BOARD OF DIRECTORS 2026

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AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

September 03, 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.

September 03, 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 – Existing Litigation (§ 54956.9(d)(1)) [Rogers v. Peninsula Corridor Joint Powers Board, San Mateo County Superior Court, Case No. 23-CIV-03335]

PART III OF MEETING (REGULAR SESSION): 9:30 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 August 6, 2026 — Motion

   9.b. Appointment of the Community Advisory Committee Representative for San Mateo County — Motion

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

Approved by the Finance Committee

9.c.	Authorize the Disposition of a 1999 Ford F-250 Support Service Vehicle	Resolution
9.d.	Award Contracts to Civic Edge Consulting, LLC and Omnia Associates, LLC for On-Call Ambassador Services for an Aggregate Not-To-Exceed Amount of $615,000 for a Five-Year Term	Resolution
9.e.	Award Contracts to HDR Engineering, Inc., ICF Environmental Inc., Jacobs Engineering Group Inc., and WSP USA Inc. for On-Call Environmental Planning, Permitting and Support Services for an Aggregate Not-To-Exceed Amount of $13.4 Million for a Five-Year Term	Resolution
9.f.	Authorize the Executive Director to Execute an Agreement with the California Department of Transportation for the Caltrain Fare Strategy Study	Resolution

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

9.g.	Authorize Executive Director to Execute Amendment to Memorandum of Understanding for Broadway Burlingame Grade Separation and Amend Capital Budget for Fiscal Year 2027 for the Same*	Resolution
9.h.	Authorize Staff to File a California Environmental Quality Act (CEQA) Notice of Exemption for the Rengstorff Avenue Grade Separation Project	Resolution

10.	Adopt Passenger Code of Conduct for Behavior on Trains and at Stations	Resolution
11.	Receive Update on Caltrain Safety Performance for Fiscal Year 2026 Quarter 4	Informational
12.	Receive State and Federal Legislative Update	Informational
13.	Receive Quarterly Real Estate Update	Informational
14.	Reports	

14.a.	Report of the Chair	Informational
14.b.	Report of the Community Advisory Committee Available Online at www.caltrain.com/video-board-directors	Informational

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

14.c. Report of the Local Policy Maker Group (LPMG) Informational

14.d. Report of the Transbay Joint Powers Authority (TJPA) Informational

15. Correspondence

16. Board Member Requests

17. Date / Time / Location of Next Regular Meeting: Thursday, October 1, 2026 at 9:30 am.

    The meeting will be accessible via Zoom and in person at the San Francisco County Transportation Authority, 22nd Floor, 1455 Market Street, San Francisco, CA 94103.

18. Adjournment

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

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.

Item #8.
9/3/2026

Executive Director's Monthly Report: August 2026

Executive Director Michelle Bouchard

Report prepared for September Board meeting; data current through July 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.

Caltrain

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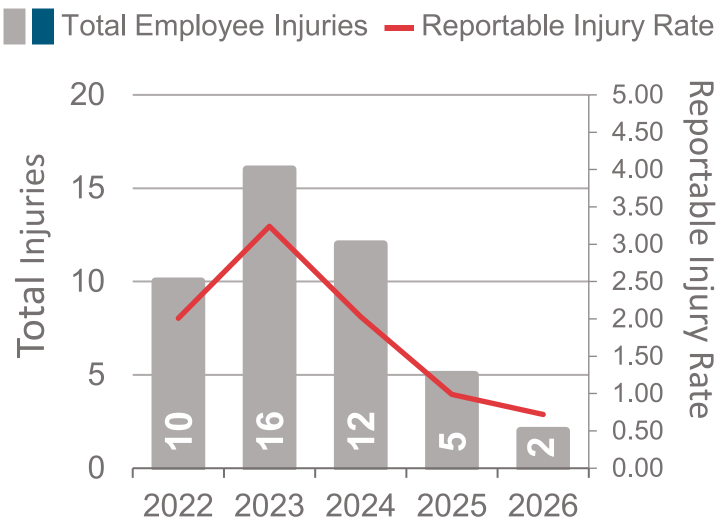
Safety Updates – Injuries and Accidents

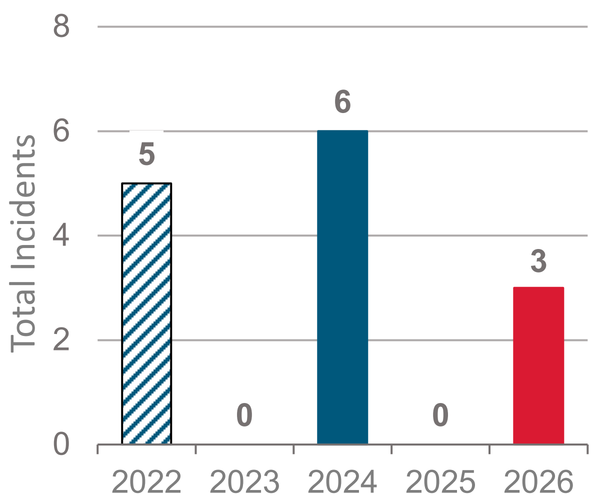
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain's cumulative RIR for calendar year 2026 is 0.72.

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 3 reportable incidents so far in 2026.

Days without a Reportable Injury as of 8/10/2026

Department	Days Without Injury	Date of Last Injury
Dispatch	2,266	5/27/2020
Operations	181	2/10/2026
Maintenance of Equipment	77	5/25/2026
Maintenance of Way	378	7/28/2025
Other	2,266	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 held a Safety and Quality Roadshow June 24 at BCCF (San Jose) for field employees and July 29th at Menlo Park.
- Caltrain continues a “Safety Leaders of the Quarter” recognition program to acknowledge and celebrate employees who are actively contributing to a positive safety culture. The 9th cohort of Safety Leaders was recognized at a recent quarterly All Hands meetings.

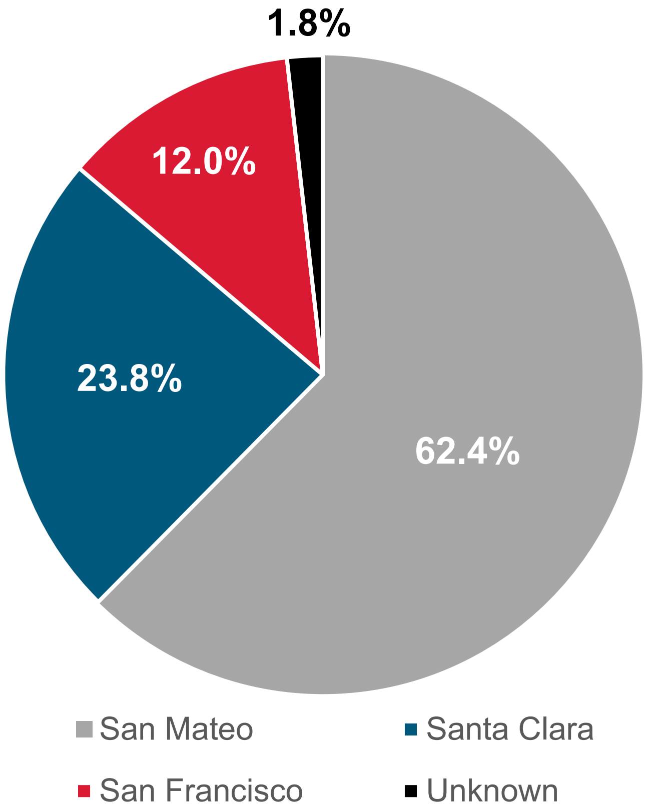
Recent Engagement Activities

- **Summer Spike 2026: 1,632 employee engagements** as of August 2, with the campaign continuing through August 31
    - Topics covered:
        - Effective job briefings and crew alignment.
        - Maintaining situational awareness in changing environment.
        - Understanding sleep debt and how the risk builds.
        - Crew resource management focusing on looking out for each other.
- **Safety Roadshows:** On July 29, Caltrain safety hosted a Safety roadshow for employees at Menlo Park.

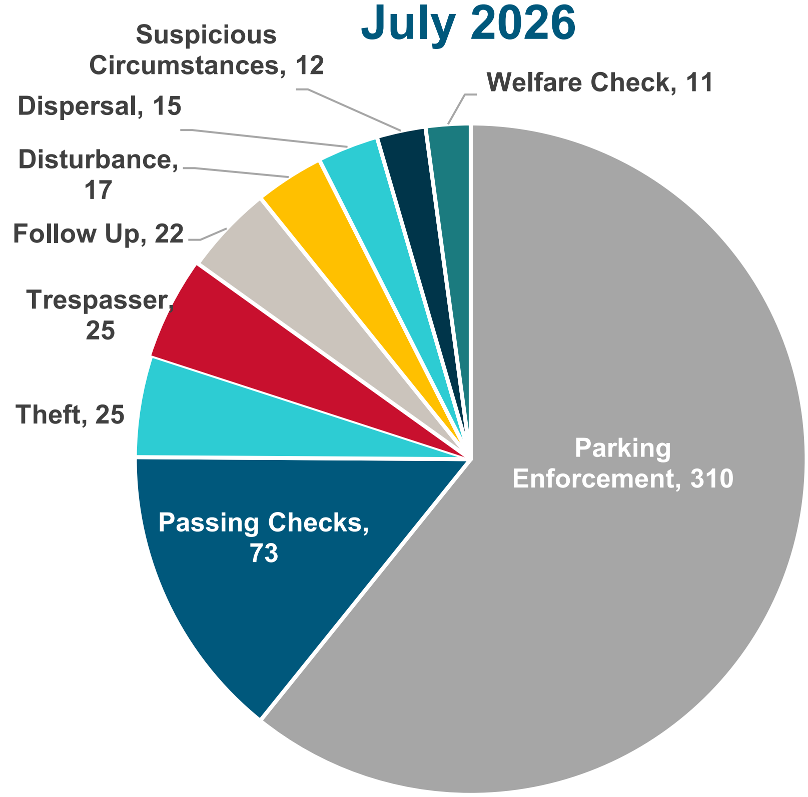
Security Update

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 July 2026



Number of Calls by Category July 2026



<u>July 2026 Service Call Data</u>

Overall Average Response Time: **24:23**

Average Response Time for **Priority 1** Calls***: 17:16**

Average Response Time for **Priority 2** Calls****: 16:41**

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

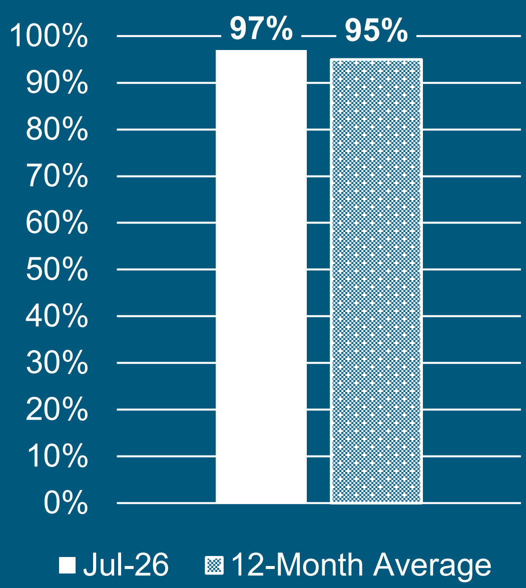
**Priority 2 Calls: *Just Occurred – Crimes Against Persons/In-Progress Property Crimes*

Footnote 1: Total calls for service totaled 644 in July across 18 categories.
The pie chart shows the top 9 categories representing 510 calls or 79% of the total.

Performance at a Glance

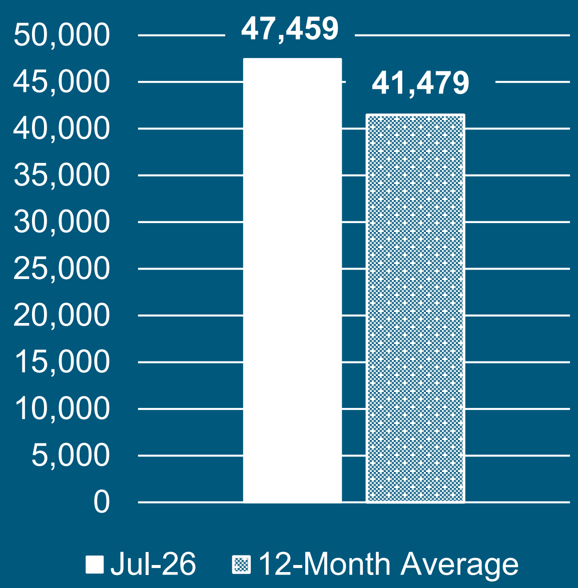
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



Average Daily Ridership

Average estimated weekday ridership



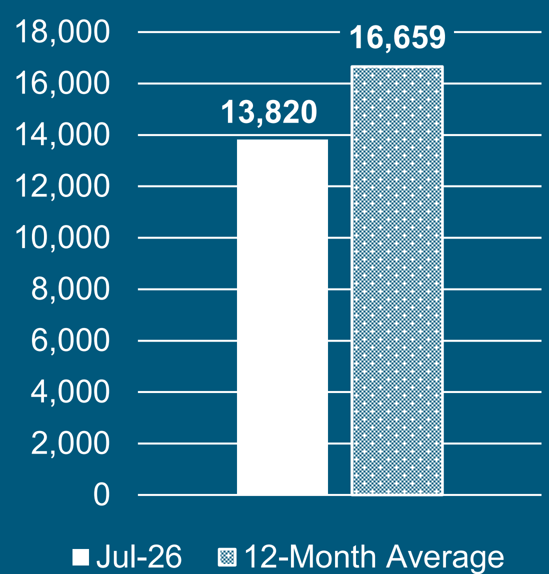
Farebox Recovery Ratio

Ratio of fare revenue to operating costs

*Farebox Recovery Ratio information is temporarily unavailable due to Fiscal Year End Close. Metric to be updated next month.

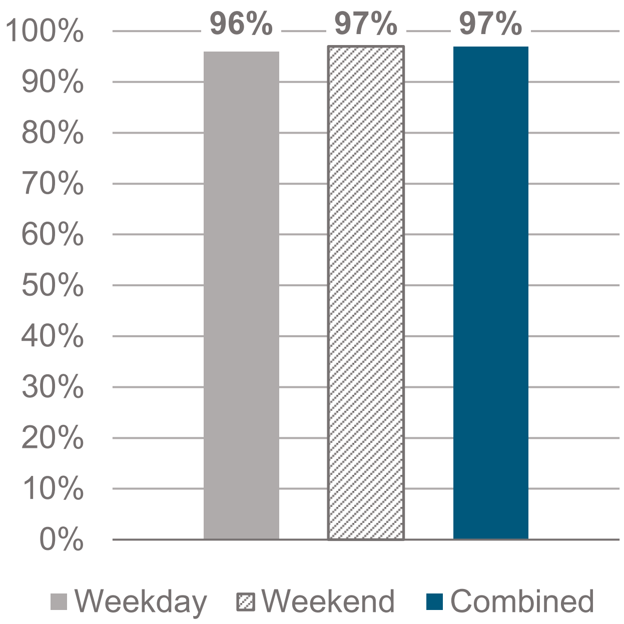
Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required



On-Time Performance

Performance This Month (Jul-26)

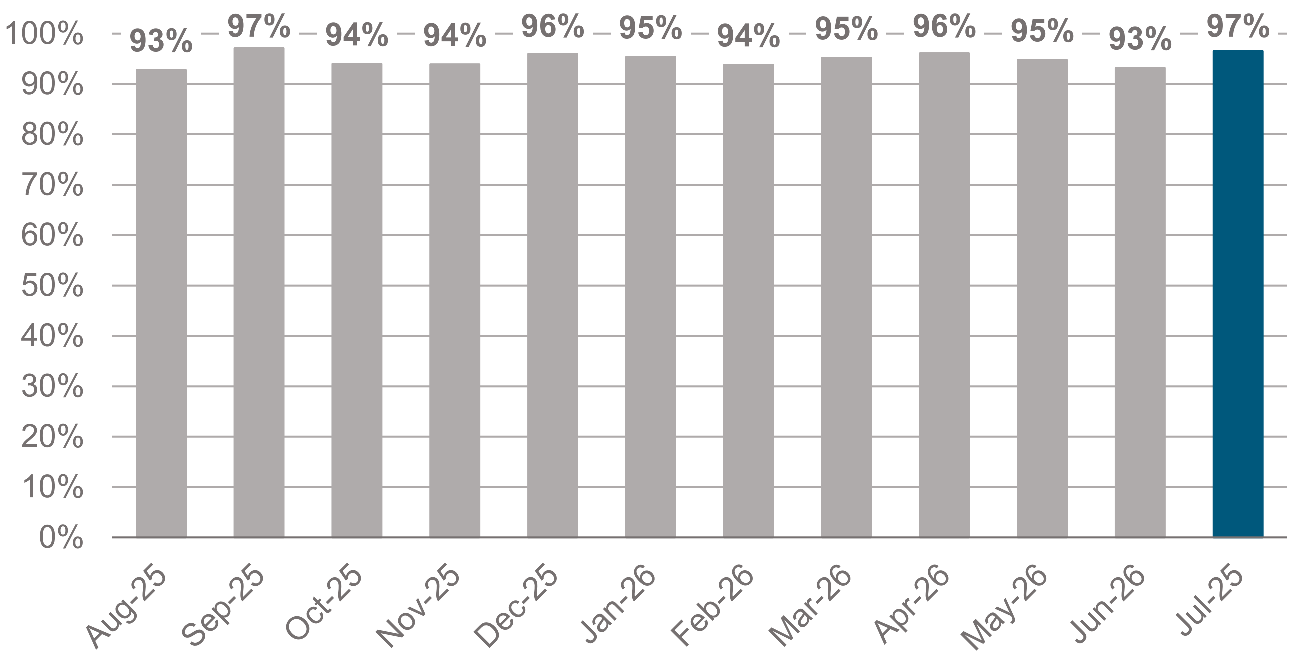


Trains are considered on-time if they arrive within less than six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of July was 96.5%; trains arriving within 10 minutes of scheduled time was 98.9%.

Note that Weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year

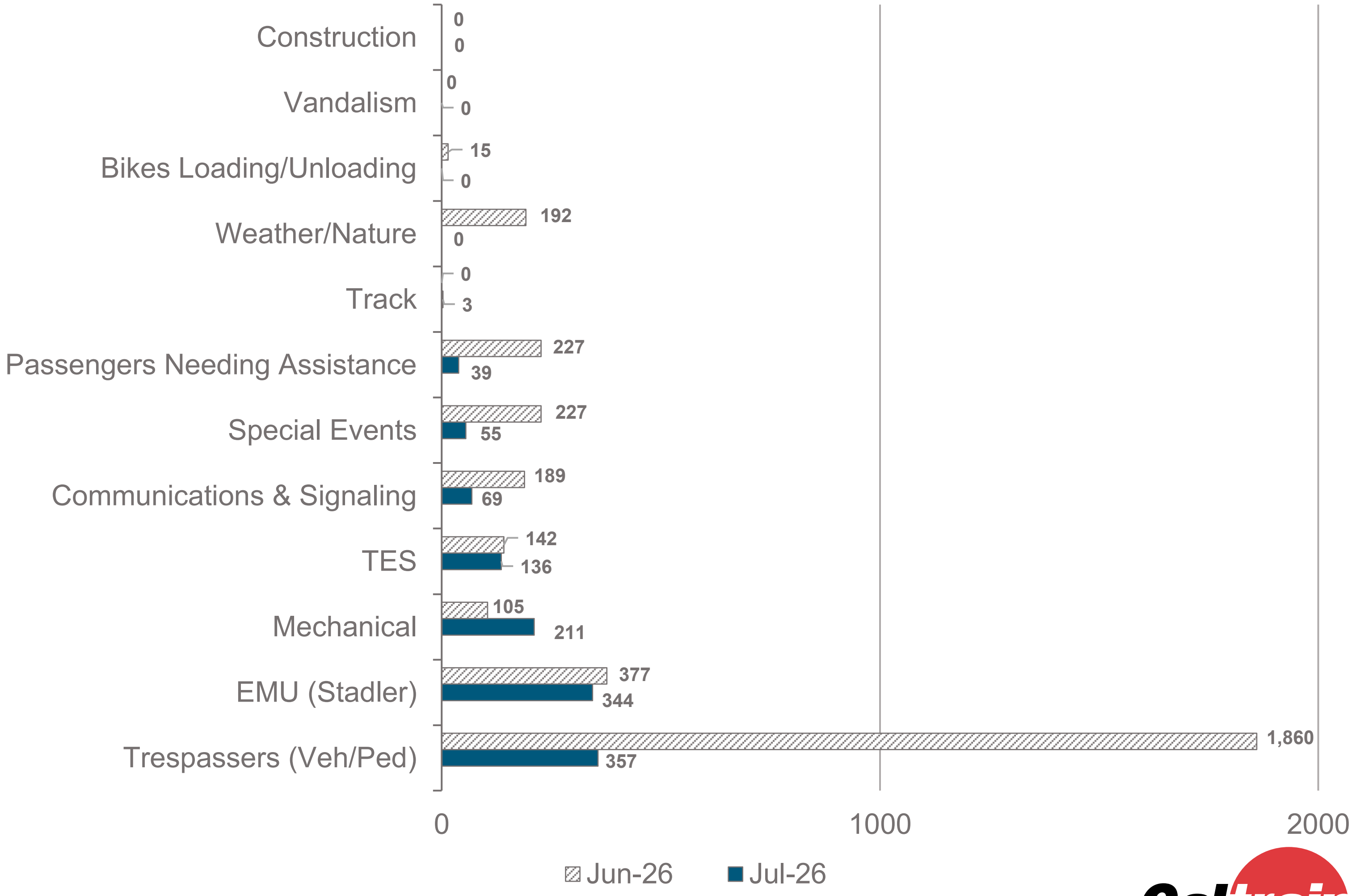


Delays and Cancellations

	May-26	Jun-26	Jul-26
Number of Late Trains	155	204	108
Average Minutes Late for Late Trains	15	18	16
Number of Cancelled Trains	7	15	11

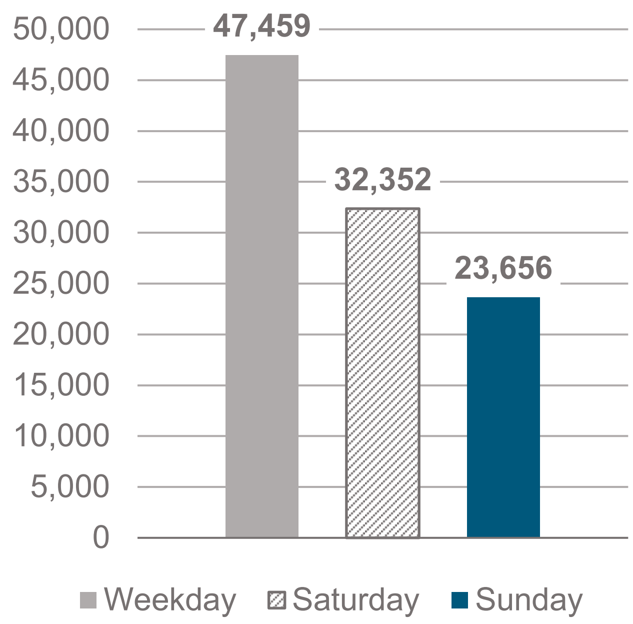
Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run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

Reasons for Train Delays, by Minutes of Delay



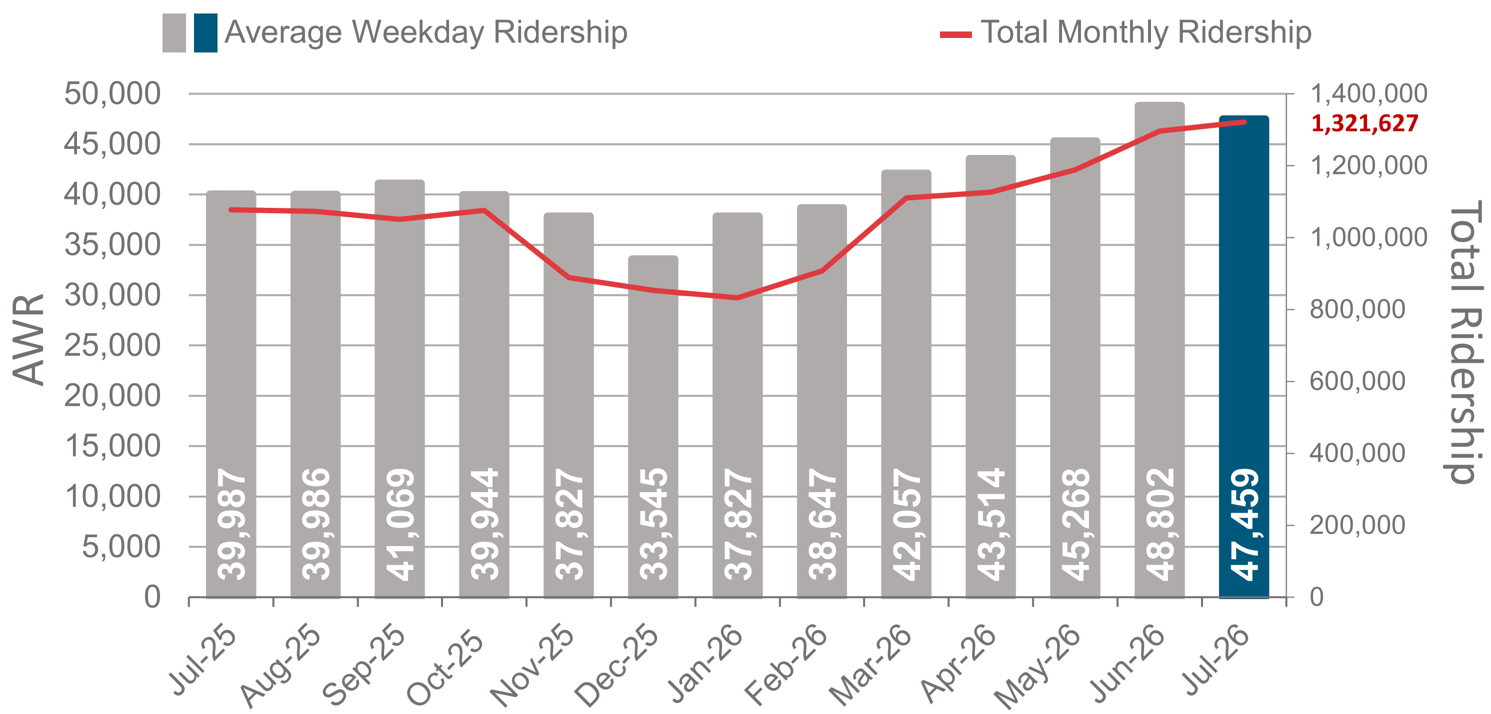
Ridership and Revenue

Average Daily Ridership (Jul-26)



Average weekday ridership (AWR) increased by approximately 19% percent compared to July of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year

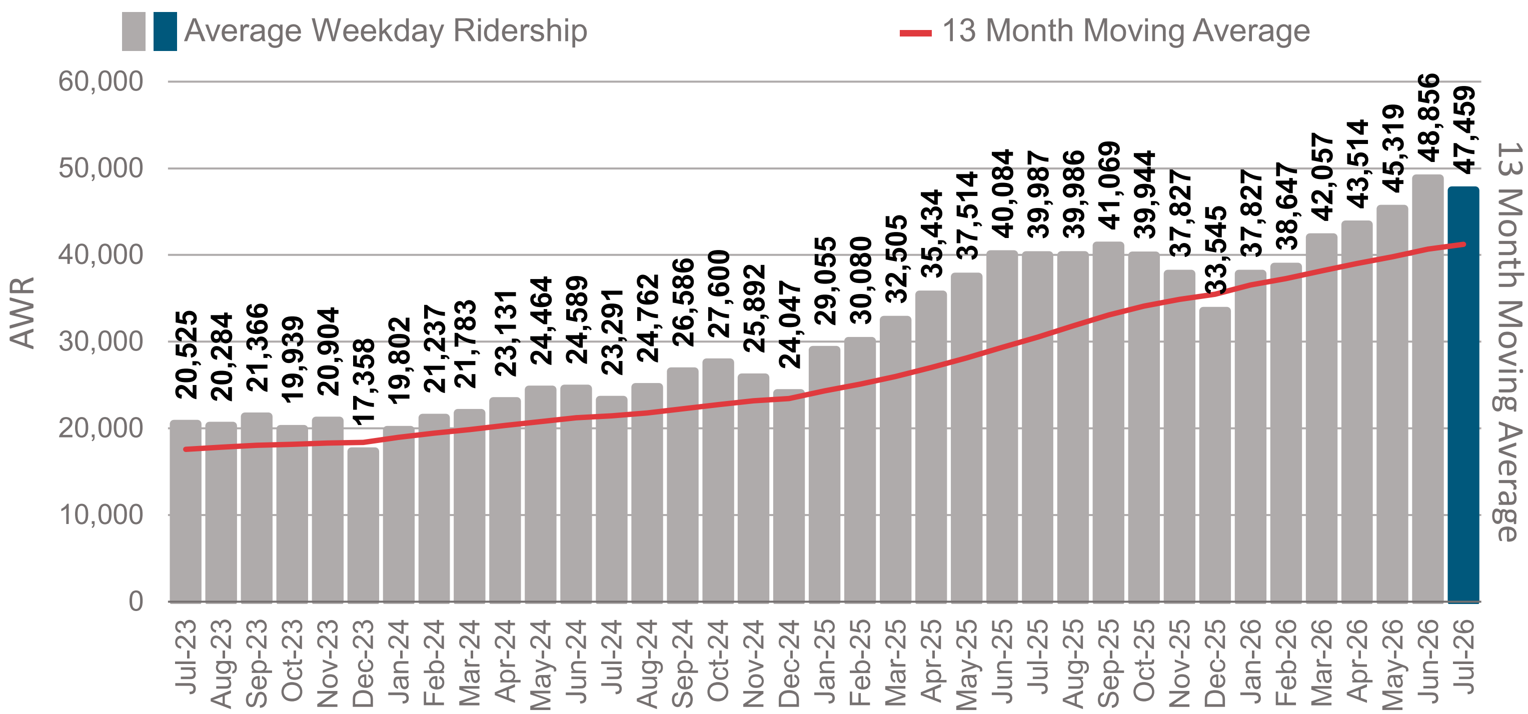


Since DECEMBER 2023, Caltrain's ridership estimation model relies solely on fare media sales data.

Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

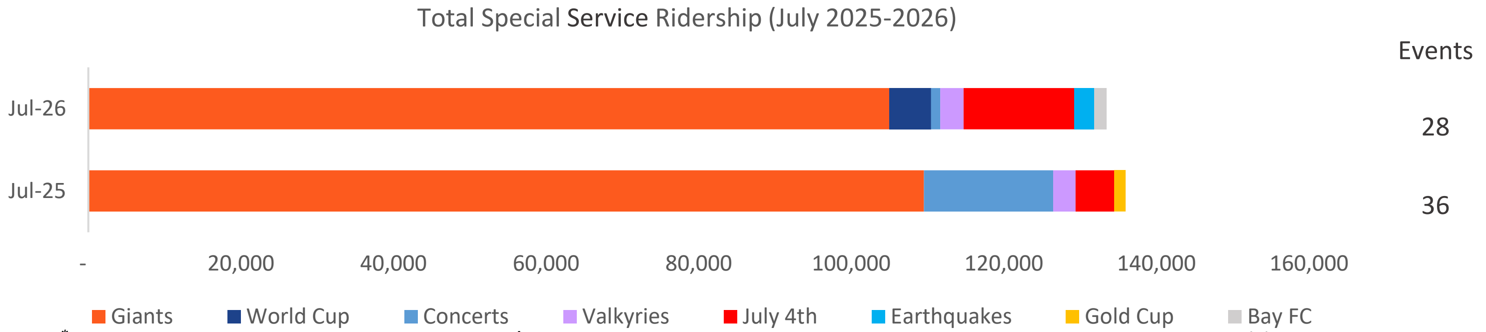
Fiscal Year 2024 to Present



Year Over Year AWR Increase (July 2025 vs. July 2026)	: 19%

Ridership and Revenue

Caltrain carried 133,450* passengers to special events in July



**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-July			25-July			Ridership Change
		Ridership	Event Count	Avg Ridership per event	Ridership	Event Count	Avg Ridership per Event	
San Francisco	Giants***	105,036	12	8,753	111,468	12	9,289	-5.8%
	July 4th Fireworks	14,481	1	14,481	5,095	1	5,095	+184.2%
	Valkyries***	3,087	2	1,544	4,802	2	2,401	-35.7%
	Lady Gaga	-	-	-	521	1	521	-
	My Chemical Romance	-	-	-	6,287	1	6,287	-
	Post Malone	-	-	-	6,882	1	6,882	-
	All Events	**122,604**	**15**	**8,174**	**131,248**	**18**	**7,292**	**-6.6%**
Palo Alto	Earthquakes	2,618	1	2,618	-	-	-	-
	All Events	**2,618**	**1**	**2,618**	**-**	**-**	**-**	**-**
Mountain View	World Cup	5,450	1	5,450	-	-	-	-
	Ed Sheeran	1,187	1	1,187	-	-	-	-
	The Weeknd	-	-	-	3,251	2	1,626	-
	Gold Cup	-	-	-	1,474	1	1,474	-
	All Events	**6,637**	**2**	**3,319**	**4,725**	**3**	**1,575**	**+40.5%**
Santa Clara	Bay FC	1,591	2	796	-	-	-	-
	All Events	**1,591**	**2**	**796**	**-**	**-**	**-**	**-**
All Stations	**All Events**	**133,450**	**20**	**6,673**	**135,973**	**21**	**6,475**	**-1.9%**

****Ridership includes trains attributable to more than one event; total ridership has been adjusted to prevent double counting.*

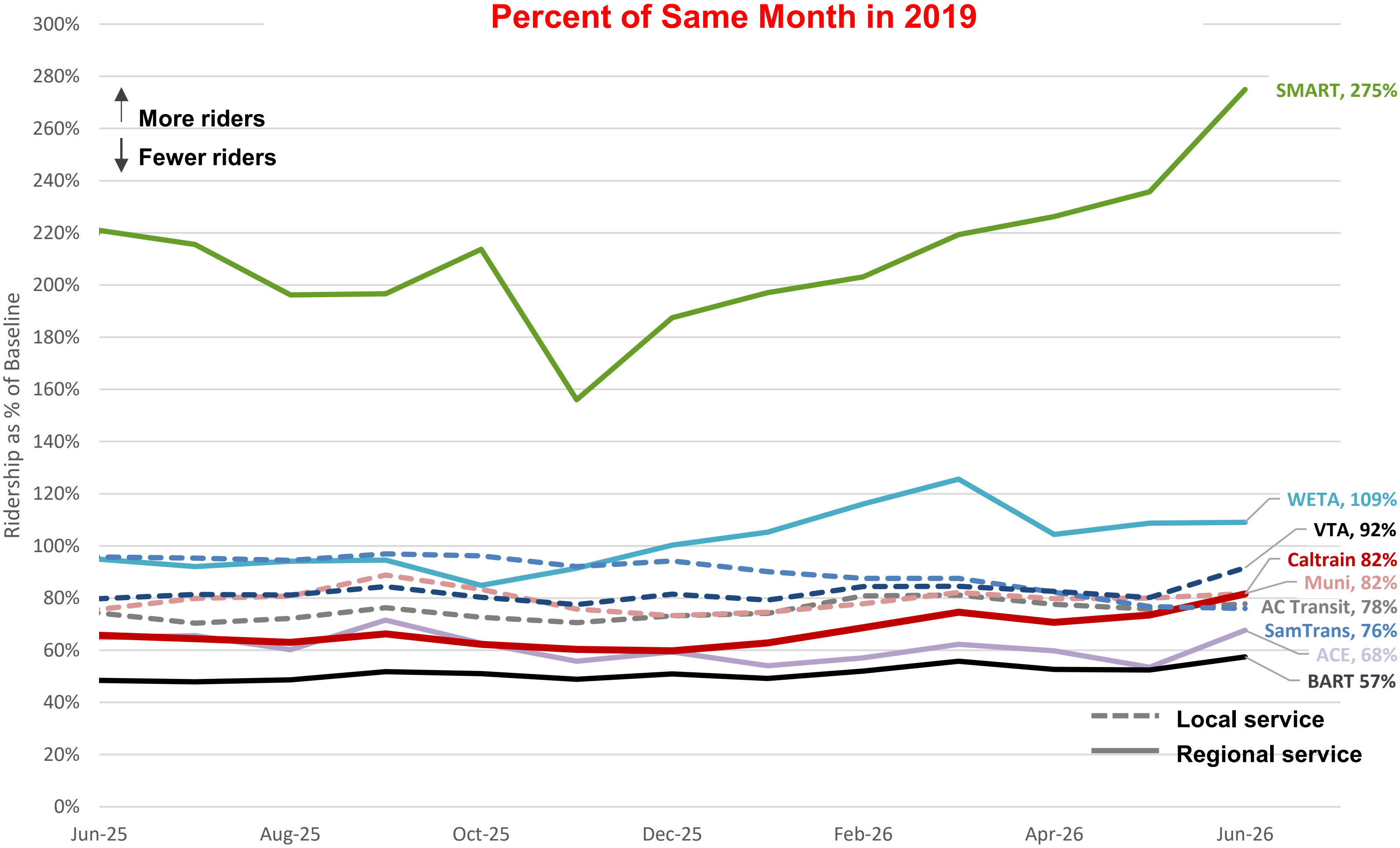
Additional Event Trains

Event Type	26-July			25-July			Ridership Change
	Ridership	Train Count	Avg Ridership per Train	Ridership	Train Count	Avg Ridership per Train	
Giants	7,101	10	710	7,056	8	882	+0.6%
Fireworks	3,156	2	1,578	-	-	-	-
World Cup	1,492	4	373	-	-	-	-
Concert	184	1	184	-	-	-	-
All Events	**11,933**	**17**	**702**	**7,056**	**8**	**882**	**+69.1%**

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.

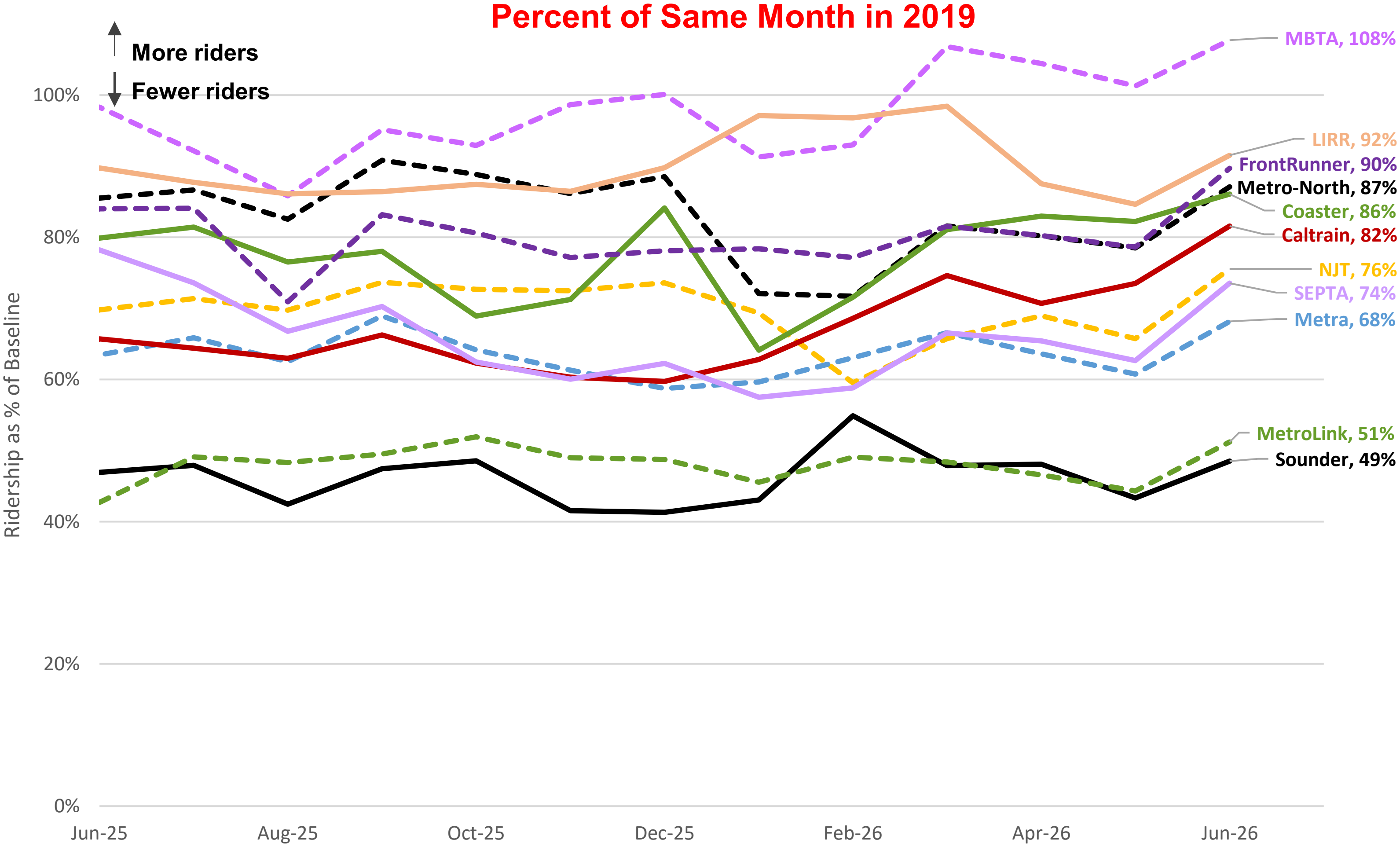
Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar	26-Apr	26-May	26-Jun
Muni	13,740	14,455	15,170	15,233	15,646	13,456	13,062	14,072	13,295	15,488	14,981	15,310	14,835
BART	5,174	5,220	5,452	5,589	5,922	4,883	4,868	5,092	5,036	5,985	5,816	5,804	6,138
AC Transit	3,022	3,079	3,452	3,735	3,837	3,206	3,113	3,261	3,364	3,773	3,681	3,573	3,168
VTA	2,273	2,368	2,538	2,666	2,772	2,336	2,323	2,329	2,262	2,605	2,516	2,526	2,611
Caltrain	**1,045**	**1,078**	**1,073**	**1,050**	**1,075**	**889**	**853**	**933**	**908**	**1,111**	**1,126**	**1,190**	**1,298**
SamTrans	832	832	952	1,026	1,074	887	855	827	727	849	775	778	661
WETA	287	301	313	277	264	216	214	229	227	301	286	301	330
SMART	123	135	128	124	122	101	109	113	104	127	136	151	153
ACE	73	81	81	89	89	64	60	69	66	78	79	75	76

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:

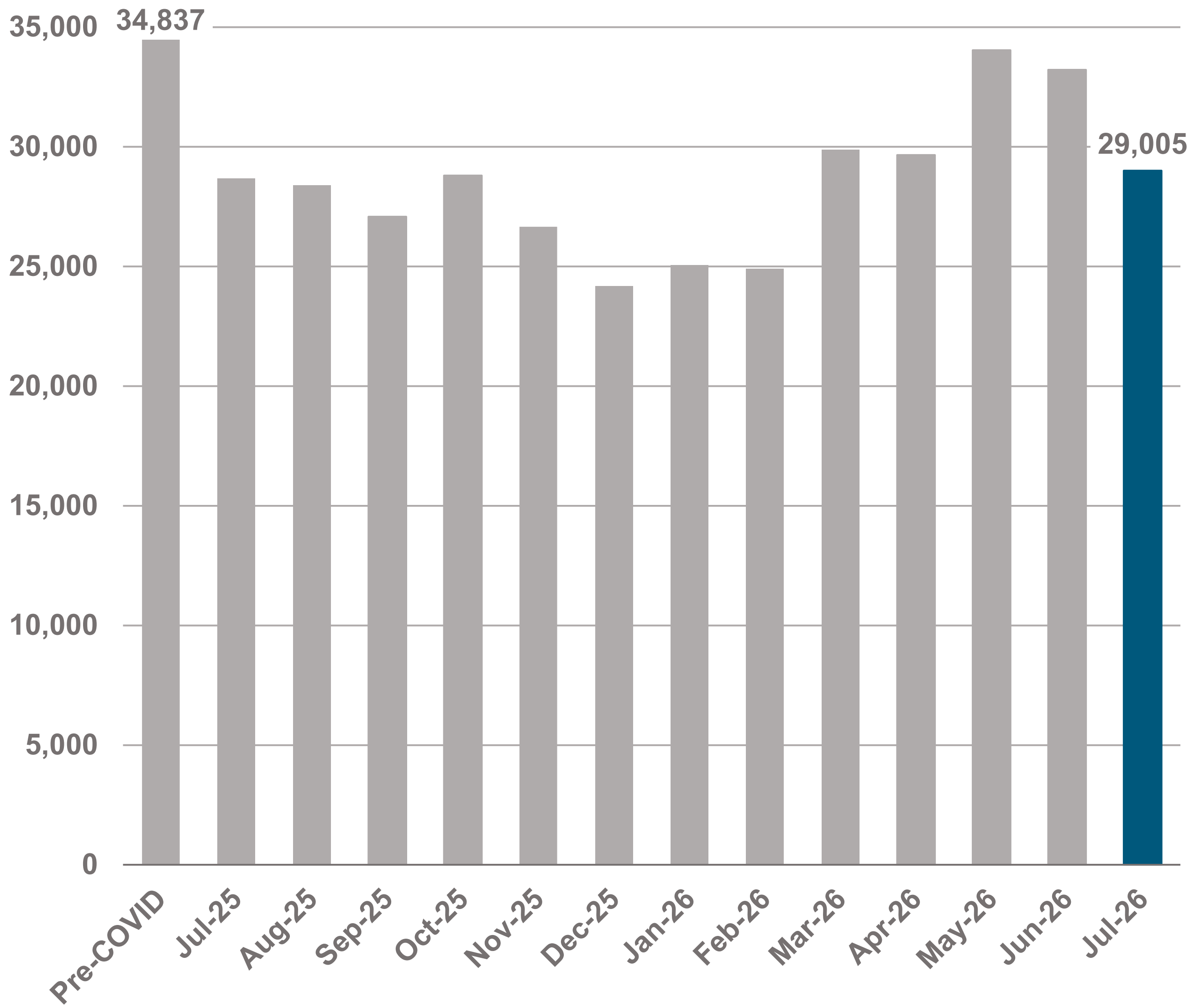
- As of October 2025, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Ridership data for all agencies retrieved from the National Transit Database.

Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar	26-Apr	26-May	26-Jun
LIRR	8,441	8,769	8,629	8,441	8,938	8,131	8,769	8,629	7,784	8,769	8,610	8,459	8,610
Metro-North	6,655	6,880	6,383	6,843	7,379	6,307	6,792	5,219	4,715	6,099	6,317	6,265	6,777
NJ Transit	5,365	5,463	5,285	5,700	5,799	5,471	5,512	4,773	4,083	4,855	5,170	5,056	5,809
Metra	3,342	3,651	3,471	3,566	3,662	2,898	2,657	2,825	2,884	3,301	3,378	3,275	3,590
MBTA	2,424	2,551	2,404	2,430	2,706	2,558	2,683	2,470	2,218	2,808	2,810	2,736	2,656
SEPTA	2,099	2,023	1,823	2,170	2,042	1,723	1,809	1,760	1,623	1,938	2,010	1,892	1,974
Caltrain	**1,045**	**1,078**	**1,073**	**1,050**	**1,075**	**889**	**853**	**933**	**908**	**1,111**	**1,126**	**1,190**	**1,298**
MetroLink	446	504	504	522	567	501	470	476	476	533	535	503	534
FrontRunner	327	341	322	393	406	330	320	341	310	356	346	335	349
Sounder	171	188	169	182	215	153	145	180	173	181	196	171	176
SD Coaster	104	122	102	89	77	67	71	66	66	89	97	101	112

Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year

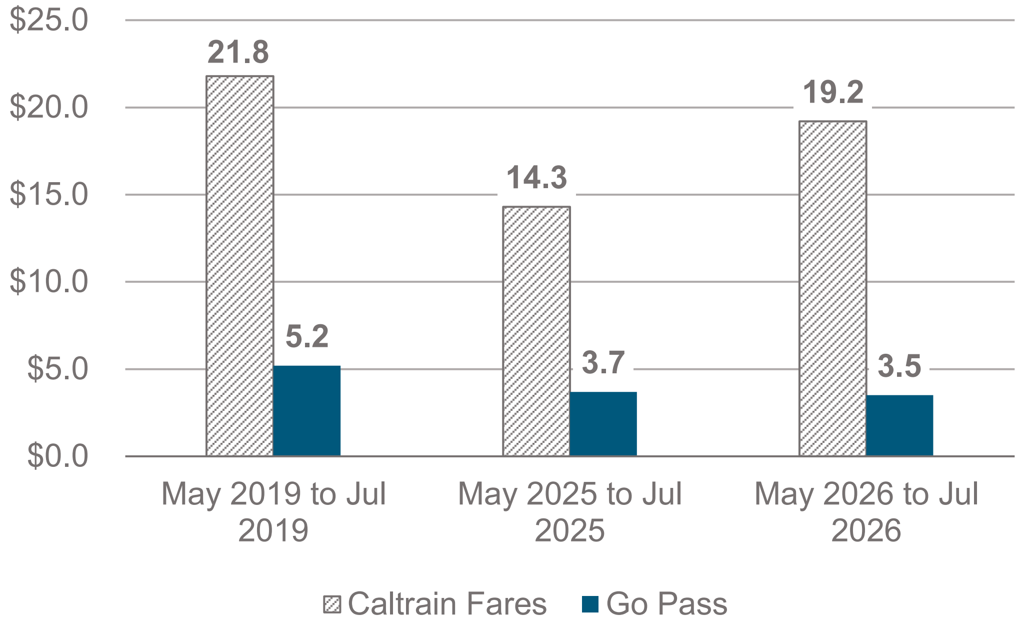


BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

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

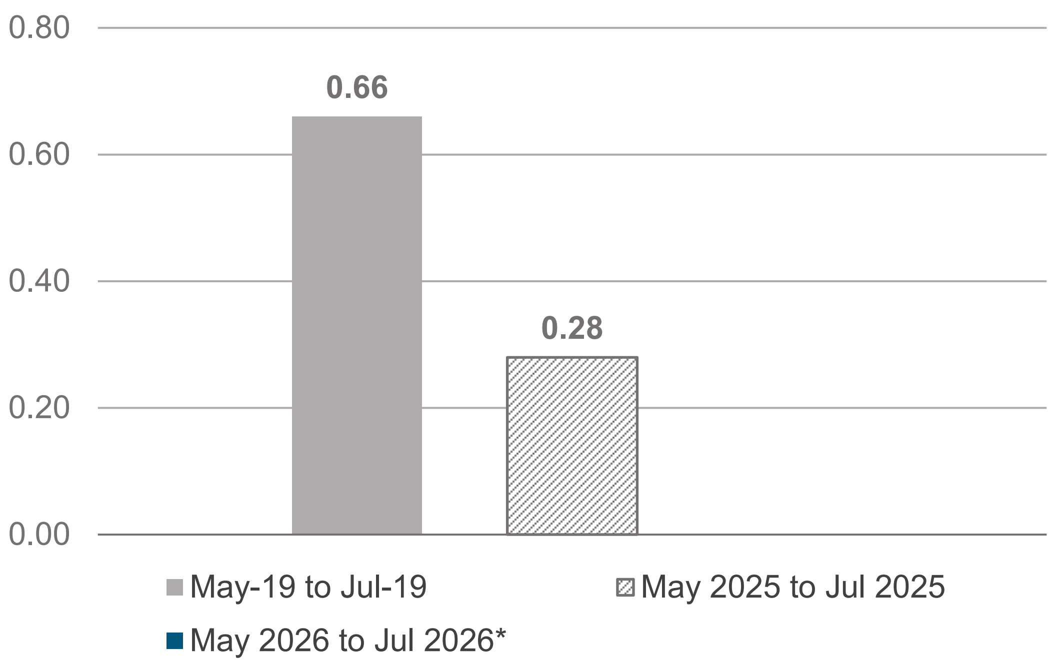
Total Fare Revenues ($M) - Past 3 Months Comparison



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)

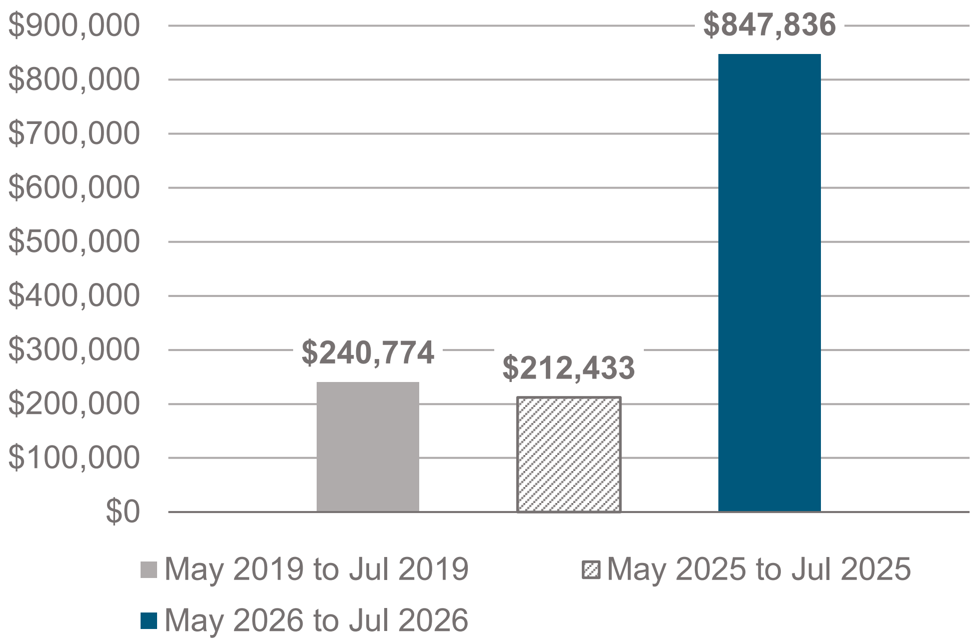


Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.

**Farebox Recovery Ratio information is temporarily unavailable due to Fiscal Year End Close. Metric to be updated next month.*

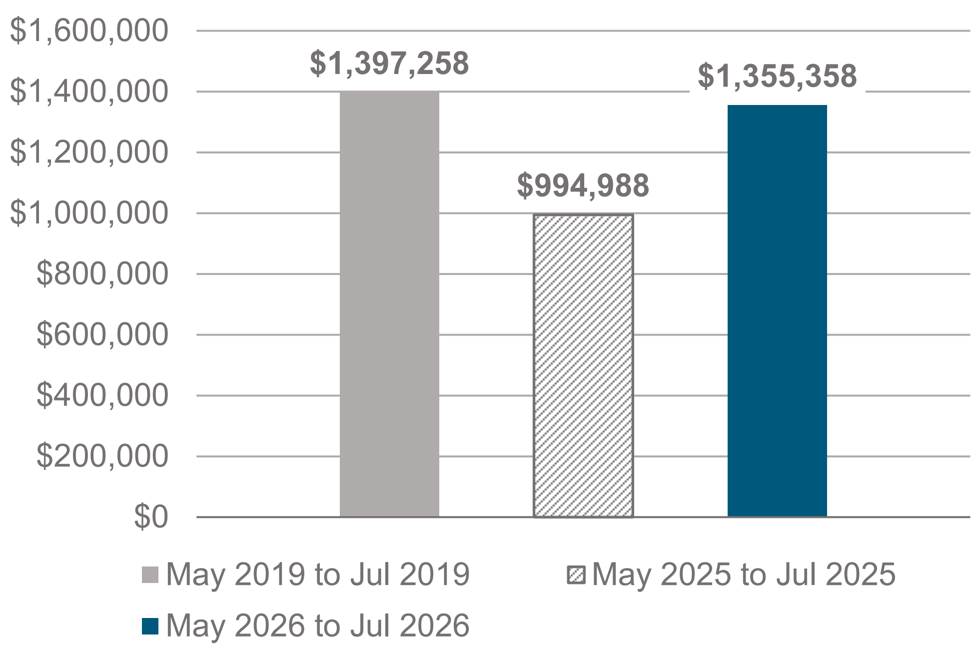
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



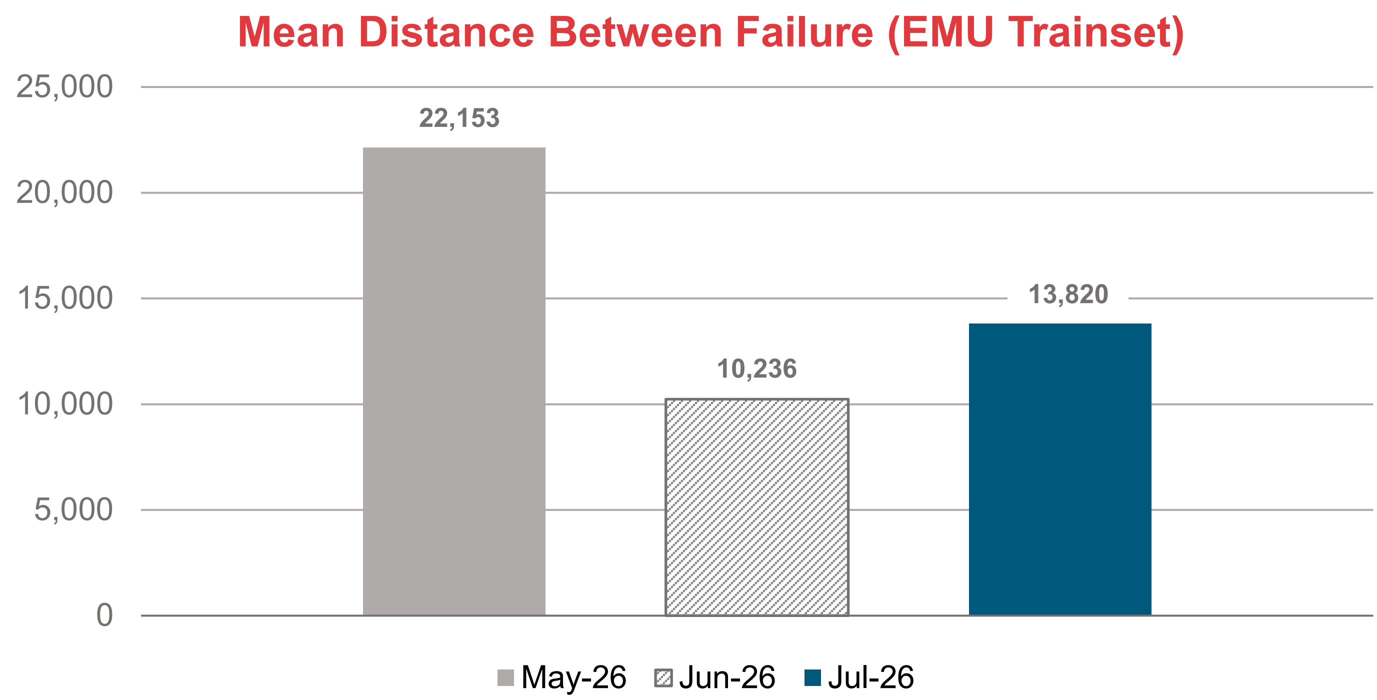
Advertising Revenue declined substantially for transit agencies throughout the country with the onset of the COVID-19 pandemic.

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)

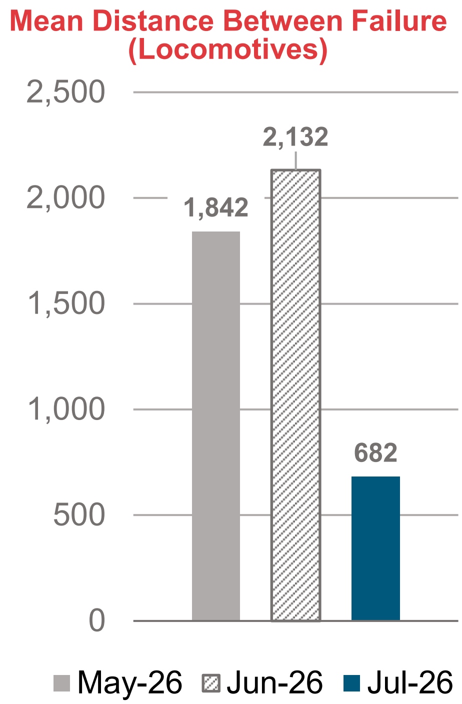


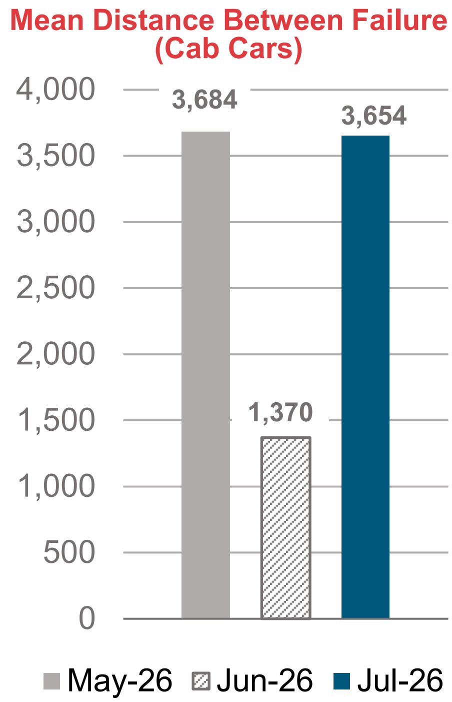
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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.

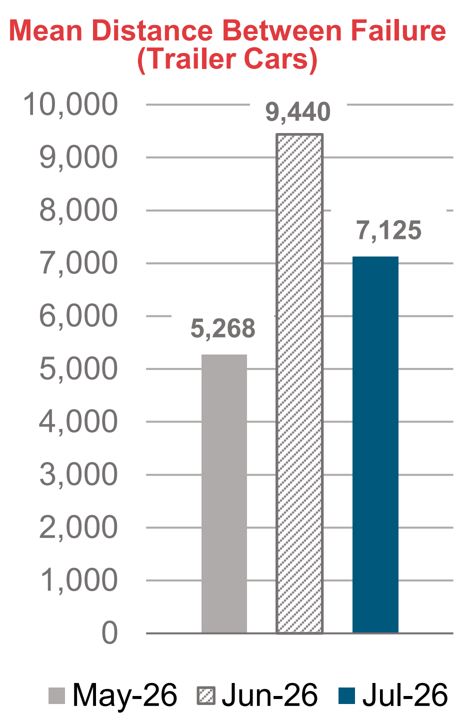
Maintenance Performance (Diesel Fleet)

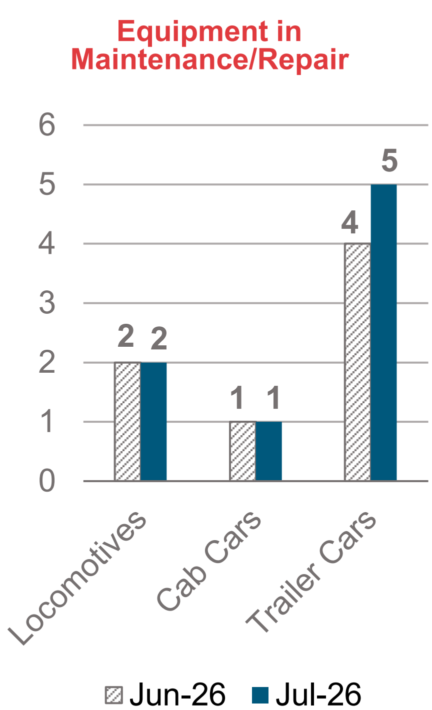




Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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

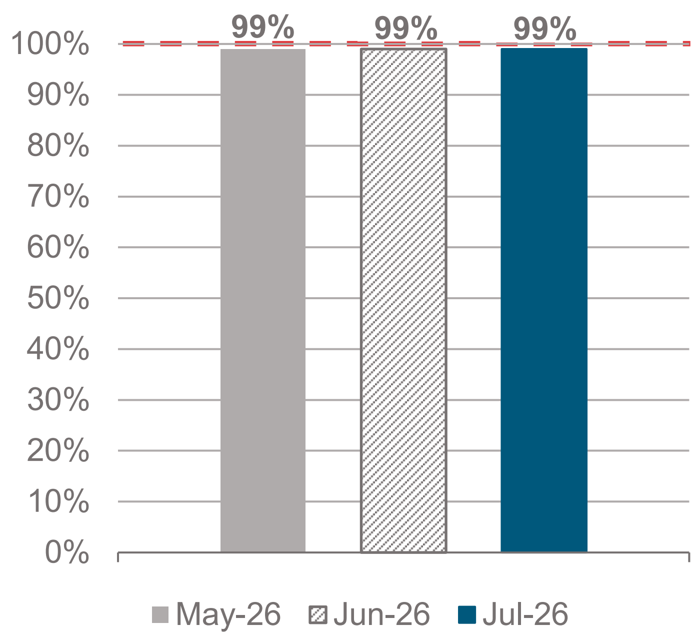




Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.

Maintenance Performance

Equipment Availability (EMUs)

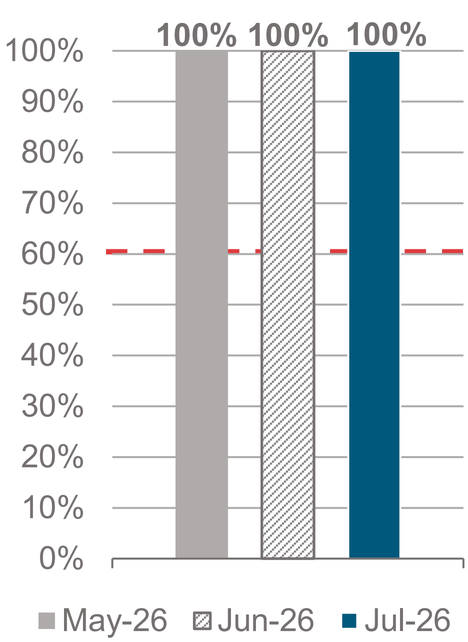


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

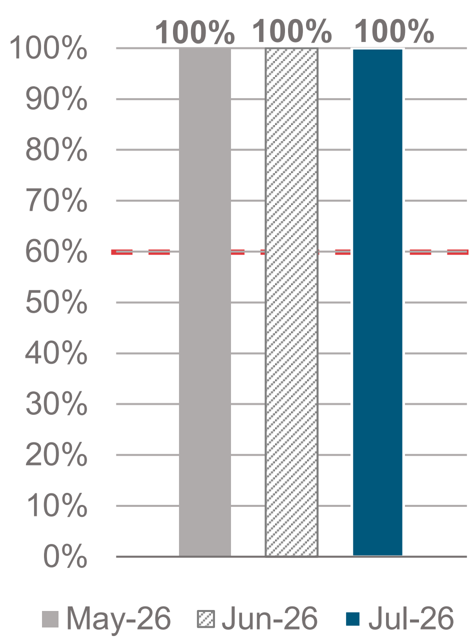
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

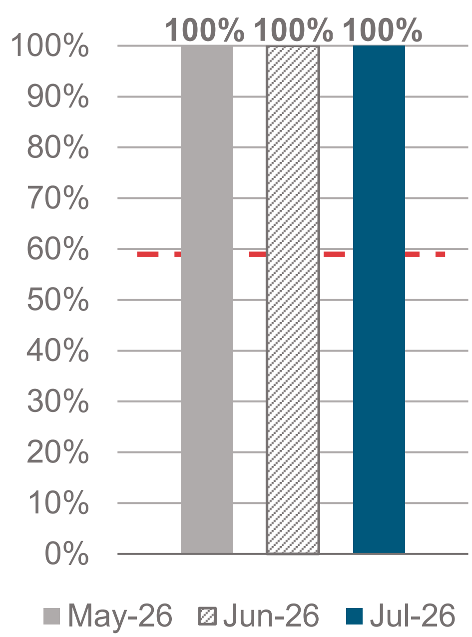
Equipment Availability (Diesel Locomotives)



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

Take Caltrain to see San Francisco's Independence Day fireworks

Caltrain operated its regular weekend schedule on Saturday, July 4, providing riders with service to and from San Francisco for the city's annual Independence Day fireworks display, with viewing areas near Pier 39, Crissy Field and the Golden Gate Bridge. To support return travel after the 9:30 p.m. fireworks, Caltrain operated an additional southbound train, followed by the final train of the night departing at 12:05 a.m.

Caltrain Temporarily Suspending Train Service Between San Jose Diridon and Tamien to Complete Repairs to Guadalupe River Bridge

Caltrain temporarily suspended weekend service between Tamien and San Jose Diridon on July 11–12 to complete repairs on the Guadalupe River Bridge; work scheduled for July 25–26 and August 8–9 was completed ahead of schedule and those closures were cancelled. Additional weekend closures remained scheduled for August 22–23 and September 19–20, while weekday service continued without disruption.

The approximately $171 million Guadalupe Bridge Replacement Project replaced components of the original 1935 bridge, improved creek erosion protection and habitat conditions, and was expected to be completed by October. The bridge also supported Union Pacific, Amtrak and Altamont Commuter Express service.

Caltrain seeks volunteer for Citizens Advisory Committee

Caltrain sought a San Mateo County resident to fill a three-year term on its nine-member Citizens Advisory Committee, which advises the Joint Powers Board on the needs of current and future riders. Applications were due August 14 for a term running through June 30, 2029; the committee generally met on the third Wednesday of each month at Caltrain headquarters in Millbrae, with meetings open to the public.

Young People Ride Caltrain for $1, From the Mall to Outside Lands

Caltrain highlights its $1 youth fare for riders ages 5–18, while children age 4 and under continued to ride free. Youth ridership reached 355,000 trips in the first five months of 2026, a 26% increase from the same period in 2025, with young riders especially likely to travel on weekends. College Park, Broadway, Belmont, Menlo Park and Bayshore recorded the highest shares of youth riders.

Service and Program Updates

Caltrain wins national safety award for second straight year

Caltrain has won one of the public transit industry's highest honors for safety for the second consecutive year. The American Public Transportation Association (APTA) Safety Awards presented to 10 public transportation providers from across the country and were based on the effectiveness, benefits, innovation and transferability of their safety practices. This year, Caltrain received a certificate of merit for APTA's Rail Safety Award. Last year, Caltrain won gold for APTA's Commuter Rail Safety Award.

Caltrain Ridership Remains Strong Through FY26

Caltrain provided more than 12.5 million rides in FY26, with average weekday ridership surpassing 40,000, an increase of 36.9% over the prior fiscal year, and weekend ridership reaching about 150% of pre-pandemic levels. Ridership rose from 64.4% of pre-pandemic levels at the start of FY26 to 81.5% by year-end, while monthly ridership exceeded one million beginning in March and continued to do so each month afterward. Major events, including the FIFA World Cup, Super Bowl and BTS concerts, helped attract new riders, although Caltrain stated that fare growth alone remained insufficient to close its operating funding gap.

Caltrain to deliver fans to Ed Sheeran at Levi's Stadium

Caltrain provided service for Ed Sheeran's Loop Tour concert at Levi's Stadium on July 25, including regular half-hourly weekend service to Mountain View Station and a VTA light-rail connection to the venue. To support the trip home, Caltrain operated an additional northbound train that departed Mountain View 90 minutes after the concert ended, waited for the final special VTA train, and made all stops to San Francisco.

Caltrain is your ride to the Earthquakes and Galaxy rivalry at Stanford

Caltrain provided service for the San Jose Earthquakes versus LA Galaxy match at Stanford Stadium on Saturday, July 25, with fans riding to Palo Alto Station and walking a short distance to the venue. Riders could pay before boarding with Clipper, contactless cards or digital wallets, while youth riders age 18 and under could use $1 one-way fares or $2 youth day passes.

Service and Program Updates

AC/DC fans can enjoy extra Caltrain service

Caltrain provided service for AC/DC's Power Up North American Tour concert at Levi's Stadium on August 5, with regular half-hourly service to Mountain View Station and connections to VTA light rail for the stadium. An additional northbound train departed Mountain View 90 minutes after the concert ended, waited for the final special VTA train, and made all stops to San Francisco.

Caltrain named one of North America's top transit agencies

The American Public Transportation Association selected Caltrain for its 2026 Outstanding Public Transportation System Achievement Award in the category for agencies with more than 3 million but fewer than 15 million annual passenger trips. The award recognized Caltrain's 57% year-over-year ridership growth in 2025, transition to 100% renewable electricity, 4.5-out-of-5 customer rating, 91% rider approval rating, and more than $76 million in cost savings over five years; Caltrain representatives were scheduled to accept the award at APTA's fall conference in Chicago.

Communications and Marketing Update

Strategic Communications (Media and Social)

Press Releases/Blogs/Podcasts:

- Take Caltrain to see San Francisco's Independence Day fireworks
- Caltrain Temporarily Suspending Train Service Between San Jose Diridon and Tamien to Complete Repairs to Guadalupe River Bridge
- Caltrain seeks volunteer for Citizens Advisory Committee
- Young People Ride Caltrain for $1, From the Mall to Outside Lands
- Caltrain wins national safety award for second straight year
- Caltrain Ridership Remains Strong Through FY26
- Caltrain to deliver fans to Ed Sheeran at Levi's Stadium
- Caltrain is your ride to the Earthquakes and Galaxy rivalry at Stanford
- AC/DC fans can enjoy extra Caltrain service
- Caltrain named one of North America's top transit agencies

Caltrain E-Newsletter Metrics:

	July 2026	July 2025
Subscribers	15,499	14,962
Open Rate	28%	28.7%
Click Rate	2.4%	3.2%

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Earned Media:

- World Cup matches shatter VTA's transit records, outpacing Super Bowl LX – KTVU FOX 2
- Redwood City council embraces new state law promoting housing near transit – Bay City News
- Dog rescued from Caltrain tunnel after two days – KRON4
- Apartments could replace Palo Alto office site under nonprofit's plan – SiliconValley.com
- KTGY and SHAC Mark Groundbreaking of 11 El Camino Real in San Carlos, California – USA Today
- San Jose Plans $13B BART Subway Extension. How About <$1B? – Forbes
- What's Going Through My Head in 27 Innings (in Under 36 Hours) | by The Logbook | Jul, 2026 – Medium
- Geary metro, purpose-built for SF | by InfrastructureWeak | Jul, 2026 – Medium
- World Cup matches shatter VTA's transit records, outpacing Super Bowl LX – KTVU
- Caltrain sets five weekends of service outages in San Jose – Trains.com
- Dog Rescued After Spending 2 Days in San Francisco Train Tunnel – Storyful
- Fans pack Caltrain to South Bay for World Cup match – CBS
- World Cup 2026 San Francisco Tickets Guide: Levi's Stadium schedule, fixtures & everything you need to know about World Cup 2026 venue – Goal
- Ed Sheeran at Levi's Stadium: What to know about parking, transit and bag rules – SF Chronicle
- Mallon: When transit meets the moment and riders show up en masse – SJ Spotlight

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Caltrain Organic Social Media Messaging Highlights:

July marked the end of the World Cup in the Bay Area. Caltrain saw more than 14,000 riders using the system that weekend, including watch parties and the Fourth of July holiday. APTA named Caltrain one of their Outstanding Public Transportation Systems, not excluding other messaging. In recognition of Disability Pride Month, Caltrain posted messages throughout July sharing local resources and educational facts about the month.

Strategic Comms continued supporting multiple events and marketing efforts across different mediums, whether it was in person, via media relations or social media. Some additional events that were highlighted throughout the month are listed below.

Other Messaging Highlights (Includes rotational messaging):

- July Board Meeting
- Fourth of July
- Tuesday Tip: VMS - Social messaging - Conductor Etiquette
- Dollar Youth Fare
- Ed Sheeran @ Levi’s
- Caltrain Merch Store
- Hope Mural @ San Mateo Station
- Portable Clipper Towers
- Service Suspension due to Guadalupe River Bridge repairs
- Citizens Advisory Committee
- Survey Results
- Caltrain Wins National Safety Award
- Cali Clasico
- Caltrain named one of North America’s top transit agencies by APTA
- AC/DC @ Levi's

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Social Metrics: (Year to Year)

July 2026	July 2025
Impressions: 678,990	Impressions: 2,062,135
Engagements: 10,661	Engagements: 103,450
Post Link Clicks: 1,971	Post Link Clicks: 6,947

*An API issue in our social media management tool caused traffic to trend downward; consequently, some traffic is not accounted for in these metrics. Additionally, in 2025, the “Driving is for Dodgers” campaign launched and drove additional traffic to our social media profiles.

**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.*

Communications and Marketing Update

Marketing Activities

Paid Digital Performance Review

FIFA World Cup 2026 Campaign | June 11 – July 6 2026

YouTube Pre-Roll Performance

Reporting period: June 10 – July 1, 2026 | Source: YouTube Studio Analytics

Paid Search (Google Ads)

$1,216.64 spend • 1,764 total conversions • $0.69 cost per total conversion • 314 primary (Hours & Directions) conversions at $3.87 each

English campaign drove the volume at efficient cost ($3.50/primary); Spanish campaign converted at $16.68/primary on low volume. Overall search impression share is 33.48%, with the English campaign capturing only 32.53% of available impressions, the clearest opportunity to grow.

YouTube Pre-Roll

$1,793.54 spend • 112.9K views • 277 unique viewers • $0.016 cost per view • ~80% average watch-through on a 15-second pre-roll spot

Strong low-cost reach and engagement; best read as an awareness play, not direct response.

Site Traffic Context

Organic (10,636) and direct (3,983) sessions lead overall site traffic. Paid search added 2,188 sessions. Event-related referral traffic was notable from sfbayareafwc26.com (1,978) and QR-code sources (1,107).

Bottom Line

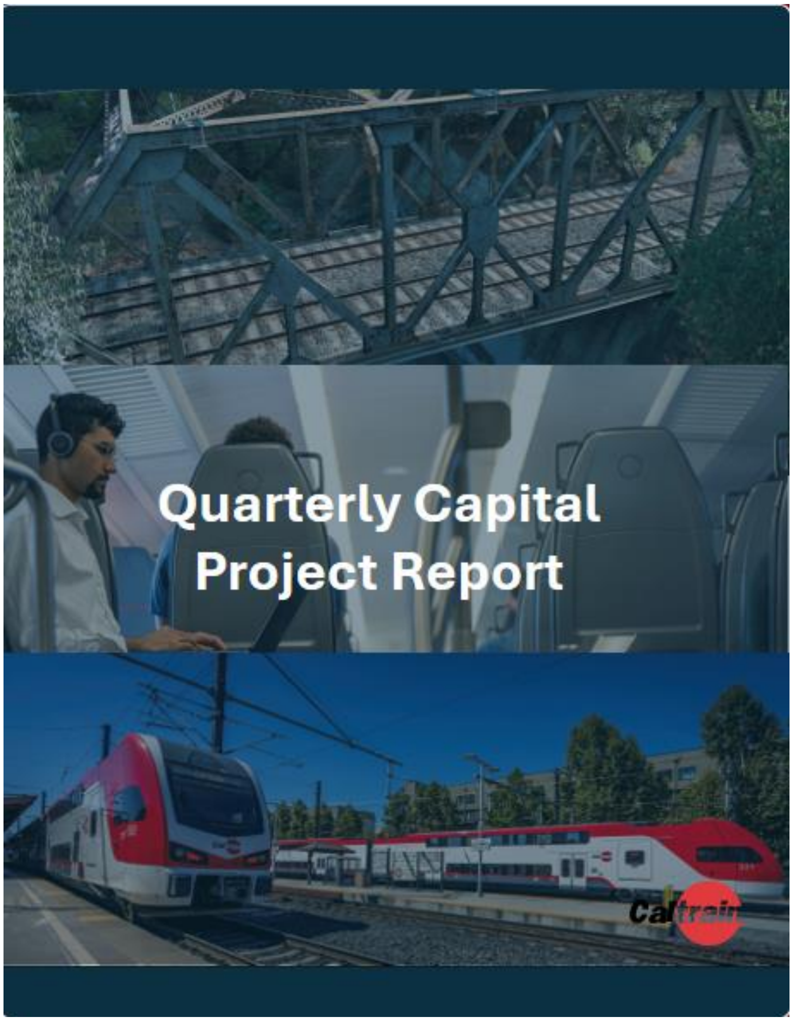
Paid Search is the efficiency win, with clear headroom to grow via English-campaign impression share. YouTube pre-roll delivered high-volume, low-cost reach with strong watch-through.

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 4 of FY2026 (April 2026-June 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
Talia Wise, Integrated Marketing Manager
Dan Lieberman, Public Information Officer
Stephanie Torres, Social Media Specialist

Finance Administration
Bruce Thompson, Director, Fare & Revenue Programs
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, Deputy Executive Director, Engineering, Capital and Modernization

Rail Executive Administration
Jason Dayvault, Business Operations Project Manager
Korbin Vera, Rail Executive Administration Intern

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

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

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

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

Peninsula Corridor Joint Powers Board
Board of Directors
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of August 6, 2026

Members Present:	Margaret Abe-Koga, David J. Canepa, David Cohen (arrived at 9:17 am), Jeff Gee, Pat Burt (Vice Chair), Rico E. Medina (Chair)
Members Absent:	Steve Heminger, Greg Wagner, Shamann Walton
Staff Present:	M. Bouchard, J. Harrison, M. Lee, L. Lumina-Hsu, M. Rush, D. Ryan, M. Stewart, M. Tseng

1. **Call to Order**
   Chair Medina called the meeting to order at 9:07 am.

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

3. **Pledge of Allegiance / Safety Briefing**

4. **Request to Change Order of Business**

5. **Public Comment for Items Not on the Agenda**
   Jerry Brozell commented on battery-electric multiple units (BEMU).

   Aleta Dupree, Team Folds, commented on Clipper, renewable energy, and ridership levels.

   Roland commented on Guadalupe Bridge and safety.

   Director Cohen joined the meeting at 9:17 am.

6. **Report of the Executive Director**
   <u>Public Comment</u>
   Aleta Dupree, Team Folds, commented on the interns, public interest in public transit, and special events ridership levels.

   Roland commented on the outstanding transportation system award.

DRAFT

7. **Consent Calendar**
   - **7.a. Approval of Meeting Minutes for June 4, 2026**
   - **7.b. Appointment of the Citizens Advisory Committee Representatives for Santa Clara County**
   - **7.c. Appointment of the Citizens Advisory Committee Representatives for San Francisco County**
   - **7.d. Renew Findings Regarding Remote Participation by Subsidiary Bodies of the Peninsula Corridor Joint Powers Board –** *Approved by Resolution No. 2026-30*
   - **7.e. Approve Hick's Creek Mitigation Project Cooperative Agreement with Midpeninsula Regional Open Space District and Adopt the Third Addendum to the Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project –** *Approved by Resolution No. 2026-31*
   - **7.f. Authorize Amendment to the RSE Corporation Contract for the South Linden Avenue and Scott Street Grade Separation Project –** *Approved by Resolution No. 2026-32*

   Motion/Second: Gee/Cohen
   Ayes: Abe-Koga, Canepa, Cohen, Gee, Burt, Medina
   Noes: None
   Abstain: None
   Absent: Heminger, Wagner, Walton

8. **Approve and Ratify Fiscal Year 2027 Joint Powers Board Insurance Program -** *Approved by Resolution No. 2026-33*
   Motion/Second: Cohen/Gee
   Ayes: Abe-Koga, Canepa, Cohen, Gee, Burt, Medina
   Noes: None
   Abstain: None
   Absent: Heminger, Wagner, Walton

9. **Amend and Increase the Fiscal Year 2027 Capital Budget from $23,026,000 to $33,712,000 -** *Approved by Resolution No. 2026-34*
   Motion/Second: Gee/Burt
   Ayes: Abe-Koga, Canepa, Cohen, Gee, Burt, Medina
   Noes: None
   Abstain: None
   Absent: Heminger, Wagner, Walton

   Public Comment
   Jerry Brozell commented on ongoing environmental monitoring costs for completed projects, project funding increases, and regional funding measure.

   Aleta Dupree, Team Folds, commented on renewable energy, peak and non-peak demand energy, and energy storage.

Adina Levin, Friends of Caltrain and Seamless Bay Area, commented on State of Good Repair investment, and reduce energy cost investigation.

10. Adopt Proposed Amendments to Peninsula Corridor Joint Powers Board Committee Charter, Code of Conduct for Public Meetings, and Citizens Advisory Committee Bylaws and Charter - *Approved by Resolution No. 2026-35*

Motion/Second: Burt/Cohen
Ayes: Abe-Koga, Canepa, Cohen, Gee, Burt, Medina
Noes: None
Abstain: None
Absent: Heminger, Wagner, Walton

Public Comment
Aleta Dupree, Team Folds, commented on Rosenberg's Rules of Order and spoke in support of renaming to Community Advisory Committee, Code of Conduct, and action minutes.

Jeff Carter commented on meeting quorum, Code of Conduct, and summary minutes.

11. Receive State and Federal Legislative Update and Consider Position on Legislation - Senate Bill (SB) 741 (Blakespear)

Motion/Second: Abe-Koga/Cohen
Ayes: Abe-Koga, Canepa, Cohen, Gee, Burt, Medina
Noes: None
Abstain: None
Absent: Heminger, Wagner, Walton

12. Receive Update on Diridon Station Program Enabling Legislation

Public Comment
Aleta Dupree, Team Folds, commented on station design.

Roland Lebrun commented on joint powers authority structure and project infrastructure.

13. Reports

13.a. Report of the Chair

Chair Medina stated there was no report.

13.b. Report of the Citizens Advisory Committee

13.c. Report of the Local Policy Maker Group (LPMG)

LPMG Chair Burt stated there was no report.

DRAFT

13.d. Report of the Transbay Joint Powers Authority (TJPA)

TJPA Chair Gee reported on Transit and Intercity Rail Capital Program (TIRCP) nominations, legislative advocacy, and the TJPA officer selection with Director Gee continuing to serve as Chair.

Public Comment

Roland Lebrun commented on artificial intelligence (AI) transcripts.

14. Board Member Requests

There were none.

15. Correspondence

16. Date / Time / Location of Next Regular Meeting: Thursday, September 3, 2026 at 9:00 am via Zoom and in person at the San Mateo County Transit District Headquarters, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

17. Adjournment

The meeting adjourned at 11:01 am.

DRAFT

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Margaret Tseng, JPB Secretary

For: August 2026 JPB Board of Directors Meeting

Subject: **Appointment of the Community Advisory Committee Representative for San Mateo County**

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

Purpose and Recommended Action

The Board of Directors (Board) representing the County of San Mateo, to recommend one applicant to fill one regular member seat for a term ending June 30, 2029. The County of San Mateo Representatives to provide report out on their recommendation at the Board meeting.

Discussion

The Community Advisory Committee ("CAC" or "Committee") Bylaws state:

1. As prescribed by the Peninsula Corridor Joint Powers Board ("JPB" or "Caltrain"), the CAC shall consist of nine (9) members and three (3) alternate members, with three (3) members and one (1) alternate member appointed from each constituent county (San Francisco County, San Mateo County,
   Santa Clara County). Each county will select its county committee members and alternate members, and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The CAC shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities, and to develop proposals and recommendations for meeting the needs of these various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.

2. Article 1 – Membership, Section 2: CAC members and alternate members shall serve three (3) year terms.

3. The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13,

dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions. The Board amended the Bylaws under Resolution No. 2019-45, dated December 5, 2019, to add one alternate member from each of the Counties to help ensure presence of a quorum in case of periodic CAC member absences and vacancies.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng JPB Secretary 08/26/2026

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Theodore Burgwyn, Chief Operating Officer, Rail Operations and Maintenance
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Authorize the Disposition of a 1999 Ford F-250 Support Service Vehicle**

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

Purpose and Recommended Action

Staff recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) authorize the Executive Director or designee to dispose of a 1999 Ford F-250 support service vehicle. A description and analysis are provided on the following page (Table 1).

Discussion

This asset has been identified for disposition as it has reached or exceeded its useful life. It is inoperable and the escalating costs of maintenance, combined with reliability risks and projected repair needs, makes it uneconomical to retain compared to replacement or removal from service.

Budget Impact

The total market value for the requested vehicle is less than $2,000.

Prepared By: Jendayi Santana Administrative Analyst III 08/03/2026

Table 1

Vehicle Identification Number	Model Number	Model Year	Type	Department Description	Ownership	Vehicle License Number	Disposal Basis	Mileage	Kelly Book Value	Estimated Repair Costs	Notes
1FTNF20L1XEB35706	F250	1999	TK	MOW	JPB	1013855	Significant Mechancial issues / Motor issues	218785	$ 2,000	$2500-$5700 Depending on repairs	Doesn't run, basic service quoted at $500. $350 to troublesoot. Repairs cost will be unknown until evaluated by service tech. **Located at 799 7th Street, San Francisco, CA 94103**

Resolution No. 2026-

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

* * *

Authorize the Disposition of a 1999 Ford F-250 Support Service Vehicle

Whereas, a 1999 Ford F-250 pick-up truck (Vehicle) has surpassed the end of its useful life; and the vehicle will cost more to repair and replace; and

Whereas, Peninsula Corridor Joint Powers Board (JPB) staff recommends that the Board of Directors authorize disposal of a 1999 Ford F-250 / VIN 1FTNF20L1XEB35706 / ID#: 70013 / Mileage: 218,785 miles / LP#: 1013855

Now, Therefore, Be It Resolved that the Board of Directors approves the resolution and authorizes the Executive Director or designee to dispose of a 1999 Ford F-250 in accordance with the Procurement Policy.

Regularly passed and adopted this 3rd day of September, 2026, by the following vote:

Ayes:

Noes:

Absent:

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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, Chief Administrative Officer Emily Beach, Chief Communications Officer
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Award Contracts to Civic Edge Consulting, LLC and Omnia Associates, LLC for On-Call Ambassador Services for an Aggregate Not-To-Exceed Amount of $615,000 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 the proposed contracts for On-Call Ambassador Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with qualified, experienced firms to perform customer outreach and ambassador support on an as-needed basis. The Services will enhance the JPB's ability to support service changes, construction activities, special events, promotional campaigns, planning initiatives, and emergency response by providing timely, multilingual customer assistance and collecting feedback to improve future customer communications and service delivery. Awarding multiple on-call contracts will provide flexibility, improve responsiveness to varying workload demands, and help ensure the JPB has access to qualified firms throughout the contract term.

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

1. Award contracts to a bench of firms consisting of Civic Edge Consulting, LLC of San Francisco, California (Civic Edge) and Omnia Associates, LLC of Oakland, California (Omnia) to provide the Services for an aggregate not-to-exceed amount of $615,000 for a five-year term.

2. Authorize the Executive Director or designee to execute contracts with Civic Edge and Omnia in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in forms approved by legal counsel.

Discussion

On March 11, 2026, the JPB, the San Mateo County Transit District, and the San Mateo County Transportation Authority (collectively referred to as "Agencies") issued joint Request for Proposals (RFP) 26-S-J-T-S-132 for the Services. The RFP was advertised on the Agencies' eProcurement website. Seventeen vendors downloaded the RFP and the Agencies received proposals from three different firms: Civic Edge, Omnia and JBR Partners, Inc. of San Francisco, California (JBR Partners).

A Selection Committee (Committee), composed of the Agencies' staff, reviewed, evaluated, scored, and ranked the proposals in accordance with the following weighted criteria:

Evaluation Criteria	Maximum Points
Approach to Scope of Services and Implementation Services	35 Points
Qualifications and Experience of Key Personnel	25 Points
Company Qualifications, Experience and References	15 Points
Cost Proposal	25 Points
Small Business Enterprise (SBE) Preference	5 Points
Total	**105 Points**

After the initial scoring, the Committee found that Civic Edge and Omnia were in the competitive range and conducted oral interviews with both firms. Following the interviews, the Committee determined both firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Omnia was qualified for and awarded the SBE preference points.

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

The firms will be engaged on an as-needed basis through the issuance of Work Directives (WDs) to perform specific tasks for the JPB. Specific deliverables will be set forth in each WD. Award of the proposed contracts will not obligate the JPB to procure any specific level of effort from either of the selected firms.

JBR Partners was the current provider of the Services to the JPB under Contract No. 21-J-P-018, which expired on August 17, 2026.

Budget Impact

These proposed contracts are and will be funded by local revenues from current and future approved operating and capital budgets.

Prepared By:	Manny Caluya	Procurement Administrator III	07/30/2026
	Lisa Peabody	Director, Customer Experience	07/30/2026

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Resolution No. 2026-

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

* * *

Award Contracts to Civic Edge Consulting, LLC and Omnia Associates, LLC for On-Call Ambassador Services for an Aggregate Not-To-Exceed Amount of $615,000 for a Five-Year Term

Whereas, on March 11, 2026, the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District, and the San Mateo County Transportation Authority (collectively referred to as "Agencies") issued joint Request for Proposals (RFP) 26-S-J-T-S-132 for On-Call Ambassador Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

Whereas, seventeen potential proposers downloaded the RFP and the Agencies received three proposals; and

Whereas, a Selection Committee (Committee), composed of the Agencies' staff, reviewed, evaluated, scored, and ranked the proposals and found Civic Edge Consulting, LLC of San Francisco, California (Civic Edge) and Omnia Associates, LLC of Oakland, California (Omnia) to be in the competitive range; and

Whereas, the Committee conducted oral interviews with both proposers and determined both firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents; and

Whereas, Omnia qualified for and was awarded Small Business Enterprise preference points; and

Whereas, staff successfully negotiated contract terms, including prices, with both firms; and

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

Whereas, staff recommends that the Board of Directors (Board) award contracts to Civic Edge and Omnia to provide the Services for an aggregate not-to-exceed amount of $615,000 for a five-year term.

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

- Civic Edge Consulting, LLC of San Francisco, California and
- Omnia Associates, LLC of Oakland, California

to provide on-call ambassador services for an aggregate not-to-exceed amount of $615,000 for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with Civic Edge and Omnia in full conformity with the terms and conditions of the RFP and negotiated agreements, and in forms approved by legal counsel.

Regularly passed and adopted this 3rd day of September, 2026, by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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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 Sherry Bullock, Caltrain Deputy Executive Director, Engineering, Capital and Modernization
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Award Contracts to HDR Engineering, Inc., ICF Environmental Inc., Jacobs Engineering Group Inc., and WSP USA Inc. for On-Call Environmental Planning, Permitting and Support Services for an Aggregate Not-To-Exceed Amount of $13.4 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 the proposed contracts for On-Call Environmental Planning, Permitting and Support Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with a bench of qualified firms available to support the required and anticipated volume of work. The Services consist of, but are not limited to, environmental clearance, technical studies and scoping support, regulatory compliance and permitting, habitat restoration planning and monitoring, and interagency coordination.

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

1. Award contracts to the bench of firms listed below to provide the Services for an aggregate not-to-exceed amount of $13.4 million for a five-year term:

    a. HDR Engineering, Inc. of Santa Clara, California (HDR)

    b. ICF Environmental Inc. of San Francisco, California (ICF)

    c. Jacobs Engineering Group Inc. of San Francisco, California (Jacobs)

    d. WSP USA Inc. of San Francisco, California (WSP)

2. Authorize the Executive Director or designee to execute contracts with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in forms approved by legal counsel.

Discussion

HDR, ICF (formerly ICF Jones & Stokes, Inc.), and WSP (formerly Louis Berger U.S. Inc.) are currently providing the Services to the JPB under Contract No. 19-J-P-072 for an aggregate not-to-exceed amount of $10.5 million, which will expire on November 30, 2026.

The JPB Environmental Compliance team is responsible for providing regulatory compliance support for all capital projects during planning, design, and construction. This work requires access to a range of highly specialized personnel, particularly during the construction phase, many of whom must be local to the Bay Area. An available bench of consultants will help the JPB fulfill these responsibilities by providing specialized expertise and support services.

On March 3, 2026, the JPB issued Request for Proposals (RFP) 26-J-P-040 for the Services. The RFP was advertised on the JPB's eProcurement website. Staff had a virtual pre-proposal conference on March 13, 2026, which 23 potential proposers and 37 potential subconsultants attended.

By the April 10, 2026, due date, the JPB received proposals from six firms. Staff determined that all six proposals were responsive to the RFP requirements.

A Selection Committee (Committee), composed of qualified staff from Environmental Compliance and Quality Assurance/Quality Control teams, evaluated, scored, and ranked the proposals in accordance with the following weighted criteria:

Evaluation Criteria	**Maximum Points**
Company Qualifications, and Experience	20 Points
Qualifications and Experience of Key Personnel	30 Points
Project Understanding and Management Plan	25 Points
Reasonableness of Cost	25 Points
Small Business Enterprise (SBE) Preference	5 Points
Total	**105 Points**

After the initial scoring of proposals, five firms were found to be in the competitive range and were interviewed. Following the interviews, the Committee reached a consensus ranking based on each firm's proposal and interview performance, identifying HDR, ICF, Jacobs, and WSP as the top-ranked firms. The four highest-ranked firms possess the requisite experience and qualifications required for the successful performance of the scope of services as defined in the solicitation documents.

Staff successfully negotiated contract terms, including prices, with the four highest-ranked firms. Staff also conducted a price analysis and determined the negotiated labor rates to be fair, reasonable, and consistent with those currently paid by the JPB, and other public agencies in the Bay Area, for similar services.

The firms will be engaged on an as-needed basis through the issuance of Work Directives (WDs) to perform specific tasks for the JPB. Specific deliverables will be set forth in each WD. All qualified firms on the bench may be given an opportunity to submit a proposal in response to each specific work request. Award of these contracts will not obligate the JPB to procure any specific level of effort from any of these firms.

Budget Impact

There is no immediate fiscal impact associated with approval of these on-call contracts. The Services to be provided pursuant to the awarded contracts will be performed under WDs issued to the firms on a project-by-project and as-needed basis. The WDs will be funded from a variety of sources, including federal, and local funding from approved and future operating and capital budgets over the life of this contract.

Prepared By:	Terry Loo	Procurement Administrator II	07/13/2026
	Michael Tauchen	Deputy Director, Environmental Compliance	07/13/2026

Resolution No. 2026-

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

* * *

Award Contracts to HDR Engineering, Inc., ICF Environmental Inc., Jacobs Engineering Group Inc., and WSP USA Inc. for On-Call Environmental Planning, Permitting and Support Services for an Aggregate Not-To-Exceed Amount of $13.4 Million for a Five-Year Term

Whereas, on March 3, 2026, the Peninsula Corridor Joint Powers Board (JPB) issued Request for Proposals (RFP) 26-J-P-040 for On-Call Environmental Planning, Permitting and Support Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

Whereas, in response to the RFP, the JPB received six proposals from AECOM Technical Services, Inc., HDR Engineering, Inc. (HDR), ICF Environmental Inc. (ICF), Jacobs Engineering Group Inc. (Jacobs), Kimley-Horn and Associates, Inc., and WSP USA Inc., (WSP); and

Whereas, staff reviewed the submitted proposals and determined all six proposals were responsive to the RFP requirements; and

Whereas, a Selection Committee (Committee), composed of qualified JPB staff, reviewed, evaluated, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP and found five proposals to be in the competitive range; and

Whereas, the Committee interviewed those five firms and reached a consensus ranking, based on each firm's proposal and interview performance, that HDR, ICF, Jacobs, and WSP are the top ranked firms.

Whereas, the Committee determined that HDR, ICF, Jacobs, and WSP possess the requisite qualifications and experience to successfully perform the Services; and

Whereas, staff successfully negotiated contract terms, including prices, with all four firms; and

Whereas, staff conducted a price analysis and determined the negotiated labor rates to be fair, reasonable, and consistent with those currently paid by the JPB and other public agencies in the Bay Area for similar services; and

Whereas, staff recommend that the Board of Directors (Board) award contracts to a bench of firms that consists of HDR, ICF, Jacobs, and WSP to provide the Services for an aggregate not-to-exceed amount of $13.4 million for a five-year term.

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

- HDR Engineering, Inc. of Santa Clara, California (CA),
- ICF Environmental Inc. of San Francisco, CA,
- Jacobs Engineering Group Inc. of San Francisco, CA, and
- WSP USA Inc. of San Francisco, CA

to provide On-Call Environmental Planning, Permitting and Support Services for an aggregate not-to-exceed amount of $13.4 million for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with HDR, ICF, Jacobs, and WSP in full conformity with the terms and conditions of the RFP and negotiated agreements, and in forms approved by legal counsel.

Regularly passed and adopted this 3rd day of September, 2026, by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Dahlia Chazan, Chief of Caltrain Planning

Li Zhang, Chief of Commercial and Business Development

For: September 2026 JPB Board of Directors Meeting

Subject: **Authorize the Executive Director to Execute an Agreement with the California Department of Transportation for the Caltrain Fare Strategy Study**

☒ 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 to execute an agreement with the California Department of Transportation (Caltrans) to receive $500,000 in Sustainable Transportation Planning Grant Program funds from Caltrans; and

2. Authorize the Executive Director to take such actions as may be necessary to give effect to this resolution for the JPB to apply for and receive Caltrans Sustainable Transportation Planning Grant Program funds; and

3. Approve an amendment to the Fiscal Year (FY) 2027 capital budget in the amount of $500,000.

Discussion

On May 29, 2026, Caltrain received notice of a grant in the amount of $500,000 from Caltrans' Sustainable Transportation Planning Grant Program (Strategic Partnerships – Transit category) to study Caltrain's Fare Structure. The grant requires a local match of $64,780, which will be met through eligible in-kind staff time.

Background

Caltrain currently prices fares using a six-zone, distance-based structure with a variety of pass products. For several years, Caltrain Board members, riders, and the community have expressed interest in exploring alternative fare strategies, such as moving toward a point-to-point (station-to-station) pricing structure, similar to Bay Area Rapid Transit (BART), or offering new fare products such as fare-capping accumulators. Caltrain's last comprehensive fare strategy study was conducted over twenty years ago, and its most recent system-wide fare study, in 2018, informed an updated Fare Structure adopted by the Board in 2019. Implementation of its gradual fare increases was delayed until 2025, because of the drop in ridership at the start of the pandemic. Caltrain's service, ridership demographics, and finances have changed substantially since the pandemic: electric trains now offer more service than ever before, a larger share of riders have lower incomes than before the pandemic, and the agency faces a significant projected operating deficit beginning in FY28.

In Fall 2025, as part of the process to extend the schedule of adopted annual fare increases, the Caltrain Board directed staff to pursue funding to complete a comprehensive Fare Strategy Study. The Caltrain Fare Strategy Study (Study) will give the railroad its first opportunity in over twenty years to comprehensively assess and recommend improvements to its fare system to grow ridership, increase revenue, and enhance equity outcomes. The Board asked staff to address the following questions through the Study:

- **Existing conditions:** What are current fare products, payment, revenue, and origin/destination trends across different rider groups?

- **Goals and priorities:** What should Caltrain aim to achieve with changes to its fare strategy? What should be prioritized, and what tradeoffs could be considered?

- **Price sensitivity:** How price sensitive are different rider groups?

- **Pricing and product strategy:** What alternative pricing and product strategies could be considered? How could they impact ridership, finances, customer experience, and operations? Which fare strategy could best achieve the goals and priorities and would be preferred?

- **Implementation actions and costs:** What would be required to implement the preferred fare strategy? How much would it cost in one-time and ongoing costs?

- **Public outreach:** What input can members of the community provide on Caltrain's current fare strategy (pricing and products) and potential changes?

The Study is estimated to cost approximately $865,000. The Caltrans Sustainable Transportation Planning Grant Program (Strategic Partnerships – Transit category) award of $500,000, together with the required local match of $64,780, fully funds the partner agency engagement, public outreach, fare strategy scenario analysis, and recommendation tasks. Because the grant emphasizes public-outreach and directs a corresponding high amount of funding to that effort, it partially funds the Study's scope of work, leaving a remaining need of approximately $300,000 — for the existing conditions analysis, peer review, and price sensitivity analysis tasks — that must be funded by other sources to complete the full scope of the Study requested by the Board. Caltrain staff are currently investigating other funding sources, including funding from Santa Clara Valley Transportation Authority (VTA), but these have not yet been confirmed.

Once funding is secured and a consultant is procured, the Study is expected to take approximately 18 to 24 months, with technical and outreach work anticipated to begin in early 2027. Staff will engage with the Board as the Study progresses, and at its conclusion, staff will present the Board with a set of recommendations, which could be recommended for inclusion in an updated Fare Structure. Following completion of the Study, Title VI analysis will need to be funded and completed to accompany any recommended Fare Structure for adoption. Implementation is anticipated in 2029 or later; funding for implementation is not included in the Study's budget, and costs may be significant.

Budget Impact

This action includes amending the capital budget to include an additional $500,000 in grant funding from Caltrans, as detailed in Attachment 1. The grant's required local match of $64,780 will be met through eligible in-kind eligible staff time. The Fare Strategy Study has a total estimated cost of approximately $865,000, leaving a funding gap of approximately $300,000 beyond the Caltrans grant and local match. Caltrain staff are currently investigating other funding sources to fully fund the Study.

Prepared By:	Terra Duan	Manager, Cost Control	8/12/2026
	Melissa Jones	Deputy Director, Caltrain Policy Development	8/12/2026

Resolution No. 2026-

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

* * *

Authorize the Executive Director to Execute an Agreement with the California Department of Transportation for the Caltrain Fare Strategy Study

Whereas, Caltrain prices fares using a zone-based structure that has not been comprehensively studied in over twenty years, and Caltrain Board of Directors (Board), riders, and the community have expressed interest in exploring alternative fare strategies, such as shifting to a point-to-point pricing structure or offering new fare products, such as fare-capping accumulators, to better reflect changes in Caltrain's service, ridership demographics, and finances since the fare strategy was last studied; and

Whereas, Peninsula Corridor Joint Powers Board is eligible to receive Federal and/or State funding for certain transportation planning-related plans, through the California Department of Transportation (Caltrans); and

Whereas, Caltrain wishes to use this funding to conduct the Caltrain Fare Strategy Study; and

Whereas, a Restricted Grant Agreement must be executed with the California Department of Transportation before such funds can be reimbursed through the Caltrans Sustainable Transportation Planning Grant Program for the Caltrain Fare Strategy Study; and

Whereas, staff recommends that the Board delegate authority to the Executive Director to execute an agreement with the California Department of Transportation to receive funds for the Caltrain Fare Strategy Study, and any amendments thereto; and

Whereas, pursuant to Resolution No. 2025-29 adopted on June 5, 2025, the Peninsula Corridor Joint Powers Board (JPB) adopted the Fiscal Year 2027 (FY27) Capital Budget for a total authorized budget of $23,026,000; and

Whereas, pursuant to Resolution No. 2026-34 on August 6, 2026, the JPB authorized Amendment 1 to Caltrain's FY27 Capital Budget, increasing the total adopted Capital Budget to $33,712,000; and

Whereas, the JPB has secured a grant of $500,000 from Caltrans to support the development of the Caltrain Fare Strategy Study;

Now, Therefore, Be It Resolved, by the Board of Directors of the Peninsula Corridor Joint Powers Board, authorize the Executive Director, or designee, to execute all Restricted Grant Agreements and any amendments thereto with Caltrans, to take any further action for the JPB to apply for and Caltrans Sustainable Transportation Planning Grant Program funds and authorizes an amendment to the FY27 Capital Budget, increasing the total FY27 Capital Budget by $500,000.

Regularly passed and adopted this 3rd day of September, 2026, by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

	Project Identification			FY2027 Adopted Capital Budget	Amendment 1 *(August 2026)*	Proposed Amendment 2 *(September 2026)*	FY2027 Revised Capital Budget	FY27 Funding Source (in millions)								
	Project #	CIP Priority	Project Name					Measure RR	SFCTA	SMCTA	VTA	Federal	STA SGR	AB664	Other	Unfunded
I. Mandates and Compliance																
1	100912	Mandate	Storm Water Management Program	.570			.570	.000	.000	.000	.000	.270	.000	.300	.000	.000
			Subtotal	**.570**	**.000**	**.000**	**.570**									
II. Maintain Core Services																
Projects																
2	100696	High	Fiber Optic Permanent Repair	1.350			1.350	.000	.350	.000	.000	1.000	.000	.000	.000	.000
3	100913	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500			1.500	.000	.300	.000	.000	1.200	.000	.000	.000	.000
4	100427	High	San Francisquito Creek Bridge Replacement	3.375			3.375	.000	.000	.000	.000	2.700	.675	.000	.000	.000
5	100919	Medium	Control Center Power Resiliency - *UPS Procurement*	.625			.625	.000	.000	.000	.000	.500	.125	.000	.000	.000
15	100621	Medium	Capital Planning Technical Support [2]	.000	.300		.300	.300	.000	.000	.000	.000	.000	.000	.000	.000
16	101005	Medium	Capital Project Development and Support [2]	.000	.500		.500	.500	.000	.000	.000	.000	.000	.000	.000	.000
22	101006	Medium	State of Good Repair Program Support [3]	.000	.500		.500	.500	.000	.000	.000	.000	.000	.000	.000	.000
Recurring Programs																
6	100915	High	SOGR Program - Stations	1.875			1.875	.000	.375	.000	.000	1.500	.000	.000	.000	.000
7	100429	High	SOGR Program - MOW Tracks	6.250			6.250	.000	1.250	.000	.000	5.000	.000	.000	.000	.000
8	100428	High	SOGR Program - Bridges and Structures	1.750			1.750	.000	.000	.000	.000	1.400	.350	.000	.000	.000
9	100695	High	SOGR Program - ROW and ROW Fencing	1.286			1.286	.000	.000	.000	.000	1.036	.250	.000	.000	.000
10	100920	High	SOGR Program - Communication/System Technologies	.625			.625	.000	.125	.000	.000	.500	.000	.000	.000	.000
11	100727	High	SOGR Program - Signal	.500			.500	.000	.100	.000	.000	.400	.000	.000	.000	.000
17	101007	High	SOGR Program - ROW Cleaning [3]	.000	1.000		1.000	1.000	.000	.000	.000	.000	.000	.000	.000	.000
18	100611	Medium	San Carlos Historic Station Essential Repairs [4]	.000	.424		.424	.000	.000	.000	.000	.000	.000	.000	.424	.000
			Subtotal	**19.136**	**2.724**	**.000**	**21.860**									
III. Provide a Safe and Secure Railroad																
14	100951	High	At-Grade Crossing Baseline Safety Enhancement [5]	.000	3.320		3.320	.000	.000	.000	.000	.000	.000	.000	3.320	.000
			Subtotal	**.000**	**3.320**	**.000**	**3.320**									
IV. Enhance Service and Customer Experience																
19	101008	New	Energy Resiliency and Optimization Strategy [6]	.000	.800		.800	.000	.000	.000	.000	.000	.000	.000	.800	.000
23	New	New	Caltrain Fare Strategy Study [9]	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.500	.000
			Subtotal	**.000**	**.800**	**.500**	**1.300**									
V. Deliver the Long-Range Service Vision																
			Subtotal	**.000**	**.000**	**.000**	**.000**									
VI. Contribute to the Region's Economic Vitality																
12	100917	n/a	Diridon Station - Environmental Clearance [1]	2.000			2.000	.000	.000	.000	.000	.000	.000	.000	2.000	.000
20	100687	n/a	DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center [7]	.000	3.580		3.580	.000	.000	.000	.000	.000	.000	.000	3.580	.000
			Subtotal	**2.000**	**3.580**	**.000**	**5.580**									
VII. Partner with Local Jurisdictions																
21	002088	n/a	25th Avenue Environmental Mitigation [8]	.000	.262		.262	.000	.000	.000	.000	.000	.000	.000	.262	.000
24	100244	n/a	Broadway Burlingame Grade Separation [10]	.000	.000	24.000	24.000	.000	.000	.000	.000	.000	.000	.000	24.000	.000
			Subtotal	**.000**	**.262**	**24.000**	**24.262**									
VIII. Capital Contingency Funds																
13	002121 002122 002124	n/a	Capital Contingency Funds	1.320			1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
			Subtotal	**1.320**	**.000**	**.000**	**1.320**									
			Total	**23.026**	**10.686**	**24.500**	**58.212**	2.300	2.500	.000	.000	15.506	1.400	.300	34.886	1.320

[1] Funded by an agreement with the Valley Transportation Authority (VTA)
[2] Funded by Caltrain Measure RR - Capital Reserve
[3] Funded by Caltrain Measure RR - SOGR Set-Aside
[4] Funded by $424,000 from San Mateo County Measure A Caltrain Category
[5] Funded by $1,000,000 from Federal Transit Administration (FTA) 5537 Congressionally Directed Spending Earmark and $2,320,000 from the San Mateo County Transportation Authority (SMCTA)
[6] Funded by $800,000 from Low Carbon Fuel Standard (LCFS) credits, a California Air Resources Board (CARB) program
[7] Funded by $3,580,000 via funding agreement with the Transbay Joint Powers Authority (TJPA)
[8] Funded by $262,000 from San Mateo County Measure A Caltrain Category
[9] Subject to approval by the Finance Committee. Funded by $500,000 in Sustainable Transportation Planning Grant Program funds from the California Department of Transportation (Caltrans)
[10] Subject to approval by the TOPS Committee. The project is funded by $21.6 million from the San Mateo County Transportation Authority (SMCTA) and $2.4 million from the City of Burlingame.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Authorize Executive Director to Execute Amendment to Memorandum of Understanding for Broadway Burlingame Grade Separation and Amend Capital Budget for Fiscal Year 2027 for the Same**

☐ 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 an amendment to the Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) and the City of Burlingame to advance the Broadway Burlingame Grade Separation Project (Project) to the 100 percent design milestone.

2. Increase the capital budget of the Project by $24 million.

Discussion

Background

Caltrain's at-grade rail crossing at Broadway in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission's (CPUC) Grade Separation Priority List, it is in the top category of the Corridor Crossing Strategy and the Project also is part of the SMCTA's grade separation pipeline of projects. In August 2026, the City of Burlingame, the SMCTA, and Caltrain agreed that the Project should continue design to 100 percent.

The Project will eliminate the Broadway at-grade rail crossing to significantly improve public safety, enhance traffic flow, and ensure the design accommodates future rail improvements. The Project awarded a Construction Manager/General Contractor (CMGC) contract in 2024. Following value engineering efforts in 2025, Caltrain made changes to the scope of the Project to reduce cost and schedule by eliminating the Broadway Station, eliminating shoofly tracks, changing the structural design to a narrower, elevated guideway, and reducing bridge widths.

For local access, the Project will replace the at-grade pedestrian-only crossing at Morrell with two undercrossings north of Morrell for pedestrian cross-passages and integrated bicycle/pedestrian pathways.

100 percent Design and Funding Plan
The Project reached the 65 percent design milestone in July 2026. The Project is ready to advance into final design. The cost to complete 100 percent design is estimated to be $24 million:

Element	Cost ($M)
Agency Costs	$8.0
Designer/Engineer of Record	$10.0
Construction Contractor CMGC	$4.0
Subtotal	**$22.0**
Contingency	$2.0
Total Final Design Phase Cost	**$24.0**

The Final Design Phase Cost will be funded as follows:

- **City Funding Contribution:** $2.4 million

  The City of Burlingame will contribute up to 10 percent of the $24 million design cost.

- **SMCTA Funding Contribution:** $21.6 million

  The SMCTA will contribute up to 90 percent of the $24 million design cost.

Total Project Cost
The updated Total Project Cost, based on the current design, is $662,480,000. This estimate is based on a construction start date of November 2028, a construction duration of four years, and an annual escalation rate of five percent for labor and material.

The Total Project Cost Estimate is comprised of the following:

Element	Cost ($M)
Planning and Preliminary Design	$4.46
Construction Contractor Costs	$421.25
Designer/Engineer of Record Costs	$39.37
Real Property and Easements	$25.78
Agency Costs (environmental, PM/oversight, construction management, operational support, bus bridge, railroad worker protection, power)	$97.80
Subtotal	**$588.66**
Project Contingency	$73.83
Total Project Cost	**$662.49**

Caltrain entered into a MOU for San Mateo County Measure A Grade Separation Funds for the Plans, Specifications and Estimates Phase for the Broadway Grade Separation Project on December 22, 2020. The MOU has been amended twice since then to increase the commitment of funds and extend the term. Staff recommend that the Board authorize the Executive Director to execute a third amendment to increase the budget by $24 million to advance the final design of the Project.

Budget Impact

The total Project budget will increase by $24 million. This increase will cover the design consultant, the CMGC contract, environmental consultant, and Caltrain management cost.

Prepared By: Zhenlin Guan Director, Infrastructure Delivery 08/10/2026

Resolution No. 2026-

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

* * *

Authorize Executive Director to Execute Amendment to Memorandum of Understanding for Broadway Burlingame Grade Separation and Amend Capital Budget for Fiscal Year 2027 for the Same

Whereas, the Broadway at-grade rail crossing in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission's (CPUC) Grade Separation Priority List; and

Whereas, the Broadway Burlingame Grade Separation Project (Project) also is part of the San Mateo County Transportation Authority's (SMCTA) grade separation pipeline of projects; and

Whereas, the Peninsula Corridor Joint Powers Board (JPB or Caltrain), entered into a Memorandum of Understanding (MOU) for San Mateo County Measure A Grade Separation Funds for the Plans, Specifications and Estimates Phase for the Project on December 22, 2020; and

Whereas, the MOU has been amended twice since then to increase the commitment of funds and extend the term; and

Whereas, the Project reached 65 percent redesign in July 2026 under a scope that excluded an elevated Broadway Station and temporary shoofly track; and

Whereas, the updated total project is estimated at $662.48 million, assuming a 2028 construction start date and is based on the updated 65 percent design, a construction duration if four years, and an annual escalation rate of 5 percent; and

Whereas, the Project will improve public safety, enhance traffic flow, and accommodate future rail improvements by replacing the at-grade crossing at Morrell with two undercrossings north of Morrell for pedestrian cross-passages and integrated bicycle/pedestrian pathways; and

Whereas, in August 2026, the City of Burlingame, the SMCTA, and Caltrain agreed that the Project shall be advanced to the 100 percent design phase and to amend the MOU between the three parties to reflect the advancement of the project to final design; and

Whereas, total cost of the 100 percent design support effort is $24 million, and the parties have agreed to a 90 percent (SMCTA) - 10 percent (City of Burlingame) cost-sharing structure; and

Whereas, staff recommend that the Board authorize the Executive Director to amend the MOU a third time to increase the budget by $24 million to advance the final design of the Project; and

Whereas, the $24 million increase in cost will cover the design, construction contractor, environmental consultant, and Caltrain management cost to complete the final design.

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 an amendment to the MOU with the SMCTA and the City of Burlingame to formalize each party's roles and financial responsibilities to advance the Project is to the 100 percent design milestone; and

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes an increase in the Project's capital budget by $24 million.

Regularly passed and adopted this 3rd day of September 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, Engineering, Capital and Modernization
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Authorize Staff to File a California Environmental Quality Act (CEQA) Notice of Exemption for the Rengstorff Avenue Grade Separation 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) authorize the Executive Director or designee to file a Notice of Exemption (NOE) in accordance with the California Environmental Quality Act (CEQA) for the Rengstorff Avenue Grade Separation Project.

Discussion

The Rengstorff Avenue Grade Separation Project (Project) would eliminate the existing at-grade rail crossing at Rengstorff Avenue with a grade-separated crossing in the City of Mountain View. In 2014, the City of Mountain View completed the Rengstorff Avenue Grade Separation Design Concepts Final Report. Of the three concepts evaluated, the City selected the Complete Street Concept, which includes a Rengstorff Avenue underpass and construction of a new elevated pedestrian and bicycle connection parallel to the Caltrain corridor linking Crisanto Avenue to the commercial area east of Rengstorff Avenue. The Project will require lowering approximately 1,200 feet of Rengstorff Avenue and connecting roadways, including Central Expressway.
The designer of record, AECOM Technical Services, Inc (AECOM), submitted the 65 percent design package on May 15, 2026. Caltrain is working with AECOM to finalize the 65 percent design submission.

For purposes of the National Environmental Policy Act (NEPA), the Federal Transit Administration (FTA) determined in 2021 that the Project qualifies as a categorical exclusion under 23 Code of Federal (CFR) Part 771.118(d)(2).

Statutory Exemption from CEQA

Eliminating an existing at-grade crossing at Rengstorff Avenue with a grade separation is exempt from CEQA pursuant to Section 21080.13 of the Public Resources Code. Terms of the exemption require that the local agency files a NOE with the Office of Planning and Research and with the county clerk in each county. Staff recommend that the Board authorize the Executive Director or designee to file a NOE.

Budget Impact
There is no impact on the budget.

Prepared By:	Michael Tauchen	Deputy Director, Environmental Compliance	08/12/2026

Resolution No. 2026-

Board of Directors, Peninsula Corridor Joint Powers Board

State of California

* * *

Authorize Staff to File a California Environmental Quality Act (CEQA) Notice of Exemption for the Rengstorff Avenue Grade Separation Project

Whereas, the Rengstorff Avenue Grade Separation Project (Project) would eliminate the existing at-grade rail crossing at Rengstorff Avenue with a grade-separated crossing in the City of Mountain View, Santa Clara County, California; and

Whereas, Section 21080.13 of the California Public Resources Code (PRC) provides a California Environmental Quality Act (CEQA) statutory exemption for any railroad grade separation project that eliminates an existing grade crossing, or which reconstructs an existing grade separation.

Now, Therefore, Be It Resolved, the Peninsula Corridor Joint Powers Board of Directors hereby finds that the Rengstorff Avenue Grade Separation Project qualifies for the PRC Section 21080.13 CEQA Statutory Exemption; and

Be It Further Resolved, the JPB Secretary is directed to file a Notice of Exemption promptly with the County Clerk of Santa Clara County and the State Clearinghouse; and

Be It Further Resolved, the record of this action shall be maintained by the JPB Secretary at 166 North Rollins Road in Millbrae, California.

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Regularly passed and adopted this 3rd day of September 2026 by the following vote:

Ayes:

Noes:

Absent:

____

Chair, Peninsula Corridor Joint Powers Board

Attest:

____

JPB Secretary

REVISED FOLLOWING 8.26.26 TOPS COMMITTEE MEETING

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	James C. Harrison, General Counsel
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Approve Proposed Passenger Code of Conduct for Behavior on Trains and at Stations**

☐ Finance Committee Recommendation

☒ Technology, Operations, Planning, and Safety Committee Recommendation

☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff seeks approval of the attached Caltrain Passenger Code of Conduct for Behavior on Trains and at Stations (Passenger Code of Conduct) from the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) with an effective date of October 1, 2026. Staff recommend that the Board adopt the proposed Passenger Code of Conduct.

Discussion

The governing boards of local transit agencies are permitted to adopt and enforce policies designed to ensure the safety, security and convenience of customers and operators alike, pursuant to the California Penal Code and Public Utilities Code. Adopting a code of conduct for passengers is considered an industry best practice.

The full proposed Passenger Code of Conduct is included as Attachment A, and prohibits, among other conduct, the following:

- Smoking on Caltrain property or in trains;
- Excessive noise and disturbances, including loud audio equipment and disruptive behavior;
- Unsanitary conduct, such as spitting, public urination, and littering;
- Use of recreational or personal mobility devices within facilities, except as necessary for authorized bicycle access or disability;
- Unauthorized commercial activity;
- Fare evasion, misuse of tickets or passes, and unauthorized use of discounted fares;
- Harassment and obstruction of movement;

- Possession of hazardous materials or weapons; and
- Damage to or tampering with transit property.

While California law allows transit agencies to adopt ordinances that authorize and designate operators to issue administrative citations for certain violations, most of Caltrain's peer agencies rely on law enforcement to issue criminal citations for violations of their Passenger Codes of Conduct, including the Bay Area Rapid Transit District and the Sonoma-Marin Area Rail Transit District.

The proposed Passenger Code of Conduct takes the same approach, making the public aware of the types of conduct prohibited on Caltrain vehicles and in stations. Instead of granting citation authority to conductors, Caltrain staff and conductors will warn passengers they are violating the Passenger Code of Conduct and request they step off the train. Conductors will also have discretion to call Transit Police, thereby reducing confrontations and delays associated with having to issue administrative citations. Law enforcement, whether Transit Police or local police, retain criminal citation authority pursuant to Penal Code Section 640. This approach reduces the friction associated with conductors' issuance of administrative citations and confronting passengers for their behavior leaving enforcement and citation authority with the Transit Police.

If adopted, the Passenger Code of Conduct will: (1) establish rules and expectations regarding conduct on Caltrain vehicles and property, such as stations; (2) facilitate a safe environment; (3) promote respectful and responsible conduct among passengers and staff; and (4) preserve and enhance the Caltrain service and passenger experience.

Staff recommend that the Board adopt the attached Passenger Code of Conduct via a resolution. This approach adopts the statutory prohibitions under Penal Code Section 640 and Public Utilities Code Section 99580 without granting administrative citation authority to conductors and engineers.

Many of the prohibitions and rules in the Passenger Code of Conduct exist in state law and are Caltrain practice. However, to increase public awareness of the Passenger Code of Conduct following Board adoption, staff anticipate the date of implementation of the Passenger Code of Conduct to be October 1, 2026. Planned public awareness activities include:

- Onboard decals with Passenger Code of Conduct and penalty info
- Onboard copies of the code for passengers to take
- Conductor announcements
- Webpage updates
- Press release

REVISED FOLLOWING 8.26.26 TOPS COMMITTEE MEETING

Budget Impact
There is no budget impact associated with adopting the Passenger Code of Conduct.

TOPS Committee Consideration
The TOPS Committee considered the staff recommendation at it August 26, 2026, meeting. During the discussion of the item, members of the Committee requested that staff consider adding provisions to the proposed Passenger Code of Conduct to address littering and obstructing a seat with a personal item (e.g., a backpack) when other passengers are looking for a seat. With this direction, the TOPS Committee recommended that the Board approve the Code of Conduct. Staff have addressed the TOPS Committee's suggestions in the proposed Passenger Code of Conduct, which is attached as Attachment A to this Staff Report.

Prepared By:	Anna Myles-Primakoff	Counsel	08/14/2026
	Quentin Barbosa	Associate Counsel	08/14/2026
	Ted Burgwyn	Chief Operating Officer	08/14/2026

Resolution No. 2026-

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

* * *

Adopt Passenger Code of Conduct for Behavior on Trains and at Stations

Whereas, local transit agencies are permitted to adopt and enforce policies designed to ensure the safety, security and convenience of customers and operators alike, pursuant to the California Penal Code and Public Utilities Code; and

Whereas, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) does not presently have a code of conduct for passengers. A passenger code of conduct is considered an industry best practice; and

Whereas, staff have drafted a proposed Passenger Code of Conduct for Behavior on Trains and at Stations (Passenger Code of Conduct) and recommend that the Board of Directors (Board) adopt it; and

Whereas, the proposed Passenger Code of Conduct prohibits a variety of conduct, including smoking, excessive noise, unsanitary conduct, vandalism, fare evasion, use of recreational mobility devises within facilities, possession of hazardous materials, and harassment; and

Whereas, most of Caltrain's peer agencies rely on law enforcement to issue criminal citations for violations of their Codes of Conduct. The proposed Passenger Code of Conduct takes this same approach, with Transit Police and local police using their citation authority pursuant to Penal Code Section 640 to enforce the Code; and

Whereas, the proposed Passenger Code of Conduct will: (1) establish rules and expectations regarding conduct on Caltrain vehicles and property, such as stations; (2) facilitate a safe environment; (3) promote respectful and responsible conduct among passengers and staff; and (4) preserve and enhance the Caltrain service and passenger experience; and

Whereas, staff anticipate an effective date for the Passenger Code of Conduct of October 1, 2026, to allow for sufficient time to increase public awareness following Board adoption.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the attached Passenger Code of Conduct, with an anticipated effective date of October 1, 2026.

Regularly passed and adopted this 3rd day of September 2026 by the following vote:

Ayes:

Noes:

Absent:

____
Chair, Peninsula Corridor Joint Powers Board

Attest:

____
JPB Secretary

ATTACHMENT A

Caltrain Passenger Code of Conduct for Behavior on Trains and at Stations

Purpose

Caltrain is committed to the safety, security, and comfort of all passengers and all representatives of the Caltrain rail service. To ensure operation of safe rail service and to avoid adverse effects on the system or passengers, Caltrain has established a Passenger Code of Conduct. It is the intent of Caltrain that this Code of Conduct:

1. Establish rules and expectations regarding conduct on Caltrain vehicles and property.
2. Facilitate a safe environment.
3. Promote respectful and responsible conduct among passengers and staff.
4. Preserve and enhance the Caltrain service and passenger experience.

The following Code of Conduct applies to all Caltrain passengers, including those entering, exiting, or riding a train, or those on Caltrain property before boarding or after exiting a train.

Code of Conduct

Passengers must not:

1. Harass Caltrain representatives or passengers. "Harassment" includes physical harm, intimidation, verbal threats, name-calling, and sexual harassment.

2. Engage in disruptive conduct or communications with Caltrain representatives or engage in horseplay at Caltrain stations or on or near Caltrain trains.

3. Engage in discriminatory conduct based on race, color, national origin, religion, marital status, sex, sexual orientation, gender identity, age, military status, disability, or any other protected status.

4. Fail to pay the correct fare or engage in any conduct that violates Caltrain's Fare Evasion Ordinance No. 2. This prohibition restricts entering an area of a public transit facility beyond posted signs prohibiting entrance without obtaining valid fare, in addition to entering a transit vehicle without valid fare.

5. Engage in sexual harassment, sexual conduct, or indecent exposure.

6. Make a willful disturbance. This includes but is not limited to: fighting, pushing, unwanted physical contact, spitting, throwing objects, vulgar language, yelling, shouting, excessive noise of any kind, vandalism involving any part of the train or station, and littering on the train or at a station.

ATTACHMENT A

7. Open or tamper with emergency windows and doors, except during an emergency.

8. Use or sell marijuana, tobacco, e-cigarettes, vaporizers, and illegal drugs. Alcohol may be consumed responsibly on trains but may not be used or sold at stations without authorization. On special event days, alcoholic beverages may not be consumed on trains or in stations after 9 p.m.

9. Congregate or loiter on a train or at a station in a way that blocks entry and exit to a train or intentionally delays a train. All aisles must be kept clear of personal items.

10. Carry weapons, firearms, projectiles, knives, replica weapons, explosives, and containers including flammable, toxic, or hazardous materials on Caltrain trains or at stations.

11. Fail to comply with the instructions of Caltrain representatives regarding matters of safety and operation of the train to avoid an accident.

12. Interfere with the operation of a Caltrain train.

13. Use a Caltrain facility, property, or train for non-transportation related purposes without authorization. This includes selling or peddling any goods, merchandise, property, or services, begging, or soliciting of any kind whatsoever, including posting advertisements and engaging in expressive activity without a permit or Caltrain’s express written consent.

14. Take any animal into a paid area of the Caltrain system unless the animal is a service animal or service dog in training.

15. Skateboard, roller skate, ride a bicycle, roller blade, or operate a motorized scooter or similar device, as defined under Vehicle Code Section 407.5, in a Caltrain facility, including a parking structure, or in a Caltrain train. This paragraph does not apply to mobility scooters used by a disabled person, or an activity that is necessary for utilization of a Caltrain facility by a bicyclist, such as parking a bicycle or transporting a bicycle aboard a train, if Caltrain grants permission and the bicyclist does not interfere with the safety of themselves or other patrons. Exceptions to the prohibition on motorized scooters apply for people with disabilities who receive permission to operate such scooters as a reasonable accommodation.

16. Urinate or defecate in a Caltrain facility or train, except in a lavatory. This paragraph shall not apply to a person who cannot comply with this paragraph as a result of a disability, age, or a medical condition.

17. Fail to yield seating reserved for an elderly or disabled person.

18. Fail to remove a personal item, such as a backpack, from an adjacent seat, thereby preventing another passenger from occupying the seat.

ATTACHMENT A

Passengers should be respectful and attentive of others. If you see something, say something. Report incidents and complaints by calling Caltrain Customer Service at 1-800-660-4287.

Enforcement

A person who violates the Code of Conduct or commits another public offense may be warned, or immediately removed from a Caltrain facility or train, without a fare refund, by any authorized representative, including Transit Police or any law enforcement officer. When a person fails to comply with an order to leave a Caltrain train or facility, they will be deemed a trespasser and subject to further enforcement action.

The Code of Conduct is not intended to limit, replace, or conflict with any federal, state, or local law, regulation, or ordinance, and does not limit or prevent any law enforcement agency or entity from taking any lawful action against any person in or on any Caltrain vehicle, facility, or property.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Jerry Guaracino, Chief Safety Officer
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on Caltrain Safety Performance for Fiscal Year 2026 Quarter 4**

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

Purpose and Recommended Action

Staff provides the informational safety report to keep the Board of Directors (Board) apprised of progress; it is provided for informational purposes only.

Discussion

This report and accompanying presentation are submitted to keep the Board advised as to the Safety Performance of Caltrain based upon measurement of Key Performance Indicators (KPIs) and to provide an update on the development of the Caltrain Trespasser and Suicide Prevention Safety (CROW) Plan. Caltrain is committed to providing a safe work environment for our employees and contractors, and safe and efficient train service for our customers. Caltrain is also committed to continuous improvement through the capture and analysis of key safety data and management of associated risk. Regularly reviewing this data will enable staff to identify areas needing improvement and focus our activities to achieve improved safety performance for our employees, passengers and the communities we serve.

Caltrain will provide quarterly safety reports to the Board and will be sharing this same information with employees as we work to build a stronger Safety Culture consistent with our Number 1 Core Value – Safety – First and Always as well as our System Safety Program Plan (SSPP). These reports will include both lagging safety performance indicators reported to the Federal Railroad Administration (FRA) and leading safety performance indicators. While lagging indicators can alert you to a failure in your safety program or to the existence of a hazard, leading indicators allow an organization to take preventive action to address that failure or hazard before it turns into an incident.

Budget Impact

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to further enhance its safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By: Jerry Guaracino Chief Safety Officer 08/12/2026

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Casey Fromson, Chief of Staff
For:	September 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 and Recommended Action

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 mainly on the state and federal budget processes.

Budget Impact

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Manager	08/17/2026
	Isabella Conferti	Government and Community Affairs Specialist	08/17/2026

Shaw Yoder Antwih Schmelzer & Lange

August 14, 2026

TO: Board of Directors
Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: STATE LEGISLATIVE UPDATE – September 2026

General Update

After a month-long Summer Recess, the Legislature reconvened on August 3 for the final month of session. On August 13, bills with a nominal fiscal impact to the state were considered as part of the appropriations committees' suspense files. In the Assembly, of the 293 bills on Suspense, 213 were sent to the Floor and 80 were held (27%). Likewise, in the Senate, of the 560 bills on Suspense, 413 were sent to the Floor and 147 were held (26%). For those bills that were held in committee, please be advised that they are now done for the year and will not be moving forward this legislative session. The bills released from suspense move to the floors of each house for final votes.

Beginning August 17, the Legislature will be in floor session until they adjourn the 2025-26 Legislative Session on August 31. The Governor will have until September 30 to sign or veto bills sent to his desk in the final weeks of session. The 2027-28 Legislative Session will convene on December 7 for one day until they begin their work in earnest in early January.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar here.

Update on Greenhouse Gas Reduction Fund

As a reminder, although the Legislature and Governor reached an agreement to enact the majority of California's 2026-27 Fiscal Year budget in late June, this agreement did *not* include most Greenhouse Gas Reduction Fund (GGRF) expenditures. Following major coalition efforts led by the California Transit Association (the trade association to which Caltrain belongs) to push back on the Governor's proposed cuts to transit and housing programs, the Legislature opted instead to punt further decisions on the GGRF until August.

Over the summer recess, the coalition continued to engage the Governor and Legislature on the importance of protecting Tier 3 programs. This work was complicated by news in late July that the Department of Finance had revised their projections of GGRF revenues downward, driven chiefly by weak auction revenue in 2026.

In response, the coalition updated its asks to advance the following requests:

Relative to FY 2026-27:

- Use General Fund to maintain the ongoing annual appropriations of $800 million for the AHSCP, $400 million for the TIRCP, $200 million for the LCTOP, $250 million for AB 617, and $130 million for SAFER.

- Honor the state's outstanding GGRF funding commitment to public transportation made in SB 125 (Committee on Budget and Fiscal Review), which earmarked $5.1 billion for regions for public transit.

Relative to FY 2027-28:

- Work with stakeholders to achieve a permanent solution for GGRF in future fiscal years so that Tier 3 programs receive the full funding committed in SB 840 (Limon), which restructured the Cap and Invest Expenditure plan.

On the heels of the submittal of the coalition’s proposed framework to protect Tier 3 programs, Senate Transportation Committee Chair Dave Cortese (D-San Jose) released his own proposed framework. The Chair’s proposed framework includes the following elements:

- Provide a one-time $1.25 billion appropriation from the Special Fund for Economic Uncertainties reserve to offset the existing GGRF commitment to CalFire.

- Use GGRF to honor the state’s outstanding GGRF funding commitment to public transportation made in SB 125 and fund Tier 3 programs, with priority given to TIRCP, LCTOP, and AHSC.

- Earmark interest earned on GGRF for SB 125 and Tier 3 with priority given to LCTOP, TIRCP & AHSC (estimated $500 million earned this fiscal year).

- Cap the state’s use of GGRF to fund operating expenses and require CARB to report administrative overhead costs and recommend administrative and programming efficiencies to the Joint Legislative Budget Committee.

- Establish a trigger for the Manufacturing Decarbonization Incentive (MDI) and cap the issuance of allowances under MDI in years in which Tier 2 and Tier 3 programs are not fully funded.

- Appropriate Proposition 4 funds to fully fund the AB 617 program.

Negotiations on a GGRF solution will continue until the end of the legislative year on August 31.

Local Taxpayer Protection Act Update

As we reported previously, on June 25 the Legislature introduced and passed Assembly Constitutional Amendment 22 (Wicks) in exchange for the Local Taxpayer Protection Act’s removal from the November ballot. ACA 22 will now go before voters in November as Proposition 43 and, if passed by a majority of Californian’s would, beginning January 1, 2027, prohibit a local government, including through a citizens’ initiative, from imposing, extending, or increasing any special tax, unless the tax is approved by a two-thirds vote. This measure is not anticipated to impact prior citizens’ initiatives passed at lower threshold or those pending on the November 2026 ballot.

Caltrans Announces California Transit Advisory Committee (CALTAC) Membership

On July 20, Caltrans released the membership roster for its new California Transit Advisory Committee (CALTAC), which the agency first announced in February. Caltrans created the CALTAC to bring together a diverse group of transit stakeholders – including transit operators, local governments, transit advocacy organizations, and more – to offer strategic input and technical guidance to Caltrans as it advances statewide transit policy, planning, and implementation. See membership below:

Name	Organization	Region
Jacob King	Mendocino Transit Authority	North
Anthony Adams	Sacramento Regional Transit	North
Katie McCammon	350 Sacramento	North
Howard Wong	CTC Interagency Equity Advisory Committee/Sierra Club	North
Rashidi Barnes	Eastern Contra Costa Transit Authority	North
Danielle Schmittz	Napa Valley Transportation Authority	North
Mika Miyasato	Alameda Contra Costa Transit District	North
Tamiko Percell	VTA	North
John Urgo	Santa Cruz Metro	Central
Bethany R. Berube	Clovis Transit	Central
Angie Dow	Kings County Area Public Transit Agency	Central
Jason Kligier	Big Blue Bus	South
Michael Cano	LA Metro	South
Priscilla Freduah-Agyemang	SCAG	South
Calvin Liu	CA High Speed Rail Authority	South
Benjamin Nolen	OmniTrans	South
Eric DeHate	Riverside County Transportation Commission	South
David Aguirre	Imperial County Transportation District	South
Ioni Tcholakova	North County Transit / San Diego Railroad/ NCTD	South
Kari Watkins	UC Davis	Statewide

Caltrans anticipates that the first quarterly meeting of the CALTAC will be held virtually on Thursday, September 3.

Bills with Positions

SB 741 (Blakespear) LCTOP Reform – SUPPORT

This bill would update and streamline the Low Carbon Transit Operations Program (LCTOP). The LCTOP receives funding through the Greenhouse Gas Reduction Fund (GGRF) and directs millions of dollars annually to transit agencies around the state on a formula basis. These monies have allowed transit agencies to sustain and expand service, procure new zero-emission vehicle fleets, and start fare subsidy programs. Unfortunately, since its inception a decade ago, LCTOP's requirements have proven to be in some cases duplicative and overly burdensome. SB 741 would simplify Caltrans' administrative role, expand eligible uses of program funds to include transit maintenance, and eliminate redundant GHG demonstration requirements for continuing projects.

SB 1375 (Cortese) Diridon Station Modernization: CEQA Exemption – SUPPORT

This bill would exempt the Diridon Station Modernization Program from the California Environmental Quality Act (CEQA). Although existing law provides CEQA exemptions for certain rail and transit projects, SB 1375's proponents believe a specific, targeted CEQA exemption will help avoid further delays and additional risks of litigation.

AB 1941 (Mark González) Organized Metal Theft – SUPPORT

This bill would create the new crime of organized metal theft for those who act in concert with additional persons to steal high-value metals used in public infrastructure, including copper wiring. The bill would make this crime punishable as either a misdemeanor or a felony. Last year, the Governor signed AB 476, also by Assemblymember González, to combat metal and copper theft by requiring junk dealers to collect more detailed records, provide access of those records to law enforcement, and increase the fine for noncompliance. Caltrain supported this bill.

AB 2308 (Haney) Redevelopment: Successor Agency Debt Support – SUPPORT
This bill would authorize the successor agency to the former San Francisco Redevelopment Agency to extend its existing Net Tax Increment (NTI) collection period in order to finance and complete Transbay infrastructure projects, including the delivery of the Caltrain Downtown Extension (The Portal).

Bills of Interest
SB 830 (Arreguín) Connect Bay Area Regional Ballot Measure Follow Up – WATCH
Related to the Connect Bay Area Regional Measure, this bill would create a ballot designation that must appear in all 5 counties: Regional Transit Measure. The bill would also allow "bona fide" proponents or opponents of the measure to submit ballot arguments to county elections officials, who are then responsible for selecting which argument to print in their respective county voter information guide. It also directs the measure to be placed immediately after statewide ballot measures and before local measures. ***This bill was signed into law by the Governor on July 16 – as an urgency measure, it took effect immediately.***

SB 1087 (Cabaldon) Transportation Planning: Sustainable Communities Strategies: Transportation Funding Programs – WATCH
This bill would update California's regional climate and transportation planning framework first established under SB 375 (Steinberg, 2008). SB 1087 would streamline the Sustainable Communities Strategies (SCS) planning process, so that regional agencies can better focus resources on delivering projects.

SB 1187 (Durazo) Brown Act Language Requirements – WATCH
This bill was gut and amended in late June to eliminate the requirement that eligible legislative bodies subject to the Ralph M. Brown Act translate meeting materials and otherwise provide various interpretive and language access services. These provisions were initially passed into law via SB 707 (Durazo) last year.

SB 1266 (Stern) Updating Value of Copper – WATCH
This bill would change how copper is valued in cases of copper theft. Current law requires that the value of stolen copper be calculated based on the fair market value of the scrap copper. This bill would require that the value of stolen copper also incorporate the full cost to repair and replace the stolen copper material. ***This bill was held on the Assembly Appropriations Suspense File on August 13 and will not move forward this year.***

AB 1383 (McKinnor) PEPRA Compensation Limits – WATCH
This bill makes several changes to the Public Employees' Pension Reform Act (PEPRA) of 2013, a bill passed in 2012 to reform public employee retirement systems and help local agencies better manage future pension costs. First, AB 1383 authorizes a public employer and labor organization to negotiate an increase to Defined Benefit retirement formulas for *safety* plan members. This change would impact only public safety employees (e.g. police, firefighters) and would not impact most transit agencies, unless they manage their own police force. The bill also would require retirement systems subject to PEPRA *which are not enrolled in the social security program* to increase their pensionable compensation limit from 120% to 135% -- thus increasing those systems' pension obligations.

AB 1883 (Bryan) Limiting Workplace Surveillance Tools – WATCH
This bill would prohibit employers from using workplace surveillance tools that incorporate emotion recognition AI technology. Although the bill has been significantly amended over the last several months to remove several other problematic provisions that would have impacted existing and emerging workplace safety technologies, many local government associations, including the California Transit Association, are still concerned the bill could limit important AI-supported safety tools. These groups remain opposed.

For a full list of bills we are tracking for Caltrain, visit:
https://ct35.capitoltrack.com/public/0/report/run?id=fd19973d-428c-4f17-95dc-607cac828f3d.

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Caltrain
Federal Report
August 2026

Congressional Update

Appropriations and Surface Transportation Reauthorization Update

- On August 7, the Senate passed a continuing resolution (CR) to extend government funding and provide a short-term extension for highway and transit authorities that are set to expire on September 30, 2026. The "clean" extension would extend expiring surface transportation programs through December 11, 2026 without adding new policy provisions.

- Also included in the CR is language that would delay the implementation of the Office of Management and Budget's (OMB) proposed rule seeking to overhaul federal financial assistance. OMB's proposal would give agencies broad authority to halt grant awards if they determine a grant no longer serves program goals, agency priorities, or the national interest. If Congress enacts the Senate's CR, the proposal would be delayed until December 11, when Congress will either have to pass FY27 appropriations bills or another extension.

- The Senate version of the CR includes account-level anomalies, carve-outs that let individual accounts access money at something other than the standard level. The anomalies for the Department of Transportation (DOT) accounts are:

  - Sec. 147: Allows Essential Air Service (EAS) subsidy funding to flow at a faster rate than regular accounts.

  - Sec. 148: Many DOT accounts in the FY 2026 Act were partially or completely funded by the transfer of unobligated Infrastructure Investment and Jobs Act's (IIJA) advance appropriations to different purposes. Section 148 provides that, during the CR period, six of these accounts, including the National Highway Traffic Safety Administration (NHTSA) Operations and Research account, be funded from regular General Fund appropriations made by section 101 of the CR instead of through IIJA transfers. The administration argued that NHTSA would run out of money if the anomaly was not enacted.

  - Sec. 149: Extends the expiration date of FY 2018 Capital Investment Grant appropriations through 2031, as requested by the administration.

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- Sec. 150: Extends the obligation deadline for unobligated FY 2023 Highway Infrastructure Programs balances to September 30, 2027 by rescinding and reappropriating the unobligated amounts.

- The clean extension would extend authorized surface transportation funding, but it would not extend the Infrastructure Investment and Jobs Act's (IIJA) lapsing advanced appropriations, which totaled approximately $36.8 billion per year. As a result, several transportation agencies would face significant funding reductions upon expiration of the IIJA's Division J advance appropriations:
  - Federal Railroad Administration: -81.8%
  - Federal Transit Administration: -20.6%
  - Federal Highway Administration: -12.6%

Transportation Coalition Writes Letter on Surface Transportation Reauthorization Extension; Urges Congress to Extend IIJA Advanced Appropriations

- On July 30, the American Public Transportation Association (APTA), along with 85 coalition partners, wrote a letter to Senate Majority Leader John Thune (R-SD), Senate Democratic Leader Chuck Schumer (D-NY), House Speaker Mike Johnson (R-LA), and House Democratic Leader Hakeem Jeffries (D-NY) urging congressional leadership to provide at least current public transit and passenger investment levels, including contract authority and advance appropriations, in any continuing resolution (CR) or surface transportation authorization extension act for fiscal year (FY) 2027.

- Specifically, signatories asked congressional leadership to provide at least $21.1 billion (including $4.25 billion of advance appropriations) for public transit and $15.9 billion (including $13.2 billion of advance appropriations) for passenger and freight rail in the CR and Surface Transportation Authorization Extension Act for FY 2027. Signatories argued that without advance appropriations, public transit investment would face a 20 percent cut from current FY 2026 funding levels and passenger rail investment would face an 83 percent cut.

- The letter stated that, without advanced appropriations, guaranteed funding for several key initiatives, including the All Stations Accessibility Program Grants, Capital Investment Grants, Railroad Crossing Elimination Grants, and Federal-State Partnership for Intercity Passenger Rail Grants would be eliminated. Several other investments would face cuts: Buses and Bus Facilities Grants would be cut by $1.1 billion (48 percent); State of Good Repair Formula Grants would be cut by $950

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million (20 percent); and Enhanced Mobility for Seniors and Individuals with Disabilities Formula Grants would be cut by $50 million (11 percent).

Senate EPW Chair Capito Responds to DOT's Surface Transportation Reauthorization Priorities

- Senate Environment and Public Works (EPW) Chair Shelley Moore Capito (R-WV) said she would not attach a rail safety measure to any surface transportation extension nor eliminate the Highway Trust Fund's mass transit account. The Senate EPW Committee is responsible for drafting the highway title of surface transportation reauthorization, including Federal-aid Highway Program funding, highway safety infrastructure, and Highway Trust Fund policy. In a letter to several Senate panels, including EPW, Transportation Secretary Sean Duffy urged lawmakers to attach the Railway Safety Act to either a surface transportation extension or the full reauthorization bill.

- The Railway Safety Act would require the use of defect detectors, expand hazardous materials training safety restrictions, and add standards for inspecting and maintaining railcars. Transportation and Infrastructure Chair Sam Graves (R-MO) has previously opposed the legislation, arguing that its two-man crew provision is unnecessary and that dispatch center technology could enhance rail safety more effectively.

- In response to a question about whether Chair Capito would eliminate the Highway Trust Fund's mass transit account, Chair Capito said, "It is always a question as to why are you taking the gas tax and putting it towards mass transit, taking a large segment of that out? I mean, that's a logical question. But it's been that way for a while and I don't see us changing it."

Administration Update

Sec. Duffy Releases DOT's Surface Transportation Reauthorization Priorities

- On July 22, Transportation Secretary Sean Duffy sent a letter to the Senate Committees on Environment and Public Works; Commerce, Science, and Transportation; and Banking, Housing and Urban Affairs detailing the Department of Transportation's (DOT) priorities for Surface Transportation Reauthorization.

- Secretary Duffy urged Congress to continue to work to pass a comprehensive long-term surface transportation bill but noted "*if a short-term extension of current authorities becomes necessary, we strongly urge Congress to adopt a set of critical policy priorities. We view these surface transportation reauthorization (STR)*

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proposals not merely as stopgaps, but as essential markers and anchors for the longer-term surface transportation reauthorization bill."

- This is particularly noteworthy as it indicates that DOT is not asking for a clean extension of current authorities but rather one with some changes. Congress could ultimately opt for two extensions for Surface Transportation Reauthorization, a short-term measure through the election, followed by a year-long extension.

- In the letter, Secretary Duffy urges the Senate panels to, among other things:

    - Eliminate the Mass Transit Account within the Highway Trust Fund and consolidate all Federal fuel tax revenues into the Highway Account to re-establish a direct user-pays model and reduce the Highway Trust Fund's structural deficit.

    - Consolidate several Infrastructure Investment and Jobs Act (IIJA) programs, including by merging the Grants for Buses and Bus Facilities and Low or No Emission Bus Programs into a streamlined competitive grant program without dedicated low- and zero-emission set-asides and combining five Office of the Secretary of Transportation (OST) competitive grant programs into a single multimodal infrastructure program, known as the Building Beautiful Infrastructure is Great (BBIG) program.

    - Allow several IIJA programs to expire, including the National Culvert Removal, Replacement, and Restoration Grant Program; Strengthening Mobility and Revolutionizing Transportation Grant (SMART) Program; Prioritization Process Pilot Program; Grants for Charging and Fueling Infrastructure; Carbon Reduction Program; and Active Transportation Infrastructure Investment Program.

    - Convert the Safe Streets and Roads for All grant program from a competitive grant program to a formula grant program.

FTA Launches New Safety, Security, and Performance Data Dashboard for Public Transit Systems

- On July 23, the Federal Transit Administration (FTA) launched its new online dashboard, called Transit Moves America. The dashboard uses existing data that FTA collects through the National Transit Database to provide information on transit systems' safety and security, accessibility, and system reliability.

- The dashboard displays the national rate of major passenger security events and major assaults on transit workers alongside historical trend lines calculated as a

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six-month rolling average. It also shows the total number of fatalities per month and percentage of ADA-accessible transit rail stations by transit agency.

FTA Releases Innovative Coordinated Access and Mobility Program Pilot

- On July 9, the U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) released its Innovative Coordinated Access and Mobility (ICAM) Pilot Program Notice of Funding Opportunity (NOFO). The ICAM program makes available nearly $12 million to improve the coordination of transportation and non-emergency medical transportation (NEMT) services for older adults, people with disabilities, or people of low income.

- Eligible projects include mobility management, the deployment of coordination technology, projects that create or increase access to one-call/one-click centers, and vehicles for shared or coordinated transportation services.

- FTA expects to issue approximately 20 awards. Applications are due by September 9, 2026.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Dahlia Chazan, Chief of Caltrain Planning
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Receive Quarterly Real Estate Update**

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

Purpose and Recommended Action

This report provides a quarterly update on Peninsula Corridor Joint Powers Board's (JPB or Caltrain) real estate activities, with a focus on revenue-generating initiatives and implementation of the Commercial Lease Strategy. The report covers Fiscal Year 2026 Quarter 4 (FY26 Q4) and is provided for informational purposes only.

Discussion

Property Leasing

For Fiscal Year 2026, annual contracted lease revenue totaled approximately $1.61 million, exceeding the original forecast of $1.49 million. During FY26 Q4, contracted lease revenue totaled approximately $419,900, an increase of approximately 2.6 percent from the previous quarter. Non-station leases continue to account for the majority of lease revenue, representing approximately 78 percent of the portfolio in Q4.

Total leasing revenue includes rent from:

- **Station buildings** such as retail at the San Francisco 4th and King Station;
- **Station parking lots** for commercial parking or active uses such as farmer's markets; and
- **Leases not at stations** which include use of parcels along the right of way for parking for auto dealerships, leases for areas behind buildings adjacent to the right of way (often parking), storage facilities, cell sites/ utilities, and billboards.

Caltrain owns nine station buildings totaling approximately 27,200 square feet of occupiable space. Of this, approximately 10,500 square feet is used for railroad operations (TASI). The remaining leasable space is 71 percent occupied, an improvement from the 61 percent at beginning of the fiscal year, reflecting continued leasing efforts and activation of vacant properties.

Commercial Lease Strategy

During FY26, staff completed the Commercial Lease Strategy, establishing a roadmap to maximize non-fare revenue from station buildings and parking lots. The strategy evaluated Caltrain's station building portfolio, identified opportunities and constraints, and established priorities for future leasing efforts. Key findings include the need for targeted capital improvements, particularly for historic structures where rehabilitation needs may affect the financial viability of commercial leasing, updated building assessments, and continued focus on station-specific leasing opportunities.

Since completion of the strategy, staff have made significant progress implementing the recommendations, including:

- Leasing vacant space at Menlo Park and San Francisco 4th and King stations;
- Expanding food truck opportunities;
- Updating the Property Conveyance Policy to streamline leasing;
- Securing grant funding for repairs at the historic San Carlos Station; and
- Further investigating building conditions at station properties.

Transit-Oriented Development (TOD)

Staff continue to actively work with the San Francisco Railyards team to advance TOD in partnership with Prologis, Inc. Staff are also preparing a TOD Portfolio Analysis, which will evaluate market and development potential across all TOD sites and provide estimates of build out potential for each site. This effort will inform a planned TOD policy update, described below, and assist in developing a strategy for advancing TOD across the corridor.

Policy Updates

A range of real estate policy efforts have been underway in the past fiscal year to clarify goals and requirements, streamline processes, and support increased revenue from JPB-owned assets. The Property Conveyance Policy was updated in May 2026. Other efforts underway include updates to the following:

- **Rail Corridor Use Policy (RCUP):** Identifies which Caltrain-owned properties are required for the railroad's current and future property needs including capital projects, as defined by the Adopted Service Vision (ASV) and other adopted plans and policies. Properties not needed for future rail operations may be considered for TOD or long-term other uses.

- **TOD Policy:** Defines Caltrain's objectives and approach to advancing TOD in partnership with private developers. Key provisions include affordable housing requirements, prevailing wage compliance, a fair market value objective, and revenue participation.

The RCUP update is currently underway. Following completion of the TOD Portfolio Analysis, staff will begin work on the TOD Policy update.

Budget Impact
There is no impact on the budget.

Prepared By:	Nadine Fogarty	Director, Caltrain Real Estate and Transit-Oriented Development	08/4/2026
	Jenny Lin	Manager, Caltrain Real Estate and Transit-Oriented Development	08/4/2026