



BOARD OF DIRECTORS 2026

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AGENDA

Peninsula Corridor Joint Powers Board Finance Committee Meeting

March 23, 2026, 2:30 pm

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

Committee Members: David J. Canepa (Chair), David Cohen (Vice Chair), Greg Wagner

Members of the public may participate remotely via Zoom at <https://us02web.zoom.us/j/88990625276?pwd=s3hgl5cGUx43UCXa5ccPHS7uB7nlbE.1> or by entering Webinar ID: # **889 9062 5276**, Passcode: **949910**, in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Members of the public also may participate in person at: San Mateo County Transit District, 1250 San Carlos Avenue, Bacciocco Auditorium - Second Floor, 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 Finance Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Finance 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.

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.

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

March 23, 2026 - Monday

2:30 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) minutes. Items raised that require a response will be deferred for staff to reply.
5. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately.
 - 5.a. Approval of Meeting Minutes for February 23, 2026 Motion
6. Amend and Increase the Fiscal Year 2026 Capital Budget from \$107,560,168 to \$132,109,168 Motion
7. Authorize Reimbursement Agreement with the San Mateo County Transit District for Provision of Closed Circuit Television (CCTV) Project Management Services** Motion
8. Committee Member Requests
9. Date/Time of Next Regular Finance Committee Meeting: Monday, April 27, 2026 at 2:30 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 of Directors: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm. JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

Location of Meeting

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

Public Comment*

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Finance Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Finance 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 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

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

Peninsula Corridor Joint Powers Board
Finance Committee

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of February 23, 2026

Members Present: Greg Wagner, David Cohen (Acting Chair)

Members Absent: David Canepa (Chair)

Staff Present: M. Bouchard, A. Feng, N. Fogarty, J. Harrison, J. Jiang, L. Lumina-Hsu,
G. Rogers, K. Jordan Steiner, K. Yin, B. Zhang

1. Call to Order

Acting Chair Cohen called the meeting to order at 2:30 pm.

2. Roll Call

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

3. Pledge of Allegiance / Safety Briefing

Acting Chair Cohen led the Pledge of Allegiance and delivered the safety briefing.

4. Public Comment on Items not on the Agenda

Roland commented on supplemental reading materials and proposed contracts oversight.

5. Consent Calendar

5.a. Approval of Meeting Minutes for December 15, 2025

Motion/Second: Wagner/Cohen

Ayes: Wagner, Cohen

Noes: None

Absent: Canepa

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

Graham Rogers, Program Manager, Caltrain Operations and Maintenance, provided the presentation that included the following:

- On-call railroad business and operations support services
- \$10 million not-to-exceed over five years for as-needed work
- Request for Proposal (RFP) process and selection of qualified firms
- Contracts replace expiring agreements and provide specialized support

Staff provided further clarification in response to the Committee comments and questions, including contract budget, project-based work directives, and flexible vendor selection.

Motion/Second: Wagner/Cohen

Ayes: Wagner, Cohen

Noes: None

Absent: Canepa

Public Comment

Adrian Brandt commented DB E.C.O. North America Inc.'s rail experience, fare enforcement, and fare structure.

Roland commented on the scope of work and key performance indicators (KPIs).

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

Kevin Yin, Director, Contracts and Procurement, provided the presentation that included the following:

- \$856,789 not-to-exceed amount is within \$6.6 million project budget
- Proprietary systems; only Wabtec Transportation Systems, LLC (Wabtec) can provide services
- Improves real-time passenger information and station messaging

Staff provided further clarification in response to the Committee comments and questions, which included the sole source process and required Board approval for contracts above the Executive Director's threshold.

Motion/Second: Wagner/Cohen

Ayes: Wagner, Cohen

Noes: None

Absent: Canepa

Public Comment

Roland spoke in support of the sole source contract.

Adrian Brandt commented on Gilroy Extension Positive Train Control (PTC) issues and a need for improved passenger communication.

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

Mr. Yin provided the presentation that included the following:

- Category 3 on-call rail system engineering contracts
- Contract expiration timeline and need for seamless transition
- Competitive solicitation process; six proposals received
- As-needed work directives; multiple eligible funding sources

Motion/Second: Wagner/Cohen

Ayes: Wagner, Cohen

Noes: None

Absent: Canepa

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

Nadine Fogarty, Director, Real Estate Development, provided the presentation that included the following:

- Lease for office use at Menlo Park Depot, historic 1867 building
- Additional tenant improvements of approximately \$163,400 funded by CKA
- Lease revenue: \$389,000 base term (\$359,000 after commissions); renewal at fair market value

Public Comment

Adrian Brandt spoke in support of the lease and faster occupancy of vacant depots.

Motion/Second: Wagner/Cohen

Ayes: Wagner, Cohen

Noes: None

Absent: Canepa

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

Kate Jordan Steiner, Chief Financial Officer, provided the presentation that included the following:

- Quarter 2 net surplus; \$6 million favorable
- Revenue: 52 percent Measure RR, 27 percent fares, remainder from other sources
- Expenses: 77 percent direct rail, 19 percent administration, 4 percent debt service
- Mid-year variance \$11 million favorable
- Year-end forecast \$13 million surplus, \$30 million favorable

- Drivers ridership, State Rail Assistance (SRA) timing, sales tax, insurance, traction power adjustments
- Ten-year financial outlook workshop at April Board Meeting

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

- One-time and temporal savings versus ongoing trends
- Ridership levels increasing; sales tax stable with potential fluctuations
- Need for new long-term revenue sources to address \$75 million operating deficit
- Monitor insurance premiums and claims
- Operator service stable; discretionary expenses managed
- \$13 million projected surplus before \$15 million State of Good Repair contribution; Measure RR funds preserved
- Modest reserves below ten percent of operating budget
- Potential investment in long-term initiatives to be addressed in April workshop

Public Comment

Roland spoke in support of Caltrain's finances, Measure RR funding for a Gilroy train, and unbundling rail services.

Adrian Brandt commented on Bay Area Rapid Transit District's (BART) cost and safety benefits from right-sizing trains and suggested shorter trains for Caltrain.

11. Committee Member Requests - There were none.

12. Date/Time of Next Regular Finance Committee Meeting: Monday, March 23, 2026 at 2:30 pm.

13. Adjourn - The meeting adjourned 3:17 pm

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Finance Committee
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
For: April 2026 JPB Board of Directors Meeting
Subject: **Amend and Increase the Fiscal Year 2026 Capital Budget from \$107,560,168 to \$132,109,168**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) amend the Fiscal Year 2026 (FY26) Capital Budget in the amount of **\$24,549,000**, increasing the budget from **\$107,560,168 to \$132,109,168**.

Discussion

Staff proposes an amendment to the FY26 Capital Budget to include:

- \$1 million for the Palo Alto Four At-grade Crossings Safety Enhancements (“Rapid Deployment Improvements”)
- \$1.4 million for the Villa Terrace Grade Crossing Closure in San Mateo
- \$2.1 million for the Charleston Road Grade Crossing in Palo Alto
- \$2 million for Station Safety and Access Assessment and Improvements in San Mateo County
- \$1 million for the First and Last Mile Station Access Planning Study in San Mateo County
- \$15 million for Redwood City Four-Track Station and Grade Separation
- \$1.3 million for the 22nd Street Station Americans with Disabilities Act (ADA) Accessibility Improvements
- \$0.2 million for the plan for the next decade
- \$0.6 million for Expanding Access to Caltrain Through Updated Institutional Pass

Program in San Mateo County

Staff also recommend the following modification:

- Change the source of funding from Federal Transportation Authority (FTA) 5337 (State of Good Repair [SOGR]) and State Transit Authority (STA) SOGR to Measure RR Set-Aside SOGR for the SOGR Program – Maintenance of Way (MOW) Track. This change does not increase the overall capital budget.

Palo Alto Four At-Grade Crossings Safety Enhancements (“Rapid Deployment Improvements”)
(Project Budget From \$0.95 Million to \$1.95 Million)

At the November Board meeting, staff recommended approval of a budget amendment for the Palo Alto Four At-Grade Crossings Safety Enhancements (Rapid Deployment Improvements), funded by Measure B through an agreement with the Santa Clara Valley Transportation Authority (VTA). The project improves safety at four vehicular crossings: Palo Alto Avenue, Churchill Avenue, East Meadow Drive, and Charleston Road. This budget amendment provides funding for additional scope at these crossings and at the Alma Street crossing, including installation of anti-trespass panels, RailSentry at Alma Street, and associated licensing and monitoring services.

The project is part of the Corridor Crossing Strategy and is funded by VTA Measure B and delivered by Caltrain.

Villa Terrace Grade Crossing Closure in San Mateo (New Project Budget \$1.374 Million)

This project, delivered in collaboration with the City of San Mateo, will permanently close the Villa Terrace grade crossing to improve safety by eliminating public vehicle and pedestrian access across the railroad tracks. Caltrain’s scope includes removal of the existing vehicle and pedestrian crossing gates, emergency swing gates, and associated signal equipment; removal of the concrete track panels and asphalt pavement at the crossing; and modification of signal software and track circuitry to reflect the closure.

The project will receive \$1.37 million in construction funding from the California State Department of Transportation (Caltrans) Railway-Highway Crossings Program (Section 130) to support Caltrain’s portion of the work.

Charleston Road Grade Crossing in Palo Alto (Project Budget From \$0.75 Million to \$2.85 Million)

This project, delivered in collaboration with the City of Palo Alto, will enhance safety at the Charleston Road grade crossing by addressing existing hazards and reducing the risk of future incidents. Caltrain’s scope includes installation of a new flashing light signal assembly with automatic gate arms, addition of a warning device in the southeast quadrant, replacement of two pedestrian warning devices, and installation of preemption circuitry.

The project will receive \$2.1 million in construction funding from the Caltrans Railway-Highway Crossings Program (Section 130) to support Caltrain’s portion of the work.

Context on the Regional Transit Connection Funding Program

In May 2025, Caltrain submitted four applications to San Mateo County Transit Authority (TA) Regional Transit Connection Program (RTC) and was successful in securing funding for all of them. The purpose of this program is to fund transit improvements that connect San Mateo County with Alameda County, San Francisco County, and Santa Clara County. This capital budget amendment includes three of the winning applications as the fourth one was an operating funding request.

Station Safety and Access Assessment and Improvements in San Mateo County (New Project Budget \$2 Million)

This project will improve the safety, accessibility, and overall comfort of Caltrain stations. It includes a planning study to identify “last 50 feet” access and wayfinding enhancements near up to four stations, as well as a safety assessment and pilot closed-circuit television (CCTV) installation at select stations in San Mateo County. The effort aligns with Caltrain’s safety commitment and its access policy, while laying the foundation for future capital investments that enhance rider experience and support long-term ridership growth. Caltrain received \$1.8 million from the TA Measure W RTC Program. The required 10 percent local match of \$0.2 million will be funded through TA Measure A Caltrain Category.

First and Last Mile Station Access Planning Study in San Mateo County (New Project Budget \$1 Million)

The project will develop a first/last-mile plan that identifies and prioritizes active transportation improvements within a half-mile radius of Caltrain stations in San Mateo County. Key activities will include reviewing existing station access plans, conducting interviews with local stakeholders, and performing on-site assessments. The resulting recommendations will build on Caltrain’s Station Access Policy and support the goals of Metropolitan Transportation Commissions (MTC’s) Transit-Oriented Communities Policy. Caltrain received \$1 million from the TA Measure W RTC Funding Program.

Redwood City Four-Track Station and Grade Separation (Project Budget From \$1.65 Million to \$16.65 Million)

Following completion of the currently funded phase, Caltrain, in partnership with the City of Redwood City, will advance the project into the environmental phase. The four-track station and expanded track right-of-way are critical to implementing the adopted Long-Range Service Vision, enabling efficient transfers between Express and Local trains. The project is funded with \$13.5 million from Measure W RTC Program and a 10 percent local match of \$1.5 million, provided equally by TA Measure A and the City of Redwood City.

22nd Street Station Americans with Disabilities Act (ADA) Accessibility Improvements (Project Budget From \$0.73 Million to \$2.03 Million)

The 22nd Street Caltrain Station in San Francisco is currently the only station in the Caltrain system that is not accessible. The project will construct new ramps on both sides of the station to provide accessible access to the platform, along with related sites and safety improvements. This project is supported by \$1.3 million in San Francisco Proposition L funds from the San Francisco County Transportation Authority (SFCTA). These funds will support completion of the project's final design phase.

Plan for the Next Decade (New Project Budget \$0.2 Million)

This planning effort will develop a plan that links Caltrain's long-term future Service Vision with the current realities of the railroad, including but not limited to identifying strategies to sustain and improve existing service as well as an incremental path for how service could be grown over time. This project is funded by a \$0.2 million donation from Stanford University.

Expanding Access to Caltrain Through Updated Institutional Pass Program in San Mateo County (New Project Budget \$0.575 Million)

In July 2025, Caltrain submitted an application to TA Transportation Demand Management Program (TDM) and was successful in securing funds to support the implementation of the redesigned GoPass program.

This project will fund two incentives: a one-time enrollment discount for San Mateo County organizations that have not participated in GoPass in the past two years and a student subsidy for educational institutions. Funds will also support outreach and development of program materials. The award is limited to activities within San Mateo County.

This project is funded by \$0.5 million in Measure W TDM Program and a 15 percent matching funds of \$75,000 of Measure A Caltrain Category.

Use of the Measure RR Set-Aside for SOGR for SOGR Program – Maintenance of Way Track

The FY26 Capital Budget included \$5.25 million in FTA 5337 and STA SOGR funds for the Systemwide Track SOGR program. With these funds not anticipated until later in FY27, staff recommends updating the funding source for the \$5.25 million from FTA 5337 and STA SOGR to the Measure RR SOGR set-aside that was included in the FY26 operating budget. This does not increase the budget approved by the JPB. The program's prior funding has been fully expended.

Budget Impact

The proposed capital budget amendment increases the FY26 Capital Budget from **\$107,560,168** to **\$132,109,168**.

The funding for this budget amendment is described in Table 1 below.

Table 1. Funding Sources of the FY26 Capital Budget Amendment 5

Project	Source	FY26 Capital Budget Amendment Request
Palo Alto Four At-grade Crossings Safety Enhancements (“Rapid Deployment Improvements”)	VTA Measure B	\$1.000M
Villa Terrace Grade Crossing	Caltrans Section 130	\$1.374M
Charleston Road Grade Crossing Improvement	Caltrans Section 130	\$2.100M
First and Last Mile Station Access Planning Study in San Mateo County	TA Measure W RTC Program	\$1.000M
Station Safety and Access Assessment and Improvements in San Mateo County	TA Measure W RTC Program	\$1.800M
	TA Measure A Caltrain	\$0.200M
Redwood City Four-Track Station and Grade Separation	TA Measure W RTC Program	\$13.500M
	TA Measure A Caltrain	\$0.750M
	Redwood City	\$0.750M
22 nd Street Station ADA Improvements	SFCTA Prop L	\$1.300M
Plan for the Next Decade	Stanford University	\$0.200M
Expanding Access to Caltrain Through Updated Institutional Pass Program in San Mateo County	TA Measure W TDM Program	\$0.500M
	TA Measure A Caltrain	\$0.075M
Total		\$24.549M

Prepared By: Oscar Quintanilla Lopez Director of Budgets and Financial Analysis 02/10/2025

Lyne-Marie Bouvet Principal Planner, Capital Improvement Plan 02/10/2025

Resolution No. 2026-

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

* * *

**Amend and Increase the Fiscal Year 2026 Capital Budget from \$107,560,168
to \$132,109,168**

Whereas, pursuant to Resolution No. 2025-29 adopted on June 5, 2025, the Peninsula Corridor Joint Powers Board (JPB) adopted the Fiscal Year 2026 (FY26) Capital Budget for a total authorized budget of \$34,831,992; and

Whereas, pursuant to Resolution No. 2025-45, 2025-51, 2026-02, and 2026-09 adopted respectively on September 4, 2025, on November 6, 2025, on January 8, 2026, and on March 5, 2026, the JPB authorized amendments 1, 2, 3, and 4 to Caltrain's FY26 Capital Budget, increasing the total adopted Capital Budget to \$107,560,168; and

Whereas, the Santa Clara Valley Transportation Authority (VTA) has agreed to provide \$1,000,000 in Measure B funds to support additional scope of work for grade crossing safety enhancements in Palo Alto.

Whereas, the Villa Terrace Grade Crossing Closure Project, delivered in collaboration with the City of San Mateo, will permanently close the Villa Terrace grade crossing to improve safety, and the project will receive \$1,374,000 in construction funding from the California Department of Transportation (Caltrans) Railway-Highway Crossings Program (Section 130) to support Caltrain's portion of the work; and

Whereas, the Charleston Road Grade Crossing Safety Improvements Project, delivered in collaboration with the City of Palo Alto, will enhance safety at the Charleston Road grade

crossing by addressing existing hazards and reducing the risk of incidents, and the project will receive \$2,100,000 in construction funding from the Caltrans Railway-Highway Crossings Program (Section 130) to support Caltrain's portion of the work.

Whereas, pursuant to Resolution No. 2025-19, 2025-21, and 2025-22 adopted on June 5, 2025, the JPB supported the application of the First and Last Mile Station Access Planning Study Project, the *Station Safety and Access Assessment and Improvements and Redwood City Four-Track Station and Grade Separation* and Authorizing Submittal of three Applications for the San Mateo County Transportation Authority's (TA) 2025 Cycle 1 Measure W Regional Transit Connections Program Call for Projects.

Whereas, on June 5, 2025, the TA allocated and programmed \$1,000,000 in Measure W funds for the First and Last Mile Station Access Planning Study Project in San Mateo County, \$1,800,000 for the Station Safety and Access Assessment and Improvements Project, and \$13,500,000 for the Redwood City Four-Track Station and Grade Separation Project; and

Whereas a 10 percent local matching funds of \$200,000 is required for Station Safety and Access Assessment and Improvements Project and will be provided by TA Measure A Caltrain Category.

Whereas a 10 percent local match of \$1,500,000 is required for the Redwood City Four-Track Station and Grade Separation Project, which will be funded equally by the TA Measure A Caltrain Category and the City of Redwood City.

Whereas, the 22nd Street Station Americans with Disabilities Act (ADA) Accessibility Improvements Project will advance accessibility upgrades in San Francisco, and the project will receive \$1,300,000 in funding from San Francisco Proposition L administered by the

San Francisco County Transportation Authority to support completion of the project's final design phase.

Whereas, Stanford University has provided a generous donation of \$200,000 to fund the planning effort of the Plan for the Next Decade,

Whereas, funding in the amount of \$575,000 has been secured to support the Expanding Access to Caltrain Through Updated Institutional Pass Program in San Mateo County, including \$500,000 from the TA Measure W Transportation Demand Management (TDM) Program and a \$75,000 local match from the TA Measure A Caltrain Category,

Whereas, due to the redirection of FY25 Federal Transit Administration (FTA) Section 5337 State of Good Repair funds and the delay in receipt of FY26 formula funds, staff proposes changing the funding source for \$5,252,000 in the FY26 Capital Budget for the Systemwide Track State of Good Repair (SOGR) Program – Maintenance of Way (MOW) Track from FTA Section 5337 and State Transit Assistance (STA) SOGR funds to the Measure RR for Capital SOGR Set-Aside, with no impact to the overall capital budget.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes an amendment to Caltrain's FY26 Capital Budget from **\$107,560,168 to \$132,109,168.**

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

Project Identification			FY26 Funding Source (in millions)											
Project #	CIP Priority	Project Name	FY2026 AMENDED CAPITAL BUDGET	Proposed Amendment 5 (April 2026)	FY2026 REVISED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP/AB664	Measure RR for Capital (SOG)	Other	Unfunded
I. Mandates and Compliance														
1	100912	Mandate	Storm Water Management Program ^[9]	.401		.401	.000	.000	.000	.000	.000	.000	.401	.000
			Subtotal	.401	.000	.401								
II. Maintain Core Services														
Projects														
2	100762	High	San Francisquito Creek Bridge Bank Stabilization ^{[9][15]}	5.319		5.319	.000	.000	.000	.000	3.842	.000	1.477	.000
3	100696	High	Fiber Optic Permanent Repair ^[1]	1.500		1.500	.000	.000	.000	.000	.000	.000	1.500	.000
4	100913	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500		1.500	.300	.000	.000	1.200	.000	.000	.000	.000
5	100914	High	Headquarters Relocation – Furnitures, Fixtures, IT and Moving Cost ^[2]	3.583		3.583	.000	.000	.000	.000	.000	.000	3.583	.000
20	002113	High	Guadalupe River Bridges Replacement ^{[11],[14]}	30.000		30.000	10.000	10.000	10.000	.000	.000	.000	.000	.000
Recurring Programs														
6	100915	High	SOG Program - Stations	1.000		1.000	.000	.000	.800	.200	.000	.000	.000	.000
7	100429	High	SOG Program - MOW Tracks ^[24]	6.252		6.252	1.000	.000	.000	.000	.000	5.252	.000	.000
8	100435	High	SOG Program - CEMOF	2.000		2.000	.200	.000	1.600	.000	.200	.000	.000	.000
9	100779	High	SOG Program - Track Equipment ^[9]	1.800		1.800	1.000	.000	.000	.548	.000	.000	.252	.000
10	100428	High	SOG Program - Bridges and Structures	1.715		1.715	.000	.000	1.372	.343	.000	.000	.000	.000
11	100695	High	SOG Program - ROW and ROW Fencing	1.500		1.500	.000	.000	1.000	.400	.100	.000	.000	.000
			Subtotal	56.169	.000	56.169								
III. Provide a Safe and Secure Railroad														
19	100951	High	Grade Crossing Safety Enhancement ^[12]	.950	1.000	1.950	.000	.000	.000	.000	.000	.000	1.950	.000
21	*NEW*	High	Villa Terrace Grade Crossing Closure ^[16]	.000	1.374	1.374	.000	.000	.000	.000	.000	.000	1.374	.000
22	100816	High	Charleston Road Grade Crossing ^[17]	.000	2.100	2.100	.000	.000	.000	.000	.000	.000	2.100	.000
23	*NEW*	Medium	Station Safety and Access Assessment and Improvements in San Mateo County ^[18]	.000	2.000	2.000	.000	.000	.000	.000	.000	.000	2.000	.000
			Subtotal	.950	6.474	7.424								
IV. Enhance Service and Customer Experience														
12	100916	High	Platform Improvements for Bike Loading (All Stations) ^[9]	.080	.000	.080	.000	.000	.000	.000	.000	.000	.080	.000
24	*NEW*	Medium	First and Last Mile Station Access Planning Study in San Mateo County ^[19]	.000	1.000	1.000	.000	.000	.000	.000	.000	.000	1.000	.000
25	100459	Medium	22nd Street ADA Accessibility Improvements ^[20]	.000	1.300	1.300	.000	.000	.000	.000	.000	.000	1.300	.000
			Subtotal	.080	2.300	2.380								
V. Deliver the Long-Range Service Vision														
13	100570	Medium	Redwood City Four-Track Station and Grade Separation ^{[4],[21]}	.250	15.000	15.250	.000	.000	.000	.000	.000	.000	15.250	.000
26	NEW	Medium	Plan for the Next Decade ^[22]	.000	.200	.200	.000	.000	.000	.000	.000	.000	.200	.000
			Subtotal	.250	15.200	15.450								
VI. Contribute to the Region's Economic Vitality														
14	100568	n/a	Diridon Station - Environmental Clearance ^{[5][10]}	33.660		33.660	.000	.000	.000	.000	.000	.000	33.660	.000
15	100687	n/a	DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center ^[6]	5.531		5.531	.000	.000	.000	.000	.000	.000	5.531	.000
			Subtotal	39.190	.000	39.190								
VII. Partner with Local Jurisdictions														
16	100482	n/a	Rengstorff Avenue Grade Separation ^[7]	4.000		4.000	.000	.000	.000	.000	.000	.000	4.000	.000
			Subtotal	4.000	.000	4.000								

Project Identification				FY26 Funding Source (in millions)										
Project #	CIP Priority	Project Name	FY2026 AMENDED CAPITAL BUDGET	Proposed Amendment 5 (April 2026)	FY2026 REVISED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP/AB664	Measure RR for Capital (SOG)	Other	Unfunded
VIII. Capital Contingency Funds														
17	002121 002122 002124	n/a	Capital Contingency Funds ^[9]	1.320		1.320	.000	.000	.000	.000	.000	.000	.000	1.320
			Subtotal	1.320	.000	1.320								
IX. Recollectible														
18	100928	n/a	Disposal of Legacy Diesel Fleet ^[13]	5.200		5.200	.000	.000	.000	.000	.000	.000	5.200	.000
			Subtotal	5.200	.000	5.200								
IX. Other														
27	*NEW*	n/a	Expanding Access to Caltrain Through Updated Institutional Pass Program in San Mateo County ^[23]	.000	.575	.575	.000	.000	.000	.000	.000	.000	.575	.000
			Subtotal	.000	.575	.575								
			Total	107.560	24.549	132.109	12.500	10.000	10.000	5.972	1.491	4.142	5.252	1.320

Notes:

- [1] Funded by settlement agreement for the repair of the Fiber Optic.
- [2] Other sources of funding includes \$1,109,710 of project saving from project 100565 funded by the General Capital Funds and \$2,473,581 of project cost saving in the Contingency Fund.
- [3] Funding for \$252,000 is project savings from prior years' San Francisco County Transportation Authority (SFCTA) allocation (moved from 100429 to 100779 in Nov 2025)
- [4] Funded by an agreement with the City of Redwood City (\$250,000)
- [5] Funded by an agreement with the Valley Transportation Authority (VTA) Measure B
- [6] Funded by an agreement with the Transbay Joint Power Authority (TJPA)
- [7] Funded by an agreement with the City of Mountain View.
- [8] Funding for the Contingency funds have yet to be finalized.
- [9] Funding is from prior years' San Mateo County Transportation Authority (SMCTA) allocation released during the TIRCP bond proceeds fund swap
- [10] Increased by \$31,659,616, \$4 million from Measure B agreement with VTA and \$27,659,616 from Regional Measure 3 agreement with VTA
- [11] The SMCTA and VTA contributions represent two years of member funding.
- [12] Funded by an agreement with VTA Measure B
- [13] Funded by the Municipality of Lima, Peru.
- [14] The SFCTA contributions reflects four years of 50% of their annual contribution.
- [15] Increased by \$4,918,560: \$3,842,000 in Local Partnership Program funds, \$543,770 adjustment related to the Cities of Palo Alto and Menlo Park contribution to the project, consistent with the executed Funding Agreement dated August 15, 2023, and \$532,790 in Capital Reserve funds.
- [16] Funded by the Railway-Highway Crossings Program Section 130
- [17] Funded by the Railway-Highway Crossings Program Section 130
- [18] Funded by SMCTA Measure W Regional Transit Connection Program (\$1,800,000) with a 10% match from SMCTA Measure A Caltrain Category (\$200,000)
- [19] Funded by SMCTA Measure W Regional Transit Connection Program.
- [20] Funded by SFCTA Proposition L Expenditure Plan (EP) 10 Transit Enhancement.
- [21] Funded by SMCTA Measure W Regional Transit Connection Program (\$13,500,000) with a 10% match from SMCTA Measure A Caltrain Category (\$750,000) and Redwood City (\$750,000)
- [22] Funded by a donation from Stanford University
- [23] Funded by SMCTA Measure W TDM Program (\$500,000) with a 15% match from SMCTA Measure A Caltrain Category (\$75,000)

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Finance Committee
Through: Michelle Bouchard, Executive Director
From: Jerry Guaracino, Chief Safety Officer
For: April 2026 JPB Board of Directors Meeting
Subject: **Authorize Reimbursement Agreement with the San Mateo County Transit District for Provision of Closed Circuit Television (CCTV) Project Management Services****

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

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) approve a Reimbursement Agreement with the San Mateo County Transit District (SamTrans or District) to equally share the cost of closed-circuit television (CCTV) master planning and management services for Caltrain and SamTrans facilities through a contract with Alineds, LLC. Purchase and installation of the CCTV system will be conducted at a later time.

Discussion

The District and JPB are engaged in critical technology upgrades to enhance safety, service quality, and operational efficiency pursuant to their respective Board-approved Capital Improvement Plans. As part of these efforts, the District and JPB are modernizing and replacing their outdated CCTV surveillance system with an advanced, integrated system (System) to be installed in their respective stations and other facilities, and to bolster safety and security for passengers, employees, and assets (Project). This work is aligned with the Caltrain Corridor Right-of-Way Safety Strategy adopted by the JPB on March 5, 2026.

The agencies agreed that the District would take the lead in procuring and administering a contract for provision of Project oversight and delivery, stakeholder coordination, System solicitation development, technical and information technology (IT) integration, testing and quality assurance, safety and compliance assurance, and training and change management (the “Services”), and agreed that the JPB would reimburse the District for fifty percent of the cost of the Services.

On June 3, 2025, the District issued a Request for Proposals (RFP) for CCTV Project Management Services, and on October 8, 2025, pursuant to Resolution No. 2025-44, the District’s Board of Directors (1) awarded a contract to Alineds, LLC (Alineds) for a not-to-exceed amount of \$1,827,391 over the four-year base term plus one-year option term to perform the Services

(Services Contract), and (2) authorized the District's General Manager/Chief Executive Officer (CEO) or designee to execute documents and take other actions necessary for the JPB to contribute fifty percent of the cost of the Services. District staff determined that Alineds possesses the required qualifications to successfully perform the Services, and that Aliends' prices are fair, reasonable, and consistent with those charged for similar work and products in the Bay Area.

The Project will have additional contracts over various phases, including but not limited to, design, development, and installation of the CCTV systems, and the District and JPB may enter into further cost-sharing agreements, or amend the Reimbursement Agreement, to address sharing of related costs.

Staff now seek JPB Board of Directors approval to authorize the JPB's Executive Director to execute documents and take other actions necessary for the JPB to contribute fifty percent of all Services Contract costs.

Budget Impact

Funds for the Services were approved by the Board in June 2024 as part of Amendment 1 to the Fiscal Year 2025 Capital Budget. Though JPB will be reimbursing the District for fifty percent of the cost of Services Contract, it will receive more than fifty percent of the benefit of the Services Contract as Caltrain has a greater number of stations where cameras will be installed and monitored.

Prepared By: Jerry Guaracino

Chief Safety Officer

03/13/2026

Resolution No. 2026-

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

* * *

**Authorize Reimbursement Agreement with the San Mateo County
Transit District for Provision of Closed Circuit Television (CCTV) Project
Management Services****

Whereas, the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transit District (District) are engaged in critical technology upgrades to enhance safety, service quality, and operational efficiency pursuant to their respective Board of Directors (Board)-approved Capital Improvement Plans and are modernizing and replacing their outdated closed-circuit television (CCTV) surveillance system with an advanced, integrated system (System) to be installed in their respective stations and other facilities, and to bolster safety and security for passengers, employees, and assets; and

Whereas, the District and JPB agreed that the District would take the lead in procuring and administering a contract for provision of System oversight and delivery, and agreed that the JPB would reimburse the District for fifty percent of the cost of the CCTV Project Management Services (Services); and

Whereas, on June 3, 2025, the District issued Request for Proposals (RFP) number 25-S-P-091 for the Services; and

Whereas, a committee composed of qualified staff from the District and JPB determined that Alineds, LLC of Round Rock, Texas (Alineds) was the highest ranked proposer, that its proposal complied with the requirements of the RFP, and that it possesses the requisite depth of experience and has the required qualifications to successfully perform

the Services as defined in the solicitation documents; and

Whereas, District staff and legal counsel reviewed Alineds' proposal and determined it complied with the requirements of the RFP and that Alineds' negotiated prices were fair, reasonable, and consistent with those charged for similar work and products in the Bay Area; and

Whereas, the District Board of Directors entered into a contract with Alineds, effective October 13, 2025, to provide the Services for a four-year base term of \$1,461,913, with a one-year option term for an additional not-to-exceed amount of \$365,478 (Contract) pursuant to District Resolution 2025-44 dated October 8, 2025; and

Whereas, Alineds will support Caltrain's development of a master plan for Caltrain's use of CCTV at its stations and facilities pursuant to the District's contract.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director or designee to execute a contract with the San Mateo County Transit District to execute documents and take other actions that may be necessary for the JPB to contribute fifty percent of all Contract costs, in a form approved by legal counsel.

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