Service

C. ON-TIME PERFORMANCE

On-time performance is described by the October 2012 FTA Circular 4702.1B:

On-time performance is a measure of runs completed as scheduled. This criterion first must define what is considered to be "on time." For example, a transit provider may consider it acceptable if a vehicle completes a scheduled run between zero and five minutes late in comparison to the established schedule. On-time performance can be measured against route origins and destinations only, or against origins and destinations as well as specified time points along the route. Some transit providers set an on-time performance standard that prohibits vehicles from running early (i.e., ahead of schedule) while others allow vehicles to run early within a specified window of time (e.g., up to five minutes ahead of schedule). An acceptable level of performance must be defined (expressed as a percentage). The percentage of runs completed system-wide or on a particular route or line within the standard must be calculated and measured against the level of performance for the system. For example, a transit provider might define on-time performance as 95 percent of all runs system-wide or on a particular route or line completed within the allowed "on-time" window.

On-Time Performance Service Standard

A train is determined to be on-time if it reaches its final destination within five minutes and 59 seconds of the published station arrival time. Caltrain does not permit its trains to depart early, before the published station departure time. It is Caltrain's goal to have 95 percent of trains meet this on-time criteria. Monthly on-time performance is tracked and published as part of the monthly Caltrain Executive Director's Report to the Caltrain Board of Directors.

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D. SERVICE AVAILABILITY

Service availability is described by the October 2012 FTA Circular 4702.1B:

Service availability is a general measure of the distribution of routes within a transit provider's service area...A standard might also indicate the maximum distance between stops or stations...Commuter rail service or passenger ferry service availability standards might include a threshold of residents within a certain driving distance as well as within walking distance of the stations or access to the terminal.

Caltrain station locations were inherited from the previous owner (the Southern Pacific Railroad) before the Peninsula Joint Powers Board (consisting of representatives from San Francisco, San Mateo, and Santa Clara counties) took over ownership and operations in 1992. The system has 31 stations: 20 stations are served daily, the South County stations (Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy) and College Park are served on weekdays only, one (Broadway) is served on weekends and holidays only, and one (Stanford) is used for Special Event Service.

Caltrain stations' driveshed, bikeshed, and walkshed will be reviewed and monitored. Future station improvements will take into consideration Caltrain's Station Access Policy to ensure stations are accessible to everyone regardless of travel mode.

SYSTEMWIDE SERVICE POLICIES

FTA requires fixed-route transit providers to develop a policy for each of the following service indicators. Transit providers also may opt to set policies for additional indicators as appropriate. The following systemwide policies differ from service standards in that they are not necessary based on meeting quantitative thresholds, but rather qualitative evaluation results:

- A. Vehicle Assignment
- B. Transit Amenities

A. VEHICLE ASSIGNMENT

According to the October 2012 FTA Circular 4702.1B:

Vehicle assignment refers to the process by which transit vehicles are placed into service in depots and on routes throughout the transit provider's system. Policies for vehicle assignment may be based on the age of the vehicle, where age would be a proxy for condition. For example, a transit provider could set a policy to assign vehicles to depots so that the age of the vehicles at each depot does not exceed the system-wide average. The policy could also be based on the type of vehicle. For example, a transit provider may set a policy to assign vehicles with more capacity to routes with higher ridership and/or during peak periods. The policy could also be based on the type of service offered. For example, a transit provider may set a policy to assign specific types of vehicles to express or commuter service. Transit providers deploying vehicles equipped with technology designed to reduce emissions could choose to set a policy for how these vehicles will be deployed throughout the service area.

The Caltrain revenue fleet currently consists of 19 Stadler Kiss Electric Multiple Units (EMUs); 6 MPI MP36PH-3C diesel locomotives; 3 EMD F40 diesel locomotives; and 41 Bombardier passenger cars. All EMUs are comprised of seven ADA-accessible, fixed passenger cars, two of which are bicycle cars that accommodate 72 bikes total, and one of which is a bathroom car. All diesel consists include ADA-accessible train cars, of which, at least one is a bathroom car and one is a bicycle car that accommodates 24 bicycles.

Caltrain EMUs are all the same make, model, and relative age with identical features and onboard amenities. EMUs are used to service the electrified portion of the railroad that Caltrain owns from Tamien Station northward to San Francisco Station. On the portion of the railroad owned by Union Pacific (south of Tamien Station), Caltrain utilizes its diesel fleet to service the segment south of Tamien Station on the Union Pacific-owned corridor. The diesel passenger cars were built between 1997-2008 and are maintained to the same safety and State of Good Repair (SGR) standards in the same facility as the EMUs.

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B. TRANSIT AMENITIES

According to the October 2012 FTA Circular 4702.1B:

Transit amenities refer to items of comfort, convenience, and safety that are available to the general riding public. Fixed route transit providers must set a policy to ensure equitable distribution of transit amenities across the system. Transit providers may have different policies for the different modes of service that they provide. Policies in this area address how these amenities are distributed within a transit system, and the manner of their distribution determines whether transit users have equal access to these amenities. This subparagraph is not intended to impact funding decisions for transit amenities. Rather, this subparagraph applies after a transit provider has decided to fund an amenity.

Caltrain provides a variety of amenities at stations to attract and retain customers. The amenities distributed correspond with the station hierarchy designations listed in the introduction to the systemwide service standards.

The “Core” set of amenities include bike e-lockers, bike racks, shelters/canopies, benches, trash cans, station signage, regional smart card fare validation equipment, and ticket vending machines (TVMS). It is standard for each station to have a posted system map and schedule, visual message signs (VMS), and public announcement systems (PA). Station Types A, B, and C have core amenities. South County stations (Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy) have legacy infrastructure constraints and were not designed and constructed with VMS and PA. These stations have core amenities without VMS and PA.

Only a few stations with unique access situations have elevators or escalators. The placement of elevators is often at the choice and cost of others when a station is constructed or reconstructed.

Other amenities that are provided at some stations include customer service agents, restrooms, parking lots, bike facilities and pay phones.

Broadway, College Park and Stanford are limited use stations. Broadway station is only used on weekends and holidays. College Park is only used on weekdays. Stanford is used for Special Event service and is closed to the public when not in use. Broadway and College Park stations have core amenities without bike e-lockers, bike racks, VMS and PA. Stanford station does not require any amenities.

PENINSULA CORRIDOR JOINT POWERS BOARD | TITLE VI PROGRAM 2025

Amenities Policy

Station Type	Station(s)	Amenities
A, B, C	San Francisco - Tamien stations (Except: Broadway, Stanford, and College Park)	Core Amenities
South County	South County stations (Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy)	Core Amenities without VMS and PA
Special	Broadway, College Park	Core Amenities without bike e-lockers, bike racks, VMS, and PA
Special	Stanford	No Amenities Required

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: March 2026 JPB Board of Directors Meeting
Subject: **Authorize the Executive Director to Enter into State Transit Loan with the Metropolitan Transportation Commission****

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) authorize the Executive Director to negotiate and execute a loan agreement with the Metropolitan Transportation Commission (MTC) for a principal amount of up to \$50 million.

The loan is authorized under Assembly Bill (AB) 117 which was recently passed by the California Legislature and signed by Governor Newsom on February 19, 2026. The legislation establishes a state-supported loan program for up to \$590 million to four Bay Area transit agencies. Funds are required to be transferred to MTC no later than July 1, 2026.

Discussion

AB 117 provides a mechanism for eligible transit agencies to access state-supported financing to address near-term operating and cash flow needs. The program makes state funds administered by MTC available for the purpose of making loans with defined repayment terms and interest provisions.

The terms of the proposed loan agreement for Caltrain include the following:

- Maximum Principal Amount: Up to \$50 million
- Loan Term: Twelve (12) years
- Interest Rate: Variable interest rate tied to the State's Surplus Money Investment Fund (SMIF), currently approximately four (4) percent

- Repayment Structure: First two (2) years of interest-only payments. Two years after the original loan issue date, repayment will consist of quarterly payments based on an amortization schedule that fully repays both outstanding interest and principal amounts over the remaining loan term.
- Security: Repayment secured by revenue-based State Transit Assistance (STA) funds

The SMIF rate is variable and subject to change over the life of the loan. The interest rate will adjust in accordance with the SMIF rate as established by the State Treasurer's Office.

The first two years of interest-only payments are intended to provide near-term financial relief while allowing Caltrain to stabilize operating revenues and align long-term financial planning with anticipated revenue growth and cost containment strategies.

Repayment of the loan would be secured by a pledge of revenue-based STA funds as security of last resort, which MTC would be allowed to redirect as repayment for outstanding loans if Caltrain fails to make timely loan payments.

This financing mechanism provides Caltrain with flexibility to address operating and cash flow needs to address its Fiscal Year (FY) 2027 operating deficit while spreading repayment over a manageable 12-year period. The structure balances immediate fiscal stabilization with long-term financial responsibility.

Authorization to enter into this loan agreement with MTC pursuant to AB 117 will provide Caltrain with critical financial flexibility while establishing a structured and manageable repayment plan secured by dedicated state revenues.

This action supports Caltrain's ongoing efforts to maintain service stability, preserve financial sustainability, and responsibly manage public resources.

Budget Impact

The proposed loan would provide up to \$50 million in near-term liquidity and help balance Caltrain's FY27 Operating Budget.

Debt service payments will consist of:

- Interest-only payments during the first two fiscal years
- Principal and interest payments amortized over the remaining ten years

The exact annual debt service will vary depending on the SMIF interest rate over time. At the current rate of approximately 4 percent, staff estimates annual debt service during the interest-only period to be approximately \$2 million per year on a fully drawn \$50 million principal, subject to rate fluctuation.

Beginning in year three, annual payments will increase to reflect amortization of principal over the remaining term. Final repayment schedules will be presented to the Board upon execution of the agreement.

Repayment of the loan will be included in Caltrain's future operating budgets, starting in FY27, and incorporated into Caltrain's multi-year financial plan.

Prepared By:	Oscar Quintanilla Lopez	Director of Budgets and Financial Analysis	02/24/2026
	Devon Ryan	Government and Community Affairs Officer	02/24/2026

Resolution No. 2026-

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

* * *

**Authorize the Executive Director to Enter into State Transit Loan with the Metropolitan
Transportation Commission**

Whereas, Assembly Bill 117 (AB 117), signed by Governor Newsom on February 19, 2026, establishes a state-supported loan program for eligible transit operators with funds administered by the Metropolitan Transportation Commission (MTC); and

Whereas, the program allows for a total of \$590 million to be loaned to four Bay Area transit agencies, including the Peninsula Corridor Joint Powers Board (JPB or Caltrain); and

Whereas, the legislation permits MTC to make loans with defined repayment terms and interest provisions; and

Whereas, MTC has proposed the following terms to Caltrain for an AB 117 loan:

1. Maximum Principal Amount: Up to \$50 million
2. Repayment Term: Twelve (12) years
3. Interest Rate: Variable interest rate tied to the State's Surplus Money Investment Fund (SMIF), currently approximately four (4) percent
4. Repayment Structure: First two (2) years interest-only payments. Two years after the original loan issue date, repayment will consist of quarterly payments based on an amortization schedule that fully repays both outstanding interest and principal amounts over the remaining loan term.

5. Security: Repayment secured by revenue-based State Transit Assistance (STA) funds;
and

Whereas, the SMIF rate is variable, as established by the State Treasurer's Office, and subject to change over the life of the loan; and

Whereas, the first two years of interest-only payments are intended to provide near-term fiscal relief while allowing Caltrain to stabilize operating revenues and align long-term financial planning with anticipated revenue growth and cost containment strategies;
and

Whereas, repayment of the loan would be secured by a pledge of revenue-based STA funds as a security of last resort, which MTC could redirect as repayment for outstanding loans should Caltrain fail to make timely loan payments; and

Whereas, this financing mechanism provides Caltrain with flexibility to address operating and cash flow needs to address its Fiscal Year (FY) 2027 operating deficit while spreading repayment over a manageable 12-year period; and

Whereas, the proposed loan agreement would provide Caltrain with critical financial flexibility while establishing a structured and manageable repayment plan secured by dedicated state revenues; and

Whereas, staff estimate annual debt service during the interest-only period to be approximately \$2 million per year on a fully drawn \$50 million principal, subject to rate fluctuation; and

Whereas, a repayment schedule will be presented to the Board of Directors (Board) upon execution of the agreement; and

Whereas, repayment of the loan will be included in Caltrain’s future operating budgets, starting in FY27, and incorporated into Caltrain’s multi-year financial plan.

Now, Therefore, Be It Resolved that the Board of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or designee, to execute a loan agreement, in substantially the same form as the terms described above, and to take all necessary actions to implement the loan agreement and to give effect to this resolution.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

2/25/2026: Amended following the JPB Technology, Operations, Planning, and Safety (TOPS) Committee

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Jerry Guaracino, Chief Safety Officer
For: March 2026 JPB Board of Directors Meeting
Subject: **Adopt Caltrain Corridor Right-of-Way Safety Strategy**

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

Purpose and Recommended Action

Staff provides the informational safety report to keep the Board apprised of progress; it is provided for informational purposes only (see safety report in reading file: <https://www.caltrain.com/media/36680/>).

Staff proposes the Technology, Operations, Planning, and Safety (TOPS) Committee recommend that the Board adopt the Caltrain Corridor Right-of-Way Safety Strategy based on prior feedback and direction from the Peninsula Corridor Joint Powers Board (JPB). This strategy provides a framework and plan for ongoing safety enhancements on the JPB-owned right-of-way (ROW) to improve community awareness of railroad safety, reduce trespassers and vehicle track incursions onto the ROW, prevent suicides, and implement the latest safety technology as recommended by the Board.

Discussion

This report and accompanying presentation are submitted to keep the Board updated on the Safety Performance of Caltrain based upon measurement of Key Performance Indicators (KPIs) and to provide the Caltrain Corridor Right-of-Way Safety Strategy (Attachment A) for consideration of adoption. Staff will brief the Board on the status of this work and outline recent progress as part of Caltrain’s commitment to maintaining a safe rail corridor for employees, passengers, and the communities we serve. This update will help to ensure transparency in our work to prevent trespassing incidents and suicides on the ROW.

Over the years, Caltrain and its partners have advanced a range of ROW safety improvements at specific locations throughout the corridor in response to known risk conditions and operational needs. These efforts, emerged to address known issues and as funding became available, have included targeted treatments intended to deter trespassing, reduce opportunities for vehicle incursions, and improve overall corridor security and incident response. While these location-specific investments have delivered meaningful benefits, the

corridor continues to experience serious safety challenges, including repeated instances of trespassing, vehicle intrusions onto the ROW, and a history of suicide-related incidents that have resulted in loss of life, trauma to employees and the public, and significant service disruptions.

The CROWS Strategy is intended to build on that foundation by establishing a more consistent, corridor-wide approach to prioritizing and delivering safety measures. Staff is seeking increased and more stable funding to expand effective treatments beyond the limited set of locations addressed to date, accelerate deployment at identified high-risk areas, and strengthen ongoing maintenance and monitoring so improvements remain effective over time. By scaling and standardizing ROW safety enhancements and treatments through the CROWS Strategy, Caltrain aims to reduce the frequency and severity of trespass and intrusion events, mitigate suicide risk where feasible through environmental and operational measures, and improve the safety and reliability of rail operations for passengers, employees, and the communities served along the corridor.

Caltrain is committed to providing a safe work environment for our employees and contractors, and safe and efficient train service for our customers. Caltrain is also committed to continuous improvement through the capture and analysis of key safety data and management of associated risk. Regularly reviewing this data will enable staff to identify areas needing improvement and focus our activities to achieve improved safety performance for our employees, passengers and the communities we serve.

Caltrain will provide quarterly safety reports to the board and will be sharing this same information with employees as we work to build a stronger Safety Culture consistent with our Number One Core Value – **Safety** – First and Always as well as our System Safety Program Plan (SSPP). These reports will include both lagging safety performance indicators reported to the Federal Railroad Administration (FRA) and leading safety performance indicators. While lagging indicators can alert you to a failure in your safety program or to the existence of a hazard, leading indicators allow an organization to take preventive action to address that failure or hazard before it turns into an incident.

[February 25, 2026 Meeting of TOPS Committee](#)

[On Wednesday, February 25, 2026, staff presented the following item to the TOPS Committee: “Receive Quarterly Safety Update and Adopt Caltrain Corridor Right-of-Way Safety Strategy”. After the presentation, the Committee moved to advance the Caltrain Corridor Right-of-Way Safety Strategy to the Thursday, March 5, 2026, Board of Directors meeting for Board consideration of adoption. The Quarterly Safety-related metrics presented to the TOPS Committee can be viewed on the Caltrain public website at <https://www.caltrain.com/media/36680/>](#)

Budget Impact

There is no direct impact on the budget associated with receiving these updates or adopting the proposed Safety Strategy. Caltrain's ability to further enhance its safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By: Jerry Guaracino

Chief Safety Officer

02/10/2026



Caltrain Corridor Right-of-Way Safety (CROWS) Strategy

Updated 2.20.2026

Caltrain Corridor Right-of-Way Safety (CROWS) Strategy is a comprehensive initiative dedicated to fostering a safe, secure, and reliable environment for passengers, employees, and the communities served. By combining education, outreach, enforcement, and engineering improvements, this strategy promotes shared responsibility for safety across the right-of-way, at grade crossings, stations, trains, and surrounding neighborhoods. Through collaboration with local agencies, community organizations, and riders, Caltrain aims to prevent incidents, improve emergency responsiveness, and strengthen public trust in the peninsula's rail system.

In this strategy, safety improvements are organized into an integrated, multiyear strategic program, built around data-driven risk analysis and national best practices for trespasser and suicide prevention.

Hazard / Risk Assessments: These workstreams establish the corridor's baseline safety risk profile and provide the data-driven foundation for prioritizing near, mid, and long-term investments.

- **Update Threat and Vulnerability Assessment (TVA):** Develop an updated corridor-wide TVA that explicitly covers trespass, suicide risk, and grade crossing hazards, incorporating FRA tools and Caltrain data.
- **Update Grade Crossing Hazard Assessment:** Update Hazard Assessment using FRA accident prediction data and local crash/trespass history to rank crossings for separation, closure, or enhancement.

Enforcement: These workstreams will strengthen deterrence and improve on-the-ground safety outcomes by coordinating targeted, visible enforcement.

- **Blitz at high-risk crossings:** Implement recurring, data-driven enforcement "blitzes" at high-risk crossings and trespass locations, focusing on education plus citations for egregious behavior.
- **Coordinate w/ Cities:** Coordinate with municipal services, including local police, to increase presence near the corridor at peak trespass times, e.g. school hours, evening commute.
- **Collaborate with law enforcement:** Train law enforcement in crisis intervention and rail specific trespass hazards; integrate 988 referrals into their protocols.

ATTACHMENT A

- **Utilize data collection:** Use CCTV analytics and incident data to deploy enforcement resources where behavior is worst and measure the impact of each campaign. Create a heat map for incidents, locations, time and days. Develop KPIs to drive enforcement.
- **License Plate Recognition Technology:** Pilot program for education and enforcement actions. By deploying automated license plate recognition technology, Caltrain will be able to identify unauthorized vehicles and right-of-way unauthorized persons, deter grade crossing violations, and provide local law enforcement partners with actionable data to support rapid response and enforcement efforts. The program will also establish a data collection and analytics framework to track trends, measure effectiveness, and inform future safety investments.

Education: These workstreams would seek to reduce risk by shaping safer behavior and improving help-seeking pathways through consistent, corridor-wide public messaging and targeted community partnerships—paired with employee and responder training that supports both trespass prevention and suicide prevention.

- **External safety communications:** Develop a corridor-wide Safety Communications Strategy that aligns with the elements in the Caltrain Corridor Right-of-Way Safety Strategy and national suicide prevention messaging. Key initiatives:
 - Targeted outreach in communities near high-risk crossings and stations, e.g. schools, senior centers, mental health facilities, homeless services, businesses.
 - Consistent messaging on “stay off the tracks,” grade crossing rules, and the 988 Suicide & Crisis Lifeline on signs, posters, and digital content.
 - Seasonal and event-based campaigns (back to school, sports events, holidays) using social media, station announcements, and earned media.
 - Partner with Operation Lifesaver and local jurisdictions to deliver on-going joint education and enforcement events at stations and grade crossings.
- **Mental health outreach and suicide prevention:** Embed suicide prevention in all safety planning, using guidance from the FRA Trespass & Suicide Prevention Toolkit and local mental health partners. Show integration throughout the Caltrain planning and capital construction process, requiring development of and changes to existing design criteria. Key initiatives:
 - Provide recurring suicide awareness and deescalation training for operators, frontline employees, conductors, and security, including how to safely engage and call for specialized help.
 - Install clear, visible 988 and crisis line signage at stations, pedestrian crossings, and known hotspots, with multilingual messaging.
 - Partner with county mental health departments, Psychiatric Emergency Response Team (PERT) style teams, and nonprofits to:

ATTACHMENT A

- i. Develop referral pathways when Caltrain staff or police encounter at risk individuals.
- ii. Provide proactive trauma counseling for employees exposed to critical incidents.
- iii. Explore deploying social workers or clinicians alongside transit police teams in high-risk areas, at least on a pilot basis.

Engineering: These workstreams will deliver physical and technology-based risk reduction strategies that limit unauthorized access, improve visibility and detection, harden critical infrastructure, and support faster, more coordinated responses to safety and security incidents.

- **Means Restriction (barriers, fencing, etc.):** Develop a corridor-wide Means Restriction Plan that maps: existing fencing condition, barrier gaps, platform ends, pedestrian paths, and known trespass hot spots. Key initiatives:
 - New or upgraded fencing in high-risk segments (near schools, trails, encampments, prior incidents).
 - Barriers and channelization at station ends and pedestrian crossings to funnel users to legal crossings.
 - Pilot and then standardize anti-trespasser panels (rubber/concrete panels with raised elements) at high-risk crossings and access points, integrating them into design standards.
 - Include means-restriction concepts in all new grade separations, station rebuilds, and third-party projects via design review checklists.
 - EMU-based camera system with AI integration
- **Copper Theft Mitigation:** Caltrain experiences a high number of copper theft events along the right-of-way that impact operations, signals, and grade crossings.
 - Caltrain Dance Floors – TASI constructed theft deterrent panels that obscure and protect copper cable locations.
 - Anti-trespass panels
 - Lower value materials (formerly referred to as anti-theft) – utilize cabling that includes less valuable material.
- **Vegetation control:** Adopt a rail specific Integrated Vegetation Management (IVM) plan modeled on Caltrans guidance, focusing on safety sightlines, tree and limb failure into the right-of-way, fire risk, and access control. Prioritize:
 - Clearing vegetation that obscures sightlines to crossings, signage, or people near the ROW.
 - Removing trees and brush that create hiding places or informal paths into the ROW at stations and hot spots. Offer incentives and rebates when necessary.
 - Maintaining low growth, low maintenance groundcover where appropriate to reduce future trimming and fire risk.

ATTACHMENT A

- Coordinate vegetation windows with construction, fencing work, and CCTV deployment so cameras have clear views, and work can be completed efficiently (less outages and risk exposure to complete work, requires implementation strategy)
- **CCTV:** Design a Corridor CCTV Master Plan integrating grade crossings, stations, yards, and sensitive or high-risk locations into one unified, monitored system. Will require an updated TVA. Program components:
 - Standard camera and storage specifications, prioritizing coverage of crossing approaches, platforms, platform ends, and ROW access points.
 - Use of analytics (e.g., intrusion detection, Rail Sentry type AI for stopped vehicles/obstructions) at key crossings and platforms, tied to dispatch alerts.
 - Defined monitoring and response protocols: which alarms go to Dispatch, Security Operations Center, how quickly field staff or police are notified, and how false alarms are handled.
 - Integrate CCTV planning with vegetation control and lighting upgrades so image quality and detection performance are maximized.

Standard / Procedure Updates

- **Grade Crossing Design Standard:** Create Grade Crossing Design Standard that “hardcodes” current best practices: barriers, anti-trespasser panels (currently a pilot program), solar markers, channelization, signage, lighting, sight distance triangles, and CCTV expectations.
- **Update internal control documents:** Require use of the updated TVA, Grade Crossing Hazard Assessment and Design Standard during scoping of all capital and third-party projects touching the corridor.
- **Enhanced ROW Access Procedures:** Creation of ROW access policy, e.g. ALL employees (JPB, TASI) to contact CCF when accessing ROW, location, number of employees, vehicles or equipment used, etc.
- **Updated Unusual Occurrence Reporting System:** Develop forms and training for train crews and field personnel, dispatch. Develop Dispatcher log and tracking system.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: March 2026 JPB Board of Directors Meeting
Subject: **Receive State and Federal Legislative Update**

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.

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.

Budget Impact

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	02/25/2026
	Isabella Conferti	Government and Community Affairs Specialist	02/25/2026



February 13, 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 – March 2026**

General Update

In Sacramento, the second year of the 2025-26 Legislative Session is in full swing. Following the release of the Governor’s proposed FY 2026-27 budget on January 9, the Department of Finance subsequently published a number of budget trailer bills (policy bills to implement the Governor’s budget). Over the coming months, the Assembly and Senate’s respective budget committees and subcommittees will meet frequently regarding the Governor’s proposed budget. In mid-May, the Governor will release his “May Revise,” an update to his January proposed budget. This will kick off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1.

Meanwhile, since the Legislature reconvened on January 5, approximately 600 new bills have been introduced. We expect around 1,000 additional bills to be introduced before the bill introduction deadline on February 20. Many of these bills will start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 16 and the Senate by March 25. Also, bills must be in print for 30 days before they may be heard in a policy committee.

The Legislature will break for Spring Recess from March 26 and return on April 6. When they reconvene, they will have until April 24 to finish policy committee hearings for bills in the first house.

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

Legislature Pass and Governor Signs Governor’s Bill on Bay Area Transit Loan

On January 30, the Office of Governor Newsom, the California Department of Finance (DOF) and the MTC announced that they reached an agreement on a \$590 million state loan to AC Transit, BART, Caltrain, and Muni.

The agreement authorizes the loan to be funded no later than July 1, 2026, using money awarded but not yet allocated for Bay Area projects by the California Transportation Commission through the TIRCP.

Consistent with Senate Bill 105 enacted last fall, the loan agreement includes a clearly defined repayment structure, a guaranteed revenue source to secure the loan and an agreed-upon interest rate:

- 12-year repayment term, with interest-only payments during the first two years.
- Repayment secured by the "revenue-based" portion of State Transit Assistance that goes directly to the transit agencies.
- Variable interest rate tied to the state's Surplus Money Investment Fund, ensuring the state is fully repaid at the same rate it would have earned had the funds remained in state accounts.

The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into AB 117 and SB 117, respectively, on February 13.

On February 19, the Legislature passed and the Governor signed AB 117.

Caltrans Releases Draft Guidelines for LCTOP

On January 26, the California Department of Transportation (Caltrans) released the [FY 2025-26 Low Carbon Transit Operations Program Draft Guidelines](#) for public review.

The public comment period is now open and will run from January 26 to February 26. During this time, Caltrans encourages transit agencies to share feedback and suggestions on the draft guidelines. Further dates have not yet been finalized, but we expect funding requests to be due in late April or early May, with approvals in September. The total funding amount for FY 2025-26 has not yet been released, but the FY 2024-25 LCTOP distributed \$202 million.

Caltrans Releases Director's Policy on Transit and Major Organizational Changes

On February 9, Caltrans announced the establishment of a new Deputy Director for Transit and Rail Programs, the restoration of the Division of Mass Transportation to create a dedicated team focused on transit issues, the release of the [Director's Policy on Transit](#) to support more coordinated and efficient transit and rail services along the State Highway System, and the creation of a new California Transit Advisory Committee (CALTAC).

The Director's Policy focuses on transit priority facilities such as dedicated bus lanes, signal priority, and other infrastructure to make road-based transit service faster and more reliable on the State Highway System. CALTAC will consist of 20 member agencies and organizations from a diverse group of transit stakeholders, such as transit agencies, state universities, disadvantaged communities, and transit experts.

TIRCP Cycle 8

As we have previously reported, the California State Transportation Agency (CalSTA) released the draft [guidelines](#) and schedule for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. 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. CalSTA expects approximately \$900 to be available for Cycle 8.

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

The California Transit Association (the trade association to which Caltrain belongs) plans to submit comments to CalSTA requesting changes to their draft guidelines to better support transit agencies, including asks to allow the funding of projects which have a secondary, but perhaps a vital, nexus to greenhouse gas reductions, to permit TIRCP funding for vehicle fleet replacements without additional ridership gains, and to allow flexibility to use TIRCP to fund priority projects currently stalled due to insufficient funding, among other requests.

*Contact tircpcomments@dot.ca.gov to schedule

Bills of Interest

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

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 also prohibits freight trains from traveling faster than 10 miles per hour in areas without wayside detectors. This bill would have a significant impact on Caltrain scheduling and reliability. The California Transit Association has recently voted to oppose the bill, and the Association is taking the lead in negotiating with the Author and other stakeholders. ***In the Assembly, pending referral to policy committee.***

AB 1198 (Haney) Prevailing Wage – WATCH

This bill impacts public works contracts by requiring that any change in prevailing wage rates be applied biannually to *all* public works contracts awarded, until the projects' completion, as determined by the Director of Industrial Relations. The bill also allows contractors, awarding bodies, or their representatives to file a verified petition within 20 days to review a rate determination. The Director must then investigate or hold a hearing and issue a final determination within 20 days, which is sent to the awarding body and interested parties. ***In the Assembly, pending referral to policy committee.***

SB 1136 (Blakespear) Intercity rail and commuter rail: special events service plans – WATCH

This bill would require a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements in order to access State Rail Assistance funds. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements and an interagency transfer agreement to require a joint powers board to ensure that supplemental service is provided for events, as specified. The bill would require the business plan to include a special events service plan that includes detailed operating schedules, fare information, and rolling stock requirements designed to satisfy the requirement to provide that supplemental service. ***In the Senate, pending referral to policy committee.***

SB 1411 (Stern) Greenhouse Gas Reduction Fund: funding conditions: high-speed rail – WATCH

This bill would authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which

continuously appropriated moneys may be used, the bill would make an appropriation. ***In the Senate, pending referral to policy committee.***

AB 1421 (Wilson) Vehicles: Road Usage Charge Technical Advisory Committee – WATCH

This bill would require the California Transportation Commission, in consultation with the California State Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. This bill would require the commission to submit a report to the Legislature on the research and recommendations by no later than January 1, 2027. ***In the Senate, pending referral to policy committee.***

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by December 31, 2026. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. ***In the Assembly Transportation Committee.***

Caltrain Bill Matrix as of Tuesday, February 17, 2026

Bill ID/Topic	Location	Summary	Position
<p>AB 117 Committee on Budget</p> <p>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</p>	<p>This bill was signed into law.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.</p>	<p>Support</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 259 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Recommend Support</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 942 Calderon D</p> <p>Electricity: climate credits.</p>	<p>Pending referral to policy committee.</p>	<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>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1198 Haney D</p> <p>Public works: prevailing wages.</p>	<p>Pending referral to policy committee.</p>	<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, 2027, 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, 2027. 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. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified.</p>	<p>Watch</p>
<p>AB 1337 Ward D</p> <p>Information Practices Act of 1977.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1383 McKinnor D</p> <p>Public employees' retirement benefits: safety members.</p>	<p>Pending referral to policy committee.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers' Retirement Law, establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, on and after January 1, 2027, would require a retirement system subject to PEPRA to adjust pensionable compensation limits to be consistent with specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would require a new member of STRS to be subject to specified limits of the Teachers' Retirement Law. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1421 Wilson D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>Pending referral to policy committee.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
AB 1578 Jackson 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
AB 1599 Ahrens D Public transit: California Transit Stop Registry: transit datasets.	This bill is in the Assembly Transportation Committee.	Existing law establishes the Department of Transportation and vests it with various powers and duties. This bill would require the department to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 1608 Wilson D Office of the Inspector General, High-Speed Rail.	Pending referral to policy committee.	Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority 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 authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified. This bill would authorize the Inspector General to contract for goods and services that the Inspector General deems necessary for the furtherance of the purposes of the office. For a contract up to \$1,000,000 in value, the bill would exempt the Inspector General from all contract requirements of the Public Contract Code that require oversight, review, or approval by the Department of General Services or any other state agency.. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 1624 Zbur D</p> <p>Public Lands Protection Act.</p>	<p>Pending referral to policy committee.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries that bears relation to its planning. Existing law authorizes the legislative body of a county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes, as provided. For these purposes, existing law authorizes the legislative body to divide a county or city into zones, but requires that regulations adopted be uniform for each class or kind of building or use of land throughout each zone. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare 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. This bill, the Public Lands Protection Act, would, upon transfer to any private or nonfederal entity of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has been designated in an adopted general plan or zoning ordinance as open space, public land, resource conservation, or an equivalent conservation-oriented designation, immediately subject that parcel to the zoning designation and associated state and local restrictions. The bill would also, upon transfer of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has not been designated in an adopted general plan or zoning ordinance at the time of transfer to any private or nonfederal entity, automatically subject that parcel to the most restrictive conservation-oriented zoning designation currently applied in the jurisdiction, by operation of law. The bill would prohibit a parcel of land governed by these provisions from being rezoned, subdivided, or granted any development entitlement that is inconsistent with a conservation-oriented zoning designation, unless certain requirements are satisfied, including that a full environmental impact report is completed in accordance with CEQA. Notwithstanding these provisions, the bill would require electric infrastructure and clean energy facilities necessary to achieve California's climate and decarbonization goals to be deemed permitted uses in a conservation-oriented zoning designation if certain conditions are met. The bill would also exempt certain other parcels from these provisions. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1630 Caloza D</p> <p>Meet and confer: observation.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law provides for negotiations concerning wages, hours, and other terms and conditions of employment between a higher education employer and an exclusive representative of a recognized or certified employee organization, as these terms are defined. Existing law requires higher education employers, or such representatives as they may designate, to engage in meeting and conferring with the employee organization selected as exclusive representative of an appropriate unit on all matters within the scope of representation. Existing law requires a reasonable number of representatives of an exclusive representative to have the right to receive reasonable periods of released or reassigned time without loss of compensation when engaged in meeting and conferring and for the processing of grievances prior to the adoption of the initial memorandum of understanding. This bill would authorize an exclusive representative, in their discretion, to invite one or more members of a bargaining unit to remotely and passively observe a session held for the purpose of a meet and confer on a memorandum of understanding. The bill would prohibit, absent an agreement of the parties, a member of a bargaining unit observing a session pursuant to these provisions from receiving released or reassigned time or compensation to observe a session.</p>	<p>Watch</p>
<p>AB 1654 DeMaio R</p> <p>Vehicles: commercial driver's licenses.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law prohibits a person from operating a commercial motor vehicle unless that person has in their immediate possession a valid commercial driver's license of the appropriate class. Existing law requires a person to pass a knowledge test and driving test for the operation of a commercial motor vehicle that complies with minimum federal standards, as specified, before being issued a commercial driver's license. This bill would require the Department of Motor Vehicles, before issuing or renewing a commercial driver's license, to verify the applicant's lawful presence in the United States, as specified. The bill would require the department to revoke any commercial driver's license issued to a person subsequently determined to be unlawfully present in the United States, as specified.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1837 González, Mark D</p> <p>Video imaging of parking violations.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely and would expand the types of violations to include stopping or parking on the roadway side of a vehicle stopped, parked, or standing, as specified, or unlawfully stopping or parking in a bikeway. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require that a public transit operator that used video imaging to enforce parking violations who has not had a system in operation at any time prior to January 1, 2027, to report to the Legislature until January 1, 2031, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1838 Berman D</p> <p>Public contracts: local agencies: responsive bidders.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency, as specified, to fully disclose any history of wage-and-hour violations and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
AB 1855 Gonzalez, Jeff R California Environmental Quality Act: exemption: passenger rail service.	Pending referral to policy committee.	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, until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 1859 Ortega D</p> <p>Public works.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee’s representative reasonable access. The bill would require the court to award various civil penalties and costs, as specified. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1941 González, Mark D</p> <p>Organized metal theft.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than \$5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature. By creating new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1944 Lee D</p> <p>Zero-emission transit buses: axle weight.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 117 Committee on Budget and Fiscal Review</p> <p>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</p>	<p>This bill is in the Assembly Budget Committee.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. The bill would require a transit operator to use its respective share of specified funding under the State Transit Assistance Program as security for any loan made by the Metropolitan Transportation Commission and would authorize the Metropolitan Transportation Commission to redirect those funds as repayment for an outstanding loan if the specified transit entity fails to make timely loan payments. The bill would make these provisions inoperative upon full repayment of the loan by the Metropolitan Transportation Commission, as specified. To the extent the bill would impose new duties on the Metropolitan Transportation Commission, the bill would impose a state-mandated local program.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 445 Wiener D</p> <p>High-speed rail: third-party agreements, permits, and approvals: regulations.</p>	<p>This is a two-year bill.</p>	<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>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 545 Cortese D High-speed rail: economic opportunities.	This is a two-year bill.	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.	Watch
SB 555 Caballero D Workers’ compensation: average annual earnings.	Pending referral to policy committee.	Existing law establishes a workers’ compensation system, administered by the Administrative Director of the Division of Workers’ Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law provides for temporary disability, permanent total disability, or permanent partial disability benefits, among other benefits, for an injured employee and requires the computation of an injured employee’s average annual earnings and average weekly earnings for purposes of determining those disability benefits. Existing law requires, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at various amounts, including between \$240 and \$435 for injuries occurring on or after January 1, 2014, except as specified. This bill would require, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at between \$ ___ and \$ ___ for injuries occurring on or after January 1, 2027.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 667 Archuleta D</p> <p>Railroads: safety: wayside detectors.</p>	<p>Pending referral to policy committee.</p>	<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, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing 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 the Public Utilities Commission to adopt rules and processes to implement these provisions, including a penalty of not less than \$25,000 for violating these provisions, as provided. The bill would not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 677 Wiener D</p> <p>Housing development: transit-oriented development.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Existing law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Existing law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>
<p>SB 741 Blakespear D</p> <p>Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 908 Wiener D</p> <p>Housing development: transit-oriented development.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law generally regulates the development of transit-oriented housing developments near transit-oriented development stops. Existing law defines various terms for these purposes. Existing law requires the Department of Housing and Community Development to oversee compliance with those provisions, authorizes a local government to enact an ordinance to make its zoning code consistent with those provisions, as specified, and requires each metropolitan planning organization to create a map of transit-oriented development stops and zones within its region by tier, as specified. This bill would state the intent of the Legislature to enact subsequent legislation that would make technical and clarifying changes to those laws governing transit-oriented development, and to add a select set of San Francisco Bay area ferry terminals to the scope of those provisions.</p>	<p>Watch</p>
<p>SB 929 Jones R</p> <p>State Energy Resources Conservation and Development Commission: chair: report to the Legislature.</p>	<p>This bill is in the Senate Energy, Utilities and Communications Committee.</p>	<p>Existing law establishes the State Energy Resources Conservation and Development Commission consisting of 5 members and establishes various duties and responsibilities of the commission relating to energy usage in the state. Existing law requires the Governor to designate a chair of the commission and requires the chair to direct the public advisor, the executive director, and other staff of the commission in the performance of their duties in conformance with the policies and guidelines established by the commission. This bill would require the chair of the commission to appear annually before the appropriate policy committees of the Legislature to report on activities of the commission, as specified.</p>	<p>Watch</p>
<p>SB 935 Choi R</p> <p>Local agency design-build projects: authorization.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending provisions that would otherwise be repealed on January 1, 2031, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 939 Laird D Public employees' retirement: death benefits.	This bill is in the Senate Labor, Public Employment and Retirement Committee.	The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERL vests management and control of PERS in the Board of Administration. Under that law, members may make certain elections, including elections to purchase service credit for various types of public service, upon payment of additional contributions. Existing law establishes procedures governing the treatment of unpaid balances under an election when a basic death benefit becomes payable before a member has completed making the total payment. Existing law establishes other procedures governing unpaid balances when a special death benefit is payable or a member retires for industrial disability. Existing law provides that any unpaid balance at a member's retirement for service or ordinary disability or at death, with respect to certain preretirement death benefits, may be subject to specified provisions governing service credit, when payment of the balance would not increase the allowance payable. This bill would specify that the above-described provision does not apply to industrial disability payments. The bill would make various other technical and nonsubstantive changes to the above provisions.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 994 Cabaldon D</p> <p>Local government: nondisclosure agreements.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local government officials serving on the same council, board, commission, district, or agency. The bill would require a local government official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local government official also apply to a local government official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local government officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local government official to share information with fellow local government officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. The bill would prohibit staff of a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with the local government official who they serve under. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of any staff of a local government official acting in their official capacity to share information with the local government official who they serve under and that is entered into after January 1, 2027, void and unenforceable. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1008 Ochoa Bogh R</p> <p>California Environmental Quality Act: exemption: railroad grade crossing closure.</p>	<p>Pending referral to policy committee.</p>	<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 and authorizes a lead agency, if it determines a certain project is exempt from CEQA, to file a notice of exemption, as provided. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would provide that the exemption is inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities, as provided. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1035 Strickland R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>Pending referral to policy committee.</p>	<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. 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. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill would direct the Controller to transfer a specified amount from the General Fund to the Greenhouse Gas Reduction Fund. By transferring General Fund moneys to a partially continuously appropriated fund, this bill would make an appropriation. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 1087 Cabaldon D Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.	Pending referral to policy committee.	Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization. This bill contains other related provisions and other existing laws.	Watch
SB 1097 Wiener D Energy: permit streamlining.	Pending referral to policy committee.	Existing law vests the State Energy Resources Conservation and Development Commission with exclusive jurisdiction to certify thermal powerplants, as defined. This bill would state the intent of the Legislature to enact subsequent legislation to streamline the permitting of energy generation, storage, and transmission projects given the increasing cost of energy and the need to quickly electrify to mitigate the impacts of climate change.	Watch
SB 1136 Blakespear D Intercity rail and commuter rail: special events service plans.	Pending referral to policy committee.	This bill would require, as a condition of receiving funding under the State Rail Assistance program, a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements. This bill would require an interagency transfer agreement to require a joint powers board to ensure that supplemental service is provided for major, publicly attended events, as specified. The bill would require the business plan to include a special events service plan that includes detailed operating schedules, fare information, and rolling stock requirements designed to satisfy the requirement to provide that supplemental service.	Watch
SB 1411 Stern D Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.	Pending referral to policy committee.	This bill would authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.	Watch

**Caltrain
Federal Report
February 2026**

Congressional Update

FY26 Appropriations Update

- On February 3, the House passed a \$1.2 trillion spending package, 217-214, sending the bill to President Trump's desk. The bill funds the remaining departments under the Defense; Financial Services and General Government; Labor, Health and Human Services, Education; Department of State-National Security; and Transportation-Housing and Urban Development (HUD) appropriations bills.
- The Transportation-HUD bill includes the following community project funding/Congressionally directed spending projects for Caltrain:
 - Burlingame Broadway Grade Separation Project - \$3.15M (Rep. Mullin)
 - South County Service Wi-Fi Project - \$1.1M (Sen. Padilla)
- Also included in the new transportation appropriations bill is a provision rescinding \$929 million from high-speed rail projects.
- On January 29, a deal emerged between Senate Democrats and the White House on government funding to move forward on the final 5-bill minibus and extend the continuing resolution (CR) for the Homeland Security bill. With 11 of 12 appropriations bills passed, Congress must negotiate the final funding and policy provisions for the Homeland Security bill, which expired on February 13.
- Though negotiations between the White House and Senate Democrats continue, the trajectory of talks suggest DHS funding will be lapsed until next week — meaning the soonest any resolution would be reached is in the political hothouse around Trump's State of the Union address on February 24. The lack of progress has even raised the prospect that Trump's speech to Congress might be postponed, and some Democrats are mulling a boycott
- Below are key budget highlights from the FY26 funding package for the Department of Transportation.

DOT Program	FY25 Enacted	FY26 House	FY26 Senate	FY26 Final
BUILD (previously known as RAISE) (In addition to IIJA Advanced Appropriations)	\$345 million	\$0	\$250 million	\$145 million
Federal Highway Administration (FHWA)	\$62.991 billion	\$64.366 billion	\$63.3 billion	\$64.3 billion
FHWA Highway Formula Funding (authorized by IIJA)	\$60.095 billion	\$62.657 billion	\$62.657 billion	\$62.657 billion
FHWA Highway Infrastructure Grants	\$340.5 million	\$1.369 billion	\$1.136 billion	\$2.395 billion
Federal Transit Administration (FTA)	\$16.603 billion	\$14.91 billion	\$16.89 billion	\$16.5 billion
Reconnecting Communities Pilot (RCP) Program (in addition to IIJA Advanced Appropriations)	\$0	\$0	\$62.2 million (capital construction grants)	\$30 million (capital construction grants)
FTA Transit Infrastructure Grants	\$45.568 million	\$97.266 million	\$140.857 million	\$211.4 million
FTA Capital Investment Grants Program (in addition to IIJA Advanced Appropriations)	\$2.205 billion	\$53.74 million	\$1.95 billion	\$1.7 billion
FTA Transit Infrastructure Formula Funding (authorized by IIJA)	\$14.279 billion	\$14.642 billion	\$14.642 billion	\$14.642 billion
Federal Railroad Administration (FRA)	\$2.925 billion	\$3.123 billion	\$2.9 billion	\$3.637 billion
Fed-State Partnership for Intercity Passenger Rail	\$75 million	\$0	\$75 million	\$65 million
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$100 million	\$538.4 million	\$151.52 million	\$137.42 million

Members Continue Work on Surface Transportation Reauthorization and BASICS Act Introduced

- Lawmakers on the House Transportation & Infrastructure Committee have fallen behind their ideal timeline for releasing and marking up the next surface transportation reauthorization bill. House Transportation & Infrastructure Committee Chair Sam Graves (R-MO) planned an aggressive timetable for the release of the bill, but it was delayed due to the government shutdown in October and November. While many expected the bill to be released early February, the Transportation & Infrastructure Committee is now expected to release the bill sometime in March or later. On the Senate side, Senate Committees have only just begun conversations and will likely take longer to release their portions of the surface transportation bill.
- Organizations like the National League of Cities, U.S. Conference of Mayors, and National Association of Counties are pushing for the inclusion of the BASICS (Bridges And Safety Infrastructure for Community Success) Act ([H.R. 7437](#)). Introduced by Reps. Kristen McDonald Rivet (D-MI) and Rep. Rob Bresnahan (R-PA), the legislation aims to streamline federal funding for local and rural transportation projects. The legislation would empower local planners by increasing resources for regional planning organizations and ensuring smaller communities can access the federal dollars needed to repair aging bridges and high-risk roads.

Rep. Mullin Introduces Rail and Highway Transmission Planning Act

- Rep. Kevin Mullin (D-CA) introduced the Rail and Highway Transmission Planning Act ([H.R. 7405](#)). The bill would direct the Department of Energy to conduct a study to identify opportunities to co-locate transmission infrastructure within existing highway and railway rights of way to expedite grid development with the goal of alleviating energy capacity constraints and delivering more affordable and reliable energy for consumers.
- Specifically, the study would:
 - Review existing transmission lines in transportation corridors and determine best practices for planning, financing, and developing such projects;
 - Evaluate rights of way that are most suitable for transmission construction and assess cost and time savings as compared to conventional siting;
 - Analyze how co-locating transmission lines with highways or railways could enhance grid reliability, reduce congestion, and lower energy costs; and
 - Develop an interagency action plan and guidance for federal, state, local, and private stakeholders.

- Upon its introduction, the bill was referred to the House Committee on Energy and Commerce.

Passenger Rail Crew Protection Act Introduced

- On January 15, Sens. Tammy Duckworth (D-IL) and John Hoeven (R-ND) introduced the bipartisan Passenger Rail Crew Protection Act ([S. 3665](#)). If enacted, the bill would prohibit interfering with intercity and passenger rail crew members by establishing a uniform criminal prohibition against assaulting or intimidating engineers, conductors, onboard personnel, employees performing safety-sensitive functions, and other personnel responsible for operations, functions, or customer service at a rail station. The bill seeks to establish legal parity with the penalties associated with assaulting flight crews.
- The Passenger Rail Crew Protection Act is supported by the SMART Union, Transportation Trades Department, AFL-CIO (TTD), Transport Workers Union of America, AFL-CIO (TWU), Transportation Communications Union/IAM (TCU), and the American Association of Railroads (AAR). Upon its introduction, the bill was referred to the Senate Commerce, Science, and Transportation Committee. Given its placement within the Commerce committee, Senators could include it in the next surface transportation reauthorization.

Senate Committee on Commerce, Science, and Transportation Holds Hearing on Self-Driving Vehicles

- On February 4, the Senate Commerce, Science & Transportation Committee held a full committee [hearing](#) titled “Hit the Road, Mac: The Future of Self-Driving Cars.” The hearing comes as the federal government looks to establish a national safety standard and foster the growth of autonomous vehicles (AVs). The current patchwork of state laws and regulations governing AVs has slowed their adoption and created an inconsistent—and often conflicting—landscape that makes it difficult for companies to scale and operate across state lines, ultimately stifling innovation and undermining U.S. leadership.
- Chairman Ted Cruz intended for the hearing to examine how outdated regulations are holding back lifesaving technology—and what Congress can do to fix it. Members of both parties grilled industry representatives over safety and agreed that Congress needs to take a stronger role in regulating AV technology. Industry representatives, which included executives from Tesla, Waymo, and the Autonomous Vehicle Industry Association (AVIA), defended AVs, pointing to new domestic job growth and the technology’s ability to transport Americans.

House Energy and Commerce Committee Holds Markup of AV Legislation

- The House Energy and Commerce Committee held a legislative [markup](#) to consider the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act of 2026 ([H.R. 7390](#)), introduced by Rep. Bob Latta (R-OH). The SELF DRIVE Act creates new requirements for AV manufacturers to report crash data to the National Highway Traffic Safety Administration (NHTSA), including explanations of vehicles' brake, steer, and computing capabilities and explanations of an AV's safety limitations.
- The bill also creates a new, NHTSA-administered crash data reporting system for state DMVs to be able to access crash data for AVs. The SELF DRIVE Act has received support from the AVIA, with AVIA CEO Jeff Farrah stating that the bill adds what is needed in the AV industry: "clear rules, strong safety standards, and the regulatory certainty needed to scale deployment nationwide."
- The bill advanced to the full committee on a party-line subcommittee vote of 12-11. Members, including Latta, could try to insert the bill in the next surface transportation reauthorization. However, a lack of bipartisan consensus on the issue of AV regulation could hamper Rep. Latta's attempts to include the bill.

Administration Update

Marc Molinaro to Depart Trump Administration

- Federal Transit Administration (FTA) Administrator Marc Molinaro announced his last day as Administrator will be February 20. Molinaro's tenure as Administrator lasted only six months after he was confirmed by the Senate in August 2025.
- Molinaro's departure is primarily driven by a desire to return to his home state of New York to be with his family and return to statewide politics. Before serving as Administrator, Molinaro represented New York's 19th congressional district.
- Reporting on Molinaro's departure suggests his motivations are primarily due to personal reasons rather than policy disagreements with Transportation Secretary Duffy or President Trump. Molinaro will join Matt Welbes, executive director of FTA, who also announced his departure from the federal government. Jamie Pfister, the current Associate Administrator for Regional Services, is expected to replace Welbes. DOT has not announced a successor for Molinaro as of February 17.