



JPB Board of Directors
Meeting of March 5, 2026

Supplemental Reading File

Subject

1. Receive Update on Battery Electric Multiple Unit (BEMU) Project – January 2026
2. Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – January 2026

Informational Items heard by JPB Finance Committee – February 23, 2026

Subject

1. Receive Quarterly Financial Report: Fiscal Year 2026 Quarter 2 Results

JPB Finance Committee Supplemental Reading File – February 23, 2026

Subject

1. Receive Quarterly Fuel Hedge Report Fiscal Year 2026 Quarter 2

Informational Items heard by JPB Technology, Operations, Planning, and Safety (TOPS) Committee – February 25, 2026

Subject

1. Receive Quarterly Update on Caltrain's Construction Program and Capital Delivery Projects

2. Receive Update on the Policy Regarding Conveyance of Property Interests Involving Property Owned by the Peninsula Corridor Joint Powers Board and Fee Schedule
3. Receive Results of the Caltrain Climate Vulnerability Study

JPB TOPS Committee Supplemental Reading File – February 25, 2026

Subject

1. Receive Update on Guadalupe River Bridge Project

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director
For: March 2026 Board of Directors
Subject: **Receive Update on Battery Electric Multiple Unit (BEMU) Project – January 2026**

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

Purpose and Recommended Action

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

Staff will provide monthly updates covering Battery Electric Multiple Unit (BEMU)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

The battery electric multiple unit pilot project (BEMU Pilot) is a research and development project with the end goal of producing a BEMU qualified to run on the general railroad system, and on Caltrain’s right-of-way including the Gilroy Extension specifically under battery power.

The BEMU is a change order option train ordered from Caltrain’s Electric Multiple Unit (EMU) contract and is a shorter version of a fully capable EMU paired to a battery cab car designed to run in daily round-trip service from Gilroy to San Jose. The BEMU has four cars, three of which accommodate passengers with a total of 280 seats. The BEMU will be charged under the overhead catenary system (OCS) either stationary or in service, travel to Gilroy and have its charge “topped off” during overnight layover in Gilroy at the standard 480 volts train plug before returning north.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the BEMU. The BEMU will be equipped with Positive Train Control and qualified on both the non-electrified portion of Caltrain service on Union Pacific Railroad territory as well as the Caltrain Right-of-way electrified portion. BEMU PTC (positive train control) will require detailed documentation and approval by the Federal Railroad Administration.

Monthly Update

1. Project Schedule and Milestones

- BEMU project baseline schedule was established on April 22, 2024. The table below shows the status of major Milestones as of January 31, 2026. Preliminary Design Review (PDR) is 100 percent complete.
- PDR Completion is delayed due to carbody redesign - The preliminary Battery B (BB) carbody analyses yielded positive results. Once the design was refined, including increasing the battery capacity (and therefore the battery weight), however, the carbody analyses revealed weaknesses in the structure. To resolve this, equipment had to be rearranged within the BB car, the structure modified/reinforced, and the analyses redone. This caused a delay in completion of PDR and commencement of final design. Staff will work with Stadler on schedule recovery to minimize impact to BEMU carbody structure production and final assembly. The BEMU delivery schedule and on-site schedule remains unchanged.

<u>Key Project Activity</u>	<u>Notice to Proceed (NTP) + months estimated in Change Order</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 01/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Stadler Notice to Proceed	0	08/25/2023	Completed	Completed	
Approval of Master Program schedule	3	04/22/2024	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/2025	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/2025	Completed	Completed	
Final Design Review (FDR)	20	12/12/2025	06/2026	Delayed to 6/2026	Delay due to carbody redesign
Battery First Article Inspection	30	04/10/2026	06/2026	Delayed to 6/2026	Delay due to carbody redesign
Completed Carshells	40	05/01/2026	In Planning	Delayed to 6/2026	Battery carshell delay due to battery carbody redesign. A, C, D carshells on schedule.

<u>Key Project Activity</u>	<u>Notice to Proceed (NTP) + months estimated in Change Order</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 01/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Authorization to Ship to Transportation Test Center (TTC)	45	06/25/2027	In Planning	On Track	
Completion of Testing at TTC	50	12/10/2027	In Planning	On Track	
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/2028	In Planning	On Track	
Final Acceptance	60	11/20/2028	In Planning	On Track	

2. Cost – Spend vs Budget with Actuals and Accruals through January 31, 2026

Project 100782 BEMU - Budget and Cost (As of January 31, 2026)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 60.98	\$ 0.56	\$ 61.54	\$ 18.24	\$ 43.30	\$ 61.54	\$ -	29.64%
Other Contracts	\$ 1.31	\$ 0.06	\$ 1.38	\$ 0.06	\$ 1.50	\$ 1.56	\$ (0.19)	4.14%
Program Mngt. & Admin Costs	\$ 9.64		\$ 9.64	\$ 0.65	\$ 8.53	\$ 9.19	\$ 0.46	7.12%
Project Contingency	\$ 7.47	\$ (0.63)	\$ 6.84		\$ 6.56	\$ 6.56	\$ 0.28	0.00%
ICAP	\$ 0.60		\$ 0.60	\$ 0.05	\$ 1.10	\$ 1.15	\$ (0.55)	4.12%
Total BEMU Project	\$ 80.00	\$ -	\$ 80.00	\$ 19.01	\$ 60.99	\$ 80.00	\$ (0.00)	23.76%

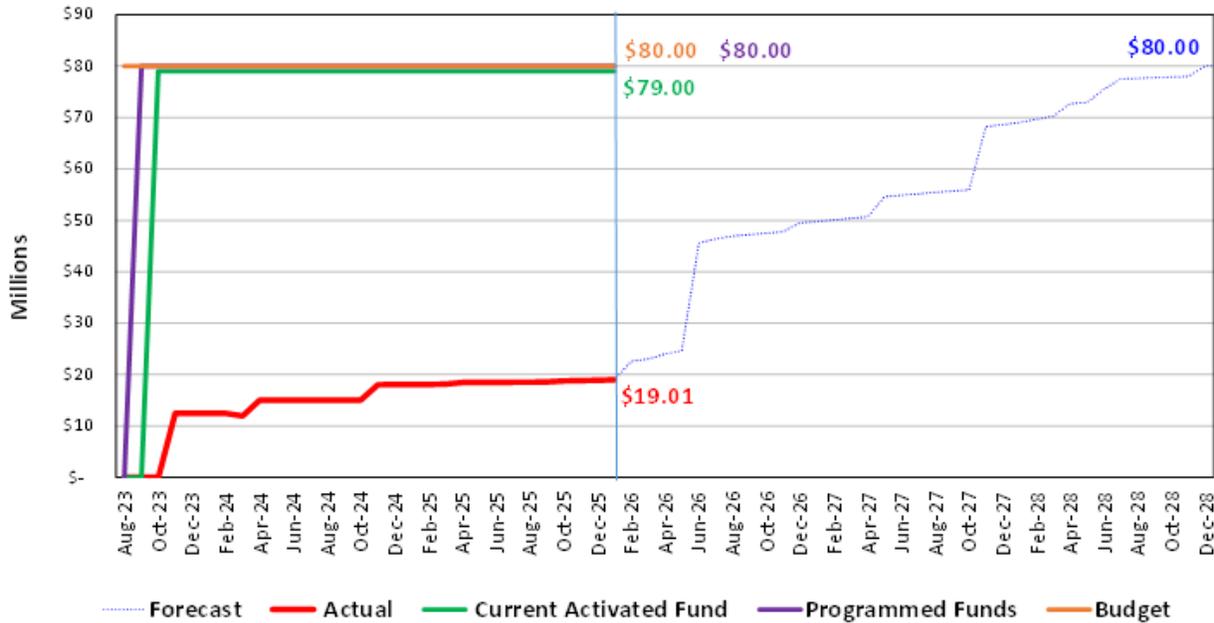
Note:

- 1). Expended and Accruals To-Date is through January 31, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;
- 3). Other Contracts includes \$1M for Wayside Upgrades;
- 4). ICAP was updated in Dec'25 to reflect the FY26 ICAP rate; the ICAP increase was offset by contingency;

3. Cost Curve:

JANUARY 2026

BEMU | Expenditure - Planned vs. Actual



4. Major Activities for January 2026:

- Completed Preliminary Design Review (PDR) activities.
- Held monthly progress meeting.
- Held on-going technical coordination meetings (biweekly).
- Held on-going safety coordination meetings (monthly).
- Reviewed the monthly progress report and schedule, the configuration management plan, the proposal for crash hardened memory module for cab cameras, and the following revised PDR packages: doors and door controls; friction brakes; propulsion; Heating, Ventilation, and Air Conditioning (HVAC); fire safety analysis; electromagnetic Interference (EMI) plan; locks and keys; and interior design.

5. Upcoming Key Activities:

- Prepare for next quarterly Federal Railroad Administration (FRA) meeting.
- Continue reviewing safety submittals (and other submittals as needed).

- Introduce BEMU project to Union Pacific Railroad (UPRR) (at PM level) and start coordination efforts.

6. Change Management:

- In August 2023, the JPB approved a change order(CCO) for not to exceed \$60,976,504 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option of one four-car Battery Electric Multiple Unit (BEMU) trainset.
- CCO 57 was fully executed for BEMU convenience outlets, which were not included in the BEMU train order. The change order amount is \$40,019.18. This change will be covered by the contingency and there is no change to the project budget.
- CCO 60 in the amount of \$520,500 to increase the traction battery capacity from the baseline 1.9 mega-watt-hours (MWh) requirement to 2.3 MWh was fully executed. This change will be covered by the contingency and there is no change to the project budget.
- A Purchase Order in the amount \$65,000 for PTC radio licenses and PTC control messaging licenses (two licenses) has been issued to Meteorcomm under BEMU project. This change will be covered by the contingency and there is no change to the project budget.
- There is a potential change order for passenger Wi-Fi materials, installation, testing and service for the BEMU train.

7. Risk Management:

The following are top risks for implementation of Battery Electric Multiple Unit (BEMU) project:

Risk Descriptions	Mitigation Actions
1. Redesign of the battery car body will cause schedule delays	Review schedule with Stadler and perform schedule impact and find ways to keep baseline project completion schedule intact.
2. Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely

8. FRA Coordination Status:

- A meeting with the FRA took place on September 11, 2025, in Washington, DC. The meeting focused on establishing points of contact and introducing the BEMU project to the FRA. Presentations and discussions included the project schedule and progress, the conceptual design, the safety program, and the general plan for meeting applicable FRA requirements (including concurrence with the FRA industry letters regarding alternative fuel vehicles).
- A follow-up meeting will be held in Quarter 1 of 2026.

Budget Impact

There is no impact on the budget.

Prepared By:	Sherry Bullock	Interim Chief, Design and Construction, and CalMod Program Director	02/24/2026
	Greg Cameron	Battery Electric Multiple Units Commercial Project Manager	02/06/2026

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director
For: March 2026 Board of Directors
Subject: **Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – January 2026**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

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

Staff will provide monthly updates covering Electric Multiple Unit Option Cars (EMU Option 1 and 2)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

In 2016, Caltrain executed a contract with Stadler USA, Inc., to procure Electric Multiple Unit trains to serve Caltrain passengers upon completion of the Peninsula Corridor Electrification Project (PCEP), which will electrify the corridor from San Francisco to San Jose. The Stadler contract included two option periods. The option offers Caltrain the opportunity to purchase additional EMU trainsets(TS) at a substantially lower cost than would be available if Caltrain were to undertake a new procurement. In addition to cost savings, the option allows Caltrain to move closer to the goal of a zero-emission corridor while improving service and reliability for Caltrain passengers.

- The EMU Option 1 is a change order option train ordered from Caltrain’s EMU contract that adds 37 Option cars to the contract. This comprises of (a): 16 additional cars to be inserted into the Base contract 16, six-car trainsets to provide fully integrated and tested seven-car trainsets and (b): three additional seven-car trainsets. In December 2018, the JPB approved change order for not to exceed \$172,800,047 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option that adds 37 Option cars to the contract.

- The EMU Option 2 is a change order option train ordered from Caltrain’s EMU contract that adds 28 Option cars to the contract. In August 2023, the JPB approved change order for not to exceed \$183,217,581 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option that adds 28 Option cars to the contract. This comprises of four seven-car trainsets.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the EMU Option cars as well as mock-ups, spare parts, special tools, test equipment, manuals, training, and related parts and services. Purchasing additional Option Cars will support the Caltrain Business Plan, reduce diesel trips on the JPB's corridor, and enhance seating capacity on the JPB's commuter rail service, all in furtherance of helping the State achieve transportation, safety and climate goals.

Caltrain has commenced fully electrified EMU service since September 2024, currently total of 17 seven-car EMU trainsets have been final accepted. This monthly report will provide status of trainsets 17 through 19 as the remaining Option 1 scope and trainsets 20 through 23 as the remaining Option 2 scope.

Currently all 19 EMUs were on site and conditionally accepted; only trainsets 18 and 19 have not reached final acceptance.

Monthly Update

1. Project Schedule – Major Milestones for EMU Option 1 project as of January 31, 2026:

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 01/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Return of the Executed Change Order	12/22/2018	Completed	Completed	
Approval of Master Program schedule		Completed	Completed	
Submission of Major Systems Purchase Orders		Completed	Completed	
Completion of Carbody – Trainsets 1 thru’ 19	11/20/2022	Completed	Completed	
Authorization to Ship from Contractor’s Facility - Trainsets 1 thru’ 17	08/20/2024	Completed	Completed	
Authorization to Ship from Contractor’s Facility - Trainset 18	04/23/2025	Completed	Completed	
Authorization to Ship from Contractor’s Facility - Trainset 19	06/22/2025	Completed	Completed	

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 01/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Notice of Conditional Acceptance - Trainsets 1 thru' 17	01/07/2025	Completed	Completed	
Notice of Conditional Acceptance – Trainset 18	05/23/2025	Completed	Completed	
Notice of Conditional Acceptance – Trainset 19	07/21/2025	Completed	Completed	
Notice of Final Acceptance - Trainset 17	03/24/2025	Completed	Completed	
Notice of Final Acceptance - Trainset 18	07/04/2025	11/15/2025	Delayed	Late due to open items
Notice of Final Acceptance - Trainset 19	09/21/2025	02/28/2026	Delayed	Delayed due to open items
Final Milestone: Conditional Acceptance of 19 trainsets	07/21/2025	Completed	Completed	

2. Project Schedule – Major Milestones for EMU Option 2 project as of January 31, 2026:

In 2024, Stadler announced a potential delay due to a force majeure event (flooding) at their aluminum extrusion supplier’s facility. This storm event had ceased aluminum global production temporarily. This project was one of many Stadler projects affected by the event. In October 2025, Caltrain received notice from Stadler, and the effect of this force majeure has now been fully realized and the schedule re-baselined, and production has been stabilized. There was overall six months impact on car shell production, Stadler is implementing aggressive mitigation during final assembly to reduce the overall schedule impact by two and a half months.

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Planned Completion (Re-Baseline)</u>	<u>Progress as of 01/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Return of the Executed Change Order	08/14/2023	08/14/2023	Completed	Completed	
Approval of Master Program Schedule	11/08/2023	11/08/2023	Completed	Completed	
Submission of Major Systems Purchase Orders	05/09/2024	05/09/2024	Completed	Completed	
Completion of EMU Carshells – Trainset 20	12/2024	12/2024	Completed	Completed	

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Planned Completion (Re-Baseline)</u>	<u>Progress as of 01/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Completion of EMU Carshells – Trainset 21	05/2025	05/2025	Completed	Completed	
Completion of EMU Carshells – Trainset 22	09/12/2025	09/12/2025	Completed	Completed	
Completion of EMU Carshells – Trainset 23	02/2026	02/2026	Completed	Completed	
Authorization to Ship from Contractor’s Facility - Trainset 20	03/2026	05/2026	05/2026	On Track (per re-baseline)	
Authorization to Ship from Contractor’s Facility - Trainset 21	03/2026	08/2026	07/2026	On Track (per re-baseline)	
Authorization to Ship from Contractor’s Facility - Trainset 22	01/2027	06/2027	In Planning	On Track	
Authorization to Ship from Contractor’s Facility - Trainset 23	01/2027	06/2027	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 20	04/2026	10/2026	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 21	04/2026	10/2026	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 22	02/2027	07/2027	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 23	02/2027	07/2027	In Planning	On Track	
Notice of Final Acceptance - Trainset 20	05/2026	10/2026	In Planning	On Track	
Notice of Final Acceptance - Trainset 21	05/2026	10/2026	In Planning	On Track	
Notice of Final Acceptance - Trainset 22	03/2027	08/2027	In Planning	On Track	
Notice of Final Acceptance - Trainset 23	03/2027	08/2027	In Planning	On Track	

3. Cost – Spend vs Budget with Actuals and Accruals through January 31, 2026

Project 100400 EMU Option Car 1 - Budget and Cost (As of January 31, 2026)

	(A)	(B)	(C)	(D)	(E) = (G) - (D)	(F)	(G) = (C) - (F)	(H) = (D) / (F)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 172.80	\$ 6.38	\$ 179.18	\$ 172.83	\$ 6.35	\$ 179.18	\$ 0.00	96.46%
Program Mngt. & Admin Costs	\$ 2.00		\$ 2.00	\$ 0.89	\$ 0.10	\$ 1.00	\$ 1.00	89.48%
Project Contingency	\$ 7.84	\$ (6.80)	\$ 1.04		\$ 2.08	\$ 2.08	\$ (1.05)	0.00%
ICAP	\$ -	\$ 0.38	\$ 0.38	\$ 0.38	\$ 0.00	\$ 0.38	\$ -	99.66%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total EMU Option Car 1 Project	\$ 182.64	\$ (0.03)	\$ 182.60	\$ 174.10	\$ 8.54	\$ 182.64	\$ (0.03)	95.33%

Note:

- 1). Expended and Accruals To-Date is through January 31, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for EMU Option Car 1 trainsets;

Project 100778 - EMU Option 2 - Budget and Cost (As of January 31, 2026)

	(A)	(B)	(C)	(D)	(E) = (F) - (D)	(F)	(G) = (C) - (F)	(G) = (D) / (F)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 183.22	\$ 0.48	\$ 183.70	\$ 98.72	\$ 84.98	\$ 183.70	\$ 0.00	53.74%
Other Contracts	\$ -	\$ 0.29	\$ 0.29	\$ 0.29	\$ -	\$ 0.29	\$ -	100.00%
Program Mngt. & Admin Costs	\$ 9.67		\$ 9.67	\$ 4.15	\$ 5.71	\$ 9.85	\$ (0.19)	42.08%
Project Contingency	\$ 26.43	\$ (0.77)	\$ 25.66		\$ 25.26	\$ 25.26	\$ 0.40	0.00%
ICAP	\$ 0.68		\$ 0.68	\$ 0.27	\$ 0.63	\$ 0.90	\$ (0.22)	29.68%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total EMU Option Car 2 Project	\$ 220.00	\$ -	\$ 220.00	\$ 103.42	\$ 116.58	\$ 220.00	\$ 0.00	47.01%

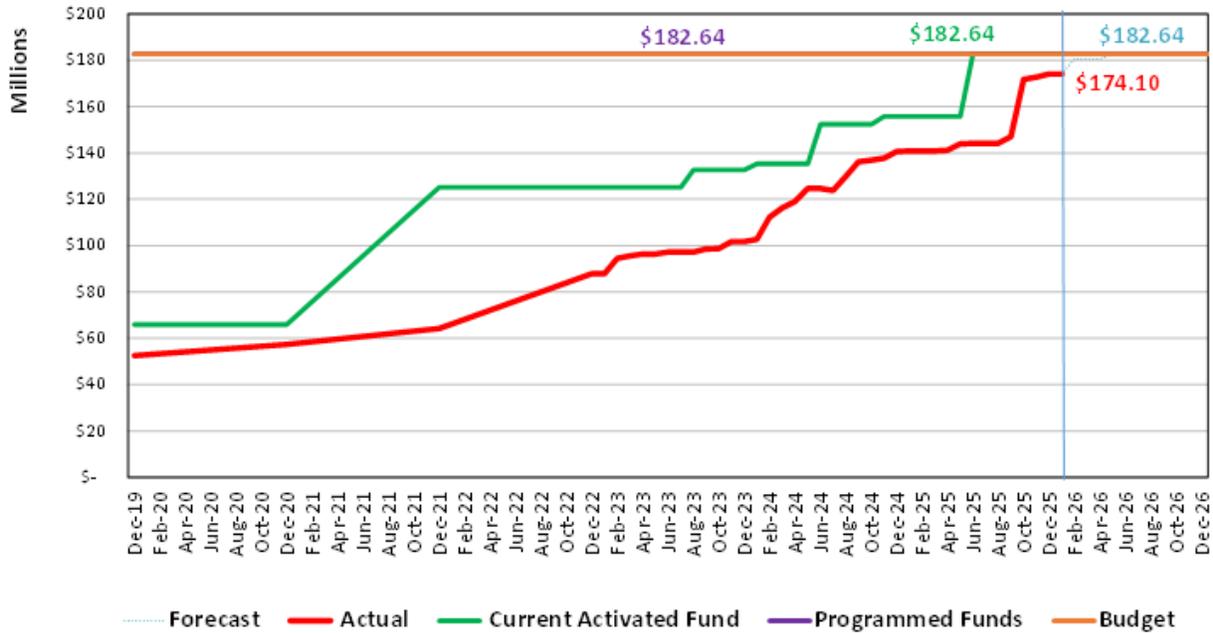
Note:

- 1). Expended and Accruals To-Date is through January 31, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for EMU Option Car 2 trainsets;
- 3). ICAP was updated in Dec'25 report to reflect the FY26 ICAP rate; the ICAP increase was offset by contingency;

4. Cost Curve:

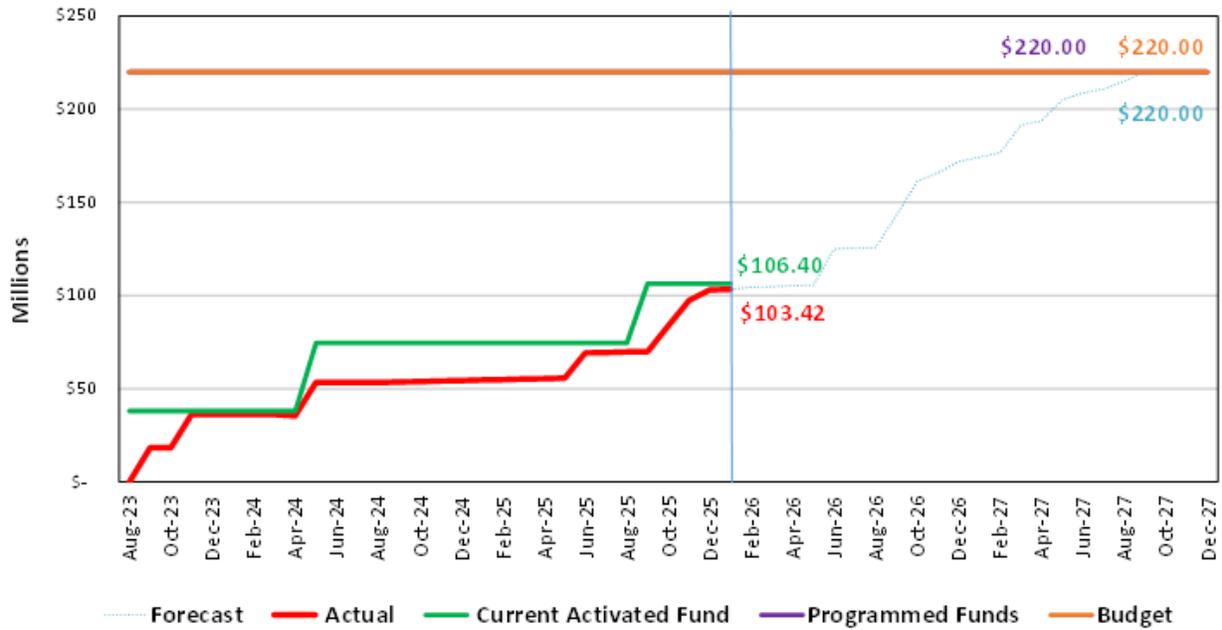
JANUARY 2026

EMU Option Cars 1 | Expenditure - Planned vs. Actual



JANUARY 2026

EMU Option Cars 2 | Expenditure - Planned vs. Actual



5. Major Activities for January 2026:

- TS 18 and TS 19 open items closed
- Car assembly continued for TS 20 and TS 21 in Salt Lake City (started in September)
- Car assembly for TS 22 started

6. Upcoming Key Activities:

- Test Overhead Contact System (OCS) inspection system (CATVue) on TS 19
- Continue car assembly for TS 20, 21 and 22
- Close open items related to automatic passenger count system, passenger information systems and Americans with Disabilities Act (ADA) ramps

7. Change Management:

A total of \$6.38 million in change orders have been issued under EMU Option 1 project.

- Performance Bond - \$920,00
- Change Order (CCO) 022 - Add Flip up seats into bike cars - \$1.96 million
- CCO 026 - Update Virtual Reality Experience - \$43,000
- CCO 040 - Special Tools - \$110,000
- CCO 042 - Project Time Extension Milestone 1 - \$2.67 million
- CCO 044 - Passenger Convenience Outlet Current Limit - \$239,000
- CCO 049 - Pre-Revenue Services - Stadler Rail Service EMU Maintenance - \$201,000
- CCO 054 - Bridge Plate Changes - Trainsets 1 through 19 - \$99,000
- CCO 056 - OCS Monitoring System - \$725,700
- CCO 059 - Repairs to Trainset 6 - \$5.14 million
- CCO 062 - Downtown Rail Extension (DTX) Special Track Evaluation - \$148,000

- CCO 063 – Wi-Fi Grounding - \$273,000

The above changes were covered by the project contingency and there is no change to the project budget.

- CCO 056 - OCS Monitoring System is funded by Rail Operations and Maintenance.
 - CCO 059 - Repairs to Trainset 6 is funded by Rail Operations and insurance reimbursement.
 - CCO 062 - DTX Special Track Evaluation is funded by Portal DTX project.
 - CCO 063 - Wi-Fi Grounding is funded 50 percent by Broadband Wireless project, and was executed in November 2025
- A change notice was issued for passenger Wi-Fi for Option 2 cars.
 - A Purchase Order in the amount \$291,000 for PTC (Positive Train Control) radio licenses and PTC control messaging licenses (eight licenses plus one spare) has been issued to Meteorcomm under EMU Option 2 project.

Upcoming Changes:

- Option 1: PTC radio and control messaging licenses estimated at \$194,000 for six licenses.

8. Risk Management:

The following are top risks for implementation of EMU Option projects:

Risk Descriptions	Mitigation Actions
1. In July 2024, the aluminum extrusion supplier claimed force majeure due to flooding. This is delaying the start of some carshell production for Option 2.	Make up a portion of the lost time during final assembly.
2. Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely.

9. Federal Railroad Administration (FRA) Coordination Status:

- None required at this time (option car designs are the same as base EMUs, which is already FRA approved).

Budget Impact

There is no impact on the budget. New potential changes will be covered by the Project Contingency.

Prepared By:	Sherry Bullock	Interim Chief, Design and Construction, and CalMod Program Director	02/24/2026
	Greg Cameron	EMU Commercial Project Manager	02/06/2026

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Finance Committee

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

For: March 2026 JPB Board of Directors Meeting

Subject: **Receive Quarterly Financial Report: Fiscal Year 2026 Quarter 2 Results**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The Board will receive an update on the financial results for Fiscal Year (FY) 2026 Quarter 2 (Q2). This is an informational item.

Discussion

Caltrain ended FY26 Q2 with a surplus of \$5.9 million, which is \$31.9 million (122.6 percent) favorable compared to the budgeted deficit of \$26.0 million.

This favorable position is generally due to timing of receipt of revenues attributed to prior years' expenses, strong ridership recovery, and timing-related savings on expenditures.

Sources: Total sources through were \$124.9 million, which is \$20.8 million (20 percent) above the budgeted target of \$104.1 million. Major contributing factors include:

- **State Rail Assistance (SRA):** \$12.3 million (100 percent) favorable, driven by the receipt of the FY23-FY25 SRA allocations for FY24 and FY25 expenses.
- **Caltrain Fare Revenue:** \$7.1 million (31.7 percent) favorable, attributed to strong ridership recovery reaching 62.7 percent of pre-pandemic levels.
- **Other Income:** \$1.6 million (164.9 percent) favorable, primarily driven by insurance refunds/ reimbursements resulting from retired rolling stock, and higher than expected advertising revenue associated with strong ridership recovery.

Uses: Total uses were \$119 million, \$11.1 million (8.5 percent) favorable to the adopted budget of \$130.1 million. Major contributing factors include:

- **Insurance and Risk Management:** \$3.3 million (34.8 percent) favorable to budget due to timing of claims and insurance premium savings.
- **Rail Operations:** \$2.8 million (4.2 percent percent) favorable to budget driven by vacancies and timing of invoices. Rail operations costs are expected to increase in future periods as invoices are received and processed in later months.
- **Maintenance and Facilities:** \$1.8 million (21.2 percent percent) favorable to budget attributed to timing difference in Other Contract Services. It is expected that expenditure will increase in subsequent periods as invoices are received and processed.
- **Professional and Contracted Services:** \$1.2 million (23.2 percent) favorable to budget largely due to timing of invoices and processing activity. These items are expected to align closer to budget as remaining invoices are received and processed in subsequent quarters.
- **Electric Charges for Power Traction:** \$1 million (11.3 percent) favorable to budget driven by favorable tax rates and credits from regenerative compensation.

Summary

Ridership continues to recover but remains below pre-pandemic levels. Planned expenses continue to grow amid sustained inflation and economic certainty.

Caltrain is projecting a \$75 million average annual operating deficit over the next ten-year period. A state loan agreement has been reached, pending legislative approval, to be used as a cash flow bridge. New sources, such as a new revenue measure, are needed for ongoing and long-term operational sustainability.

For FY26, Caltrain is expected to have an improved cash position compared to prior years, due to increased grant reimbursement receipts. Cost saving efforts will also continue - frozen staff positions and management of professional services requirements and Technology, Applications, Systems and Infrastructure (TASI) expenses.

Budget Impact

This is an informational item. There is no budget impact.

Prepared By: Claudette Valbuena

Manager, Budgets

02/10/2026



**PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF SOURCES AND USES
FISCAL YEAR
AS OF DECEMBER 31, 2025**

(In Thousands)

	YEAR-TO-DATE DECEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
OPERATING REVENUE:					
Caltrain Fares	22,251	29,313	7,063	31.7%	45,302
Go Pass	7,408	7,085	(323)	(4.4%)	15,200
Parking Revenue	2,012	2,060	48	2.4%	3,207
Rental Income	806	833	27	3.4%	1,612
Interest Revenue	1,211	1,810	600	49.5%	2,441
Other Income	948	2,510	1,563	164.9%	1,895
TOTAL OPERATING REVENUE	34,635	43,613	8,977	25.9%	69,657
CONTRIBUTED REVENUE:					
Operating Grants	2,143	-	(2,143)	(100.0%)	35,702
Measure RR	63,185	64,792	1,607	2.5%	119,500
Member Agency (VTA - Gilroy)	-	-	-	0.0%	3,318
LCFS, LCTOP/SRA	4,150	16,520	12,370	298.1%	15,033
TOTAL CONTRIBUTED REVENUE	69,478	81,312	11,834	17.0%	173,553
TOTAL SOURCES	104,113	124,924	20,811	20.0%	243,210



PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF SOURCES AND USES
FISCAL YEAR
AS OF DECEMBER 31, 2025

(In Thousands)

	YEAR-TO-DATE DECEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
USES					
DIRECT OPERATING EXPENSE:					
Rail Operations	65,760	62,994	2,765	4.2%	128,517
Maintenance & Facilities	8,401	6,623	1,778	21.2%	16,757
Security & Safety	4,775	4,972	(197)	(4.1%)	9,833
Fuel & Lubricants	590	628	(38)	(6.5%)	1,179
Electric Charges for Power Traction	8,373	7,424	950	11.3%	16,747
Insurance & Risk Management	9,372	6,107	3,265	34.8%	18,745
Revenue Collection & Customer Service	978	698	280	28.7%	1,985
Utilities & Telecommunications	1,859	2,016	(157)	(8.4%)	3,718
TOTAL DIRECT OPERATING EXPENSE	100,108	91,462	8,647	8.6%	197,483
ADMINISTRATIVE & OVERHEAD EXPENSE					
Wages & Benefits	12,386	11,805	581	4.7%	22,864
Professional & Contracted Services	4,992	3,833	1,159	23.2%	10,000
Legal Services	1,313	1,187	127	9.7%	2,627
Other Financing Expense	506	431	76	15.0%	1,013
Administrative & Office Expense	2,778	2,466	312	11.2%	5,561
Board of Directors	65	76	(11)	(17.6%)	129
Communications & Marketing	296	131	165	55.7%	608
Training & Employee Development	114	47	67	58.9%	227
TOTAL ADMIN & OVERHEAD EXPENSES	22,450	19,975	2,475	11.0%	43,029
MANAGING AGENCY ADMIN OH COST					
Managing Agency Admin OH Cost ¹	2,744	2,801	(57)	(2.1%)	5,488
TOTAL OPERATING EXPENSE	125,303	114,238	11,064	8.8%	245,999
DEBT SERVICE EXPENSE					
	4,808	4,808	-	0.0%	13,033
TOTAL USES	130,111	119,046	11,064	8.5%	259,032
Projected Contribution to Reserve			-	0.0%	-
NET SURPLUS / (DEFICIT)	(25,998)	5,878	31,876	122.6%	(15,822)
Draw from Measure RR Reserve for PCEP					30,022
Measure RR for Capital (SOG)					(14,200)
ADJUSTED NET SURPLUS / (DEFICIT)	(25,998)	5,878	31,876	122.6%	-
Reserve, Beginning Balance					26,879
Projected Contribution to Reserve					-
Claims, Payments, and Reserve					26,879
Reserve, Ending Balance					26,879



BOARD OF DIRECTORS 2025

STEVE HEMINGER, CHAIR
 RICO E. MEDINA, VICE CHAIR
 MARGARET ABE-KOGA
 PAT BURT
 JEFF GEE
 RAY MUELLER
 SHAMANN WALTON
 MONIQUE ZMUDA

MICHELLE BOUCHARD
 EXECUTIVE DIRECTOR

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF DECEMBER 31, 2025

TYPE OF INVESTMENT	INTEREST RATE	BALANCE
		12/31/2025
<u>Unrestricted</u>		
Local Agency Investment Fund (LAIF)	*	406,242
California Asset Mgmt Program (CAMP)	4.100%	103,580
County Pool	4.061%	625,982
Liquid Bank Accounts	3.319%	68,195,766
<u>Restricted</u>		
	**	84,297,967
	3.810%	153,629,536

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment. The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Finance Committee

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

For: March 2026 JPB Board of Directors Meeting

Subject: **Receive Quarterly Fuel Hedge Report Fiscal Year 2026 Quarter 2**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff provides this report as an update on Caltrain's fuel hedging strategy for the Board of Directors' (Board) review.

Discussion

The purpose of this presentation is to provide an update on the performance of the Diesel Fuel Hedging Program (Program) established for Caltrain. The Program, implemented in partnership with Linwood Capital, LLC, was designed to reduce expense volatility caused by fluctuations in diesel fuel prices, thereby supporting financial stability in operations.

In September 2024 Caltrain launched fully electric service between San Francisco and San Jose; however, Caltrain still provides diesel service between San Jose and Gilroy.

Caltrain's diesel fuel hedging program, managed in partnership with Linwood Capital, LLC, was initiated in May 2020. The primary objective of this program has been to mitigate budget volatility stemming from fluctuations in diesel fuel prices, thereby enhancing financial stability and predictability for Caltrain's operations.

Following electrification of Caltrain in October 2024, diesel fuel consumption declined significantly, leading to the wind-down of the diesel fuel hedge program. By the end of the Fiscal Year (FY) 2025 Quarter (Q4), the hedge account was fully liquidated, with a final disbursement of \$4,369,988.20 issued to Caltrain. Following the close of FY25 Q4, a recommendation was presented to management to reinstate the fuel hedging program, and management approved the reinstatement. During FY26 Q1, Caltrain did not immediately enter into fuel hedge contracts, as staff observed a continuing downward trend in diesel prices and recommended waiting for further price declines before executing any positions. This approach

was intended to optimize hedge timing and secure more favorable pricing once the market stabilized at lower levels.

In October 2025, following the close of FY26 Q1, as diesel fuel prices declined, Caltrain reinstated its fuel hedge program. From October 2025, shortly after the contracts were executed, fuel prices spiked due to supply chain disruptions and sanctions from the Russia-Ukraine war. Since that spike, prices have generally decreased due to a relatively well-supplied global petroleum market. As of December 31, 2025, Caltrain is hedged for 420,000 gallons of diesel, covering most of the period from January 2026 through August 2027, with a current net unrealized loss of approximately \$12,092 as of the end of December 2025.

Update on Hedging Electricity

At present, there is no viable mechanism for Caltrain to hedge electricity costs as a retail customer. Effective hedging would require access to the wholesale energy market through long-term power purchase agreements (PPAs), which is not currently available to Caltrain. However, since retail electricity rates are already partially insulated from market volatility through utility-level PPAs and other instruments, they inherently function as a hedged cost. Staff will continue to explore long-term strategies and opportunities to hedge electricity costs, with a note that access to the wholesale market is essential for any meaningful hedging program.

Fiscal Year 2026 Performance

- As of FY26 Q2, the fuel hedging program had a realized gain of \$4,716.
- There was no hedging activity in FY26 Q1 and the gains occurred during FY26 Q2.

Prospective

Following the electrification of Caltrain services in October 2024, diesel fuel consumption has significantly decreased from an average of 325,923 gallons to 31,153 gallons per month for the period October 2024 through December 2025.

Subsequent Fuel Hedge Asset Information as of December 31, 2025:

During FY26 Q1, \$250,000 was deposited into the hedging account. As of December 31, 2025, the value of the hedging account is \$242,625 which is the sum of \$250,000 that was deposited by Peninsula Corridor Joint Powers Board (JPB) to the account in FY26 Q1, \$4,716 in realized gains, and \$12,091 in unrealized loss.

Budget Impact

This is an informational item. There is no budget impact.

Prepared By: Adela Alicic Manager, Treasury Deby and Investments 2/10/2026

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director
For: March 2026 Board of Directors Meeting
Subject: **Receive Quarterly Update on Caltrain's Construction Program and Capital Delivery Projects**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

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

Staff will provide quarterly updates covering Design Construction Capital Projects-related activities during the reporting quarter and a preview of activities anticipated to take place during the next Quarter.

Discussion

Staff resumed issuance of the Capital Project Quarterly Progress Report last fall after updating the previous reporting format. The newly published report addresses project scope, schedule, budget, and funding. A one-page summary for each project highlights major delivery activities completed in the past quarter and key activities planned for the current quarter.

Staff are also committed to providing quarterly updates to the Technology, Operations, Planning, and Safety (TOPS) Committee through this progress report to ensure full transparency on key aspects of the projects. The Capital Project Quarterly Progress Report will be included in the JPB Board packet, making it accessible to all Board members and the public.

Monthly Update

See attached Quarterly Progress Report for Fiscal Year 2026 Quarter 2.

Budget Impact

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

Prepared by Sherry L. Bullock Interim Chief, Design and Construction, and 02/17/2026
CalMod Program Director



October-December 2025 Quarterly Capital Project Report





Table of Contents

Type		Page Number
Bridge Projects		
	a. San Francisquito Creek Bank Stabilization	3
	b. San Francisquito Creek Concept Design & Community Engagement	4
Corridor Grade Crossing Projects		
	a. Rengstorff Ave Grade Separation	5
	b. Mountain View Transit Center Grade Separation & Access Project	6
	c. Broadway Burlingame Grade Separation	7
	d. Middle Ave Undercrossing	8
	e. South Linden & Scott Grade Separation	9
	f. Connecting Palo Alto / City of Palo Alto Grade Separation Project	10
	g. Charleston Road Grade Crossing	11
	h. Bernardo Avenue Undercrossing	12
	i. Redwood City 4-Track Station	13
Rail Systems Projects		
	a. Enterprise Asset Management (EAM) Software System	14
	b. Update and Upgrade GIS System	15
	c. Predictive Arrival/Departure System (PADS) Gap Coverage	16
	d. VoIP (Digital Dispatch System)	17
Other Infrastructure Project		
	a. Mini High Platforms	18





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: San Francisquito Creek Bank Stabilization

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 02/19/2027

Estimated Project Completion Date: 08/25/2027

PROJECT SCOPE

Stabilize and protect the northern bank of the San Francisquito Creek to prevent erosion from undermining the northern abutment of Caltrain's existing San Francisquito Creek Bridge, the northern foundations of the Alma Street Bicycle/Pedestrian Bridge owned by the City of Palo Alto and reconstruct a drainage outfall owned by the City of Menlo Park.

PROJECT STATUS

Following completion of 2023 emergency bank stabilization, the project team finalized design, completed field investigations to support temporary shoring and protect critical infrastructure during construction, and prepared required environmental permit reapplications and amendments. To address schedule and constructability risks, temporary shoring and river diversion plans have been finalized. Project costs have increased due to construction delays, additional soft costs, escalation, and expanded environmental mitigation requirements. A comprehensive total cost estimate for a single dry-season construction has been developed to support the requested budget increase and funding needs. All environmental permits have been secured, and construction contract award is anticipated in March 2026.

KEY ACTIVITIES - CURRENT QUARTER

Issued the Invitation for Bids (IFB) documents. Hosted on-site and virtual pre-bid conferences. Responded to bidder inquiries and issued addenda, including revised drawings. Procured plant and seed materials in advance of construction due to long lead times. Continued coordination with the Cities of Menlo Park and Palo Alto and the San Francisquito Creek Joint Powers Authority (SFCJPA), including sharing IFB design documents. Provided project status and funding plan updates at the December JPB Technology, Operations, Planning, and Safety (TOPS) Committee meeting.

KEY ACTIVITIES - NEXT QUARTER

Receive construction bids and conduct responsiveness and responsibility reviews. Update the project cost estimate and funding plan based on bid results and current market conditions. Finalize the construction management staffing plan. Conduct a community outreach planning meeting with the Cities of Palo Alto and Menlo Park to prepare advance notification to nearby residents. Prepare budget and schedule updates and contract award recommendation materials for consideration at the February JPB TOPS Committee meeting, followed by JPB Board approval in March. Adopt project baseline budget, schedule and funding.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
35% Development Complete	05/19/23	05/19/23 A
65% Development Complete	07/05/23	07/05/23 A
Environmental Permits Complete	08/29/25	08/29/25 A
Modified 100% Development Complete/IFB	09/15/25	09/15/25 A
Substantial Completion	11/27/26	11/27/26

FUNDING (in thousands of \$)

Funding Status & Sources	
	Total
Local Funding (Activated Funding)	6,996
Local Funding (Programmed Funding)	2,615
State Funding (Planned Funding)	7,826
TOTAL PROJECT FUNDING	17,437

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	1,585	1,301	1,575	2,876
Construction	3,721	308	6,443	6,751
Project Management Oversight and Support	2,934	1,920	3,403	5,323
Contingency	910	0	1,651	1,651
ICAP	462	112	725	836
Total	9,611	3,641	13,796	17,437





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: San Francisquito Creek Bridge Conceptual Design & Community Engagement

Project Phase: Planning (15% design)

Estimated Current Phase Completion Date: 11/30/2026

Estimated Project Completion Date: 05/16/2035

PROJECT SCOPE

The Project will advance the 15% conceptual design to replace the existing 1902 bridge carrying both Caltrain mainline tracks with a modern structure that meets current safety, operational, and clearance standards. This phase will develop preliminary engineering plans and a Design Basis Memorandum, assess constructability, environmental, and right-of-way constraints, and coordinate with the Cities of Palo Alto and Menlo Park and regulatory agencies. Deliverables will include 15% design drawings that provide sufficient details to confirm the preferred replacement alternative and initiate environmental clearance.

PROJECT STATUS

The project has secured funding through the 15% conceptual design phase. It has been on a programmatic pause following the transmittal of the San Francisquito Bridge Replacement Alternative Analysis Memo by Caltrain’s Executive Director in December 2022, followed by the letter from the Chief of Design & Construction to the City of Palo Alto regarding the Bridge Inspection and Load Rating Report in May 2023. The next step will be to re-engage the Cities of Palo Alto and Menlo Park to resume coordination on the bridge replacement effort and ensure alignment with Caltrain’s path forward to achieve the project objectives.

KEY ACTIVITIES - CURRENT QUARTER

- After a programmatic pause, the project team resumed the bridge replacement effort as outlined in 2022 Alternative Analysis Memo.
- The team revisited the project’s programmatic needs to reconfirm the scope, schedule, budget, and required resources.
- Staff also began preparing a Work Directive Proposal Request to onboard a General Engineering Consultant to advance the project to the 15% conceptual design level.

KEY ACTIVITIES - NEXT QUARTER

- Caltrain will re-engage key local stakeholders, including the Cities of Palo Alto and Menlo Park, to share project updates and ensure continued collaboration supporting long-term bridge safety, resilience, and community benefits.
- The team will also finalize the Work Directive Proposal Request to select the most qualified engineering consultant to complete the 15% conceptual design.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	09/16/19	09/16/19 A
15% Development Complete	11/30/26	11/30/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Federal Funding	1,728
Local Funding	1,588
TOTAL PROJECT FUNDING	3,316

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	1,469	507	1,006	1,513
Project Management Oversight and Support	1,503	951	597	1,548
Contingency	209	0	215	215
ICAP	135	36	104	139
Total	3,316	1,494	1,922	3,415





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Rengstorff Ave. Grade Separation Project **Project Phase:** Final Design

Estimated Current Phase Completion Date: 03/25/2027

Estimated Project Completion Date: 11/02/2030

PROJECT SCOPE

The project proposes to replace the existing at-grade rail train crossing at Rengstorff Avenue with a grade separated crossing in the City of Mountain View. In 2014, the City of Mountain View completed a Rengstorff Avenue Grade Separation Design Concepts – Final Report. Out of the three design concepts that were presented in the Final Report, the City was in favor of the Complete Street Concept which includes a Rengstorff Avenue Underpass and the construction of a new elevated pedestrian walkway parallel to the Caltrain tracks connecting Crisanto Avenue to the commercial area east of Rengstorff Avenue. The grade separation will require the lowering of approximately 1,200 feet of Rengstorff Avenue and connecting roadways, including Central Expressway. The City has elected to advance the Leland Connector portion of the project as the initial construction phase.

PROJECT STATUS

The project continues to advance toward the 65% Plans, Specifications, and Estimates (PS&E). Enabling studies, including geotechnical investigations, are underway to support development of the 65% plans. Coordination with PG&E on utility relocations is ongoing, as is collaboration with the City of Mountain View and VTA on final design efforts.

KEY ACTIVITIES - CURRENT QUARTER

- Completed Geotechnical Investigations and continued with the foundation design and cut-off wall design.
- Continued with the overall 65% design development
- Conducted a utility coordination workshop with PG&E to address outstanding items.
- The City of Mountain View staff presented the "Cost Reduction Measures" to the City Council on Dec. 18, 2025.
- Held a workshop on "Work Window Coordination" with Caltrain's Operations planning and Safety groups. The Operations planning work will continue as we move forward towards construction.

KEY ACTIVITIES - NEXT QUARTER

- Continue coordinating with the City on Right-of-Way tasks and final design enabling studies and maintain collaboration with PG&E to develop undergrounding strategies for overhead electric lines consistent with Caltrain's design criteria.
- Continue refining construction staging to optimize the schedule, begin quantity take-offs, and prepare specifications.
- Advance civil design, continue progressing the 65% design plans, coordinate with PG&E, AT&T, and UPRR on utility and project interface items, and with the city on the sewer and water modeling activities.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
15% Development Complete	03/04/19	03/04/19 A
35% Development Complete	10/31/22	10/31/22 A
65% Development Complete	02/06/24	05/15/26
100% Development Complete	03/30/26	03/25/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	26,000
TOTAL PROJECT FUNDING	26,000

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	17,694	7,135	10,558	17,694
Project Management Oversight and Support	3,816	1,865	1,952	3,816
Other Costs	1	1	0	1
Contingency	2,000	0	2,000	2,000
ICAP	2,050	620	1,430	2,050
Total	25,562	9,622	15,940	25,562





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Mountain View Transit Center Grade Separation & Access Project

Project Phase: Design - 65%

Estimated Current Phase Completion Date: 10/02/2026

Estimated Project Completion Date: 12/25/2028

PROJECT SCOPE

In May 2017, Mountain View City Council adopted the Transit Center Master Plan as the first step in a multi-year process to plan, design and construct the new station area and improve Castro Street. The master planning process considered interrelated options for station access, expressway crossing, grade separation, platform extension, bus/shuttle circulation, vehicle parking and joint development with a view to supporting future Downtown vitality, station access, and multimodal Circulation. In January 2025, the City of Mountain View issued a Suspension of Work for the original scope design and adopted "Design Package 2" which closes the grade crossing to vehicles but keeping the existing pedestrian crossings active.

PROJECT STATUS

The design consultant is working on the 65% design package which is due at the end of January 2026. The City of Mountain View went to their Bicycle & Pedestrian Advisory Committee and their Council Transportation Committee and presented the 35% design plans. The city plans to go to their City Council on February 10, 2026 for approval of the design.

KEY ACTIVITIES - CURRENT QUARTER

- The designer HNTB continued to complete the 65% plans and specifications which is due by the end of Jan 2026.
- The Caltrain System Modification Review Committee approved the elimination of the northern pedestrian crossing and widening the existing southern pedestrian crossing for the Castro St grade crossing.
- A memo was sent to the City of Mountain View's Public Works Director stating justification for having just one pedestrian crossing at Castro St., and a Change Order to the HNTB design contract was developed for the additional tasks requested by the City of Mountain View for the 65% Design and awaiting final signatures for execution.

KEY ACTIVITIES - NEXT QUARTER

- HNTB will submit the 65% design plans and specifications.
- Execute the Change Order to HNTB's design contract for the additional tasks requested by the City.
- Work on the Invitation For Bid Special Provisions.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	04/27/20	04/27/20A
NTP- Final Design Contract	04/10/25	04/10/25A
65% Development Complete	10/13/25	01/30/26
100% Development/IFB Complete	04/06/26	10/02/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	17,000
TOTAL PROJECT FUNDING	17,000

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Design Package 1	9,378	9,378	0	9,378
Major Contractors	1,110	457	824	1,281
Construction	1,341	0	2,542	2,542
Project Management Oversight and Support	1,420	120	1,326	1,447
Contingency	981	0	1,444	1,444
ICAP-Non Agency Labor	172	21	228	249
Total	14,401	9,976	6,364	16,340





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Broadway Burlingame Grade Separation

Project Phase: Design - 65%

Estimated Current Phase Completion Date: 07/09/2026

Estimated Project Completion Date: 07/13/2033

PROJECT SCOPE

The Project will improve traffic safety and circulation at the Broadway grade crossing in Burlingame by elevating the tracks over the existing roadway and eliminating the existing grade crossing. To accommodate this change, Broadway Station will also be elevated. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method and is currently between 35% and 65% design.

PROJECT STATUS

In May 2025, the City Council approved a Value Engineering (VE) solution for the Broadway Grade Separation Project. A second MOU amendment with the City and TA initiated a major redesign to incorporate VE concepts and develop new 65% design documents. The redesign aims to cut construction costs by removing the station and shifting the track east. In September 2025, the JPB approved extending the CMGC and Designer contracts to include the new 65% design.

KEY ACTIVITIES - CURRENT QUARTER

- Executed contract amendments for both the CMGC and the designer
- Continued 65% Design Development and updating Basis of Design (BOD)
- Roadway Bike/Ped Options presented to TSPC (by City) and completed geotechnical investigation along Carolan
- Rerouting Sanchez Creek hydraulics evaluation and presentation to JPB and City
- Retaining wall alternatives - sheet pile & wire wall scenarios Broadway closure staging and strategy evaluation and presentation to JPB and City

KEY ACTIVITIES - NEXT QUARTER

- Geotechnical Field investigation to be conducted and continue Environmental review and coordination
- Hold work window and access workshop with Designer, Builder, Caltrain Safety and Operations planning.
- Continue 65% Design Development and proceed with the option for a passageway at Cadillac and Sanchez Creek for Roadway Bike/Ped circulation and operational analysis for Carolan and Cadillac crossings as well as detour analysis
- Continue Broadway closure staging and strategy evaluation and OCS layout and strategies for operations

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	12/18/17	12/18/17 A
35% Development Complete	01/07/22	01/07/22 A
65% Redesign Development Complete	04/04/25	07/09/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	43,124
TOTAL PROJECT FUNDING	43,124

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Planning & Prel. Design	4,461	4,461	0	4,461
Major Contractors	30,009	20,331	9,678	30,009
Real Estate (incl. Enabling ROW)	2,102	13	2,089	2,102
Project Management Oversight and Support	2,499	1,715	783	2,499
Other Costs	1,353	1,353	0	1,353
Contingency	610	0	610	610
ICAP	2,091	1,069	1,022	2,091
Total	43,124	28,943	14,182	43,124

JPB Board of Directors Supplemental Reading File 33





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Middle Ave Pedestrian and Bicycle Undercrossing

Project Phase: Preliminary Design - 35%

Estimated Current Phase Completion Date: 01/30/26

Estimated Project Completion Date: 07/23/2029

PROJECT SCOPE

The Middle Avenue Undercrossing (Project) is a proposed bicycle and pedestrian undercrossing that would improve safety and connectivity in the area around Middle Avenue in Menlo Park, including the newly completed Stanford development and nearby schools. The City’s modified design and location were approved by the Menlo Park City Council on July 11, 2023. An MOU was fully executed on July 2, 2024, between Caltrain and the City to support development of an Alternative Contract Delivery Analysis, design, and RFPs in accordance with the selected Construction Manager/General Contractor (CM/GC) delivery method. The current MOU covers only Phase One, which includes work through completion of the 35% design milestone, with the option for additional phases to advance the design to 65% and final design in the future.

PROJECT STATUS

The project continues to progress, with Myers completing the 35 percent Opinion of Probable Construction Cost (OPCC). The 35 percent design milestone, which includes the CMGC contractor’s constructability review, cost estimate, and schedule development, was completed in December 2025. The City of Menlo Park is expected to make a decision in January 2026 on whether to advance the project beyond 35 percent design and proceed to 100 percent design. If the City authorizes full design development, the 65 percent design milestone is scheduled for August 2026, followed by the 100 percent design milestone in March 2027.

KEY ACTIVITIES - CURRENT QUARTER

- The team continued supporting advancement of the 35 percent design, including ongoing constructability, cost, and value engineering analyses by Meyers and Sons and KMC.
- TYLin coordinated potholing efforts within the Caltrain right-of-way, which are now limited to fiber.
- Potholing for fiber was scheduled for December but was delayed due to rain and deferred to January 2026.
- Meyers and Sons and KMC complete the 35 percent OPCC, which includes their constructability, cost, and value engineering assessments, and this will be used to develop the updated total project cost.

KEY ACTIVITIES - NEXT QUARTER

- Potholing for fiber within the Caltrain right-of-way will be performed in January 2026. Potholing for other utilities will occur between the 35% and 65% design.
- The 35 percent OPCC and supporting CMGC documentation will be finalized and used to develop the updated total project cost.
- Materials incorporating the 35 percent design findings, including cost and constructability information, will be prepared for City of Menlo Park committee and study sessions in January 2026 to support the City’s decision on whether to advance the project beyond the 35 percent design milestone.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/01/22	02/01/22 A
35% Development Complete	10/28/25	01/30/26
Environmental Clearance Complete	10/06/25	05/08/26
65% Development Complete	04/02/26	08/31/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	2,572
TOTAL PROJECT FUNDING	2,572

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Major Contractors	1,087	1,139	0	1,139
Construction	4	0	0	0
Project Management Oversight and Support	1,303	1,245	11	1,256
Other Costs	178	199	3	202
Total	2,572	2,583	15	2,598





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: South Linden Avenue and Scott Street Grade Separation

Project Phase: Preliminary Design - 35%

Estimated Current Phase Completion Date: 02/05/2027

Estimated Project Completion Date: 05/18/2034

PROJECT SCOPE

The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other. The Cities of South San Francisco and San Bruno are co-sponsors of the Project.

PROJECT STATUS

The project began preliminary design in 2016 and has since advanced into environmental clearance while progressing toward the 35% design milestone. In early 2025, stakeholders selected a more cost-effective alternative, requiring scope, schedule, and budget realignment. Design development for this alternative is underway, targeting completion by late 2026. To support delivery, an MOU among cities and the Transportation Authority is nearing execution, with cost-sharing agreements expected by spring 2026. RSE is advancing design basis elements, surveys, property investigations, and coordination with adjacent developments.

KEY ACTIVITIES - CURRENT QUARTER

RSE (Designer) activities: Restructured scope to reflect adopted alternative; Advanced Preliminary Design Variance Memorandum (DVM) and Basis for Design (BFD); Resurveyed and mapped project site; Investigated subsurface foundations near South Line development. Caltrain activities: Investigating PG&E franchise rights in SSF; Reviewing AT&T property near Scott Street for underground box placement; Holding monthly stakeholder meetings on schedule, budget, and risks; Preparing targeted financial reports for cities and TA; Supporting funding-sharing agreement preparations; Evaluating RSE’s scope and 35% design submittals.

KEY ACTIVITIES - NEXT QUARTER

Advance the Preliminary Design Variance Memorandum (DVM) and Preliminary Basis for Design (BFD); Continue reviewing and investigating South Line subsurface foundations adjacent to the project in early 2026; Assess AT&T impacts on the Scott Street underground “box” location. Coordinate and finalize investigation of PG&E franchise rights in SSF; Investigate AT&T property related to underground box placement; Advance and execute the MOU amendment; Perform Alternative Delivery Methodology analysis by June 2026; Finalize independent cost estimate for RSE’s proposal and cost submission;

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	01/01/18	01/01/18 A
15% Development Complete	05/31/22	05/31/22 A
Award - Preliminary Design Contract	05/04/23	05/04/23 A
35% Development Complete	06/08/26	02/05/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	6,281
TOTAL PROJECT FUNDING	6,281

CURRENT PHASE PROJECT COST(in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	4,962	2,581	4,184	6,765
Project Management Oversight and Support	900	1,600	653	2,253
Other Costs	10	15	0	15
Contingency	129	0	200	200
ICAP	341	146	384	530
Total	6,341	4,342	5,421	9,764





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Connecting Palo Alto / City of Palo Alto
Grade Separation Project

Project Phase: Preliminary Design – 35%

Estimated Current Phase Completion Date: 12/31/2027

Estimated Project Completion Date: 10/05/2035

PROJECT SCOPE

The City of Palo Alto initiated the plan to consider grade separation at all four of the existing at-grade crossings in Palo Alto a decade ago. Since 2017, the City's focus has been on the three (3) grade crossings of Churchill Avenue, Meadow Drive, and Charleston Road as part of the Railroad Grade Separation and Safety Improvements Capital Improvement Project, also referred as Connecting Palo Alto. The crossing at Palo Alto Avenue was separated to be integrated with other City planning efforts and to prioritize the other crossings. In January 2025, Caltrain entered into a Cooperative Agreement with the City of Palo Alto and Santa Clara Valley Transportation Authority (VTA) to refine the Churchill Avenue, Meadow Drive, and Charleston Road concepts through preliminary engineering and environmental documentation with robust engagement with the community, Rail Committee, and City Council.

PROJECT STATUS

The project team is currently developing the work directive scopes for the contractor style cost estimates and construction schedules to be completed as part of the 15% and 35% design. On 12/15/2025, the City Council motioned to proceed with the following alternatives through 15% design: 1) Churchill Ave. Partial Underpass without landscape strip and Seale Ave. Bicycle and Pedestrian Crossing at Alma St. Ramp 2) Meadow Drive Hybrid with options for earthen berm or podium and 3) Charleston Rd. Underpass with Direct Access Ramp.

KEY ACTIVITIES - CURRENT QUARTER

- Presented at Rail Committee (Nov 18), Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) (Dec 2), and City Council (Dec 10 and 15) meetings
- Updated the community feedback matrix with Community, Rail Committee and City Council comments
- Developed preliminary basis of design and stormwater drainage reports (under Caltrain review)
- Completed geotechnical borings

KEY ACTIVITIES - NEXT QUARTER

- Verify property info via title reports and address comments on basis of design and stormwater reports
- Develop work directive for independent cost estimates and schedules for 15% and 35% design
- Hold design workshop to kick off 15% design and confirm key assumptions
- Finalize draft staffing plan, contract tracker, org chart, and 15% design schedule for City (late Jan/early Feb)
- Conduct PDT, Design, Engagement, and Controls team meetings

SCHEDULE MILESTONES

FUNDING (in thousands of \$)

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	10/26/23	10/26/23 A
15% Development Complete	06/30/26	06/30/26
35% Development Complete	12/31/27	12/31/27

Funding Status & Sources	
Activated Funding	Total
Local Funding	17,107
TOTAL PROJECT FUNDING	17,107

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Conceptual Design Phase (Complete)	107	107	0	107
Major Contractors	8,942	826	8,116	8,942
Project Management Oversight and Support	4,778	1,773	3,361	5,134
Contingency	3,280	0	1,812	1,812
ICAP	0	158	954	1,112
Total	17,107	2,864	14,243	17,107





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Charleston Road Grade Crossing

Project Phase: Design - 100%

Estimated Current Phase Completion Date: 01/06/2026

Estimated Project Completion Date: 03/01/2028

PROJECT SCOPE

The scope of work for this project is to:

- Replace two CPUC Standard 9 warning devices for pedestrian gates.
- Install 25 seconds of advance signal preemption.
- Install solar LED pavement markers and pavement striping for the crossing.

PROJECT STATUS

The project is at the Final Design Phase. The design consultant submitted the 100% design package which is under review.

KEY ACTIVITIES - CURRENT QUARTER

- The design consultant RSE submitted the 100% design package which included the plans, specs and construction cost estimate. The design package was sent out to all the stakeholders for review.
- Staff met with the city of Palo Alto to coordinate with their design work for the improvements outside the Caltrain Right of Way (ROW). Palo Alto is at 50% design and is scheduled to complete their final design at the end of February 2026.

KEY ACTIVITIES - NEXT QUARTER

- Complete the review of the 100% design and provide the design consultant the comments.
- Meet with the City of Palo Alto and decide whether to keep the existing preemption cable or replace it with a new cable.
- Staff will continue to have monthly meetings with the city, Caltrans and CPUC to coordinate the design and provide status updates to all the stakeholders.
- The City will submit a draft GO 88-B form to the CPUC for review.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	08/24/23	08/24/23 A
65% Development Complete	09/01/25	10/01/25 A
100% Development	12/01/25	01/06/26
Substantial Completion	10/01/27	10/01/27
Project Closeout Complete	03/01/28	03/01/28

FUNDING (in thousands of \$)

Funding Status & Sources	
	Total
Federal Funding (Activated Funding)	750
TOTAL PROJECT FUNDING	750

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	355	250	5	255
Project Management Oversight and Support	231	58	717	775
Other Costs	165	54	630	684
Total	750	362	2,488	2,849





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Bernardo Avenue Undercrossing

Project Phase: Preliminary Design – 35%

Estimated Current Scope Completion: March 2026

Project Partners: Cities of Sunnyvale and Mountain View

Lead Agency: City of Sunnyvale

PROJECT SCOPE

The Cities of Sunnyvale and Mountain View are the project sponsors for a proposed new bicycle and pedestrian undercrossing of the Caltrain right-of-way (ROW) at Bernardo Avenue (Project), on the border of the two cities. The proposed undercrossing would provide key access across/under the ROW as well as the Central Expressway.

The current service agreement between Caltrain and the City of Sunnyvale covers tasks that will help to complete the 35% Preliminary Design/Environmental Clearance phase (Led and performed by the City) and prepare to launch the next phase of design. These tasks include a technical review of available deliverables of 35% design documents as designed by the City of Sunnyvale, completing a CEQA Notice of Determination (NOD) and performing a NEPA clearance through the FTA.

PROJECT STATUS

Caltrain has provided comments on the 35% design documents provided by the City, which will need to be incorporated when a Designer is selected to advance next phase of the project. Caltrain has filed a Notice of Exemption with Santa Clara County and the State Clearinghouse, confirming the work that the City has completed. The remaining task is to advance the NEPA clearance through FTA and is endeavoring to do this through adopting the Categorical Exclusion (CE) the City has obtained from Caltrans/FHWA.

Caltrain and the City are discussing the scope of the ensuing agreement that would advance the project to the next phase. Caltrain has proposed beginning the alternative delivery analysis with funds in the current agreement while developing the scope that would launch the next phase of design.

Through the end of December, 29% of the total budget of \$373,276 (contingency included) of the agreement has been spent. The activities in the current agreement are expected to be completed in Spring 2026.

KEY ACTIVITIES - CURRENT QUARTER

- The Caltrain Environmental team met with the FTA in December to discuss Caltrain projects with the agency, including this project.
- Once future FTA funds are identified for the project, FTA would review and accept transferring the project's NEPA clearance. A new NEPA clearance with the FTA would not need to be undertaken.
- Caltrain staff met with the City Staff to review design scope beyond 35% design led by the City.

KEY ACTIVITIES - NEXT QUARTER

- With the resolution with the FTA determined, the key activity for this month will be to coordinate with the City on next steps for the project based on shared project goals.
- Perform Alternative Delivery Method Analysis with the City and provide recommendation.





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Redwood City 4-Track Station

Project Phase: Conceptual Planning – 15%

Estimated Current Scope Completion: March 2026

Project Partners: Redwood City

Lead Agency: Redwood City and Caltrain

PROJECT SCOPE

Caltrain and the City of Redwood City are jointly funding and managing the Redwood City Four-Track Station Planning Project (Project). The Project is a technical study of the proposed elevated four-track station in downtown Redwood City, which will replace the existing at-grade two-track station. A four-track station in Redwood City is required for Caltrain to implement its Service Vision of 8 trains per peak hour per direction. In 2023, Redwood City Council adopted a preferred alternative for the four-track station that includes grade separating six existing at-grade railroad crossings: Whipple Avenue, Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. All the grade separations would include vehicles, except at Maple Street which is a proposed undercrossing for bikes and pedestrians only.

The current Project is advancing the technical analysis with investigations into environmental requirements, construction methods and phasing, and conceptual engineering to support future next steps for the program. Mott MacDonald is the primary firm delivering this work.

PROJECT STATUS

In December, Caltrain and Redwood City agreed on a track alignment that minimizes cost and right-of-way impacts. Mott MacDonald is advancing the track design, constructability analysis, environmental approach assessment, and cost estimate for this alignment, which will help inform decisions about the next phase of work. The environmental phase for this project is partially funded through an RTC grant (\$13.5 million) that was recently awarded.

The project budget for this phase includes \$500,000 for consultant work, and \$150,000 for Caltrain staff time. Through the end of December 2025, Mott MacDonald has spent 58% of the total consultant budget. Current phase activities are expected to be completed in Spring 2026.

KEY ACTIVITIES - CURRENT QUARTER

- Met with Redwood City staff, provided project update, and decided on track alignment option
- Advanced design of the track plan and profile, shoofly plan and profile, structural plan, and staging concepts on the recommended alignment option.

KEY ACTIVITIES - NEXT QUARTER

- Continue to advance design of the track plan and profile, shoofly plan and profile, structural plan, and staging concepts. Draft deliverable will be submitted in February 2026, and Caltrain will provide comments by mid-March.
- Compile list of design deviations and share updated CAD file and profiles, profile roll plots, and vertical alignments with Caltrain Engineering for review.





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Enterprise Asset Management (EAM)
Software System - Initial Build-Out

Project Phase: Planning (15% design)

Estimated Current Phase Completion Date: 07/01/2027

Estimated Project Completion Date: 06/29/2030

PROJECT SCOPE

Caltrain is implementing a new Enterprise Asset Management (EAM) system in phases to improve asset tracking, maintenance, and operational efficiency. This phased approach supports safety, reliability, and sustainable asset management.

- Phase 1: Establishes a centralized system for infrastructure assets (excluding EMUs), with core features like asset registry, work orders, maintenance planning, and integration with GIS and PeopleSoft.
- Phase 2: Adds real-time condition monitoring and predictive maintenance using sensors, Lidar, and AI tools, along with continuous system improvements.
- Phase 3: Introduces dashboards for data-driven decisions and regulatory compliance, with potential ERP integration and long-term enhancements.

PROJECT STATUS

Caltrain is advancing a solicitation strategy for an Enterprise Asset Management System (EAMS) that aligns with funding, technical and operational needs, total cost of ownership, and schedule constraints.

After demonstrations and market analysis, four vendors were shortlisted. Following a thorough evaluation, IT, O&M, and D&C unanimously selected the top vendor, reflecting strong alignment with Caltrain’s requirements.

KEY ACTIVITIES - CURRENT QUARTER

- Caltrain departments and EAM vendors are assigned structured roles and responsibilities to ensure clarity and accountability.
- Stakeholder Alignment: Efforts are focused on clarifying the Caltrain application environment, FRA requirements, and CPUC audits to support the system information strategy.
- Executive Briefing: On December 19, an executive-level debriefing on the FTA Transit Economic Requirements Model was presented to the Caltrain Chiefs. The model forecasts future financial needs to guide strategic planning and maintain financial health. It will be integrated with future EAM systems to meet federal requirements and streamline reporting efforts.

KEY ACTIVITIES - NEXT QUARTER

- Contracts & Procurement (C&P): continues their efforts reviewing cooperative agreements through multiple procurement platforms and cooperative purchasing organizations
- Legal: Reviewing terms and conditions in cooperative contracts.
- Project Team: Developing EAM scope of work to ensure the agreement meets all stakeholder needs. Continue to align EAM functionality with data from all departments in Caltrain.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	11/06/23	11/6/23 A
100% Development Complete	10/01/25	04/28/28
Main Contract Award Board Approval	01/15/26	01/15/26
Substantial Completion	06/30/27	06/30/29
Start-up/Turnover Complete	07/01/28	07/02/29
Project Closeout Complete	07/03/29	06/29/30

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	1,398
TOTAL PROJECT FUNDING	1,398

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	273	0	586	586
Construction	387	0	831	831
Project Management Oversight and Support	679	101	1,356	1,457
ICAP	59	1	125	126
Total	1,398	102	2,898	3,000





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Update and Upgrade GIS System

Project Phase: System Implementation

Estimated Current Phase Completion Date: 02/27/2026

Estimated Project Completion Date: 12/27/2026

PROJECT SCOPE

The GIS project is designed to enhance Caltrain’s operational efficiency by leveraging geospatial data to support staff and streamline processes. The initiative focuses on identifying critical datasets, conducting field data collection, and developing standardized GIS layers. FY25 priorities include mapping and documenting Electrification Project’s the Overhead Catenary System (OCS), including wire runs, poles, cantilevers, and support structures; cataloging Traction Power Substations and related equipment; and integrating Positive Train Control (PTC) components such as wayside interface units and base station upgrades, focusing on optimizing signal systems in at-grade crossings. FY26 priorities will expand to include GIS layers for fiber infrastructure, signal and communication assets and the Underground Service Alert boundary. The team will also launch engineering-specific GIS layers by February 2026 inside an engineering viewer. The Engineering Asset Viewer will enhance user testing to guide future development.

PROJECT STATUS

Feature layer (OCS, Signal & Communication, and Grade Crossings) are near completion, an amendment adds following tasks for non-fare revenue and strategic planning: • Engineering Asset Development Viewer– Adds geospatial data from engineering workflows. • USA Boundary & Viewer – Protects fiber infrastructure; under SME review. • Non-Fare Revenue Maps – Updated building footprints to support 5G and site monetization. • Title VI Maps – Updated with Census 2020 data to support equitable planning.

KEY ACTIVITIES - CURRENT QUARTER

- Fiber Feature Layer is currently under Subject Matter Expert (SME) review to ensure accuracy and completeness prior to integration into the production environment.
- Comprehensive Signal & Communication Feature Layer has been finalized. It extends from fiber nodes to connected assets essential for operational reliability. The assets are Signal enclosures include hand-throw switches, AFTAC house. Interlocking systems, repeaters ,Impedance bonds, New at-grade crossings (89 units, with 52 equipped with signal equipment)
- These locations are critical for ensuring safe operations across the network.

KEY ACTIVITIES - NEXT QUARTER

- Engineering Viewer work is underway to develop a prototype that integrates geospatial data from engineering workflows (as-built, in-service plans). This effort streamlines QA/QC of new feature layers and improve team communication.
- New layers: OCS, signal, fiber, communication base stations/antenna, station buildings, platforms, fare collection parking lots, new access gates, fences, at-grade crossings, new storm drains, culverts, three county waterways, and outfalls.
- This development will enable faster, more accurate asset visualization and support better decision-making across projects.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/10/22	02/10/22 A
Substantial Completion	08/28/25	02/27/26
Startup/Turnover Complete	11/28/25	05/27/26
Closeout	02/28/26	12/27/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
State Funding	316
Local Funding	3,183
TOTAL PROJECT FUNDING	3,499

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	29	17	0	17
Construction	94	55	0	55
Project Management Oversight and Support	3,291	1,701	213	1,914
ICAP	85	37	12	49
Total	3,499	1,809	225	2,035





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Predictive Arrival/Departure System (PADS) Gap Coverage

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 01/15/2027

Estimated Project Completion Date: 09/13/2027

PROJECT SCOPE

The Predictive Arrival/Departure System (PADS) Gap Coverage & Improvement will include below scope:

1. Adding new Electric Multiple Unit (EMU) into existing PADS to process EMU location with timetable, and display train information on Visual Messaging Sign (VMS).
2. Virtually add server to provide redundancy for PADS operation, which will increase system liability and availability.
3. Develop technical requirement for future PADS Modernization Program.
4. PADS Improvement: Enhance the Predictive Arrival Departure System (PADS) by improving arrival prediction accuracy, integrating additional data sources for both ROCS and PADS, enhancing train arrival and departure messaging, improving single tracking messaging, deploy industry-compliant GTFS real-time feed, and increasing system responsiveness.

PROJECT STATUS

The project is in procurement phase for PADS improvement. The Wabtec Contract Award is subject to approval at the JPB board meeting on March 5, 2026. PADS improvement Technical Specification was sent to Wabtec for proposal. Proposal revision was received from Wabtec and is under engineer evaluation. Wayside application logic development (RSE) as an input to ROCS/PADS, is in a pause due to a change request from supplier RSE. WDPR for RSE was prepared and is in process for internal approval to send out.

KEY ACTIVITIES - CURRENT QUARTER

- Review Wabtec technical and cost proposal, Caltrain review and formal comments were prepared with various coordination meetings and conceptual design discussions with Wabtec.
- Preparing staff report and presentation for February Finance Committee In February and JPB board meeting in March.
- Issuing WDPR to RSE for proposal, which is for wayside application logic development.

KEY ACTIVITIES - NEXT QUARTER

- Request JPB board approval of Wabtec Contract award.
- Negotiate WDP with RSE, issue WD to RSE and restart field activities

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	03/24/22	03/24/22 A
NTP - Implementation Contract	04/25/25	04/25/25 A
Award Wabtec Contract	08/07/25	03/05/26
Substantial Completion	10/27/26	01/15/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	6,636
TOTAL PROJECT FUNDING	6,636

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	2,414	607	1,510	2,117
Construction	1,508	264	944	1,208
Project Management Oversight and Support	1,636	819	780	1,600
Other Costs	1,078	109	1,325	1,435
Total	6,636	1,799	4,560	6,359





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: VoIP (Digital Dispatch System)

Project Phase: System Implementation

Estimated Current Phase Completion Date: 06/03/2026

Estimated Project Completion Date: 03/22/2027

PROJECT SCOPE

The scope is to perform a technology refresh of the obsolete RDS (Radio Dispatch System) with digital components to utilize the JPB fiber network and the digital VoIP phones. The current RDS hardware and software are obsolete and no longer supported by the manufacturer. AT&T T1 analog leased lines are obsolete, and AT&T will no longer support them.

PROJECT STATUS

The Final Design Report (FDR) package has been submitted, reviewed and been approve. Supplier has started the procurement for equipment.

Cut-over plan is in discussion. TASI revised WDP is approved, the cost is 31% reduced compare with previous version. To provide justification for the gap between ICE and WDP price.

KEY ACTIVITIES - CURRENT QUARTER

- Pushing TASI to submit WDP.
- Partial equipment delivery to start testing preparation.

KEY ACTIVITIES - NEXT QUARTER

- Receive TASI WDP, and issue TASI WD.
- Preparing test plan and test form
- Receive SAT document from PENTA

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/27/25	02/27/25 A
100% Development	06/26/25	06/26/25 A
Substantial Completion	06/03/26	06/03/26
Start-Up / Turnover Complete	09/01/26	09/01/26
Closeout Complete	03/22/27	03/22/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	1,713
TOTAL PROJECT FUNDING	1,713

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Construction	522	169	353	522
Project Management Oversight and Support	760	99	661	767
Other Costs	148	141	6	148
Contingency	214	0	214	214
ICAP	69	18	50	69
Total	1,713	428	1,285	1,713





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Mini-High Platforms

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 06/30/2026

Estimated Project Completion Date: 12/02/2026

PROJECT SCOPE

The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all the stations within the areas that will be electrified. Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.

PROJECT STATUS

The project continues to progress, with ongoing efforts to advance construction activities under active TASI Work Directives. Current priorities include completing the remaining base bid work within the EMU section under TASI WD Amendment #2. Tamien Station reached substantial completion in November 2025, and Belmont Station reached substantial completion in December 2025. Additional efforts include addressing outstanding punchlist items from the former Angotti & Reilly (A&R) contract and continuing wheel stop installation at Hillsdale under TASI WD Amendment #3. Staff and legal continue to coordinate on the Angotti & Reilly (A&R) claim, with negotiations anticipated in January 2026. Once this work is complete, a Work Directive Proposal Request will be issued to TASI for Option 1 stations south of Tamien, including Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy stations.

KEY ACTIVITIES - CURRENT QUARTER

- TASI continued construction activities under WD Amendment #2, with Tamien Station remaining substantially complete following November completion and Belmont Station reaching substantial completion in December 2025.
- Work under WD Amendment #3 also continued during the reporting period, including wheel stop installation at Hillsdale and associated supporting activities, with base bid completion within the EMU section targeted for February 2026.
- Finalized and settled dispute with Angotti & Reilly, prepared final change order.
- Continue project close out remaining punchlist items.

KEY ACTIVITIES - NEXT QUARTER

- Final walkthroughs are scheduled at both Tamien and Belmont Stations under WD Amendment #2.
- Work under WD Amendment #3 will continue, including wheel stop installation at Hillsdale and completion of remaining punchlist items, supporting base bid completion within the EMU section by February 2026.
- The project team anticipates negotiating the Angotti & Reilly (A&R) claim in January 2026.
- A WDPR is anticipated to be initiated with TASI to advance Option 1 stations south of Tamien.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/22/22	02/22/22 A
100% Development Complete/IFB	08/24/23	08/24/23 A
NTP - Construction Contract	02/20/24	02/20/24 A
Substantial Completion	07/19/25	06/23/26
Start-up/Turnover Complete	09/17/25	08/31/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Federal Funding	460
Local Funding	6,811
TOTAL PROJECT FUNDING	7,271

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Major Contractors	215	215		215
Construction	2,561	2,539	23	2,561
Project Management Oversight and Support	4,104	2,817	1,529	4,346
Contingency	100	0	100	100
ICAP	291	322	99	421
Total	7,271	5,893	1,751	7,644



**Peninsula Corridor Joint Powers Board
Staff Report**

To: Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief of Caltrain Planning
For: March 2026 Board of Directors Meeting
Subject: **Receive Update on the Policy Regarding Conveyance of Property Interests Involving Property Owned by the Peninsula Corridor Joint Powers Board and Fee Schedule**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff is providing the Peninsula Corridors Joint Powers Board (JPB) Board of Directors (Board) with an informational update on proposed updates to the Policy Regarding Conveyance of Property Interests Involving Property Owned by the Peninsula Corridor Joint Powers Board (Policy) and Fee Schedule. Staff anticipate returning to the Committee next month with a revised policy that incorporates feedback, if any, for recommended approval.

Discussion

JPB routinely receives third-party requests from utility companies, public agencies, and private entities seeking to access or occupy JPB property for non-rail purposes. These activities are governed by the Property Conveyance Policy, first adopted in 2010 and updated in 2021.

The Policy guides third-party use of JPB property, including applicable agreements, review processes, and fees. It ensures that third-party uses protect JPB property interests, remain compatible with rail operations and future needs, and are reviewed through a consistent and transparent process. Requests may be processed under this Policy *only after* they are determined to be compatible with the JPB's current and future railroad needs, as defined in the Adopted Service Vision and documented in the Rail Corridor Use Policy (RCUP).

Proposed updates are intended to:

- Support effective and efficient leasing and property management;
- Improve cost recovery and revenue alignment; and
- Enhance policy clarity and usability.

Summary of Recommended Updates

Addition of Guiding Principles

Incorporating new Guiding Principles into the Policy would provide a clear framework aligned with JPB priorities for decision-making regarding use of property. Staff recommend incorporating the following:

- **Principle #1: Safety**
Safety on JPB property takes precedence over all other considerations. No third-party use may introduce operational risk, impair safe rail access, or conflict with governing safety rules, construction requirements, or regulatory standards.
- **Principle #2: Preservation of Current and Future Rail Needs**
JPB property is primarily used for transportation and rail purposes. Third-party uses must be consistent with railroad priorities and will only be considered if determined compatible with current or future rail needs. No use may interfere with rail operations, limit future transportation projects, or increase the cost or complexity of planned rail facilities.
- **Principle #3: Revenue Generation and Cost Recovery**
JPB property may be used to generate revenue to support the railroad when it is not needed for safety and/or rail purposes. Any such use must provide Fair Market Rent and cover the costs of processing the request, unless an exception is approved by the appropriate authority.
- **Principle #4: Station Activation and Ridership**
Uses near Caltrain stations that enhance station activity, provide customer amenities, improve multimodal access, or support ridership are encouraged. When such uses are projected to generate revenue comparable to other proposed uses, they may be prioritized over alternatives that provide fewer station- or ridership-related benefits.
- **Principle #5: Stewardship of Public JPB Property**
The JPB will protect public transportation assets and will not convey property rights without appropriate value or public benefit. Property rights shall only be granted to the extent necessary for the approved use and must not reduce the JPB's control of access to or use of the Corridor.

Fee Schedule Updates

The Fee Schedule establishes charges for third parties seeking to access JPB property and is intended to recover administrative costs associated with reviewing and approving requests and overseeing activities on JPB property. The Fee Schedule was last updated in 2021 and is due for review.

Key elements of the proposed updates include:

- **Cost Recovery:** Adjusting processing and review fees to more accurately recover staff time and administrative costs associated with reviewing and managing third-party requests, including:
 - Right of Entry/ License agreements;
 - Special Use Permit (formerly Encroachment Permit); and
 - Rail Corridor Use Policy (RCUP) Variances.

Additionally, the Fee Schedule would incorporate a standard annual fee escalation of three (3) percent over the next five (5) years to account for inflation and administrative cost growth, with authority for the Executive Director to suspend the adjustment if not warranted.

- **Revenue Alignment:** Updating fees to better support revenue generation where use of JPB property is appropriate and consistent with policy objectives, including:
 - Addition of a longitudinal fiber fee to generate revenue from telecommunications fiber lines installed along the rail corridor, and
 - Decreasing minimum rent for leases to enable additional flexibility.
- **Fee Schedule Clarity:** Update fee categories to better reflect purpose and provide clarity, including:
 - Renaming the current Encroachment Permit as a Special Use Permit to better reflect its purpose, and
 - Removal of easement fees from the Fee Schedule, as easements are addressed separately through negotiated agreements and are infrequent.

Executive Director Authority Expansion and Clarity

Property Agreements: Under the current Policy, Executive Director approval authority is limited to property agreements with terms of five years or less. In practice, this limitation can reduce flexibility and result in delays. For example, many of the historic station properties require significant up-front investment by tenants, and in return for bearing these costs, the tenants require a longer lease term. Requiring Board approval of the terms once they are agreed to creates uncertainty for potential tenants and adds additional time to the leasing process, making JPB-owned properties less market competitive.

The recommended update would expand this authority to allow approval of leases and renewals to up to ten years. This change is intended to improve flexibility and responsiveness to be market competitive while continuing to protect JPB interests through the Rail Corridor Use Policy and existing review processes.

Fee Waivers: Under the Board’s Policy Regarding Waiver of Fees Associated with Requests for Conveyance of Property Interests, which were adopted separately from the 2021 Policy Update, the Executive Director has discretion to waive fees for public agencies or nonprofit organizations under certain circumstances.

Staff recommends (1) incorporating these Guiding Principles directly into the Policy to provide clarity for Executive Director waiver authority and (2) broadening eligibility to allow qualifying partnerships with private entities that support ridership and exposure.

Policy Clarity and Organization

Additional recommended updates focus on improving policy clarity and usability. These revisions will include streamlining policy language, reorganizing the Policy structure, adding definitions, and removing details about staff-managed procedures

Budget Impact

There is no impact on the budget.

Prepared By:	Nadine Fogarty	Director, Caltrain Real Estate and Transit-Oriented Development	02/09/2026
	Jenny Lin	Manager, Caltrain Real Estate and Transit-Oriented Development	02/09/2026

Appendix Attachments

- Exhibit A: *Resolution No. 2021-18 Adopting an Updated Policy Regarding the Processing of Requests for Conveyance of Property Interests and Associated Fee Schedule*
- Exhibit B: *Policy Regarding Waiver of Fees Associated with Requests for Conveyance of Property Interests*
- Exhibit C: *Proposed Policy Regarding Conveyance of Property Interests Involving Property Owned by the Peninsula Corridor Joint Powers Board and Fee Schedule*

EXHIBIT A

RESOLUTION NO. 2021- 18

PENINSULA CORRIDOR JOINT POWERS BOARD STATE OF CALIFORNIA

* * *

ADOPTING AN UPDATED POLICY REGARDING THE PROCESSING OF REQUESTS FOR CONVEYANCE OF PROPERTY INTERESTS AND ASSOCIATED FEE SCHEDULE

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB), owns various properties, including the Caltrain right of way, which are the subject of numerous requests for use by various public and private parties; and

WHEREAS, in order to respond to third-party requests to enter or use JPB property, on October 7, 2010, pursuant to Resolution 2010-45, the Board of Directors (Board) adopted a Policy Regarding Processing of Requests for Conveyance of Property Interests Involving the Property Owned by JPB (Policy); and

WHEREAS, the Policy includes a Fee Schedule to allow the JPB to recoup costs associated with handling such requests and to generate revenue from the use of JPB property by third parties; and

WHEREAS, on February 6, 2020, pursuant to Resolution 2020-05, the Board adopted the Caltrain Rail Corridor Use Policy (RCUP) to facilitate agency review of potential uses of JPB property to ensure they are compatible with the railroad's current and future needs; and

WHEREAS, staff has updated the Policy to describe the JPB's current process and terms for issuing Property Access Agreements to third parties to access and/or use JPB property; be consistent with the RCUP; and update terms and procedures for other aspects of the process for reviewing proposed third-party uses of JPB property; and

WHEREAS, staff also has updated the associated Fee Schedule to reflect current costs of processing requests to access and/or use JPB property, and to reflect current market values; and

WHEREAS, on April 1, 2021, the Board held a public hearing to seek and consider input on the revised Fee Schedule.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the updated "Policy Regarding Process of Requests for Conveyance of Property interests Involving Property Owned by the Peninsula Corridor Joint Powers Board" and associated Fee Schedule, attached hereto with the understanding that: (1) the policy will specifically require the accurate recording of all physical right of way for utilities approved through the process and the maintenance of records that reflect the nature and location of such facilities and (2) the policy will permit staff to consider the waiver of encroachment and other fees for qualified non-profit and governmental entities in accordance with a Guiding Principal Statement that staff will prepare for review by the WPLP Committee; and

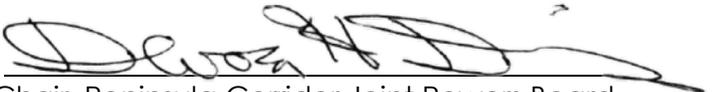
BE IT FURTHER RESOLVED that the Executive Director is authorized to approve or deny requests for access to, or use of, JPB property in accordance with the attached policy.

Regularly passed and adopted this 1st day of April, 2021 by the following vote:

AYES: Chavez, Gee, Hendricks, Pine, Stone, Walton, Zmuda, Heminger, Davis

NOES: None

ABSENT: None


Chair, Peninsula Corridor Joint Powers Board

ATTEST:


JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD

POLICY REGARDING THIRD PARTY REQUESTS TO USE PROPERTY OWNED BY THE PENINSULA CORRIDOR JOINT POWERS BOARD

Overview, Background, and Purpose

The Peninsula Corridor Joint Powers Board (“PCJPB”) owns a railroad right-of-way running from San Francisco down through San Jose, the Caltrain Rail Corridor (“Corridor”) for the purposes of operating the Caltrain passenger rail service. Within San Mateo County, Corridor ownership is shared with the San Mateo County Transit District. Additionally, PCJPB separately owns property near 26 Caltrain stations, as well as other property purchased in support of various capital projects. It is intended that, as additional property is purchased by PCJPB, third party use of that property shall be governed by this Policy. As of 2021, the PCJPB’s property holdings (“PCJPB property”) total approximately 690 acres, a substantial portion of which is dedicated to transportation uses.

Due to the Corridor's location along the Peninsula, and the historic economic development that it triggered, the Corridor runs through the middle of many communities between San Francisco and San Jose. As a result, the PCJPB receives numerous requests from utilities to cross, or otherwise occupy, portions of the Corridor, as well as various other third party requests to use PCJPB property for uses unrelated to railroad operations. In addition, properties that are not currently required to support Caltrain operations may be leased to generate revenue to offset the cost of operating Caltrain.

PCJPB, and its predecessor Southern Pacific Railroad, have had a long history of allowing third-party utilities to operate within the Corridor and has entered into numerous revenue-generating leases of PCJPB Property. The process for reviewing and approving both types of requests is currently governed by the “Policy Regarding Processing of Requests For Conveyance of Property Interests Involving Property Owned by the PCJPB” which was adopted in 2010 via Resolution 2010-45. Following Board adoption, this updated policy will supersede that previous policy.

PCJPB recognized a need to update its property use process in response to the PCJPB Board of Directors’ adoption of an ambitious Long-Range Service Vision for the railroad on October 3, 2019. As such, the PCJPB Board of Directors adopted the Caltrain Rail Corridor Use Policy on February 6, 2020 via Resolution 2020-05 (“RCUP”) to guide the use of the agency’s property and support delivery of Caltrain’s Long-Term Service Vision

The RCUP is intended to provide a process to facilitate agency review of requested uses of PCJPB property to ensure they are compatible with the railroad’s current and future needs. Following approval through the RCUP compatibility review process, a proposed use is required to undergo additional review for engineering, operational, and regulatory compliance before the agency will issue an agreement to allow a third party the right to use PCJPB property. The types of agreement issued by PCJPB are listed below and are hereafter referred to as “Property Access Agreements.”

This updated policy describes the agency's process and terms for granting Property Access Agreements to third parties to access and/or use PCJPB property. It has been updated to include and clarify the role of the RCUP in the process, as well as update terms and procedures for other aspects of the review process for proposed uses.

The contents of this updated policy are as follows:

- Summary of Property Access Agreements
- Staff review process and terms for non-lease agreements
- Staff review process and terms for lease agreements
- Final approval process for all agreements

Summary of Property Access Agreements

Below is a list of the types of agreements most frequently issued by the PCJPB and a brief description of each, including required conditions.

Service Agreement

Purpose: Sets forth the terms and conditions under which the applicant will reimburse the PCJPB for all actual costs incurred in providing the services and materials required to review the applicant's proposed use (including applicable general and administrative overhead costs), for costs associated with processing the Property Access Agreement, and for costs required to support the implementation of the use of agency property, as appropriate. A Service Agreement does not convey any rights to use property.

Right of Entry Permit Agreement

Purpose: Allows third party access to PCJPB Property for a specified period to accomplish a specific activity, which generally involves construction work on an existing facility. No facilities may be constructed on PCJPB Property.

Other Conditions: Permittee (or agency contracting with Permittee) shall sign a Service Agreement to reimburse PCJPB for its costs and expenses, as necessary.

License Agreement

Purpose: Allows third party access to PCJPB Property for a specified period to accomplish a specific activity, which generally involves construction work and allows an applicant's semi-permanent facility to remain on PCJPB Property.

Other Conditions: Licensee shall sign a Service Agreement to reimburse PCJPB for its costs and expenses, as necessary.

Encroachment Permit

Purpose: Allows third parties access to PCJPB Property for a specific purpose and a limited duration when a Right of Entry Permit, License Agreement or Lease is not appropriate, when no construction is to occur on the property and when the property is outside of the Operating Use Zone as defined in RCUP.

Lease Agreement

Purpose: Allows a third party to use PCJPB Property not currently required for rail operations for a defined period. This agreement is typically used when the third party is a commercial business leasing PCJPB property for Fair Market Rent.

Easement Agreement

Purpose: Provides permanent property rights to the grantee for a specific purpose.

Other Conditions: Licensee shall sign a Service Agreement to reimburse PCJPB for its costs and expenses, as necessary. Requires Board approval.

Staff Review Process and Terms for Non-Lease Agreements

This section describes the review process and terms for all agreements that are not leases. Non-lease agreements are typically issued for utility crossings, but may be used in other circumstances when a lease agreement is not appropriate.

After receipt of an application form, staff will analyze each request in accordance with this Policy and, if the request warrants further review, will present the applicant with an estimate of PCJPB's processing and oversight costs ("Processing Costs"), as applicable. Only after the applicant has paid a non-refundable processing fee (the "Real Estate Processing Fee") and, if required, signed a Service Agreement to reimburse PCJPB for its actual cost of reviewing the request, will staff analyze the request to ensure the following, which shall be hereafter referred to as "Baseline Conditions":

- The request is determined to be compatible with current and anticipated future operational requirements and potential railroad uses of the property, and is consistent with RCUP; and
- The applicant's improvements are designed to be compatible with the broadest range of possible transportation alternatives for the entire width of the right-of-way, to minimize disruption of current service and the necessity for later relocation; and
- All facilities constructed on PCJPB Property are constructed in a manner consistent with all applicable general engineering standards, Caltrain standards and California Public Utilities Commission regulations; and
- The request is in full compliance with the requirements of applicable federal and state laws including any conditions embodied in grants and conditions of financing for the property acquisition by the PCJPB or its predecessors in interest.

Once the review is completed, staff will process the appropriate Property Access Agreement, typically based upon PCJPB's standard forms, and will forward the agreement and a staff recommendation to the Executive Director of the PCJPB (or his/her designee) for consideration. The Property Access Agreement will require the applicant to agree, at the minimum, to the following conditions ("Required Conditions"):

- The Applicant must agree to relocate applicant's facilities (at applicant's expense) if necessary to accommodate the use of the Property for public transportation purposes or real estate development, as determined by PCJPB, its successors or assigns; and
- The applicant must maintain and repair its improvements at its sole expense; and

- The applicant must indemnify the PCJPB against liability (including for the release of hazardous materials) arising out of permittee’s use of the property; and
- The agreement will include a reservation of a right in favor of PCJPB to terminate for breach; and
- The agreement will require that the applicant (and/or its contractor) provide adequate insurance for the benefit of PCJPB, its successors and assigns, including, when necessary Railroad Protective Liability Insurance (RPLI).
 - PCJPB shall obtain RPLI in its own name, at the sole cost and expense of the applicant. An applicant may provide its own RPLI by demonstrating that it can provide coverage that is equivalent to, or better than, the RPLI available to PCJPB.

Staff will record the location and nature of any utility or similar agreement approved through this process and will require the applicant to provide the PCJPB with current and accurate “as built” drawings of any facility constructed. Staff will maintain accurate records of each such Non-Lease Agreement to support and facilitate future Caltrain capital and other projects.

Staff Review Process and Terms for Lease Agreements

This section describes the review process and terms for all lease agreements, for which there are two general types of sites:

- **Independently Usable Sites:** In certain locations, especially along commercial corridors, commercial demand exists for use of PCJPB Property that is not currently required to support Caltrain operations. Such properties are typically accessible from the public street system and can be used independently, without reliance upon use of property owned by entities than other the PCJPB (“Independently Usable Sites”).
- **Landlocked Sites:** In other instances, property not currently required to support Caltrain operations is landlocked, meaning it has no means of access other than from the Caltrain corridor or though the contiguous site, but may have commercial value to the contiguous property owners (“Landlocked Sites”).

In both such cases, PCJPB may seek to lease property to generate revenue, and all potential leases must be analyzed and approved in accordance with the terms and process described below.

Requirement for Fair Market Rent: All property shall be leased at market value unless otherwise approved by the Board in its sole and complete discretion. Market value will be evaluated in consideration of current market conditions, the proposed use, the site’s physical characteristics (including location, size, access and shape of the property), and taking into account all rights and limitations created by the lease agreement, and shall be referred to throughout as “Fair Market Rent.”

RCUP Compatibility and Determination of the Lease Term: Before any site is made available for lease, staff shall ensure that use of the site by a third party is compatible with the

railroad's current and future needs for its property and is compliant with RCUP. Real Estate staff shall also review the site with other departments, including Planning and Engineering, to determine if and when the site will be needed to support future rail activities or capital projects. For revenue-generating commercial leases, staff shall seek to make the site available for the longest possible duration that does not conflict with potential PCJPB uses of the property, it being understood that longer lease terms generally lead to more lucrative financial return.

The review and approval process and terms for leases are different for independently usable sites and landlocked sites, as described below.

Independently Usable Sites: When property with independent commercial potential is identified as available for lease, and the proposed use will be for more than five years, staff shall seek to competitively market the site, either through a commercial broker or directly by staff, to attract a pool of qualified potential tenants. Leases of less than five years are not required to be marketed but may be if staff feels it would be appropriate to do so.

Proposals will be evaluated using criteria, developed by staff to reflect the specific site, and will typically include the maximization of rent paid, compliance with the Baseline Conditions, and other conditions specific to the property itself. In no case shall rent be for less than Fair Market Rent, unless approved by the Board.

Once the review is completed and a potential tenant has been selected, staff will process the lease agreement, which will be based upon PCJPB's standard form, and will forward the agreement and a staff recommendation to the Executive Director of the PCJPB (or his/her designee) for consideration. The lease will require the applicant to agree, at a minimum, to the Required Conditions.

Landlocked Sites: Staff may negotiate directly with the contiguous property owner, unless other potential lessees have expressed interest in the site or staff otherwise believes that marketing the site will attract a larger pool of qualified tenants, in which case staff shall follow the procedures for marketing a non-landlocked site. When leases for landlocked property come due, staff may choose to negotiate directly with the existing tenant if the tenant has been a tenant of good standing throughout previous lease term. The lessee must comply with the Baseline Conditions and the rent must be no less than Fair Market Rent unless otherwise approved by the Board.

Once the review is completed and a potential tenant has been selected, staff will process the lease agreement, typically based upon PCJPB's standard form, and will forward the agreement and a staff recommendation to the Executive Director of the PCJPB (or his/her designee) for consideration. The lease will require the applicant to agree, at a minimum, to the Required Conditions.

Final Approval of Property Access Agreements

This section describes the final approvals that are needed to issue a Property Access Agreement to a third party after staff has reviewed and recommended the request for approval.

If the Property Access Agreement is within the authority of the Executive Director, as described below, the Executive Director or his/her designee may execute the agreement. If the request falls within the Board's authority, as described below, the Executive Director may sign the agreement only being delegated authority by the Board.

AUTHORITY OF EXECUTIVE DIRECTOR

The Executive Director (or his/her designee) may approve Property Access Agreements without the prior approval of the Board, provided that the request will not have an adverse impact on the use or potential future development of PCJPB-owned Property for PCJPB purposes and that the following conditions are met:

- The Property Access Agreement is for a term not more than five years
 - Exception: if the lease is an extension of a lease to an existing tenant and is for an Independently Usable Site, the new term will extend the occupancy of the same tenant for more than 5 consecutive years, the lease will require board approval; and
- The applicant has paid the appropriate amount of compensation as described in the PCJPB's Fee Schedule (unless such fees are waived by the Executive Director or his/her designee for public agencies or certain nonprofits, whose qualifications meet and satisfy the Guiding Principles to be developed by staff and provided to the Work Program-Legislative-Planning Committee), or for leases, the rent is set at Fair Market Rent; and
- The Property Access Agreement includes all of the Required Conditions and staff has determined that such use is consistent with the Baseline Conditions.

PCJPB BOARD REVIEW

The Board of Directors shall review and approve all conveyances of permanent property rights as well as any other requests that do not fall into the authority of the Executive Director, as outlined above. The Property Access Agreements may be issued only after the applicant pays appropriate compensation as set forth in the PCJPB's Fee Schedule or, for leases has paid the first month's rent and any security deposit.

PENINSULA CORRIDOR JOINT POWERS BOARD

FEE SCHEDULE

FEES BY REAL ESTATE AGREEMENT TYPE

Note: The below agreement types are defined in the Peninsula Corridor Joint Powers Board's (PCJPB) "Policy Regarding Third Party Requests to Use Property Owned by the Peninsula Corridor Joint Powers Board"

Right of Entry Permit Agreement

Real Estate Processing Fee: \$2,100

Annual Permit Payment: \$5,000, if the total area is 2,000 or less

Annual Permit Payment: fair market value (not less than \$5000) if the area is greater than 2,000 sq. ft.

License Agreement

Real Estate Processing Fee: \$2,100

Annual Permit Payment: \$5,000, if the total area is 2,000 or less

Annual Permit Payment: fair market value (not less than \$5000) if the area is greater than 2,000 sq. ft.

Encroachment Permit

Real Estate Processing Fee: \$1,000

Lease Agreement

Real Estate Processing Fee: None

Monthly Rent: fair market value (as determined by staff), but not less than \$800/mo.

Easement Agreement

Real Estate Processing Fee: \$2,100

Payment of lump sum fair market value of the easement as determined by staff

SERVICE AGREEMENTS AND ASSOCIATED FEES

Purpose

If staff determines that staff review of a request to access property will require more than 8 hours of staff time and/or more than 3 hours of the Attorney's time, which costs are covered by the various Real Estate Processing Fees above, the applicant shall enter into a Service Agreement with PCJPB. The Service Agreement sets forth the terms and conditions under which the applicant will reimburse PCJPB for all actual costs of providing the services and materials required to support the applicant's proposed project (including applicable general and administrative overhead costs) and for costs associated with processing the Property Access Agreement. A Service Agreement conveys neither property rights nor right to use property.

Payment Policy

Service Agreements Valued under \$50,000:

Service Agreements with an estimated cost of less than \$50,000 or Service Agreements that will be completed in 120 days or less require full prepayment.

Service Agreements Valued over \$50,000:

If the Service Agreement has an estimated total project cost of more than \$50,000 or will last more than 120 days, a payment option may be pre-arranged on a case-by-case basis. A minimum 10% deposit with monthly progress billings or a deposit based on a cash flow analysis with monthly progress billings (whichever is greater) may be arranged and approved at the discretion of staff. Payments under a progress billing are due 30

days following the date of invoice. All overdue balances due to PCJPB not contested in writing, by the due date shall bear interest at the rate of 1.5% per month, compounded monthly, from the due date. Additionally, PCJPB may require that all work cease until all payments are received in full.

RAIL CORRIDOR USE POLICY – USE VARIANCE FEE

All proposed non-railroad uses of JPB property must be determined to be compatible with the railroad’s current and future uses, as demonstrated through compliance with the Board-adopted Rail Corridor Use Policy, or the “RCUP” (adopted February 6, 2020 as Resolution 2020-05).

The RCUP review process does not charge a fee for the initial compatibility review(s) of proposed uses.

For uses that are determined to be not compatible with the railroad’s current and future needs after the initial compatibility review, third parties may opt to request an RCUP Use Variance. A Base Fee of \$2500 is charged for all proposed uses of PCJPB property that enter into the RCUP Use Variance process. This nonrefundable Base Fee must be fully paid by the applicant at the time of submitting the RCUP Use Variance application. The Base Fee is charged to cover PCJPB costs for reviewing and processing the RCUP Use Variance application, inclusive of up to 12 hours of staff time and up to 3 hours of the Attorney’s time.

The RCUP Use Variance Review Base Fee is likely to cover PCJPB costs for reviewing *most* Use Variance applications; however, there may be some instances in which the complex nature of the proposed use or its location on the corridor requires a more extensive review of the Use Variance application. In these instances, the Base Fee may not be adequate for covering PCJPB costs for processing and reviewing, and additional staff and/or Attorney time may be required. Therefore, on a case-by-case basis, the PCJPB may charge an Additional Fee (on top of the Base Fee) to seek reimbursement for PCJPB costs for Use Variance applications requiring extensive review. Staff will determine if an Additional Fee is required to cover PCJPB costs for processing a complex Use Variance application after receipt of the application, and as soon as a determination is made, staff will notify the applicant of any Additional Fee as soon as possible. The Additional Fee to process complex Use Variance applications is to be issued and paid using a Service Agreement, under the terms and conditions described for Service Agreements above. The Additional Fee is nonrefundable and must be fully prepaid by the applicant before staff may process a complex Use Variance application.

Notes:

- Payment of the RCUP Use Variance Fee neither conveys PCJPB’s approval of the compatibility of the proposed use, nor provides authorization to use property.
- Additional information about the RCUP review process, including the Use Variance process, can be found in the adopted Rail Corridor Use Policy, available on Caltrain’s website.

REASON FOR FEES

The Purpose of the Real Estate Processing Fee and the RCUP Use Variance Fee is to recoup costs associated with staff time to negotiate and draft the real estate document or review the Use Variance, legal time for review of documents and staff time to set up and monitor the project, as necessary. The Annual License Payment and Annual Permit Payment represent the value of the encumbrance to the property created by the agreement.

REGULAR REVIEW OF FEES

All fees shall be reviewed regularly by staff and updated as PCJPB’s cost of processing permits increases. Annual License Payments and Annual Permit Payments shall be reviewed regularly by staff and updated to reflect current property values.

EXHIBIT B

**AGENDA ITEM #8
AUGUST 25, 2021**

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work – Program – Legislative – Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: April Chan
Chief Officer, Planning/Grants/TA

SUBJECT: **POLICY REGARDING WAIVER OF FEES ASSOCIATED WITH REQUESTS FOR
CONVEYANCE OF PROPERTY INTERESTS**



Finance Committee
Recommendation



Work Program-Legislative-
Planning Committee
Recommendation



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

This report is for information only. No Board action is required at this time.

SIGNIFICANCE

At its April, 1, 2021 meeting, the Board of Directors adopted Resolution No. 2021-18 which updated the JPB's "Policy Regarding the Processing of Requests for Conveyance of Property Interests" and approved an accompanying Fee Schedule.

As part of the approval, the Board directed staff to prepare for review by the WPLP Committee at a subsequent meeting "guiding principles" with regards the waiver of encroachment and other fees for certain qualified non-profit organizations or governmental entities. These principles would be applied at the Executive Director's discretion.

The Guiding Principles listed below outline when it may be appropriate for the Executive Director (or his/her designee) to waive such fees, which would be at the Executive Director's sole and complete discretion:

- When the permittee provides JPB with goods and services of generally equivalent (or greater) value than the permit fees; or

- When the permit covers an event for which JPB is a co-sponsor, in which case a permit is not required; or
- The event is sponsored by a governmental agency and will bring ridership or exposure to Caltrain, such as Bike to Work Day; or
- Where the permittee is a community-service-oriented, non-profit entity.

After considering any comments from the Committee, staff and the Executive Director will follow these guiding principles when considering the possible waiver of fees for a property conveyance. The ultimate decision of waiver request will be at the Executive Director's sole and complete discretion.

Final Note: All users of JPB property must provide evidence of insurance, even if a permit is not issued

BUDGET IMPACT

While the Guiding Principles allow the Executive Director to waive fees for certain permits, historically the number of such permits made up a small percentage of the total number of property access agreements issued by JPB. Staff anticipates the budget impact to be minor, likely in the range of no more than several thousand dollars a year

Prepared by: Brian W. Fitzpatrick, Director, Real Estate and Property Development
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EXHIBIT C

POLICY REGARDING PROCESSING OF REQUESTS FOR CONVEYANCE OF PROPERTY FOR PROPERTY INTEREST INVOLVING PROPERTY OWNED BY THE PENINSULA JOINT POWERS BOARD

1. Background, Purpose, & Applicability

The Peninsula Corridor Joint Powers Board (“JPB”) owns a railroad right-of-way running from San Francisco to San Jose, known as the Caltrain Rail Corridor (“Corridor”), for the purposes of operating the Caltrain passenger rail service. JPB also owns property adjacent to 26 Caltrain stations as well as property purchased in support of various capital projects. As of 2026, the JPB’s property holdings (“JPB property”) total approximately 690 acres, a majority of which are dedicated to transportation uses and include many sites that are not accessible from the public right of way.

Because the Corridor passes through established cities along the Peninsula, JPB routinely receives requests from utility companies, public agencies, and private entities seeking to access or occupy JPB property for non-rail purposes. In addition, property not currently required to support Caltrain operations may be leased to generate revenue that helps offset the cost of operating the rail service, including areas within station buildings or station parking lots. These activities are currently governed by the Policy Regarding Processing of Requests for Conveyance of Property Interests Involving Property Owned by the JPB, first adopted in 2010 and updated in 2021. Upon adoption, this updated Policy, which enhances clarity and supports revenue generation, will supersede all prior versions.

This Policy updates and establishes guiding principles, general requirements, and terms under which the JPB authorizes third-party use of JPB property through various forms of Property Access Agreements. It also updates the associated Fee Schedule to reflect current costs of processing requests to access and/or use JPB property and market values. Third-party uses may only be processed under this Policy after they are determined to be compatible with JPB’s current and future railroad needs, as defined by the Adopted Service Vision and documented in the Rail Corridor Use Policy (“RCUP”).

This Policy applies to all third-party uses on all JPB property, including non-rail activities such as utility installations, construction access, temporary uses, permanent facilities, commercial uses, and similar requests.¹ Uses may only be exempted from this Policy if specifically authorized by the JPB Board of Directors.

2. Definitions

- **Fair Market Value (FMV):** Fair market value is the price or compensation a property would reasonably command on the open market under typical market conditions. This value is determined by the JPB staff based on market data, the proposed use, the site’s physical

¹ Properties planned and used for transit-oriented development are governed by the Transit Oriented Development (TOD) policy.

EXHIBIT C

characteristics (including location, size, access and shape of the property), and considering all rights and limitations created by the applicable Property Access Agreement.

- **Fair Market Rent (FMR):** Fair market rent is an expression of the Fair Market Value for lease agreements.
- **Property Access Agreements:** Agreements used by the JPB to authorize third-party access to, or use of, JPB property. These may include Special Use Permits, Right of Entry Permits, License Agreements, and Lease Agreements as further described in *Section 4*.
- **Rail Corridor Use Policy (RCUP):** The Rail Corridor Use Policy (RCUP), adopted by the JPB in February 2020, is used to assess whether a proposed third-party use of JPB property is fundamentally compatible with the railroad's current and future property needs, as defined by the Service Vision and other adopted plans and policies. This policy is updated periodically.
- **RCUP Use Variance:** A request to approve a third-party use that is not initially determined to be compatible under the RCUP review process.
- **Service Agreement:** An agreement under which an applicant reimburses the JPB for staff, legal, engineering, and administrative costs associated with evaluating, reviewing, or supporting proposed third-party use of JPB property. A Service Agreement does not grant access to, or any property rights on, JPB property, and does not oblige the JPB to approve the proposed use or issue a Property Access Agreement.

3. Guiding Principles

The following guiding principles apply to all third-party use of JPB property and establish the ordered priorities that guide evaluation and approval of such requests.

- **Principle #1: Safety**
Safety on JPB property takes precedence over all other considerations. No third-party use may introduce operational risk, impair safe rail access, or conflict with governing safety rules, construction requirements, or regulatory standards.
- **Principle #2: Preservation of Current and Future Rail Needs**
JPB property is primarily used for transportation and rail purposes. Third-party uses must be consistent with railroad priorities and will only be considered if determined compatible with current or future rail needs. No use may interfere with rail operations, limit future transportation projects, or increase the cost or complexity of planned rail facilities.
- **Principle #3: Revenue Generation and Cost Recovery**
JPB property may be used to generate revenue to support the railroad when it is not needed for safety and/or rail purposes. Any such use must provide Fair Market Rent or Value and cover the costs of processing the request, unless an exception is approved by the appropriate authority.

EXHIBIT C

- **Principle #4: Station Activation and Ridership**

Uses near Caltrain stations that enhance station activity, provide customer amenities, improve multimodal access, or support ridership are encouraged. When such uses are projected to generate revenue comparable to other proposed uses, they may be prioritized over alternatives that provide fewer station- or ridership-related benefits.

- **Principle #5: Stewardship of Public JPB Property**

The JPB will protect public transportation assets and will not convey property rights without appropriate value or public benefit. Property rights shall only be granted to the extent necessary for the approved use and must not reduce the JPB's control of access to or use of the Corridor.

4. Property Access Agreement Types

Below are the types of agreement commonly used by the JPB to authorize third-party access to or use of JPB property. The appropriate agreement depends on the nature, duration, and permanency of the proposed use.

- **Special Use Permit:** Authorizes short-term, non-construction use of JPB property. Facilities or equipment may not be installed or left on the property at the end of the use.
- **Right of Entry (ROE):** Authorizes temporary access to JPB property for work activities including inspection, surveying, or maintenance work. No facility or improvements may remain on the property following completion.
- **License Agreement:** Authorizes a third party to installation, operation, and maintenance of semi-permanent facilities on JPB property or equipment to support ongoing work activities, subject to relocation or removal conditions. It may be used in conjunction with a Right of Entry agreement for access to maintain licensed improvements.
- **Lease Agreement:** Authorizes longer-term, revenue-generating use of JPB property, which may or may not include improvements. A lease agreement provides ongoing occupancy rights for a defined term and requires Fair Market Rent consistent with *Section 6*.

EXHIBIT C

This table summarizes the common Property Access Agreement types:

Property Access Agreement	Facility Left on Property	Typical Duration ²	Typical or Example Uses
Special Use Permit	No	1 day	Non-recurring or occasional special events, community activities
Right of Entry (ROE)	No	1 day to 3 months	Third-party utility inspections and service, surveys, construction access, maintenance, vegetation control
License Agreement	Yes (Semi-Permanent)	1 year to 5 years	Construction of third-party infrastructure such as utilities, pipelines, electrical, fiber optic cables and telecom
Lease Agreement	Yes (During Term)	1 year to 10 years	Commercial uses including recurring commercial activities (e.g., farmers’ markets), non-rail parking, storage, kiosks

Property Access Agreements are issued for a defined period and do not convey permanent property rights. Permanent or longer-term property conveyances, including easements, are uncommon, require approval by the Board of Directors, and must align with the Guiding Principles established in this Policy.

4.1. Service Agreement Requirement

The JPB may require an applicant to execute a Service Agreement to reimburse the JPB for costs associated with reviewing, processing, and supporting a proposed use of JPB property when the request exceeds the estimated staff and attorney time reflected in the fee schedule. The Service Agreement sets forth the terms under which the applicant will reimburse the JPB for staff time, legal services, engineering reviews, administrative costs, and other related expenses.

5. Conditions of Use:

All third-party uses of JPB property must meet two sets of requirements. First, a use must satisfy Baseline Conditions before it may be considered for approval. Second, any approved use must include Required Conditions in the final Property Access Agreement. A request that does not satisfy all Baseline Conditions shall not be advanced for approval and will not be issued a Property Access Agreement.

² Durations are illustrative and may vary for agreements.

EXHIBIT C

5.1. Baseline Conditions

A proposed third-party use may only be considered for approval when all the following conditions are satisfied:

- **Compliance with Engineering and Safety Standards**

All facilities constructed on JPB property must be designed, constructed, and maintained in a manner that ensures the safety of railroad operations and the public, and complies with all applicable federal, state, and local safety and engineering requirements, including standards and regulations of the Federal Railroad Administration (FRA), Caltrain, and California Public Utilities Commission.

- **Compatibility with Current and Future Railroad Needs**

The request must be determined to be compatible with current and anticipated future operational requirements and potential railroad uses of the property and must be consistent with the Rail Corridor Use Policy (RCUP) or includes a request for an RCUP variance that is recommended for approval.

- **Design Consistent with Corridor Flexibility**

The applicant's improvements must be designed to be compatible with the broadest range of possible transportation alternatives for the entire width of the right-of-way, to minimize disruption of current and future service and avoid the necessity for later relocation.

- **Compliance with Laws and Property Funding Requirements**

The request must be in full compliance with all applicable federal and state laws, including any conditions embodied in grants or financing related to the acquisition or improvement of JPB property by the JPB or its predecessors in interest.

- **Alignment with JPB Adopted Policies**

The proposed use will be reviewed for alignment with applicable JPB adopted policies and plans, including but not limited to the Station Access Policy, the Rail Corridor Use Policy, and other adopted policies, as relevant.

5.2. Required Conditions

If a proposed use satisfies all Baseline Conditions, the Property Access Agreement must include, at minimum, the following terms:

- **Relocation at Applicant's Expense**

In general, the applicant must agree to relocate the applicant's facilities, at the applicant's sole cost and expense, if necessary, to accommodate the use of the property for public transportation purposes or rail-related development, as determined by the JPB, its successors or assigns. In certain cases where the tenant will invest significantly in the property (e.g., tenant improvements to station buildings) and no capital projects are expected to occur, staff may waive this requirement.

EXHIBIT C

- **Maintenance and Repair**

The applicant must maintain and repair its improvements at its sole expense.

- **Indemnification**

The applicant must indemnify and hold harmless the JPB against liability, including for the release of hazardous materials, arising out of the applicant's use of the property.

- **Termination**

The agreement must include a reservation of a right in favor of the JPB to terminate the agreement for breach.

- **Insurance Requirements**

The agreement must require that the applicant (and/or its contractor) provide adequate insurance for the benefit of the JPB, its successors and assigns, including, when necessary, Railroad Protective Liability Insurance (RPLI). The JPB shall obtain RPLI in its own name, at the sole cost and expense of the applicant. An applicant may provide its own RPLI only by demonstrating coverage equivalent to, or better than, the RPLI available to the JPB.

6. Leasing Guidelines

This section establishes the guidelines by which the JPB leases JPB property not required for rail purposes.

6.1. Marketing Sites

The JPB will market leasing opportunities in a fair and transparent manner to attract qualified tenants. Marketing may be conducted by staff or through a commercial broker. Landlocked sites or sites that cannot be accessed by public streets may be negotiated directly with the adjoining property owner.

6.2. Fair Market Rent Requirement

All leases must provide Fair Market Rent (FMR) as determined by the JPB staff, unless an exception is approved by the JPB Board of Directors. FMR shall be evaluated based on current market conditions, the proposed use, the site's physical characteristics (including location, size, access, and shape), and all rights and limitations established in the lease.

6.3. Lease Terms and Extensions

Lease terms must be compatible with current rail needs and future transportation uses, as determined through RCUP review and other applicable agency standards. Significant tenant investment in improvements that supports the use of the property may justify more flexible lease terms, subject to consistency with the Rail Corridor Use Policy or approval of a Rail Corridor Use Policy variance.

Lease extensions may be considered on the same basis and must be reviewed by staff and evaluated using the same Review Criteria as a new lease.

EXHIBIT C

6.4. Review Criteria

New lease proposals and extensions will be evaluated based on the Guiding Principles and include the following considerations:

- **Revenue and Value to the Agency:** Preference may be given to proposals that provide the highest economic return or overall value to the JPB.
- **Station Activation and Ridership:** Uses that enhance station activity or ridership may be prioritized when revenue is comparable to another proposed use at the station.
- **Tenant Reliability and Financial Capacity:** Preference may be given to tenants who demonstrate strong financial solvency and the ability to meet lease obligations. Demonstration of financial capacity may include, as determined by Staff, the submission of financial information such as profit and loss statements, balance sheets, and/or bank statements.

7. Approval Authority

This section describes the final approvals required to issue a Property Access Agreement after staff completes its review and recommends the request for approval.

If the Property Access Agreement is within the authority of the Executive Director, as described below, the Executive Director or her/his designee may execute the agreement. If the request falls within the Board's authority, the Executive Director may sign the agreement only after being delegated authority by the Board.

7.1. Authority of the Executive Director

The Executive Director (or her/his designee) may approve new Property Access Agreements without the prior approval of the Board, provided that the request will not have an adverse impact on the use or potential future development of JPB-owned Property for JPB purposes and that the following conditions are met:

- The Property Access Agreement is for a total term, including option(s), of ten (10) years or less;
- Required fees have been paid and/or lease terms provide Fair Market Rent; and
- The agreement has been determined by staff to meet Baseline conditions and contains all Required Conditions.

Extensions of existing and executed lease agreements may be reviewed and approved by the Executive Director or his/her designee on the same basis, for up to an additional 10 years, provided the extension complies with the Guiding Principles and applicable review criteria.

7.2. JPB Review

The Board of Directors shall review and approve all conveyances of permanent property rights as well as any other requests that do not fall into the authority of the Executive Director. The Property Access Agreement may be issued only after the applicant pays appropriate compensation as set

EXHIBIT C

forth in the JPB's Fee Schedule. For lease agreements, issuance is conditioned upon payment of any required security deposit or any other upfront payments as determined through lease negotiations.

EXHIBIT C

PENINSULA CORRIDOR JOINT POWERS BOARD
FEE SCHEDULE FISCAL YEAR 2026-2030

REASON FOR FEES

The Purpose of the Real Estate Processing Fee and the RCUP Use Variance Fee is to recoup costs associated with staff time to negotiate and draft the real estate document or review the Use Variance, legal time for review of documents and staff time to set up and monitor the project, as necessary. Annual License and Permit Fees represent the value of the encumbrance to the property created by the agreement.

PERIODIC REVIEW OF FEES

Fees shall be reviewed periodically and updated to reflect the JPB’s costs of processing permits and administrating agreements. The Fee Schedule incorporates a standard annual escalation of three (3) percent per year to account for inflation and administrative cost growth. The Executive Director may suspend the annual escalation, if warranted.

PROPERTY ACCESS AGREEMENTS AND ASSOCIATED FEES

Property Access Agreement types are defined in the Peninsula Corridor Joint Powers Board’s (JPB) “Policy Regarding Processing of Requests for Conveyance of Property Interests Involving Property Owned by the JPB.” Fees for Fiscal Years 2026–2030 are set forth below for reference.

Fee	FY2026	FY2027	FY2028	FY2029	FY2030
Right of Entry Permit and License Agreement					
Processing Fee	\$2,700	\$2,781	\$2,864	\$2,950	\$3,039
Annual Fee (<2,000 SF)	\$5,500	\$5,665	\$5,835	\$6,010	\$6,190
Annual Fee (>2,000 SF)	Fair market value (not less than \$5,500)				
Special Licenses					
Longitudinal Fiber Fees	Fair market value per strand per lineal foot				
Special Use Permit					
Processing Fee	\$1,600	\$1,648	\$1,697	\$1,748	\$1,801
Lease Agreement					
Monthly Rent	Fair market rent, but not less than \$500 per Month				
*Fair Market Values and rents are determined by staff at the time of agreement.					

EXHIBIT C

SERVICE AGREEMENTS AND ASSOCIATED FEES

If staff determines that review of a request to access property will exceed the estimated staff and attorney time reflected by the fees in the adopted fee schedule, the applicant shall enter into a Service Agreement with the JPB. The Service Agreement sets forth the terms and conditions under which the applicant will reimburse the JPB for all actual costs of providing the services and materials required to support the applicant's proposed project (including applicable general and administrative overhead costs) and for costs associated with processing the Property Access Agreement. A Service Agreement conveys neither property rights nor right to use property.

Payment Policy

Service Agreements Valued under \$50,000:

Service Agreements with an estimated cost of less than \$50,000 or Service Agreements that will be completed in 120 days or less require full prepayment.

Service Agreements Valued over \$50,000:

If the Service Agreement has an estimated total project cost of more than \$50,000 or will last more than 120 days, a payment option may be pre-arranged on a case-by-case basis. A minimum 10% deposit with monthly progress billings or a deposit based on a cash flow analysis with monthly progress billings (whichever is greater) may be arranged and approved at the discretion of staff. Payments under a progress billing are due 30 days following the date of invoice. All overdue balances due to the JPB not contested in writing by the due date shall bear interest at the rate of 1.5% per month, compounded monthly, from the due date. Additionally, the JPB may require that all work cease until all overdue payments are received in full.

RAIL CORRIDOR USE POLICY USE VARIANCE FEE

All proposed non-railroad uses of JPB property that are six months or longer in duration must be determined to be compatible with the railroad's current and future uses, as demonstrated through compliance with the Board-adopted Rail Corridor Use Policy (RCUP).

The RCUP review process does not charge a fee for the initial compatibility review(s) of proposed uses. However, if a proposed use is determined to be incompatible with the railroad's current and future needs after the initial compatibility review, the third-party applicant may request an RCUP Use Variance. A non-refundable Base Fee must be fully paid by the applicant at the time of submitting the RCUP Use Variance application. The RCUP Use Variance Review Base Fee is intended to cover JPB costs for reviewing most Use Variance applications and reflects staff and attorney time; however, in cases where a more extensive review is required, the JPB may charge an additional fee to cover costs (on top of the Base Fee). Information about the RCUP review process, including the Use Variance process and fees, can be found in the adopted Rail Corridor Use Policy, available on Caltrain's website.

Fees for Fiscal Years 2026–2030 are set forth below for reference.

EXHIBIT C

Fee	FY2026	FY2027	FY2028	FY2029	FY2030
RCUP Variance Base Fee	\$2,600	\$2,678	\$2,758	\$2,841	\$2,926

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief of Planning
For: March 2026 JPB Board of Directors Meeting
Subject: **Receive Results of the Caltrain Climate Vulnerability Study**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff are providing the Peninsula Corridor Joint Powers Board (Board) with the results from the Caltrain Climate Vulnerability Study. The Caltrain Climate Vulnerability Study is a comprehensive assessment of the risks and impacts represented by climate hazards to the Caltrain system. This report is for informational purposes only.

Discussion

This report and accompanying presentation are submitted to keep the Board apprised of ongoing sustainability and resilience activities and as a follow-up to the project update provided in Spring 2025.

The Caltrain Climate Vulnerability Study represents the most complete assessment of Caltrain’s system to date, reviewing the risks posed by present and future climate hazards. Previous projects examined limited hazard impacts to specific asset groups, such as sea level rise impacts to the Peninsula Corridor Electrification Project (PCEP). This project reviewed all system aspects including the vulnerability of Caltrain’s service, infrastructure, right-of-way, operations, riders, and employees to climate impacts. Hazards studied include extreme heat, flooding, wildfire, and wind.

Combining the best available climate science to understand present and potential future conditions along with the lived experiences of Caltrain staff and riders, the study identified the hazards of greatest concern and the most vulnerable assets. Both extreme heat and flooding were identified as the hazards posing the greatest threat to Caltrain’s system; numerous assets were highlighted as vulnerable.

The study findings will inform future adaptation strategies, identifying which assets or areas of the corridor need to be prioritized based on threat likelihood and overall system impact(s). Study results will also unlock future resilience grant applications and adaptation studies that will support capital improvement implementation to harden the system to climate threats, ensuring long term service continuity.

Budget Impact

This project has no impact on the budget.

Prepared By: Bo Baney

Manager, Environmental and
Sustainability Planning

12/03/2025



JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Meeting of February 25, 2026

Supplemental Reading File

Subject

1. Receive Update on Guadalupe River Bridge Project

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

January 31, 2026

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TABLE OF CONTENTS

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

1.0 EXECUTIVE SUMMARY

1.1 Introduction

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

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

1.2 Background and Recent Accomplishments

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

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

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

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

In the month of January 2026, Walsh proceeded with wet season work without delay to any critical milestones. Advancement of MT1 bridge construction, including installation of large concrete bridge girder spans 1, 3 and 4 continued behind temporary sheet pile walls that isolate the construction from the river flows. Other work, such as site grading activities and installation of bird deterrent measures on the MT1 bridge structure, were also ongoing throughout January. In addition, Walsh focused efforts on maintaining erosion control and other winterization measures of the inactive areas of the site. By completing work necessitating de-energization of the OCS on January 31, 2026, Caltrain was able to resume train service between Diridon and Tamien Stations and discontinued the bus bridge service that has been operating since June 2025.

In channel construction work for completion of MT1 and MT2 bridges will require de-energization of the OCS and reduced service for up to five discreet weekends during the 2026 dry season.

The remaining work for reconstruction of the MT1 bridge, installation of seismic retrofit piles for the MT2 bridge, widening the Guadalupe River channel, and implementing environmental mitigation in the form of habitat restoration and enhancements as part of HMMP on-site work will continue through the completion date of March 2027.

1.3 Resource Agency Permitting Status

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

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

To ensure successful completion of the work during the 2026 dry season, the team has conducted multiple constructability, sequencing, and risk-reduction workshops with the contractor and environmental team to carefully evaluate lessons learned from the 2025 dry season and identify opportunities to further minimize environmental impacts while improving schedule certainty.

Through this process, staff identified several refinements to the approved construction approach that are intended to reduce in-water work duration and avoid unnecessary disturbance. Several of these measures will require amendments to the Resource Agency Permits, if approved, as well as CEQA Addendum approval. While these permit modifications are still under review, the team is approaching the agencies to discuss the potential to include the following modifications:

- Additional access road from Willow St across JPB ROW to:
 - improve site access and flow of materials needed to complete

- construction.
 - provide permanent access for future maintenance.
- Pruning the floodplain starting in April to mitigate potential bird nesting in the footprint of the river diversion piping to be installed for the dry season
- Early start of vegetation clearing and staging river diversion pipe in the floodplain on June 1
- Extended dry season work hours, limited to a few hours after sunset for refueling, material staging and housekeeping activities to help maximize daylight hours to focus on construction productivity
- Use of sandbags for construction of cofferdams as an option to the already permitted aquadams and gravel bags to improve the seal of the cofferdams and control seepage into the dewatered work zone that impacted productivity during the previous 2025 river diversion.
- Modification of the river diversion “pump-around” duration during river diversion removal increasing from approximately 2 weeks to 4 weeks. This extension will help provide surety that the contractor can complete the in-channel work prior to October 15th.

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

- On site HMMP package was submitted for agency review and approval on July 18, 2025. As of January, all comments were received from the permitting agencies. JPB continues to coordinate with agencies and SCVWD on the remaining comments and gain approval of the HMMP package. While this activity has fallen behind schedule, the team remains optimistic that approval of the HMMP will be acquired in time to complete construction by March 2027.
- Upon approval of the HMMP package, JPB will seek to Amend the USACE 408 permit for on-site mitigation work.
- JPB will continue to work with SCVWD to acquire HMMP Encroachment Permit #2 for approval to perform on-site habitat mitigation within the district’s land prior to the 2026 Dry Season Construction start.

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

- Participating in Special Entity (PSE) agreement through the Habitat Agency to achieve a portion of the required mitigation credits.
- Midpen Board approved the Hick’s Creek Mitigation project on July 9th.
 - A Cooperative Mitigation Agreement is currently being drafted between Midpen and JPB.
 - In August, JPB executed a contract with ICF to perform design and permitting services for the Hick’s Creek Mitigation project. In early December 2025, ICF completed the 60% design and submitted for permitting agency review.
 - CEQA Addendum approval is needed for Offsite Mitigation.
 - JPB and FTA to complete NEPA evaluation for Offsite Mitigation.

1.4 Project Cost and Budget

On June 5, 2025, the JPB board approved to amend the Guadalupe River Bridge Replacement Project Budget from \$63,698,593 to \$171,389,598. As of January 2026, the project is within budget:

- The current project total cost at completion (EAC) is the same as the Board approved budget of \$171.38 million.
- As of January 2026, the project cost is on track to be completed within the approved budget.
- To date, there have been \$717,728 drawdowns to the Contractors Risk Allowance.
- Several requests for Risk Allowance usage totaling approximately \$1.24 million have been submitted by Walsh Construction and are currently under review for final cost approval.
- No drawdowns to the project contingency of \$7.6 million.

1.5 Project Progress and Schedule

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

As of January 31, 2026, the overall bridge construction completion is 65% and the current project schedule is still on track with the contractors' substantial completion date of March 2027 for the Guadalupe River Bridge Replacement and Habitat Mitigation work on the Guadalupe Bridge Site. Additional work will be ongoing through 2027 for completion of an offsite habitat mitigation project at the Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

1.6 This Month's Accomplishments

The project team has completed the following notable activities for the month of January 2026:

- Completed work on MT1 Pier 4, Abutments 1 and 5 outside of the river channel behind temporary sheet pile walls.
- Installation of concrete bridge girder sections.
- Continued temporary and final site grading activities.
- Continued to refine design for additional access point along the site perimeter to improve access and mitigate potential site congestion during the 2026 Dry Season Construction as well as provide future Caltrain access.
- Continued efforts to finalize onsite HMMP design and prepare for final permit applications.
- Began installation of temporary bird deterrent measures on MT1 bridge.
- Advanced design work with ICF for the offsite Hick's Creek project design.
- Hosted monthly update meeting with the Environmental Permitting Agencies, including FTA.

1.7 Upcoming Work

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

- Continue MT1 bridge construction activities that are outside of the channel.
- Continue to work with permitting agencies to obtain permits for HMMP onsite

- work.
- Work with resource agencies to request modifications to permits to mitigate construction risks in 2026.
- Continue to work toward Hick’s Creek offsite mitigation final design.
- Ongoing work to finalize agreement with Mid-Peninsula Regional Open Space District for use of Hick’s Ranch for the offsite mitigation project.
- Host monthly status meetings with the Environmental Permitting Agencies.
- Hold quarterly status meeting with Funding Partners.
- Finalize design for additional access to improve efficiency during the 2026 Dry Season Construction.
- Work with Walsh Construction to reconcile risk allowance drawdowns resulting from 2025 work

1.8 Risk Management

As of January 2026, the top critical items and related actions are listed below.

Table 1-1. Key Risks and Actions

Risk Descriptions	Mitigation Actions
Bird nesting impact to construction work	<ul style="list-style-type: none"> • Bird deterrents are installed on new bridge structures to prevent nesting over the 2025-2026 wet season. • Walsh advanced all contract required tree removals in 2025 dry season to eliminate locations for nesting birds. • Biological monitors scan sites regularly to prevent development of new nests. • Working in coordination with Walsh Construction, Construction Management Staff and Caltrain Environmental staff to evaluate modifications to the planned work that will mitigate 2025 nesting bird impacts and reduce schedule risk in 2026 dry season. • Working with Regulatory Permitting Agencies to gain approval for advancing pruning activities in potential bird nesting locations that could affect the 2026 dry season work area.
Work needed to execute construction deviates from what is permitted, specifically the river diversion methods for 2026	<ul style="list-style-type: none"> • Ongoing collaboration with Walsh Construction, Construction Management Staff and Caltrain Environmental staff to hold regular bi-weekly workshops to review site conditions and develop work plans for the 2026 dry season river diversion that incorporate lessons learned from 2025 river diversion implementation. • Work with Walsh Construction to evaluate 2026 river diversion implementation risks and potential mitigations to ensure work can be completed in 2026 dry season work window. • Work with the JPB environmental team to evaluate potential risk mitigations and propose modifications to the regulatory agencies.
Unforeseen subsurface or structural conditions	<ul style="list-style-type: none"> • Advanced potholing, when possible, to uncover potential utility conflicts and differing structural conditions (MT2)
Unpredictable Water or weather conditions	<ul style="list-style-type: none"> • River Diversion and Temp Sheet pile for wet season work designs incorporate appropriate capacities to handle expected water levels. • Monitoring forecast to allow time to sufficiently prepare for weather events • Response plan was developed with Construction Contractor to mitigate “over-topping” of river diversion in case of weather event that will affect water levels in river.

	<ul style="list-style-type: none"> • Adjusting schedule to pause construction activities to avoid forecasted weather that could result in high flows and impacts to environment. • Develop work plans and implement measures to manage groundwater and other water accumulating behind sheet pile walls to prevent discharges to the river.
Delays to approval of onsite HMMP	<ul style="list-style-type: none"> • Worked with permitting agencies to review draft HMMP and capture edits needed in advance of permit needs. • Previously set date of July 18th for submission to permitting agencies to allow for revisions to be addressed and sufficient time for permit issuance before the work needs to begin in the dry season of 2026. • Engage executive staff level support to contact Permitting agencies who have been unresponsive. • Provided draft HMMP plans to Walsh to confirm baseline schedule assumptions and to prepare for advertisements to subcontractors. To maintain schedule, draft HMMP (90% complete) is being used to advance bidding process. Any changes resulting from agency reviews will be addressed via addendum to the subcontractor.
Reductions to onsite HMMP require additional mitigation that cannot be achieved with the current Hick's Creek Offsite mitigation project	<ul style="list-style-type: none"> • Working with Santa Clara Valley Water District to find mutually agreeable solutions to include as much mitigation scope on their property as possible. • Evaluating Hick's Creek Offsite mitigation project for additional opportunities to satisfy requirements. • Evaluating other options for offsite mitigation opportunities.

2.0 SAFETY

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

Walsh reports the following safety activities for the month of January 2026:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
January 2026	3,079	25	95	43	1	0
Cumulative (from June 2025)	58,336	163	282	350	9	19

Safety Event Synopsis:

- Close Call: 01/09/2026 - Walsh employee observed working at heights without fall protection.

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

Definitions:

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

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

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

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

3.0 PROJECT SCHEDULE

3.1 Introduction

The JPB has approved project re-baseline schedule as part of project reset with a Substantial Completion date of March 03, 2027, and Final Acceptance of March 31, 2027. The off-site habitat mitigation work will carry through 2027 for completion at Hick’s Ranch site owned by Mid-peninsula Regional Open Space District.

As of January 31, 2026, the overall delay to the critical path is 0 days. The contractor re-sequenced dry season work to minimize schedule impact caused by bird nesting. Bridge Construction will be completed in two dry seasons.

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

3.2 Re-Baseline Schedule

Guadalupe River Bridge Replacement (GRBR) project re-baseline schedule was established. The following are the status of major Milestones as of January 31, 2026.

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	Completed
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/25/2025A	Completed
2025-2026 Wet Season (outside of river channel) <ul style="list-style-type: none"> • MT1 Foundation and Super Structure • MT2 Pier 4 Work 	06/1/2026 01/23/2026	06/01/2026 01/23/2026	Re-baseline date contained significant float for wet season work, allowing for work to be completed by June 1, 2026, prior to the next dry season. MT1 foundation and superstructure work (Concrete Girders) were completed in January. MT 2 Pier 4 work will be deferred to later in the season when weather is more favorable.
2026 Dry Season—Milestone 2 (All in-channel work) <ul style="list-style-type: none"> • MT1 Deck & Finishes • MT2 Finishes 	10/15/2026	10/15/2026	
2026-2027 Wet Season-Complete Final Planting – On-Site Mitigation	02/09/2027	02/09/2027	
Substantial Completion	03/03/2027	03/03/2027	
Completion of Off-Site Mitigation	12/27/2027	12/27/2027	

Table 3-1. Re-baseline Schedule

3.3 Critical Path Analysis

The critical path goes through MT1 Abutments 1 and 5 works before linking to MT2 Piers 2, 3 and 4 retrofit. The critical path continues through the 2026 dry season and includes completing the remaining MT1 and MT2 bridge work, and final HMMP work.

4.0 COST AND BUDGET

4.1 Introduction

The JPB approved a revised Project budget of \$171.38 million. Table 4-1 depicts a summary level of project budget, costs, and estimate at completion based on the latest project cost update as of January 31, 2026.

4.2 Project Budget and Cost

Table 4-1. Budget Summary by Project

Description of Work	Current Budget (A) ¹	Cost This Month (B) ²	Cost To Date (C) ³	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Guadalupe River Bridges Replacement	\$171,389,598	\$3,508,559	\$95,105,832	\$76,283,767	\$171,389,598	\$0
GRB TOTAL	\$171,389,598	\$3,508,559	\$95,105,832	\$76,283,767	\$171,389,598	\$0

¹ Column A "Current Budget" includes re-baseline and executed change orders and awarded contracts.

² Column B "Cost This Month" represents the cost of work performed this month.

³ Column C "Cost to Date" includes actual (amount paid) and accruals (amount of work performed) to date.

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

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Walsh Construction Contract	\$89,787,026	\$89,787,026	\$2,279,849	\$55,518,007	\$34,269,019	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$35,701	\$1,198,680	\$831,320	\$2,030,000
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$13,753,300	\$234,928	\$8,563,642	\$5,039,349	\$13,602,990
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	\$12,250,000	\$12,620,798	\$75,000	\$378,515	\$12,061,285	\$12,439,800
Management Oversight & Support	\$23,180,900	\$23,180,900	\$446,140	\$14,803,548	\$7,960,035	\$22,763,583
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$436,940	\$9,367,494	\$8,157,790	\$17,525,284
PRIOR COSTS - Planning/Engineering & CalMod Improvements	\$5,275,945	\$5,275,945	\$0	\$5,275,945	\$0	\$5,275,945
Contingency	\$7,624,247	\$7,624,247	\$0	\$0	\$7,964,970	\$7,964,970
Grand Total	\$171,389,598	\$171,389,598	\$3,508,559	\$95,105,832	\$76,283,767	\$171,389,598

4.3 Contractor's Risk Allowance Pool

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

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

Table 4-3. Risk Allowance Pool Status as of January 2026

Risk Allowance Pool Category	Risk Amount	Current Month	Executed to Date	Remaining Balance
Differing Site Conditions	\$390,750	\$0	\$47,248	\$343,502
Bird Deterrent Mitigation	\$250,000	\$0	\$0	\$250,000
Permit Requirements	\$1,000,000	\$0	\$40,292	\$959,708
Track Access Impacts	\$360,000	\$0	\$0	\$360,000
Water Management	\$250,000	\$0	\$0	\$250,000
Warehouse Storage	\$297,000	\$0	\$66,925	\$230,075
Isolation Casings	\$600,000	\$0	\$0	\$600,000
Phytophthora Management	\$750,000	\$562,813	\$562,813	\$750,000
Contingency	\$102,250	\$0	\$0	\$102,250
Total	\$4,000,000	\$562,813	\$717,278	\$3,282,722

In addition to the established Risk Allowance Pool with Walsh, the re-baseline budget includes a project contingency of \$7.6 million to cover potential changes and unknowns not related to Walsh. As of January 2026, the total project contingency is \$7.6 million. Table 4-4 summarizes the current remaining and forecasted contingency balance as of the latest monthly update.

Table 4-4. Overall Project Contingency

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

4.4 Contract Incentives

The Global Re-set included incentives based on Early Interim Milestone Completion. Table 4-5 provides a status of Contractor incentives Budgeted, Awarded, and remaining Balance. There is \$420,000 drawn from contract incentives as of January 2026.

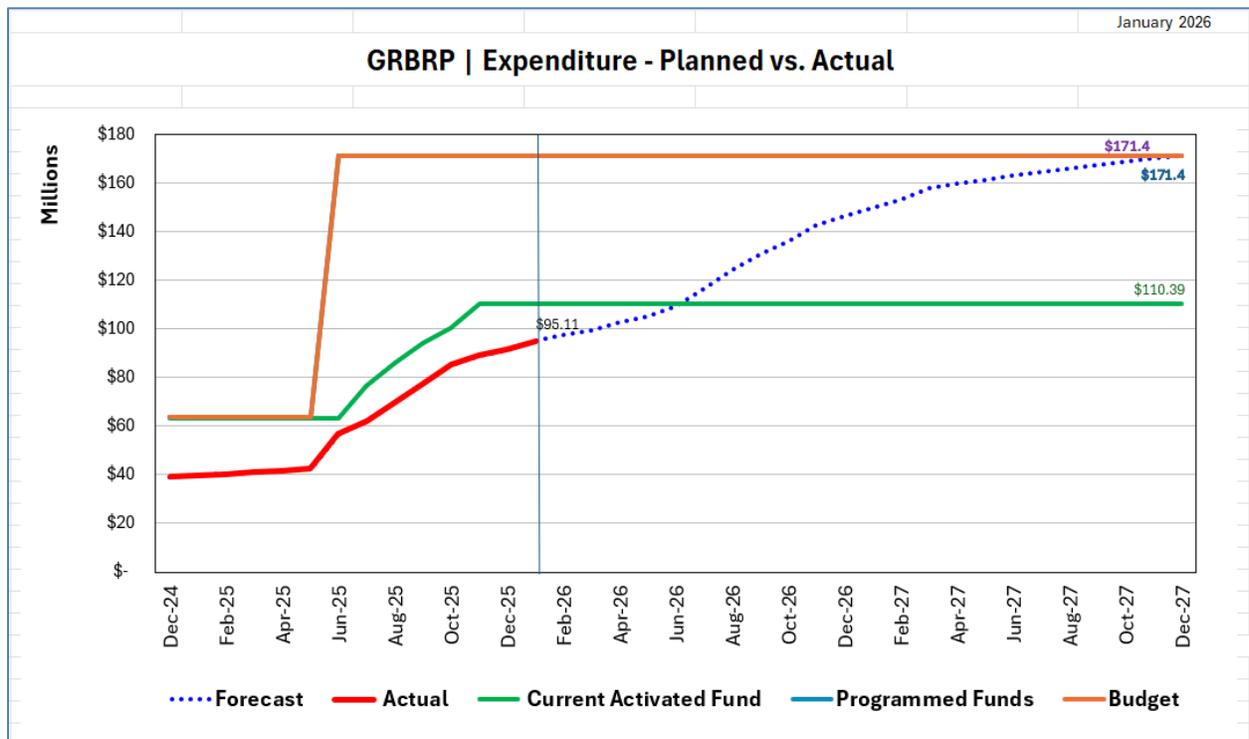
Table 4-5. Construction Contractor Incentives

Incentives	Budgeted (A)	Awarded (B)	Projected Remaining to Award (C)	Projected Balance Remaining (D)=(A)-(B)-(C)
Interim Milestone				
Install Steel Girders on MT1 Span 2	\$540,000	\$420,000	\$0	\$120,000
In-Channel Work	\$540,000	\$0	\$540,000	\$540,000
Total Contract Incentive	\$1,080,000	\$420,000	\$540,000	\$660,000

4.5 Project Cash Flow and Funding

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

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

Table 4-7. Cost and Funding Issues Identified, and Actions Taken for January 2026

Issues	Actions
None	<ul style="list-style-type: none"> N/A

5.0 CHANGE MANAGEMENT

5.1 Introduction

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

5.2 Construction Change Orders / Risk Allowance Pool

5.2.1 Executed Risk Allowance or CCO Items

- CCO-30 – Global Re-set Change Order
- Risk Allowance:
- CCO-31 - Utility Services (Owner's Field Office)
 - CCO-33 - FI 029 - Demo MT-1 Solid Bents
 - CCO-34 - Unanticipated COZEEP Requirements

5.2.2 Approved Risk Allowance or Change Order Items:

- CCO-35 - Caltrans Property Fence
- CCO-36 – Phytophthora Management

5.2.3 Upcoming Risk Allowance Items or Change Orders

- Risk allowance usage requested by Walsh through the month of January is \$1,238,797 and is currently pending review and approval of final costs.
- Pending Risk allowance usage for:
 - CIDH pile modifications
 - Removal of Fallen tree in river obstructing installation of river diversion
 - Additional generator for river diversion pumping and double handling of equipment to accommodate Valley Water fueling restrictions
 - Demo of additional unforeseen concrete at existing MT1 piers
 - Removal of unforeseen buried concrete
 - Additional pumps needed for river diversion
 - Added ATS system to support dewatering needs
 - Bird Deterrent additional scope
 - Bat mitigation measures
 - Costs related to nesting bluebird delay in June
 - Additional compensation due to impacts related to regulatory permit conditions beyond baseline assumptions in 2025 Dry Season
- Pending Change Orders
 - Willow Access Road Construction

5.3 Issues

Table 5-1. Change Management Issues Identified, and Actions Taken for January 2026

Issues	Actions
River Diversion cofferdams have not sealed completely and are resulting in greater seepage quantities than	<ul style="list-style-type: none"> • Working with the contractor to develop a plan for improvements and in compliance with permits.

<p>anticipated. There is no direct impact on critical path work.</p>	<ul style="list-style-type: none"> • Use of risk allowance anticipated to compensate Walsh for work that is beyond the baseline assumptions including additional dewatering pumps and an additional ATS system. • Will hold a “lessons learned” meeting with the contractor and environmental staff to discuss improvements for future work.
<p>Valley Water added an unexpected permit condition about fueling at the very last minute before construction. No fueling on VW property was not included in previous permits.</p>	<ul style="list-style-type: none"> • Worked with Walsh to develop fueling plans for approval by JPB for fueling non-mobile equipment within JPB ROW. • Monitoring potential impacts on productivity due to fueling restrictions related to mobile equipment and working with the contractor to mitigate where possible. • Use of risk allowance to compensate Walsh for work that is beyond baseline assumptions.