



BOARD OF DIRECTORS 2026

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EXECUTIVE DIRECTOR

REVISED AGENDA
Peninsula Corridor Joint Powers Board
Board of Directors Meeting

June 04, 2026, 9:00 am

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Members of the public may attend in-person at the noticed location(s) or participate remotely via Zoom at <https://us02web.zoom.us/j/86449951709?pwd=kW9KjaursJbQibDV7B3JSrXl17okbi.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>

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, 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 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.

June 04, 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.

PART I OF MEETING (CALL TO ORDER): 9:00 am

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.

PART II OF MEETING (CLOSED SESSION): 9:05 am estimated

6. Closed Session: Conference with Legal Counsel – Anticipated Litigation (Government Code § 54956.9(d)(4))[Initiation of Litigation, Number of Potential Cases: 1]

PART III OF MEETING (REGULAR SESSION): 9:40 am estimated

7. General Counsel Report – Report Out from Above Closed Session (Verbal)
8. Report of the Executive Director Informational
9. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately.
 - 9.a. Approval of Meeting Minutes for May 7, 2026 Motion

Approved by the Finance Committee

- 9.b. Award a Contract to Universal Protection Service, LP, dba Allied Resolution
Universal Security Services, for Security Guard Services for a Total Not-To-Exceed Amount of \$7.4 Million for a Five-Year Term*

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

- | | |
|---|------------|
| 9.c. Authorize Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$3 Million for Fiscal Year 2027* | Resolution |
| 9.d. Authorize the Executive Director to Execute the Master Agreement with California Department of Transportation (Caltrans) for the Transit and Intercity Rail Capital Program (TIRCP) | Resolution |

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

- | | |
|---|---------------|
| 9.e. Authorize the Executive Director to Execute the First Amendment to the Memorandum of Understanding (MOU) with the City of Menlo Park for Activities Undertaken in Support of the Middle Avenue Undercrossing Project | Resolution |
| 10. Adopt Fiscal Year 2027 Proposed Operating Budget | Resolution |
| 11. Adopt Framework for Caltrain's "No External Funding" Scenario | Resolution |
| 12. Adopt Senate Bill 63 Phase 1 Financial Efficiency Review Early Action Strategies | Resolution |
| 13. Adopt the Corridor Crossing Strategy | Resolution |
| 14. Receive State and Federal Legislative Update | Informational |
| 15. Reports | |
| 15.a. Report of the Chair | Informational |
| 15.b. Report of the Citizens Advisory Committee | Informational |
| 15.c. Report of the Local Policy Maker Group (LPMG) | Informational |
| 15.d. Report of the Transbay Joint Powers Authority (TJPA) | Informational |
| 16. Correspondence | |
| 17. Board Member Requests | |
| 18. Date / Time / Location of Next Regular Meeting: Thursday, August 6, 2026 at 9:00 am.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030. | |

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19. 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 as per the information provided at the top of the agenda. 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 166 North Rollins Road, Millbrae, CA 94030, 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>.

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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, 166 North Rollins Road, Millbrae, CA 94030; 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 166 North Rollins Road, Millbrae, CA 94030, 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: May 2026

Executive Director Michelle Bouchard

Report prepared for June Board meeting; data current through April 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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Capital Projects Update

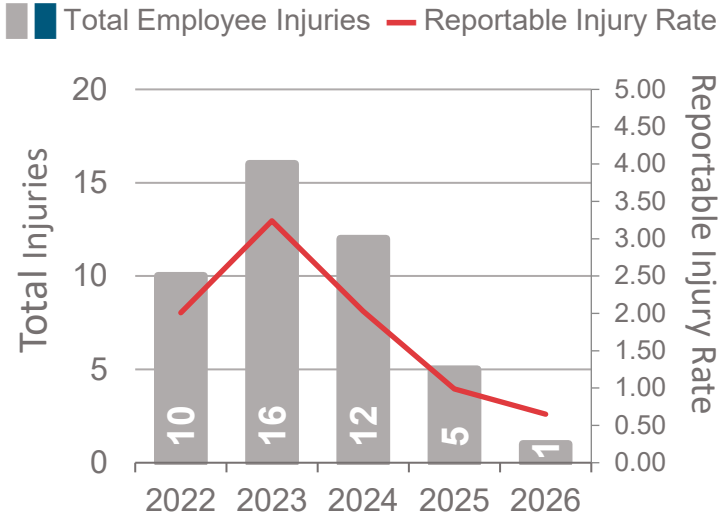
28





Safety Updates – Injuries and Accidents

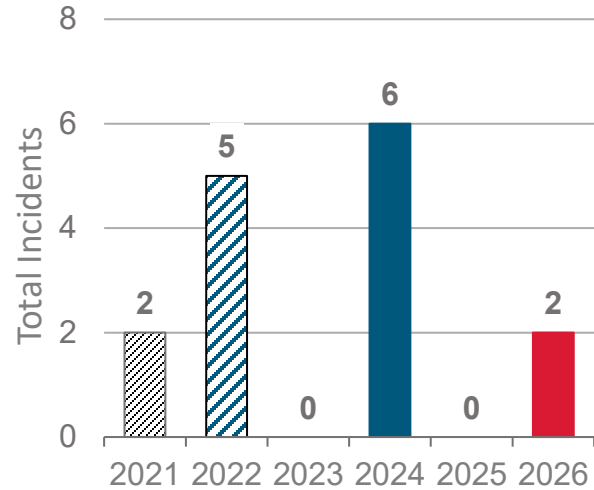
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain’s cumulative RIR for calendar year 2026 is 0.65.

Strains, contusions, and lacerations constitute the majority (83%) of reportable injuries for Caltrain’s operators.

Reportable Rail Equipment Incidents



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

Reportable Rail Equipment Incidents from recent years peaked at 6 in 2024. There were no reportable incidents in 2023 or 2025; there have been 2 reportable incidents so far in 2026.

Days without a Reportable Injury as of 5/1/2026

Department	Days Without Injury	Date of Last Injury
Dispatch	2,165	5/27/2020
Operations	80	2/10/2026
Maintenance of Equipment	299	7/6/2025
Maintenance of Way	277	7/28/2025
Other	2,165	5/27/2020





Safety Culture Engagement Efforts

Ongoing Safety Culture Efforts

- 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. Caltrain will hold a Safety and Quality Roadshow June 24 at BCCF (San Jose) for field employees.
- 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 (9th cohort) will be recognized at the next 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.
- Safety Week 2026 "Summer Spike" began during the week leading up to the Memorial Day Holiday. The 5-day event consisted of one engagement topic each day. Collectively TASI management engaged with 1368 employees during this safety event.

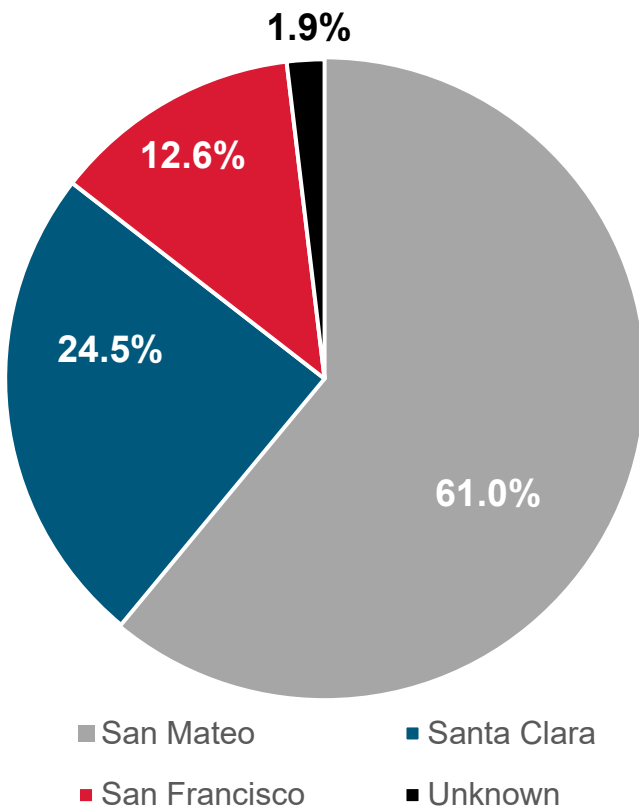




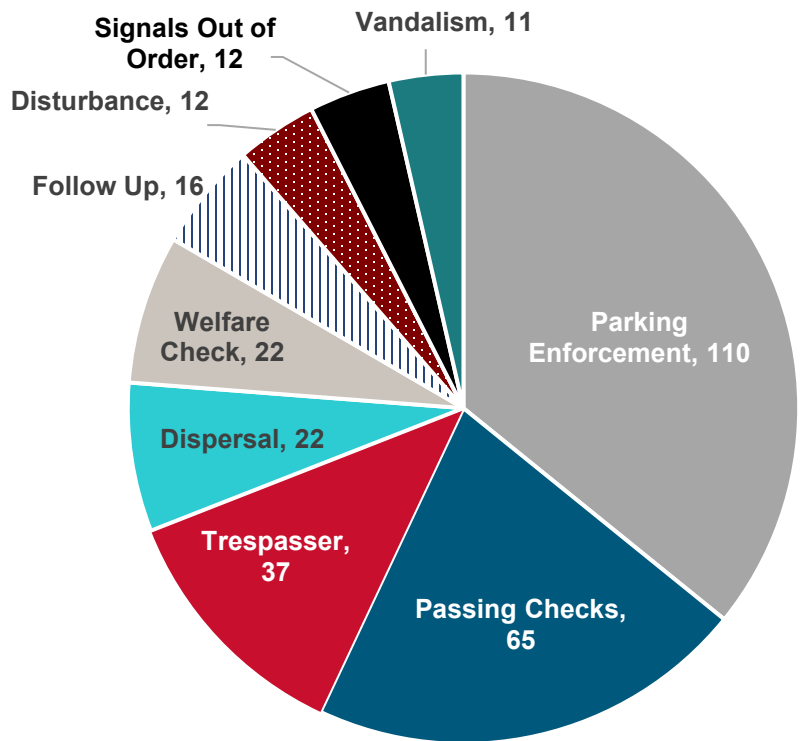
Security Update

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 April 2026



Number of Calls by Category April 2026¹



April 2026 Service Call Data

Overall Average Response Time: **28:08**

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

Average Response Time for **Priority 2** Calls**: **29:43**

*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 423 in April across 18 categories. The pie chart shows the top 9 categories representing 307 calls or 73% of the total.

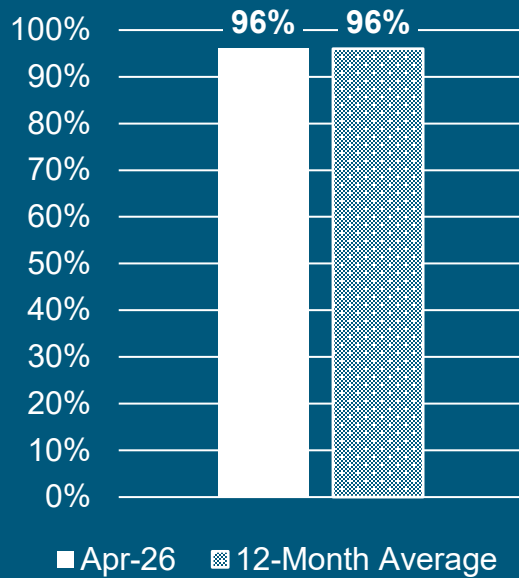




Performance at a Glance

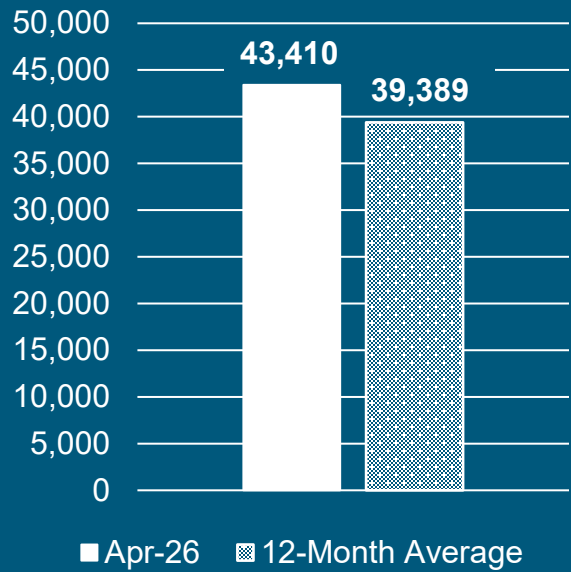
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



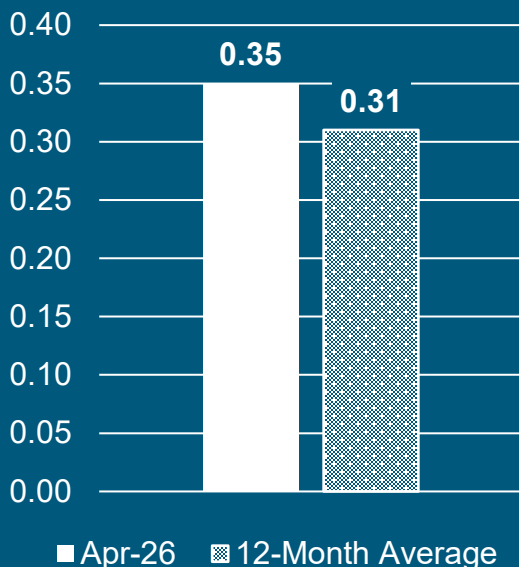
Average Daily Ridership

Average estimated weekday ridership



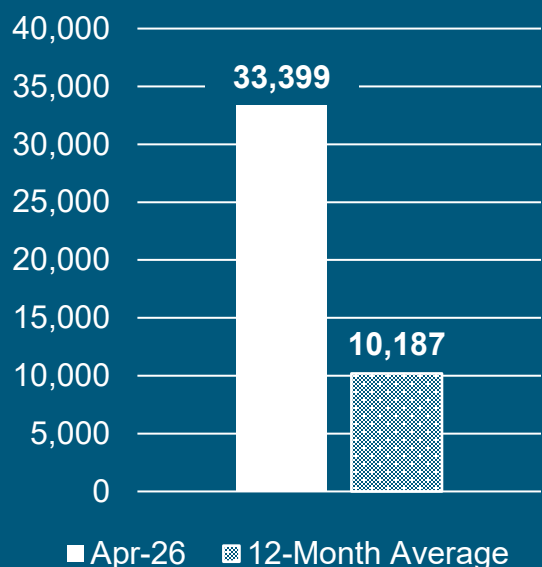
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

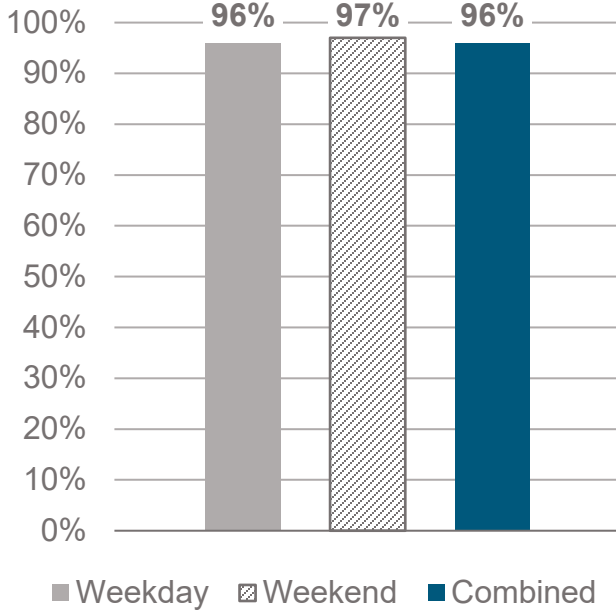
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Apr-26)

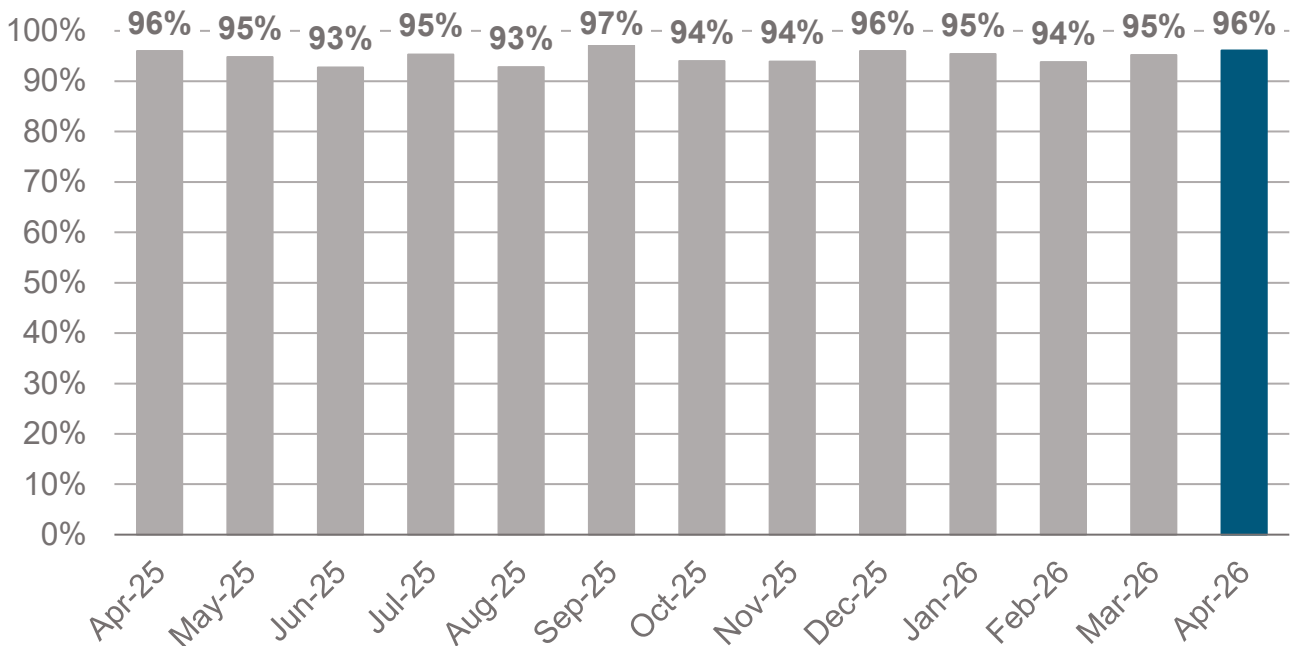


Trains are considered on-time if they arrive within less than six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of April was 96.1%; trains arriving within 10 minutes of scheduled time was 98.5%.

Note that Weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Feb-26

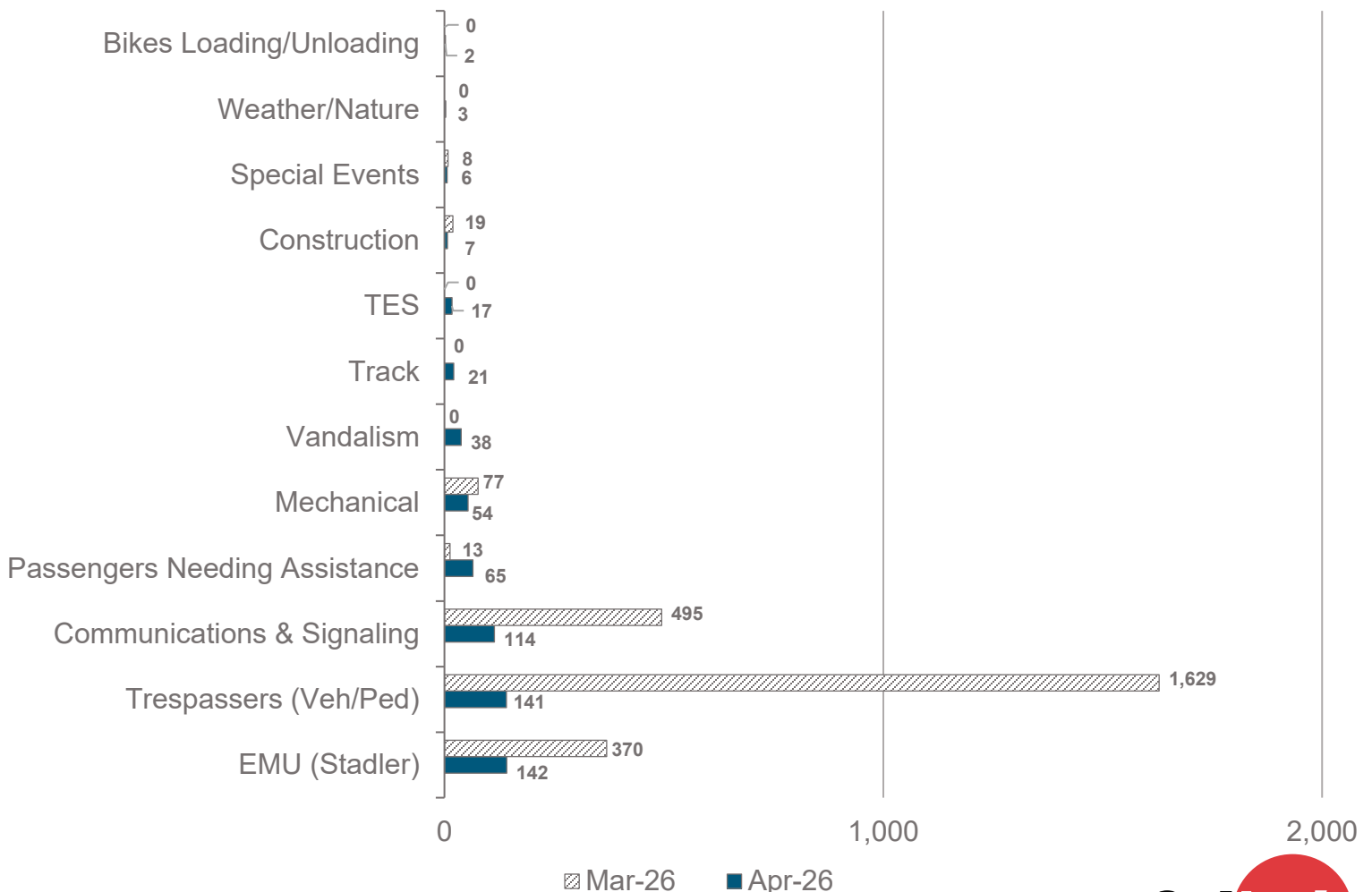
Mar-26

Apr-26

Number of Late Trains	169	146	116
Average Minutes Late for Late Trains	29	22	14
Number of Cancelled Trains	22	7	2

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.

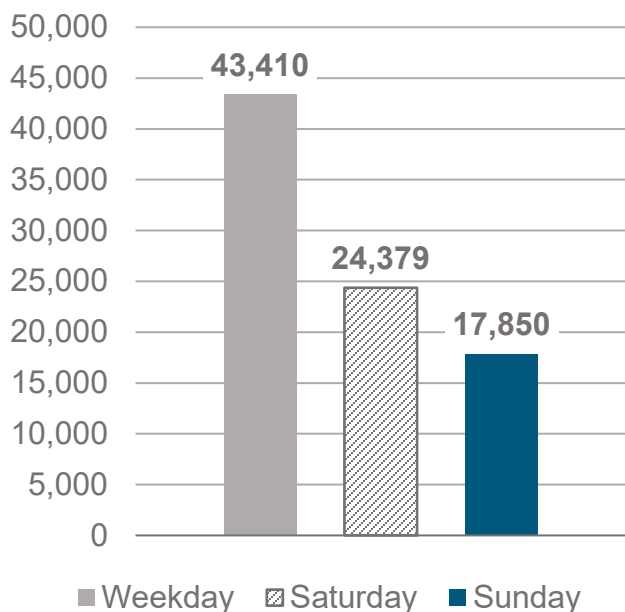
Reasons for Train Delays, by Minutes of Delay





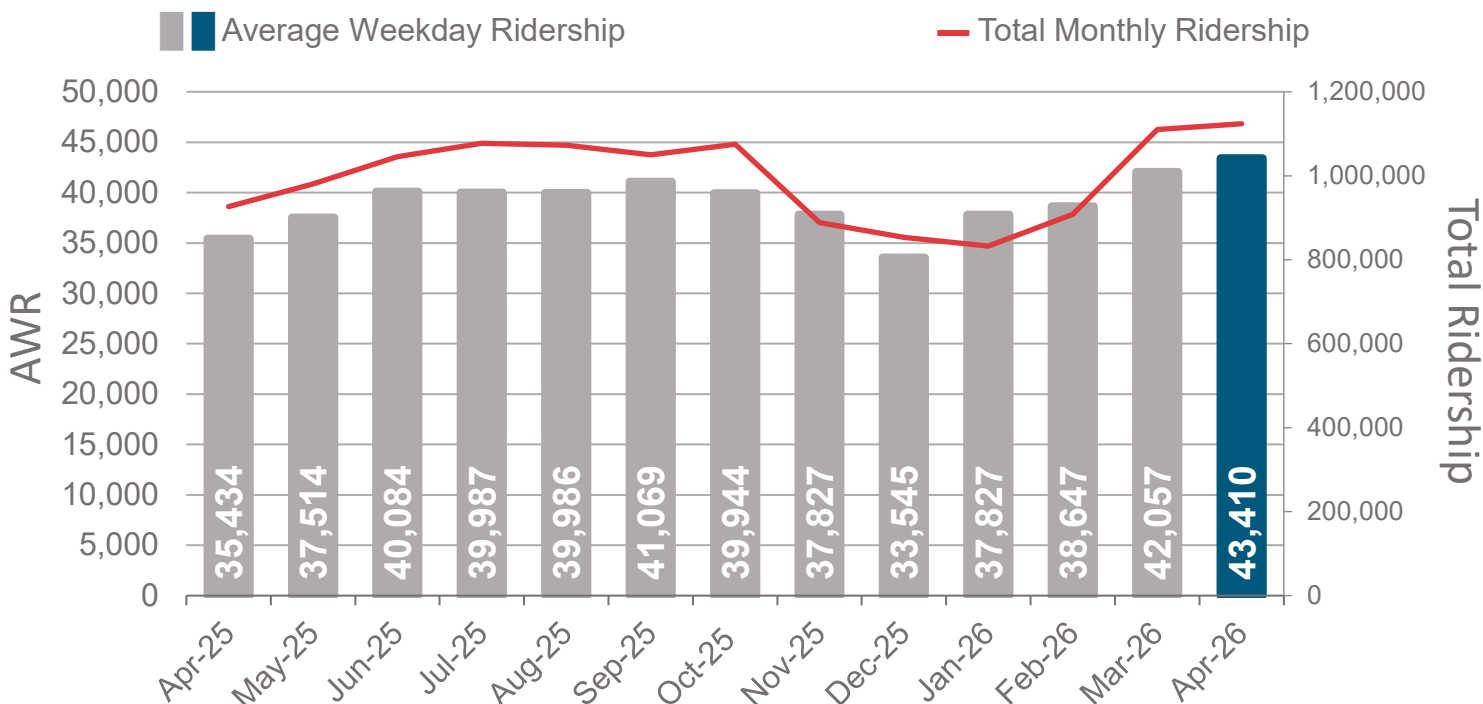
Ridership and Revenue

Average Daily Ridership (Apr-26)



Average weekday ridership (AWR) increased by approximately 23% percent compared to March of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year



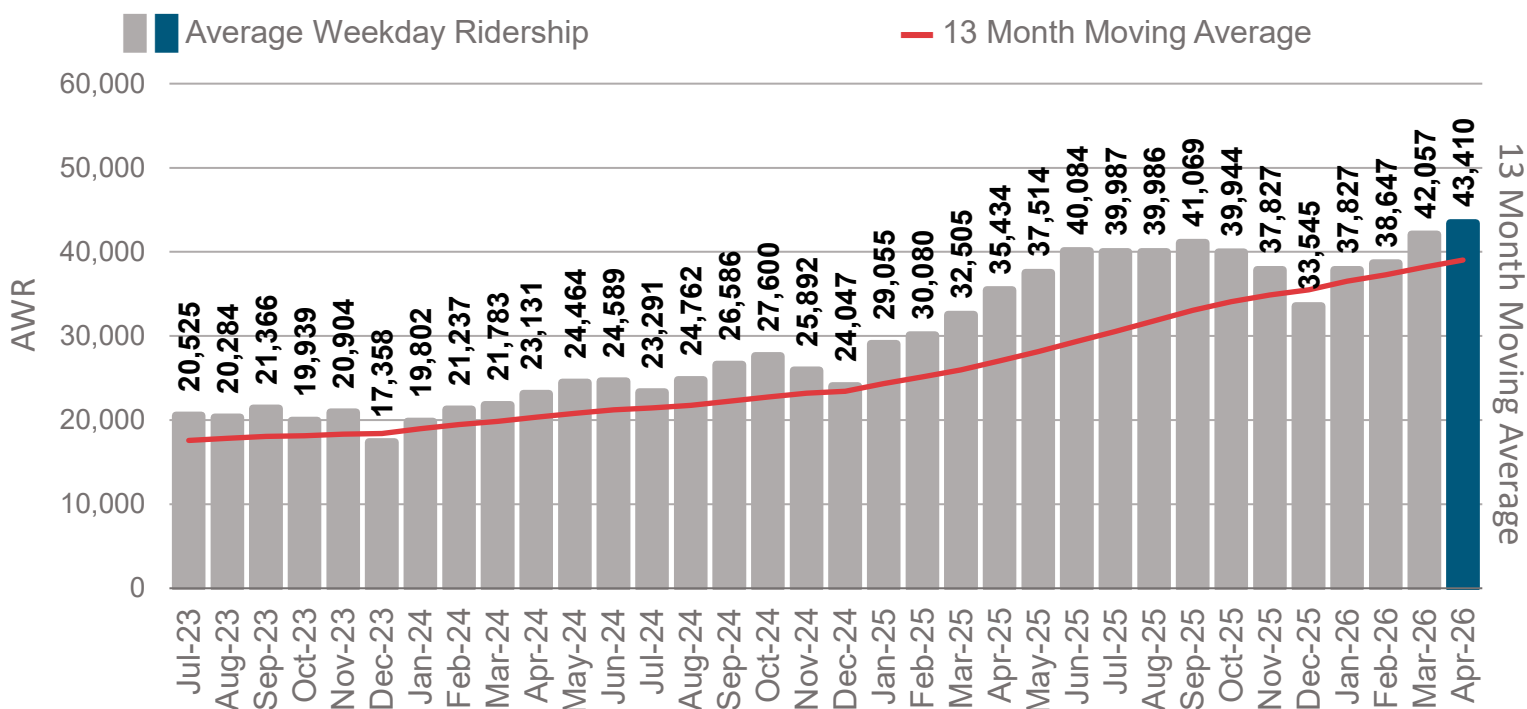
Since DECEMBER 2023, Caltrain's ridership estimation model relies solely on fare media sales data.





Ridership and Revenue

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



Year Over Year AWR Increase
(April 2025 vs. April 2026) : **23%**



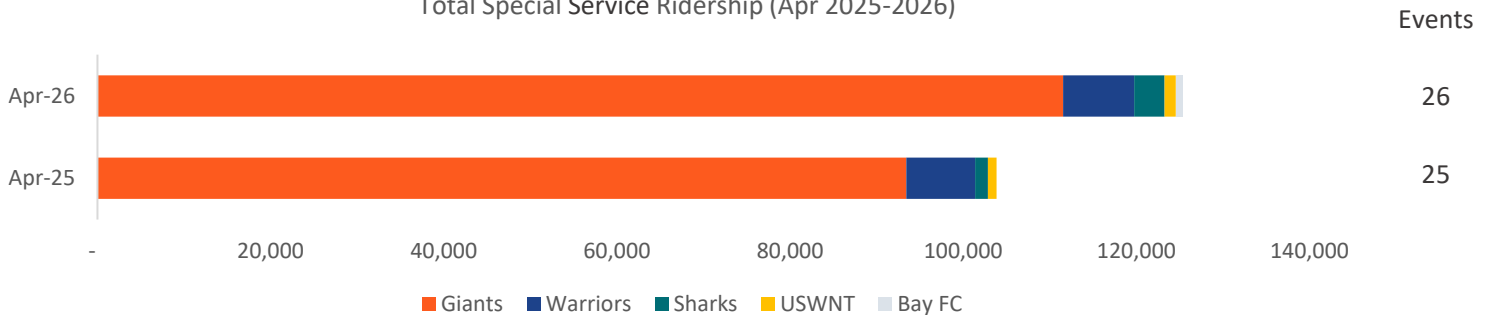


Ridership and Revenue

Special Service Ridership

Caltrain carried 125,350* passengers to special events in April

Total Special Service Ridership (Apr 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-Apr			25-Apr			Ridership Change
		Ridership	Event Count	Avg Ridership per event	Ridership	Event Count	Avg Ridership per Event	
San Francisco	Giants	111,571	13	8,582	93,454	13	7,189	+19.4%
	Warriors	8,217	5	1,643	7,958	7	1,137	+3.3%
	All Events	119,788	18	6,655	101,412	20	5,071	+18.1%
Santa Clara	Bay FC**	764	1	764	-	-	-	-
	USWNT	1,295	1	1,295	984	1	984	+31.6%
	All Events	2,059	2	1,030	984	1	984	+109.2%
San Jose Diridon	Sharks	3,503	6	584	1,483	4	371	+136.2%
	All Events	3,503	6	584	1,483	4	371	+136.2%
All Stations	All Events	125,350	26	4,821	103,879	25	4,155	+20.7%

**Event(s) occurred in previous year but was not counted.

Additional Event Trains

Event Type	26-Apr			25-Apr			Ridership Change
	Ridership	Train Count	Avg Ridership per Train	Ridership	Train Count	Avg Ridership per Train	
Giants	9,326	11	848	-	-	-	-
All Events	9,326	11	848	-	-	-	-

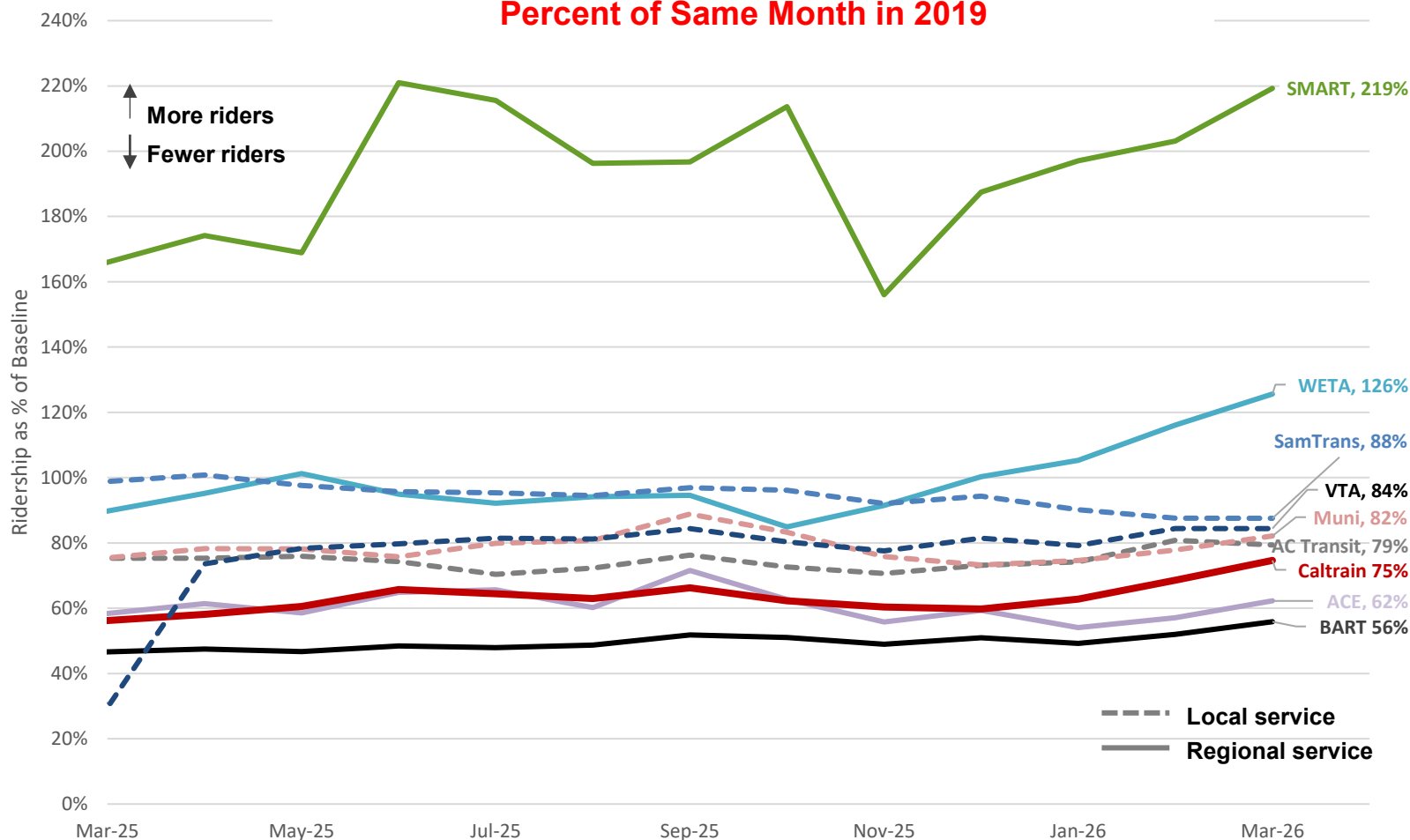




Public Transit Ridership Recovery in the Bay Area

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)

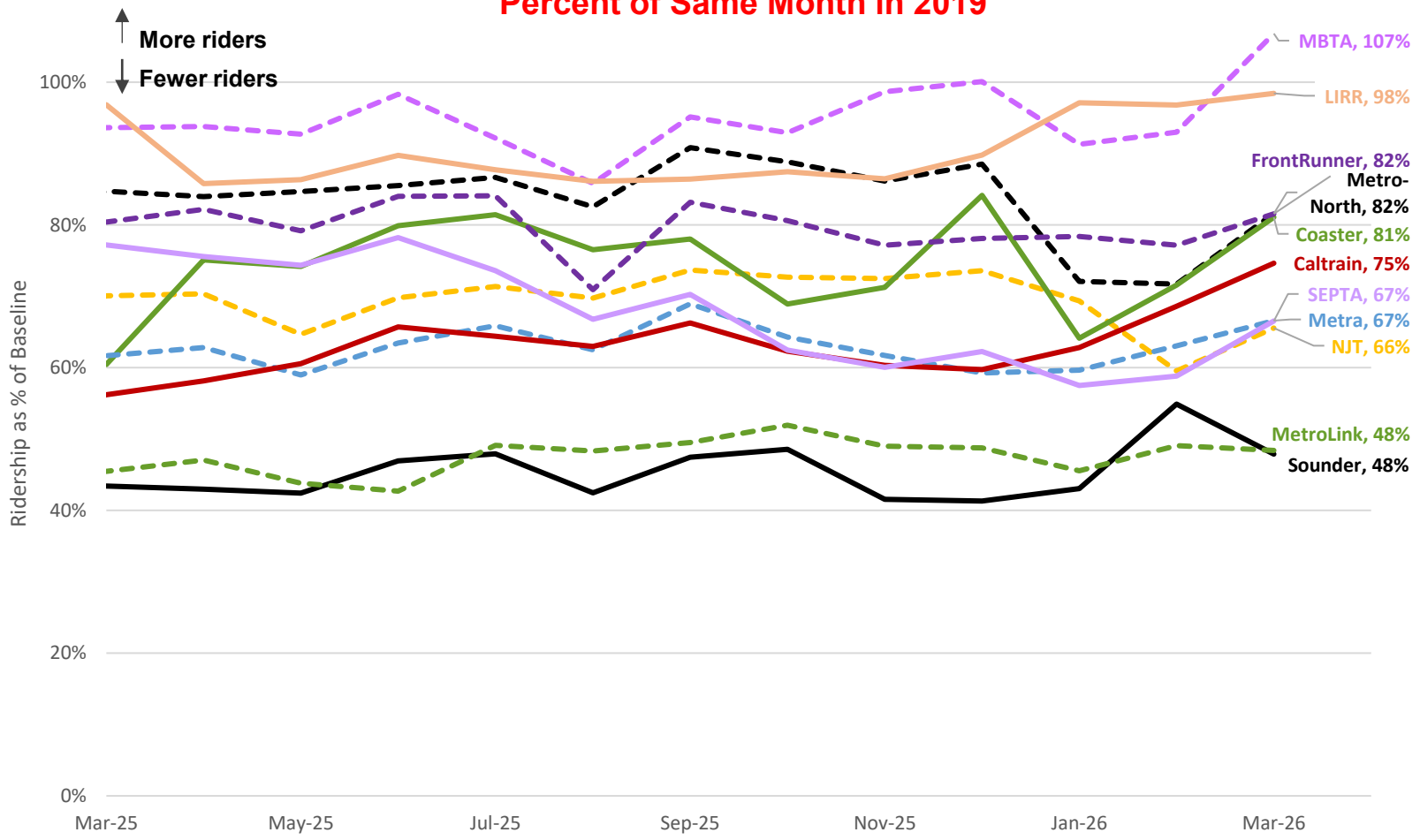
Transit Operator	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar
Muni	14,222	14,696	14,957	13,740	14,455	15,170	15,233	15,646	13,456	13,062	14,072	13,295	15,488
BART	4,998	5,244	5,172	5,174	5,220	5,452	5,589	5,922	4,883	4,868	5,092	5,036	5,993
AC Transit	3,502	3,575	3,579	3,022	3,079	3,452	3,735	3,837	3,206	3,113	3,261	3,364	3,690
VTA	908	2,241	2,465	2,273	2,368	2,538	2,666	2,772	2,336	2,323	2,329	2,262	2,600
Caltrain	836	927	981	1,045	1,078	1,073	1,050	1,075	888	853	933	908	1,111
SamTrans	958	949	989	832	832	952	1,026	1,074	887	855	827	727	849
WETA	181	215	261	280	287	301	313	277	264	216	214	229	227
SMART	96	105	108	123	135	128	124	122	101	109	113	104	127
ACE	73	81	83	73	81	81	89	89	64	60	69	66	78



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.

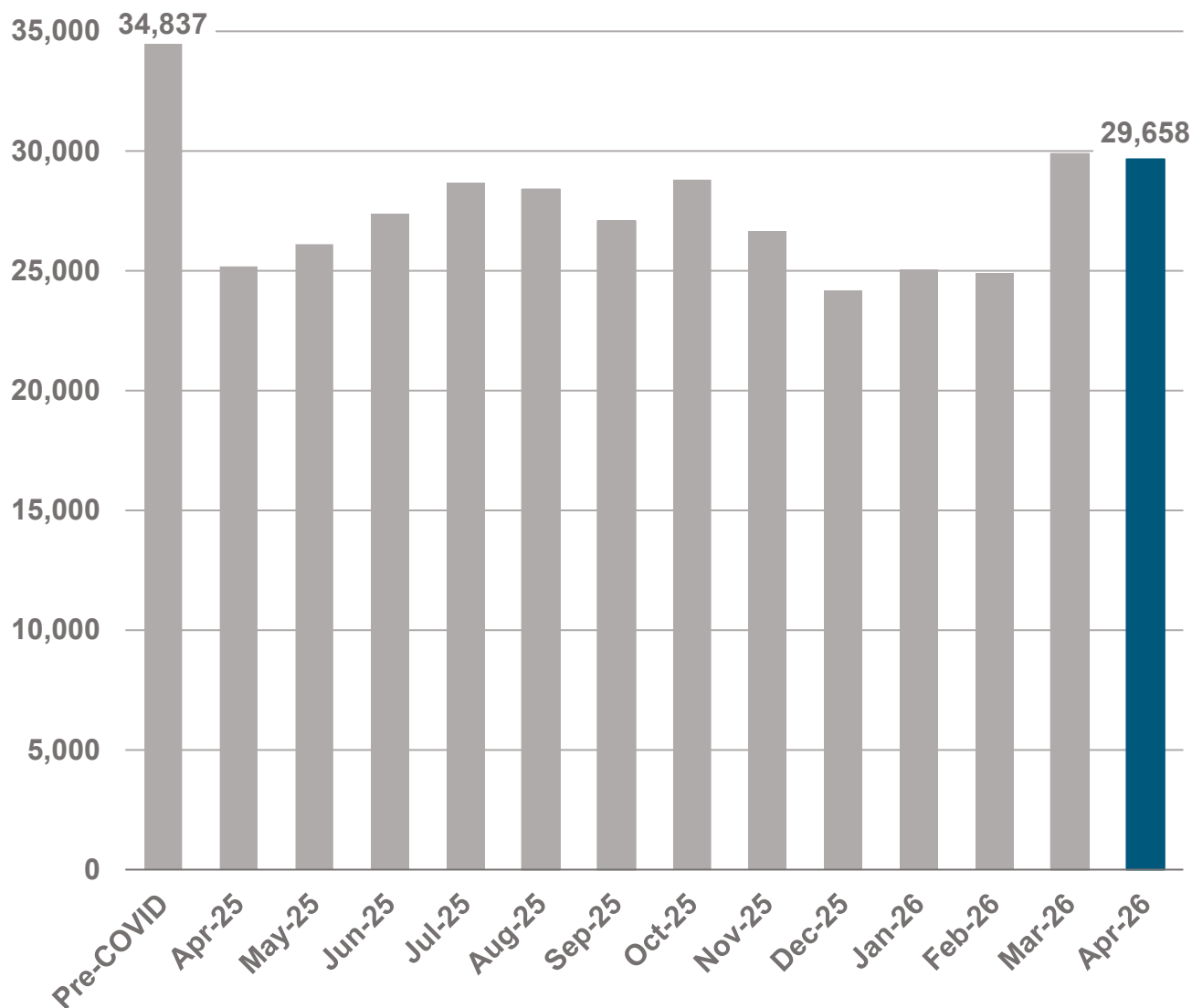
Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar
LIRR	8,629	8,441	8,629	8,441	8,769	8,629	8,441	8,938	8,131	8,769	8,629	7,784	8,769
Metro-North	6,335	6,614	6,759	6,655	6,880	6,383	6,843	7,379	6,307	6,792	5,219	4,715	6,099
NJ Transit	5,173	5,274	4,972	5,365	5,463	5,285	5,700	5,799	5,471	5,512	4,773	4,083	4,841
Metra	3,058	3,338	3,179	3,342	3,651	3,471	3,566	3,670	2,917	2,681	2,825	2,884	3,301
MBTA	2,462	2,522	2,506	2,424	2,551	2,404	2,430	2,706	2,558	2,683	2,470	2,218	2,808
SEPTA	2,248	2,321	2,244	2,099	2,023	1,823	2,170	2,042	1,723	1,809	1,760	1,623	1,938
Caltrain	836	927	981	1,045	1,078	1,073	1,050	1,075	888	853	933	908	1,111
MetroLink	500	540	497	446	504	504	522	567	501	470	476	476	533
FrontRunner	351	355	337	327	341	322	393	406	330	320	341	310	356
Sounder	164	175	167	171	188	169	182	215	153	145	180	173	181
SD Coaster	67	88	91	104	122	102	89	77	67	71	66	66	89



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.

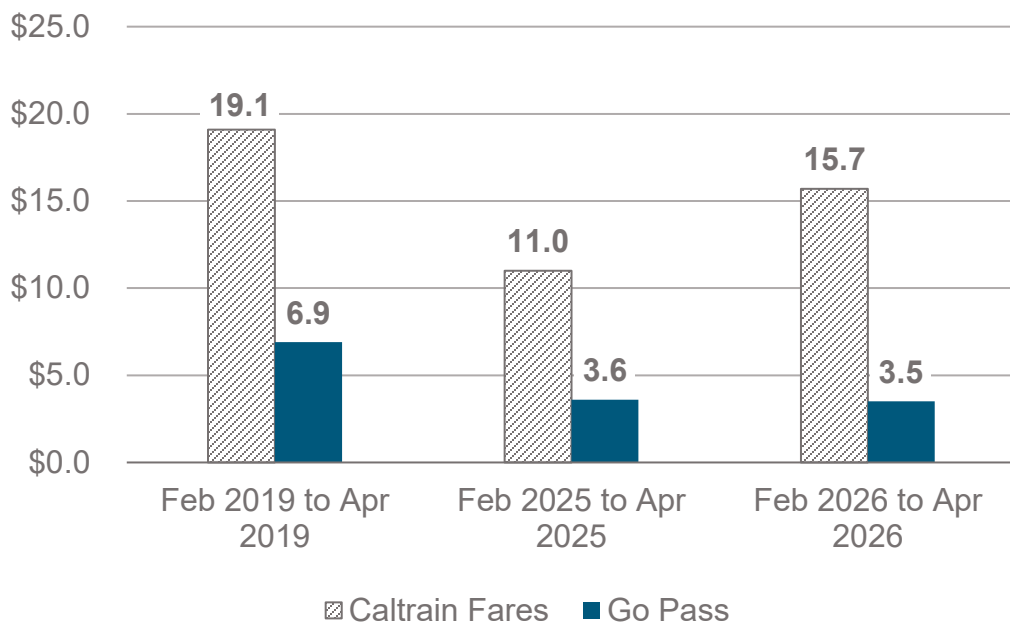
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

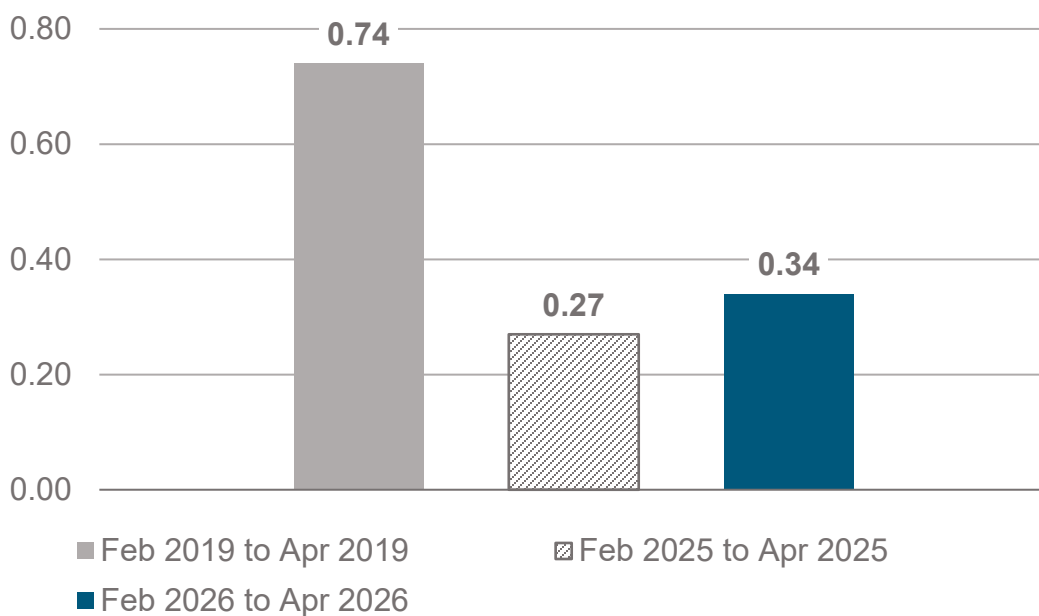
Total Fare Revenues (\$M) - Past 3 Months Comparison



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)



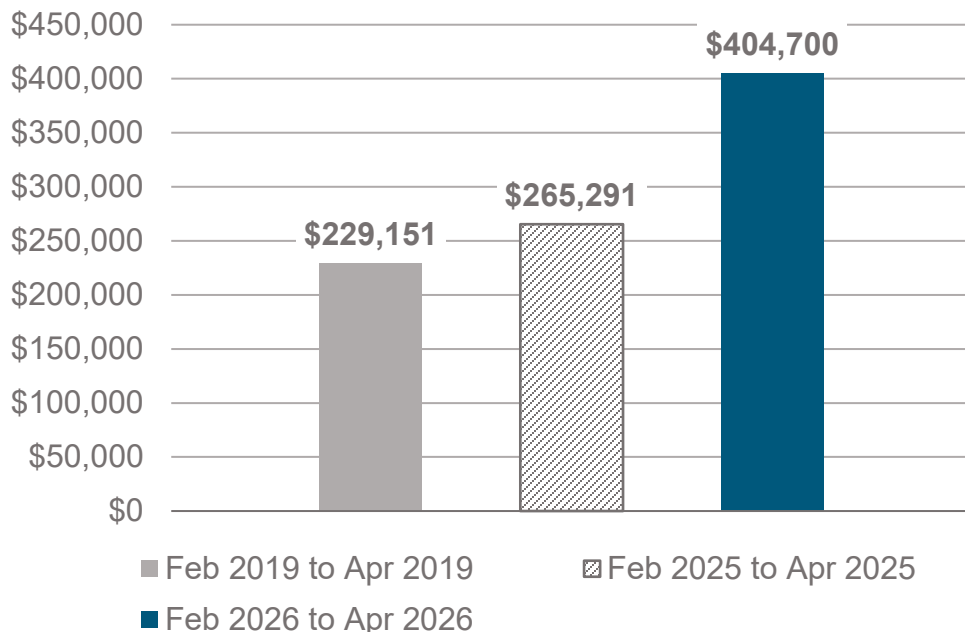
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





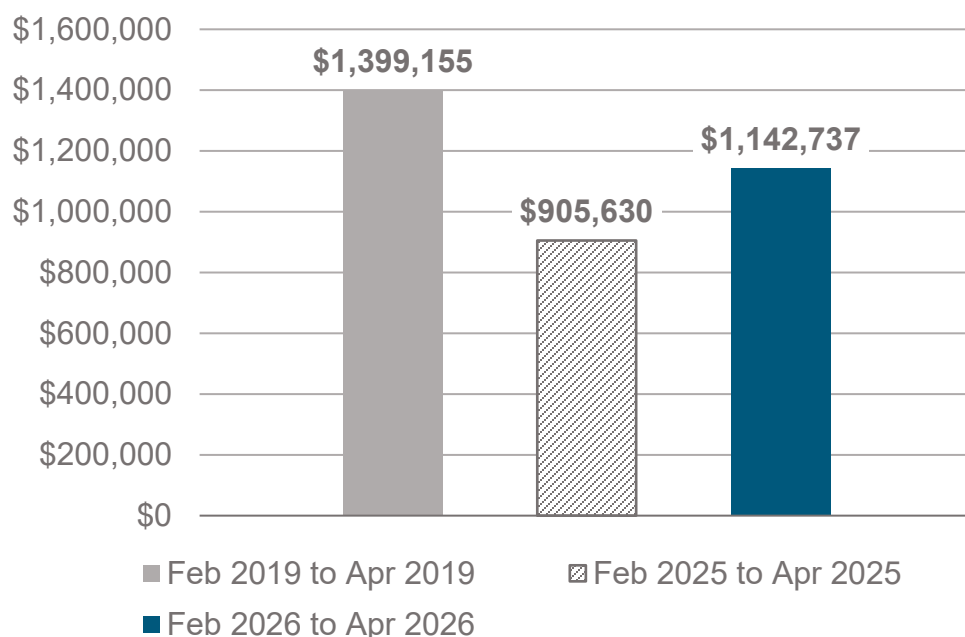
Ridership and Revenue

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.

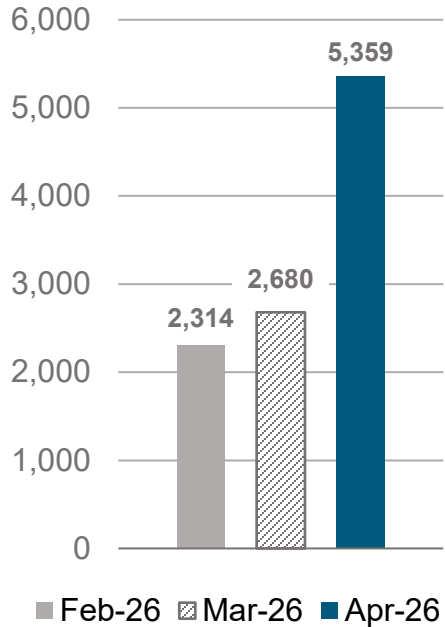
The graph on this page represents MDBF for all EMU (electric) passenger locomotives and cars in Caltrain’s fleet. Diesel fleet data is on the following page.



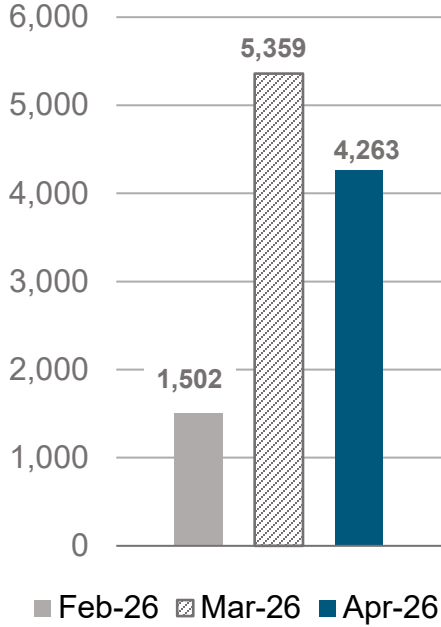


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



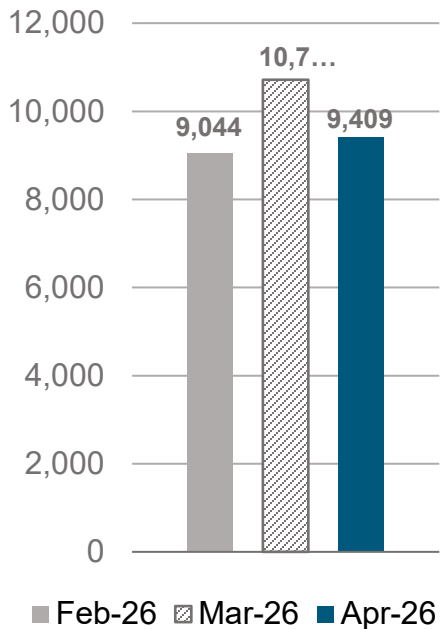
Mean Distance Between Failure (Cab Cars)



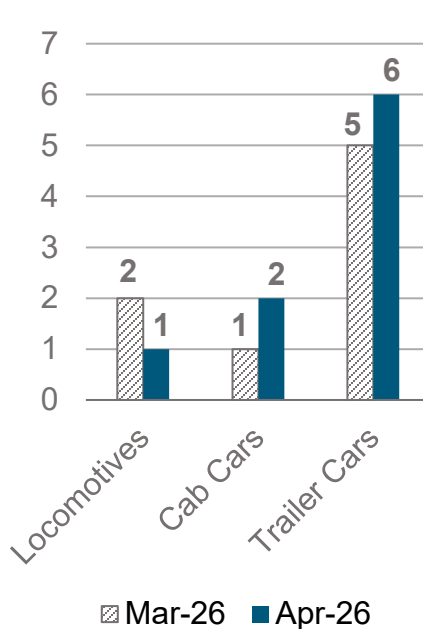
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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



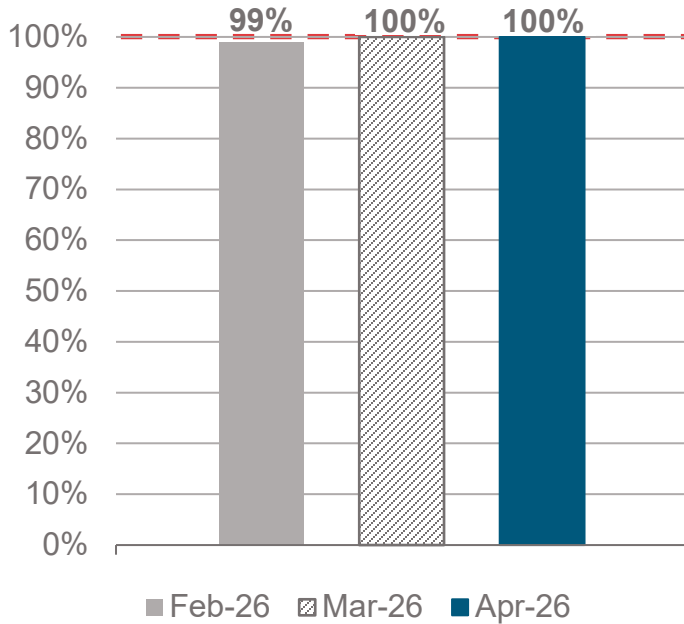
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





Maintenance Performance

Equipment Availability (EMUs)

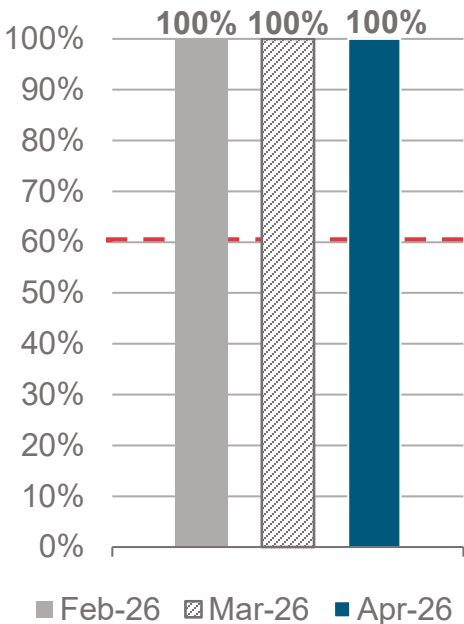


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

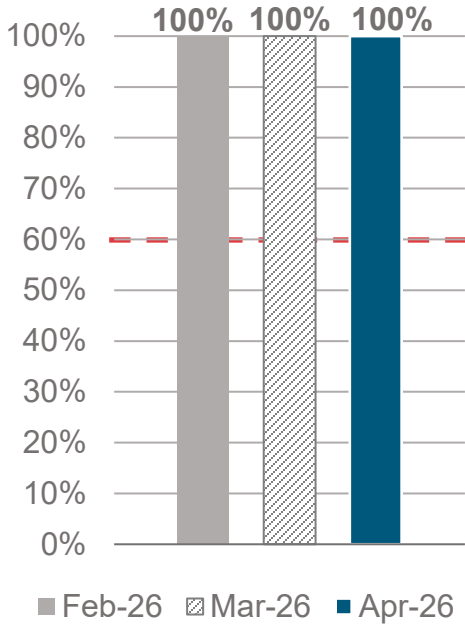
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain’s mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

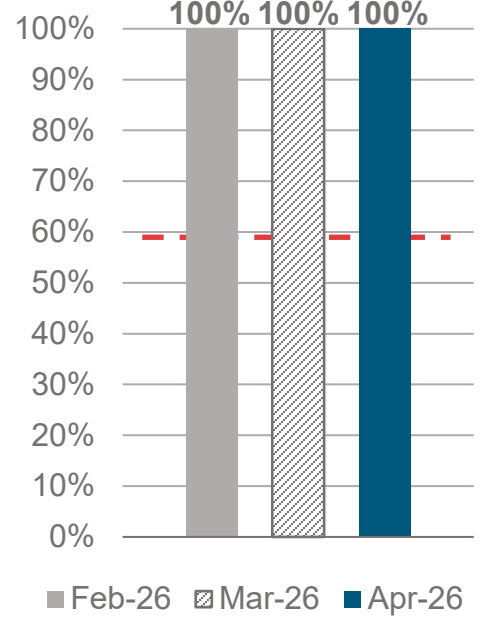
Equipment Availability (Diesel Locomotives)



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 Outlines Potential Service Cuts Absent New Funding Source

The Peninsula Corridor Joint Powers Board of Directors (Caltrain) met in April for a budget workshop where staff outlined the significant service reductions Caltrain could be forced to make without new external funding.

Senate Bill 63 authorized the formation of a new, five-county Public Transit Revenue Measure District that allows the board of that District or citizens using the initiative process to place a revenue measure on the November 2026 ballot. A group of citizens has already begun gathering signatures for a citizen’s initiative to bring the measure to the ballot.

Absent a new, reliable funding source—through a regional measure or other external support—Caltrain will be forced to make significant service and staffing cuts, with potentially long-lasting consequences for the tens of thousands of people and businesses that depend on—and have begun to benefit from—the newly electrified system. Daily, Caltrain carries the equivalent of three lanes of Highway 101 traffic and reduced service would result in more traffic and more pollution—36,000 additional daily car trips, adding 828,000 miles of driving and generating 220 additional metric tons of CO₂ each day.

Caltrain also contributes to the local tax bases and provides major benefits in terms of economic development along its corridor. Cuts would weaken access to major job centers and station areas that anchor transit-oriented development and business decisions.

The potential cuts that were presented to the Caltrain Board as part of a “no external funding” scenario included:

- Closing more than one-third of stations;
- Eliminating all weekend service;
- Reducing train frequency to once an hour;
- Ending service by 9 p.m.; and
- Cutting segments of services

Caltrain delivers a friendly ride to the match between the U.S. and Japan

Caltrain was the way to go for the International Friendly soccer match between the United States Women’s National Team and Japan on Saturday, April 11, at 2:30 p.m. Fans could take the train to Santa Clara Station and connect to VTA service for a quick trip to PayPal Park, or enjoy a short walk from the station.





Service and Program Updates

Caltrain seeks volunteers for Citizens Advisory Committee

Caltrain geared up to move fans across the Peninsula as Bay FC opened the soccer season Saturday March 14 against Denver Summit FC. Kickoff was scheduled for 3:30 p.m., and Caltrain offered a convenient option for supporters heading to the match.

Caltrain seeks volunteers for Citizens Advisory Committee

The Peninsula Corridor Joint Powers Board, which manages Caltrain, sought volunteers from San Francisco, San Mateo and Santa Clara counties to serve on its Citizens Advisory Committee. The committee had five open seats: two representing San Francisco County (one regular and one alternate), one representing San Mateo County and two representing Santa Clara County (one regular and one alternate). Members serve three-year terms.

The nine-member Citizens Advisory Committee advises the JPB Board of Directors and provides input on the needs of current and potential rail customers.

Caltrain to Run Giants-Themed Train for Giants vs. Dodgers

The San Francisco Giants took on the Los Angeles Dodgers the week of April 20, 2026, and on Thursday, April 23, Caltrain ran a Giants themed-train delivering fans to Oracle Park. The themed train took place on the Northbound Local 121, departing Tamien Station at 9:52 a.m. and arriving at San Francisco Station at 11:16 a.m. for the 12:45 p.m. game.

Onboard, fans found decorated train cars, fun giveaways and prizes and a festive attitude as fans get to the game as all true Giants fans should.

Caltrain is the Ticket to Taste the Flavors of the Peninsula

From Thursday, April 23 to Sunday, May 3, Flavors of the Peninsula brought restaurants and foodies together to celebrate our region's diverse culinary landscape, and Caltrain is the best way to get there. Over 130 restaurants participated, offering curated prix-fixe menus and special events at many locations along the Caltrain corridor.





Service and Program Updates

Caltrain Releases Triennial Survey Showing Record-High Rider Approval

Caltrain's Technology, Operations, Planning and Safety (TOPS) Committee heard a report on the rail agency's 2025 Triennial Survey on April 29, 2026. The survey showed consistently high reviews for the faster and more frequent electrified Caltrain amongst its riders and revealed that a third of Caltrain riders are new to the system.

The survey showed that commute trips still make up the majority of ridership, with most riders getting on board two to three days a week, reflecting hybrid work schedules. Two-thirds of Caltrain riders have access to a car, while 37% of Caltrain riders are considered low-income.

Customer satisfaction is up, with the current schedule being rated 4.1 out of 5, up from 3.7 in 2022. On-time performance has gone from 3.9 to 4.4, and the Overall Caltrain experience is now rated 4.5 over 4.1 in the last survey. This is in line with other surveys since Caltrain launched its faster, more frequent, electrified service that show Caltrain's growing approval.

The survey showed that 33% of Caltrain riders walk to their origin station, while 18% take transit, 17% use active transportation like bikes and scooters, 17% are dropped off via car or ride share and 16% drive and park at their station. The survey also shows growing use of Clipper, with 86% of respondents using it to pay fares, as paper ticket usage has fallen off.

San Francisco Station remains the most popular station for both boardings (28%) and departures (19%). The other stations are spread throughout the three counties Caltrain serves, with Palo Alto (9%), San Jose Diridon (8%), Redwood City and Mountain View (5%), and Millbrae and Hillsdale (4%) in the lead for boardings and San Jose Diridon (11%), Palo Alto (10%), Mountain View and Sunnyvale (7%) and Redwood City (6%) leading for departures.

Caltrain received 3,622 responses over a four-week period last Fall, with a margin of error of +/- 1.47 percent, representing a 69% response rate. Caltrain uses this data to develop its service and better target promotion strategies.





Communications and Marketing Update

Strategic Communications (Media and Social)

Press Releases/Blogs/Podcasts:

- Caltrain Outlines Potential Service Cuts Absent New Funding Source | Caltrain
- Caltrain delivers a friendly ride to the match between the U.S. and Japan | Caltrain
- Caltrain seeks volunteers for Citizens Advisory Committee | Caltrain
- Caltrain to Run Giants-Themed Train for Giants vs. Dodgers | Caltrain
- Caltrain is the Ticket to Taste the Flavors of the Peninsula | Caltrain

Earned Media:

- Caltrain could close one-third of stations if it can't find funding - USA Today
- The Housing Loophole Arms Race - by Jeremy Levine - Substack
- Why Are BART and MUNI always broke(n)? - by Aakash Japi - Substack
- Rod Diridon Sr., 'father of modern' South Bay transit, dies at 87 - SF Chronicle
- The cap-and-worry - Politico
- AC Transit, Muni, Caltrain Predict Service Collapse Without More Funding - SF Streetsblog
- Where does Caltrain get its money? - The Almanac
- Public transportation to consider service cuts - Verde Magazine
- Bay Area transit agencies are seeing ridership climb as gas prices rise, weather improves - NewsBreak - ABC7
- California Rail Riders Increase as Gas Prices Climb Near \$6 a Gallon - NewsBreak – MuckRack

Caltrain E-Newsletter Metrics:

	APRIL 2026	MAY 2025*
Subscribers	15,959	15,157
Open Rate	17.2%	27.6%
Click Rate	2.8%	3.1%

- **There was no Caltrain eNews published in April 2025. Metrics for May 2025 have been included as an alternative reference point.*





Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Caltrain Social Media Messaging Highlights:

April was a significant month for Giants service and engagement efforts. Additional trains supporting Giants games proved successful, with ridership increasing 30% compared with the previous year. It is important to note that the baseball season began earlier this year, and other contributing factors may have influenced ridership growth. Building on the success of previous themed trains, Caltrain hosted a Giants vs. Dodgers themed train on April 23. The themed service operated on northbound Train 121, the typical 12:45 p.m. Giants game train, which normally averages approximately 640 riders. The event train carried 980 riders.

Strategic Communications continued supporting multiple events and marketing initiatives across a variety of channels, including in-person activations, media relations and social media. The latest installment of the “Destination Downtown” campaign launched featuring Redwood City. This original campaign, developed by the Caltrain social media team, highlights downtown destinations along the corridor. In addition, the team introduced a new social media plan promoting the Dollar Youth Fare program. The campaign, edited and produced by the Caltrain social media team, features youth riders sharing why they enjoy riding Caltrain and runs weekly every Friday.

Other messaging highlights included:

- Downtown First Thursdays – trade partnership, social promotion
- Sharks Social Media Partnership - ticket bundle
- 988 / NAMI messaging
- Marketing - Go Explore
- South County Survey
- World Public Transport Day
- Caltrans Freeway closure – suggesting public transit as a great alternative
- Earth Day
- Flavors of the Peninsula – Trade partnership + social giveaway
- 10 Most Influential Transportation Companies of 2026 – TIME Magazine feature





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.

APRIL 2026*	APRIL 2025
Impressions: 302,132	Impressions: 590,175
Engagements: 7,384	Engagements: 17,645
Post Link Clicks: 1,117	Post Link Clicks: 5,409

**Social Metrics were down year-over-year in part due to timing shifts in the MLB season as well as staff availability. Engagement continues to be strong on real-time messaging.*

Marketing Activities

● Theme Train: K-Pop Experience

- Marketing is gearing up for the second 2026 theme train to take place May 19 for the BTS Concert at Stanford Stadium in Palo Alto.

● Go Vibe. Go Caltrain.

- Marketing has begun paid boosting for ads targeting potential youth riders and promoting the \$1 youth fare, with an updated youth fare webpage.
- Edited interview videos asking young people what they like about Caltrain posted organically and boosted on social media.
- Additional paid media (geotargeting and google map ads) and social media plan written and in review for creative development needs.





Communications and Marketing Update

Marketing Activities (cont'd)

● **Sharks Bundled Tickets**

- Our agreement with the Giants and with NBC Bay Area Sports has started and we began co-marketing in earnest in April with a variety of activities, in-stadium advertising, broadcast TV and onboard advertising.

● **Giants Contract Signed**

- Co-marketing has also begun with BayFC to include in stadium advertising, radio broadcasts, and a variety of activities around transit month

● **GoPass**

- Grant outline reviewed and marketing plan written, which includes: paid LinkedIn lead gen campaign, enewsletter to account admins and subscribers, website updates in review and live event for current admin level customers (Sept or Oct).

● **Go World Cup. Go Caltrain.**

- Plan is written and being socialized to drive Caltrain awareness to all games and local events. It will use paid digital marketing: geotargeting, Google Ads, YouTube ad reels, as well as organic social media.



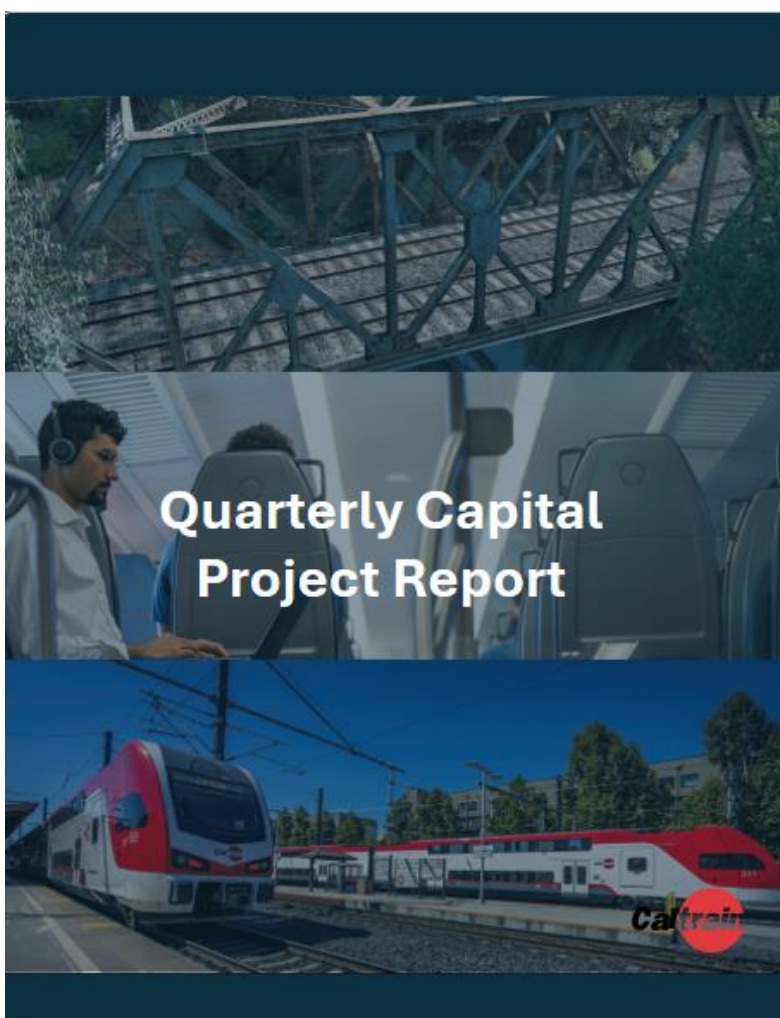


Capital Projects Update

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 3 of FY2026](#) (January 2026-March 2026) 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

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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**

Santa Clara City Hall, Council Chambers, 1500 Warburton Avenue, Santa Clara, CA 95050

DRAFT Minutes of May 7, 2026

Members Present: Margaret Abe-Koga (arrived at 9:34 am), David J. Canepa, David Cohen, Jeff Gee (arrived at 9:34 am), Steve Heminger, Greg Wagner, Pat Burt (Vice Chair), Rico E. Medina (Chair)

Members Absent: Shamann Walton

Staff Present: M. Bouchard, C. Fromson, J. Harrison, M. Jones, K. Jordan Steiner, L. Lumina-Hsu, D. Ryan, M. Tseng

1. Call to Order

Chair Medina called the meeting to order at 9:30 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.

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

5. Public Comment for Items Not on the Agenda

Adrian Brandt commented on train crew size, budget deficit, and fare inspection and enforcement.

Aleta Dupree, Team Folds, commented on public transit at Millbrae, Clipper passes and single trip tickets, and fare scanning devices.

Roland commented on bike storage at stations, bathroom availability, train length, and crew staffing.

Directors Abe-Koga and Gee arrived at 9:34 am.

**6. Closed Session: Conference with Legal Counsel – Existing Litigation (§ 54956.9(d)(1)):
[Khong Le, et al vs. Peninsula Corridor Joint Powers Board, et al, San Mateo Superior Court, Case No. 24-CIV-07931]**

7. **Closed Session: Conference with Legal Counsel – Existing Litigation (§ 54956.9(d)(1)):**
[Towle vs. Peninsula Corridor Joint Powers Board, et al, San Mateo Superior Court, Case No. 24-CIV-07094]
8. **Closed Session: Conference with Legal Counsel – Existing Litigation (§ 54956.9(d)(1))** [Rogers v. Peninsula Corridor Joint Powers Board, San Mateo County Superior Court, Case No. 23-CIV-03335]

The Board convened into closed session at 9:39 am.

The Board reconvened into regular session at 10:31 am.

Directors Cohen and Gee left the meeting at 10:31 am.

9. General Counsel Report – Report Out from Above Closed Session (Verbal)

James Harrison, Legal Counsel, stated that there were no reportable actions.

10. Report of the Executive Director

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

- Safety award recognition and continued grade crossing safety patrols
- Analysis of fuel cost impacts on ridership
- Clipper handheld fare inspection tools and revenue reporting discrepancies
- Special events coordination: sports games, BTS concert, Santa Clara Valley Transportation Authority (VTA) partnership, San Jose Sharks, and City partnership meetings
- Washington, D.C. advocacy and federal coordination on efficiency opportunities
- New Millbrae headquarters relocation update
- California High Speed Rail (HSR) Business Plan comment letter
- Grant updates, including Federal Transit Administration (FTA) Fédération Internationale de Football Association (FIFA)-related funding
- Time Magazine recognition as one of the 10 Most Influential Transportation Companies of 2026

Staff provided further clarification in response to the following Board comments and questions regarding the Metropolitan Transportation Commission (MTC) split allocation update, noting that the May 13 MTC meeting expected to determine funding allocations for each agency.

Director Gee rejoined the meeting at 10:41 am.

Public Comment

Aleta Dupree commented on fare scanner reliability issues and ridership growth.

Roland commented on ridership recovery, capacity limits, and need for high-capacity train configurations.

Adrian Brandt commented on high visibility enforcement and grade crossing camera enforcements.

11. Consent Calendar

11.a. Approval of Meeting Minutes for April 2, 2026

11.b. Accept Results of Annual Audit of Measure RR Tax Revenues and Expenditures for Fiscal Year 2025

11.c. Authorize Executive Director to Execute Amendment to Extend the Term of the Current Agreement for Law Enforcement Services for Five Years at an Estimated Cost of \$41,076,586 and to Enter into an Agreement for Dispatch Services for Five Years at an Estimated Cost of \$3,007,689 with the San Mateo County Sheriff's Office** – *Approved by Resolution No. 2026-15 and Resolution No. 2026-16*

11.d. Award a Contract to CR Fence Company, Inc. for Right of Way Fencing Projects for a Total Amount of \$1,738,400* – *Approved by Resolution No. 2026-17*

11.e. Adopt Resolution Designating Caltrain as a Non-Applicant Public Entity Payee for the Affordable Housing and Sustainable Communities (AHSC) Program – *Approved by Resolution No. 2026-18*

11.f. Adopt Updated Policy Regarding Conveyance of Property Interests Involving Property Owned by the Peninsula Corridor Joint Powers Board and Fee Schedule – *Approved by Resolution No. 2026-19*

Motion/Second: Canepa/Heminger

Ayes: Abe-Koga, Canepa, Gee, Heminger, Wagner, Burt, Medina

Noes: None

Absent: Cohen, Walton

Public Comment

Aleta Dupree, Team Folds, commented on law enforcement contract indemnity.

12. Authorize the Issuance of Peninsula Corridor Joint Powers Board Measure RR Sales Tax Revenue Refunding Bonds in a Principal Amount Not to Exceed \$17,000,000; Approve the Forms of a Fifth Supplemental Indenture of Trust, an Escrow Agreement, a Bond Purchase Agreement, a Preliminary Official Statement and a Continuing Disclosure Agreement to be Executed in Connection Therewith; Authorize the Execution and Delivery Thereof; and Authorize the Taking of All Other Actions Necessary in Connection with the Issuance of Measure RR Sales Tax Revenue Refunding Bonds- *Approved by Resolution No. 2026-20*

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

- Existing 2019 Farebox Revenue Bonds: Approximately \$47 million issued, \$41 million outstanding, \$16 million callable, 5 percent interest, AA-rating
- Refinancing replaces farebox-backed debt with higher-rated Measure RR bonds to reduce risks and costs
- Estimated savings of approximately \$2.6 million over remaining term

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

- Net present value savings of approximately \$2.6 million and overall value of refinancing
- No formal policy threshold for refinancing; evaluation occurs when bonds become callable
- Shift from farebox-backed debt to Measure RR-backed debt, improving credit profile but reducing funding flexibility
- Measure RR debt capacity and existing outstanding issuances factored into future borrowing capacity
- Measure RR backing viewed as strengthening repayment security and financial stability

Motion/Second: Abe-Koga/Gee

Ayes: Abe-Koga, Canepa, Gee, Heminger, Wagner, Burt, Medina

Noes: None

Absent: Cohen, Walton

13. Adopt Caltrain Salary Ordinance - Approved by Resolution No. 2026-21

Mr. Harrison provided the presentation that included the following:

- Governance Subcommittee recommended Caltrain salary ordinance alignment with San Mateo County Transit District (SamTrans) ordinance, while reserving authority to make future changes based on analysis and data
- Separate Caltrain salary ordinance reflecting JPB employer status and employee classification framework
- Align with SamTrans salary ordinance for administrative positions but independent determination with rail-specific positions

Staff provided further clarification in response to the following Board comments and questions regarding salary ordinance and whether current classifications appropriately reflect rail-specific responsibilities.

Motion/Second: Wagner/Gee

Ayes: Abe-Koga, Canepa, Gee, Heminger, Wagner, Burt, Medina

Noes: None

Absent: Cohen, Walton

14. Receive State and Federal Legislative Update; Consider Positions on Senate Bill (SB) 1375 (Cortese), Assembly Bill (AB) 1941 (González), and AB 2308 (Haney); and Receive Update on SB 63 Phase 1 Financial Efficiency Review

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

- Fiscal Year 2027 (FY27) Presidential budget request reflecting reductions of 23 percent for public transit and 82 percent for passenger rail
- California Air Resources Board (CARB) climate credit impacts, with estimated \$2 billion annual reduction and insufficient funding for tier 3 programs
- Legislative items including SB 1375 (California Environmental Quality Act (CEQA) exemption for Diridon Station Project), AB 1941 (metal theft data-sharing framework), and AB 2308 (expanded financing tools)
- SB 63 efficiency review findings, including approximately \$76 million in Caltrain savings and future efficiency opportunities
- Potential early-action strategies to increase revenue and improve financial sustainability

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

- SB 1375 CEQA exemption effects on project delivery, including limited procedural change, potential one-year schedule improvement, and increased certainty in timelines
- CARB cap-and-invest proposal advocacy needs: legislative engagement, coordination with air district partners, and broader impacts on transit funding and housing development

Motion/Second: Gee/Abe-Koga

Ayes: Abe-Koga, Canepa, Gee, Heminger, Wagner, Burt, Medina

Noes: None

Absent: Cohen, Walton

Public Comment

Jeff Carter commented on Federal administration public transit stance, and spoke in support of AB 1941 and SB 63 to avoid service cuts.

Adrian Brandt spoke in support of AB 1941 and commented on SB 63, fare enforcement, restroom outages, and fare evasion.

Adina Levin, Seamless Bay Area, commented on protecting Cap-and-Trade funding.

15. Receive Update on Fiscal Year 2027 Preliminary Operating Budget

Ms. Steiner, provided the presentation that included the following:

- Revenue assumptions: fare growth, parking, partner service contributions, Measure RR reliance
- Structural operating deficit and FY27 funding gap addressed with one-time State loan
- Expense pressures: insurance, energy/fuel volatility, sales tax variability, state funding uncertainty
- Long-term focus on revenue diversification and new dedicated funding sources

Staff provided further clarification in response to the following Board comments and questions regarding peak-hour capacity concerns, confirmation that Clipper 2 supports time-of-day pricing, and consideration of system pressure points and potential dynamic pricing strategies.

Public Comment

Jeff Carter commented on ridership growth and capacity constraints.

Aleta Dupree, Team Folds, commented on electric regeneration credits and time-of-day fares.

16. Receive Update on Draft Framework for Caltrain's "No External Funding" Scenario

Melissa Jones, Deputy Director, Caltrain Policy Development, provided the presentation that included the following:

- FY28 operating deficit and need for external funding to maintain service; lack of funding would require service reductions
- No external funding scenario: potential service reductions including frequency cuts, reduced span, weekend elimination, station/segment closures, and suspension of special event service
- Timeline for framework adoption and potential implementation of no external funding scenario if needed
- Draft framework development based on guiding principles, cost-savings measures, and revenue strategies

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

- Community outreach and engagement with cities, counties, riders, and partner agencies; inclusion of surveys and public input
- Communications strategy focused on early education of financial outlook, tradeoffs, and potential service impacts

- Scenario framing for reduced service, including regional connectivity impacts across Caltrain, VTA, San Francisco Municipal Transportation Agency (SFMTA), and SamTrans
- Public messaging balance between transparency and avoiding alarmism; clarity on service impacts
- Revenue linkage to service levels: ridership-driven fares and parking decline with reduced service
- Financial modeling alignment between service scenarios, funding gaps, and potential member agency contributions
- External funding urgency, including bridge funding options and uncertainty around regional measures
- Systemwide impacts: congestion, housing, economic activity, environmental and climate outcomes

Public Comment

Jeff Carter commented on deficit and SB 63 funding, analysis of financial impact of hourly service levels, and external funding.

Roland commented on prioritizing no service cuts and focus on cost reductions and efficiency savings to avoid reducing service.

Aleta Dupree, Team Folds, commented on transparent planning and funding support.

Adina Levin commented on public messaging of scenarios.

17. Reports

17.a. Report of the Chair - Chair Medina stated there was no report.

17.b. Report of the Citizens Advisory Committee – Chair Medina announced the application window for five vacancies on the Citizens Advisory Committee is now open, with applications due on May 29.

17.c. Report of the Local Policy Maker Group (LPMG) - Chair Burt reported the LPMG reviewed Caltrain’s No External Funding Scenario, including broader implications for service, ridership, and corridor-wide impacts with strong engagement from city representatives.

17.d. Report of the Transbay Joint Powers Authority (TJPA) - Chair Gee reported the TJPA did not meet, and the next meeting will be on May 14, 2026.

Public Comment

Adrian Brandt commented on CAC recruitment.

Roland commented on CAC recruitment of people from Santa Clara County and new meeting location.

18. Correspondence – Available online.

19. Board Member Requests – There were none.

20. Date/Time/Location of Next Regular Meeting: Thursday, June 4, 2026 at 9:00 am via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

21. Adjournment – The meeting adjourned at 12:14 pm.

DRAFT

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: David Santoro, SamTrans Chief Administrative Officer
For: June 2026 JPB Board of Directors Meeting
Subject: **Award a Contract to Universal Protection Service, LP, dba Allied Universal Security Services, for Security Guard Services for a Total Not-To-Exceed Amount of \$7.4 Million for a Five-Year Term**

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

Purpose and Recommended Action

Award of this proposed contract for Security Guard Services (Services) will ensure the Peninsula Corridor Joint Powers Board (JPB) has 24-hour security guard services. The contract will provide the JPB with a well-trained, robust and stable security workforce that is knowledgeable and experienced in providing the Services for Caltrain. The contract will also provide enhanced ability to monitor security operations through improved data collection, incident reporting, performance analysis, and trend monitoring, which will support more effective deployment of security resources and stronger contractor oversight. These improvements will allow the JPB to streamline security operations and costs and transform from a reactive-based security program into one that is capable of being predictive, pre-emptive and resilient in response to security issues.

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

1. Award a contract to Universal Protection Service, LP, dba Allied Universal Security Services of Burlingame, California (AUS), to provide the Services to the JPB for a total not-to-exceed amount of \$7.4 million for a five-year term in accordance with fixed hourly labor rates.
2. Authorize the Executive Director or designee to execute a contract on behalf of JPB with AUS in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Discussion

On February 6, 2026, the JPB and the San Mateo County Transit District (collectively referred to as the "Agencies") issued a joint Request for Proposals (RFP) 26-S-J-S-068 for the Services. The

RFP was advertised on the Agencies’ e-procurement website. In response to the RFP, the Agencies received 16 proposals, 10 of which were found to be responsive, and six of which were found to be non-responsive to the requirements of the solicitation documents.

Responsive Proposers

- American Global Security, Inc. of Chatsworth, California
- Blue Knight Security Group, Inc. of Rancho Cordova, California
- Diligence Security Group, Inc. of Oakland, California
- Egis Guard Company of Sacramento, California
- Good Guard Security Inc. of San Jose, California
- Kappia Security of Sacramento, California
- PalAmerican Security, Inc of San Jose, California
- Unified Protective Services Inc. of Hawthorne, California
- AUS
- Veterans High Risk Security Solutions Inc. of Los Angeles, California

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

Evaluation Criteria	Maximum Points
Company Qualifications, Experience and References	15 Points
Qualifications and Experience of Management Team and Key Personnel	15 Points
Approach to Scope of Services/Project Methodology	20 Points
Screening, Training, and Licensing	25 Points
Cost Proposal	25 Points
Small Business Enterprise (SBE) Preference	5 Points
Total	105 Points

The Committee determined three firms, Diligence Security Group, Inc., PalAmerican Security, Inc., and AUS, were in the competitive range. The Committee conducted interviews and determined that AUS was the highest-ranked firm. The Committee determined that AUS possesses the requisite experience and qualifications required for successful performance of

the Services as defined in the solicitation documents. AUS did not claim the points for SBE Preference.

Staff successfully negotiated contract terms, including prices, with AUS. Staff conducted a price analysis and determined the negotiated hourly rates to be fair, reasonable, and consistent with those charged for similar services in the Bay Area.

Budget Impact

Funding for this contract is included in the adopted Fiscal Year 2026 Operating Budget and will be included in future operating budgets. The contract will be funded by a variety of funding sources which may include state, regional, and local revenues from approved and future operating budgets.

Prepared By: Pooja Mehra	Procurement Administrator II	04/21/2026
Scott Kirkpatrick	Deputy Director, Safety and Security	04/21/2026

Resolution No. 2026-

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

* * *

**Award a Contract to Universal Protection Service, LP, dba Allied Universal Security Services,
for Security Guard Services for a Total Not-To-Exceed Amount of \$7.4 Million for a
Five-Year Term**

Whereas, on February 6, 2026, the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transit District (District), collectively referred to as the “Agencies,” issued joint Request for Proposals (RFP) 26-S-J-S-068 for Security Guard Services (Services); and

Whereas, in response to the RFP, the Agencies received 16 proposals; and

Whereas, staff and legal counsel reviewed all 16 proposals and determined 10 of which were found to be responsive, and six of which were found to be non-responsive to the RFP requirements; and

Whereas, a Selection Committee (Committee), composed of staff from the Agencies, reviewed and evaluated the proposals in accordance with the evaluation criteria set forth in the RFP; and

Whereas, the Committee determined three of the 10 proposers were in the competitive range; and

Whereas, the Committee conducted interviews and determined that Universal Protection Service, LP, dba Allied Universal Security Guard Services of Burlingame, California (AUS) was the highest-ranked firm that offers best value to the Agencies; and

Whereas, AUS possesses the requisite experience and qualifications required to successfully perform the Services; and

Whereas, staff conducted a price analysis and determined AUS' negotiated rates to be fair, reasonable, and consistent with those charged for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to AUS to provide the Services for a total not-to-exceed amount of \$7.4 million for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby award a contract to Universal Protection Service, LP, dba Allied Universal Security Services to provide Security Guard Services for a total not-to-exceed amount of \$7.4 million for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract on behalf of JPB with AUS in full conformity with the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of June, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: David Santoro, SamTrans Chief Administrative Officer
Mehul Kumar, Chief Information and Technology Officer
For: June 2026 JPB Board of Directors Meeting
Subject: **Authorize Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$3 Million for Fiscal Year 2027**

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

Purpose and Recommended Action

Approval of this contracting authority will allow the Peninsula Corridor Joint Powers Board (JPB) to pay for information technology hardware, software, licenses, maintenance and support in an amount greater than the approved threshold without bringing individual actions before the Board of Directors (Board) for approval. This delegation would be subject to the requirement that all other procurement policies and procedures be followed.

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

1. Determine that an independent JPB-initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals and temporary technology consultants is unlikely to be in the JPB's best interest.
2. Authorize the procurement of:
 - a. Technology systems equipment and related services, for both the Information Technology Department and other JPB departments as needed, through JPB-approved cooperative purchasing programs and piggyback contracts to meet its technology equipment and services requirements pursuant to the terms and conditions of each vendor agreement, and to the extent that each cooperative purchasing program and each vendor agreement fully complies with the JPB's procurement authority and policy; and

- b. New software licenses, maintenance and support services, and professional and staff augmentation services agreements for information technology, pursuant to the JPB's procurement authority and policy.
3. Authorize the Executive Director or designee to execute contracts exceeding \$250,000 with:
 - a. Vendors under the JPB-approved cooperative purchasing programs and piggyback purchasing;
 - b. Original equipment manufacturers, product licensors, or their authorized distributors for recurring product support and additional licenses, and license renewals necessary to permit continued effective use and upkeep of JPB-owned information technology hardware and software; and
 - c. Original equipment manufacturers, product licensors, or their authorized consultants for the provision of single/sole source professional services necessary to expand or modify proprietary software that was competitively-procured in the past, when an original provider is the only source of such services.
4. Authorize the Executive Director or designee to execute contracts that commit the JPB to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year resolution's requested budget.
5. Authorize the Executive Director or designee to execute purchase orders, contracts, and other documents and actions to give effect to this proposed Resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases.
6. Establish an aggregate, not-to-exceed limit of \$3 million for Fiscal Year (FY) 2027 for contracts authorized pursuant to this proposed Resolution.
7. Direct staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this proposed Resolution.

Discussion

The JPB has an ongoing need to refresh technology that supports all business operations. Some of the required equipment includes:

- a. personal computers
- b. telecommunications equipment
- c. digital reprographic equipment
- d. computer peripherals
- e. server and network hardware
- f. software
- g. maintenance and support services
- h. installation and configuration services
- i. temporary technology consultants
- j. other related technology services

Recurring maintenance, support, and license agreements are, by their nature, repetitive and routine, and are required to ensure the continued and effective operation of information technology assets owned by the JPB. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the JPB's changing business needs to be met in a timely manner.

Pursuant to the Procurement Policy adopted by the Board in 2023 (Resolution No. 2023-37), the Board must approve any purchase of goods and services exceeding \$250,000. Since 2010, the Board has granted the Executive Director authority to execute technology-related contracts and amendments that exceed this standard Board-approved contract authority threshold.

Beginning in FY24, the Board approved, via one resolution, both recurring contracts and cooperative agreements.

Delegating this authority expedites the JPB's ability to continue needed operations and services in the management of Caltrain and reduces the time and resources otherwise required to obtain individual approval of such support and license agreements. Further, this authority provides the JPB with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative purchasing

programs and piggybacks. Contracts issued under this authority address the JPB's requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited to address the JPB's future needs.

Many equipment purchases and service contracts must be renewed on an annual basis. These renewals are usually routine and predictable, and generally were competitively procured previously. Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support results in loss of software updates, and problems obtaining assistance and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if maintenance and license renewals have not been obtained.

The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary to the manufacturers of the software. Similarly, many manufacturers do not allow third parties to access source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

Procurements relating to JPB assets requiring payment of recurring annual or multi-year maintenance services, support, and license fees over \$250,000 may need to be accommodated in FY27, outside of cooperative purchase agreements or other pre-existing contracts. Contracts issued by governmental entities that allow other jurisdictions to use the contract they established are called "piggybacking contracts" because they allow another agency to "piggyback" on that governmental entity's solicitation process, contract terms and pricing. Contracts will be executed only with vendors whose contracts include piggybacking language on a basis that complies with the JPB's procurement authority and policy.

Various cooperative purchasing programs and piggyback purchasing are available to provide these products and services. Special districts (and joint powers authorities operating under their contracting restrictions) are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal government's General Services Administration (GSA) Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also may be utilized. By utilizing cooperative purchasing and piggyback contracts, the JPB saves considerable time and expense associated with independent procurements, which would be unlikely to yield more favorable pricing or service.

By approving this action, the Board would eliminate the need for issuance of contracts for new and recurring maintenance and continued operation of assets like these would need to be brought individually before the Board for approval.

The Executive Director or designee will provide a quarterly report to the Board with a summary of the contracts awarded under this delegated authority.

Budget Impact

Funds to support these purchases and services are included in the FY27 Operating Budget and FY27 Adopted Capital Budget, with funding from a variety of funding sources, including state, regional, and/or local revenues and grants.

Prepared By:	Linda Tamtum	Contract Administrator	04/23/2026
	Michael Salazar	Information Technology Operations Manager	04/23/2026

Resolution No. 2026-

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

* * *

Authorize Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$3 Million for Fiscal Year 2027

Whereas, the Peninsula Corridor Joint Powers Board (JPB) will require personal computers, computer peripherals, telecommunications equipment, reprographic equipment, servers, switches, maintenance agreements, software licensing, continuing product support and licenses, technology consulting, and other related services throughout Fiscal Year (FY) 2027 in order to replace equipment that has reached the end of its useful life and to meet the JPB's current and emerging technology needs; and

Whereas, the JPB desires to standardize procurement using the most cost-effective manners; and

Whereas, piggybacking on other agencies' procurements, as well as participating in cooperative purchasing consortia, allows the JPB to procure competitively priced technology systems equipment and related services; and

Whereas, the JPB's software license, maintenance, and support agreements for the information technology assets in use are, by their nature, repetitive and routine; and

Whereas, the JPB requires professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

Whereas, the JPB also requires Information Technology (IT) staff augmentation services to support IT specific projects; and

Whereas, staff recommends that the JPB participate in the above-mentioned programs, as well as additional cooperative purchasing programs and piggyback purchasing, to the extent such programs fully comply with the JPB's procurement authority and policy; and

Whereas, staff further recommends that the Executive Director or designee be authorized to execute contracts and amendments that exceed \$250,000 with vendors under JPB-approved cooperative purchasing programs and piggyback purchasing to meet the JPB's personal computer and server, telecommunications, and other related technology equipment and professional service requirements for FY27, pursuant to the terms and conditions of each cooperative purchasing program's vendor agreements or piggyback agreement; and

Whereas, staff further recommends that the Executive Director or designee be authorized to execute contracts and amendments that exceed \$250,000 with original equipment manufacturers, product licensors, their authorized distributors and consultants, and IT professional services and staff augmentation to meet the JPB's technology requirements for FY27, pursuant to the JPB's statutory procurement authority and procurement policy; and

Whereas, finally, staff recommends limiting the purchasing authority established by this Resolution to an aggregate, not-to-exceed amount of \$3 million for FY27.

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

1. Determines that an independent JPB-initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications

equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals, and temporary technology consultants is unlikely to be in the JPB's best interest; and

2. Authorizes the procurement of technology systems equipment and related services, for both the Information Technology Department and other JPB Departments as needed, through JPB-approved cooperative purchasing programs and piggyback contracts to meet its technology equipment and services requirements pursuant to the terms and conditions of each vendor agreement and to the extent that each cooperative purchasing program and each vendor agreement fully complies with the JPB's procurement authority and policy; and
3. Authorizes the Executive Director or designee to execute contracts and amendments exceeding \$250,000 for:
 - a. Technology systems equipment and related services through JPB-approved cooperative purchasing programs and piggyback contracts to meet the JPB's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program, vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the JPB's statutory procurement authority and procurement policy;
 - b. New or additional software licenses or license renewals, maintenance, product support, or related professional services, through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued

- effective use and upkeep of JPB-owned information technology, hardware, and software;
- c. Professional and staff augmentation services for information technology, pursuant to the JPB's procurement authority and policy;
 - d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services; and
4. Authorizes the Executive Director or designee to execute contracts and amendments that commit the JPB to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year resolution's requested budget; and
 5. Authorizes the Executive Director or designee to execute purchase orders, contracts, amendments, and other documents and actions to give effect to this resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases; and
 6. Establishes an aggregate, not-to-exceed limit of \$3 million for FY27 for contracts and amendments authorized pursuant to this Resolution; and
 7. Directs staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.

Regularly passed and adopted this 4th day of June, 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: June 2026 JPB Board of Directors Meeting
Subject: **Authorize the Executive Director to Execute the Master Agreement with California Department of Transportation (Caltrans) for the Transit and Intercity Rail Capital Program (TIRCP)**

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

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) authorize the Executive Director to execute the Master Agreement, and Program Supplements with the California Department of Transportation (Caltrans) for the Transit and Intercity Rail Capital Program (TIRCP).

Discussion

TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements. These grants aim to modernize California’s intercity, commuter, and urban rail systems, as well as bus and ferry transit, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and traffic congestion. Caltrain has received numerous TIRCP grants including for the electrification program, electric multiple unit (EMU) purchase and battery electric multiple unit (BEMU) pilot.

The Master Agreement between the JPB and Caltrans expires on June 30, 2026. Caltrans utilizes Master Agreements for State-Funded Transit Projects, along with associated Program Supplements to administer and reimburse state transit funds to local agencies. Renewing this agreement is essential to ensure the uninterrupted reimbursement of project expenditures from the TIRCP program.

Budget Impact

There is no impact to budget; however, the execution of the Master Agreement is critical to receiving TIRCP reimbursement.

Prepared By: Michelle Stewart Director, Grants and Funds Management 05/06/2026

Resolution No.2026-

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

* * *

**Authorize the Executive Director to Execute the Master Agreement with California
Department of Transportation (Caltrans) for the Transit and Intercity Rail Capital Program
(TIRCP)**

Whereas, the Peninsula Corridor Joint Powers Board (JPB) may receive state funding from the California Department of Transportation (Caltrans) now or sometime in the future for transit projects; and

Whereas, substantial revisions were made to the programming and funding process for the transportation projects programmed in the Transit and Intercity Rail Capital Program (TIRCP), by Chapter 36 (Senate Bill 862) of the Statutes of 2014; and

Whereas, the statutes related to state-funded transit projects require a local or regional implementing agency to execute an agreement with Caltrans before it can be reimbursed for project expenditures; and

Whereas, Caltrans utilizes Master Agreements for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

Whereas, the JPB wishes to delegate authorization to execute these agreements and any amendments thereto to the Executive Director.

Now, Therefore, Be It Resolved by the Board of Directors of the Peninsula Corridor Joint Powers Board that the fund recipient agrees to comply with all conditions and requirements set

forth in this agreement and applicable statutes, regulations and guidelines for all state-funded transit projects.

Now, Therefore, Be It Resolved that the Executive Director is authorized to execute the Master Agreement, all Award Agreements, and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with the California Department of Transportation.

Regularly passed and adopted this 4th day of June 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, Deputy Executive Director, Project Delivery and Caltrain Modernization
For: June 2026 JPB Board of Directors Meeting
Subject: **Authorize the Executive Director to Execute the First Amendment to the Memorandum of Understanding (MOU) with the City of Menlo Park for Activities Undertaken in Support of the Middle Avenue Undercrossing Project**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommend the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain):

- 1) Authorize the Executive Director, or designee, to execute the First Amendment to the Memorandum of Understanding (MOU) with the City of Menlo Park for final design of the Middle Avenue Undercrossing Project in the amount of \$6,000,015 for a total agreement amount of \$8,000,000; and
- 2) Approve an amendment to the Fiscal Year (FY) 2026 Capital Budget in the amount of \$6,050,015.

Discussion

The Middle Avenue Undercrossing is to build a new bicycle and pedestrian undercrossing in the Caltrain Right-of-Way (ROW) near Middle Avenue in Menlo Park. The project is located near Caltrain milepost 29.15, northeast of the intersection of El Camino Real and Ravenswood Avenue. The Project scope includes the installation of a pedestrian and bicycle undercrossing near Burgess Drive and Alma Street to facilitate access between the eastern and western sides of the Caltrain ROW, as well as to and from Alma Street and El Camino Real, both of which run parallel to Caltrain tracks in the project area.

The purpose of the first Amendment to the MOU is to continue advancement of design and environmental clearance activities for the Project to be shovel ready. The amendment includes the following activities:

- Advance the Project from the completed 35 percent design milestone toward subsequent design milestones, including 65 percent, 95 percent, and Issued for Construction (IFC) plans and specifications;
- Continue Construction Manager/General Contractor (CMGC) preconstruction services, including constructability review, cost estimating, construction schedule development, and risk identification;
- Continue environmental clearance and permitting support activities;
- Perform utility coordination, relocation planning, and subsurface utility engineering (SUE) / potholing investigations as needed to support final design;
- Perform operational analyses related to construction work windows, service impacts, and railroad access constraints;
- Support grant funding efforts, including coordination and preparation of grant application support materials; and
- Continue public outreach and stakeholder coordination activities in support of Project advancement.

The Parties will complete National Environmental Policy Act (NEPA) environmental clearance, utility coordination, operational constraints, and funding opportunities to support advancement of the Project.

This Amendment authorizes an additional \$6,050,015 to continue advancement of final design and environmental clearance activities for the Project, increasing the total agreement amount to \$8,050,015. The additional funding is intended to support completion of final design and environmental clearance activities through construction-ready contract documents. This Amendment No. 1 will also extend MOU date from December 31, 2026 to August 31, 2027.

Background

The Middle Avenue Undercrossing Project will construct a grade separated pedestrian and bicycle rail crossing under the Caltrain railway to create a pedestrian and bicycle connection between the El Camino Real corridor and the Alma Avenue corridor. The undercrossing will be located near Middle Avenue, connecting Alma Street near Burgess Park to El Camino Real at the open space plaza that is part of Stanford's Middle Plaza at 500 El Camino Real project. The undercrossing will improve connectivity for neighborhoods on both sides of the Caltrain tracks

to City amenities, schools, public transit and downtown Menlo Park. Once constructed, the undercrossing will also provide much needed connectivity in the area during construction of the future planned Menlo Park Grade Separation Project, which would grade separate Ravenswood, Oak Grove, and Glenwood Avenues.

Under the original 2024 MOU, Caltrain advanced the Project up to 35 percent design utilizing a CMGC delivery approach. The Amendment No. 1 will continue advancement of all preconstruction work including final design, environmental clearance, utility relocation and other preconstruction activities for the Project to be shovel ready.

Budget Impact

The Board previously approved a budget for the Project in FY23 in the amount of \$571,941 funded by the City of Menlo Park through a Service Agreement. In 2024, the Board authorized execution of an MOU with the City of Menlo Park in the amount of \$2,000,000 for preliminary design and environmental clearance activities. Execution of the First Amendment will provide an additional \$6,050,015 in reimbursable funding to continue advancement of final design and environmental clearance activities, increasing the total agreement amount under the MOU to \$8,050,015.

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

Prepared By:	Sherry Bullock	Interim Chief, Design and Construction	05/18/2026
	Zhenlin Guan	Project Director – Capital Infrastructure	05/18/2026

Resolution No. 2026-

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

* * *

Authorize the Executive Director to Execute the First Amendment to the Memorandum of Understanding (MOU) with the City of Menlo Park for Activities Undertaken in Support of the Middle Avenue Undercrossing Project

Whereas, in 2022, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) and the City of Menlo Park (City) negotiated and executed a Service Agreement describing the parties' cooperation to complete technical review of the locally preferred alternative during the project's preliminary engineering phase (30 percent design), and authorizing reimbursement from City to Caltrain for such efforts; and

Whereas, in 2023, Caltrain and the City negotiated and executed a second Service Agreement for the performance of an analysis for Alternative Contract Delivery, providing for the development and execution of an MOU, and prepare (a) Request(s) for Proposals (RFPs) for advancing the project beyond the Preliminary Engineering (PE)/Environmental Clearance phase into final design in accordance with the consensus alternative delivery method recommendation; and

Whereas, in December 2023, the JPB approved the recommended alternative delivery method named Construction Manager General Contractor (CMGC); and

Whereas, under the original 2024 Memorandum of Understanding (MOU), Caltrain advanced the Project through the 35 percent design milestone utilizing a Construction Manager/General Contractor (CMGC) delivery approach; and

Whereas, the First Amendment to the MOU will continue advancement of final design and environmental clearance activities for the Project, including progression toward 65 percent, 95 percent, and Issued for Construction (IFC) design milestones, utility coordination, operational analysis, and continued CMGC preconstruction services; and

Whereas, execution of the First Amendment to the MOU between Caltrain and the City of Menlo Park will provide an additional \$6,050,015 in reimbursable funding to continue advancement of final design and environmental clearance activities, increasing the total agreement amount under the MOU to \$8,050,015; and

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or designee, to execute the First Amendment to the Memorandum of Understanding with the City of Menlo Park for activities undertaken in support of the Middle Avenue Undercrossing Project in the amount of \$6,050,015, for a total agreement amount of \$8,050,015, and to take any other action necessary to implement the Agreement.

Regularly passed and adopted this 4th day of June 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 6 (May 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	.000	.800	.200	.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	.000	1.600	.000	.200	.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]	1.950		1.950	.000	.000	.000	.000	.000	.000	1.950	.000
21	*NEW*	High	Villa Terrace Grade Crossing Closure ^[16]	1.374		1.374	.000	.000	.000	.000	.000	.000	1.374	.000
22	100816	High	Charleston Road Grade Crossing ^[17]	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]	2.000		2.000	.000	.000	.000	.000	.000	.000	2.000	.000
			Subtotal	7.424	.000	7.424								
IV. Enhance Service and Customer Experience														
12	100916	High	Platform Improvements for Bike Loading (All Stations) ^[9]	.080		.080	.000	.000	.000	.000	.000	.000	.080	.000
24	*NEW*	Medium	First and Last Mile Station Access Planning Study in San Mateo County ^[19]	1.000		1.000	.000	.000	.000	.000	.000	.000	1.000	.000
25	100459	Medium	22nd Street ADA Accessibility Improvements ^[20]	1.300		1.300	.000	.000	.000	.000	.000	.000	1.300	.000
			Subtotal	2.380	.000	2.380								
V. Deliver the Long-Range Service Vision														
13	100570	Medium	Redwood City Four-Track Station and Grade Separation ^{[4],[21]}	15.250		15.250	.000	.000	.000	.000	.000	.000	15.250	.000
26	NEW	Medium	Plan for the Next Decade ^[22]	.200		.200	.000	.000	.000	.000	.000	.000	.200	.000
			Subtotal	15.450	.000	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
28	100703	n/a	Middle Avenue Undercrossing	.000	6.050	6.050	.000	.000	.000	.000	.000	.000	6.050	.000
			Subtotal	4.000	6.050	10.050								

Project Identification				FY26 Funding Source (in millions)										
Project #	CIP Priority	Project Name	FY2026 AMENDED CAPITAL BUDGET	Proposed Amendment 6 (May 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 ^[8]	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]	.575		.575	.000	.000	.000	.000	.000	.000	.575	.000
			Subtotal	.575	.000	.575								
			Total	132.109	6.050	138.159	12.500	10.000	10.000	5.972	1.491	4.142	5.252	87.482

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: Ladi Millard-Olmeda, Interim Chief Financial Officer
For: June 2026 JPB Board of Directors Meeting
Subject: **Adopt Fiscal Year 2027 Proposed Operating Budget**



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):

1. Adopt the Peninsula Corridor Joint Powers Board's (JPB) Fiscal Year 2027 (FY27) Operating Budget in the amount of \$269 million, a copy of which is shown in Attachment A;
2. Direct the Executive Director, or designee, to forward the budgets to the JPB member agencies and the Metropolitan Transportation Commission (MTC); and
3. Authorize the Executive Director, or designee, to take all actions necessary to apply for and receive grants included in the proposed budget and take any other actions necessary to give effect to the above.

Discussion

Staff presented the FY27 Preliminary Operating Budget at the May 7, 2026 Board meeting. The Proposed Budget reflects changes made since that time.

FY27 Proposed Operating Budget (Changes)

In Millions	FY27 Preliminary Budget	FY27 Proposed Budget	Change (\$)	Change (%)
Total Sources	\$236.4	\$236.4	\$0.0	0.0%
Total Uses	(\$269.8)	(\$269.0)	\$0.8	-0.3%
Contribution to Reserve	\$0.0	\$0.0	\$0.0	
Measure RR for Capital (SOGR)	(\$15.0)	(\$15.0)	\$0.0	0.0%
Projected Sources over Uses	(\$48.4)	(\$47.6)	\$0.8	-1.6%
Draw from Measure RR Reserve	\$0.0	\$0.0	\$0.0	
State Loan	\$48.4	\$47.6	(\$0.8)	-1.6%
Projected Net Sources Over Uses	\$0.0	\$0.0	\$0.0	

Since the May Board meeting, staff have conducted further review of the expenses to identify additional opportunities for cost reductions. This effort resulted in a decrease in Total Uses of \$0.8 million.

FY27 Total Uses

Uses (In Millions)	FY27 Preliminary Budget	FY27 Proposed Budget	Change (\$)	Change (%)
Rail Operations	\$129.3	\$129.3	\$0.0	0.0%
Maintenance, Facilities & Security	\$29.6	\$29.6	\$0.0	0.0%
Insurance and Risk Management	\$19.7	\$19.7	\$0.0	0.0%
Operations Support	\$23.6	\$23.6	\$0.0	0.0%
Total Operating Expense	\$202.2	\$202.2	\$0.0	0.0%
Wages and Benefits	\$25.7	\$24.9	(\$0.8)	-3.0%
Professional & Legal Services	\$10.7	\$10.7	\$0.0	0.0%
Other Financing Expense	\$1.0	\$1.0	\$0.0	0.0%
Administrative, Office & Others	\$8.4	\$8.4	\$0.0	0.0%
Managing Agency Overhead	\$6.8	\$6.8	\$0.0	0.0%
Total Admin & Overhead Expense	\$52.6	\$51.8	(\$0.8)	-1.4%
Debt Service Expense	\$15.0	\$15.0	\$0.0	0.0%
Total Uses	\$269.8	\$269.0	(\$0.8)	-0.3%

The decrease in Total Uses was driven by efforts to control Wages and Benefits costs. Staff identified additional vacant positions to be included in Caltrain’s strategic hiring freeze, resulting in a reduction of \$0.8 million from what was presented to the JPB on May 7, 2026.

FY27 Proposed Operating Budget Detail

Please refer to Attachment A – FY27 Proposed JPB Financial Statement- Proposed Budget for a comparative schedule of the FY27 Proposed Operating Budget which shows the FY25 Actuals, FY26 Forecast, and the FY27 Proposed Operating Budget. The line numbers for each revenue and expense item detailed below refer to the corresponding line numbers on Attachment A.

Sources

Total Sources for FY27 are projected at \$236.4 million, a decrease of \$9.6 million or 3.9 percent lower than the FY26 Forecast:

- Revenue from Operations for FY27 is projected at \$88.6 million, an increase of \$1.4 million or 1.6 percent over the FY26 Forecast.
- Revenue from Contributions for FY27 is projected at \$147.8 million, a decrease of \$10.9 million or 6.9 percent lower than the FY26 Forecast.

Line 1 **Caltrain Fares**: \$63.1 million in FY27, an increase of \$2.6 million or 4.3 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Caltrain Fares	43,162,519	60,501,753	63,084,148	2,582,395	4.3%

Caltrain Fares includes fare receipts collected directly from rail passengers. Caltrain Fares projection assumes a 5 percent growth in annual ridership and a 5.4 percent increase in average fare per passenger.

Line 2 **GoPass**: \$14.1 million in FY27, no change from the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Go Pass	15,416,806	14,100,000	14,100,000	0	0.0%

GoPass includes revenue receipts collected through the GoPass program. Caltrain GoPass program allows companies, educational institutions, and residential complexes (Participants) to purchase annual unlimited ride passes for eligible employees, students, or residents (Users). It is not available for purchase by individuals and does not cover parking at Caltrain stations or travelling through other transit systems. In addition, GoPass is sold on a calendar year basis.

GoPass for FY27 remains flat to FY26 Forecast, reflective of continued challenges with program participation.

Line 3 **Parking Revenue:** \$4.1 million in FY27, \$0.09 million or 2.1 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Parking Revenue	3,217,106	4,045,765	4,132,065	86,300	2.1%

Parking revenue includes fees at parking lots located in various passenger stations, with the largest being at the SAP Center adjacent to the San Jose Diridon station.

FY27 Preliminary Budget assumes a 3 percent increase over FY26 Forecast excluding one-time increases related to Federation Internationale de Football Association (FIFA) World Cup and Super Bowl.

Line 4 **Rental Income:** \$1.5 million in FY27, a decrease of \$0.08 million or 4.8 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Rental Income	1,528,991	1,614,634	1,537,877	(76,757)	-4.8%

Rental income is derived from contract arrangements and lease negotiations for third-party use of properties owned by the JPB along the Caltrain Right-of-Way (ROW). Rental income for FY27 is derived by applying a 3 percent growth rate over FY26 contracted rent.

Line 5 **Interest Revenue:** \$2.8 million in FY27, a slight decrease of \$0.04 million or 1.4 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Interest Revenue	4,184,488	2,845,349	2,805,420	(39,929)	-1.4%

Interest revenue is derived from earnings on investment account holdings based on market rates. The decrease in FY27 is driven by a lower interest rate of 3.25 percent, partially offset by higher projected average holdings of \$86.1 million. This line includes projected interest revenue from the State Loan fund holdings.

Line 6 **Other Income:** \$2.9 million in FY27, a decrease of \$1.2 million or 28.4 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Advertising Income	695,063	1,000,000	950,000	(50,000)	-5.0%
Fare Evasion Revenue	141,130	219,801	220,780	979	0.4%
Insurance Reimbursements	178,807	790,983	0	(790,983)	-100.0%
Misc Operating Revenue	559,577	460,000	368,701	(91,299)	-19.8%
Online Store	71,142	73,334	0	(73,334)	-100.0%
Other Marketing Revenue	0	1,440	0	(1,440)	-100.0%
Other Non-Transit Revenues	-271,611	670,000	580,000	(90,000)	-13.4%
Parking Citation Program Revenue	195,581	320,464	254,000	(66,464)	-20.7%
Shared Track Maintenance Revenue	472,708	554,000	554,295	295	0.1%
Other Income	2,042,397	4,090,022	2,927,776	(1,162,246)	-28.4%

Other Income consists of shared track usage maintenance fees, permit fees, advertising income, fare evasion revenue and parking citation fees. Advertising Income includes income from train wraps, station ad cards, and digital displays. Shared Track Maintenance Revenue is generated from the annual contract with Union Pacific Railroad (UPRR).

The decrease in FY27 is driven by one-time revenues reflected in FY26 such as insurance reimbursements, license fees and station use income from prior year, and advertising and marketing revenue related to FIFA World Cup and Super Bowl.

Line 10 **Operating Grants**: \$10.6 million in FY27, a decrease of \$0.3 million or 2.7 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Operating Grants	10,943,557	10,920,750	10,624,575	(296,175)	-2.7%

FY27 Operating Grants include State Transit Assistance (STA) and MTC’s Regional Early Action Planning (REAP) Grant Program Funds. STA revenue is generated from the statewide sales tax on diesel fuel and allocated to the region’s transit operators by formula. The formula allocates funds based on population, the amount of passenger fares, and local support revenues collected by transit operators. The State sends out projections assuming a growth rate and adjusts these throughout the year. MTC’s REAP Grant Program Funds is to fund a portion of Caltrain’s revenue losses for participating in the No-Cost and Reduced Cost Interagency Transfer (RCT) Pilot Program. RCT offers region-wide discounts to customers paying with Clipper Cards for trips involving multiple operators.

Line 11 **Measure RR**: \$124.9 million in FY27, no change from the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Measure RR	123,057,621	124,939,720	124,939,720	0	0.0%

Measure RR is an eighth of a cent sales tax approved in November 2020 that provides Caltrain’s first source of dedicated non-fare revenues. Measure RR is collected in the counties of San Mateo, Santa Clara, and San Francisco. Average percentage of Measure RR sales tax collected from the three counties are as follows: San Mateo (23 percent), Santa Clara (55 percent), and San Francisco (22 percent). Projections are based on HdL Companies (HdL) estimates as of January 26, 2026, reflective of consumer spending that is more conservative due to inflation and economic uncertainty.

Line 12 **Member Agency Santa Clara Valley Transportation Authority (VTA)-Gilroy**: \$1.9 million in FY27, a decrease of \$1.4 million or 42.2 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Member Agency (VTA - Gilroy)	987,000	3,318,233	1,916,395	(1,401,838)	-42.2%

The fourth train to Gilroy commenced in FY24 for which Caltrain projects revenue from VTA to cover applicable costs. In FY27, an update in methodology has been applied where the estimated revenue will be based on incremental cost instead of the full cost.

Line 13 **Low Carbon Fuel Standard (LCFS), Low Carbon Transit Operations Program (LCTOP), and State Rail Assistance (SRA)**: \$10.3 million in FY27, a decrease of \$ 9.2 million or 47.3 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
LCFS		4,690,000	2,750,000	(1,940,000)	-41.4%
LCTOP	2,619,704	2,568,686	1,654,526	(914,160)	-35.6%
SRA	306,118	12,300,000	5,900,000	(6,400,000)	-52.0%
LCFS/LCTOP/SRA	2,925,822	19,558,686	10,304,526	(9,254,160)	-47.3%

This item is comprised of grant funding from the following programs: LCFS, LCTOP, and SRA.

LCFS is a program to encourage the use of cleaner low-carbon transportation fuels in California. LCFS is a market-based compliance measure that creates economic value from low-carbon and renewable fuel technologies. The LCFS program works as a market system where users and producers of clean energy, including electric vehicle fleets, earn credits through their emission reductions, while emitters purchase those credits to offset their carbon footprint. The reduction in FY27 LCFS is due to the new Credit Sale Policy requiring LCFS proceeds to be allocated equally between operating and capital needs. Previously, LCFS proceeds were solely dedicated to operating.

LCTOP is administered by the California Department of Transportation (Caltrans), in coordination with the California Air Resources Board (CARB) and the State Controller’s Office (SCO). The LCTOP was created to provide operating and capital assistance for transit agencies

to reduce greenhouse gas emissions and improve mobility. Staff recommend allocation of LCTOP for operating needs in FY27 for \$1.6 million per estimate provided by Caltrans.

The State Rail Assistance (SRA) was created to provide capital and operating support for intercity and commuter rail programs. The SRA program is administered by the California State Transportation Agency, with funding managed by the Department of Tax and Fee Administration and the Department of Finance. The funding is received through the revenue obtained from 0.5 percent sales and use tax on diesel fuel from the State. Caltrain is currently projecting a total of \$5.9 million SRA funding for FY27. This is a \$6.4 million reduction from FY26 Forecast due to receipt of prior year’s SRA allocation in FY26.

Uses

Total Uses for FY27 are projected at \$269 million, an increase of \$14.2 million or 5.6 percent higher than the FY26 Forecast:

- Direct Operating Expense for FY27 is projected at \$202.2 million, an increase of \$9.1 million or 4.7 percent over the FY26 Forecast.
- Administrative Expense for FY27 is projected at \$44.9 million, an increase of \$2.7 million or 6.3 percent over the FY26 Forecast.
- Managing Agency Administrative Overhead (OH) Cost is projected at \$6.8 million, an increase of \$0.4 million or 6.1 percent over the FY26 Forecast.
- Debt Service Expense for FY27 is projected at \$12.9 million, a decrease of \$0.1 million or 0.8 percent lower than the FY26 Forecast.
- State Loan Interest Expense for FY27 is projected at \$2.1 million, an increase of \$2.1 million or 100 percent over FY26 Forecast.

Operating Expense

Line 20 **Rail Operations:** \$129.3 million in FY27, an increase of \$0.8 million or 0.6 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Preliminary Budget	\$ Change	% Change
				FY2027 Preliminary Budget to FY2026 Forecast	FY2027 Preliminary Budget to FY2026 Forecast
Rail Operations	120,201,906	128,517,225	129,299,776	782,551	0.6%

Caltrain contracts out its rail operations service to TransitAmerica Services, Inc. (TASI). TASI provides all the operations, maintenance, and support services in the following areas: Administration and Safety, Operations and Dispatch, Maintenance of Equipment, Maintenance of Track, Communications, Signals and Stations, Capital Construction Support and State of Good Repair (SOGR) maintenance. TASI is paid on a cost-plus-performance-fee contract structure.

The FY27 budget for Rail Operations maximizes the available workforce to support all required operating and maintenance activities, including a 3 percent increase for management labor and a 4.5 percent increase for non-management labor to reflect market conditions. TASI understands its responsibility to recommend resources necessary to safely and effectively operate and maintain the system while recognizing Caltrain’s fiscal constraints. As such, it has taken targeted steps to reduce costs while maintaining existing service levels and delivering high-quality rider experience.

Line 21 **Maintenance and Facilities**: \$19.3 million in FY27, an increase of \$3.2 million or 20.1 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Maintenance & Facilities	12,096,877	16,087,577	19,324,947	3,237,370	20.1%

This item includes the costs for building maintenance, contracted services, and the Technical Support and Spare Supply Agreement (TSSSA) with Stadler Rail (Stadler).

The increase in FY27 projection is driven by higher contractual obligations related to the TSSSA with Stadler, and other contracted systems services pertaining to Broadband operations and maintenance, Positive Train Control (PTC), dispatch systems, and safety and security.

Line 22 **Security and Safety**: \$10.3 million in FY27, a decrease of \$0.5 million or 4.7 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Security & Safety	8,450,129	10,824,820	10,314,651	(510,169)	-4.7%

Security and Safety services are provided through a law enforcement and communications services contracts with the San Mateo County Sheriff’s Office (SMCSO), and a building security guard contract.

The FY27 Preliminary Budget reflects a \$0.5 million decrease driven by one-time security services expenses in FY26 related to FIFA and Super Bowl, partially offset by the annual increase in Law Enforcement costs.

Line 23 **Fuel and Lubricants:** \$1.3 million in FY27, a decrease of \$0.06 million or 4.1 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Fuel and Lubricants	3,893,403	1,405,350	1,347,882	(57,468)	-4.1%

This item covers the cost of diesel fuel for JPB locomotive operations, including the associated taxes and fees. The FY27 fuel budget, with electrified service, assumes eight-diesel train service per weekday with a fuel consumption of 162,000 gallons at \$4.00 per gallon. The budget also includes \$0.7 million for non-revenue vehicles operating at Caltrain’s Central Equipment and Maintenance Facility (CEMOF). Caltrain is currently engaged in a fuel hedging program that helps manage exposure to the volatility of fuel prices.

Line 24 **Electric Charges for Power Traction:** \$15 million in FY27, no change from the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Electric Charges for Power Traction	11,503,302	15,000,000	15,000,000	0	0.0%

FY27 budget assumes the same service level at 104-electric train service per weekday with a projected electricity consumption of 71,000,000 kilowatt-hours (kWh) at \$0.21127 per kWh.

Line 25 **Insurance and Risk Management**: \$19.7 million in FY27, an increase of \$4.2 million or 26.8 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Insurance & Risk Management	15,436,481	15,576,949	19,745,000	4,168,051	26.8%

The Insurance and Risk Management budget includes the costs for insurance premiums, deductibles, adjuster and broker fees, and claims.

The increase of \$4.2 million is driven by the anticipated rise in insurance premium costs, higher projected claims expense per actuarial study, addition of the Federal Employers' Liability Act (FELA) claims fee, and increase in claims legal fees.

Line 26 **Revenue Collection and Customer Service**: \$2.9 million in FY27, an increase of \$0.9 million or 45.6 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Revenue Collection & Customer Service	1,834,929	1,995,232	2,905,572	910,340	45.6%

This item includes the Clipper Operator Charges, costs for cash management services, Caltrain Shuttle, and the maintenance of electric lockers and bike stations.

The increase of \$0.9 million is mainly due to Clipper Operator Charges being driven by higher customer service costs and transaction fees, partially offset by savings from switching to a new cash management service provider Loomis US.

Line 27 **Utilities and Telecommunications:** \$4.3 million in FY27, an increase of \$0.6 million or 15.7 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Utilities & Telecommunications	3,430,250	3,697,539	4,277,830	580,291	15.7%

This item covers the cost of gas and electric, telephone, water and sewer, and trash. It also includes utility costs for PTC maintenance such as data circuits, radio license fees, and spectrum lease. Increase of \$0.6 million is driven by higher fiber and electricity costs due to transfer of said costs from capital to operating, and increased passenger activity at stations.

Administrative Expense

Line 31 **Wages and Benefits:** \$24.9 million in FY27, an increase of \$1.3 million or 5.5 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Wages and Benefits	20,512,064	23,572,722	24,866,213	1,293,491	5.5%

The San Mateo County Transit District serves as the managing agency for the JPB. This line item includes the Wages and Benefits and JPB’s share of the total California Public Employees Retirement System (CalPERS) and Retiree Medical costs for both Rail and Shared Services staff. Wages and benefits are calculated based on the approved Salary Ordinance positions, current salary levels, universal wage increase, and assumed vacancy rate savings. The increase in wages and benefits is reflective of universal wage and fringe benefit increases for administrative staff. It must be noted that there are no new positions for FY27. There is a projected full-time equivalent (FTE) of 106.64 for Operating and 103.37 for Capital.

Operating (FTE)

Operating FTE	FY26 Forecast	FY27 Proposed Budget
Shared Services	51.81	53.98
Rail	53.19	52.66
Total	105.00	106.64

Capital FTE

Capital FTE	FY26 Adopted Budget	FY27 Proposed Budget
Shared Services	22.89	23.69
Rail	98.45	79.68
Total	121.34	103.37

***These positions are included in the capital project budgets adopted by the board.**

Line 32 **Professional and Contracted Services**: \$8 million in FY27, a decrease of \$0.9 million or 9.9 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Professional & Contracted Services	10,215,786	8,975,497	8,089,189	(886,308)	-9.9%

This covers the cost of consultant, audit, and legislative advocacy services. The FY27 decrease is driven by cost efficiencies and efforts to reduce reliance on consultants. In addition, Climate Change Vulnerability Study ends in FY26 hence contributing to the decrease as well.

Line 33 **Legal Services**: \$2.6 million in FY27, an increase of \$0.005 million or 0.2 percent higher than the FY26 Forecast. This line covers the cost of legal services.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Legal Services	2,884,960	2,627,719	2,632,750	5,031	0.2%

Line 34 **Other Financing Expense**: \$1 million in FY27, an increase of \$0.03 million or 2.6 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Other Financing Expense	145,190	958,299	983,299	25,000	2.6%

This line item includes interest expense for Lines of Credit (LOC), debt fees, investment fees, and financing issuance costs. The increase in FY27 is driven by the slightly higher interest rate of 3.7 percent for the Peninsula Corridor Electrification Project (PCEP) LOC compared to 3.6 percent in FY26.

Line 35 **Administrative and Office Expense**: \$7.5 million, an increase of \$2.4 million or 45.9 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
District Vehicle Mileage	49,977	35,000	69,000	34,000	97.1%
Employee Program & Safety Culture	69,671	140,308	193,383	53,074	37.8%
Other Office Expense	267,105	315,660	753,475	437,815	138.7%
Property Taxes and Bank Fees	2,300,196	801,897	783,880	(18,017)	-2.2%
Recruitment Costs & Temporary Staff	107,978	259,918	257,550	(2,368)	-0.9%
Rent Expense	1,807,055	2,009,605	3,105,124	1,095,519	54.5%
Software Maintenance	1,138,277	1,590,559	2,357,750	767,191	48.2%
Administrative & Office Expenses	5,740,260	5,152,947	7,520,161	2,367,214	45.9%

This line item includes rent expenses, software maintenance costs, property taxes and bank fees, dues and subscriptions, office supplies and printing costs, recruitment and temporary staff, and employee program and safety culture.

The FY27 budget reflects an increase of \$2.4 million driven by the rent for the new Millbrae headquarters; additional software subscription, support, and licensing costs; and printing and information services.

Line 36 **Board of Directors:** \$0.1 million in FY27, an increase of \$0.005 million or 3.9 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Board of Directors	20,455	128,621	133,620	4,999	3.9%

This covers director compensation and board meeting costs for hosting (Pen Media) and agenda tracking (OnBase).

Line 37 **Communications and Marketing:** \$0.5 million in FY27, a decrease of \$0.2 million or 24.7 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Communications & Marketing	549,162	699,926	526,900	(173,026)	-24.7%

This line covers promotional events and advertising costs for the agency. The decrease of \$0.2 million is driven by one-time promotional costs in FY26 related to FIFA and Super Bowl

Line 38 **Training and Employee Development:** \$0.2 million in FY27, an increase of \$.03 million or 20.5 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Training & Employee Development	143,071	160,946	193,970	33,024	20.5%

This line item includes costs for seminar and training, professional development, and business travel. The FY27 Training and Employee Development budget reflects a 15 percent reduction from the FY26 budget. Several training sessions that were initially budgeted in FY26 are being deferred to FY27.

Line 42 **Managing Agency Administrative OH Cost:** \$6.8 million in FY27, an increase of \$0.4 million or 6.1 percent higher than the FY26 Forecast, based on the draft FY27 Indirect Cost Allocation Plan (ICAP) plan. The increase is driven by a higher Agency Indirect Administration (AIA) cost primarily due to software subscription, maintenance and licensing costs.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Managing Agency Admin OH Cost	3,949,926	6,432,728	6,822,440	389,712	6.1%

Managing Agency Administrative OH Cost reflects the cost of District personnel dedicated to the Caltrain business (as opposed to Caltrain operations) in addition to the non-labor costs of supporting all four agencies.

The ICAP calculates the indirect cost rate used to recover overhead costs related to agency indirect administrative overhead and capital projects. The District procured the assistance of an outside consulting firm to develop a methodology that equitably allocates the costs incurred by the District for services and functions shared by the different agencies administered by District staff. The consultant team is selected for its experience and knowledge in developing allocation methodologies for governmental and public entities.

The ICAP is prepared in accordance with the principles and guidelines set forth in the Office of Management and Budget (OMB) Circular A-87 “Cost Principles for State, Local and Indian Tribal Governments” and ASMB C-10 “Cost Principles and Procedures for Developing Cost Allocation Plans and Indirect Cost Rates for Agreements with the Federal Government.”

The ICAP calculates two components:

- AIA – a pool of costs that cannot be directly attributed to a specific agency.

This consists of labor and non-labor support functions that benefit each of the four agencies managed or supported by the District. Examples include the time charged by the Payroll Department to process the biweekly payroll or the time charged by the Human Resource Department to post recruitments on industry websites. Based on specific statistics, these costs are distributed to each department. For example, the payroll department costs are distributed to each department based on the number of FTEs. The District incurs all of the AIA costs and then recovers appropriate shares of the costs from the District’s Operating and Capital budgets, the JPB Operating and Capital budgets, the San Mateo County Transportation Authority (SMCTA) budget and the San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA) budget.

- Capital OH – a pool of project support costs that cannot be directly attributed to a specific capital project.

A capital overhead rate is calculated for each agency. An example of a capital overhead cost would be the time charged by an administrative assistant who supports multiple capital project engineers. The capital overhead costs are tracked and included in the ICAP rate and is charged to each capital project.

In mid-FY21, the ICAP methodology was changed to more appropriately allocate these costs across the range of projects served – staff anticipates that this approach will continue. In prior years, the ICAP rate was applied to pre-defined labor costs. The new methodology applies the ICAP rate to all labor and non-labor costs. The methodology does not change how much ICAP in total is paid, but rather how the total ICAP is allocated to different projects.

Line 46 **Debt Service Expense**: \$12.9 million, a decrease of \$0.1 million or 0.8 percent lower than the FY26 forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change	% Change
				FY2027 Proposed Budget to FY2026 Forecast	FY2027 Proposed Budget to FY2026 Forecast
Debt Service Expense	8,203,759	13,004,854	12,895,900	(108,954)	-0.8%

This line item covers the cost and principal retirement of debt incurred for the acquisition and

rehabilitation of passenger rail cars, and the acquisition of real property.

FY27 budget includes the principal and interest payment for the 2019 Farebox Revenue Bond and the 2022 Measure RR Bond. The decrease is driven by the reduction in interest expense due to the 2026 refunding of the 2019 Fare Revenue Bond.

Line 47 **State Loan Interest Expense:** \$2.1 million, an increase of \$2.1 million or 100 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
State Loan Interest Expense	0	0	2,100,000	2,100,000	100.0%

This line covers the interest expense for the State Loan assumed to have a principal amount of \$50 million and interest rate of 4.2 percent. The loan has a 12-year repayment term with interest-only payments for the first two years.

Line 50 **Projected Contribution to Reserve:** \$0 in FY27, no change from the FY26 Forecast.

Line 53 **One-Time Funds- Senate Bill (SB) 125:** \$0 in FY27, a decrease of \$25.5 million or 100 percent lower than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
One-Time Funds- SB125	0	25,448,000	0	(25,448,000)	-100.0%

SB 125 funds are one-time funds received in FY26, driving the decrease of \$25.5 million in FY27. SB125 funds arose from amendments to the California State Budget Act of 2023 to provide immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that resulted from the COVID-19 pandemic and associated changes in travel patterns.

Line 54 **Draw from Measure RR Reserve:** \$0 in FY27, an increase of \$2.4 million from the FY26 Forecast.

Caltrain was awarded \$410 million funding required to finish the Peninsula Corridor Electrification Project (PCEP) in FY23. This grant released Measure RR funds originally set aside to address unfunded PCEP costs. With this, Caltrain established a one-time \$60 million Measure RR Reserve that can be used for operating needs.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
Draw from Measure RR Reserve	21,745,600	(2,363,912)	0	2,363,912	-100.0%

In FY25, \$21.7 million was utilized to balance the budget, resulting in a remaining balance of \$38.3 million. The use of said amount was partially driven by the delayed receipt of SRA funding for FY25. In FY26, SRA funding for prior years was received, contributing to a favorable net position allowing the partial return of the Measure RR Reserve. This return increases its balance to \$40.6 million.

Description	FY2025	FY2026	FY2027
Measure RR Reserve for PCEP, Beg Bal	60,000,000	38,254,400	40,618,312
Draw from Measure RR Reserve	(21,745,600)	2,363,912	0
Measure RR Reserve for PCEP, End Bal	38,254,400	40,618,312	40,618,312

Line 55 **State Loan:** \$47.6 million in FY27, an increase of \$47.6 million or 100 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change FY2027 Proposed Budget to FY2026 Forecast	% Change FY2027 Proposed Budget to FY2026 Forecast
State Loan	0	0	47,607,598	47,607,598	100.0%

California State Transportation Agency (CalSTA) was authorized to loan \$590 million to MTC to provide Bay Area transit agencies operating loans that will help support and stabilize transit services as the region continues to recover from the impacts of the pandemic. Caltrain will use this State Loan to balance the FY27 budget.

Line 56 **Measure RR for Capital (SOGR):** \$15 million in FY27, an increase of \$0.8 million or 5.6 percent higher than the FY26 Forecast.

Description	FY2025 Actuals	FY2026 Forecast	FY2027 Proposed Budget	\$ Change	% Change
				FY2027 Proposed Budget to FY2026 Forecast	FY2027 Proposed Budget to FY2026 Forecast
Measure RR for Capital (SOGR)	0	14,200,049	15,000,000	799,951	5.6%

Caltrain assumes to annually set aside \$15 million in Measure RR funds to be allocated for critical State of Good Repair (SOGR) capital expenditures. The FY26 Forecast reflects a \$14.2 million contribution, which is lower than the desired \$15 million, since during the FY26 budget development this is the amount that can be set aside to achieve a balanced budget. The FY27 budget assumes to set aside \$15 million.

Prepared By:	Lisa Aranda	Budget Analyst III	05/08/2026
	Claudette Valbuena	Manager, Budgets	05/08/2026
	Ladi Millard-Olmeda	Director, Budgets and Financial Analysis	05/08/2026

Resolution No. 2026-

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

* * *

Adopt Fiscal Year 2027 Proposed Operating Budget

Whereas, the Joint Powers Agreement of the Peninsula Corridor Joint Powers Board (JPB) requires the Board of Directors (Board) to approve the annual Operating Budget; and

Whereas, the adoption of an Operating Budget is necessary for obtaining both Federal and State funds to support the Peninsula Commute Service operation known as Caltrain; and

Whereas, the Staff recommends that the Board adopt the Fiscal Year 2027 (FY27) Operating Budget shown as Attachment A; and

Whereas, per JPB Resolution No. 2020-42, a majority vote is required to approve the expenditure of up to \$40 million of Measure RR revenue for JPB's operation or capital requirements; and

Whereas, this budget expends an amount in excess of \$40 million of Measure RR revenue which requires the approval of at least six (6) members of the JPB Board.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the FY27 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment A, in the amount of \$268,980,100; and

Be It Further Resolved that the Executive Director, or designee, is requested to forward a copy of the FY27 Operating Budget to the JPB member agencies at the earliest practical date; and

Be It Further Resolved that the Executive Director, or designee, is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution, at the earliest practical date; and

Be It Further Resolved that the Board of Directors authorizes the Executive Director, or designee, to take such additional actions as may be necessary to give effect to this resolution, including executing funding agreements and amendments, and submitting required documents to granting agencies to receive the funding identified in the Operating Budget.

Regularly passed and adopted this 4th day of June, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF SOURCES AND USES
PROPOSED OPERATING BUDGET
FISCAL YEAR 2027

	FY2025 ACTUALS	FY2026 FORECAST	FY2027 PROPOSED BUDGET	FY2027 Proposed Budget to FY2026 Forecast \$ Variance	FY2027 Proposed Budget to FY2026 Forecast % Variance
	A	B	C	D = C - B	E = D / B
SOURCES					
OPERATIONS:					
1 Caltrain Fares	43,162,519	60,501,753	63,084,148	2,582,395	4.3%
2 Go Pass	15,416,806	14,100,000	14,100,000	-	0.0%
3 Parking Revenue	3,217,106	4,045,765	4,132,065	86,300	2.1%
4 Rental Income	1,528,991	1,614,634	1,537,877	(76,757)	-4.8%
5 Interest Revenue	4,184,488	2,845,349	2,805,420	(39,929)	-1.4%
6 Other Income	2,042,397	4,090,022	2,927,776	(1,162,246)	-28.4%
7 TOTAL OPERATING REVENUE	69,552,308	87,197,523	88,587,286	1,389,763	1.6%
8					
9 CONTRIBUTIONS:					
10 Operating Grants	10,943,557	10,920,750	10,624,575	(296,175)	-2.7%
11 Measure RR	123,057,621	124,939,720	124,939,720	-	0.0%
12 Member Agency (VTA - Gilroy)	987,000	3,318,233	1,916,395	(1,401,838)	-42.2%
13 LCFS/LCTOP/SRA	2,925,822	19,558,686	10,304,526	(9,254,160)	-47.3%
14 TOTAL CONTRIBUTED REVENUE	137,913,999	158,737,389	147,785,216	(10,952,173)	-6.9%
15					
16 TOTAL SOURCES	207,466,307	245,934,912	236,372,502	(9,562,410)	-3.9%
17					
18 USES					
19 DIRECT OPERATING EXPENSE:					
20 Rail Operations	120,201,906	128,517,225	129,299,776	782,551	0.6%
21 Maintenance & Facilities	12,096,877	16,087,577	19,324,947	3,237,370	20.1%
22 Security & Safety	8,450,129	10,824,820	10,314,651	(510,169)	-4.7%
23 Fuel & Lubricants	3,893,403	1,405,350	1,347,882	(57,468)	-4.1%
24 Electric Charges for Power Traction	11,503,302	15,000,000	15,000,000	-	0.0%
25 Insurance & Risk Management	15,436,481	15,576,949	19,745,000	4,168,051	26.8%
26 Revenue Collection & Customer Service	1,834,929	1,995,232	2,905,572	910,340	45.6%
27 Utilities & Telecommunications	3,430,250	3,697,539	4,277,830	580,291	15.7%
28 TOTAL DIRECT OPERATING EXPENSE	176,847,275	193,104,692	202,215,659	9,110,967	4.7%
29					
30 ADMINISTRATIVE & OVERHEAD EXPENSE					
31 Wages & Benefits	20,512,064	23,572,722	24,866,213	1,293,491	5.5%
32 Professional & Contracted Services	10,215,786	8,975,497	8,089,189	(886,308)	-9.9%
33 Legal Services	2,884,960	2,627,719	2,632,750	5,031	0.2%
34 Other Financing Expense	145,190	958,299	983,299	25,000	2.6%
35 Administrative & Office Expense	5,740,260	5,152,947	7,520,161	2,367,214	45.9%
36 Board of Directors	20,455	128,621	133,620	4,999	3.9%
37 Communications & Marketing	549,162	699,926	526,900	(173,026)	-24.7%
38 Training & Employee Development	143,071	160,946	193,970	33,024	20.5%
39 TOTAL ADMIN & OVERHEAD EXPENSES	40,210,947	42,276,677	44,946,102	2,669,425	6.3%
40					
41 MANAGING AGENCY ADMIN OH COST					
42 Managing Agency Admin OH Cost	3,949,926	6,432,728	6,822,440	389,712	6.1%
43					
44 TOTAL OPERATING EXPENSE	221,008,149	241,814,097	253,984,200	12,170,103	5.0%
45					
46 Debt Service Expense	8,203,759	13,004,854	12,895,900	(108,954)	-0.8%
47 State Loan Interest Expense	-	-	2,100,000	2,100,000	100.0%
48 TOTAL USES	229,211,907	254,818,951	268,980,100	14,161,149	5.6%
49					
50 PROJECTED CONTRIBUTION TO RESERVE	-	-	-	-	0.0%
51					
52 PROJECTED SOURCES OVER USES	(21,745,600)	(8,884,039)	(32,607,598)	(23,723,559)	267.0%
53 One-Time Funds - SB125	-	25,448,000	-	(25,448,000)	
54 Draw from Measure RR Reserve	21,745,600	(2,363,912)	-	2,363,912	
55 State Loan	-	-	47,607,598	47,607,598	
56 Measure RR for Capital (SOG)	-	(14,200,049)	(15,000,000)	(799,951)	
57 PROJECTED NET SOURCES OVER USES	-	-	-	-	
Operating Reserve, Beginning Balance	26,878,850	26,878,850	26,878,850		
Operating Reserve Set Aside	-	-	-		
Operating Reserve, Ending Balance	26,878,850	26,878,850	26,878,850		

**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: June 2026 JPB Board of Directors Meeting
Subject: **Adopt Framework for Caltrain’s “No External Funding” Scenario**

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

Purpose and Recommended Action

Following discussion at the April 2026 Peninsula Corridor Joint Powers Board (JPB) Board of Directors (Board) Budget Workshop, and the May 2026 JPB Board meeting, staff is recommending adoption of the Framework for Caltrain’s “No External Funding” Scenario. The Framework will be used by staff to guide the planning and budgeting process for a potential future where Caltrain does not receive new external funding in Fiscal Year 2028 (FY28) and beyond.

Discussion

Over the last several months, staff has developed high-level service and financial planning scenarios in the event that the ballot measure authorized by Senate Bill 63, known as the Connect Bay Area Act, fails to receive sufficient voter support in November, and Caltrain is unable to secure new external funding to close the anticipated deficit for FY28 and beyond.

At the May 2026 JPB Board meeting, staff presented the draft Framework, which establishes guiding principles, identifies internal and external factors to consider when developing potential scenarios, and lists potential cost-cutting and revenue generating measures for staff to further evaluate. At the meeting, Board members requested staff to include public engagement with communities along the corridor and to develop a scenario relying on Measure RR and other self-generated revenue. These additions are reflected in Attachment A.

Attachment A to the resolution contains the Framework for Caltrain’s “No External Funding” Scenario. Staff will utilize this Board-adopted Framework to guide the next phase of service planning and budget development. In the absence of new external funding, staff will present a Preliminary FY28 Operating Budget in January 2027, allowing time to review proposed service cuts and initiating a process to ramp down service and implement other cost-saving and/or revenue generating measures to prepare a balanced FY28 budget.

Budget Impact

The Framework will help guide preparation of Caltrain’s FY28 Operating Budget. Adoption of the FY28 budget will be subject to separate Board action.

Prepared By:	Melissa Jones	Deputy Director, Caltrain Policy Development	05/11/2026
	Oscar Quintanilla Lopez	Director, Budgets and Financial Analysis	05/11/2026

Resolution No. 2026-

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

* * *

Adopt Framework for Caltrain’s “No External Funding” Scenario

Whereas, the COVID-19 pandemic drastically reduced Caltrain ridership and resulted in sustained and significant changes in commute patterns across San Francisco, San Mateo, and Santa Clara counties; and

Whereas, before the pandemic, Caltrain had a nation-leading farebox recovery ratio of over 70 percent, resulting in a very high dependency on passenger fares to fund Caltrain’s operating budget; and

Whereas, Caltrain’s fare revenue went from \$103 million in Fiscal Year 2019 (FY19) to \$33 million in FY21, resulting in a \$70 million loss in fare revenue; and

Whereas, since 2020, Caltrain has implemented cost-saving measures and, since the launch of electrification, implemented measures to promote ridership growth and increase fare and non-fare revenue; and

Whereas, while Caltrain’s ridership has increased significantly since the launch of electrification, ridership and fare revenue are still substantially lower than pre-pandemic levels; and

Whereas, Caltrain has relied on one-time Federal, State, and Local emergency funding to continue providing safe, frequent, and reliable service along the corridor; and

Whereas, on March 5, 2026, the Peninsula Corridor Joint Powers Board (JPB) authorized the Executive Director to negotiate and execute a loan agreement with the Metropolitan

Transportation Commission to allow Caltrain to sustain its current service levels and adopt a balanced FY27 operating budget; and

Whereas, Senate Bill (SB) 63, known as the Connect Bay Area Act, created the Public Transit Revenue Measure District and authorized the placement of a 14-year retail transactions and use tax ballot measure at the November 3, 2026, statewide general election that would provide Caltrain with approximately \$75 million per year in new external funding; and

Whereas, on April 2, 2026, at the JPB Budget Workshop, staff presented a potential financial scenario with no new external funding that would require significant service cuts, and staff received initial feedback on a draft Framework to guide the next phase of service planning and budgeting; and

Whereas, on May 7, 2026, at the JPB Board meeting, staff presented and received additional feedback from the JPB on the draft Framework for Caltrain’s “No External Funding” Scenario; and

Whereas, if the Connect Bay Area measure fails to receive voter approval at the November 3, 2026, statewide general election and Caltrain is unable to secure new external funding, staff will prepare a preliminary FY28 operating budget incorporating guidance from this Framework; and

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the attached Framework for Caltrain’s “No External Funding” Scenario.

Regularly passed and adopted this 4th day of June 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

Framework for Caltrain’s No External Funding Scenario

This Framework will be used to guide the planning and budgeting process for Caltrain’s potential future without external funding. In the absence of external funding, staff will request input from the Board on measures to include in the railroad’s budget, which will then be incorporated in the proposed FY28 (and beyond) budgets for Board adoption. **Staff will engage with corridor communities to provide educational information and seek feedback on Caltrain’s No External Funding Scenario.**

Guiding Principles

Staff propose that these principles be used to guide decision-making in the planning and budgeting process for Caltrain’s potential future without external funding.

- A. Maintain safety first and always.
- B. Minimize risk and comply with regulations.
- C. Minimize ongoing operating and maintenance costs.
- D. Maximize ridership and revenue opportunities.
- E. Provide dependable access to the system for low income and minority communities.
- F. Maximize geographic equity in access to the system.

Scenarios

Given the many uncertainties and risks facing the railroad, multiple potential future scenarios will be considered and evaluated to plan for Caltrain’s potential future without Connect Bay Area.

Example factors to include in potential future scenarios:

- **Level of service (if any) that can be provided with only Measure RR and other fixed revenue sources**
- Varied durations of potential service reductions
- Caltrain service shutdown (temporary vs. permanent)
- FTA Waiver Extension
- Additional “bridge funding” before receipt of potential external funds
- Cashflow limitations
- Ridership fluctuations

- Self-generated revenue fluctuations (e.g., reductions in fare revenue, parking revenue, etc.)

Cost-saving Measures

Current and additional cost-saving measures and their risks, costs, and benefits will be evaluated to plan for Caltrain's potential future without Connect Bay Area or other external funding.

Example cost-saving measures could include:

- Service cuts impacting frequency and span, such as hourly service; earlier evening shutdowns; no weekend service; station closures; segment closures; no special event service; and eventual elimination of Caltrain service
- Staffing reductions, such as administrative staff cuts
- Deferred State of Good Repair
- Reduced cleaning and maintenance
- Mothballing or retiring portions of the fleet

Revenue-generating Measures

Potential bridge funding and new revenue-generating measures and their risks, costs, and benefits will be evaluated to plan for Caltrain's potential future without Connect Bay Area.

Example potential revenue-generating measures could include:

- Additional bridge funding sources
- Member agency contributions
- Additional potential ballot measures
- Monetization of various assets
- Fare increases

**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: June 2026 JPB Board of Directors Meeting
Subject: **Adopt Senate Bill 63 Phase 1 Financial Efficiency Review Early Action Strategies**

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) adopt the Financial Efficiency Review Early Action Strategies included in the attached resolution. The resolution directs staff to pursue early action strategies identified in the Phase 1 Financial Efficiency Review as required by Senate Bill (SB) 63, the Connect Bay Area Act. The Phase 1 Efficiency Review identifies early action strategies that can be implemented within existing resources, and that enhance revenues, contain costs, and/or increase ridership and improve customer experience.

Discussion

SB 63, which was signed by Governor Newsom in October 2025, authorizes a five-county transit funding measure that, if approved by voters in November 2026, would establish a 0.5 percent sales tax for 14 years across four Bay Area counties and one percent in San Francisco, providing Caltrain with approximately \$75 million annually to address its projected average structural operating deficit.

SB 63 mandates a two-phase independent financial efficiency review of Caltrain, Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit (BART) District, and the San Francisco Municipal Transportation Agency (SFMTA), conducted by a third-party consultant under the direction of an Oversight Committee convened by the Metropolitan Transportation Commission (MTC).

MTC selected Nelson Nygaard (NN) as the Phase 1 consultant. Phase 1 covers three areas:

- Documentation and quantification of cost-saving measures implemented by each transit operator since January 1, 2020.
- Identification of early action strategies to improve service efficiency and customer experience using existing resources.
- Real property asset analysis to identify redevelopment opportunities near transit.

Resolution No. 2026-

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

* * *

Adopt Senate Bill 63 Phase 1 Financial Efficiency Review Early Action Strategies

Whereas, Senate Bill (SB) 63, known as the Connect Bay Area Act, created the Public Transit Revenue Measure District and authorized the placement of a 14-year retail transactions and use tax ballot measure at the November 3, 2026, statewide general election that would provide the Peninsula Corridor Joint Powers Board (JPB or Caltrain) with approximately \$75 million per year in new external funding; and

Whereas, SB63 mandates a two-phase independent financial efficiency review of Caltrain, Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit (BART) District, and the San Francisco Municipal Transportation Agency (SFMTA), conducted by a third-party consultant under the direction of an Oversight Committee convened by the Metropolitan Transportation Commission (MTC); and

Whereas, phase one of the financial efficiency review documents and quantifies cost-saving measures implemented by each transit operator since January 1, 2020, identifies early action strategies to improve service efficiency and customer experience using existing resources, and an analysis of real property assets; and

Whereas, the report commissioned by MTC found that Caltrain realized \$76 million in operating cost savings from a combination of right-sizing service at the start of the Covid-19 pandemic, operational efficiencies, a strategic hiring freeze, and a temporary deferral of planned service increases; and

06/03/2026: Revision on Page 3 of resolution

Whereas, the phase one report includes recommendations to enhance revenues, contain costs, and increase ridership; and

Whereas, SB63 requires that by July 1, 2026, transit operator boards adopt “early action” strategies as formal policy or budget actions; and

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board directs staff to further analyze and pursue the following early action strategies:

- a) Enhance parking revenue. Evaluate opportunities to increase parking revenue through measures like rate adjustments, expanded enforcement, and leasing or permitting parking at under-utilized facilities.
- b) Lease fiber and communications assets. Advance monetization of Caltrain’s fiber optic and communications assets, including developing a leasing strategy and recommending procurement approach to the Board.
- c) Examine contracts for opportunities to reduce costs. Incorporate cost efficiencies and improvements to the Operations and Maintenance contract, contract administration, work practices, or other processes without compromising safety, reliability, or compliance.
- d) Explore feasibility of energy storage project. Conduct a study about the feasibility of energy storage to further utilize the electricity being returned to the grid from regenerative braking and generate cost efficiencies. Provide the report findings to the Board upon completion.

06/03/2026: Revision on Page 3 of resolution

- e) Expand GoPass and/or Clipper BayPass to more institutions and employers. Implement strategies to further expand GoPass and/or Clipper BayPass enrollment to more institutions and employers that will support ridership and revenue for Caltrain.
- f) Identify opportunities for retail and/or amenities at Caltrain stations. Conduct a study to assess benefits, challenges, and opportunities to expanding retail and/or amenity partnerships, including estimated cost and revenue impacts and recommended priority.

Be It Further Resolved that the Peninsula Corridor Joint Powers Board hereby affirms that this resolution constitutes Caltrain's formal commitment to the early action strategies identified above for purposes of SB63 compliance, and authorizes the Executive Director to communicate this commitment to the SB63 Financial Efficiency Review Independent Oversight Committee; and

Be It Further Resolved that the Peninsula Corridor Joint Powers Board hereby affirms that adoption of this resolution does not constitute adoption of the Phase 1 Financial Efficiency Review report in its entirety and does not authorize any specific expenditure or capital investment. Should staff identify the need for additional funds beyond those included in the Fiscal Year 2027 budget, such request shall follow applicable budget policies and procedures.

06/03/2026: Revision on Page 3 of resolution

Regularly passed and adopted this 4th day of June 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: Casey Fromson, Chief of Staff
For: June 2026 JPB Board of Directors Meeting
Subject: **Adopt the Corridor Crossing Strategy**

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

Purpose and Recommended Action

Staff proposes that the Board of Directors (Board) of the Peninsula Corridor Joint Power Board (JPB or Caltrain): Adopts the Corridor Crossing Strategy (CCS), including the following four components, as set out in the attached resolution:

1. Guiding Principles
2. Program Structure
3. Caltrain’s Role
4. Corridor Crossing Sequence List

The overall CCS is described in further detail in the attached CCS Report.

Guiding Principles

- **Safety and Access First:** Advance a safer, more connected corridor for all people who live, work, and travel along the Caltrain corridor.
- **One Corridor, Shared Approach:** Align Caltrain, cities, and transportation partners around a common framework for planning, prioritizing, and delivering crossing projects collaboratively to generate safety, mobility, environment and community benefits.
- **Visible Local Benefits:** Prioritize improvements that enhance crossing safety, improve neighborhood connectivity and mobility, and create more accessible and welcoming communities.
- **Transparent, Strategic Investment:** Apply a data-informed, corridor-wide approach to direct limited funding toward projects on the sequenced list.

- **Accountable Implementation:** Provide structured program oversight that promotes alignment, consistency, and accountability for measurable outcomes.

Program Structure

- **Safety Enhancement Program:** A corridor-wide approach to identify, prioritize, and deliver near-term at-grade crossing safety improvements in a coordinated and integrated manner to advance community benefits. Individual project timelines will vary depending on the scope of crossing-specific design, permitting, and construction efforts. Potential improvements may include signage, striping, warning devices, channelization, pedestrian treatments, and other targeted safety measures.
- **Elimination (Closures and Grade Separations) Program:** A corridor-wide approach to advance crossing elimination projects—including closures and grade separations—through an integrated project development and delivery framework. This program would support the phased implementation of projects across the corridor. Given the complexity, cost, and coordination required for crossing elimination efforts, project delivery would occur over the near, medium, and long term.

Caltrain's Role

Staff recommends the following role for Caltrain under the CCS:

Safety Enhancement Program

- **Initiation, Design, Environmental, Procurement and Construction:** Caltrain to lead project delivery
- **Funding/Grants:** Caltrain to coordinate corridor strategy, sequencing, advocacy and administer awarded funds

Elimination Program

- **Initiation:** Caltrain to facilitate early coordination with city partners in lead role and position projects for success, including partnering on alternative analysis
- **Design / Environmental:** Caltrain to lead design, value engineering, cost estimating, environmental clearance and early work activities
- **Construction:** Caltrain to lead construction, select builder and delivery alternatives, construction inspection and protection.
- **Funding:** Caltrain to organize - with corridor partners - the corridor funding strategy, sequencing, and advocacy
- **Grants:** Caltrain to coordinate with partners, develop competitive grant applications and administer awarded funds where feasible

Roles and responsibilities may be adjusted through a different integrated project delivery approach based on the specific project, funding structure, and agreements with corridor cities and partner agencies. Staff will return with additional consideration on how this section could be further refined as the strategy is advanced.

Corridor Crossing Sequence List

A sequenced corridor project list will guide funding strategy and delivery planning for both safety enhancement and crossing elimination programs. The roadmap will be informed by objective, data-driven criteria, while retaining flexibility to respond to Notices of Funding Opportunity and to advance projects with the strongest combination of readiness, competitiveness, and likelihood of securing funding. Caltrain and corridor partners will seek a consensus-based approach to corridor funding priorities whenever practicable.

- **Sequence List Update and Annual Board Ratification:** Staff will update the list throughout the year to reflect the most recent data on safety, mobility and equity, actual project progress, project readiness, and emerging funding opportunities, and will present the revised list to the Caltrain Board annually for ratification.
- **Progress Updates:** Staff will provide frequent updates, up to every quarter, on near-term project progress, as well as program-level updates, to the Board, relevant Board committees, transportation agencies, city managers, and the Local Policy Maker Group.

2026 CCS Safety Enhancement and Elimination Program Sequence List

City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
San Francisco	Mission Bay Drive	+	1	C
	16th Street	+	2	C
South San Francisco	South Linden Avenue	+	4	B
San Bruno	Scott Street	+	1	B
Millbrae	Center Street	+	4	
	Santa Paula Pedestrian Crossing	+	4	
Burlingame	Broadway	+	1	A
	Morrell Avenue Pedestrian Crossing	+	No advanced enhancements proposed.	
	Oak Grove Avenue	+	4	
	North Lane	+	2	
	Howard Avenue	+	4	
	Bayswater Avenue	+	3	
	Peninsula Avenue	+	4	

City	Crossing	Safety Enhancement Program			Elimination Program
		Baseline	Advanced		
San Mateo	Villa Terrace	Closure			
	Bellevue Avenue	Closure			
San Mateo	1st Avenue	+	4	D	
	2nd Avenue	+	4	D	
	3rd Avenue	+	4	D	
	4th Avenue	+	4	D	
	5th Avenue	+	4	D	
	9th Avenue	+	4	D	
Redwood City	Whipple Avenue	+	3	C	
	Brewster Avenue	+	1	C	
	Broadway/Marshall Street	+	3	C	
	Maple Street	+	4	C	
	Main Street	+	1	C	
	Chestnut Street	+	4	C	
Atherton	Fair Oaks Lane	+	4		
	Watkins Avenue	+	No advanced enhancements proposed.		
Menlo Park	Encinal Avenue	+	4	D	
	Glenwood Avenue	+	4	D	
	Oak Grove Avenue	+	3	D	
	Ravenswood Avenue	+	4	D	
	Middle Avenue Bike/Ped Undercrossing	No existing at-grade crossing			B
Palo Alto	Palo Alto Avenue	+	4	D	
	Churchill Avenue	+	1	B	
	East Meadow Drive	+	1	B	
	Charleston Road	+	2	B	
	South Palo Alto Bike/Ped Crossing	No existing at-grade crossing			D
Mountain View	Rengstorff Avenue	+	1	A	
	Castro Street	Closure			
Sunnyvale	Bernardo Avenue Undercrossing	No existing at-grade crossing			B
	Mary Avenue	+	3	C	
	Sunnyvale Avenue	+	4	C	
Santa Clara	Benton Street and Brokaw Road Grade Separation	No existing at-grade crossing			D
San Jose	Auzerais Avenue	+	4	D	
	Virginia Street	+	4	D	
Morgan Hill	Morgan Hill Station Undercrossing	Caltrain supports safety enhancements at these crossings and is committed to working with the local jurisdictions towards implementation on the UPRR-owned corridor.			D
	Dunne Avenue				D
	Tennant Avenue				D

Background

The CCS was initiated as an outgrowth of the Caltrain Business Plan, which identified the need for a coordinated, corridor-wide approach to improve safety, mobility, and community connectivity at crossings along the rail corridor. Building on that direction, Caltrain launched CCS to establish a unified strategic framework for advancing shared goals with corridor partners.

Development of the CCS was informed by extensive outreach with city managers, elected officials, and staff from all 20 corridor cities. Key partners included senior staff and executive leadership from the San Mateo County Transportation Authority (SMCTA), San Francisco County Transportation Authority (SFCTA), and Santa Clara Valley Transportation Authority (VTA), alongside business leaders, transit advocates, members of the public, and the Caltrain Board.

In February 2026, staff presented the draft CCS program structure, funding and policy oversight framework, delivery approach, funding context, data-driven evaluation methodology, and initial sequence lists for the near-term Safety Enhancement Program and long-term Elimination Program. Caltrain received 150+ comments and conducted meetings with seven groups on the draft CSS. The final CCS reflects this robust feedback and is now being presented for Board consideration.

Budget Impact

No budget impact.

Attachments

- Resolution
- CCS Report

Prepared By: Nicole Soutanov	Deputy Director, Capital Planning	05/12/2026
Casey Fromson	Chief of Staff	05/12/2026

Resolution No. 2026-

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

* * *

Adopt the Corridor Crossing Strategy

Whereas, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board adopted the service vision and the Caltrain Business Plan, which identified the need for a Corridor Crossing Strategy to establish a corridor-wide approach to crossing projects and an implementable framework for funding, organization, and program delivery; and

Whereas, for several years, Caltrain worked with corridor partners to develop the Corridor Crossing Strategy (CCS) and advance the analysis, sequencing, and implementation planning reflected in this resolution; and

Whereas, key corridor partners including senior city managers and staff from all 20 corridor cities; staff and executive leadership from the San Mateo County Transportation Authority, San Francisco County Transportation Authority, and Santa Clara Valley Transportation Authority; and business leaders, transit advocates, members of the public, elected officials, and the Board provided feedback and direction that has led to the creation of the Corridor Crossings Strategy; and

Whereas, staff documented all partners' understanding of corridor conditions and challenges in published reports, fact sheets, the CCS website, the Interactive Crossing Map, and the first Corridor Crossings Delivery Guide; and

Whereas, during the development of the CCS, a more competitive funding environment for grade separation projects, together with rising capital infrastructure costs, have only reinforced the need for a Corridor Crossing Strategy; and

Whereas, the Corridor Crossing Strategy is driven by the *Guiding Principles* of Safety and Access First, One Corridor - Shared Approach, Visible Local Benefits, Transparent - Strategic Investment, and Accountable Implementation to advance a safer and more connected corridor; and

Whereas, this resolution represents the starting point for the Corridor Crossing Strategy, which is expected to evolve over time to respond to conditions along the corridor.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the CCS as set forth below:

Guiding Principles

- **Safety and Access First:** Advance a safer, more connected corridor for all people who live, work, and travel along the Caltrain corridor.
- **One Corridor, Shared Approach:** Align Caltrain, cities, and transportation partners around a common framework for planning, prioritizing, and delivering crossing projects collaboratively to generate safety, mobility, environment and community benefits.
- **Visible Local Benefits:** Prioritize improvements that enhance crossing safety, improve neighborhood connectivity and mobility, and create more accessible and welcoming communities.
- **Transparent, Strategic Investment:** Apply a data-informed, corridor-wide approach to direct limited funding toward projects on the sequenced list.
- **Accountable Implementation:** Provide structured program oversight that promotes alignment, consistency, and accountability for measurable outcomes.

Program Structure

- **Safety Enhancement Program:** A corridor-wide approach to identify, prioritize, and deliver near-term at-grade crossing safety improvements in a coordinated and integrated manner to advance community benefits. Individual project timelines will vary depending on the scope of crossing-specific design, permitting, and construction efforts. Potential improvements may include signage, striping, warning devices, channelization, pedestrian treatments, and other targeted safety measures.
- **Elimination (Closures and Grade Separations) Program:** A corridor-wide approach to advance crossing elimination projects—including closures and grade separations—through an integrated project development and delivery framework. This program would support the phased implementation of projects across the corridor. Given the complexity, cost, and coordination required for crossing elimination efforts, project delivery would occur over the near, medium, and long term.

Caltrain's Role

Caltrain's role under the CCS is as follows:

Safety Enhancement Program

- **Initiation, Design, Environmental, Procurement and Construction:** Caltrain to lead project delivery
- **Funding/Grants:** Caltrain to coordinate corridor strategy, sequencing, advocacy and administer awarded funds

Elimination Program

- **Initiation:** Caltrain to facilitate early coordination with city partners in lead role and position projects for success, including partnering on alternative analysis
- **Design / Environmental:** Caltrain to lead design, value engineering, cost estimating, environmental clearance and early work activities
- **Construction:** Caltrain to lead construction, select builder and delivery alternatives, construction inspection and protection.
- **Funding:** Caltrain to organize – with corridor partners – the corridor funding strategy, sequencing, and advocacy
- **Grants:** Caltrain to coordinate with partners, develop competitive grant applications and administer awarded funds where feasible.

Roles and responsibilities may be adjusted through a different integrated project delivery approach based on the specific project, funding structure, and agreements with corridor cities and partner agencies. Staff will return with additional consideration on how this section could be further refined as the strategy is advanced.

Corridor Crossing Sequence List

A sequenced corridor project list will guide funding strategy and delivery planning for both safety enhancement and crossing elimination programs. The roadmap will be informed by objective, data-driven criteria, while retaining flexibility to respond to Notices of Funding Opportunity and to advance projects with the strongest combination of readiness, competitiveness, and likelihood of securing funding. Caltrain and corridor partners will seek a consensus-based approach to corridor funding priorities whenever practicable. The 2026 CCS Safety Enhancement and Elimination Program sequence list is displayed below:

City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
San Francisco	Mission Bay Drive	+	1	C
	16th Street	+	2	C
South San Francisco	South Linden Avenue	+	4	B
San Bruno	Scott Street	+	1	B
Millbrae	Center Street	+	4	
	Santa Paula Pedestrian Crossing	+	4	
Burlingame	Broadway	+	1	A
	Morrell Avenue Pedestrian Crossing	+	No advanced enhancements proposed.	
	Oak Grove Avenue	+	4	
	North Lane	+	2	
	Howard Avenue	+	4	
	Bayswater Avenue	+	3	
	Peninsula Avenue	+	4	
San Mateo	Villa Terrace	Closure		
	Bellevue Avenue	Closure		
San Mateo	1st Avenue	+	4	D
	2nd Avenue	+	4	D
	3rd Avenue	+	4	D
	4th Avenue	+	4	D
	5th Avenue	+	4	D
	9th Avenue	+	4	D

City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
Redwood City	Whipple Avenue	+	3	C
	Brewster Avenue	+	1	C
	Broadway/Marshall Street	+	3	C
	Maple Street	+	4	C
	Main Street	+	1	C
	Chestnut Street	+	4	C
Atherton	Fair Oaks Lane	+	4	
	Watkins Avenue	+	No advanced enhancements proposed.	
Menlo Park	Encinal Avenue	+	4	D
	Glenwood Avenue	+	4	D
	Oak Grove Avenue	+	3	D
	Ravenswood Avenue	+	4	D
	Middle Avenue Bike/Ped Undercrossing	No existing at-grade crossing		B
Palo Alto	Palo Alto Avenue	+	4	D
	Churchill Avenue	+	1	B
	East Meadow Drive	+	1	B
	Charleston Road	+	2	B
	South Palo Alto Bike/Ped Crossing	No existing at-grade crossing		D
Mountain View	Rengstorff Avenue	+	1	A
	Castro Street	Closure		
Sunnyvale	Bernardo Avenue Undercrossing	No existing at-grade crossing		B
	Mary Avenue	+	3	C
	Sunnyvale Avenue	+	4	C
Santa Clara	Benton Street and Brokaw Road Grade Separation	No existing at-grade crossing		D
San Jose	Auzerais Avenue	+	4	D
	Virginia Street	+	4	D
Morgan Hill	Morgan Hill Station Undercrossing	Caltrain supports safety enhancements at these crossings and is committed to working with the local jurisdictions towards implementation on the UPRR-owned corridor.		D
	Dunne Avenue			D
	Tennant Avenue			D

- Sequence List Update and Annual Board Ratification:** Staff will update the list throughout the year to reflect the most recent data on safety, mobility and equity, actual project progress, project readiness, and emerging funding opportunities, and will present the revised list to the Board annually for ratification.

- **Progress Updates:** Staff will provide frequent updates, up to every quarter, on near-term project progress, as well as program-level updates, to the Board, relevant Board committees, transportation agencies, city managers, and the Local Policy Maker Group.

Regularly passed and adopted this 4th day of June 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

CORRIDOR CROSSINGS STRATEGY

SAFETY ENHANCEMENT AND
ELIMINATION PROGRAMS REPORT

June 2026 Draft



ACKNOWLEDGMENTS

The Corridor Crossings Strategy and development of the programs was made possible through the collaboration and dedication of:

- Peninsula Corridor Joint Powers Board
- San Francisco County Transportation Authority
- San Francisco Municipal Transportation Agency
- San Mateo County Transportation Authority
- Santa Clara Valley Transportation Authority
- Metropolitan Transportation Commission
- Elected officials and staff from the 20 jurisdictions that Caltrain serves especially members of the Local Policy Maker Group and City/County Staff Coordination Group



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For more information and technical background on the Corridor Crossings Strategy Programs, and methodologies see the report appendices on the CCS website:

www.caltrain.com/projects/ccs

CORRIDOR CROSSINGS STRATEGY

The Corridor Crossings Strategy (CCS) establishes a framework for sequencing and delivering at-grade crossing safety enhancements and elimination projects along the Caltrain corridor under two programs: the Safety Enhancement Program and the Elimination Program. Guided by shared overarching principles, the CCS Programs are designed to improve safety, mobility and connectivity by reducing conflicts between road and rail traffic through a corridor-wide, sequenced and coordinated approach to funding and delivery of crossing projects. The CCS Programs introduce a new organizational structure and delivery tools to support strategic and transparent planning of corridor investments. The strategy balances cost-effective near-term safety enhancements, large-scale grade separations, and targeted closures. The CCS establishes the Corridor Crossings Sequence List (Sequence List) which will guide resource allocation, planning of funding and delivery for both programs.

This Report documents the foundational components needed for the successful implementation of the Corridor Crossings Strategy: Guiding Principles, Program Structure, Implementation and Oversight, and development and purpose of the Sequence List as well as Caltrain's proposed role in funding activities and implementation of both programs.

Guiding Principles



Safe and Access First

Advance a safer, more connected corridor for all people who live, work, and travel along the Caltrain corridor.



One Corridor, Shared Approach

Align Caltrain, cities, and transportation partners around a common framework for planning, prioritizing, and delivering crossing projects collaboratively to generate safety, mobility, environment and community benefits.



Visible Local Benefits

Prioritize improvements that enhance crossing safety, improve neighborhood connectivity and mobility, and create more accessible and welcoming communities.



Strategic, Transparent Investments

Apply a data-informed, corridor-wide approach to direct limited funding toward projects on the sequenced list.



Accountable Implementation

Provide structured program oversight that promotes alignment, consistency, and accountability for measurable outcomes.

Background

The CCS was identified as part of the Caltrain Business Plan as an effort necessary to enhance the grade separation process and develop corridor-wide alignment on how to fund and deliver crossing improvements (at-grade and grade separations). There are 71 at-grade crossings on the corridor Caltrain serves, including 43 on Caltrain-owned 51-mile corridor and 28 at-grade crossings on the 26 miles the Union Pacific Railroad owns. The entire corridor counts around 20 grade-separation projects in active conversations (see **Appendices**). These projects currently compete for limited funding, resources, and construction windows on an active, electrified railroad, making it difficult for grade separation project goals to realize.

Caltrain recognizes grade separations as essential to enhancing public safety, enabling multimodal transportation, supporting regional mobility, and accommodating future service expansion. As a result of extensive analysis and corridor partner engagement between Caltrain, transportation authorities, corridor jurisdictions and other key corridor partners, the CCS establishes the Safety Enhancement Program and Elimination Program.

Figure 1: Caltrain Corridor Crossings



Figure 2: Union Pacific Railroad Corridor Crossings



Program Structure

Safety Enhancement Program

A corridor-wide approach to identify, prioritize, and deliver near-term at-grade crossing safety improvements in a coordinated and integrated manner to advance community benefits. Individual project timelines will vary depending on the scope of crossing-specific design, permitting, and construction efforts. Potential improvements may include signage, striping, warning devices, channelization, pedestrian treatments, and other targeted safety measures.

Enhancement Types

★ **Baseline Safety Enhancements:** With an average cost ranging below \$1M* per crossing, the baseline safety enhancements represent quick build upgrades that can improve conditions at crossings in less than a year from start to finish. This set of improvements will be implemented together at all crossings in the next few years upon funding availability.

-  Pavement Markings/Signage/Hatching
-  Delineators
-  Solar Lane Markers
-  Coordination with City for Traffic Timing Adjustments

★ **Advanced Safety Enhancements:** The next Grade Crossing Hazard Analysis will determine which advanced safety enhancement types need to be implemented at each location based on the hazards that require specific mitigation measures. Therefore, the array of advanced safety enhancements will be applied individually or combined on a crossings-by-crossing basis. When combined, these improvements cost in average between \$1M and \$6M* per crossing and take up to two years to be implemented.

-  Fencing
-  Drainage Improvements
-  Lighting Warning
-  Gates and Gate Warning Signals
-  Quad Gates
-  Concrete Work
-  Median Installation/Roadway Channelization
-  Intrusion Detection & Monitoring

**Based on 2025 cost estimates and subject to change.*

Note: While Caltrain does not have delivery authority on UPRR-owned right-of-way, Caltrain supports crossings in cities along this section of the right-of-way in receiving Safety Enhancements. Caltrain is committed to partnering with cities, VTA and UPRR on developing a path forward for implementation.

Elimination Program

A corridor-wide approach to advance crossing elimination projects—including closures and grade separations—through an integrated project development and delivery framework. This program would support the phased implementation of projects across the corridor. Given the complexity, cost, and coordination required for crossing elimination efforts, project delivery would occur over the near, medium, and long term.



Closures: Closures are where the road is closed on both sides of the railroad. These projects may include bicycle and pedestrian access to accommodate active transportation routes. A closure project costs between \$6M and \$15M on average, in 2025 dollars.



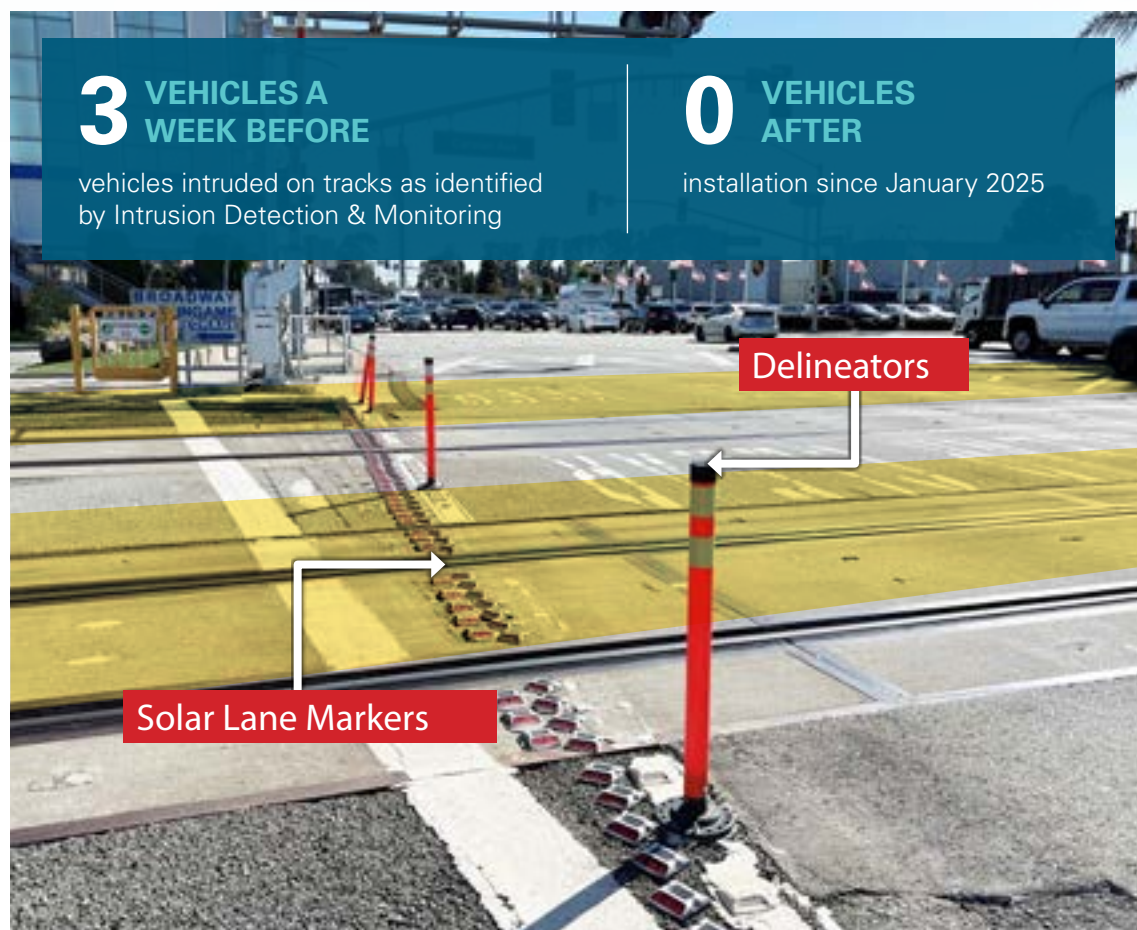
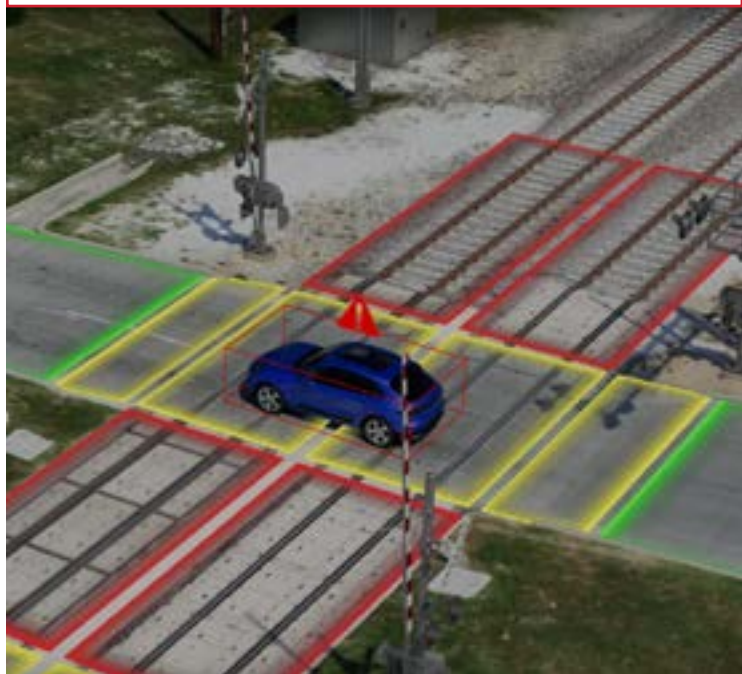
Grade Separations: Grade-separation projects eliminate conflict between the roadway and the railroad by having the roadway cross above or below the railroad. This category of projects includes new grade-separated bike and pedestrian crossings. Grade-separation projects cost range from \$100M in average for a new bike and pedestrian crossing to more than \$500M for a vehicular grade-separation project.

Success Story: Broadway Burlingame Crossing

In early 2025, Caltrain installed solar lane markers, delineators and a pilot Intrusion Detection & Monitoring system at Broadway in Burlingame in conjunction with the city adjusting adjacent traffic signal timing. The crossing monitoring system, enabled by the CCTV cameras that were installed, showed that the solar lane markers and delineators installed at the crossing resulted in a reduction of vehicle intrusions on the track. Caltrain and the City of Burlingame used the CCTV cameras to identify excessive queuing and as a result, modify traffic signal pre-emption times. These traffic signal timing adjustments allowed for more effective clearance of vehicle queuing on and around the railroad tracks and traffic control. As such, solar lane markers, delineators, and traffic signal modification have been included in the suite of baseline safety enhancements for all crossings. In addition to the physical improvements installed (illustrated below), Caltrain worked with GPS navigation companies to enhance audio and visual cues at the crossing to guide drivers to go past train tracks before turning.



Caltrain is deploying **Intrusion Detection & Monitoring** learning software that uses a combination of LiDAR and cameras to observe crossings and send alerts to operations about potential hazards to mitigate collisions.



Implementation and Oversight

The CCS programs will be implemented by integrated, cross-functional teams that standardize designs, reduce redundancies, leverage economies of scale, and pursue innovative delivery methods that streamline construction and minimize service disruptions. This integrated structure enables faster, more consistent, and more cost-effective project delivery across the corridor. Caltrain is designating dedicated Caltrain in-house program directors to lead each program.

Oversight of the two programs will be strengthened both internally and externally. Internally, Caltrain is establishing the **CCS Executive Steering Committee**, composed of all Department Chiefs, to ensure programmatic policy and funding issues are addressed at the corridor-wide level.

Externally, the **Corridor Crossings Leadership Group** composed of executives from Caltrain, corridor cities, and transportation authorities, will ensure transparency and shared accountability of programmatic policy and funding decisions.

Boards and Councils of Caltrain, transportation authorities, and corridor jurisdictions will retain their individual decision-making authority and guide staff on transparency and accountability.

Additionally, each elimination project will benefit from a **Change Management Committee** gathering representatives from the relevant corridor partners to approve changes to a project that have significant impacts on project cost, schedule and outcome.

The CCS represents a step-change for the corridor—bringing partners into one coordinated system to more efficiently deliver safety and community benefits improvements.

Caltrain's Role

- ★ **Closure:** Caltrain will lead delivery of closure projects in partnership with corridor jurisdictions.
- ★ **Safety Enhancement Program:** Caltrain will lead delivery of all safety enhancement projects and the development of the funding strategy to support delivery in partnership with corridor jurisdictions. Caltrain will administer awarded funds.
- ★ **Elimination Program:** Caltrain will take a leadership role in grade-separation and bike/ped crossing projects implementation as early as possible but after the city has performed their initiation phase. Caltrain will support the city while it leads the initiation phase of the project – including partnering on alternative analysis when applicable. Caltrain will organize - with corridor partners - the corridor funding strategy, sequencing, and advocacy. Caltrain will coordinate with partners, develop competitive grant applications and administer awarded funds where feasible.

Roles and responsibilities may be adjusted through a different integrated project delivery approach based on the specific project, funding structure, and agreements with corridor cities and partner agencies.

Corridor Crossings Sequence List

The Corridor Crossings Sequence List will guide funding strategy and delivery planning for both safety enhancement and crossing elimination programs. **The roadmap will be informed by objective, data-driven criteria, while retaining flexibility to respond to Notices of Funding Opportunity and to advance projects with the strongest combination of readiness, competitiveness, and likelihood of securing funding.** Caltrain and corridor partners will seek a consensus-based approach to corridor funding priorities whenever practicable.

The sequence list is the result of a scoring process. This process assigns a score to each advanced safety enhancement and grade-separation project based on data-driven criteria **developed through corridor partners engagement. Projects are then assigned to a funding group in the Corridor Crossings Sequence List, based on their score.** This process helps guide the corridor’s funding priorities for both programs. It ensures that resources and investments are directed toward the most critical and funding-ready projects, promoting strategic decision making and effective use of staff time.

The sequencing process criteria and methodology are described below. They differ between enhancement and elimination projects to reflect their distinct objectives and project maturity.

The sequence list complements Caltrain’s Capital Improvement Plan (CIP) by providing an updated and prioritized roadmap of crossing projects.

Scoring Safety Enhancements Projects

Advanced safety enhancement projects are scored based on safety needs, using criteria such as the number of fatal rail incidents, fatal/severe street incidents, and the ratio of total street incidents to average daily traffic. The crossings are then sorted into four funding groups (1 through 4), based on their scores. Baseline safety enhancement projects are not scored and will be deployed across all Caltrain crossings upon funding availability.

Scoring Elimination Projects

Elimination projects are given a score between 0 and 23 based on evaluation criteria that assess each project against broader corridor objectives: Safe and Equitable Mobility, Equitable Community Benefits, Cost Efficiencies and Reliable Funding, Implementable Program, and Maximize Rail Corridor Utility. Elimination projects are then sorted into four funding groups (A, B, C and D) based on their scores. Group A includes projects that score 12 or higher.

Closure Projects

Caltrain is committed to prioritizing closures over safety enhancement and other elimination projects as they provide the most safety benefits for the lowest project cost and are amongst the fastest projects to implement. Therefore, closure projects are not scored.

Appendix B describes the methodology and scoring for sequencing the safety enhancement program and **Appendix C** does the same for the elimination program.

Table A: Safety Enhancement and Elimination (Closure & Grade Separations) Program Sequence List

City	Crossing	Safety Enhancement Program		Elimination Program Group	City	Crossing	Safety Enhancement Program		Elimination Program Group
		Baseline	Advanced Group				Baseline	Advanced Group	
San Francisco	Mission Bay Drive	+	1	C	Atherton	Fair Oaks Lane	+	4	--
	16th Street	+	2	C		Watkins Avenue	+	No advanced enhancements proposed.	
South San Francisco	Linden Avenue	+	4	B	Menlo Park	Encinal Avenue	+	4	D
San Bruno	Scott Street	+	1	B		Glenwood Avenue	+	4	D
Millbrae	Center Street	+	4	--		Oak Grove Avenue	+	3	D
	Santa Paula Ped Crossing	+	4	--		Ravenswood Avenue	+	4	D
Burlingame	Broadway	+	1	A		Middle Avenue Bike/ Ped Undercrossing	No existing At-Grade Crossing		B
	Morrell Avenue Pedestrian Crossing	+	No advanced enhancements proposed.		Palo Alto	Palo Alto Avenue	+	4	D
	Oak Grove Avenue	+	4	--		Churchill Avenue	+	1	B
	North Lane	+	2	--		East Meadow Drive	+	1	B
	Howard Avenue	+	4	--		Charleston Road	+	2	B
	Bayswater Avenue	+	3	--		South Palo Alto Bike/ Ped Crossing	No existing At-Grade Crossing		D
	Peninsula Avenue	+	4	--	Mountain View	Rengstorff Avenue	+	1	A
				Castro Street		Closure			
San Mateo	Villa Terrace	Closure			Sunnyvale	Bernardo Avenue Undercrossing	No existing At-Grade Crossing		B
	Bellevue Avenue	Closure				Mary Avenue	+	3	C
	1st Avenue	+	4	D		Sunnyvale Avenue	+	4	C
	2nd Avenue	+	4	D	Santa Clara	Benton Street and Brokaw Road Grade Separation	No existing At-Grade Crossing		D
	3rd Avenue	+	4	D		San Jose	Auzerais Avenue	+	4
	4th Avenue	+	4	D	Virginia Street		+	4	D
	5th Avenue	+	4	D	Morgan Hill	Morgan Hill Station Undercrossing	Caltrain supports safety enhancements implementation on UPRR-owned corridor.		D
9th Avenue	+	4	D	Dunne Avenue				D	
Redwood City	Whipple Avenue	+	3	C		Tennant Avenue			D
	Brewster Avenue	+	1	C					
	Broadway/ Marshall Street	+	3	C					
	Maple Street	+	4	C					
	Main Street	+	1	C					
	Chestnut Street	+	4	C					

Safety Enhancement Program Group Description and Activities

Table B below provides examples of activities Caltrain will perform that are specific to each advanced safety enhancement group.

Table B: Safety Enhancement Program Group Description and Activities

Funding Group	Near-Term Objective	Funding Activities	Implementation Activities
Baseline safety enhancements will be deployed across all Caltrain crossings.			
Group 1	Design and construct safety enhancements to address highest priority safety crossings.	<ul style="list-style-type: none"> • Caltrain will collaborate with corridor partners to identify funding sources and funding opportunities. • Caltrain will complete GO-88B applications and CPUC coordination/approvals. 	<ul style="list-style-type: none"> • Caltrain will design and construct safety enhancements.
Group 2	Advance design of safety enhancements to address next highest priority safety crossings.	<ul style="list-style-type: none"> • Caltrain will collaborate with corridor partners to identify funding sources and funding opportunities. • Caltrain will complete GO-88B applications and CPUC coordination/approvals. 	<ul style="list-style-type: none"> • Caltrain will collect and monitor annual safety trends. • Caltrain will design safety enhancements. • When possible, Caltrain will advance Group 2 projects into construction when Group 1 is constructed, and funding is secured.
Group 3	Monitor annual safety trends for crossings with low safety indicators.	<ul style="list-style-type: none"> • Caltrain will identify and track future funding opportunities. 	<ul style="list-style-type: none"> • Caltrain will collect and monitor annual safety trends. • When possible, Caltrain will advance Group 3 projects into design when Group 2 advances and funding is secured.
Group 4	Monitor annual safety trends for crossings with lowest safety indicators.	<ul style="list-style-type: none"> • Caltrain will identify and track future funding opportunities. 	<ul style="list-style-type: none"> • Caltrain will collect and monitor annual safety trends.

Elimination Program Group Description and Activities

Table C below outlines specific objectives and provides examples of actions Caltrain will perform for each elimination group. Activities may be adjusted based on the specific project needs, funding availability, and agreements with corridor cities and partner agencies. Caltrain always requires an agreement to participate in elimination project advancement.

Table C: Elimination Program Group Description and Activities

Funding Group	Near-Term Objective	Funding Activities	Implementation Activities
<p style="text-align: center;">Group A</p>	<p>Advance projects through construction.</p>	<ul style="list-style-type: none"> • Caltrain will lead grant application and administration of construction funds. • Caltrain will lead project funding strategy and advocacy with Corridor Partners. Caltrain will coordinate with corridor partners to apply for funds for construction. 	<ul style="list-style-type: none"> • Caltrain will be the lead implementation agency from design through construction and project closeout. • Caltrain, the City and TA will enter into an agreement that defines roles and responsibilities for all phases of project delivery. The agreement will also address roles and responsibilities for maintaining the new and/or modified assets. • Caltrain will lead and manage preconstruction work, advance design to be shovel ready. • Caltrain will lead construction planning and track access workshops with Rail Operations and define project construction work windows and access constraints. • Caltrain will manage early work activities (i.e., construction packages, utilities relocation and right-of-way acquisitions). • When CMGC is selected, Caltrain will perform a cost estimate update at 65% design and negotiate with CMGC for Construction Guarantee Maximum Price (GMP) when project closes final design.
<p style="text-align: center;">Group B</p>	<p>Advance projects through final design.</p>	<ul style="list-style-type: none"> • Caltrain will collaborate with corridor partners to identify and apply for funds to complete design. • Caltrain will lead administration of grants if it has a relationship with the funding entity and if Caltrain is an eligible recipient. 	<ul style="list-style-type: none"> • Caltrain will be the lead implementation agency. • Caltrain will manage the Designer, finalize preferred alternative and complete value engineering to advance design. • Caltrain will lead the environmental clearance process (CEQA and NEPA). • Caltrain will identify early work activities (utilities relocation and right-of-way acquisitions). • Caltrain will perform construction and project cost estimate at 35% design and 65% design. • Caltrain will lead constructability workshop with the Designer and Rail Operations. • Caltrain will perform risk-based alternative delivery workshop and recommend preferred delivery method.

Funding Group	Near-Term Objective	Funding Activities	Implementation Activities
Group C	Advance through preliminary engineering and environmental clearance.	<ul style="list-style-type: none"> • Caltrain will support funding applications for design funds. • Caltrain will support funding applications that do not compete with Groups A and B projects. • Caltrain will lead administration of grants if it has a relationship with the funding entity and if Caltrain is an eligible recipient. 	<ul style="list-style-type: none"> • Caltrain will be the lead implementation agency. • Caltrain will work with corridor partners to define scope of project. • Caltrain will work with city and manage concept design and develop design alternatives for more cost-effective solutions given constrained funding environment.
Group D	Advise project to explore viable and feasible alternative solutions.	<ul style="list-style-type: none"> • Caltrain will support funding application for planning funds. • Caltrain will support funding applications that do not compete with Groups A-C projects. • Caltrain will lead administration of grants if it has a relationship with the funding entity and if Caltrain is an eligible recipient. 	<ul style="list-style-type: none"> • Caltrain will take a leadership role at the beginning of conceptual design, after the city has performed the initiation phase of the project. • Caltrain and the City will enter into an agreement that defines roles and responsibilities for the entire pre-construction project delivery cycle. The agreement will also address the funding strategy for the project. • Caltrain will partner with the city while it performs the initiation phase.

Moving Forward

As stewards of the Corridor Crossings Strategy, Caltrain Board and staff will continue to focus their actions on facilitating the corridor-wide, coordinated and sequenced approach to the CCS programs implementation, building alignment with corridor partners, seeking resources and activating partnerships.

The following Caltrain Board and staff actions will be key to the CCS operationalization:

- ✓ **Sequence List Update and Annual Board Ratification:** Staff will update the list throughout the year to reflect the most recent data on safety, mobility and equity, actual project progress, project readiness, and emerging funding opportunities, and will present the revised list to the Caltrain Board annually for ratification.
- ✓ **Progress Updates:** Staff will provide frequent updates, up to every quarter, on near-term project progress, as well as program-level updates, to the Board, relevant Board committees, transportation agencies, city managers, and the Local Policy Maker Group.
- ✓ **Corridor Crossings Delivery Guide Update:** Once the CCS Programs implementation is well underway, staff will reflect relevant changes into the Delivery Guide.
- ✓ **Funding Strategy and Advocacy:** Staff will continue to build out the important venues for corridor partners to speak with one corridor voice, and work with corridor partners on developing funding strategies and advocacy plans to close funding gaps.

More information and CCS documentation are available on the CCS website: www.caltrain.com/projects/ccs

Caltrain

← Buses
Transit Connections
Bike Station →

**Peninsula Corridor Joint Powers Board
Staff Report**

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

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

Purpose

In keeping with the 2026 Legislative Program, the attached reports highlight the recent issues and actions that are relevant to the Board of Directors (Board).

Staff recommends the Board receive the attached State and Federal Legislative Update.

Discussion

The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The update will focus on the state budget, federal budget process, and state legislation.

Budget Impact

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Manager	05/15/2026
	Isabella Conferti	Government and Community Affairs Specialist	05/15/2026

Caltrain Bill Matrix as of Thursday, May 15, 2026

Bill ID/Topic	Location	Summary	Position
AB 105 Gabriel D Budget Acts of 2021, 2023, 2024, and 2025.	This bill is on the inactive file.	The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
AB 153 Committee on Budget Transportation budget trailer bill.	This bill is on the inactive file.	Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board’s reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 259 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</p>

Bill ID/Topic	Location	Summary	Position
AB 942 Calderon D Electricity: climate credits.	This bill is in the Senate Rules Committee, pending referral to policy committee.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating those emissions. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to continue a program of assistance to low-income electric and gas customers with annual household incomes that are no greater than 200% of the federal poverty guidelines, as specified, which is referred to as the California Alternate Rates for Energy (CARE) program. Existing law also requires the PUC to continue a program of assistance to residential customers of the state's 3 largest electrical corporations consisting of households of 3 or more persons with total household annual gross income levels between 200% and 250% of the federal poverty guideline level, which is referred to as the Family Electric Rate Assistance (FERA) program. Existing law, except as provided, requires revenues received by an electrical corporation as a result of the direct allocation of greenhouse gas allowances to be credited directly to residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporation, commonly known as the California Climate Credit. This bill would exclude residential customers from receiving the California Climate Credit if they are not enrolled in the CARE or FERA program and their total electricity bills for the previous year were less than \$300. This bill contains other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
AB 1198 Haney D Public works: prevailing wages.	This bill is in the Senate Labor, Public Employment, and Retirement Committee.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2027, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified.	Watch
AB 1331 Elhawary D Workplace surveillance.	This is a two-year bill.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles. This bill would subject an employer who violates the bill to a civil penalty of \$500 per violation and would authorize a public prosecutor to bring specified enforcement actions.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1337 Ward D Information Practices Act of 1977.	This bill is in the Senate Privacy, Digital Technologies, and Consumer Protection Committee.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1383 McKinnor D Public employees' retirement benefits.	This bill is in the Senate Labor, Public Employment, and Retirement Committee.	The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers' Retirement Law, establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would make related, conforming changes to these provisions on pensionable compensation. The bill also would require a new member of STRS to be subject to specified limits of the Teachers' Retirement Law. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This bill is in the Senate Rules Committee, pending referral to policy committee.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.	Watch
AB 1564 Ahrens D Employer-employee relations: confidential communications.	This bill is now on the Assembly Floor.	Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1578 Jackson D State and local officials: sexual harassment training and education: anti-hate speech training.	This bill is now on the Assembly Floor.	The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training. This bill contains other related provisions and other existing laws.	Watch
AB 1599 Ahrens D Public transit: California Transit Stop Registry: transit datasets.	This bill is now on the Assembly Floor.	Existing law establishes the Department of Transportation and vests it with various powers and duties. This bill would require the department to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 1608 Wilson D Office of the Inspector General, High-Speed Rail.	This bill is in the Senate Transportation Committee.	Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority Inspector General to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified. This bill would authorize the Inspector General to contract for goods and services that the Inspector General deems necessary for the furtherance of the purposes of the office. For a contract up to \$1,000,000 in value, the bill would exempt the Inspector General from all contract requirements of the Public Contract Code that require oversight, review, or approval by the Department of General Services or any other state agency. This bill contains other related provisions and other existing laws.	Watch

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

Bill ID/Topic	Location	Summary	Position
AB 1630 Caloza D Meet and confer: observation.	This bill is now on the Assembly Floor.	Existing law provides for negotiations concerning wages, hours, and other terms and conditions of employment between a higher education employer and an exclusive representative of a recognized or certified employee organization, as these terms are defined. Existing law requires higher education employers, or such representatives as they may designate, to engage in meeting and conferring with the employee organization selected as exclusive representative of an appropriate unit on all matters within the scope of representation. Existing law requires a reasonable number of representatives of an exclusive representative to have the right to receive reasonable periods of released or reassigned time without loss of compensation when engaged in meeting and conferring and for the processing of grievances prior to the adoption of the initial memorandum of understanding. This bill would authorize an exclusive representative, in their discretion, to invite one or more members of a bargaining unit to remotely and passively observe a session held for the purpose of a meet and confer on a memorandum of understanding. The bill would prohibit, absent an agreement of the parties, a member of a bargaining unit observing a session pursuant to these provisions from receiving released or reassigned time or compensation to observe a session.	Watch
AB 1697 Kalra D Employment contracts: stay-or-pay provisions: contract date.	This bill is on the Assembly Floor.	Existing law generally prohibits an employment contract from requiring a worker to pay certain penalties, fees, costs, or debts related to employment or education if the worker's employment or work relationship terminates, as provided. Existing law provides that a contract that is unlawful under that prohibition is void and contrary to public policy as a restraint of engaging in a lawful profession, trade, or business. Existing law authorizes a worker, among other persons, to bring a civil action for specified civil penalties and relief for a violation of these provisions. Existing law applies these prohibitions to contracts entered into on or after January 1, 2026. This bill would instead apply those provisions to contracts entered into on or after January 1, 2027. This bill would declare that it is to take effect immediately as an urgency statute.	Watch
AB 1821 Pacheco D California Public Records Act: agency response time.	This bill is on the Assembly Floor.	Existing law, the California Public Records Act, requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. The bill would instead authorize the time period for each agency to respond to be extended by no more than 14 business days. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 1837 González, Mark D</p> <p>Video imaging of parking violations.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require that a public transit operator that used video imaging to enforce parking violations who has or has not had a system in operation at any time prior to January 1, 2027, to report to the Legislature, as specified. The bill would allow only local agencies to use video image records to enforce parking violations and would prohibit the use or access of these records for general law enforcement purposes or by federal authorities, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1838 Berman D</p> <p>Public contracts: local agencies: responsive bidders.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.</p>	<p>Watch</p>

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

Bill ID/Topic	Location	Summary	Position
<p>AB 1883 Bryan D</p> <p>Workplace surveillance tools.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual's emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology, unless it is used strictly to open a locked device or grant access to locked or secure areas. The bill would also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status. This bill would require the Labor Commissioner to enforce the bill's provisions, would authorize an employee to bring a civil action for specified remedies for a violation of the bill's provisions, and would authorize a public prosecutor to enforce the provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of up to \$500 for each violation. The bill would define various terms for purposes of its provisions. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p>	<p>Watch</p>
<p>AB 1941 González, Mark D</p> <p>Organized metal theft.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than \$5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell, exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature. By creating new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support May 2026</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2074 Haney D</p> <p>Regional transit hub districts: downtown housing developments.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. By requiring certain cities to designate regional transit hub districts and requiring streamlined ministerial approval of certain housing developments, the bill would impose a state-mandated local program. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2168 Wicks D</p> <p>Active Transportation Program: guidelines.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2190 Wallis R</p> <p>Internet website accessibility.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>The Unruh Civil Rights Act requires persons within the jurisdiction of the state to be free and equal and, regardless of the person's sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status, to be entitled to the full and equal accommodations, advantages, facilities, privileges, or services in all business establishments, as prescribed, and makes a violation of the federal Americans with Disabilities Act of 1990 (ADA) a violation of the act. Existing law imposes liability upon a person who denies, aids, or incites a denial of, or makes any discrimination or distinction contrary to, rights afforded by law for actual damages suffered, exemplary damages, a civil penalty, and attorney's fees, as specified, to any person who was denied the specified rights. Existing law also imposes liability upon a person, firm, or corporation that denies or interferes with admittance to, or enjoyment of, public facilities or otherwise interferes with the rights of an individual with a disability, as specified, for damages and attorney's fees to a person who was denied those rights. This bill would grant to an entity an affirmative defense to a claim seeking statutory damages under the provisions described above on the basis of a specific accessibility barrier on the entity's internet website, as defined, if the entity provided evidence to the plaintiff demonstrating within 30 days of receiving a written prelawsuit demand from the plaintiff that either (1) the entity published a digital accessibility report on the accessibility page of its internet website disclosing the specific access barrier and updated that report to reflect remediation of the access barrier or (2) that various things were true regarding the entity's efforts to identify and remediate access barriers on its internet website, including the entity had a reasonable and good faith basis to believe that the internet website was accessible and conformed with the internet website accessibility standard, as specified. This bill would also prohibit a resource service provider from, in exchange for money or any other form of remuneration, negligently, recklessly, or knowingly constructing, licensing, distributing, or maintaining for online use a resource or part of an internet website that causes an entity's internet website to be inaccessible or not conformant with the internet website accessibility standard if the resource or part of the internet website is within the control of the resource service provider to remediate or from making a false representation that a resource or part of an internet website is accessible or conforms to the internet website accessibility standard.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2308 Haney D</p> <p>Redevelopment: successor agency debt: City and County of San Francisco.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law dissolved redevelopment agencies and community development agencies as of February 1, 2012, and provides for the designation of successor agencies to, among other things, wind down the affairs of the dissolved redevelopment agencies and make payments due for enforceable obligations. Existing law, among other powers granted to successor agencies generally, additionally vests the successor agency to the former Redevelopment Agency of the City and County of San Francisco with the authority, rights, and powers of that former redevelopment agency solely for the purpose of issuing bonds or incurring other indebtedness, subject to the approval of the oversight board of the successor agency, to finance the construction of affordable housing and infrastructure required by specified development agreements, including the infrastructure required by the Transbay Implementation Agreement. Under existing law, these bonds and indebtedness are considered indebtedness incurred by the dissolved redevelopment agency secured by moneys deposited in the Redevelopment Property Tax Trust Fund established for that agency. This bill would specify this authority to issue bonds or incur other indebtedness to finance the infrastructure required by the Transbay Implementation Agreement includes entering into arrangements with the Transbay Joint Powers Authority and the City and County of San Francisco to extend the time period for pledges of gross sales proceeds and net tax increments. This bill would make legislative findings and declarations as to the necessity of a special statute for the City and County of San Francisco.</p>	<p>Support May 2026</p>
<p>AB 2341 Fong D</p> <p>Local government: emergency response services: use of languages other than English.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than “very well,” according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than “very well,” as specified. This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency’s jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than “very well.” The bill, to determine whether a language meets the criteria for translation, would require a local agency to calculate the total population of those within its jurisdiction that speaks English less than “very well,” and, for each language included in the American Community Survey data, determine whether speakers of any language who speak English less than “very well” comprise at least 5% of the total population of that jurisdiction that speaks English less than “very well.” The bill would make organizational and clarifying changes to the above-described provisions, as specified. This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2411 McKinnor D</p> <p>California Olympic and Paralympic Public Safety Command: agreements with state and local agencies.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law requires the Office of Emergency Services to establish the California Olympic and Paralympic Public Safety Command (COPPSC) to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles. Existing law repeals provisions relating to COPPSC on January 1, 2029. Existing law requires the Commission on Peace Officer Standards and Training (POST) to adopt rules establishing minimum standards relating to physical, mental, and moral fitness that govern the recruitment of certain peace officers. Existing law requires POST to establish a certification program for certain peace officers, as provided. This bill would require COPPSC to negotiate and enter into agreements to facilitate training, mutual cooperation, sharing of information and resources, and the use of law enforcement personnel with other state and local agencies within and outside of the State of California for the purposes of ensuring public safety for the 2028 Olympic and Paralympic Games. The bill would require the agreement to, among other things, require law enforcement personnel contracted from out of state to obtain a certificate of training from the commission. The bill would require the commission to establish a streamlined training program for out-of-state law enforcement personnel that, among other things, satisfies the key requirements for qualifications under the POST program that are necessary for the unique conditions of the 2028 Olympic and Paralympic Games. The bill would repeal the requirement to establish a streamlined training program on January 1, 2029.</p>	<p>Watch</p>
<p>AB 2413 Ransom D</p> <p>Large-format public advertisements: public expense.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines “mass mailing” to mean over 200 substantially similar pieces of mail, and defines “mass electronic mailing” to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size. This bill would prohibit a large-format public advertisement from being published or displayed at public expense if, among other things, the advertisement includes the photograph of an elected officer affiliated with the agency that produces or purchases the large-format public advertisement and is prepared in cooperation, consultation, coordination, or concert with the elected officer. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
AB 2492 Gabriel D Public safety: mega sporting events.	This bill was held on the Suspense File in the Assembly Appropriations Committee.	Existing law requires the Office of Emergency Services to establish, and oversee the development, approval, and adoption of, the California Olympic and Paralympic Public Safety Command to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles, as specified. Existing law requires the office to enter into a memorandum of understanding with the Los Angeles Organizing Committee for the 2028 Olympic and Paralympic Games, and with other necessary parties, to implement these requirements, as specified. This bill would require the office, in collaboration with the host counties and any relevant host committee or partner, to prepare for the planning, resourcing, management, and delivery of safety and security at and around certain mega sporting events or any official watch party, as specified. The bill would require the office to enter into a memorandum of understanding with the host counties and any other necessary party to implement these provisions by January 1, 2027. The bill would repeal these provisions on January 1, 2030. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 2516 Petrie-Norris D</p> <p>California Grid Manufacturing Initiative.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law establishes the Governor's Office of Business and Economic Development (GO-Biz) within the Governor's office and requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates within GO-Biz the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects, as specified. This bill would require the Energy Unit, in coordination with other specified state entities, to establish the California Grid Manufacturing Initiative. The bill would require the Energy Unit to identify and procure critical electricity grid components, as defined, and to incentivize new or existing in-state manufacturing of electricity grid components. This bill would require the Energy Unit to develop a process for each public utility, as defined, on or before January 1, 2028, and regularly thereafter, to submit a projection of its purchasing needs for critical electricity grid components for which the public utility has not entered into a purchase agreement and for which the public utility affirmatively seeks the assistance of the Energy Unit in coordinating resources and leveraging purchasing power. The bill would provide that, if the Energy Unit determines that centralized procurement is warranted for a critical electrical grid component, a participating public utility may, prior to the issuance of a solicitation by the Energy Unit for that component, submit to the Energy Unit the conditions under which the public utility commits to purchase those components from the initiative, as provided. Under the bill, if a procurement by the Energy Unit satisfies the conditions submitted by a public utility, the public utility's commitment to purchase the component from the initiative would be binding, as provided. By imposing new duties on local publicly owned electric utilities, the bill would impose a state-mandated local program. This bill would authorize the Energy Unit to issue requests for proposals or other competitive solicitations to procure critical electricity grid components, as provided, and would authorize the Energy Unit to provide financial assistance to projects that establish or expand manufacturing capacity in California for electrical grid components, as specified. The bill would also authorize the Energy Unit to enter into production joint ventures with qualified private suppliers, as provided, and to provide bond financing and other assistance. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2529 Johnson R</p> <p>Civil claims: public entities and employees: declaration.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law, the Government Claims Act, governs the tort liability and immunity of, and claims and actions against, public entities, officers, and employees. Existing law requires that a claim against a public entity or public employee be signed by the claimant or by some person on the claimant's behalf. This bill would require a claim against a public entity or public employee to include a declaration that, upon information and belief, the contents of the claim are true and correct. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
AB 2560 Schultz D Climate Action Plan for Transportation Infrastructure: goals.	This bill is now on the Assembly Floor.	Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.	Watch

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

Bill ID/Topic	Location	Summary	Position
<p>SB 445 Wiener D</p> <p>High-speed rail: third-party agreements, permits, and approvals: regulations.</p>	<p>This is a two-year bill.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 545 Cortese D</p> <p>High-speed rail: economic opportunities.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes the Governor’s Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Governor’s Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study’s findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 555 Caballero D Workers' compensation: average annual earnings.	This bill is in the Assembly Insurance Committee.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law provides for temporary disability, permanent total disability, or permanent partial disability benefits, among other benefits, for an injured employee and requires the computation of an injured employee's average annual earnings and average weekly earnings for purposes of determining those disability benefits. Existing law requires, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at various amounts, including between \$240 and \$435 for injuries occurring on or after January 1, 2014, except as specified. This bill would require, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at between \$____ and \$____ for injuries occurring on or after January 1, 2027.	Watch
SB 667 Archuleta D Railroads: safety: wayside detectors.	This bill is in the Assembly Utilities & Energy Committee.	The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. The bill would define "wayside detector system" to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to adopt rules and processes to implement these provisions, including a penalty of not less than \$25,000 for violating these provisions, as provided. The bill would not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.	Oppose March 2026

Bill ID/Topic	Location	Summary	Position
SB 741 Blakespear D Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This is a two-year bill.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch
SB 908 Wiener D Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.	This bill is on the Senate Floor.	Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments. This bill would prohibit those governing documents from limiting or prohibiting the owner of a separate interest within a common interest development from completing a residential window replacement project, as defined, or from imposing any requirements on California Energy Code-compliant windows in a housing development project, as defined. This bill contains other related provisions and other existing laws.	Watch
SB 929 Jones R State Energy Resources Conservation and Development Commission: chair: report to the Legislature.	This bill is on the Senate Floor.	Existing law establishes the State Energy Resources Conservation and Development Commission consisting of 5 members and establishes various duties and responsibilities of the commission relating to energy usage in the state. Existing law requires the Governor to designate a chair of the commission and requires the chair to direct the public advisor, the executive director, and other staff of the commission in the performance of their duties in conformance with the policies and guidelines established by the commission. This bill would require the chair of the commission to appear annually before the appropriate policy committees of the Legislature to report on activities of the commission, as specified.	Watch

Bill ID/Topic	Location	Summary	Position
SB 935 Choi R Local agency design-build projects: authorization.	This bill is in the Assembly Local Government Committee.	Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending provisions that would otherwise be repealed on January 1, 2031, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 939 Laird D</p> <p>Public employees' retirement: service credit: payments.</p>	<p>This bill is in the Assembly Public Employment & Retirement Committee.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERL vests management and control of PERS in the Board of Administration. Under that law, members may make certain elections, including elections to purchase service credit for various types of public service, upon payment of additional contributions. Existing law permits a member who retires before paying off the entire amount for service credit to pay the balance due by deductions from their retirement allowance equal to those authorized as payroll deductions, as specified. Under existing law, upon the death of that member, a survivor of the member, who is eligible for a monthly allowance, may elect to continue those deductions from the survivor's allowance. Existing law authorizes the member, survivor, or beneficiary, as an alternative, on or after January 1, 2020, to elect to receive an allowance that is reduced by the actuarial equivalent of any balance remaining unpaid by the member. This bill would limit that alternative option to elections made on or after January 1, 2020, with an initial effective date prior to January 1, 2028. (2)Existing law provides that all elections taking effect on or after January 1, 2020, including elections for normal contributions, arrears contributions, absences, or public service become due and payable at the time of the member's retirement or preretirement death. This bill would require, for all elections with an effective date on or after January 1, 2028, except as specified, the member's payment to be received by the system no later than 90 days after the member's retirement effective date, or the survivor or beneficiary's payment to be received by the system no later than 90 days after the date the notification of balance due is mailed. For any balance not paid, the service credit included in the election would be reduced or eliminated, as specified. This bill would also require all contributions or service credit adjustments required by law or agreement with an effective date on or after January 1, 2028, to become due and payable at the time of retirement or preretirement death. The bill would require the member, survivor, or beneficiary to have their allowance reduced by the actuarial equivalent of any balance remaining unpaid by the member. (3)Existing law permits a member of PERS who has elected to receive credit for service and who retires for disability, including a safety member who retires due to industrial disability, to elect to cancel the installments prospectively, in accordance with certain provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 994 Cabaldon D</p> <p>Local agencies: nondisclosure agreements.</p>	<p>The bill is on the Senate floor.</p>	<p>Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local agency officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local agency official to share information with fellow local agency officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1008 Ochoa Bogh R</p> <p>California Environmental Quality Act: exemption: railroad grade crossing closure.</p>	<p>This bill is at the Assembly Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements and authorizes a lead agency, if it determines a certain project is exempt from CEQA, to file a notice of exemption, as provided. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would provide that the exemption is inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities, as provided. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1035 Strickland R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill would direct the Controller to transfer a specified amount from the General Fund to the Greenhouse Gas Reduction Fund. By transferring General Fund moneys to a partially continuously appropriated fund, this bill would make an appropriation. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1087 Cabaldon D</p> <p>Transportation planning: sustainable communities strategies: transportation funding programs.</p>	<p>The bill is on the Senate floor.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy, the bill would require the metropolitan planning organization to submit a sustainable communities strategy implementation report. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 1097 Wiener D California Environmental Quality Act: electrical distribution: exemptions.	This bill was held on the Suspense File in the Senate Appropriations Committee.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA projects that consist of the inspection, maintenance, repair, restoration, reconditioning, reconductoring with advanced conductors, replacement, or removal of an existing transmission wire or cable used to conduct electricity or other piece of equipment that is directly attached to the wire or cable and that meet certain requirements, including, among other things, that for a project that is not located on a sensitive site, the project is undertaken entirely within an existing right-of-way. For projects that are located on a sensitive site, as defined, the bill would also require that the project not increase the footprint of the existing transmission line by more than 10%. In addition to those requirements, for projects that are located within a national park, a national monument, a national wilderness area, or a national recreation area, the bill would also require that the existing right-of-way that the project is undertaken within have a certified EIR, negative declaration, or mitigated negative declaration. For any of these above-described projects that are undertaken within a private right-of-way, the bill would require the project applicant to obtain permission from each underlying property owner to access the property for the project and to enter into an agreement to restore the right-of-way to its condition before the commencement of the project. If a lead agency determines that a project is exempt from CEQA pursuant to the above-described provision, the bill would require the lead agency to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk in each county in which the project is located, as provided. By increasing the duties of a lead agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
SB 1136 Blakespear D Intercity rail and commuter rail: special events service plans: fare system integration.	This bill was held on the Suspense File in the Senate Appropriations Committee.	Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. By imposing additional duties on regional rail operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 1187 Durazo D Open meetings: majority.	This bill is at the Assembly Desk.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define “majority” for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.	Watch
SB 1241 Smallwood- Cuevas D Skilled and trained workforce requirements.	The bill is on the Senate floor.	Existing law establishes requirements with respect to public contracts that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements. This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would, in addition to the specified notice in bid documents, require a public entity to post, or require a prime contractor to post, a job site notice specifying that the project is subject to the skilled and trained workforce requirement. The bill would also extend the same posting and notice requirement to private developers. This bill contains other related provisions and other existing laws.	Watch
SB 1275 McNerney D Sales and use tax exemption: vehicle license fee imposition: motor vehicles.	This bill was held on the Suspense File in the Senate Appropriations Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 1292 Richardson D</p> <p>Enhanced curb management system.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the participating city to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. The bill would require the public ordinance or resolution to include an Enhanced Curb Management Use Policy (policy) that sets forth the specific purpose of the system, among other things. The bill would require the policy to be made available for public review, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 1324 Blakespear D Passenger and freight rail: LOSSAN Rail Corridor: working group report.	This bill is in the Assembly Transportation Committee.	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027. By extending the duties of representatives of local agencies, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch
SB 1366 Rubio D Public Utilities Commission: report.	The bill is on the Senate floor.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including every common carrier, toll bridge corporation, pipeline corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation, water corporation, sewer system corporation, and heat corporation, as specified. Existing law requires each state agency, including the commission, to provide the Director of General Services with an annual report on late payment penalties that were paid by the agency, as provided. This bill would require the commission to annually submit a report to the Legislature with information related to the payment of invoices, as provided.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 1375 Cortese D</p> <p>California Environmental Quality Act: exemption: urban intermodal rail station project.</p>	<p>This bill is on the Senate Floor.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support May 2026</p>
<p>SB 1411 Stern D</p> <p>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</p>	<p>This bill was held on the Suspense File in the Senate Appropriations Committee.</p>	<p>Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for certain purposes, including for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would revise and recast that authorization to instead authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for activities related to early works, as defined, and for projects developed through public partnership agreements or public-private partnership agreements, subject to the requirements that those funding commitments maximize the efficiency of delivering the project and do not delay the completion of the Merced to Bakersfield segment, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 1425 Cortese D High-Speed Rail Authority: property: right-of-way.	The bill is on the Senate floor.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's right-of-way, as specified. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund. The bill would, upon appropriation by the Legislature, make the penalty moneys available to the authority for use in the development, improvement, and maintenance of the high-speed rail system, and the other moneys available for administering these provisions. This bill contains other related provisions and other existing laws.	Watch
SCR 84 Blakespear D California Rail Month.	This bill is in the Assembly Rules Committee, pending referral to policy committee.	This measure would recognize May 2026 as California Rail Month.	Watch

**Caltrain
Federal Report
May 2026**

Caltrain CEO Visits Washington, D.C. for Meetings with Federal Officials and Lawmakers

- During the week of April 20, Caltrain CEO Michelle Bouchard visited Washington, D.C. for meetings with federal departments and lawmakers. Discussion topics included thanking congressional members for their support through the community project funding (earmark) process) as well as discussing Caltrain’s federal priorities. During meetings with the Department of Transportation (DOT), the Caltrain team introduced meeting participants to Caltrain and discussed Caltrain’s Age Exploration Program.
- The Manatt team scheduled the following meetings for the Caltrain team:
 - Rep. Kevin Mullin (D-CA)
 - Rep. Sam Liccardo
 - Office of Sen. Alex Padilla (D-CA)
 - Office of Sen. Adam Schiff (D-CA)
 - Federal Transit Administration:
 - Jamie Pfister, Acting Executive Director
 - Matthew Cahill, Chief Counsel
 - Heather Babb, Deputy Associate Administrator
 - Mark Bathrick, Director, Office of Grants Management and Guidance
 - Patrick Mullane, Senior Congressional Affairs Specialist
 - Federal Railroad Administration:
 - Drew Feeley, Deputy Administrator

Congress

Congress Ends DHS Shutdown

- On April 30, the House approved a bill by voice vote to fund all of the Department of Homeland Security (DHS) except its immigration enforcement agencies, ending the longest agency shutdown in U.S. history. The shutdown lasted more than 10 weeks, with DHS Secretary Markwayne Mullin warning that the agency would soon run out of money to pay its employees.
- While House Republicans opposed passing the Senate-approved bill, arguing that it should include funding for immigration enforcement agencies, House Speaker Mike Johnson reportedly faced pressure from the White House and some House

Republican lawmakers to pass it before the chamber left town for a weeklong recess.

- Secretary Mullin gave an interview to Fox News on Friday, May 1, explaining that the shutdown slowed the implementation of DHS priorities and eroded capacity. The Secretary added that during the shutdown period, more than 1,100 TSA screeners have quit, harming preparedness for a busy summer of travel with major events like the 2026 FIFA World Cup.

Surface Transportation Reauthorization Markup Delayed

- While the House Transportation & Infrastructure (T&I) Committee had hoped to mark up the long-awaited surface transportation reauthorization bill in mid-April, the Committee is now targeting a date in May. The delay reportedly stems from ongoing negotiations between House T&I Committee Chair Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) over the bill's topline number. Chair Graves has supported a package in the \$500 and \$550 billion range, while Ranking Member Larsen is seeking a higher figure. Chair Graves has since indicated that he may be willing to possibly go over \$600 billion.
- Ranking Member Rick Larsen also reported that he is in favor of including a fee on electric vehicles and hybrid cars in the forthcoming surface transportation bill. Chair Graves had previously expressed support for such a proposal.

Administration

DOT Announces Consolidated Rail Infrastructure and Safety Improvements NOFO

- The Federal Railroad Administration (FRA) released the NOFO for the FY25-26 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program. The CRISI program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
- FRA expects outcomes of selected projects to include either safety or high-performing core assets. Projects may either reduce train accidents, highway-rail grade crossing incidents, and trespass incidents; or restore and modernize core assets to improve the state of good repair, enhance system resiliency, and increase safety. At least 25 percent of the available award amount will be made available for projects located in Rural Areas.
- Applications are [due](#) by June 22, 2026.

DOT Announces Railroad Crossing Elimination NOFO

- The Federal Railroad Administration (FRA) released the NOFO for the Railroad Crossing Elimination Grant Program. This program funds projects that: build overpasses or underpasses so cars and trains never meet; upgrade safety technology at crossings; relocated tracks to close a grade crossing; and educate Americans on how to cross train tracks safely.
- FRA expects outcomes of selected projects to include either safety or improvement of mobility of people and goods. Projects may either reduce highway-rail crossing incidents, trespass incidents, and train accidents; or eliminate highway-rail and pathway rail grade crossings that are frequently blocked by trains to enhance rail safety, improve the health and safety of communities, and reduce the impacts that freight movement and railroad operations may have on underserved communities. The program sets-aside 3 percent of funding for planning projects located in Rural Areas or on Tribal Lands, 20 percent of Crossing Safety Program funds for projects in Rural Areas or on Tribal Lands, and at least \$3 million for Highway-Rail Grade Crossing safety information and education programs.
- Applications are [due](#) by May 29, 2026.

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

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of May 20, 2026

Members Present: William Abbott, Davis Albohm, Madeeha Ayub, Rosalind Kutler, Kristopher Linquist, Melody Pagee (Alternate, arrived at 5:43 pm), Rohit Sarathy (arrived at 6:05 pm), Mark Thurber, Peter Wickman (Alternate), Adrian Brandt (Vice Chair)

Members Absent: Madeeha Ayub, Patricia Leung (Chair)

Staff Present: T. Burgwyn, N. Dhaliwal, A. Feng, J. Guaracino, J. Jest, O. Quintanilla Lopez, N. Soultanov

1. Call to Order

Acting Chair Adrian Brandt called the meeting to order at 5:40 pm.

2. Roll Call

Alice Feng, CAC Secretary, called the roll and confirmed a Committee quorum was present.

3. Pledge of Allegiance / Safety Briefing

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

4. Approval of Meeting Minutes for April 15, 2026

Member Pagee arrived at 5:43 pm.

Motion/Second: Wickman/Pagee

Ayes: Abbott, Albohm, Pagee, Thurber, Brandt

Noes: None

Absent: Ayub, Sarathy, Leung

Abstain: Kutler, Linquist

5. Public Comment for Items Not on the Agenda

Roland commented on high-speed rail (HSR) business plan updates, tunnel and track configuration concepts, freight compatibility with electrified rail, escalating project costs, and recent leadership changes at HSR Authority.

Aleta Dupree commented on Clipper functionality, fare payment options, and challenges related to the removal of day passes.

Christina F commented on appreciation for restoration of Bayshore elevator service and noted continued responsiveness concerns.

Jeff Carter commented on train bathroom reliability and cleanliness, HSR cost and delivery comparisons, and day pass availability and Clipper integration.

6. Report of the Chair

Acting Chair Brandt reported on service reliability issues, passenger safety concerns, Palo Alto crossing and quiet zones, financial risks tied to Senate Bill (SB) 63, and potential improvements to onboard security and communications.

7. Safety Quarterly Update

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

- Safety performance metrics and injury/incident trends
- Rail crossing risk focus and engineering countermeasures; Right-of-Way (ROW) safety strategy; engineering, education, enforcement
- Safety outreach programs and employee engagement activities
- Transit police response times and security operations review; Rider safety reporting tools and potential mobile app implementation
- Ongoing hazard and vulnerability assessments; Infrastructure maintenance and vegetation/fencing improvements
- Mental health and crisis response coordination (988 outreach)
- Enforcement planning and use of data/technology for monitoring
- External agency coordination on crossing safety and enforcement

Member Sarathy arrived at 6:05 pm.

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Transit police response time data and reliability of priority metrics
- Interpretation of call categories (e.g., passing checks and parking enforcement)
- Data presentation and clarity of security incident reporting
- Rider safety communication tools (apps versus SMS/text-based reporting)
- Public awareness of emergency contact numbers and reporting channels
- Classification and consistency of incursions versus trespass incidents
- Grade crossing gate timing and pedestrian safety concerns
- Signal system issues including double-pumping and software delays
- Expansion and effectiveness of crossing safety infrastructure

Public Comment

Jeff Carter commented on safety improvements including expansion of delineators, transit police response times and deployment model, and broader concerns about infrastructure project delivery timelines.

8. Receive Update on Fiscal Year 2027 Operating Budget

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

- Ongoing structural operating deficit of about \$48 million
- Strong ridership growth driving significant increases in fare and parking revenue
- Revenue mix shifting with fare and Measure RR playing a larger role
- Reduced reliance on one-time state and federal grants
- Cost containment efforts, including holding vacancies and reducing consultant spending
- Major cost pressure from rising insurance and risk management expenses
- Maintain current service levels while ridership growth begins to level off

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Safety and security update, including performance metrics and initiatives
- Transit police response times and data reliability concerns
- Clarification on incident classifications and safety reporting categories
- Grade crossing safety improvements and rollout speed of delineators and barriers
- Public reporting tools and communication options for riders (app versus text/SMS)
- Signal system and gate timing issues at crossings
- Fiscal Year (FY) 2027 budget overview, structural deficit, and funding strategy
- Fare revenue, fare evasion enforcement, and revenue assumptions
- Parking operations and potential pricing/enforcement improvements
- Non-fare revenue opportunities including telecom leasing and energy storage

Public Comment

Jeff Carter commented on transit funding needs, fare enforcement revenue, operational efficiency, electrification energy costs, and the importance of maintaining shared services between Caltrain and San Mateo County Transit District (SamTrans).

Acting Chair Brandt announced that Caltrain is recruiting new CAC members and encouraged interested applicants from all counties to apply before the May 29 deadline.

9. Corridor Crossing Strategy Program & Elements

Nicole Soultanov, Deputy Director, Capital Program Planning, and Navdeep Dhaliwal, Manager, Government and Community Affairs, provided the presentation that included the following:

- Safety enhancement and elimination (grade separation) programs
- Project scoring, prioritization, and sequencing approach
- Caltrain delivery roles and implementation structure
- Corridor-wide funding strategy and external funding coordination
- Phased safety improvements and long-term crossing program rollout
- Interagency coordination and corridor-wide alignment

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Timeline drivers: funding, California Public Utilities Commission (CPUC) approvals, and coordination with cities/partners
- Meaning of “alignment” and coordination structures across agencies
- Project scoring system and how projects are prioritized into funding groups
- Funding strategy and how corridor-wide applications are coordinated
- Clarification on specific projects and funding status (Menlo Park, Palo Alto, Middle Avenue)
- Stakeholder involvement varies by project (city, Santa Clara Valley Transportation Authority (VTA), Union Pacific Railroad (UP), CPUC, community)
- Ownership and coordination on Union Pacific segments
- CPUC waiver requirements impacting safety enhancements rollout

Public Comment

Jeff Carter commented on the corridor-wide strategy, safety improvements, and concerns about the high cost and service impacts of San Francisco grade separation projects, including potential effects on 22nd Street Station.

Roland commented on the Pennsylvania Avenue extension cost and the potential replacement of 22nd Street Station with new stations and connections.

10. 2025 Triennial Customer Survey Update

Julian Jest, Manager, Market Research and Development, provided the presentation that included the following:

- Rider demographics, including income, education, and equity considerations
- Electrification impacts on customer satisfaction and ridership growth
- Trip frequency trends and opportunities for converting new riders to frequent users
- Station access patterns including walking, transit, and biking connections
- Shift from paper tickets to Clipper and growth of institutional fare programs
- Station boarding and alighting patterns, with San Francisco as the primary hub
- Use of survey data for service planning, marketing, and equity/Title VI analysis

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Motorcycle parking and first/last-mile access at stations
- Clipper usability and payment experience issues (credit card tap, card clash)
- Sports and event-based marketing and ridership opportunities; Late-night service and event return travel experience
- Clarification for boarding, alighting, entry, and exit; Boarding versus alighting data differences and survey methodology questions
- Origin-destination survey approach and sampling considerations
- Average trip length/distance measurement and data gaps
- Use of Clipper/Automatic Passenger Count (APC) data for improved ridership analysis

Member Albohm left at 8:00 pm.

Public Comment

Jeff Carter commented on station-area development growth, strong walk access patterns, fare payment flexibility and senior discount limitations, and improved service alignment for sports and event travel.

Roland commented on Clipper app functionality for recovering a lost senior Clipper Card and the need for registered accounts to maintain discount eligibility versus credit card tap use.

11. Staff Report (Ted Burgwyn)

10.a. Customer Experience Task Force Update

10.b. JPB CAC Work Plan Update

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

- 96.1 percent on-time performance (OTP); safety incidents; Positive Train Control (PTC) and mechanical delays
- Ridership recovery trends; weather and event impacts
- Fare enforcement down 15.6 percent; Clipper NextGen tap-to-pay and device issues
- South County review; no August schedule changes
- Restroom 55 percent out-of-service; early departures; elevator repair
- Concerts, sports, Bay to Breakers, International Federation of Association Football (FIFA) event service
- Quiet car pilot; marketing and communications updates; Board patterns, station use, and survey findings

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Maintenance facility field trip proposal and public logistics concerns
- Station display tablet pilot and reliability upgrades
- Station restroom availability, “throne” units, and vandalism prevention ideas
- Stanford Station service limits due to Americans with Disabilities Act (ADA) and safety constraints
- Fare inspection system issues, citation processing, and enforcement effectiveness
- PTC-related braking events and crossing safety concerns
- Early departures monitoring and schedule adherence
- Track incursions and vehicle strike analysis, including safety treatments

Member Linqvist left at 8:26 pm.

Member Thurber left at 8:26 pm.

Public Comment

Doug DeLong commented on strengthening fare enforcement, removing disruptive riders, and exploring dedicated enforcement teams to improve safety and reduce vandalism.

Jeff Carter commented on ridership trends, special event service planning, maintenance facility tour ideas, and restroom accessibility and management.

Roland commented on restroom capacity, train seating tradeoffs, and European rail maintenance practices.

Daniel Karpelevitch commented on restroom reliability, Electric Municipal Unit (EMU) train configurations, expansion of station restroom facilities, and interest in more transparency on emergency braking issues.

12. Committee Member Requests

- Expansion and acceleration of station restroom deployment to improve availability and reliability

13. Date/Time/Location of Next Regular Meeting: Wednesday, June 20, 2026 at 5:40 pm at via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

14. Adjourn – The meeting adjourned at 8:51 pm.