



BOARD OF DIRECTORS 2026

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MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

April 02, 2026, 9:00 am

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

Members of the public may participate remotely via Zoom at <https://us02web.zoom.us/j/86449951709?pwd=kW9KjaurJbQibDV7B3JSrXl17okbi.1> or by entering Webinar ID: **864 4995 1709**, Passcode: **884563** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Avenue, San Carlos, CA, 94070 or any other noticed location.

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

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

Each public comment is limited to one minute for Public Comment for Items Not on the Agenda, Informational Items, and the Consent Calendar, and limited to two minutes for Motion or Resolution items. The Board Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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

April 02, 2026 - Thursday

9:00 am

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

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

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Request to Change Order of Business
5. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff reply.
6. Report of the Executive Director Informational
7. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately.
 - 7.a. Approval of Meeting Minutes for March 5, 2026 Motion

Approval by the Finance Committee

 - 7.b. Amend and Increase the Fiscal Year 2026 Capital Budget from \$107,560,168 to \$132,109,168 Resolution
 - 7.c. Authorize Reimbursement Agreement with the San Mateo County Transit District for Provision of Closed Circuit Television (CCTV) Project Management Services** Resolution

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

 - 7.d. Adopt a Second Addendum to Mitigated Negative Declaration for Guadalupe River Bridge Replacement Project Resolution

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8. Receive Updates Regarding Caltrain’s Fiscal Year 2027 Budget Development and 15-Year Operating Budget Look-Ahead Informational
 - a. Caltrain Context
 - b. Updates on Fiscal Year 2027 Operating Budget Development
 - c. Beyond Fiscal Year 2027: Service and Financial Planning, With and Without External Funding
 - d. Discussion and Next Steps
9. Reports
 - 9.a. Report of the Chair Informational
 - 9.b. Report of the Citizens Advisory Committee Informational
 - 9.c. Report of the Local Policy Maker Group (LPMG) Informational
 - 9.d. Report of the Transbay Joint Powers Authority (TJPA) Informational
10. Correspondence
11. Board Member Requests
12. Date / Time / Location of Next Regular Meeting: Thursday, May 7, 2026 at 9:30 am.
The meeting will be accessible via Zoom and in person at the **Santa Clara City Hall, Council Chambers, 1500 Warburton Avenue, Santa Clara, CA 94050.**
13. Adjournment

Information for the Public

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

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

Date and Time of Board and Committee Meetings

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

Location of Meeting

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

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to one minute for Public Comment for Items Not on the Agenda, Informational Items, and the Consent Calendar, and limited to two minutes for Motion or Resolution items. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

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Executive Director's Monthly Report: March 2026

Executive Director Michelle Bouchard

Report prepared for April Board meeting; data current through February 2026.



Who We Are and What We Do

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

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

Caltrain's Core Values:

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





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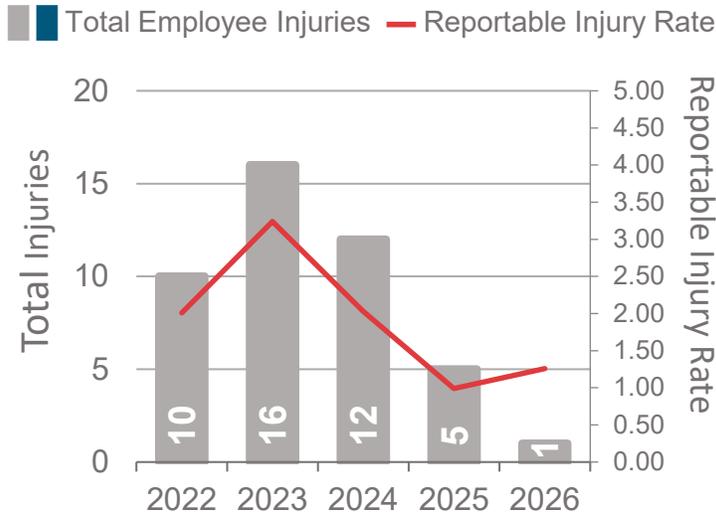
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Safety Updates – Injuries and Accidents

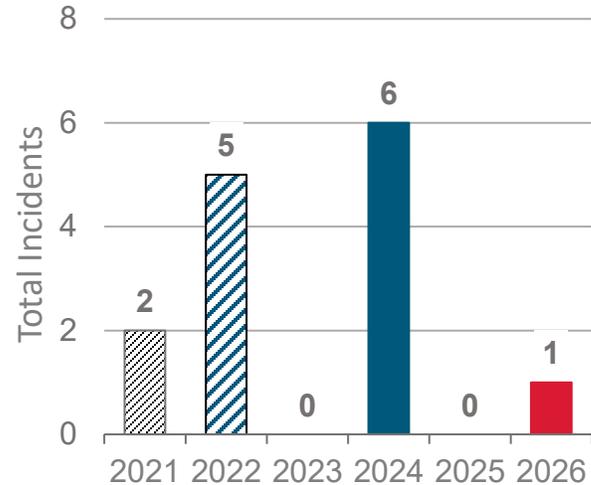
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain’s cumulative RIR for calendar year 2026 is 1.26.

Strains, contusions, and lacerations constitute the majority (87%) of reportable injuries for Caltrain’s operators.

Reportable Rail Equipment Incidents



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

Reportable Rail Equipment Incidents from recent years peaked at 6 in 2024. There were no reportable incidents in 2023 or 2025; there has been 1 reportable incident so far in 2026.

Days without a Reportable Injury as of 3/1/2026

Department	Days Without Injury	Date of Last Injury
Dispatch	2,104	5/27/2020
Operations	19	2/10/2026
Maintenance of Equipment	238	7/6/2025
Maintenance of Way	216	7/28/2025
Other	2,104	5/27/2020





Safety Culture Engagement Efforts

Ongoing Safety Culture Transformation

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

Recent Engagement Activities

- We've been meeting with regional partners in preparation for multiple emergency and security tabletop exercises, and upcoming major events in the Bay Area including FIFA.
- Acceptance Testing is in the final phase for the new Safety Information Management System, which will centralize all incident-reporting data.
- "Spring Trends" has begun with a focus on reducing employee strain and sprain injuries.

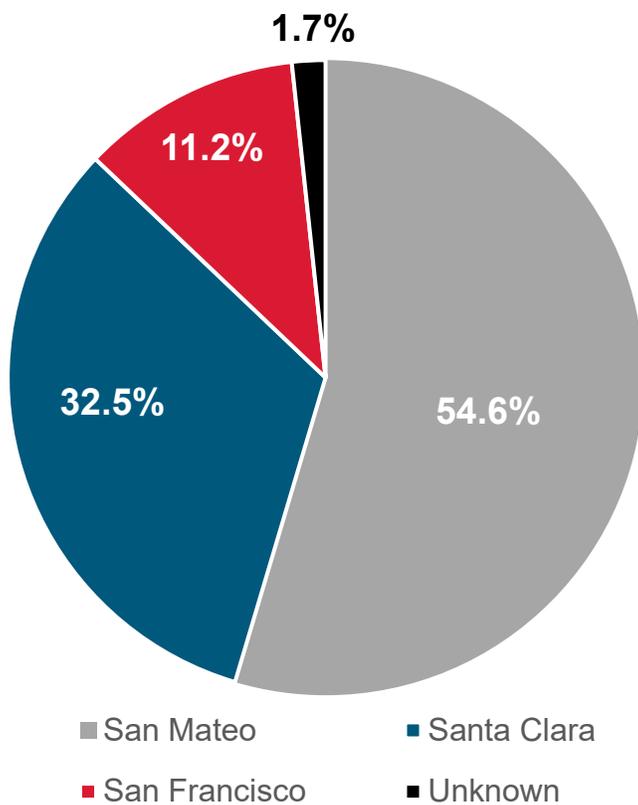




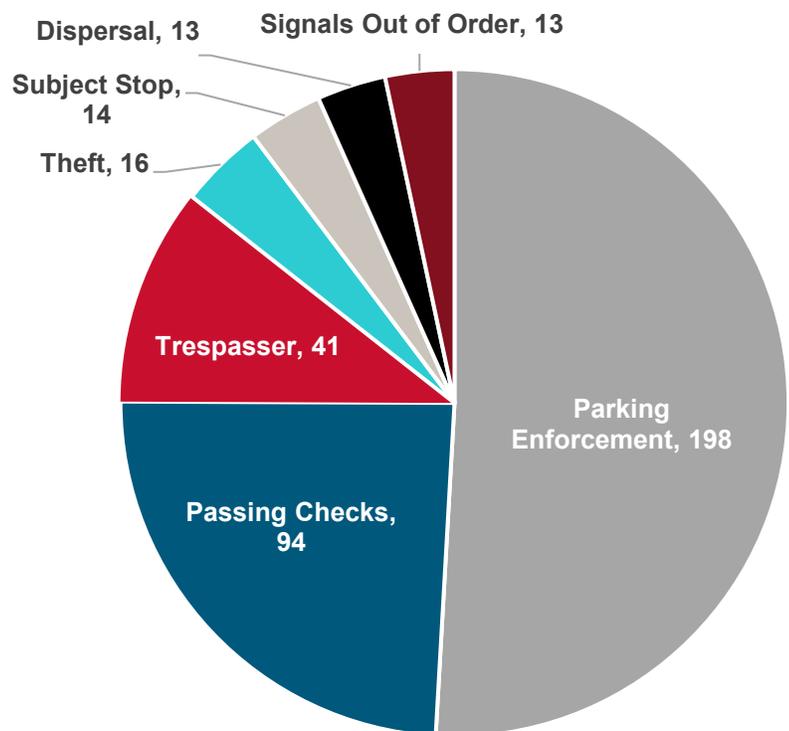
Security Update

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

Calls for Service by County February 2026



Number of Calls by Category February 2026¹



February 2026 Service Call Data

Overall Average Response Time: **21:46**

Average Response Time for **Priority 1** Calls*: **14:33**

Average Response Time for **Priority 2** Calls**: **16:13**

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

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

Footnote 1: Total calls for service totaled 552 in February across 18 categories. The pie chart shows the top 7 categories representing 389 calls or 70% of the total.

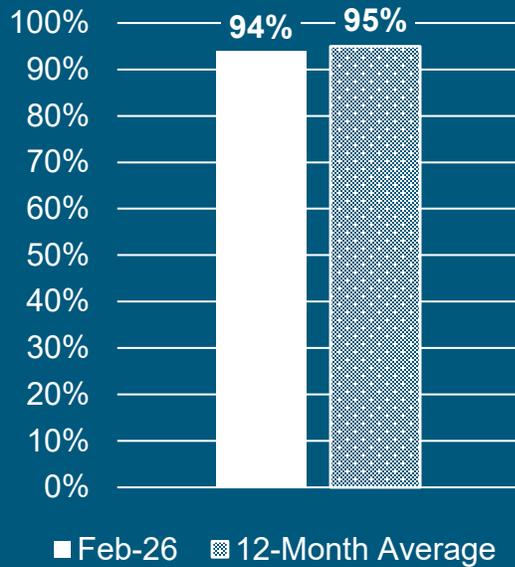




Performance at a Glance

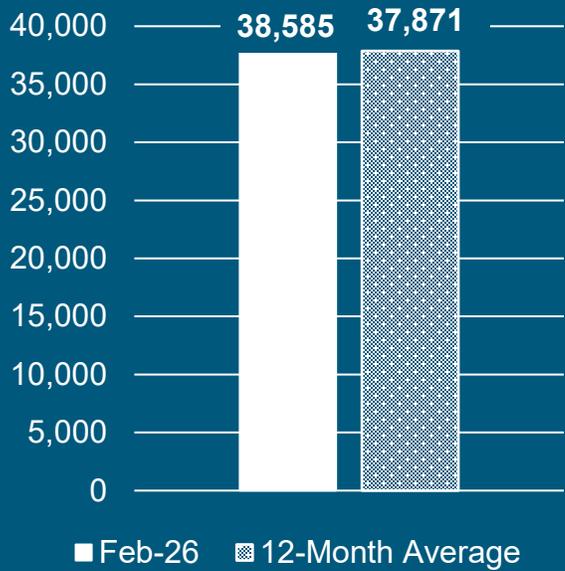
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



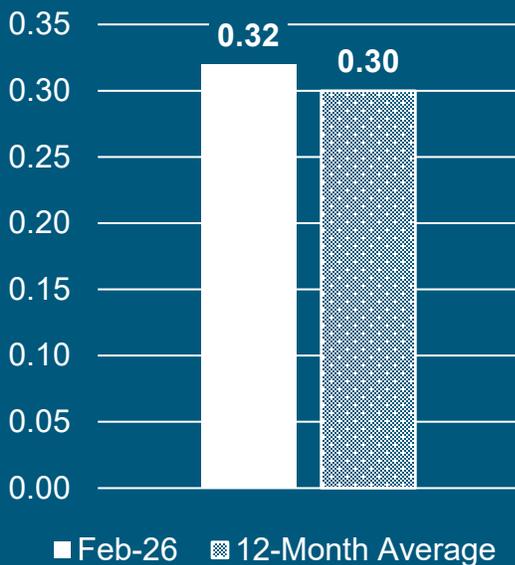
Average Daily Ridership

Average estimated weekday ridership



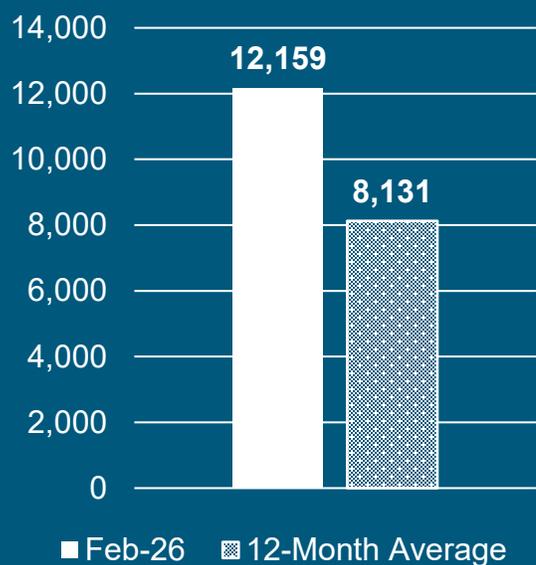
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

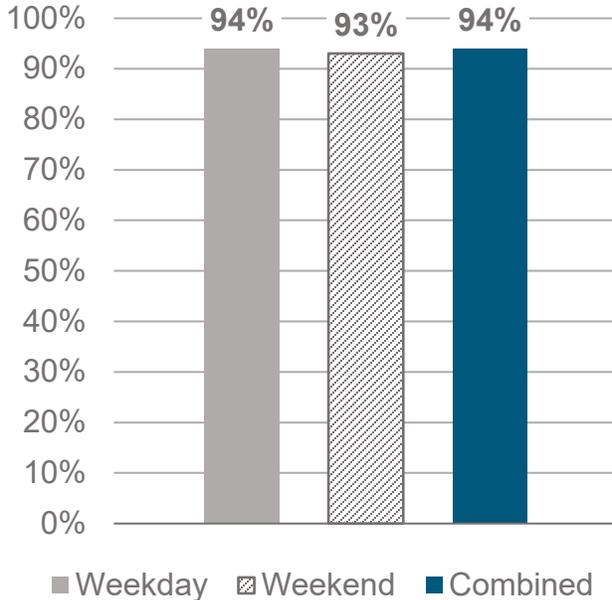
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Feb-26)

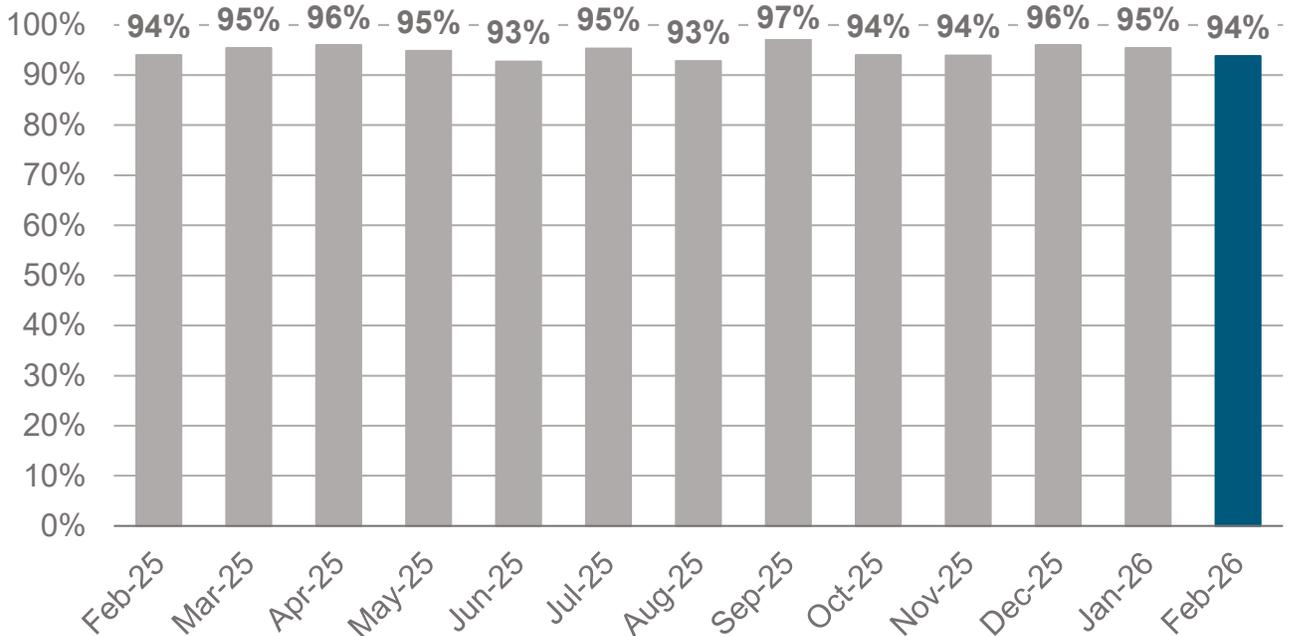


Trains are considered on-time if they arrive within less than six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of February was 93.8%; trains arriving within 10 minutes of scheduled time was 98.6%.

Note that Weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Dec-25

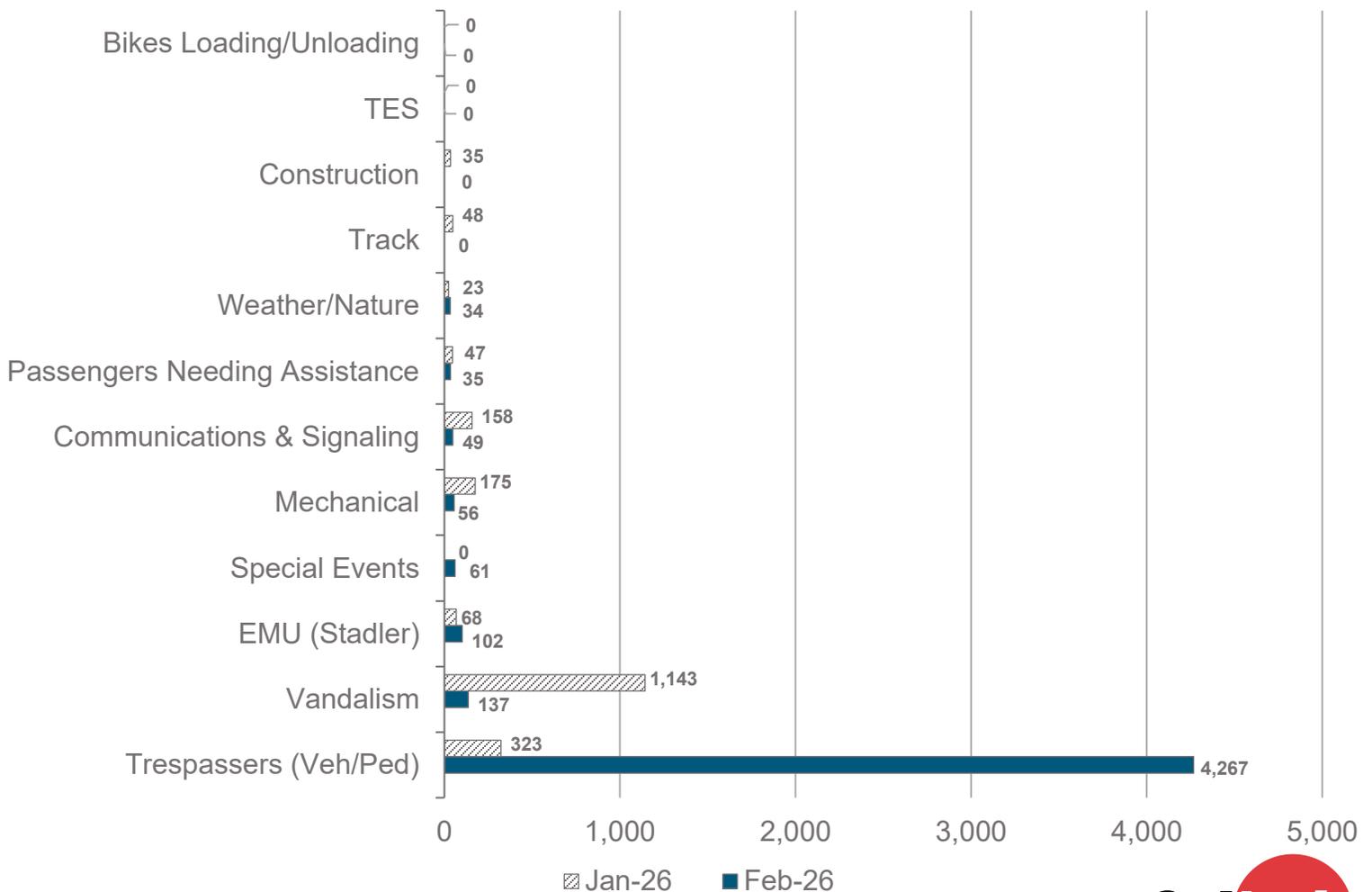
Jan-26

Feb-26

Number of Late Trains	120	136	169
Average Minutes Late for Late Trains	18	20	29
Number of Cancelled Trains	6	3	22

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

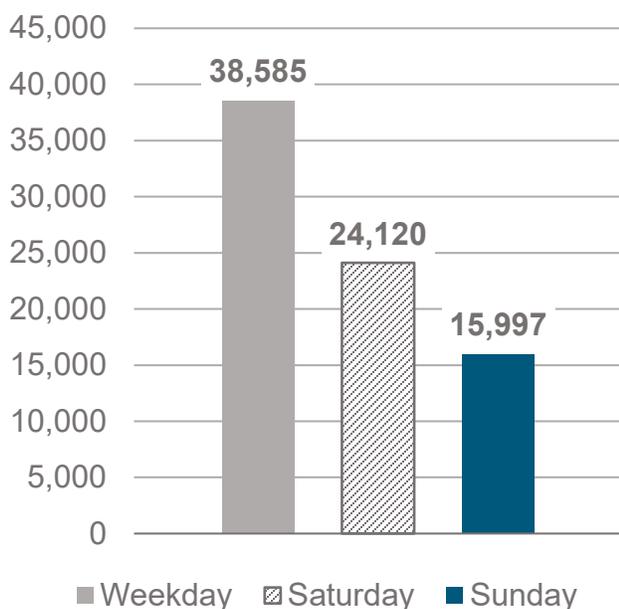
Reasons for Train Delays, by Minutes of Delay





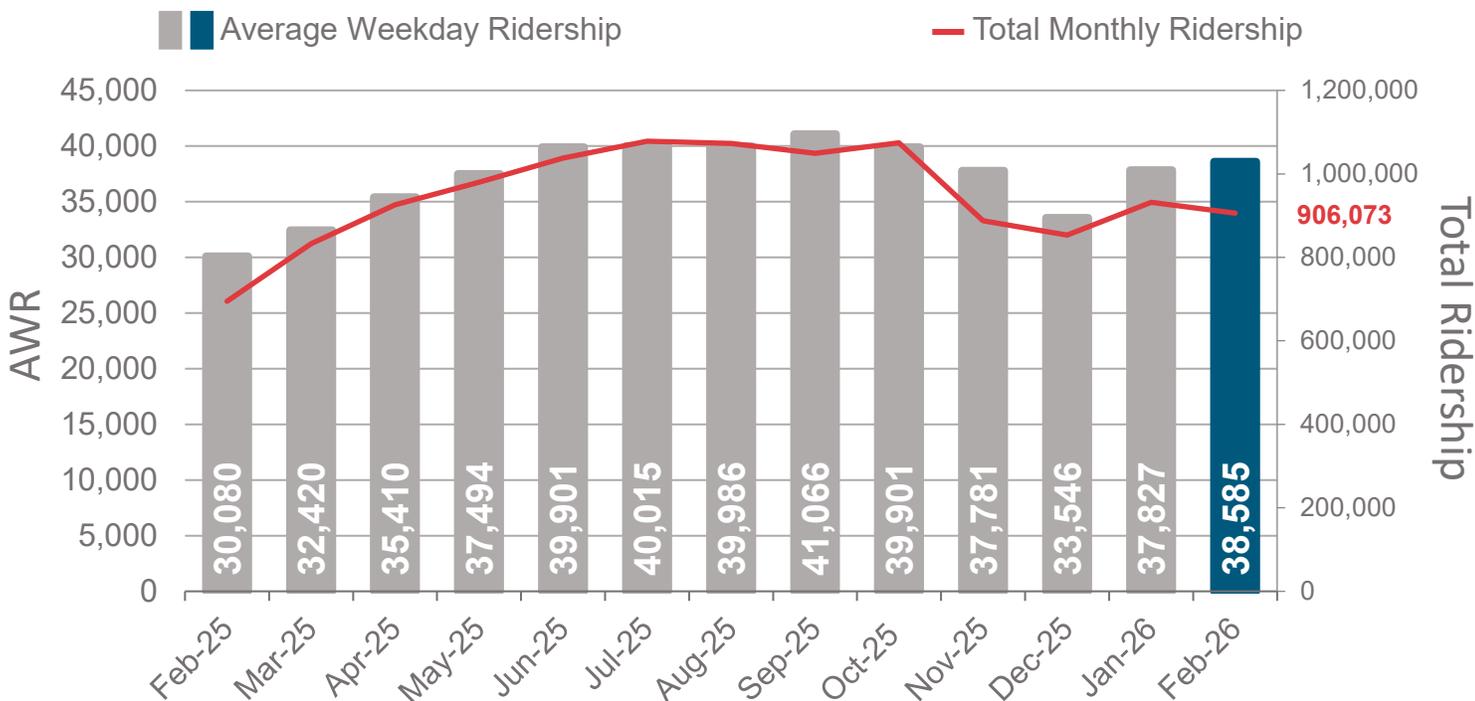
Ridership and Revenue

Average Daily Ridership (Feb-26)



Average weekday ridership (AWR) increased by approximately 28% percent compared to February of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year



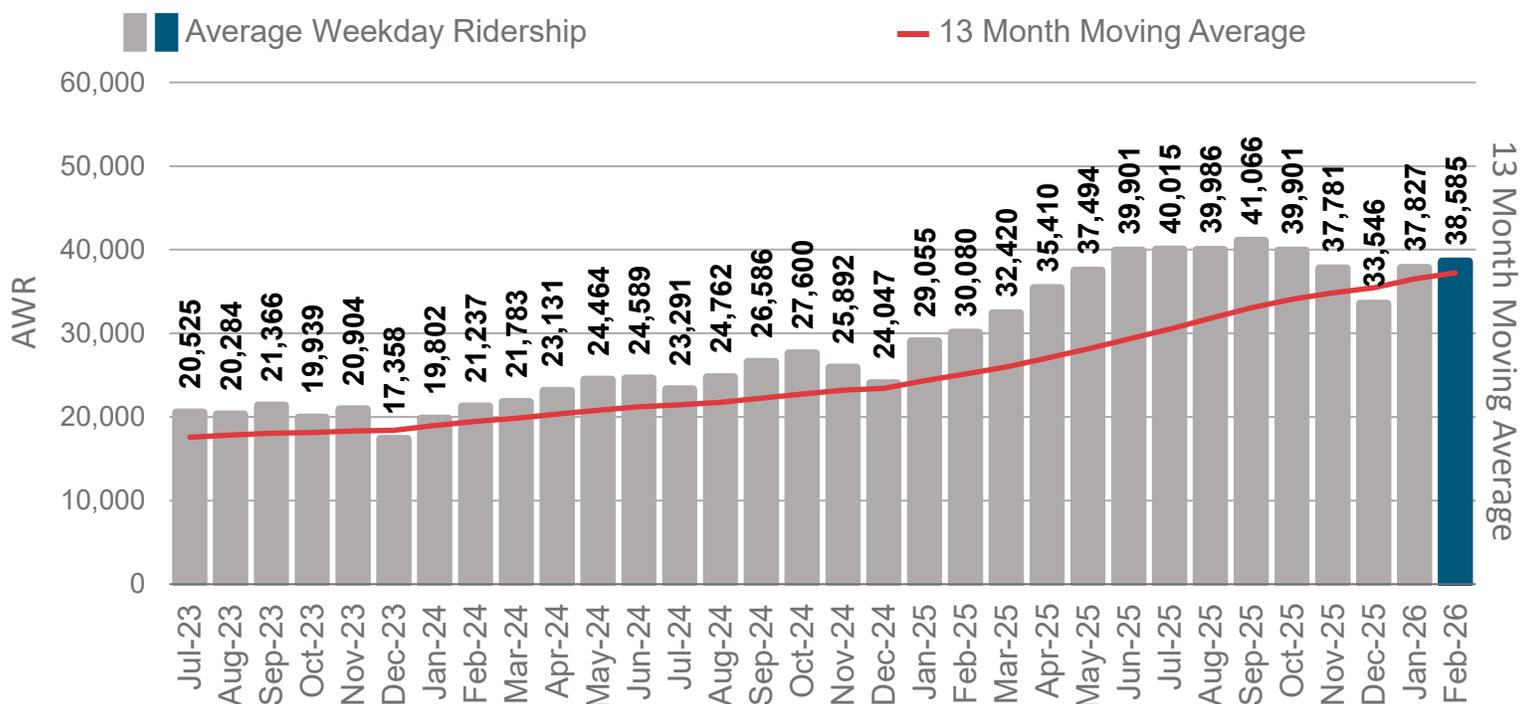
Since DECEMBER 2023, Caltrain's ridership estimation model relies solely on fare media sales data.





Ridership and Revenue

**Average Weekday Ridership & 13 Month Moving Average:
Fiscal Year 2024 to Present**



Year Over Year AWR Increase
(February 2025 vs. February 2026) : **28%**



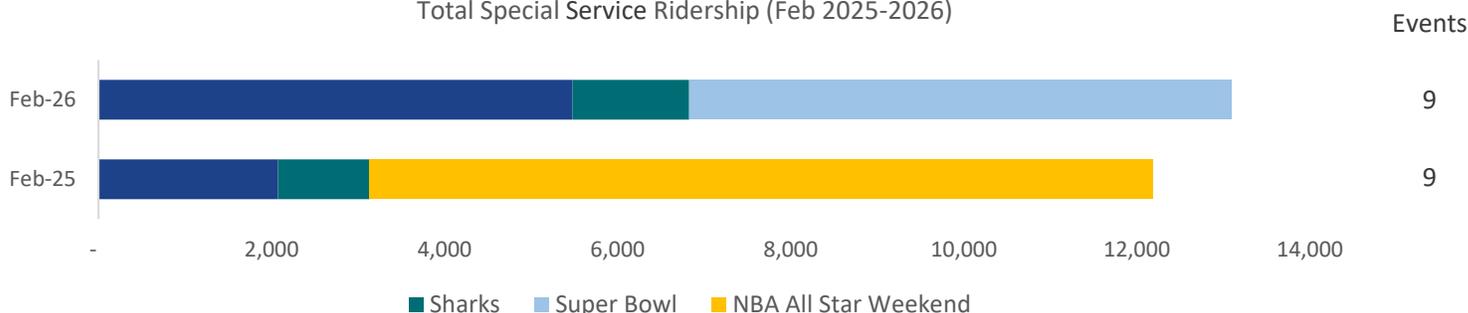


Ridership and Revenue

Special Service Ridership

Caltrain carried 13,093* passengers to special events in February

Total Special Service Ridership (Feb 2025-2026)



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

Special Event Ridership by Station and Event

Station	Event Type	26-Feb			25-Feb			Ridership Change
		Ridership	Event Count	Avg Ridership per event	Ridership	Event Count	Avg Ridership per Event	
San Francisco	Warriors	5,478	6	913	2,074	3	691	+164.1%
	NBA All Star	-	-	-	9,057	3	3,019	-
	All Events	5,478	6	913	11,131	6	1,855	-50.8%
Mountain View	Super Bowl	6,267	1	6,267	-	-	-	-
	All Events	6,267	1	6,267	-	-	-	-
San Jose Diridon	Sharks	1,348	2	674	1,061	3	354	+27.1%
	All Events	1,348	2	674	1,061	3	354	+27.1%
All Stations	All Events	13,093	9	1,455	12,192	9	1,355	+7.4%

Additional Event Trains

Event Type	26-Feb			25-Feb			Ridership Change
	Ridership	Train Count	Avg Ridership per Train	Ridership	Train Count	Avg Ridership per Train	
Super Bowl	239	1	239	-	-	-	-
All Events	239	1	239	-	-	-	-

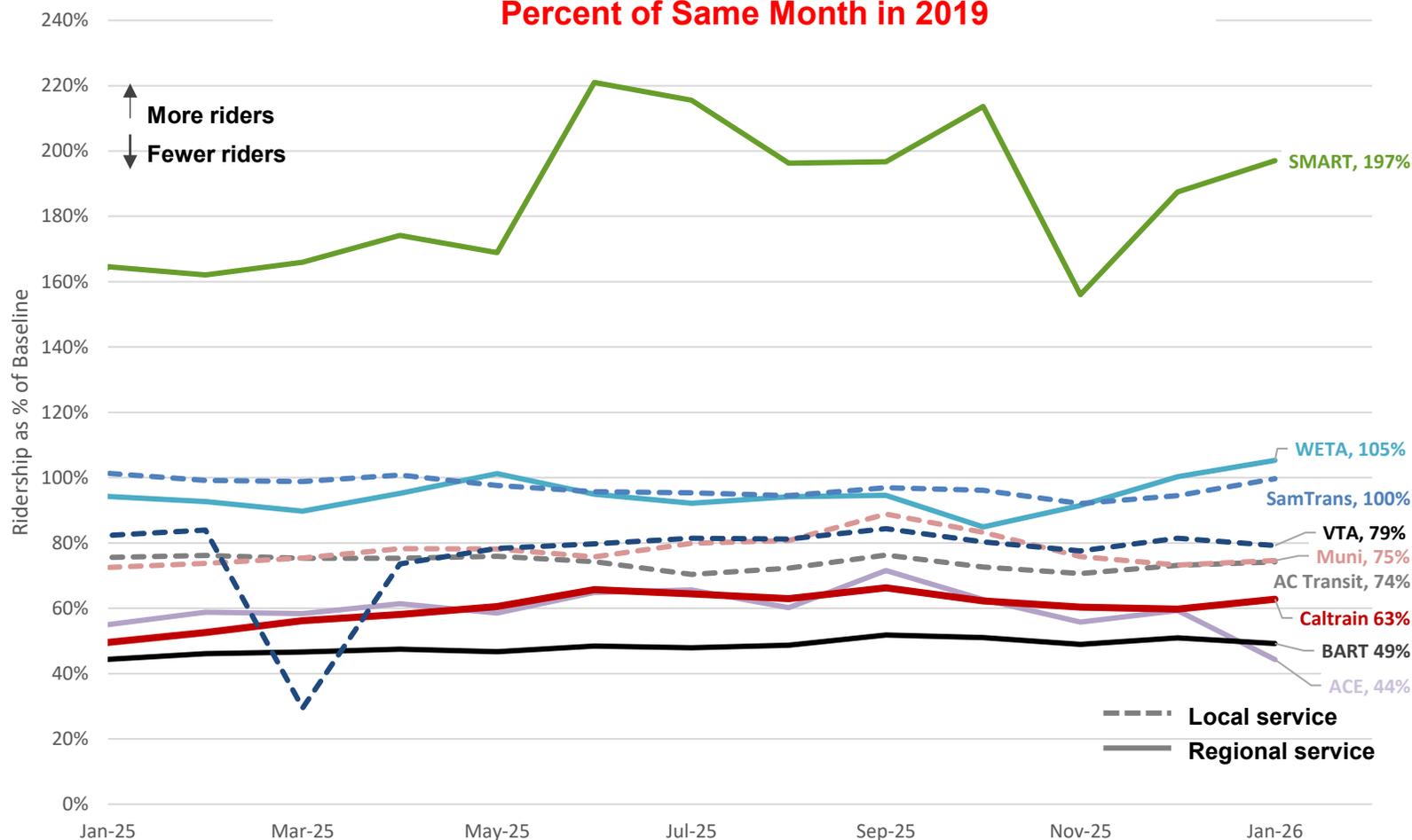




Public Transit Ridership Recovery in the Bay Area

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

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



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

Total Monthly Ridership Estimates (in thousands)

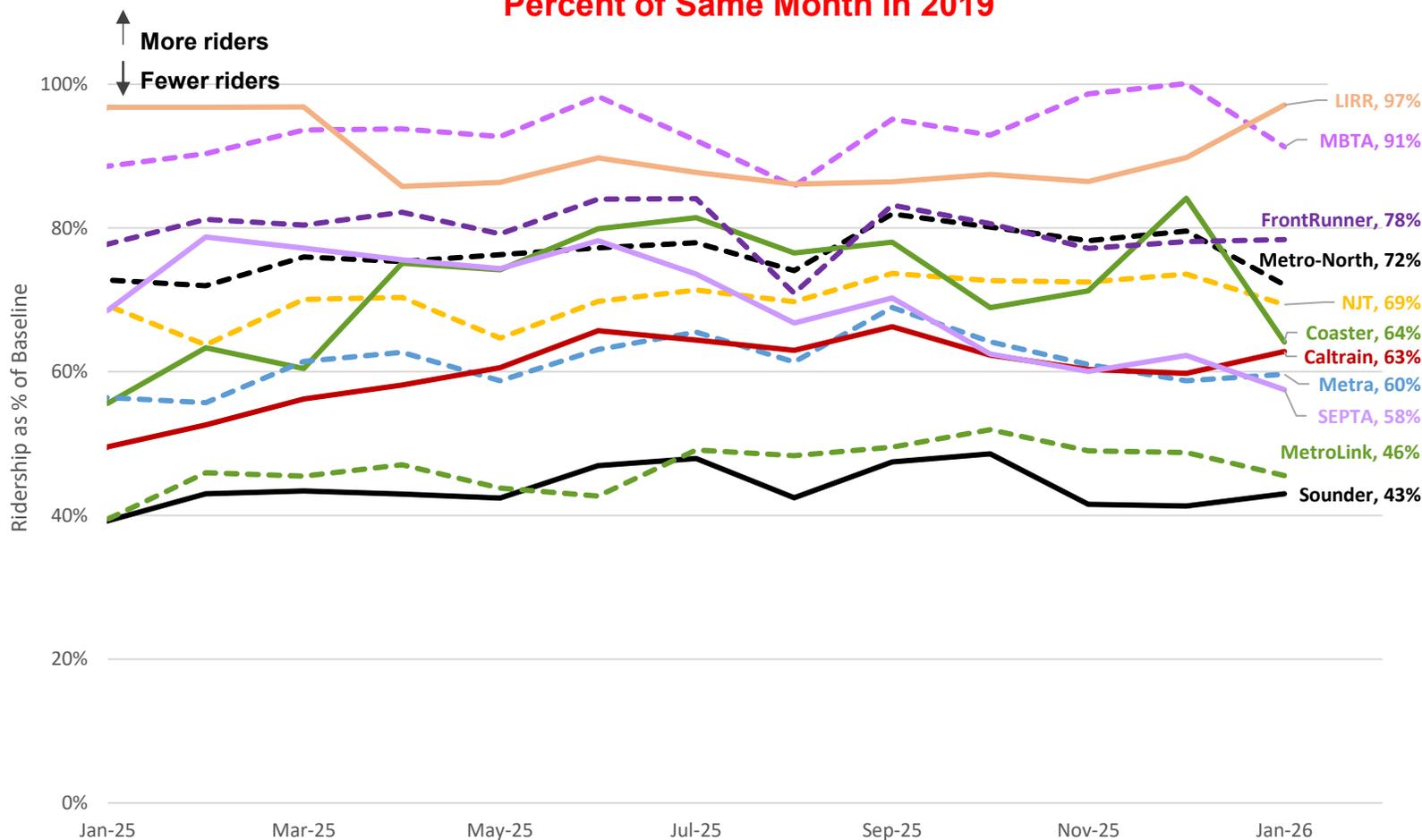
Transit Operator	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan
Muni	13,673	12,606	14,222	14,696	14,957	13,740	14,455	15,170	15,233	15,646	13,456	13,062	14,072
BART	4,597	4,464	4,998	5,244	5,172	5,174	5,220	5,452	5,589	5,922	4,883	4,868	5,092
AC Transit	3,322	3,173	3,502	3,575	3,579	3,022	3,079	3,452	3,735	3,837	3,206	3,113	3,261
VTA	2,421	2,250	908	2,241	2,465	2,273	2,368	2,538	2,666	2,772	2,336	2,323	2,329
Caltrain	736	696	836	927	981	1,045	1,078	1,073	1,050	1,075	888	854	933
SamTrans	929	823	958	949	989	832	832	952	1,026	1,074	887	857	914
WETA	181	205	181	215	261	280	287	301	313	277	264	216	214
SMART	94	83	96	105	108	123	135	128	124	122	101	109	113
ACE	70	67	73	81	83	73	81	81	89	89	64	60	56



Ridership Recovery for Similar Commuter Railroads

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

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



Notes:

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

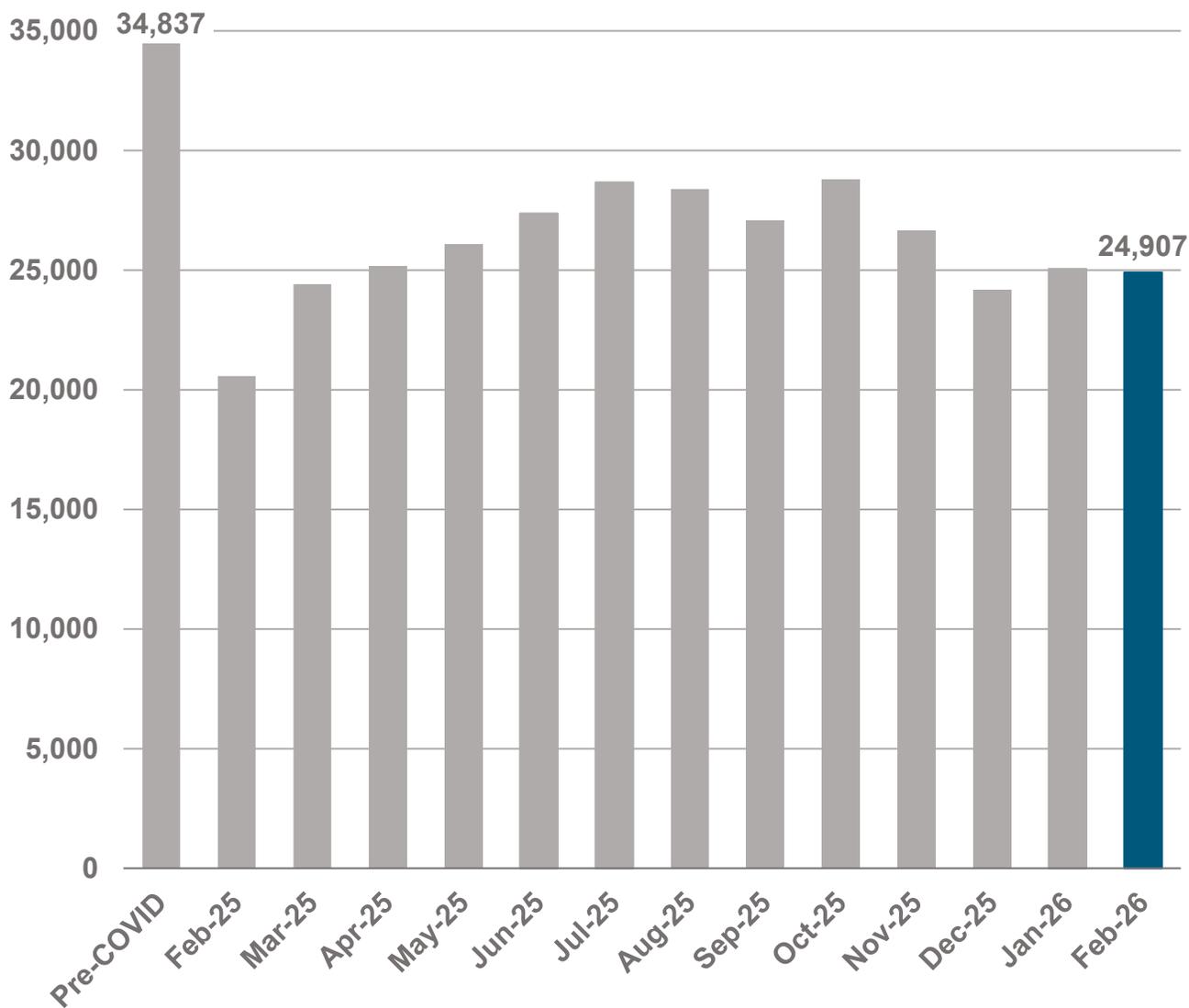
Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan
LIRR	8,600	7,784	8,629	8,441	8,629	8,441	8,769	8,629	8,441	8,938	8,131	8,769	8,629
Metro-North	5,269	4,732	5,680	5,935	6,090	6,010	6,189	5,726	6,174	6,654	5,727	6,104	5,219
NJ Transit	4,764	4,371	5,173	5,274	4,972	5,365	5,463	5,285	5,700	5,799	5,471	5,512	4,773
Metra	2,671	2,547	3,046	3,332	3,165	3,322	3,632	3,406	3,566	3,662	2,882	2,656	2,825
MBTA	2,397	2,155	2,462	2,522	2,506	2,424	2,551	2,404	2,430	2,706	2,558	2,683	2,470
SEPTA	2,098	2,173	2,248	2,321	2,244	2,099	2,023	1,823	2,170	2,042	1,723	1,809	1,760
Caltrain	736	696	836	927	981	1,045	1,078	1,073	1,050	1,075	888	854	933
MetroLink	412	445	500	540	497	446	504	504	522	567	501	470	476
FrontRunner	338	326	351	355	337	327	341	322	393	406	330	320	341
Sounder	164	136	164	175	167	171	188	169	182	215	153	145	180
SD Coaster	58	58	67	88	91	104	122	102	89	77	67	71	66



Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year



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

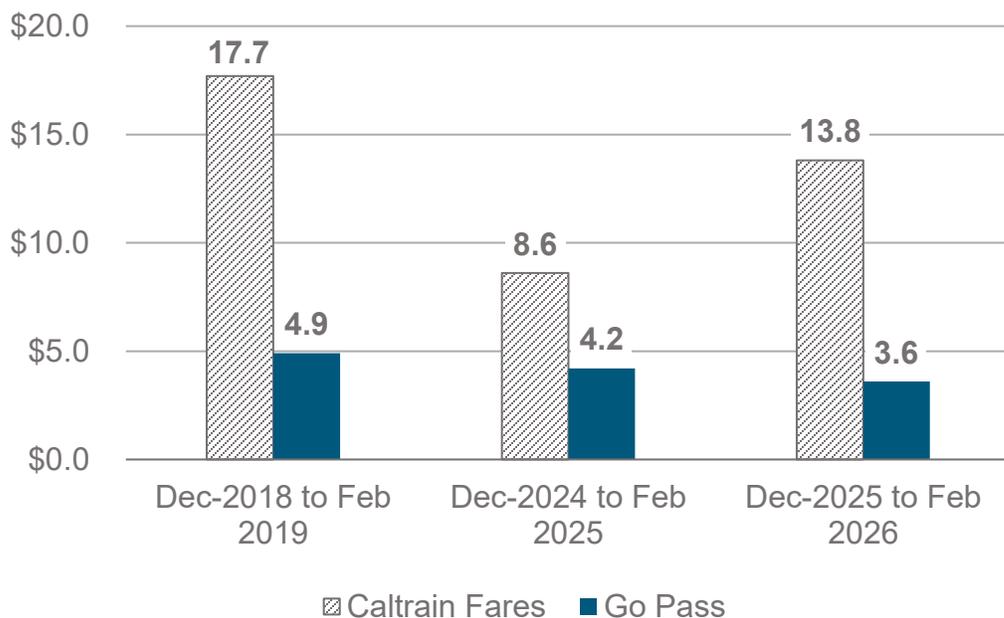
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

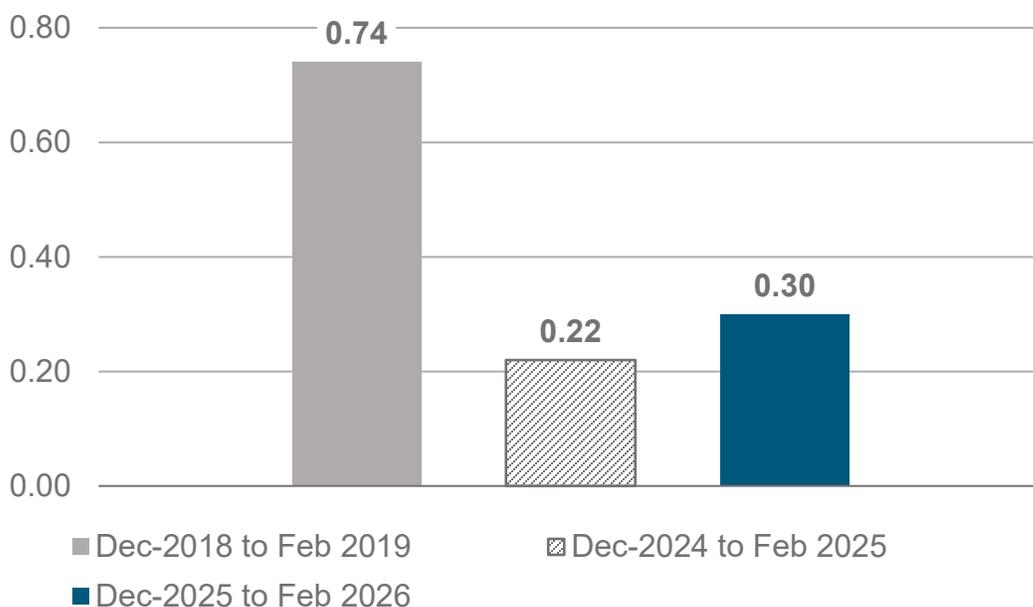
Total Fare Revenues (\$M) - Past 3 Months Comparison



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

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

Farebox Recovery Ratio (3-Month Rolling Average)



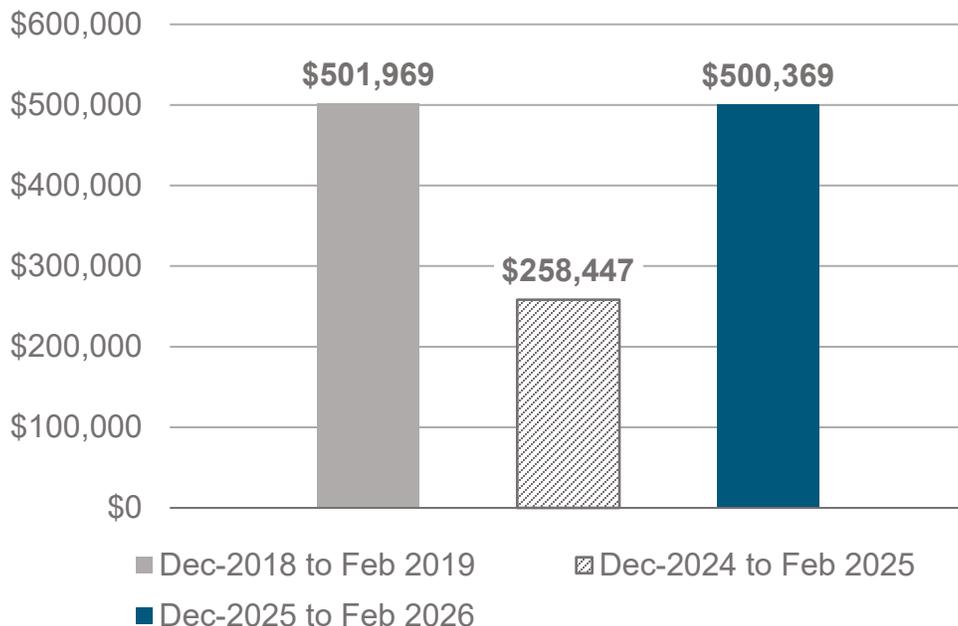
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





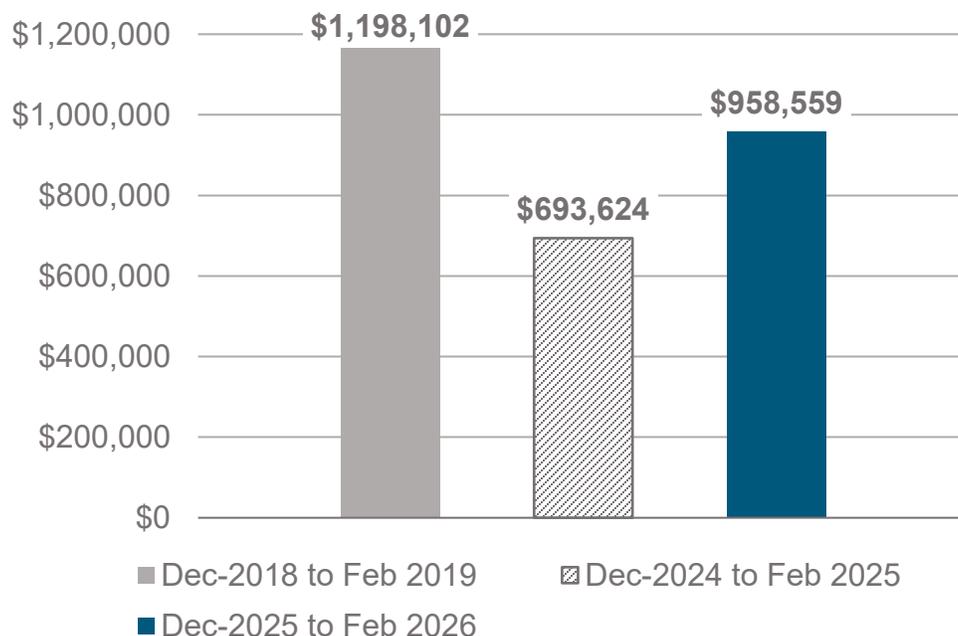
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



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

Parking Revenue (3-Month Rolling Average)



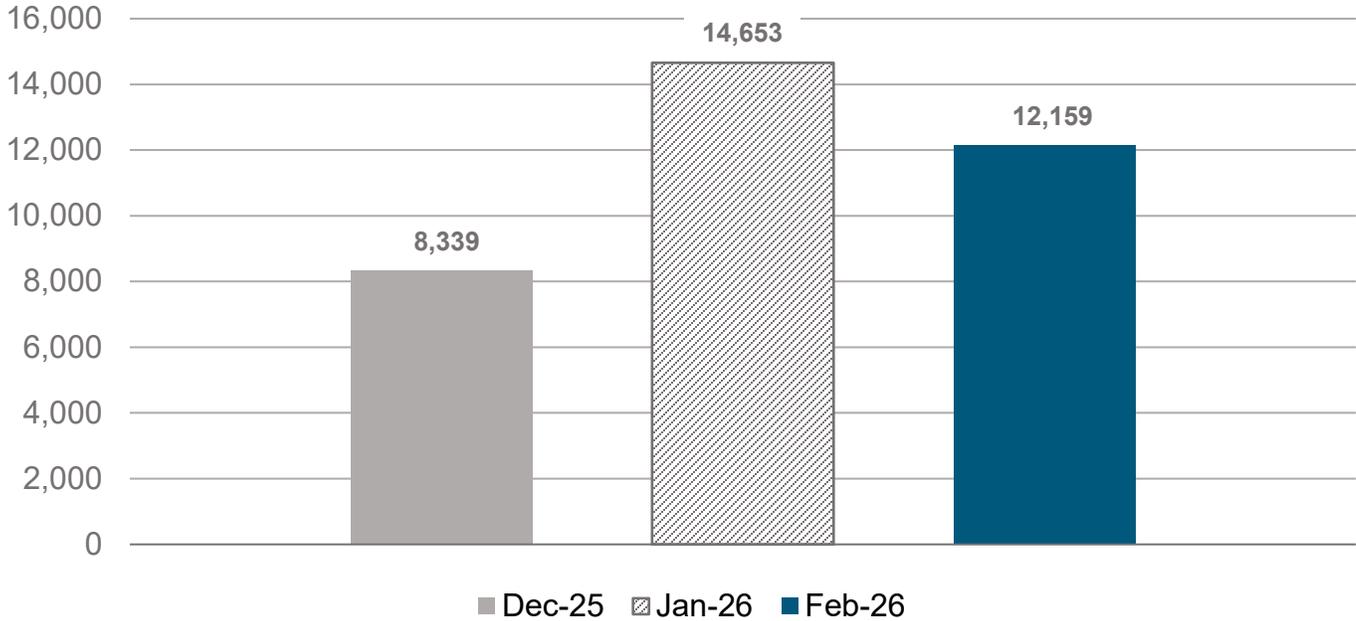
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.





Maintenance Performance (EMU Fleet)

Mean Distance Between Failure (EMU Trainset)



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

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

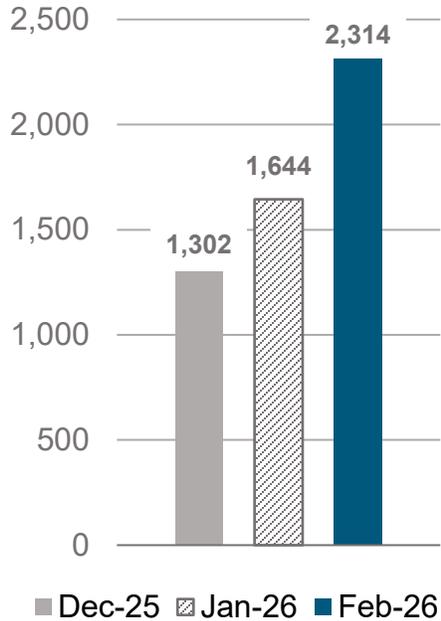
The graph on this page represents MDBF for all EMU (electric) passenger locomotives and cars in Caltrain’s fleet. Diesel fleet data is on the following page.



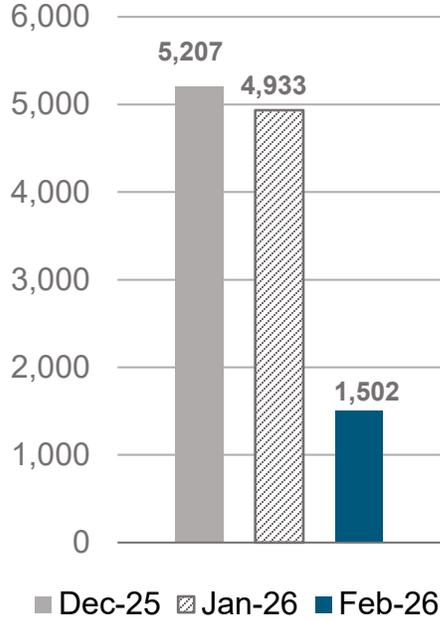


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



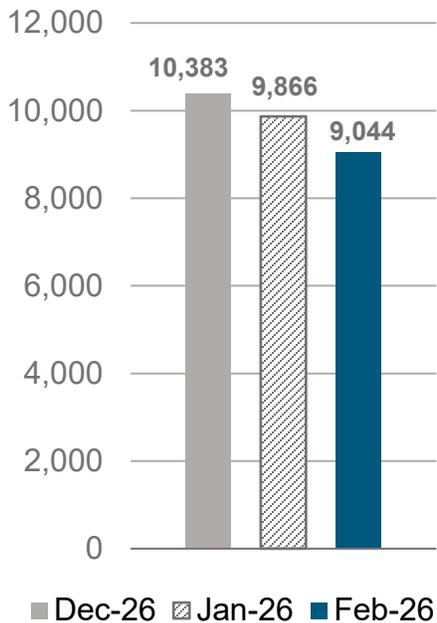
Mean Distance Between Failure (Cab Cars)



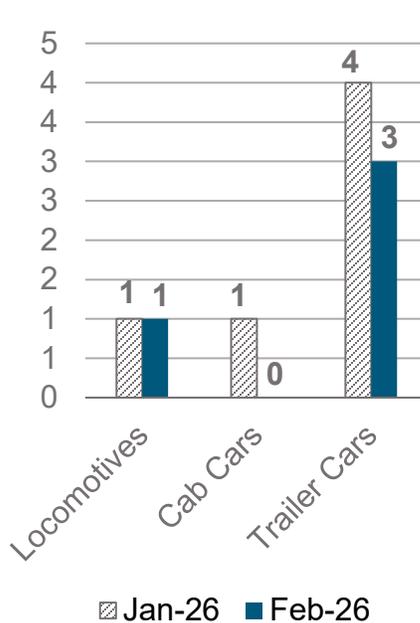
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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

Mean Distance Between Failure (Trailer Cars)



Equipment in Maintenance/Repair



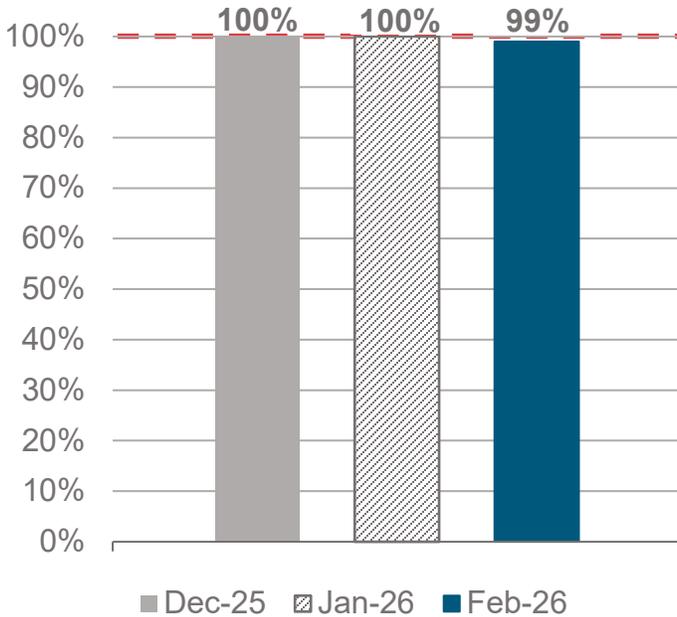
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





Maintenance Performance

Equipment Availability (EMUs)

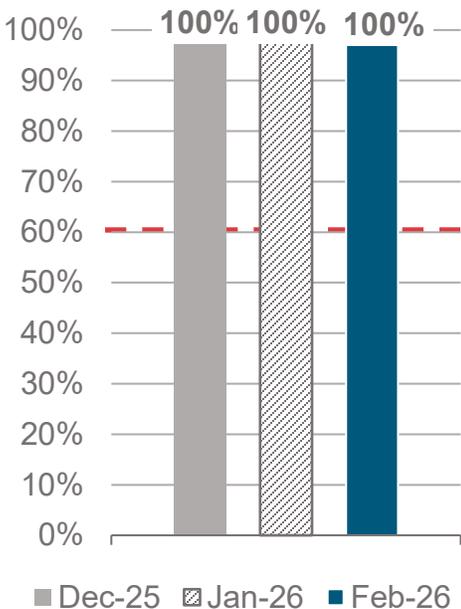


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

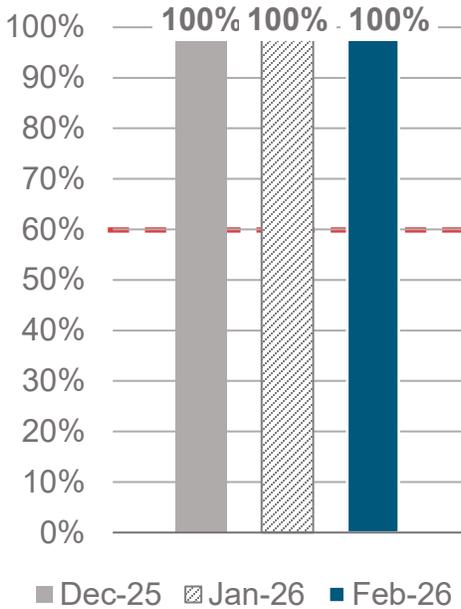
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain’s mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

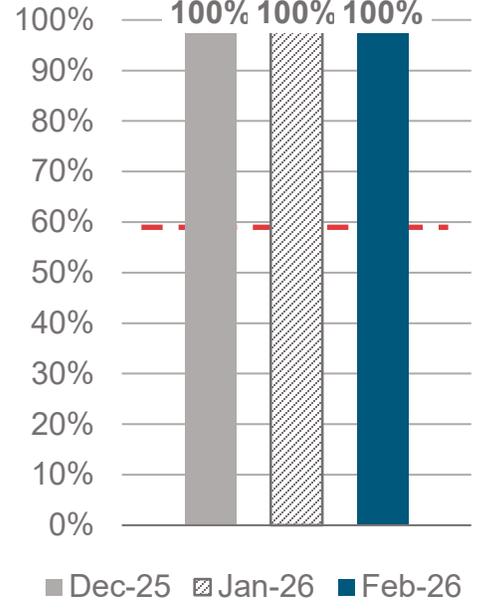
Equipment Availability (Diesel Locomotives)



Equipment Availability (Cab Cars)



Equipment Availability (Trailer Cars)



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





Service and Program Updates

Caltrain is for Lovers: Chance to Win a Romantic Evening Onboard

Caltrain riders had a chance to win a complimentary romantic evening on board for Valentine's Day. In addition to two Caltrain tickets, the sweepstakes offers a romantic dinner for two at MacArthur Park restaurant in Palo Alto as well as a pair of tickets to the stage production of The Notebook at the Orpheum Theater, courtesy of ATG San Francisco. Sweepstakes closed on Feb. 10.

Caltrain Awarded by Associated General Contractors of California for Electrification Project

Caltrain's Electrification Project was awarded by the Associated General Contractors of California (AGC of California) during its Installation & Awards Gala in January. Caltrain received the Owner of the Year Award, while Caltrain contractor Balfour Beatty US received the award for a Heavy Civil Project with a budget over \$100 Million and the Excellence in Partnering Award.

The event recognized award-winning construction projects and industry leaders from across the state, highlighting excellence in safety, collaboration, and the delivery of critical infrastructure that strengthens California's communities.

Caltrain kicked off the soccer season with the Earthquakes

Caltrain geared up to carry fans to the start of soccer season as the San Jose Earthquakes opened their campaign Saturday, Feb. 21, against Sporting Kansas City. Kickoff was set for 7:30 p.m., and Caltrain offered a convenient option for fans heading to the match via VTA service connection.

Caltrain kicks off the soccer season with the Earthquakes

The Diridon Station Steering Committee has hired William (Bill) Sirois as the director to lead the implementation of the Diridon Station Program.

The program will transform and modernize San Jose Diridon Station to enable future growth and mark its significance as a major regional transit hub in the statewide rail network, as well as support the transit-oriented expansion and growth of downtown San Jose. Sirois will serve a three-year term in the position, where he is charged with advancing the program through environmental review. Sirois will lead the program team, as well as set up a long-term governance entity that will ultimately deliver the program and obtain funding for the next phases of work.





Communications and Marketing Update

Strategic Communications (Media and Social)

Press Releases/Blogs/Podcasts:

- Caltrain is for Lovers: Sweepstakes Open for a Chance to Win a Romantic Evening Onboard | Caltrain
- Caltrain to run modified schedule for Presidents Day | Caltrain
- Caltrain Awarded by Associated General Contractors of California for Electrification Project | Caltrain
- Caltrain kicks off the soccer season with the Earthquakes | Caltrain
- Diridon Station Program Hires Program Director | Caltrain

Earned Media:

- Rail operators prepare for Super Bowl LX - Trains.com
- Caltrain's anti-Dodgers video just won a national award - SF Gate
- California to loan Bay Area transit agencies \$590 million - Trains.com
- California approves \$590M loan for BART, Muni, Caltrain, AC Transit - KTVU
- A former racetrack was a model of Bay Area development. 20 years later, it has 1,100 homes - SF Chronicle
- Clipper 2.0 was supposed to be an upgrade for Bay Area transit. Instead, it's a 'hot mess' -SF Chronicle
- AGC of California Honors 2026 Constructor Award Winners and Installs New Leadership - AP
- ICF Awarded New \$21 Million Contract for California Infrastructure Project - PR Newswire
- Super Bowl Host City Trip: 10 Ways To Turn Game Week Into a Real Vacation - AOL - AOL
- The future of a long-awaited rail crossing is murky as costs nearly double - The Almanac - The Almanac





Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Caltrain E-Newsletter Metrics

	FEBRUARY 2026	FEBRUARY 2025
Subscribers	16,152	15,529
Open Rate	23.2%	27.8%
Click Rate	2.0%	3.7%

Caltrain Social Media Messaging Highlights:

The month of February kicked off with the Super Bowl returning to the Bay Area. This was a huge effort across all teams and other Bay Area agencies, Caltrain social media supported messaging and content with approximately 100 organic posts. Strategic Comms – social continued supporting marketing with messaging for their Valentine's Day Campaign, SJ Sharks and Stanford Athletics partnerships. Minor schedule changes were announced due to Presidents' Day (supported via social and press release). The month closed off with an APTA AdWheel award for the *Driving is for Dodgers Fans* campaign.

Messaging Highlights:

- Bikes and Scooters - Education
- Go Explore
- Next Generation Clipper
- Bay Area Transit Agencies reach loan agreement
- Black History Month - The More You Know series
- Make a friend on Transit Day
- 988 / NAMI messaging
- Now Hiring
- Marketing sizzle reel
- Lunar New Year
- Gov. Newsom highlighted Caltrain in press conference
- Red Bull Showrun





Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Social Metrics: (Year to Year)

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

FEBRUARY 2026	FEBRUARY 2025
Impressions: 1,073,907	Impressions: 312,813
Engagements: 31,249	Engagements: 12,160
Post Link Clicks: 5,017	Post Link Clicks: 1,166

Marketing Activities

- **Go Caltrain – Always On Campaign:**
 - Ad budget was reduced, eliminating Google Ads and Digital Out of Home (DOOH). Social media and Display Ads remain in circulation. These ads will transition to Youth \$1 fare by mid-April and are in the design phase.
- **Fortinet Founders Cup LPGA Sweepstakes**
 - Caltrain ran a social promotion for two winners to receive tickets to the Fortinet Founders Cup LPGA event which closed this week, with over 50 entrants.
- **Theme Train: Giants vs. Dodgers**
 - Marketing is gearing up for the first 2026 theme train to take place April 23 for the Giants vs. Dodgers day game at 12:15 p.m.





Capital Projects Update

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

Please refer to the most recent [Quarterly Capital Projects Report for Quarter 2 of FY2026](#) (October 2025-December 2025) using the hyperlink provided below.

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





Acknowledgments

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

Communications

Taylor Huckaby, Deputy Chief, Communications
Tasha Bartholomew, Director, Strategic Communications
Dan Lieberman, Public Information Officer
Stephanie Torres, Social Media Specialist

Finance Administration

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

Rail Commercial and Business Development

Michelle Stewart, Director, Grants and Fund Management

Rail Design & Construction

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

Rail Executive Administration

Jason Dayvault, Business Operations Project Manager

Rail Operations & Maintenance

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

Rail Planning & Real Estate

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

Rail Safety

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

Additional Support

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



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

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of March 5, 2026

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

Staff Present: J. Baker, M. Bouchard, A. Feng, C. Fromson, J. Guaracino, J. Harrison, O. Quintanilla-Lopez, D. Ryan, M. Tseng

1. Call to Order

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

2. Roll Call

Margaret Tseng, JPB Secretary, called the roll and confirmed a Board quorum was present.

3. Pledge of Allegiance / Safety Briefing

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

Director Walton arrived at 9:02am.

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

5. Public Comment for Items Not on the Agenda

April Chan, General Manager and CEO of San Mateo County Transit District (SamTrans), commented on the managing agency history and legal relationship with JPB.

Aleta Dupree, Team Folds, commented on positive rider experience using Clipper and balanced reporting on system performance.

Adrian Brandt commented on recent grade crossing collisions and the need for community education and transparency on rail safety incidents.

Roland commented on concerns regarding the battery multiple unit (BMU) concept and equipment approach.

Christina F commented on elevator malfunctions at Bayshore Station.

Jeff Carter commented on SamTrans' role in saving Caltrain and grade crossing safety.

Francis Acevedo Munares commented on increasing train frequency and adding trips for South County riders.

6. Report of the Executive Director

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

- Introduction of Jerry Guaracino, Chief Safety Officer
- Conducted over 500 hours of high-visibility patrols to enhance grade crossing safety and copper theft deterrence
- Ongoing safety campaigns and declining injury trends
- Experienced good reliability for on-time performance (OTP) and continued ridership growth
- Clipper system improvements underway; implementation slower than anticipated
- Senate Bill (SB) 63 Metropolitan Transportation Commission (MTC)-led efficiency review focused on cost savings and revenue opportunities
- Community engagement highlighted Lunar New Year and Black History Month events
- Communications team received AdWheel award for Best Social Media to Increase Ridership
- James Harrison, General Counsel, reported on Salary Ordinance update: California Public Employees' Retirement System (CalPERS) contract aligned with SamTrans pay grades for administrative positions; JPB sets rail-specific pay; rail employees deemed common law employees of the JPB

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

- Salary ordinance alignment with SamTrans; JPB authority over rail-specific pay
- \$75 million structural deficit on average over next ten years; need for competitive rail-specific pay
- Efficiency and internal reviews support SB63 and fiscal responsibility
- South County ridership growth (15 percent) and marketing impacts. Need to be focused on regional measure
- Possibility of governance discussions deferred until post-election to prioritize SB63. No intent to remove managing agency or becoming independent agency
- Passing regional measure critical for Caltrain operations and ongoing service

Public Comment

Aleta Dupree commented on Caltrain employee retirement and salary issues.

Adina Levin commented on Clipper issues, fare technology, and agency efficiency.

Roland commented on SB63 efficiency, budget surplus, and increasing service frequency in South County.

Jeff Carter commented on Clipper issues, staff support during Super Bowl, and SB63 importance.

Adrian Brandt commented SB63 urgency and Clipper signal issues.

7. Consent Calendar

- 7.a. **Approval of Meeting Minutes for February 5, 2026**
- 7.b. **Award Contracts to DB E.C.O. North America, Inc., Hatch Associates Consultants, Inc., and WSP USA Inc. for On-Call Railroad Business and Operations Support Services for an Aggregate Not-To-Exceed Amount of \$10 Million for a Five-Year Term* – Approved by Resolution No. 2026-05**
- 7.c. **Award a Contract to Wabtec Transportation Systems, LLC for Predictive Arrival and Departure Systems (PADS) and Rail Operations Control System (ROCS) Improvements for a Total Not-To-Exceed Amount of \$856,798 for a Sixteen-Month Term* – Approved by Resolution No. 2026-06**
- 7.d. **Award Contracts to Burns Engineering, Inc., Hatch Associates Consultants, Inc., and RSE Corporation of San Mateo, California (RSE) for On-Call Rail Systems Engineering Business Operations Support Services for an Aggregate Total Not-to-Exceed Amount of \$23 Million for a Five-Year Term* – Approved by Resolution No. 2026-07**
- 7.e. **Authorize Executive Director to Enter Lease Agreement with Chris Kummerer and Associates (CKA) Architects at Menlo Park Depot* – Approved by Resolution No. 2026-08**
- 7.f. **Award a Construction Contract for the San Francisquito Creek Bank Stabilization Project to Hanford Applied Restoration and Conservation for a Total Amount of \$2,379,910, Amend the Fiscal Year 2026 Capital Budget to Increase it by \$4,918,560, Approve a Revised Project Baseline Budget of \$13,985,882, and Adopt the Project Schedule and Funding Plan* – Approved by Resolution No. 2026-09**
- 7.g. **Adopt the Peninsula Corridor Joint Powers Board's 2025 Title VI Program and Updated Systemwide Service Standards and Policies – Approved by Resolution No. 2026-10**

Motion/Second: Gee/Canepa

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

Noes: None

Director Canepa left the meeting at 10:03 am.

8. **Authorize the Executive Director to Enter into State Transit Loan with the Metropolitan Transportation Commission - Approved by Resolution No. 2026-11**

Oscar Quintanilla-Lopez, Director, Budgets and Financial Analysis, provided the presentation that included the following:

- Up to \$50 million under Assemble Bill (AB) 117
- 12-year term, first two years interest-only, around 4 percent variable rate
- Secured by State Transit Assistance (STA) revenue, early repayment likely penalty-free
- Supports Fiscal Year 2027 (FY27) budget stability, service, and ridership

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

- Reviewed \$50 million loan terms, risks, and variable interest
- STA funds secure repayment
- Loan supports FY27 budget stability and service continuity
- Adds around \$9 million per year to deficit; long-term financial implications
- Short-term benefits weighed against long-term trade-offs

Motion/Second: Gee/Walton

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

Noes: None

Absent: Canepa

Public Comment

Aleta Dupree commented on supporting the MTC loan to protect service continuity.

Roland commented on using a line of credit instead of loan due to the budget surplus.

Director Canepa rejoined at 10:16 am.

9. Adopt Caltrain Corridor Right of Way Safety Strategy

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

- Three-year safety strategy covering engineering, education, enforcement, risk assessment and procedure updates
- Engineering upgrades: fencing, barriers, closed-circuit television (CCTV), intrusion detection, copper theft mitigation
- Education/outreach: community events, mental health, suicide prevention, consistent messaging
- Enforcement: law enforcement collaboration, crossing blitzes, license plate recognition, increased transit police coverage
- Updated standards and reporting procedures, ongoing assessment, and technology adoption

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

- Comprehensive safety approach with multiple strategies
- Anti-Trespass Panel Pilot, vendor selection, privacy, and security considerations
- Integration with revised corridor crossing strategy, address public concerns about fail-safe measures
- Quiet zone standards: enhancements exceed state and federal requirements
- Consideration of horn noise impact on communities

Motion/Second: Heminger/Cohen

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

Noes: None

Public Comment

Adrian Brandt commented on using video enforcement to improve grade crossing safety.

Roland commented on trespass panels and grade crossing safety improvements.

Adina Levin commented on safety strategy and proper technology data use.

10. Receive State and Federal Legislative Update

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

Federal

- Department of Homeland Security (DHS) shutdown ongoing; Department of Transportation (DOT) funding stable through September 30
- Passenger Rail Crew Protection Act: assault on rail crews treated as federal offense
- Safe Cross Act: Federal Railroad Administration (FRA) to study artificial intelligence (AI) enabled sensors at rail crossings

State

- SB667: wayside detector mandate conflicts with passenger rail operations
- SB79 cleanup bill: seeks clarity on definitions and implementations
- SB1136: conditional state rail assistance for special events service; impacts operating funds
- SB1441: allows California High-Speed Rail Authority (CHSRA) to invest Greenhouse Gas Reduction Fund (GGRF) outside Central Valley
- High-Speed Rail Business Plan: San Francisco-Bakersfield prioritized; San Jose-Gilroy segment not included in Phase 1 totals

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

- Funding gaps for mandated special event service
- International Federation of Association Football (FIFA) World Cup service costs exceed current budget
- Seek reimbursement from event organizers and state support
- Past federal allocations insufficient for local needs

Public Comment

Aleta Dupree commented on wayside detector bill, freight congestion, and unrestricted special event funding.

Adrian Brandt commented on wayside detector impacts, funding, and video enforcement.

Roland commented on high-speed rail (HSR) cost overruns, platform shortening impacts, and legal and funding concerns.

Adina Levin commented on special event service and integrated ticketing options.

Director Walton left at 10:54 am.

11. Reports

11.a. Report of the Chair - Chair Medina reported attending a Bay Area Rapid Transit District (BART) bill-signing event in Town of Colma and acknowledged legislative and staff support.

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

11.c. Report of the Local Policy Maker Group (LPMG) - Chair Burt reported on:

- Caltrain station access and city engagement updates
- High Speed Rail Phase 1: Palmdale-Gilroy; Gilroy-San Jose unfunded
- Interim diesel option for Gilroy-San Jose segment
- Ridership projects stable; focus on Central Valley Commuters

Public Comment

Adrian Brandt commented on having a written summary of the CAC meeting.

Roland commented on using battery-electric locomotives instead of electrifying the track.

11.d. Report of the Transbay Joint Powers Authority (TJPA) - Chair Gee reported on 40 CT (civil-and-tunnel progressive design-build contract), large tunneling package out for request for proposal (RFP), annual accomplishments, FY budget reviews, and tourism promotion.

12. Correspondence – Available online.

13. Board Member Requests – There were none.

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

15. Adjournment – The meeting adjourned at 11:10 am.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
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	.000	.548	.000	.252	.000
10	100428	High	SOG Program - Bridges and Structures	1.715		1.715	.000	.000	.000	1.372	.343	.000	.000	.000
11	100695	High	SOG Program - ROW and ROW Fencing	1.500		1.500	.000	.000	.000	1.000	.400	.100	.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	81.432

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 Board of Directors
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

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
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 Board of Directors
Through: Michelle Bouchard, Executive Director
From: Li Zhang, Chief, Commercial and Business Development
For: April 2026 JPB Board of Directors Meeting: Budget Workshop
Subject: **Receive Updates Regarding Caltrain’s Fiscal Year 2027 Budget Development and 15-Year Operating Budget Look-Ahead**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff will present updates on the Peninsula Corridor Joint Powers Board’s (JPB or Caltrain) preliminary Fiscal Year (FY) 2027 Operating Budget and service and financial outlook with and without external funding beyond FY27, seeking general Board of Directors (Board) guidance on a planning framework under the “no new external funding” scenario.

Discussion

Over the last several months, staff has focused on developing Caltrain’s FY27 Operating Budget and an approach to service and financial planning under uncertain funding conditions. The workshop will allow the Board to receive updates on efforts related to FY27 budget development as well as the 15-Year Operating Budget look-ahead and to provide general guidance on a draft framework to prepare for a scenario with no new external funding.

Staff has organized the workshop as follows:

1. Caltrain Context
2. Updates on Fiscal Year 2027 Operating Budget Development
3. Beyond FY27: Service and Financial Planning, With and Without External Funding
4. Discussion and Next Steps

Budget Impact

This is an informational item.

Prepared By:	Melissa Jones	Deputy Director, Caltrain Policy Development	03/25/2026
	Oscar Quintanilla Lopez	Director, Budgets and Financial Analysis	03/25/2026

**Peninsula Corridor Joint Powers Board
Citizens Advisory Committee**

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of March 18, 2026

Members Present: William Abbott, Madeeha Ayub (arrived at 5:41 pm), Rosalind Kutler, Kristopher Linqvist, Rohit Sarathy, Mark Thurber, Peter Wickman (Alternate, arrived at 6:09 pm), Adrian Brandt (Vice Chair), Patricia Leung (Chair)

Members Absent: Davis Albohm, Melody Pagee (Alternate)

Staff Present: T. Burgwyn, L. Ko, L. Lumina-Hsu, D. Susantin

1. Call to Order

Chair Patricia Leung called the meeting to order at 5:40 pm.

2. Roll Call

Lauryn Ko, CAC Secretary, called the roll and confirmed a Committee quorum was present.

Member Ayub arrived at 5:41 pm.

3. Pledge of Allegiance / Safety Briefing

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

4. Approval of Meeting Minutes for Month Day, 2025

Motion/Second: Brandt/Sarathy

Ayes: Abbott, Ayub, Kutler, Linqvist, Sarathy, Thurber, Brandt, Leung

Noes: None

Absent: Albohm, Pagee, Wickman

5. Authorize Remote Meetings for the Citizens Advisory Committee under Senate Bill 707

Loana Lumina-Hsu, Deputy JPB Secretary, provided the presentation that included Board of Directors authorized remote attendance for advisory committees for a six-month period

Staff provided further clarification in response to the Committee comments and questions on audio and video requirements, teleconference advanced notice, and renewal of Board-of Directors and CAC authorizations.

Motion/Second: Brandt/Thurber

Ayes: Abbott, Ayub, Kutler, Linqvist, Sarathy, Thurber, Brandt, Leung

Noes: None

Absent: Albohm, Pagee, Wickman

Public Comment

Jeff Carter commented on participation flexibility and audio requirement concerns.

Roland commented on the lack of quorum and remote attendance.

6. Public Comment for Items Not on the Agenda

Doug DeLong, Mountain View, commented on Caltrain advertisement.

Jeff Carter commented on no quorum conditions, growing ridership, governance, and San Mateo County Transit District (SamTrans) rail efforts.

Roland commented on Senate Bill (SB) 707, Bay Area Rapid Transit (BART) passenger load capacity, and increasing train capacity.

7. Report of the Chair

Chair Leung commented on meeting structure and out-of-town predictability.

The Committee commented on group effectiveness and member comment concerns.

Member Wickman arrived at 6:09 pm.

Public Comment

Roland commented on limiting member comments.

8. Public Hearing on the Annual Audit of Measure RR Tax Revenue and Expenditures for the Fiscal Year Ended June 30, 2025

Motion to open public hearing/Second: Sarathy/Brandt

Ayes: Abbott, Ayub, Kutler, Linqvist, Sarathy, Thurber, Wickman, Brandt, Leung

Noes: None

Absent: Albohm, Pagee

Danny Sustain, Interim Accounting Director, and Ryan Nielsen, Managing Partner, Brown Armstrong Accountancy, provided the presentation on an unmodified, clean audit with no difficulties or disagreements with staff.

Staff provided further clarification in response to the Committee comments and questions on report searchability; accounts receivable and accounts payable balance origination; the \$137 million reserve; and report indexing.

Public Comment

Roland commented on report language and searchability.

Jeff Carter commented on added sustained electrified service costs.

Motion to close public hearing/Second: Brandt/Kutler

Ayes: Abbott, Ayub, Kutler, Linqvist, Sarathy, Thurber, Wickman, Brandt, Leung

Noes: None

Absent: Albohm, Pagee

9. Staff Report (Ted Burgwyn)

9.a. Customer Experience Task Force Update

9.b. JPB CAC Work Plan Update

Theodore Burgwyn, Interim Chief Operating Officer, provided the presentation that included the following:

- Transit Employee Appreciation Day
- 93.9 percent February on-time performance (OTP); incursion, mechanical, and Stadler warranty, and train strike delays
- Increased average weekday ridership and average weekend ridership; Super Bowl ridership; automatic passenger counter (APC) updates
- Clipper Next Generation updates and troubleshooting; bike policy update and pilot; staff item tracker; elevator maintenance; drafted work plan schedule

Staff provided further clarification in response to the Committee comments and questions on delineators, fleet status, early departure, Clipper monthly pass tapping, elevator vandalism and service, work order backlog, bike policy reinstatement, and onboard restrooms.

Public Comment

Jeff Carter commented on train warranty, onboard bathrooms, early departure, bike policy, spare train availability, and elevator vandalism.

Doug DeLong, Mountain View, commented on general code of operating rules, early departures, and onboard bathrooms occupancy indicators.

Roland commented on onboard bathrooms, traffic boxes, and APC bike counts.

Christina F commented on elevator reliability and subcontractor service.

10. Committee Member Requests

- March's SamTrans Board Meeting Caltrain governance presentation
- San Carlos Station tenancy
- Bike policy public feedback
- Clipper Next Generation readers and transfer discounts

Public Comment

Doug DeLong, Mountain View, commented on flat wheel resolution, governance, and policy guidance.

Roland commented on governance and managing agency costs.

11. Date/Time/Location of Next Regular Meeting: Wednesday, April 15, 2026 at 5:40 pm at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

12. Adjourn – The meeting adjourned at 7:11 pm.

DRAFT