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AGENDA

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

March 25, 2026, 1:30 pm

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

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

Members of the public may participate remotely via Zoom at <https://us02web.zoom.us/j/84462610112?pwd=YaW74NDN3spJtMYdJhf1BBuleQXkqA.1> or by entering Webinar ID: **844 6261 0112**, Passcode: **870725**, in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Avenue, San Carlos, CA, or any other noticed location.

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

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

Each public comment is limited to one minute. The Committee Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

March 25, 2026 - Wednesday

1:30 pm

All items to which [Government Code section 84308](#) applies have been marked with an asterisk.

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

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment on Items Not on the Agenda
Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff to reply.
5. Approval of Meeting Minutes for February 25, 2026 Motion
6. Adopt a Second Addendum to Mitigated Negative Declaration for Guadalupe River Bridge Replacement Project Motion
7. Receive Update on Marketing Partnerships and Ridership Growth Informational
8. Committee Member Requests
9. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, April 29, 2026 at 1:30 pm.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
10. Adjourn

Information for the Public

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

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

Date and Time of Board and Committee Meetings

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

Location of Meeting

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

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>. Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to one minute. The Committee Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of February 25, 2026

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

Members Absent: Pat Burt

Staff Present: B. Baney, M. Bouchard, S. Bullock, C. David, J. Guaracino, J. Harrison,
L. Ko, J. Lin, M. Louie, L. Lumina-Hsu

1. Call to Order

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

2. Roll Call

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

3. Pledge of Allegiance / Safety Briefing

Chair Medina led the Pledge of Allegiance and stated as Directors and staff were in attendance, dispensed the safety briefing.

4. Public Comment on Items not on the Agenda

Roland commented on posted meeting materials.

Adrian Brandt commented on the February Palo Alto grade crossing collision and safety enhancements.

5. Approval of Meeting Minutes for December 17, 2025

Motion/Second: Medina/Walton

Ayes: Walton, Medina

Noes: None

Absent: Burt

Chair Medina stated Item 8 will be heard before Item 7.

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

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

- Five responsive bids received; Hanford Applied Restoration and Conservation as the lowest bidder
- \$14 million estimate at completion costs; \$9,067,322 previously approved budget and \$4,918,560 additional funding

Motion/Second: Walton/Medina

Ayes: Walton, Medina

Noes: None

Absent: Burt

Public Comment

Roland commented on structural integrity monitoring funds and safety concerns.

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

Michelle Louie, Title VI Administrator, Office of Civil Rights, and Catherine David, Manager, Rail Operations Planning, provided the presentation that included the following:

- Three-year updates with Federal Transit Administration (FTA) and general reporting and transit reporting requirements for public notice and transparency of complaints, standards, and policies to reflect electrification
- 2025 Program Updates: resources and messaging for riders, demographics, systemwide service standards and service results monitoring
- Service metrics; updated core amenities

Motion/Second: Walton/Medina

Ayes: Walton, Medina

Noes: None

Absent: Burt

Public Comment

Roland commented on reduced track capacity, battery electric multiple unit (BEMU) service availability, on-time performance (OTP) standards, and platform equity.

Adrian Brandt commented on trains leaving early and the absence of a public address (PA) system at Gilroy Station.

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

Ms. Bullock provided the presentation that included the following:

- Quarterly progress report distribution resumption for 21 current construction program and capital delivery projects
- 100 percent design in Fall 2026 for grade crossing improvements installation
- Corridor safety enhancement program installation and implementation
- System improvement projects for predictive arrival and departure system (PADS), voice over internet protocol (VoIP) digital dispatch system, geographic information system (GIS), enterprise asset management (EAM)
- Mini-High Platforms electrification support; updates needed to five stations south of Tamien; claim settlement
- Bridge structural monitoring

Public Comment

Roland commented on structural integrity monitoring and inspection for bridge stabilization.

9. Receive Update on the Policy Regarding Conveyance of Property Interests Involving Property Owned by the Peninsula Corridor Joint Powers Board and Fee Schedule

Jenny Lin, Manager, Real Estate and Transit-Oriented Development, provided the presentation that included the following:

- Guiding principles of safety, current and future need, revenue generation and cost recovery, station activation and ridership, and stewardship rights
- 2021 fees updated for cost recovery, revenue alignment, and clarity
- Executive Director's authority expanded for property agreements and fee waivers to be competitive with leasing properties

Staff provided further clarification in response to the Committee comments and questions on the special events policy.

10. Receive Quarterly Safety Update and Adopt Caltrain Corridor Right of Way Safety Strategy

Jerry Guaracino, Chief Safety Officer, provided the presentation that included the following:

- Injury reporting; reportable rail equipment accidents
- Efficiency testing for operations, machines, dispatch, maintenance of way (MOW), traction electrification system (TES)
- Trespasser prevention through engineering, education, and enforcement
- Engineering through fencing, pedestrian channelization and barriers, grade crossing rapid enhancements, closed-circuit television (CCTV), artificial intelligence (AI) detection and anti-trespass panels, and cutting vegetation
- Education through mental health partnership events, social media and station-wide messaging, hotline, and employee and contractor training

- Enforcement through ticketing, plate reading, municipality police departments, and increasing transit police
- Hazard and risk assessments, grade crossing risk mitigation, education, and engineering activities for calendar year 2026-2028

Staff provided further clarification in response to the Committee comments and questions on the adoption of the Corridor Right of Way Safety Strategy.

Motion/Second: Walton/Medina

Ayes: Walton, Medina

Noes: None

Absent: Burt

Public Comment

Roland commented on the grade crossing diagram.

Adrian Brandt commented on license plate recognition technology, delineators, and RailSentry; incursion and incident statistics; and trespassers.

11. Receive Results of the Caltrain Climate Vulnerability Study

Bo Baney, Manager, Environmental and Sustainability Planning, provided the presentation that included the following:

- High heat, storms flooding, and wildfire smoke to increase in future; river and coastal flooding, extreme heat, wildfire, wind, and power conditions were examined
- Four-phased approach for adaptation planning
- Stakeholder and public outreach engagements; survey received 1,265 responses
- Public feedback on delayed or cancelled service due to climate

Public Comment

Adrian Brandt commented on wind risks, tree policy, and articulated arms gate replacement.

12. Committee Member Requests - There were none.

13. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, March 25, 2026 at 1:30 pm.

14. Adjourn - The meeting adjourned at 2:58 pm.

**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, Rail Design and Construction, and CalMod Program Director
For: April 2026 JPB Board of Directors Meeting
Subject: **Adopt a Second Addendum to Mitigated Negative Declaration for Guadalupe River Bridge Replacement Project**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) adopt a second Addendum to the Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project (Project) and direct staff to file a Notice of Declaration with the County Clerk and State Clearinghouse.

Discussion

The Board adopted a Mitigated Negative Declaration (MND) for the Guadalupe River Bridge Replacement Project (Project) (State Clearinghouse No. 2020110323) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 *et seq.*; 14 California Code of Regulations §§15000) (CEQA Guidelines) as part of the Board’s approval of the Project in February 2021. Following the Board’s approval of the Project and the filing of a Notice of Determination for the Project (NOD), the JPB prepared final project design plans and a Habitat Mitigation and Monitoring Plan (HMMP), obtained permits from regulatory agencies, and initiated construction in 2023.

In April 2025, the Board adopted an Addendum to the MND for a modified project description (Addendum No. 1), which included changes or refinements to the HMMP; Project construction duration and sequencing; Project construction limits; construction nighttime activities; construction site access, dewatering, and temporary use of sheet pile shoring; and potential use of impact hammers. This year, the Project team has identified additional project modifications necessary to support the Project, including additional Willow Street access; conducting limited post-sunset work activities; and pre-dry season pruning, clearing and grubbing, and material staging in the floodplain area (Additional Project Modifications).

Pursuant to CEQA, when taking subsequent discretionary actions in furtherance of a project for which an MND has been adopted, the lead agency is required to review any changed circumstances or new information to determine whether any of the circumstances under Public Resources Code section 21166 and CEQA Guidelines section 15162 require additional environmental review. JPB completed a review of the changed circumstances of the Additional Project Modifications and an evaluation for impacts.

The purpose of presenting this Addendum (Addendum No. 2) for adoption ahead of the future subsequent discretionary action is to allow staff to provide the CEQA document to CEQA responsible agencies, such as the California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and Santa Clara Valley Water District (Valley Water). These agencies may rely on JPB's CEQA document to support the issuance of amended permits for the Additional Project Modifications.

The attached Addendum No. 2 documents provide the JPB's consideration of the environmental effects associated with the Additional Project Modifications, including the changes described above. Under CEQA, once a negative declaration has been adopted for a project, no subsequent environmental impact report or negative declaration shall be prepared unless JPB, as the CEQA lead agency, determines that, based on substantial evidence, one of the qualifying criteria is met. (Public Resources Code, §21166; CEQA Guidelines, §15162(a)). Based upon the information provided in Sections 3.0 and 4.0 of Addendum No. 2, and as more fully detailed in Section 1.0 of Addendum No. 2, the effects of the Additional Project Modifications would not meet the qualifying criteria. As such, an addendum is appropriate, and Addendum No. 2 was prepared to address the environmental impacts of the Additional Project Modifications (CEQA Guidelines §15164).

The CEQA addendum is not required to be circulated for public review. The decision-making body (the Board) shall consider the Addendum No. 2 with the MND prior to making a decision on the Additional Project Modifications. Once adopted, the Addendum No. 2, will be placed in the administrative record, and an NOD will be filed with the County Clerk and State Clearinghouse. Adoption of this Addendum does not commit JPB or equate to approval of the future subsequent discretionary action.

Budget Impact

There is no impact on the budget.

Prepared By: Michael Tauchen

Deputy Director, Environmental
Compliance

02/19/2026

Resolution No. 2026-

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

* * *

**Adopt a Second Addendum to Mitigated Negative Declaration for Guadalupe River Bridge
Replacement Project**

Whereas, the Peninsula Corridor Joint Powers Board (JPB) owns the railroad right of way between San Francisco and San Jose and operates commuter rail service between San Francisco and Gilroy; and

Whereas, north of the Tamien Station, Caltrain operates trains on two independent, adjacent bridges over the Guadalupe River, the 1935 Main Track 1 (MT-1) bridge and 1990 MT-2 bridge, each carrying a single track; and

Whereas, the bridges are also used by Union Pacific Railroad freight service, Amtrak passenger service, and the Altamont Commuter Express and Capitol Corridor to reach the Tamien Yard; and

Whereas, the 1935 MT-1 bridge is structurally deficient, seismically vulnerable and has been damaged by multiple fires (most recently in November 2017) making it in need of immediate replacement; and

Whereas, the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges exhibits geomorphic instability and erosion problems, resulting in multiple emergency repairs to address bank failures adjacent to the bridges following storm events; and

Whereas, widening the Guadalupe River channel and lengthening the southern end of MT-2 is required to address the geomorphic instability and risk it poses to the bridge structures; and

Whereas, the JPB prepared an Initial Study (IS) of the possible environmental effects of the Guadalupe River Bridge Replacement Project (Project); and

Whereas, the IS concluded that the Project's effects can be mitigated to the extent that the Project would not have a significant effect on the environment and therefore recommended that a Mitigated Negative Declaration (MND) be prepared by the JPB; and

Whereas, the JPB published a notice of availability of the Draft IS/MND in the Mercury News and El Observador newspapers and with the Governor's Office of Planning and Research State Clearinghouse, and invited comments thereon until December 21, 2020, and also received public comment on the Project at a virtual public information meeting on December 10, 2020; and

Whereas, the JPB received one written comment letter from a public agency California Department of Transportation (Caltrans) and one written comment letter from an individual (Larry Ames) during the comment period; and

Whereas, these comments were reviewed by staff and counsel, who concluded that none of the points raised in the comments required a change in the conclusion of the draft IS/MND; and

Whereas, on February 4, 2021, at a regularly scheduled meeting, the JPB Board of Directors (Board) adopted the MND (State Clearinghouse No. 2020110323) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 et seq.; 14 California Code of Regulations §§15000) and approved the Project; and

Whereas, on February 11, 2021, the JPB filed a Notice of Determination with the County Clerk of Santa Clara County and the State Clearinghouse; and

Whereas, on April 6, 2025, the JPB Board adopted an Addendum to the IS/MND for the changes to the Project (JPB Board Resolution 2025-13) and Notice of Determination was filed with the County Clerk of Santa Clara County and the State Clearinghouse on March 12, 2025; and

Whereas, in 2026 additional project modifications are necessary to support the Project, including additional Willow Street access; conducting limited post- sunset work activities; and pre-dry season pruning, clearing and grubbing, and material staging in the floodplain area (Additional Project Modifications).

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

1. Based on substantial evidence provided in the Addendum (herein Addendum No. 2), the Additional Project Modifications would *not* meet any of the following criteria:
 - a. Substantial changes are proposed to the project that would require major revisions of the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
 - b. Substantial changes occur with respect to the circumstances under which the project is being undertaken that would require major revisions of the previous environmental document in order to describe and analyze new significant environmental effects, or any changes that would cause a

substantial increase in the severity of the previously identified significant effects.

c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was approved, shows any of the following:

- i. The project would have one or more significant effects not discussed in the previous MND;
- ii. Significant effects previously examined would be substantially more severe than shown in the previous MND;
- iii. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or
- iv. Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

2. None of the other factors set forth in CEQA Guidelines §§ 15162(a)(3) are present; and

3. An Addendum is the appropriate CEQA document to evaluate the Modified Project in accordance with CEQA Guidelines §§ 15164(a), (b).).

Now, Therefore, Be it Resolved, the JPB Secretary is directed to file a Notice of Determination promptly with the County Clerk of Santa Clara County and the State Clearinghouse; and

Now, Therefore, Be It Resolved, the record of this action shall be maintained by the JPB Secretary at 1250 San Carlos Avenue in San Carlos, California, or at any subsequent headquarters, including 166 North Rollins Road in Millbrae, California, when such change of headquarters occurs.

Regularly passed and adopted this 2nd day of April, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Emily Beach, Chief of Communications
For: April 2026 JPB Board of Directors Meeting
Subject: **Receive Update on Marketing Partnerships and Ridership Growth**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The purpose of this item is to provide the Peninsula Corridor Joint Powers Board (JPB) with an informational update on Caltrain’s marketing strategy and activities supporting ridership growth. The presentation will highlight the role of marketing, partnerships, and targeted campaigns in driving ridership and revenue, as well as provide an update on Ridership Growth Task Force initiatives.

This is an information item; no Board of Directors (Board) action is requested.

Discussion

Caltrain continues to position marketing as a strategic tool to support ridership recovery and long-term revenue growth. As part of the agency’s Ridership Growth Strategy, staff have coordinated a cross-departmental initiative focused on marketing and partnerships, city partnership programs, GoPass expansion, and analysis of ridership trends to identify new opportunities for growth.

The marketing program is designed to influence rider behavior by increasing awareness of Caltrain services and encouraging trips during underutilized periods such as weekends and off-peak hours. Marketing efforts also support return-to-office travel demand and expand partnerships that promote transit use at key decision points for travelers.

Despite operating in one of the most expensive advertising markets in the United States, Caltrain’s marketing team has leveraged partnerships and targeted tactics to extend the reach of its campaigns. Through collaborations with external partners, the agency has generated more than \$200,000 in equivalent advertising value through in-kind promotions and cross-marketing initiatives.

Key marketing programs and campaigns implemented over the past year include the ongoing “Go Faster. Go Caltrain.” awareness campaign, event and venue partnerships, themed trains tied to major concerts and sports events, the “Summer of Caltrain” activation series, the \$1 Youth Fare program, and partnerships with organizations such as the San Francisco Giants.

These initiatives, combined with service improvements and electrified rail operations, have contributed to measurable ridership gains across several segments. Notable results include year-over-year increases in ridership to major sporting events and leisure destinations, as well as strong growth in youth ridership and weekend travel.

Partnerships have also become an increasingly important force multiplier for Caltrain’s marketing program. Collaborations with organizations such as the San Francisco Giants and Bay FC have enabled bundled ticket products and high-visibility promotional opportunities through broadcast, in-venue advertising, and co-branded content. These initiatives have helped expand Caltrain’s audience while generating new revenue opportunities; advertising partnerships have already produced more than \$450,000 in direct advertising revenue in 2026 and are projected to exceed \$1 million by the end of Fiscal Year 2027.

Staff will also provide an update on the GoPass program, including outreach to employers, development of updated marketing materials and program tools, and strategies to increase enrollment. To date in 2026, 60 organizations are enrolled in the program, and outreach has been conducted with more than 150 organizations to promote new program options and incentives.

Looking ahead, staff will continue to leverage partnerships, targeted campaigns, and employer programs to support ridership growth. Future efforts will focus on expanding partnerships with major venues such as Chase Center and SAP Center, deepening existing partnerships with organizations such as the San Francisco Giants, and continuing marketing campaigns aimed at increasing weekday ridership.

Budget Impact

There is no impact on the budget.

Prepared By: Taylor Huckaby

Deputy Chief, Communications

03/12/2026