



JPB Board of Directors
Meeting of October 1, 2026

Supplemental Reading File

Subject

1. Receive Update on Battery Electric Multiple Unit (BEMU) Project – August 2026
2. Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – August 2026

**Informational Items heard by JPB Technology, Operations, Planning, and Safety (TOPS)
Committee – September 23, 2026**

Subject

1. Receive Update on Pass Forward Program

**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: October 2026 Board of Directors Meeting

Subject: **Receive Update on Battery Electric Multiple Unit (BEMU) Project – August 2026**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

This report includes an informational update that requires no action by the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain).

Staff will provide monthly updates covering Battery Electric Multiple Unit (BEMU)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

The BEMU Pilot is a research and development project with the end goal of producing a BEMU qualified to run on the general railroad system, and on Caltrain's Right-of-Way (ROW) including a round trip between the Tamien and Gilroy stations specifically under battery power.

The BEMU is a change order option train ordered from Caltrain's Electric Multiple Unit (EMU) contract and is a shorter version of a fully capable EMU paired to a battery cab car designed to run in daily round-trip service from Gilroy to San Jose under battery power with service to San Francisco on the traction power system. The BEMU has four cars, three of which accommodate passengers with a total of 280 seats. The BEMU can be charged under the overhead catenary system (OCS) either stationary or in service or have its charge "topped off" during overnight layover using standard 480 volts (V) wayside charging stations.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the BEMU. The BEMU will be equipped with Positive Train Control (PTC) and qualified on both the non-electrified portion of Caltrain service on Union Pacific Railroad territory as well as the Caltrain ROW electrified portion. BEMU PTC will require detailed documentation and approval by the Federal Railroad Administration (FRA).

Monthly Update

1. Project Schedule and Milestones

- BEMU project baseline schedule was established on April 22, 2024. The table below shows the status of major Milestones as of August 31, 2026. Preliminary Design Review (PDR) is 100 percent complete.
- Final Design Review (FDR) is delayed due to an issue found during preliminary propagation testing of the batteries. Additional propagation testing took place in late August and was unsuccessful. A different battery supplier has been engaged to supply the batteries for the project. Preliminary discussions, along with a draft schedule from the carbuilder, indicate an overall project delay of eight months. The current schedule projected below has reflected the schedule impact.

<u>Key Project Activity</u>	<u>Notice to Proceed (NTP) + months estimated in Change Order</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 08/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Stadler Notice to Proceed	0	08/25/2023	Completed	Completed	
Approval of Master Program schedule	3	04/22/2024	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/2025	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/2025	Completed	Completed	
Final Design Review	20	12/12/2025	09/2026 & 08/2027	Delayed	FDR is now divided into two parts: non-battery related and battery related
Battery First Article Inspection	30	04/10/2026	09/2027	Delayed	
Completed Carshells	40	05/01/2026	07/2026	Completed	The last carshell was completed in July 2026
Authorization to Ship to Transportation Test Center	45	06/25/2027	07/2028	Delayed	
Completion of Testing at Transportation Test Center (TTC)	50	12/10/2027	02/2029	Delayed	
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/2028	06/2029	Delayed	
Final Acceptance	60	11/20/2028	In Planning	Delayed	

2. Cost – Spend versus Budget with Actuals and Accruals through August 31, 2026

Project 100782 BEMU - Budget and Cost (As of August 31, 2026)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 60.98	\$ 0.56	\$ 61.54	\$ 26.17	\$ 35.36	\$ 61.54	\$ -	42.53%
Other Contracts	\$ 1.00	\$ 0.06	\$ 1.06	\$ 0.10	\$ 5.21	\$ 5.31	\$ (4.24)	1.81%
Program Mngt. & Admin Costs	\$ 9.96		\$ 9.96	\$ 1.17	\$ 6.88	\$ 8.05	\$ 1.91	14.58%
Project Contingency	\$ 7.47	\$ (0.63)	\$ 6.84		\$ 3.65	\$ 3.65	\$ 3.20	0.00%
ICAP	\$ 0.60		\$ 0.60	\$ 0.10	\$ 1.36	\$ 1.46	\$ (0.86)	6.70%
Total BEMU Project	\$ 80.00	\$ -	\$ 80.00	\$ 27.54	\$ 52.46	\$ 80.00	\$ 0.00	34.42%

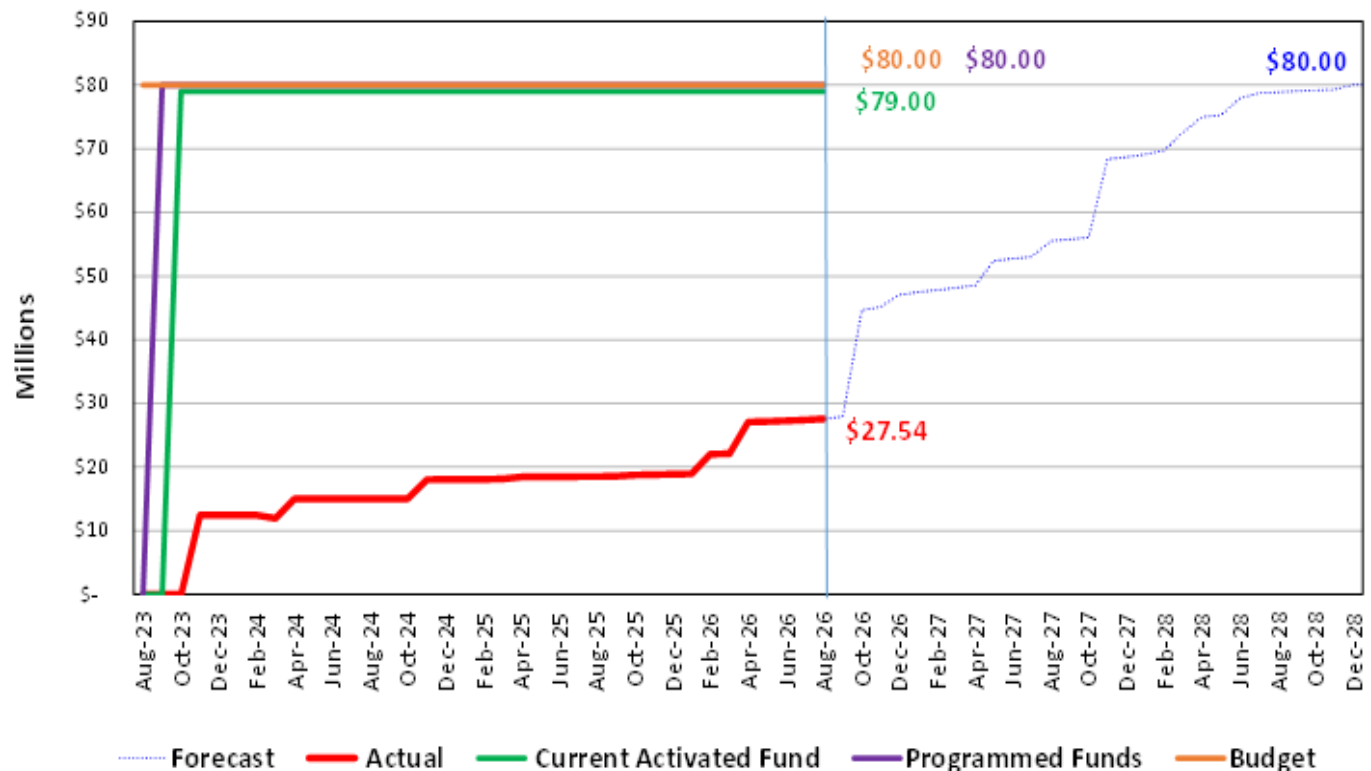
Note:

- 1). Expended and Accruals To-Date is through July 31, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;
- 3). Other Contracts includes Wayside Upgrades;
- 4). ICAP under Original Budget was calculated based on FY24 ICAP rate of 4%. Current ICAP is calculated at FY26 ICAP rate of 8.14% and 11% for FY27 and beyond.

3. Cost Curve:

AUGUST 2026

BEMU | Expenditure - Planned vs. Actual



4. Major Activities for August 2026:

- Held monthly progress meeting.
- Held on-going technical coordination meetings (biweekly).
- Held battery testing meetings and witnessed propagation test
- Discussed alternative battery supplier options.
- Visited and assessed an alternative battery supplier.
- Began inspection work on the A-car and D-car in Salt Lake City (final assembly facility).
- Reviewed the monthly progress report and schedule, the revised Battery B (BB)-car carbody First Article Inspection (FAI) package, FDR packages and drawings, the revised BB-car shipping plan, and carbody quality documentation.
- Commenced BEMU Concept of Operations study with Caltrain Operations and Operations planning.

5. Upcoming Key Activities:

- Prepare for next quarterly FRA meeting.
- Witness the BB-car carbody structural tests.
- Continue reviewing safety submittals (and other submittals as needed).
- Introduce BEMU project to Union Pacific Railroad (UPRR) (at Project Manager level) and start coordination efforts.
- Continue meetings/discussions regarding battery testing and path forward.
- Finalize BEMU Concept of Operations with Rail Planning and Operations.
- Identify short-term versus long-term infrastructure/charging needs for BEMU.

6. Change Management:

- In August 2023, the JPB approved a change order for not to exceed \$60,976,504 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option of one four-car BEMU trainset.
- A change order (CCO #57) was fully executed for BEMU convenience outlets, which were not included in the BEMU train order. The change order amount is \$40,019.18. This change will be covered by the contingency and there is no change to the project budget.
- A change order (CCO #60) in the amount of \$520,500 to increase the battery capacity from the baseline 1.9 megawatt-hour (MWh) requirement to 2.3 MWh was fully executed. This change will be covered by the contingency and there is no change to the project budget.
- A Purchase Order in the amount of \$65,000 for PTC radio licenses and PTC control messaging licenses (two licenses) has been issued to Meteorcomm under BEMU project. This change will be covered by the contingency and there is no change to the project budget.
- A change order (CCO#20) to Nomad in the amount \$242,308.08 for passenger wifi materials, installation, testing and service for the BEMU train was issued. This change was not included in the original scope and budget. This change will be covered by the contingency and there is no change to the project budget.
- A change notice was issued for the addition of a cab camera crash-hardened memory module to meet the requirements of an FRA regulation that was released after the BEMU contract was signed (49 CFR 229.136).

7. Risk Management:

The following are top risks for implementation of BEMU project:

Risk Descriptions	Mitigation Actions
1. Redesign of the battery car body will cause schedule delays	The schedule was modified to absorb the delay and maintain the overall project schedule. Some contingency was used and specific activity durations were reduced (production, testing, commissioning).
2. Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely
3. Potential issues passing battery propagation tests	Work with carbuilder and battery supplier to put contingency plans in place

8. FRA Coordination Status:

- A meeting took place on July 22, 2026, to discuss the BB-car carbody structural test procedure.
- A regular quarterly meeting was held on July 28, 2026.
- The next quarterly meeting is targeted for October 2026.

Budget Impact

There is no impact on the budget from receiving this report.

Prepared By:	Sherry Bullock	Deputy Executive Director, Engineering, Capital and Modernization	09/15/2026
	Greg Cameron	Electric Multiple Units Project Manager	09/07/2026

**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: October 2026 Board of Directors Meeting

Subject: **Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – August 2026**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

This report includes an informational update that requires no action by the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain).

Staff will provide monthly updates covering Electric Multiple Unit Option Cars (EMU Option 1 and 2)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

In 2016, Caltrain executed a contract with Stadler USA, Inc., to procure Electric Multiple Unit trains to serve Caltrain passengers upon completion of the Peninsula Corridor Electrification Project (PCEP), which will electrify the corridor from San Francisco to San Jose. The Stadler contract included two option periods. The option offers Caltrain the opportunity to purchase additional EMU trainsets (TS) at a substantially lower cost than would be available if Caltrain were to undertake a new procurement. In addition to cost savings, the option allows Caltrain to move closer to the goal of a zero-emission corridor while improving service and reliability for Caltrain passengers.

- The EMU Option 1 is a change order option train ordered from Caltrain's EMU contract that adds 37 Option cars to the contract. This comprises of (a): 16 additional cars to be inserted into the Base contract 16, six-car trainsets to provide fully integrated and tested seven-car trainsets and (b): three additional seven-car trainsets. In December 2018, the JPB approved change order for not to exceed \$172,800,047 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option that adds 37 Option cars to the contract.

- The EMU Option 2 is a change order option train ordered from Caltrain's EMU contract that adds 28 Option cars to the contract. In August 2023, the JPB approved change order for not to exceed \$183,217,581 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option that adds 28 Option cars to the contract. This comprises of four seven-car trainsets.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the EMU Option cars as well as mock-ups, spare parts, special tools, test equipment, manuals, training, and related parts and services. Purchasing additional Option Cars will support the Caltrain Business Plan, reduce diesel trips on the JPB's corridor, and enhance seating capacity on the JPB's commuter rail service, all in furtherance of helping the State achieve transportation, safety and climate goals.

Caltrain has commenced fully electrified EMU service since September 2024, currently a total of 18 seven-car EMU trainsets have been final accepted. This monthly report will provide status of trainsets 17 through 19 as the remaining Option 1 scope and trainsets 20 through 23 as the remaining Option 2 scope.

Currently all 19 EMUs were on site and conditionally accepted; all 19 trainsets have also reached final acceptance.

Monthly Update

1. Project Schedule – Major Milestones for EMU Option 1 project as of August 31, 2026:

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 08/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Return of the Executed Change Order	12/22/2018	Completed	Completed	
Approval of Master Program schedule		Completed	Completed	
Submission of Major Systems Purchase Orders		Completed	Completed	
Completion of Carbody – Trainsets 1 thru' 19	11/20/2022	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainsets 1 thru' 17	08/20/2024	Completed	Completed	
Authorization to Ship from Contractor's Facility – Trainset 18	04/23/2025	Completed	Completed	
Authorization to Ship from Contractor's Facility– Trainset 19	06/22/2025	Completed	Completed	
Notice of Conditional Acceptance – Trainsets 1 thru' 17	01/07/2025	Completed	Completed	

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 08/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Notice of Conditional Acceptance – Trainset 18	05/23/2025	Completed	Completed	
Notice of Conditional Acceptance – Trainset 19	07/21/2025	Completed	Completed	
Notice of Final Acceptance – Trainset 17	03/24/2025	Completed	Completed	
Notice of Final Acceptance – Trainset 18	07/04/2025	03/13/2026	Completed	
Notice of Final Acceptance – Trainset 19	09/21/2025	03/31/2026	Completed	
Final Milestone: Conditional Acceptance of 19 trainsets	07/21/2025	Completed	Completed	Except for the fleet wide open items to be addressed via Option 2

2. Project Schedule – Major Milestones for EMU Option 2 project as of August 31, 2026:

In 2024, Stadler announced a potential delay due to a force majeure event (flooding) at their aluminum extrusion supplier's facility. This storm event had ceased aluminum global production temporarily. This project was one of many Stadler projects affected by the event. In October 2025, Caltrain received notice from Stadler, and the effect of this force majeure was nine-month delay to shell production; however, through rigorous recovery measures, the impact has now been fully realized and the schedule re-baselined, and production has been stabilized. There was overall six months impact on car shell production, Stadler is implementing aggressive mitigation during final assembly to reduce the overall schedule impact by two and a half months. In addition, the Automatic Passenger Counter (APC) and Video Recording (CCTV) systems are being redesigned due to fleetwide issues with the current systems. The redesigned systems will first be implemented on Trainset 20 and preliminarily tested prior to shipment. On-site testing of the APC and CCTV systems will take place in September. Most recently, an issue was discovered with the transformer expansion tanks (contaminants inside tank). The tank supplier is on site in Salt Lake City to remedy the issue, but there is an anticipated delay of three weeks to shipment of Trainset 20.

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Planned Completion (Re-Baseline)</u>	<u>Progress as of 08/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Return of the Executed Change Order	08/14/2023	08/14/2023	Completed	Completed	
Approval of Master Program Schedule	11/08/2023	11/08/2023	Completed	Completed	
Submission of Major Systems Purchase Orders	05/09/2024	05/09/2024	Completed	Completed	
Completion of EMU Carshells – Trainset 20	12/2024	12/2024	Completed	Completed	
Completion of EMU Carshells – Trainset 21	05/2025	05/2025	Completed	Completed	
Completion of EMU Carshells – Trainset 22	09/12/2025	09/12/2025	Completed	Completed	
Completion of EMU Carshells – Trainset 23	02/2026	02/2026	Completed	Completed	
Authorization to Ship from Contractor’s Facility – Trainset 20	03/2026	08/2026	10/2026	Late	Expansion tank issue
Authorization to Ship from Contractor’s Facility – Trainset 21	03/2026	08/2026	11/2026	Late	Delay due to implementation of fleetwide APC/CCTV redesigned solution.
Authorization to Ship from Contractor’s Facility – Trainset 22	01/2027	06/2027	02/2027	On Track	
Authorization to Ship from Contractor’s Facility – Trainset 23	01/2027	06/2027	02/2027	On Track	
Notice of Conditional Acceptance – Trainset 20	04/2026	10/2026	11/2026	Late	Expansion tank issue
Notice of Conditional Acceptance – Trainset 21	04/2026	10/2026	12/2026	Late	Delay due to implementation of fleetwide APC/CCTV

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Planned Completion (Re-Baseline)</u>	<u>Progress as of 08/31/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
					redesigned solution.
Notice of Conditional Acceptance - Trainset 22	02/2027	07/2027	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 23	02/2027	07/2027	In Planning	On Track	
Notice of Final Acceptance - Trainset 20	05/2026	10/2026	11/2026	Late	Expansion tank issue
Notice of Final Acceptance - Trainset 21	05/2026	10/2026	01/2027	Late	
Notice of Final Acceptance - Trainset 22	03/2027	08/2027	In Planning	On Track	
Notice of Final Acceptance - Trainset 23	03/2027	08/2027	In Planning	On Track	

3. Cost – Spend vs Budget with Actuals and Accruals through August 31, 2026, 2026

Project 100400 EMU Option Car 1 - Budget and Cost (As of August 31, 2026)

	(A)	(B)	(C)	(D)	(E) = (G) - (D)	(F)	(G) = (C) - (F)	(H) = (D) / (F)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 172.80	\$ 6.38	\$ 179.18	\$ 172.94	\$ 6.25	\$ 179.18	\$ 0.00	96.51%
Program Mngt. & Admin Costs	\$ 2.00		\$ 2.00	\$ 0.99	\$ -	\$ 0.99	\$ 1.01	100.00%
Project Contingency	\$ 7.84	\$ (6.77)	\$ 1.07		\$ 2.08	\$ 2.08	\$ (1.01)	0.00%
ICAP	\$ -	\$ 0.39	\$ 0.39	\$ 0.39	\$ -	\$ 0.39	\$ -	100.00%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total EMU Option Car 1 Project	\$ 182.64	\$ 0.00	\$ 182.64	\$ 174.31	\$ 8.33	\$ 182.64	\$ (0.00)	95.44%

Note:

- 1). Expended and Accruals To-Date is through August 31, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for EMU Option Car 1 trainsets;

Project 100778 - EMU Option 2 - Budget and Cost (As of August 31, 2026)

	(A)	(B)	(C)	(D)	(E) = (F) - (D)	(F)	(G) = (C) - (F)	(G) = (D) / (F)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 183.22		\$ 183.22	\$ 106.55	\$ 76.67	\$ 183.22	\$ 0.00	58.15%
Other Contracts	\$ -	\$ 0.29	\$ 0.29	\$ 0.29	\$ -	\$ 0.29	\$ -	100.00%
Program Mngt. & Admin Costs	\$ 9.67		\$ 9.67	\$ 5.85	\$ 5.07	\$ 10.92	\$ (1.26)	53.60%
Project Contingency	\$ 26.43	\$ (0.29)	\$ 26.14	\$ -	\$ 24.55	\$ 24.55	\$ 1.60	0.00%
ICAP	\$ 0.68		\$ 0.68	\$ 0.42	\$ 0.60	\$ 1.02	\$ (0.34)	41.00%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total EMU Option Car 2 Project	\$ 220.00	\$ -	\$ 220.00	\$ 113.11	\$ 106.89	\$ 220.00	\$ 0.00	51.41%

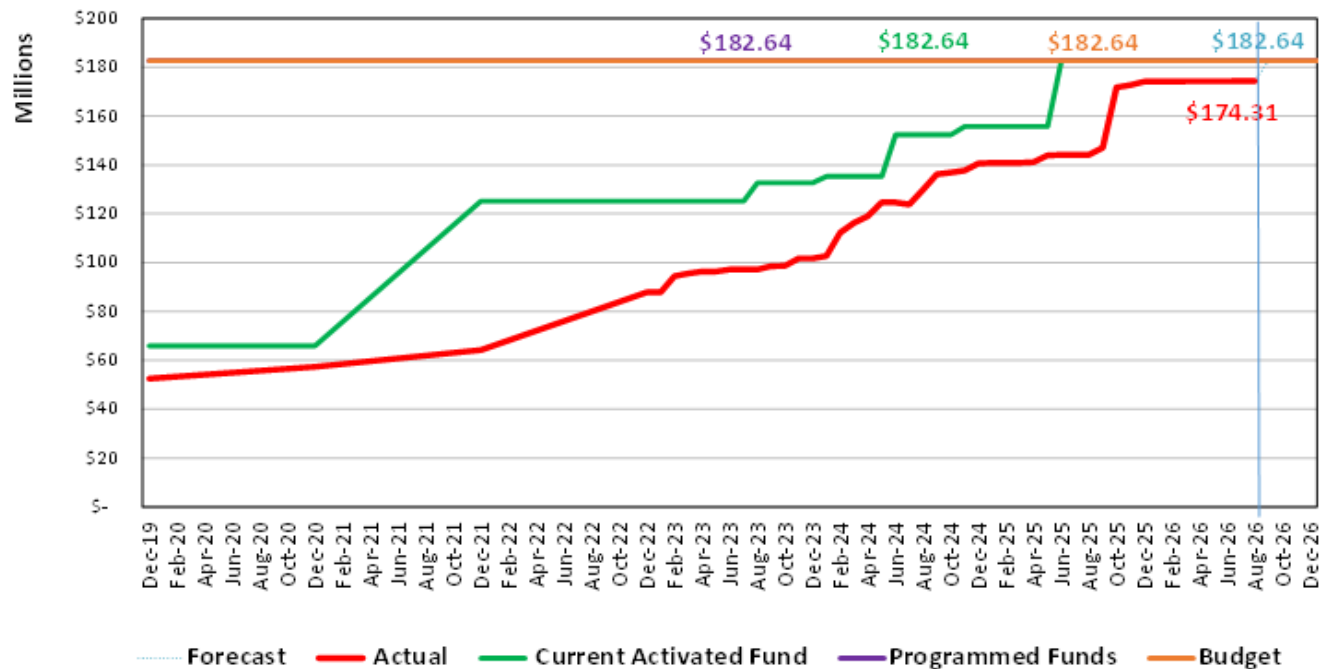
Note:

- 1). Expended and Accruals To-Date is through August 31, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for EMU Option Car 2 trainsets;
- 3). ICAP was updated in Dec'25 report to reflect the FY26 ICAP rate; the ICAP increase was offset by contingency;

4. Cost Curve:

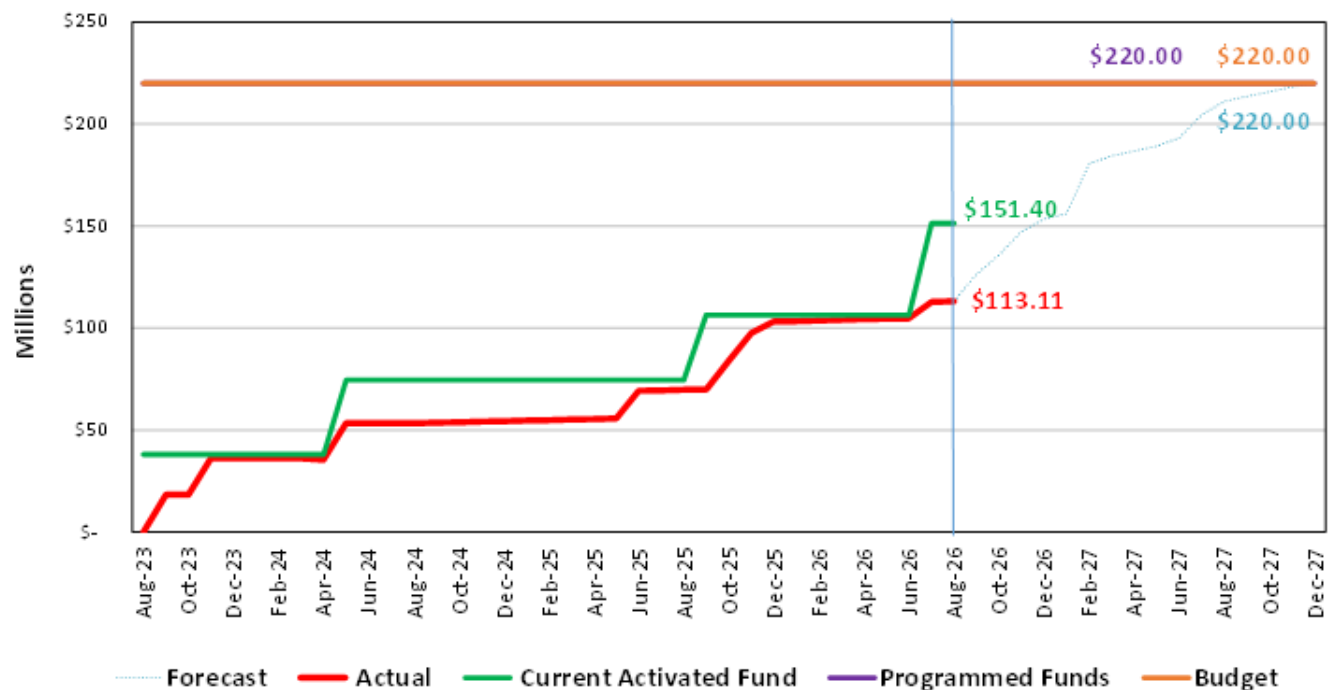
AUGUST 2026

EMU Option Cars 1 | Expenditure - Planned vs. Actual



AUGUST 2026

EMU Option Cars 2 | Expenditure - Planned vs. Actual



5. Major Activities for August 2026:

- Car assembly continued for TS 20, TS 21, TS 22 and TS 23 in Salt Lake City
- Overhead Catenary System (OCS) inspection system (CATVue) soaking period on TS 18 and TS 19
- Factory testing of the redesigned APC system
- Factory testing of the redesigned and CCTV system (including new DVRs)
- Field modification for wifi grounding continued
- A workshop was conducted to address all restroom issues

6. Upcoming Key Activities:

- Continue car assembly for TS 20, 21, 22 and 23
- Continue testing the redesigned APC system
- Continue testing the redesigned CCTV/DVR system
- Follow up on restroom issue workshop actions

7. Change Management:

A total of \$6.38 million in change orders have been issued under EMU Option 1 project.

- Performance Bond - \$920,000
- CCO 022 - Add Flip up seats into bike cars - \$1.96 million
- CCO 026 - Update Virtual Reality Experience - \$43,000
- CCO 040 - Special Tools - \$110,000
- CCO 042 - Project Time Extension Milestone 1 - \$2.67 million
- CCO 044 - Passenger Convenience Outlet Current Limit - \$239,000
- CCO 049 - Pre-Revenue Services - SRS EMU Maintenance - \$201,000
- CCO 054 - Bridge Plate Changes - Trainsets 1 through 19 - \$99,000

- CCO 056 - OCS Monitoring System - \$725,700
- CCO 059 - Repairs to Trainset 6 - \$5.14 million
- CCO 062 – Downtown Extension (DTX) Special Track Evaluation – \$148,000
- CCO 063 – Wifi Grounding - \$273,000

The above changes were covered by the project contingency and there is no change to the project budget.

- Change Order 056 - OCS Monitoring System is funded by Rail Operations and Maintenance.
 - Change Order 059 - Repairs to Trainset 6 is funded by Rail Operations and insurance reimbursement.
 - Change Order 062 - DTX Special Track Evaluation is funded by Portal DTX project.
 - Change Order 063 - Wifi Grounding is funded 50 percent by Broadband Wireless project, and was executed in November 2025
- A change notice was issued for passenger wifi for Option 2 cars.
 - A change notice was issued for 49 CFR 229.136 compliance (addition of cab camera crash-hardened memory module) for the Option 2 cars.
 - A Purchase Order in the amount \$291,000 for Positive Train Control (PTC) radio licenses and PTC control messaging licenses (eight licenses plus one spare) has been issued to Meteorcomm under EMU Option 2 project.

Upcoming Changes:

- Option 1: PTC radio and control messaging licenses estimated at \$194,000 for six licenses.
- Option 2: There is a potential change to add a ride quality monitoring system to one EMU to detect rail anomalies.

8. Risk Management:

The following are top risks for implementation of EMU Option projects:

Risk Descriptions	Mitigation Actions
1. In July 2024, the aluminum extrusion supplier claimed force majeure due to flooding. This delayed the start of some carshell production for Option 2.	Make up a portion of the lost time during final assembly. The schedule was rebaselined.
2. Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely. A supplier risk matrix is reviewed monthly.

9. Federal Railroad Administration (FRA) Coordination Status:

- None required at this time (option car designs are the same as base EMUs, which is already FRA approved).

Budget Impact

There is no impact on the budget. New potential changes will be covered by the Project Contingency.

Prepared By:	Sherry Bullock	Deputy Executive Director, Engineering, Capital and Modernization	09/20/2026
	Greg Cameron	Electric Multiple Units Project Manager	09/07/2026

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Casey Fromson, Chief of Staff

For: October 2026 JPB Board of Directors Meeting

Subject: **Receive Update on Pass Forward Program**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The report provides an update on the accomplishments of the Pass Forward Program in Fiscal Year 2026 (FY26) and a preview of the program strategy for FY27. This report is for informational purposes only. It requires no action.

Discussion

Staff will provide a summary of the accomplishments and developments of the Pass Forward Program for FY26. The report will highlight enrollment statistics and the strategies and tactics planned for FY27.

The Pass Forward Program is a key Caltrain initiative designed to support transportation equity and expand access to the system. The Board of Directors (Board) previously received an update in November 2024.

Budget Impact

There is no additional budget impact at this time. Staff is not seeking Board approval for any additional costs at this time.

Prepared By: Brent Tietjen

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09/15/2026

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