AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

October 01, 2026, 9:30 am

San Francisco County Transportation Authority, 22nd Floor
1455 Market Street, San Francisco, CA 94103

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.

October 01, 2026 - Thursday 9:30 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): 9:30 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 (REGULAR SESSION): 9:35am estimated

6. Closed Session: Conference with Real Property Negotiator (closed session held pursuant to Government. Code § 54956.8) Description of property: 2690 Middlefield Road, Units D, E, F, G, H, Redwood City, California 94063; Negotiating parties: Redwood Junction

PART III OF MEETING (REGULAR SESSION): 10:00 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 September 3, 2026 — Motion

   Approved by the Finance Committee

   9.b. Approve and Ratify Liability Cap Insurance Premium for Fiscal Year 2027* — Resolution

9.c. Authorize the Application for and Receipt of Annual Low Carbon Transit Operations Program (LCTOP) Funds for Ridership Recovery Service Enhancement — Resolution

9.d. Authorize Amendment 2 to Contract with Nixon Peabody LLP to Provide Bond and Tax Counsel Services* — Resolution

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

9.e. Authorize Executive Director to Execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale for the Completion of Design for the Bernardo Avenue Undercrossing Project** — Resolution

9.f. Authorize Execution of Amendment No. 6 to Contract No. 23-J-C-040 with Flatiron-Herzog Joint Venture for Construction Manager/General Contractor (CMCG) Support Services and Amendment No. 7 to Contract No. 23-J-P-041 with Mark Thomas for Designer Services for Broadway Burlingame Grade Separation Project 100 Percent Design — Resolution

10. Authorize Executive Director to Execute a Master Cooperative Agreement with the Santa Clara Valley Transportation Authority for the Rengstorff Grade Separation Project** — Resolution

11. Receive Annual Ridership Report for Fiscal Year 2026 — Informational

12. Receive Update Regarding 2026 Customer Satisfaction Survey and Key Findings — Informational

13. Receive State and Federal Legislative Update — Informational

14. Receive Update on Guadalupe River Bridge Project — Informational

15. Reports

15.a. Report of the Chair — Informational

15.b. Report of the Community Advisory Committee — Informational

Available Online at www.caltrain.com/video-board-directors

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

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

16. Correspondence

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

17. Board Member Requests

18. Date / Time / Location of Next Regular Meeting: Thursday, November 5, 2026 at 9:00 am.

The meeting will be accessible 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.

19. Adjournment

Information for the Public

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

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

Date and Time of Board and Committee Meetings

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

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at https://www.caltrain.com/about-caltrain/meetings for any updates or further instruction. **Accessible parking** is available to the right upon entering the parking structure at 166 North Rollins Road, Millbrae, CA 94030.

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.caltrain.com/about-caltrain/meetings.

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Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 166 North Rollins Road, Millbrae, CA 94030; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 166 North Rollins Road, Millbrae, CA 94030, at the same time that the public records are distributed or made available to the legislative body.

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Item #8.
10/1/2026

Executive Director's Monthly Report: September 2026

Executive Director Michelle Bouchard

Report prepared for October Board meeting; data current through August 2026.

Who We Are and What We Do

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

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

Caltrain's Core Values:

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

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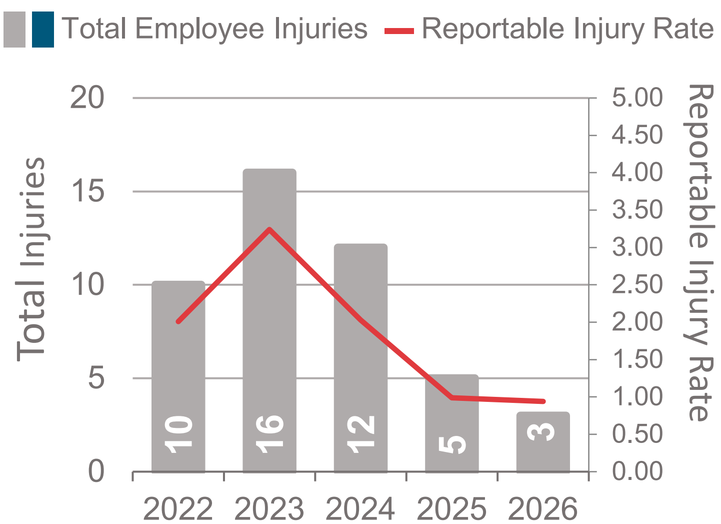
Safety Updates – Injuries and Accidents

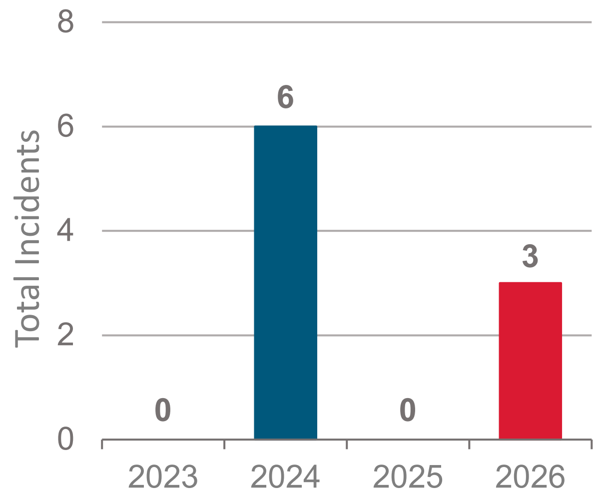
Reportable Injury Trends



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 0.94.

Strains, contusions, and lacerations constitute the majority (81%) 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 9/10/2026

Department	Days Without Injury	Date of Last Injury
Dispatch	2,297	5/27/2020
Operations	212	2/10/2026
Maintenance of Equipment	108	5/25/2026
Maintenance of Way	409	7/28/2025
Other	32	8/9/2026

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.
- Caltrain held a Safety and Quality Roadshow June 24 at BCCF (San Jose) for field employees and July 29th at Menlo Park. Ongoing topics covered include, "Why Safety is Important to Me"
- Caltrain partnered with the FRA and S.T.A.R.S. a human trafficking outreach and awareness organization on a week-long field exercise using actors to assess employees' ability to recognize potential trafficking following enhanced training.

Recent Engagement Activities

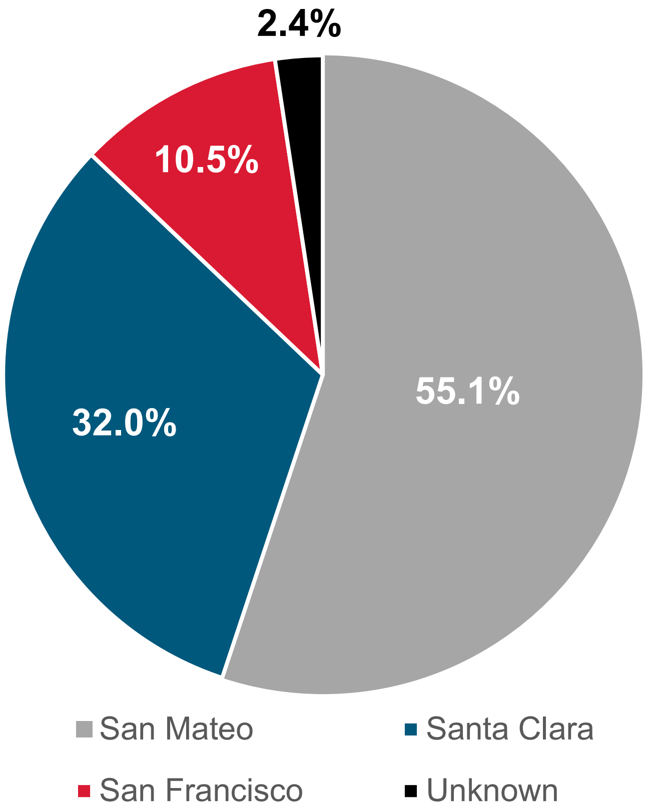
- **Summer Spike 2026: 2,142 employee engagements** over the four-month campaign which ended August 31.
  - Topics covered:
    - Personal ownership of workplace safety and controlling hazards within your work area.
    - Staying engaged and speaking up when conditions, behaviors, or tasks become unsafe.
    - Peer accountability and stopping work when something is not right.

- **Rail Safety Month: "Rail Safety Starts with You!"**
  - Kick Off Event at Diridon on September 2nd
  - Veterans Suicide Prevention Event in Foster City, September 10th
  - Transit PD Operation Clear Track, Burlingame, September 22nd

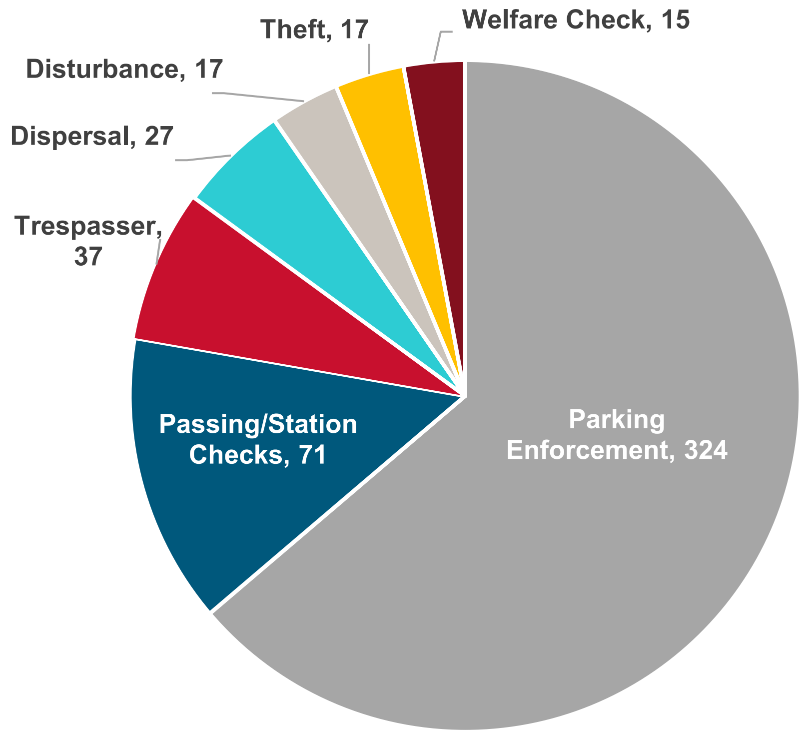
Security Update

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



August 2026 Service Call Data
Overall Average Response Time: **23:38**
Average Response Time for **Priority 1** Calls***: 13:03**
Average Response Time for **Priority 2** Calls****: 18:28**

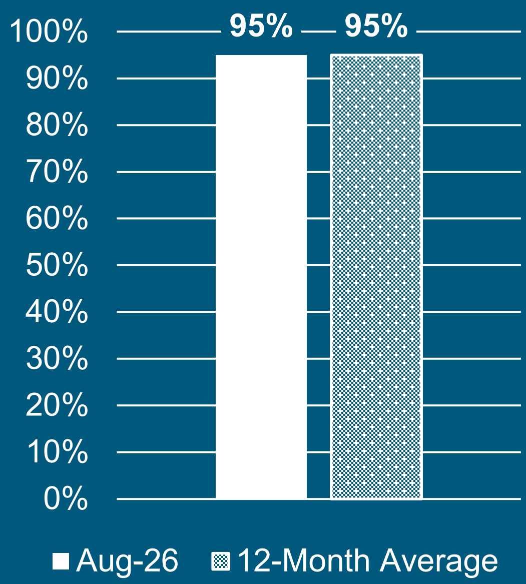
*Priority 1 Calls: *In Progress – Crimes Against Persons*
**Priority 2 Calls: *Just Occurred – Crimes Against Persons/In-Progress Property Crimes*

Footnote 1: Total calls for service totaled 652 in July across 20 categories.
The pie chart shows the top 7 categories representing 508 calls or 78% of the total.

Performance at a Glance

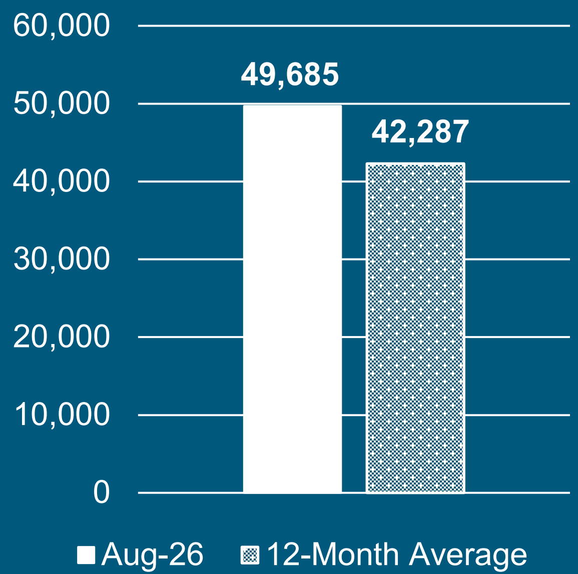
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



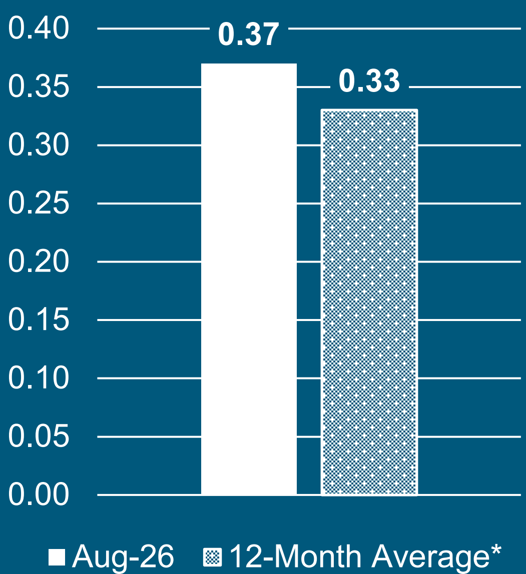
Average Daily Ridership

Average estimated weekday ridership



Farebox Recovery Ratio

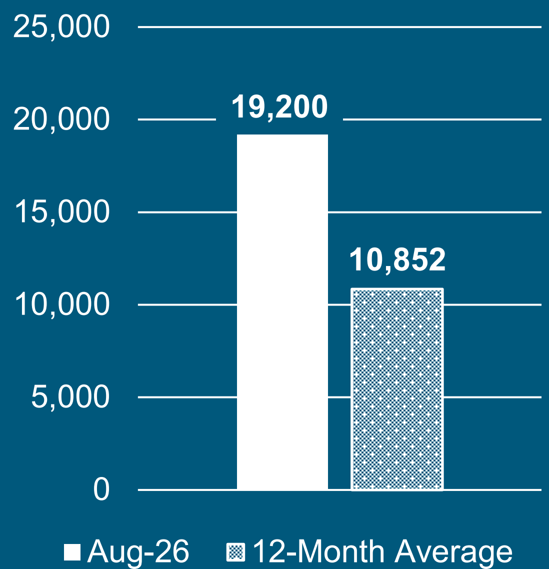
Ratio of fare revenue to operating costs



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

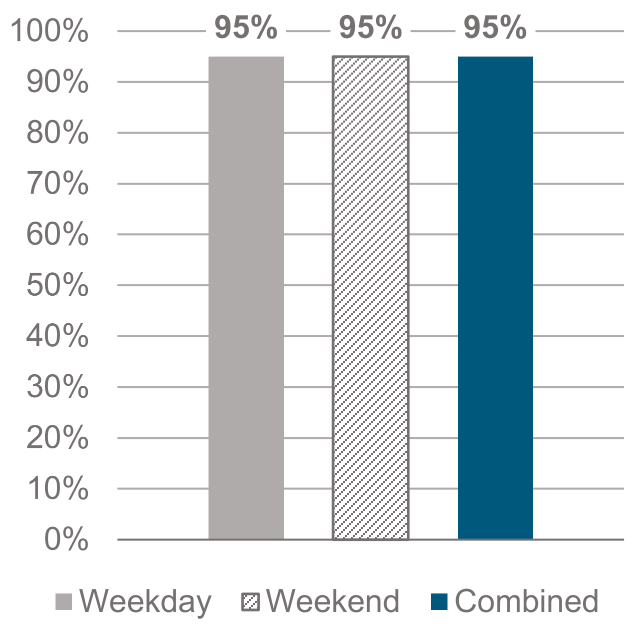
Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required



On-Time Performance

Performance This Month (Aug-26)

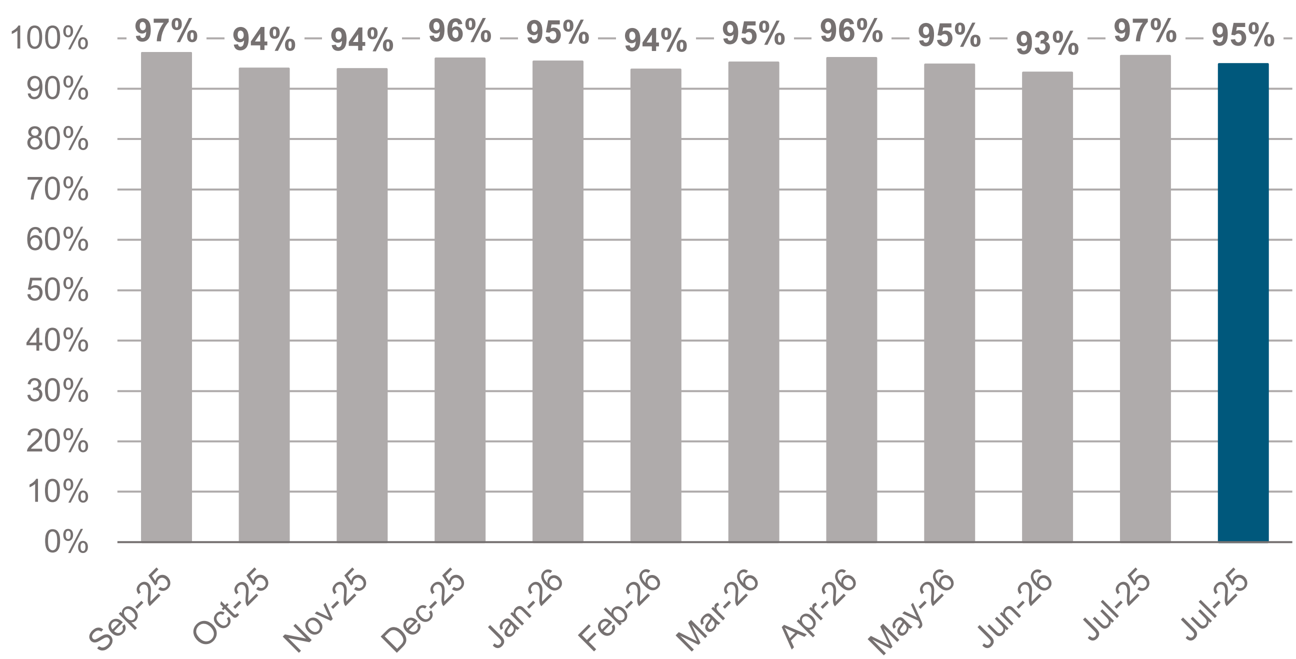


Trains are considered on-time if they arrive within less than six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of August was 94.9%; trains arriving within 10 minutes of scheduled time was 98.5%.

Note that Weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year

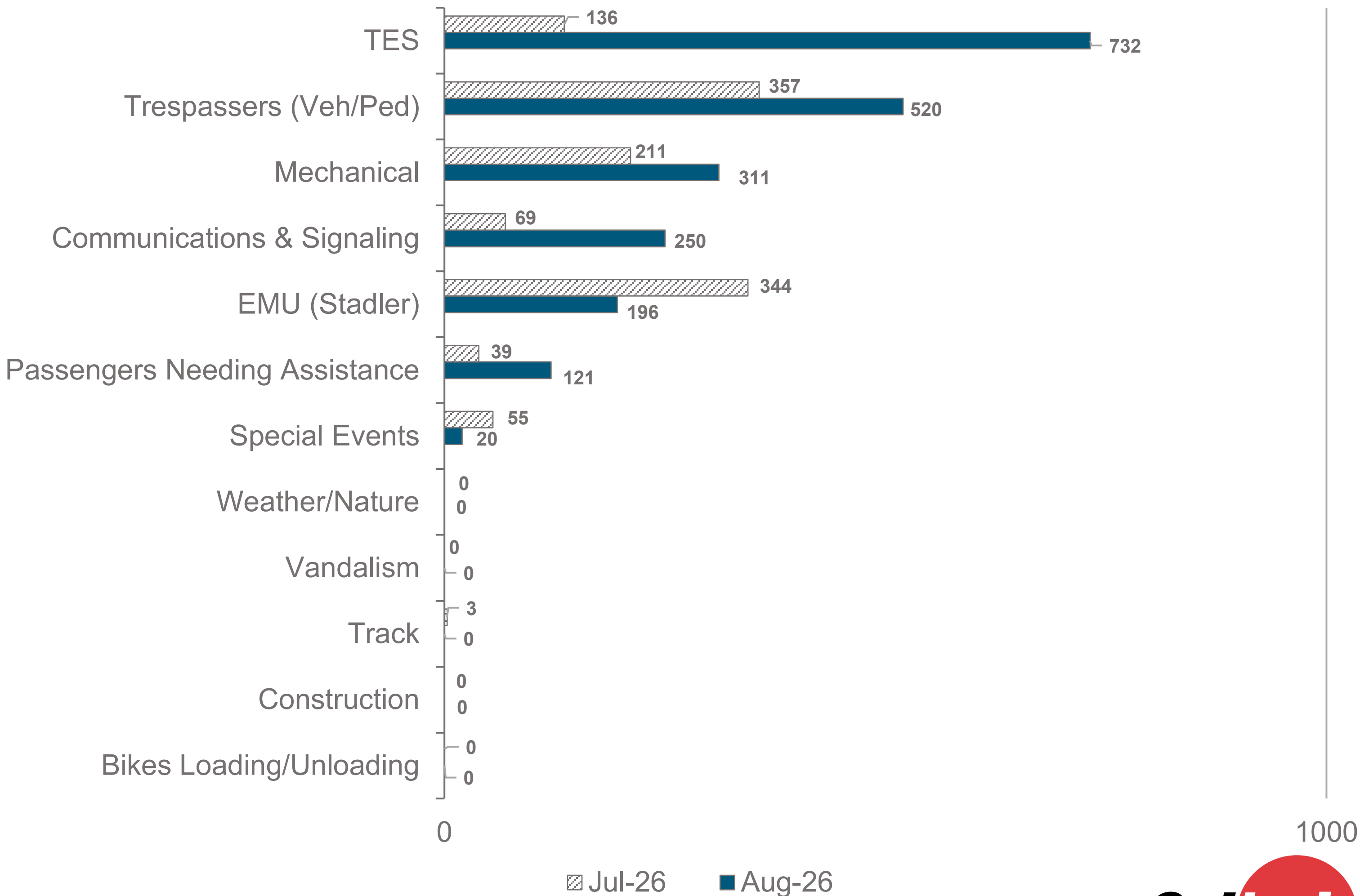


Delays and Cancellations

	Jun-26	Jul-26	Jun-26
Number of Late Trains	204	108	154
Average Minutes Late for Late Trains	18	16	18
Number of Cancelled Trains	15	11	11

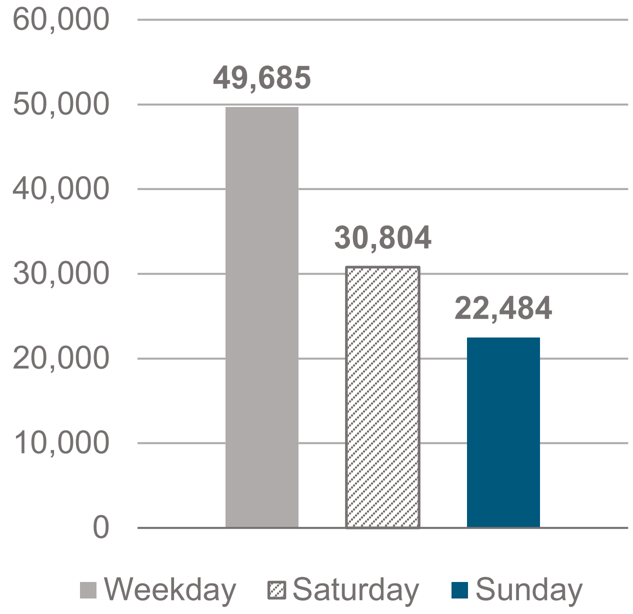
Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run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

Reasons for Train Delays, by Minutes of Delay



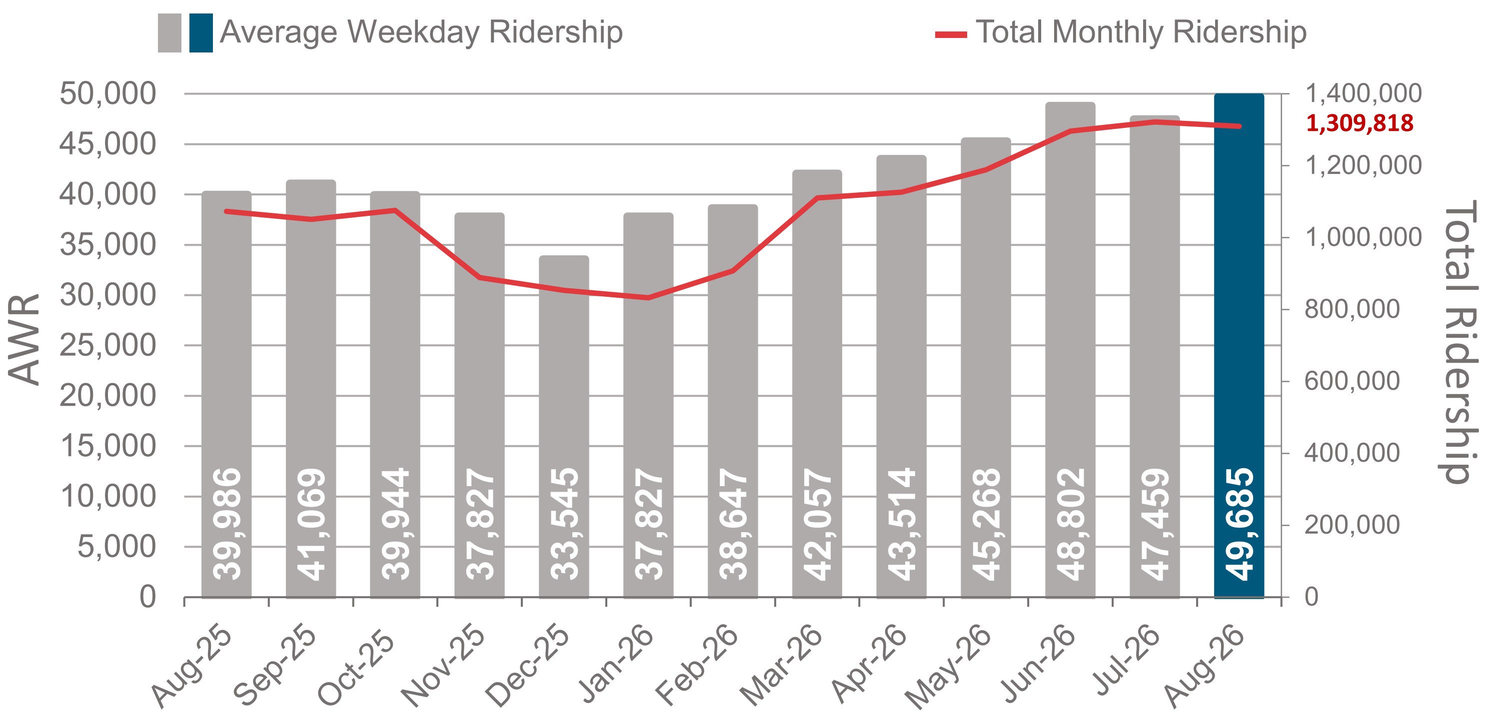
Ridership and Revenue

Average Daily Ridership (Aug-26)



Average weekday ridership (AWR) increased by approximately 24% percent compared to August of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

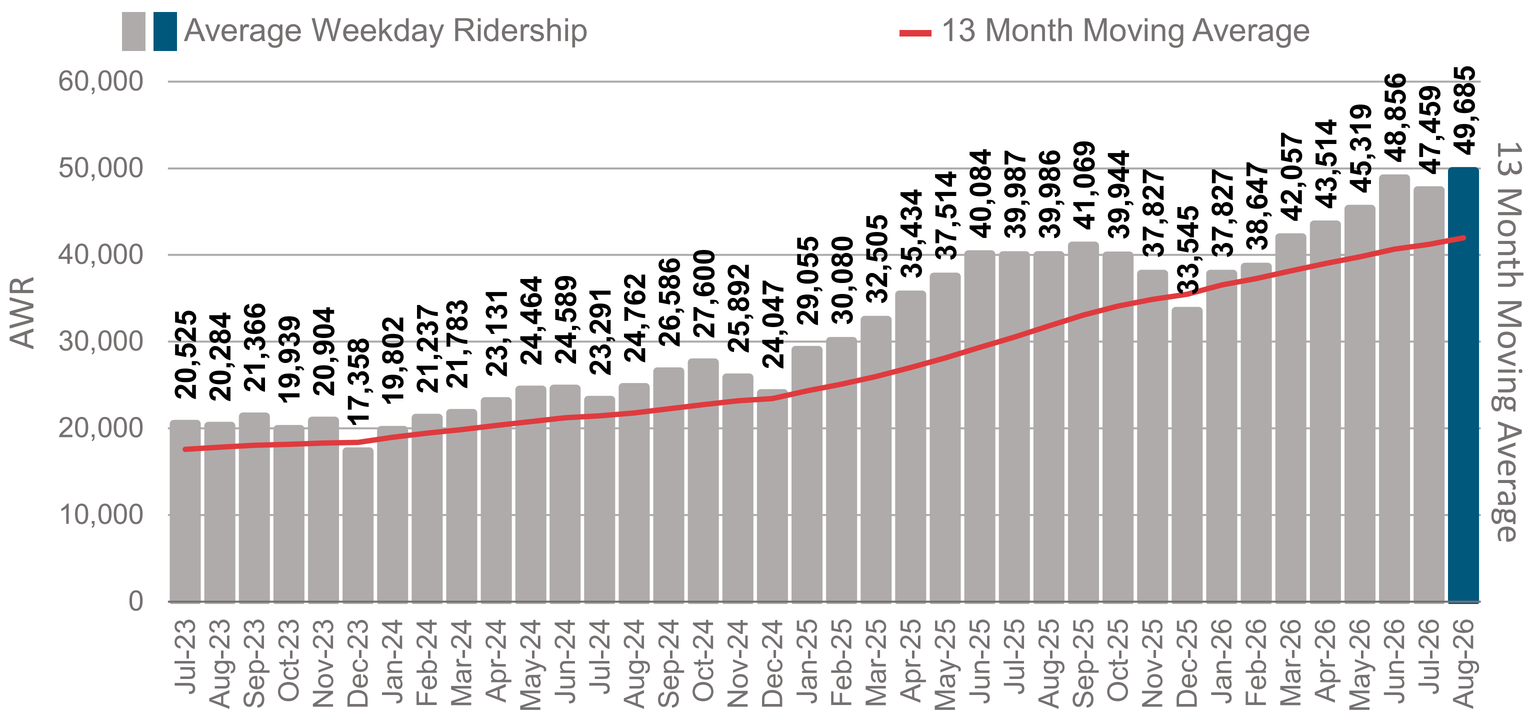
Ridership in the Past Year



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

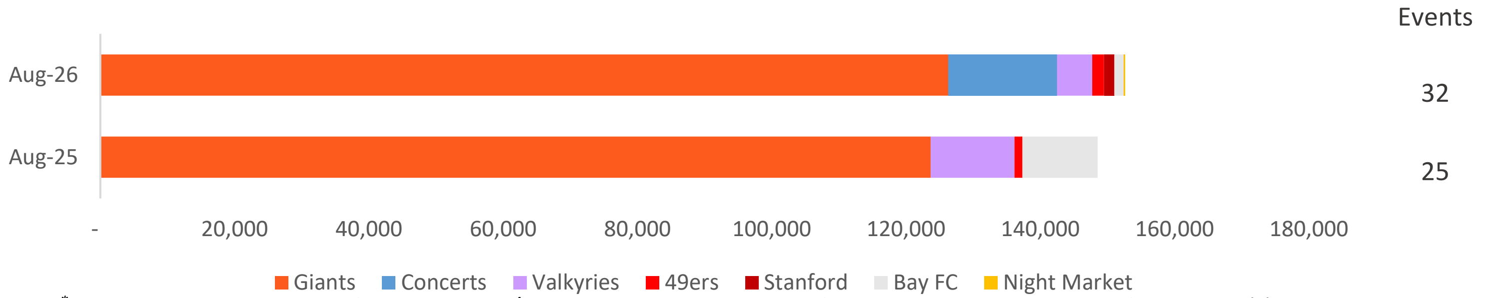


Year Over Year AWR Increase (August 2025 vs. August 2026)	: 24%

Ridership and Revenue

Caltrain carried 152,632* passengers to special events in August

Total Special Service Ridership (August 2025-2026)



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

Special Event Ridership by Station and Event

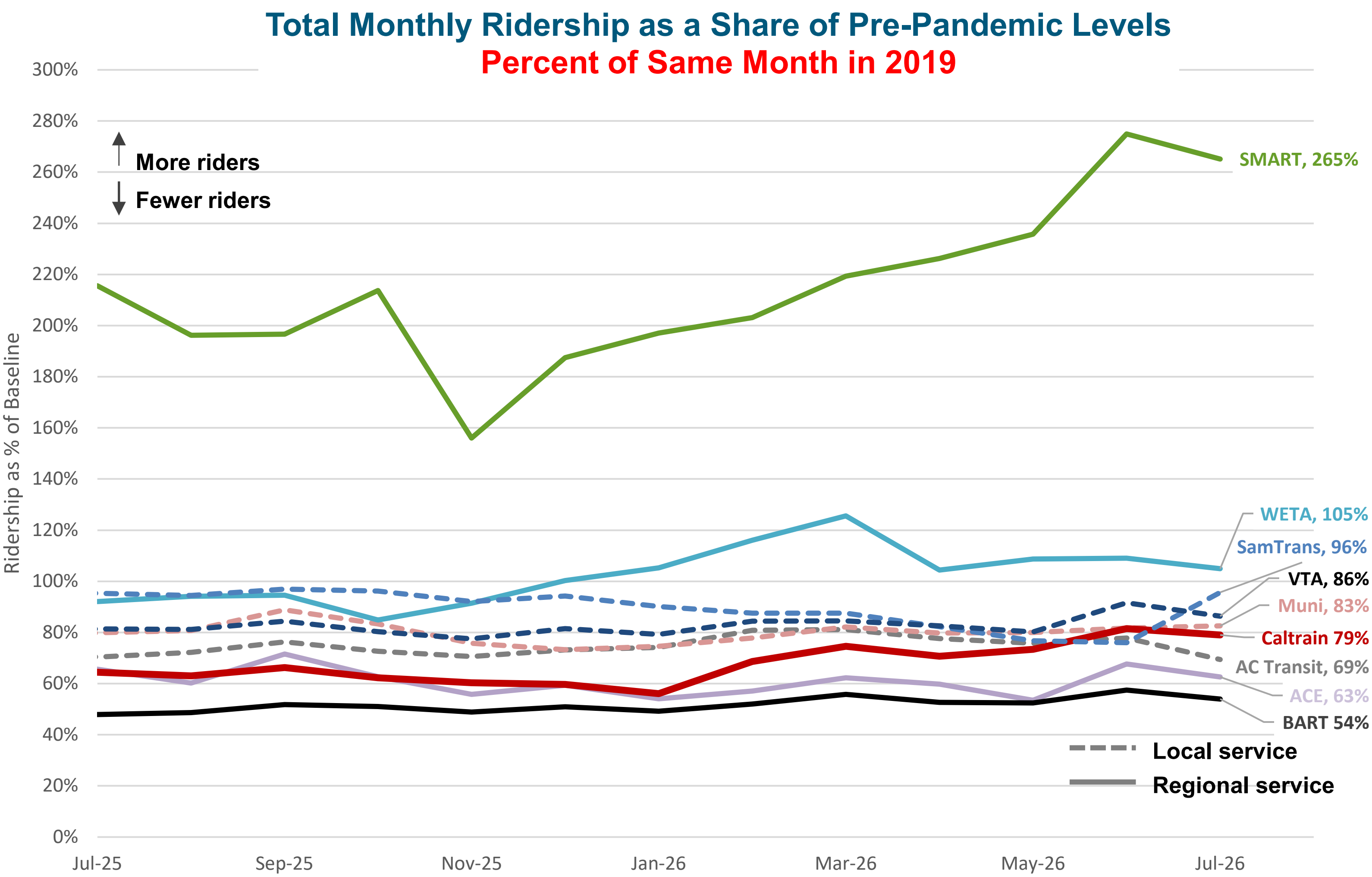
Station	Event Type	26-August			25-August			Ridership Change
		Ridership	Event Count	Avg Ridership per event	Ridership	Event Count	Avg Ridership per Event	
San Francisco	Giants	126,276	16	7,892	123,653	15	8,244	+2.1%
	Noah Kahan	9,806	1	9,806	-	-	-	-
	Valkyries	5,270	5	1,054	12,499	7	1,789	-57.8%
	Bay FC	-	-	-	11,190	1	11,190	-
	All Events	**141,352**	**22**	**6,425**	**139,916**	**23**	**6,083**	**+1.0%**
Bayshore	Night Market	168	1	168	-	-	-	-
	All Events	**168**	**1**	**168**	**-**	**-**	**-**	**-**
Mountain View	Karol G	2,865	2	1,433	-	-	-	-
	Chris Brown & Usher	1,876	2	938	-	-	-	-
	AC/DC	1,661	1	1,661	-	-	-	-
	49ers	1,740	1	1,740	1,210	1	1,210	+43.8%
	Morgan Wallen	-	-	-	818	1	818	-
	All Events	**6,402**	**6**	**1,280**	**2,028**	**2**	**1,014**	**+301.5%**
Palo Alto	Stanford Football	1,549	1	1,549	-	-	-	-
	All Events	**1,549**	**1**	**1,549**	**-**	**-**	**-**	**-**
Santa Clara	Bay FC**	1,421	2	711	-	-	-	-
	All Events	**1,421**	**2**	**711**	**-**	**-**	**-**	**-**
All Stations	**All Events**	**152,632**	**32**	**4,770**	**141,944**	**25**	**5,678**	**+7.5%**

Additional Event Trains

Event Type	26-August			25-August			Ridership Change
	Ridership	Train Count	Avg Ridership per Train	Ridership	Train Count	Avg Ridership per Train	
Giants	8,416	14	601	7,423	12	619	+13.4%
Concerts	2,092	6	349	-	-	-	-
BayFC	-	-	-	650	1	650	-
All Events	**10,508**	**20**	**525**	**8,073**	**13**	**621**	**+30.2%**

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.



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.

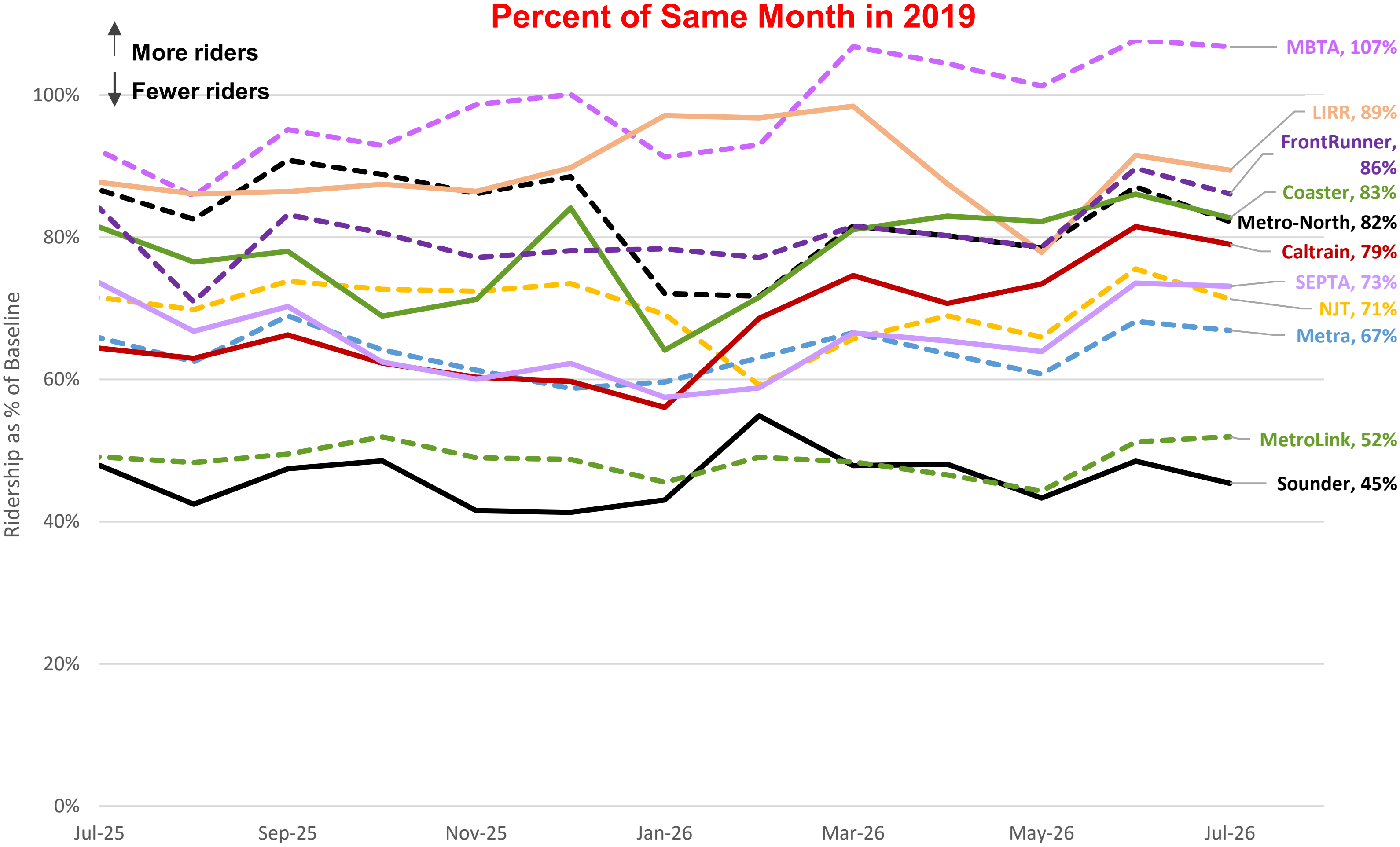
Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar	26-Apr	26-May	26-Jun	26-Jul
Muni	14,455	15,170	15,233	15,646	13,456	13,062	14,072	13,295	15,488	14,981	15,310	14,835	14,939
BART	5,220	5,452	5,589	5,922	4,883	4,868	5,092	5,036	5,985	5,816	5,804	6,138	5,879
AC Transit	3,079	3,452	3,735	3,837	3,206	3,113	3,261	3,364	3,773	3,681	3,573	3,168	3,037
VTA	2,368	2,538	2,666	2,772	2,336	2,323	2,329	2,262	2,605	2,516	2,526	2,611	2,512
Caltrain	**1,078**	**1,073**	**1,050**	**1,075**	**888**	**853**	**833**	**908**	**1,111**	**1,126**	**1,189**	**1,297**	**1,322**
SamTrans	832	952	1,026	1,074	887	855	827	727	849	775	778	661	835
WETA	301	313	277	264	216	214	229	227	301	286	301	330	343
SMART	135	128	124	122	101	109	113	104	127	136	151	153	167
ACE	81	81	89	89	64	60	69	66	78	79	75	76	77

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



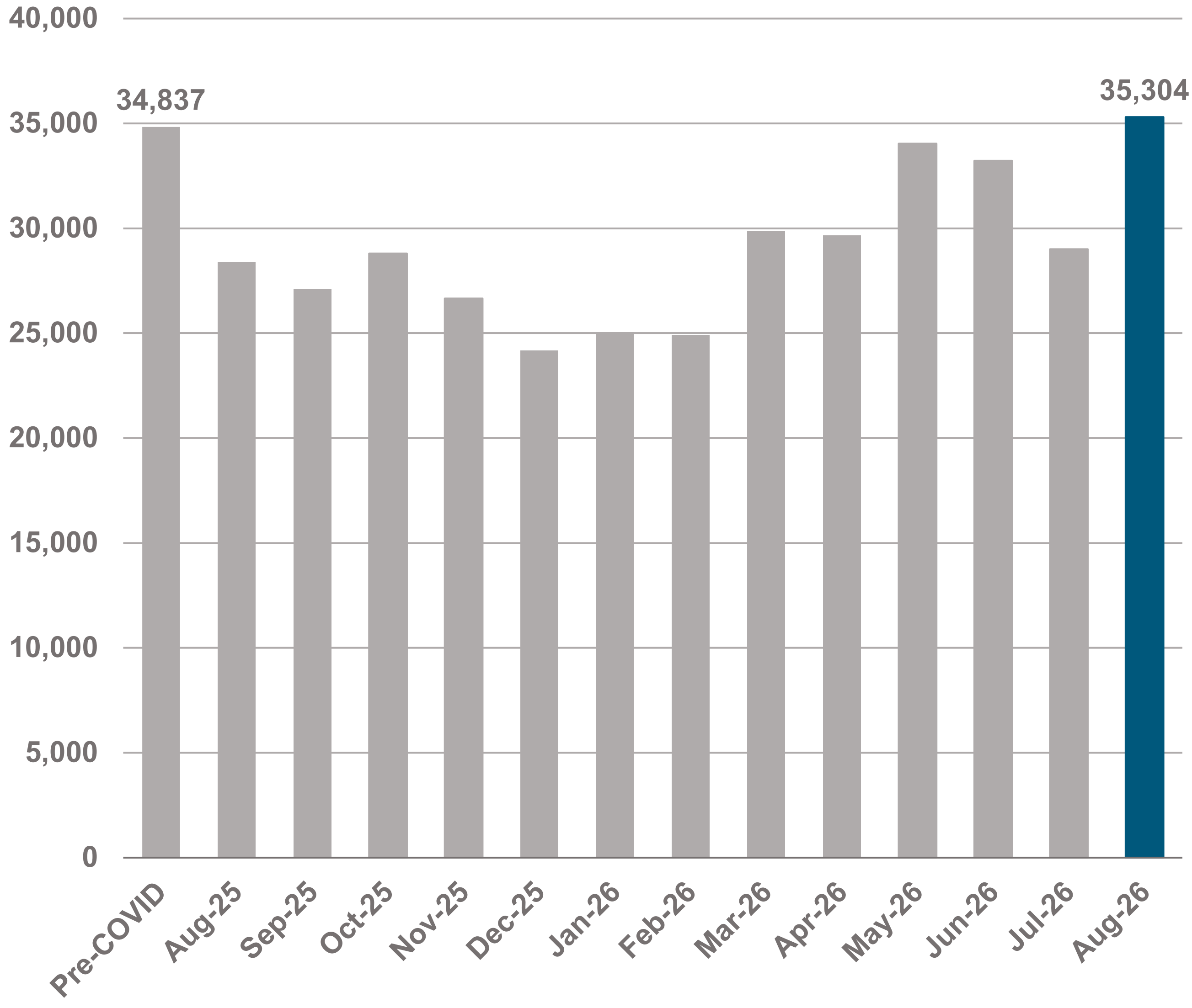
Notes:
- As of October 2025, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Ridership data for all agencies retrieved from the National Transit Database.

Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar	26-Apr	26-May	26-Jun	26-Jul
LIRR	8,769	8,629	8,441	8,938	8,131	8,769	8,629	7,784	8,769	8,610	7,784	8,610	8,938
Metro-North	6,880	6,383	6,843	7,379	6,307	6,792	5,219	4,715	6,099	6,317	6,265	6,777	6,525
NJ Transit	5,475	5,292	5,711	5,799	5,464	5,503	4,761	4,062	4,852	5,170	5,070	5,809	5,458
Metra	3,651	3,471	3,566	3,662	2,898	2,657	2,825	2,884	3,301	3,378	3,275	3,590	3,709
MBTA	2,551	2,404	2,430	2,706	2,558	2,683	2,470	2,218	2,808	2,810	2,736	2,656	2,957
SEPTA	2,023	1,823	2,170	2,042	1,723	1,809	1,760	1,623	1,938	2,010	1,930	1,974	2,009
Caltrain	**1,078**	**1,073**	**1,050**	**1,075**	**888**	**853**	**833**	**908**	**1,111**	**1,126**	**1,189**	**1,297**	**1,322**
MetroLink	504	504	522	567	501	470	476	476	533	535	503	534	533
FrontRunner	341	322	393	406	330	320	341	310	356	346	335	349	349
Sounder	188	169	182	215	153	145	180	173	181	196	171	176	178
SD Coaster	122	102	89	77	67	71	66	66	89	97	101	112	124

Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year

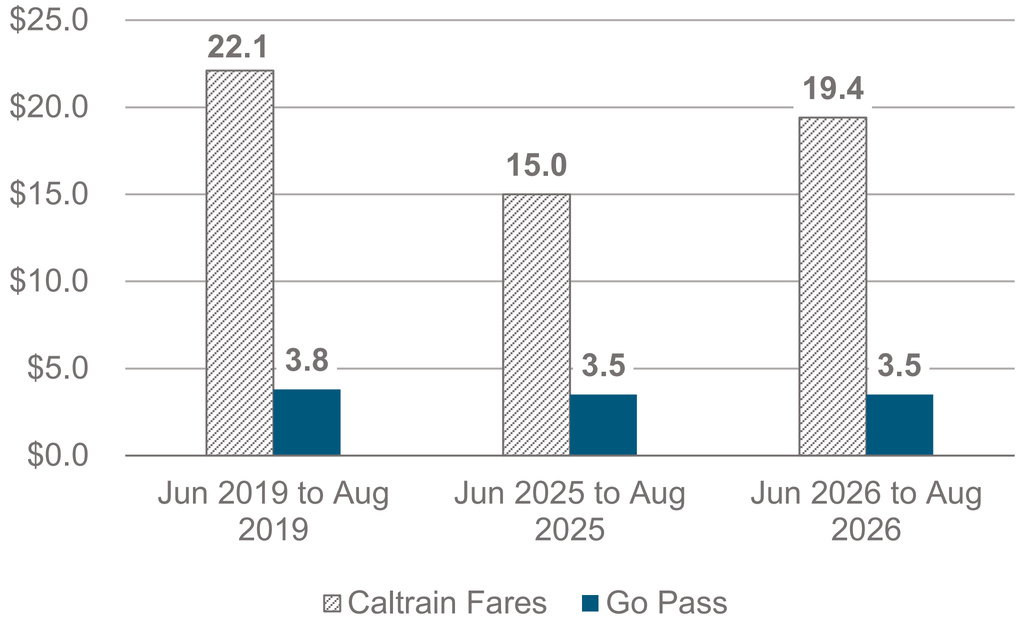


BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

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

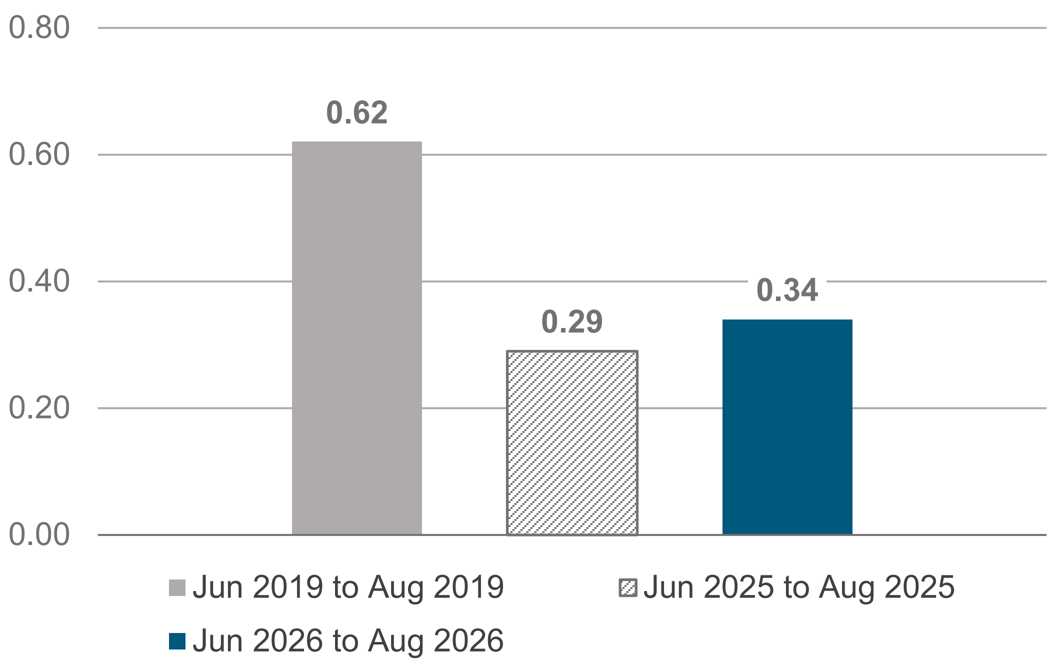
Total Fare Revenues ($M) - Past 3 Months Comparison



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)

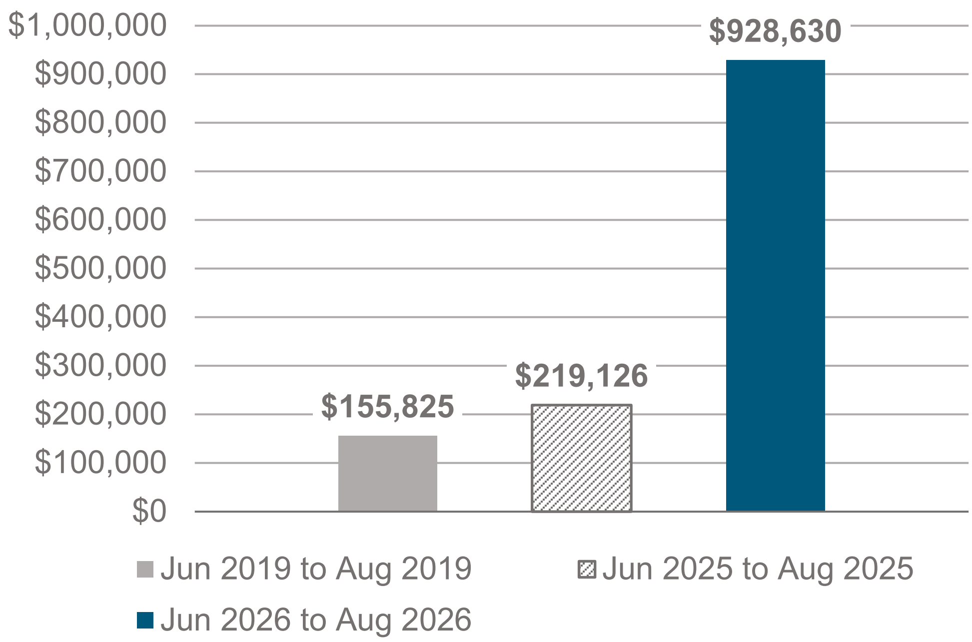


Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.

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

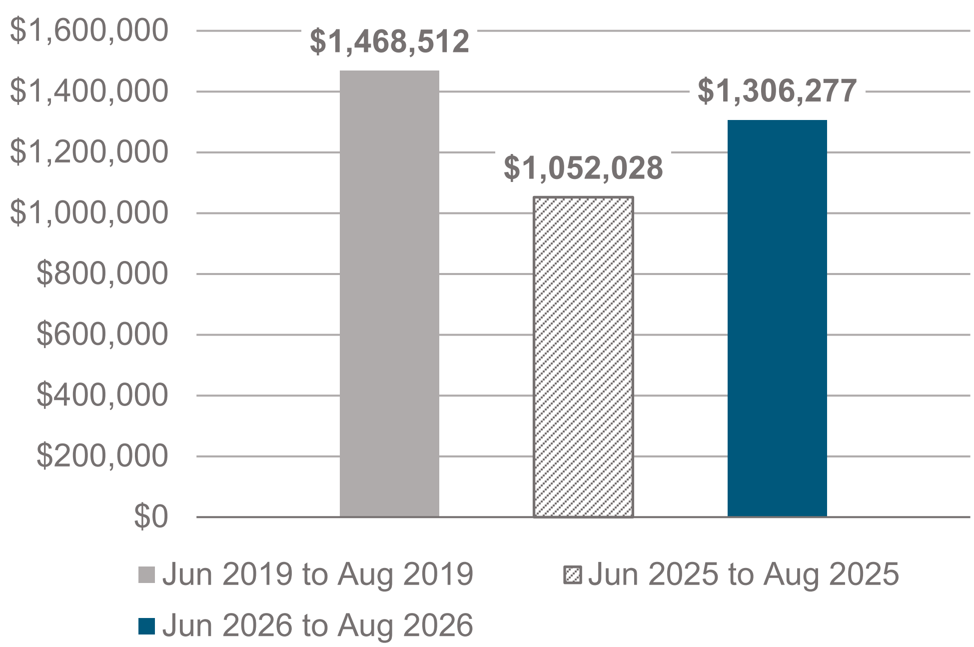
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



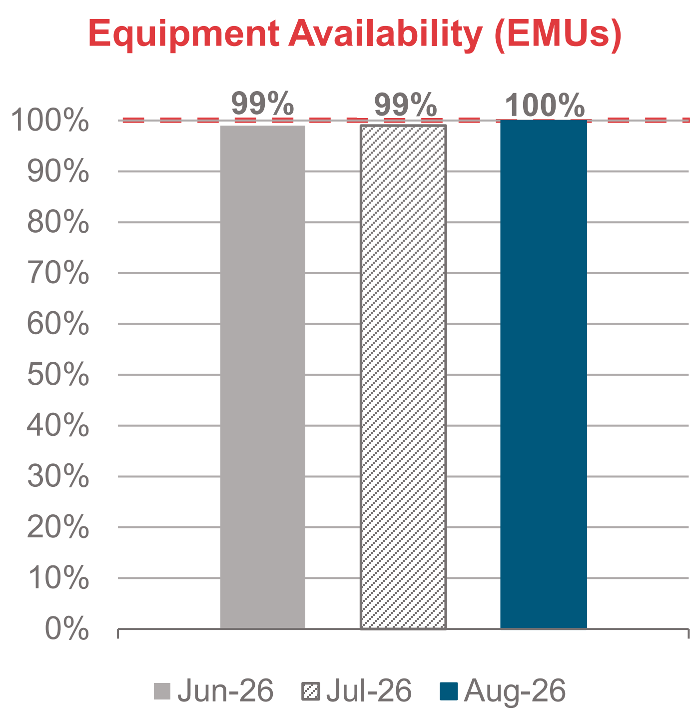
Advertising Revenue declined substantially for transit agencies throughout the country with the onset of the COVID-19 pandemic.

Parking Revenue (3-Month Rolling Average)



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

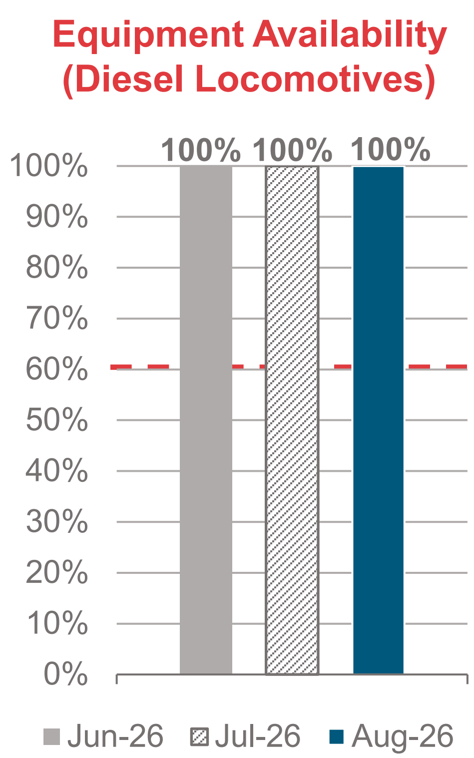
Maintenance Performance

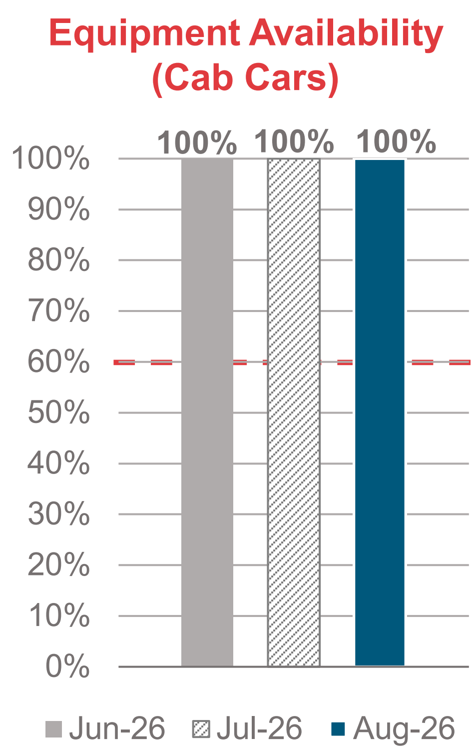


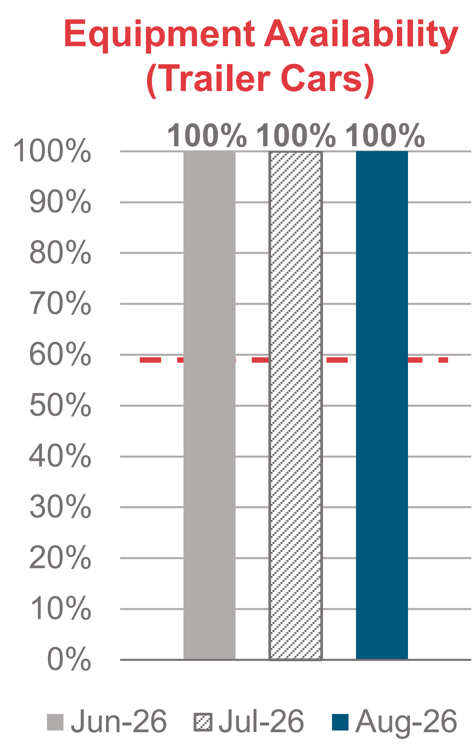
Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

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.







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

Service and Program Updates

Caltrain temporarily suspending train service again between San Jose Diridon and Tamien to complete repairs to Guadalupe River Bridge

Caltrain suspended train travel between Tamien and San Jose Diridon stations during the weekends of Aug. 8-9 and Aug. 22-23 to complete necessary repairs to the Guadalupe River Bridge. An additional weekend closure was planned for the weekend of Sept. 19-20; a closure was previously planned for July 24-25 but was canceled after construction crews completed some work ahead of schedule. Caltrain's weekday service and Caltrain riders not traveling to Tamien Station were unaffected by construction.

Skip the traffic. Take Caltrain to Outside Lands

Outside Lands Festivalgoers could leave the driving behind and ride Caltrain to the weekend of Aug. 7-9. Riders could a northbound train to San Francisco Station and transfer to Muni Metro N Judah line for direct service to Golden Gate Park.

Caltrain to run extra service and themed-Reggaeton train for Karol G concert at Levi's Stadium

Live Nation presented Karol G's Viajando por el Mundo Tropitour at Levi's Stadium on Friday, Aug. 21 and Saturday, Aug. 22, and Caltrain helped get fans to the show's 7 p.m. start and back home again afterward. In addition to its regular weekday service, Caltrain ran a Karol G Tropitour-themed Train on Friday so fans could start the party early on board; there was also an additional post-concert northbound train for both the Friday and Saturday concerts.

The Karol G Tropitour Train included two decorated coach cars on the southbound 148 Local which departed San Francisco Station at 4:55 p.m. Riders enjoyed a festive journey with their fellow fans, as well as a raffle featuring officially licensed Karol G merchandise, while still arriving in time for opening act Becky G. Additionally, Caltrain offered fans a chance to win four tickets to the Saturday show.

Kick off the 49ers preseason with Caltrain

San Francisco 49ers Fans looking to skip weekday traffic to Levi's Stadium could take advantage of Caltrain's weekday service and ride to Mountain View Station, one of the easiest ways to catch the preseason opening against the Tennessee Titans on Thursday, Aug. 13, at 6 p.m. From there, riders could connect directly to VTA light rail service for a convenient trip to Levi's Stadium, arriving in time for kickoff.

Service and Program Updates

Ride Caltrain to the Giants game and KPop Demon Hunters drone show

Fans headed to Oracle Park for the San Francisco Giants game and the KPop Demon Hunters Drone Show on Friday, Aug. 14, could leave the driving to Caltrain. The drone show lit up the night sky following the game, which started at 7:15 p.m.

Catch the Pokémon World Championships with Caltrain

Pokémon fans could take Caltrain to San Francisco on Sunday, Aug. 30, for the Pokémon World Championships Finals at Chase Center. The broader championship event ran Aug. 28-30 at Moscone Center with the finals on Sunday at Chase Center. From San Francisco Station, fans could walk less than a mile to Chase Center or transfer to Muni Light Rail. Drone show enthusiasts could experience a nightly drone show that started around 9:35 p.m. on Friday and 9:20 p.m. over the weekend; the show was flown near the Ferry Building on the Embarcadero along the San Francisco waterfront. From San Francisco Station, Caltrain riders could transfer to Muni and take the N-Judah line westbound to Embarcadero Station.

Celebrate Silicon Valley Pride with Caltrain

Caltrain joined VTA and SamTrans at the Silicon Valley Pride Parade on Sunday, Aug. 30, from 11 a.m. to 12:30 p.m. in downtown San Jose. The parade began at Julian Street and Market Street then ended at Plaza Park.

Riders traveling from Caltrain's San Jose Diridon Station could connect to downtown San Jose by VTA light rail or local bus. Riders could also walk approximately 1.3 miles from Diridon Station to Plaza Park.

This collaboration between Caltrain, VTA, and SamTrans extended the spirit of unity that transit agencies across the Bay Area celebrated throughout Pride Month in June and at San Francisco Pride. By coming together again in San Jose, the agencies celebrated the LGBTQ+ community while demonstrating the power of regional partnership to connect people, communities, and destinations across the Bay Area.

Communications and Marketing Update

Strategic Communications (Media and Social)

Press Releases/Blogs/Podcasts:

- Caltrain temporarily suspending train service again between San Jose Diridon and Tamien to complete repairs to Guadalupe River Bridge
- Skip the traffic. Take Caltrain to Outside Lands
- Caltrain to run extra service and themed-Reggaeton train for Karol G concert at Levi's Stadium
- Kick off the 49ers preseason with Caltrain
- Ride Caltrain to the Giants game and KPop Demon Hunters drone show
- Caltrain temporarily suspending train service between San Jose Diridon and Tamien to complete Guadalupe River Bridge repairs
- Catch the Pokémon World Championships with Caltrain
- Celebrate Silicon Valley Pride with Caltrain

Caltrain E-Newsletter Metrics:

	AUGUST 2026	AUGUST 2025
Subscribers	N/A	15,029
Open Rate	N/A	29.2%
Click Rate	N/A	3.1%

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Earned Media:

- After two days mistaken for dead, Roo's microchip led him home - Dogsbestlife.com
- New California law could ignite a surprising housing boom in Palo Alto - SFGate
- California's housing revolution hits one of America's wealthiest cities as developers race to build hundreds of apartments - The Daily Mail
- Diridon Station rebuild project could move faster under proposed CEQA exemption - San Jose Spotlight
- "Flexing" Funds Isn't the Answer to Bay Area Transit Agencies' Fiscal Woes - SPUR
- Record World Cup crowds cost this Bay Area transit agency $11 million - SF Chronicle
- Palo Alto Grade Separation Project Update: Refined 15% Designs For Review at Upcoming Community Meetings | by City of Palo Alto | PaloAltoConnect | Aug, 2026 - Medium
- Caltrain Temporarily Suspends Weekend Train Service for Guadalupe River Bridge Project - Railway Track & Structures
- Robert De Niro (83) and the $104 fine during this shoot 31 years ago: "He was doing what he had been told" - Cinemania

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Caltrain Organic Social Media Messaging Highlights:

In August, Caltrain created a Reggaeton-themed train, getting approval from Live Nation to use the name and likeness of Karol G, who performed back-to-back nights at Levi's Stadium. Total ridership was 1,126 riders and the maximum number of passengers on board at a time was 725. Typically train #148 alights 70-90 passengers at Mountain View. On the day of the themed train, there were 511 riders alighting. The team also worked with iHeartRadio for the first time, which kicked off a partnership for the rest of the year for both in person and radio marketing. Post event content went viral beating our previous record of 250,000 views in a 24-hour period for Driving is for Dodgers, with about 400,000 views .

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

Messaging Highlights (Includes rotational messaging):

- August Board Meeting
- Trade Partnership with allcove
- Ride to AC/DC @ Levi's
- Caltrain Named 2026 APTA Outstanding Transportation System Award
- Tuesday Tip: VMS - Social messaging - Conductor Etiquette
- Noah Kahan @ Oracle
- Bay FC rotational messaging + social giveaway
- Launch of new feedback form
- Pokémon Worlds in SF
- Silicon Valley Pride
- SF Giants rotational messaging + social giveaway
- Move Bay Area West Summit

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Social Metrics: (Year to Year)

AUGUST 2026	AUGUST 2025
Impressions: 2,343,096	Impressions: 567,132
Engagements: 30,146	Engagements: 13,233
Post Link Clicks: 1,744	Post Link Clicks: 1,610
Shares: 4,254	Shares: 2,491
Saves: 997	Saves: 155

**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.*

Shares: The number of times users shared content by reposting it, quoting it, or sending it directly to someone.

Marketing Activities

Karol G Theme
Marketing supported the Karol G Theme Train, piloting a partnership with iHeartRadio. 62 promo radio spots yielded 439,224 impressions from the radio partnership alone. We will continue to partner with iHeartRadio for other marketing and customer communications initiatives based on these results.

$1 Youth Fare
The $1 Youth Fare promotions ended in August as we pivot to marketing the APTA Outstanding Transportation System award in the fall. The $1 Youth promotional campaign ran from April to August, resulting in record numbers of youth ridership.

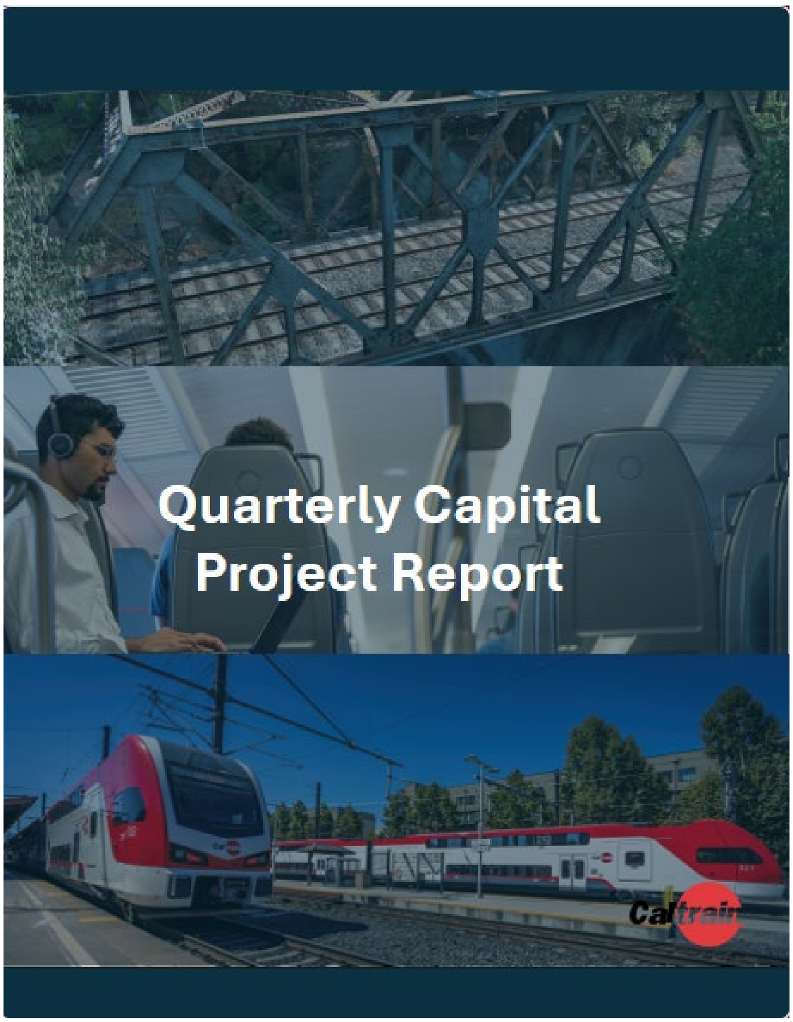
Holiday Sweaters - Now Available!
Designs were completed and approved in August for the holiday sweaters, now available for purchase at caltrainstore.com!

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
Randol White, Communications Manager
Talia Wise, Integrated Marketing Manager
Dan Lieberman, Public Information Officer
Stephanie Torres, Social Media Specialist

Finance Administration
Bruce Thompson, Director, Fare & Revenue Programs
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

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
Roderick Sims, Senior Rail Safety Officer
Leo dela Cruz, Rail Safety Officer
Ryan Frigo, Caltrain Safety Consultant

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 September 3, 2026

Members Present:	David J. Canepa (arrived at 10:04 am), Jeff Gee, Steve Heminger (arrived at 9:15 am), Greg Wagner, Shamann Walton, Pat Burt (Vice Chair), Rico E. Medina (Chair)
Members Absent:	Margaret Abe-Koga, David Cohen
Staff Present:	M. Bouchard, N. Fogarty, C. Fromson, J. Guaracino, J. Harrison, L. Lumina-Hsu, D. Ryan, M. Tseng

1. **Call to Order**
   Chair Medina called the meeting to order at 9:04 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**
   There was none.

5. **Public Comment for Items Not on the Agenda**
   Jeff Carter commented on meeting room set up for Community Advisory Committee (CAC) meeting , Clipper, and 4th and King station train boarding logistics.

   Aleta Dupree, Team Folds, commented on 4th and King ridership levels, fare enforcement, and Clipper.

   Roland commented on stations gates, fare invasion, train bathrooms, and train delays.

   Adrian Brandt commented on crossing cameras, accidents and train damage, and the Broadway crossing.

   Jo Rhett commented on rider experience at non-effected stations during train strike incidents.

Director Heminger joined the meeting at 9:15 am.

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]**

The Board convened into closed session at 9:17 am.

The Board reconvened into regular session at 9:51 am.

Public Comment
Roland commented on meeting transcript.

7. **General Counsel Report – Report Out from Above Closed Session (Verbal)**
James Harrison, Legal Counsel, reported that there were no reportable actions.

8. **Report of the Executive Director**
Public Comment
Jeff Carter commented on San Mateo County Transit District past involvement and support of Caltrain, special event ridership levels, and public comment time duration.

Aleta Dupree, Team Folds, commented on ridership levels, special events tickets, green energy, and Transit Month events.

Roland commented on safety and police presence at Diridon station.

Adina Levin, Seamless Bay Area, commented on Transit Month events.

9. **Consent Calendar**
   - **9.a. Approval of Meeting Minutes for August 6, 2026**
   - **9.b. Appointment of the Community Advisory Committee Representative for San Mateo County**
   - **9.c. Authorize the Disposition of a 1999 Ford F-250 Support Service Vehicle –** *Approved by Resolution No. 2026-36*
   - **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 –** *Approved by Resolution No. 2026-37*
   - **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 –** *Approved by Resolution No. 2026-38*
   - **9.f. Authorize the Executive Director to Execute an Agreement with the California Department of Transportation for the Caltrain Fare Strategy Study –** *Approved by Resolution No. 2026-39*

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* – *Approved by Resolution No. 2026-40*

9.h. Authorize Staff to File a California Environmental Quality Act (CEQA) Notice of Exemption for the Rengstorff Avenue Grade Separation Project – *Approved by Resolution No. 2026-41*

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

Director Canepa joined the meeting at 10:04 am.

10. Adopt Passenger Code of Conduct for Behavior on Trains and at Stations - *Approved by Resolution No. 2026-42*

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

<u>Public Comment</u>

Aleta Dupree, Team Folds, commented on pets on trains, importance of policies and ordinances, and fare payments.

Jeff Carter commented on pets on trains and onboard announcement system.

Adrian Brandt commented on littering, blocking seats, pets in carriers, and onboard announcement system.

Roland commented on conductor announcements, multiple language announcements, and transcript of announcements in displays.

11. Receive Update on Caltrain Safety Performance for Fiscal Year 2026 Quarter 4

<u>Public Comment</u>

Jeff Carter commented on station and onboard safety announcements and visual signage.

Roland commented on Guadalupe Project reported incidents, crossing striping, and enforcement.

Adrian Brandt commented on active and preventative safety measures, and pedestrian crossing gates.

12. Receive State and Federal Legislative Update

Public Comment

Roland commented on Federal Transportation Agency (FTA) train seating requirements and capacity, Federal funding, and train capacity changes over the year.

Adina Levin, Seamless Bay Area and Friends of Caltrain, commented on Cap-and-Invest changes, and funding advocacy for public transit and affordable housing.

13. Receive Quarterly Real Estate Update

Public Comment

Roland commented on stations as destinations, cafes at stations, and Diridon station improvement opportunities.

14. Reports

14.a. Report of the Chair

Chair Medina thanked San Mateo County Transit District (SamTrans) General Manager/CEO April Chan for invitation to SamTrans' 50^{th} Anniversary Celebration, and stated he and Vice Chair Burt have ongoing meetings with SamTrans Board Chair and Vice Chair to foster and grow partnership, collaboration, communication between the agencies.

14.b. Report of the Community Advisory Committee

Available online.

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

LPMG Chair Burt reported LPMG discussed current fiscal conditions and outlook, regional transit measure viability, Caltrain's ridership growth and strategy, and corridor crossing strategy and addressing at-grade crossings.

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

TJPA Chair Gee stated there was no report and next meeting is September 10.

Public Comment

Jeff Carter commented on a CAC's summary written report and Chair verbal report.

Adrian Brandt commented on CAC minutes style.

Roland commented on grade crossing safety enhancements costs and bilevel trains.

15. Correspondence

16. Board Member Requests

There were none.

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

The meeting adjourned at 10:57 pm.

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Chris Andrichak, Chief Financial Officer

For: October 2026 JPB Board of Directors Meeting

Subject: **Approve and Ratify Liability Cap Insurance Premium for Fiscal Year 2027**

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

Purpose and Recommended Action

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) ratify the binding of the United States Department of Transportation's (DOT) liability cap increase from $323 million to $402 million, at a total premium cost of $553,757, inclusive of the following:

- Satisfy the DOT's Rail Passenger Liability Cap adjustment that went into effect on September 4, 2026, in the amount of $402 million by adding $79 million in excess of the combined JPB/Transit America Services, Inc. (TASI) existing $323 million of railroad liability insurance for total coverage of $402 million. The pro-rated premium for the additional $79 million of railroad liability coverage is $553,757.

Discussion

As reported to the Board on August 6, 2026, the federal government has increased the existing liability cap from $323 million to $402 million. The JPB budgeted for this increase.

Below is an overview of revised Fiscal Year 2027 (FY27) insurance premiums to include the increased liability premium as a result of the Department of Transportation's liability cap increase.

Premium Element ($)	FY2026	FY2027	Variance
Liability: Railroad, Commercial General, Excess Automobile	$5,347,717	$7,143,591	$1,795,874
Federal Employers Liability Act (FELA) Insurance	$2,782,194	$2,223,142	$(559,052)
Property Insurance	$4,214,755	$3,886,313	$(328,442)
Pollution Liability (two-year policy term)	$0	$83,565	$83,565
Public Officials, Accidental Death and Dismemberment (AD&D), Special Events and Railroad Protective Liability (RRPL)	$239,088	$235,059	$(4,029)
Totals	**$12,583,754**	**$13,571,671**	**$987,917**

Background
The JPB's liability limits are $402 million. This amount includes $200 million purchased by the JPB, an additional $100 million purchased by TASI, and another $102 million purchased by the JPB to satisfy the DOT's current Passenger Rail Liability Cap requirement of $402 million. This measure taken by the JPB satisfies contractual obligations with certain vendors that require the JPB to maintain limits equal to or higher than the federal government's liability cap.

Summary
The JPB's insurance program remains largely unchanged from FY26, except as noted below, along with the following noteworthy highlights:

- 7.5 percent overall increase in premiums.
- Increased liability limits from $323 million to $402 million with a $2 million Self-Insured Retention (SIR).
- Renew $100 million FELA insurance coverage, with an increased SIR from $2 million to $3 million.
- Robust property insurance program with $2.2 billion in property values that includes the electrification infrastructure and electric multiple units (EMUs).
- $500,000 deductible applies to real and personal property.
- $750,000 deductible applies to rolling stock and fiber optics.

Budget Impact
Funding for the payment of premiums associated with the recommended program is included in the FY27 Operating Budget.

Prepared By: Marshall Rush Insurance and Claims Administrator 09/08/2026

Resolution No. 2026-

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

* * *

Approve and Ratify Liability Cap Insurance Premium for Fiscal Year 2027

Whereas, the Executive Director of the Peninsula Corridor Joint Powers Board (JPB) has approved the liability cap increase from $323 million to $402 million Fiscal Year (FY) 2027 for a premium in the amount of $553,757 and

Whereas, in conjunction with the renewal of the JPB's existing FY27 insurance program on July 1, 2026, JPB staff increased liability limits of $323 million to $402 million on September 4, 2026, with the approval of the Executive Director and with the following significant elements:

1. Railroad Liability, Commercial General Liability and Excess Automobile Liability policies, including Terrorism (TRIA) coverage, with a total limit of $323 million, in excess of the $2 million self-insured retention. The JPB has procured an additional $79 million in excess of $323 million policy limits to satisfy the federal government's new $402 million Rail Passenger Liability Cap, as well as meet contractual requirements that the JPB maintain limits up to the rail liability cap, for an additional pro-rated premium of $553,757.

Whereas, staff recommend that the Board approve and ratify the addition of $79 million liability limits to the JPB's existing FY27 insurance program, as delineated above.

Now, Therefore, Be It Resolved that the Peninsula Corridor Joint Powers Board hereby approves and ratifies the addition of $79 million liability limits to the JPB’s existing FY27 insurance program, and authorizes the Executive Director or designee to take all actions necessary to implement the change.

Regularly passed and adopted this 1st day of October, 2026 by the following vote:

Ayes:

Noes:

Absent:

____
Chair, Peninsula Corridor Joint Powers Board

Attest:

____
JPB Secretary

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Li Zhang, Chief, Commercial and Business Development
For:	October 2026 JPB Board of Directors Meeting
Subject:	**Authorize the Application for and Receipt of Annual Low Carbon Transit Operations Program (LCTOP) Funds for Ridership Recovery Service Enhancement**

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

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) authorize the Executive Director or designee, to:

1. Apply for and receive $2,767,091 in Fiscal Year 2026 (FY26) Low Carbon Transit Operations Program (LCTOP) funds from California Department of Transportation (Caltrans) to help fund Ridership Recovery Service Enhancement fund Ridership Recovery Service Enhancement, including $1,686,537 in Cycle A and $1,080,554 in Cycle B; and

2. Take such actions as may be necessary to give effect to this resolution, including filing and executing required annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, related amendments, and any other documentation required for the JPB to apply for and receive LCTOP funds.

Discussion

The LCTOP is one of several funding programs that are part of a broad-based State effort to invest cap-and-trade auction proceeds to reduce greenhouse gas emissions. These funds are distributed annually on a formula basis to transit agencies and Regional Transportation Planning Agencies, including the Metropolitan Transportation Commission (MTC). Transit agencies receive a portion of the LCTOP funds via a formula based on operating revenues. Caltrans is the administering agency for the funds, and it requires eligible funding recipients to submit annual resolutions authorizing agency officer(s) to execute and process the LCTOP application materials. Caltrans also requires applicants to specify in the resolution which projects will receive the funds.

LCTOP is funded annually with five percent (5%) of the auction proceeds from the State's cap-and-trade program, as required under California's climate action law, Assembly Bill 32 (Division 25.5 of the California Health and Safety Code, sections 38500 et seq.). LCTOP provides operational assistance as well as capital funding for expanded transit service to reduce greenhouse gas emissions and improve mobility.

For FY26, Caltrans administered LCTOP funding through two allocation cycles, Cycle A and Cycle B, as a one-time transition associated with changes to the State's Cap-and-Trade program, now known as Cap-and-Invest. Historically, LCTOP funding was based on calendar-year auction revenues; beginning with FY27, the program will transition to using revenues from the State fiscal year. To facilitate this transition, FY26 includes two funding cycles: Cycle A uses 2025 calendar-year auction revenues, while Cycle B uses revenues from February 2026 and May 2026 auctions. The two cycles therefore represent separate portions of the FY26 LCTOP funding allocation, rather than two separate formula grant programs. Beginning in FY27, LCTOP is expected to return to a single annual funding cycle based on fiscal-year auction revenues.

Since 2021, Caltrain has used LCTOP funds to support the agency's Ridership Recovery Service Enhancement Project and procurement of additional Electric Multiple Unit (EMU) train cars to increase capacity of the electrified Caltrain system. Caltrain's Ridership Recovery Service Enhancement Project includes the operation of the newly electrified service, offering increased overall train frequency and expanded service at equity priority stations. Operational expenditures that increase transit mode share are eligible for LCTOP funding. The JPB's Ridership Recovery Service Enhancement project meets those requirements, as the increased service level will help attract additional riders to the Caltrain system and support more equitable transportation options.

Year	Amount	LCTOP Project Description
FY21	$1,039,484	Caltrain EMU Procurement Project
FY22	$2,441,282	
FY23	$2,442,976	Ridership Recovery Service Enhancement
FY24	$2,619,704	
FY25	$2,568,686	
FY26	$2,767,091	

Budget Impact
Receipt of FY26 LCTOP funding of $2,767,091 is included in the FY27 Operating Budget.

Prepared By:	Michelle Stewart	Director, Grants and Fund Management	09/10/2026

Resolution No. 2026-

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

* * *

Authorize the Application for and Receipt of Annual Low Carbon Transit Operations Program (LCTOP) Funds for Ridership Recovery Service Enhancement

Whereas, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

Whereas, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

Whereas, Senate Bill 862 (2014) named the California Department of Transportation as the administrative agency for the LCTOP; and

Whereas, the California Department of Transportation has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including the JPB; and

Whereas, the JPB wishes to use Fiscal Year (FY) 2026 LCTOP funds allocated to the JPB for the Ridership Recovery Service Enhancement; and

Whereas, the Ridership Recovery Service Enhancement is to maintain the operation of 104 weekday train trips, providing improved service, attracting new riders, and supporting more equitable transportation options; and

Whereas, the JPB wishes to authorize the Executive Director, or designee, to:

1. Apply for and receive $1,686,537 in Cycle A FY26 LCTOP funds and $1,080,554 in Cycle B FY26 LCTOP funds for operational assistance of the Ridership Recovery Service Enhancement; and
2. File and execute annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documents required for the JPB to apply for and receive LCTOP funding.

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

1. Authorizes the Executive Director, or designee, to apply for and receive from the California Department of Transportation $1,686,537 in Cycle A FY26 LCTOP funds and $1,080,554 in Cycle B FY26 LCTOP funds for operational assistance of the Ridership Recovery Service Enhancement; and
2. Authorizes the Executive Director, or designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap- and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documentation that may be required for the JPB to apply for and receive LCTOP funds; and
3. Agrees to comply with all conditions and requirements set forth in the annual Certifications and Assurances, authorized agent forms and any applicable statutes, regulations and guidelines for all LCTOP-funded transit projects.

Regularly passed and adopted this 1st day of October, 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:	Casey Fromson, Chief of Staff
For:	October 2026 JPB Board of Directors Meeting
Subject:	**Authorize Amendment 2 to Contract with Nixon Peabody LLP to Provide Bond and Tax Counsel Services**

☒ 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):

1. Authorize Amendment 2 to the Agreement (Contract No. 21-J-P-077) for Bond and Tax Counsel Services with Nixon Peabody LLP to:

    a. Increase the capacity amount by $250,001 from $249,999 to a new not-to-exceed amount of $500,000.

2. Authorize the Executive Director, or designee, to execute the contract amendment with Nixon Peabody, LLP in a form approved by legal counsel.

Discussion

On November 3, 2020, voters in the City and County of San Francisco, San Mateo County, and Santa Clara County approved Measure RR, to provide the JPB with a dedicated revenue source consisting of an eighth (1/8) of a cent sales and use tax on taxable transactions in those counties. Collection of the dedicated sales tax commenced on July 1, 2021, and was projected to bring in an estimated $100 million annually, beginning in Fiscal Year 2021-2022. The COVID-19 pandemic had a huge impact on Caltrain ridership, and the JPB desired to leverage Measure RR sales tax revenues in Spring 2021, prior to the commencement date of sales tax collection, to pay for operating and ongoing capital projects.

The JPB selected Nixon Peabody LLP to perform this work and contracted with them to provide bond and tax counsel services, to assist with the issuance of Measure RR bonds and provide additional related ongoing legal services for a series of fixed fees based on scenarios outlined in the contract scope documents, of which Caltrain paid $197,247.

On November 23, 2025, the JPB and Nixon Peabody LLP amended the agreement to establish the consultants' hourly rates related to the ongoing legal services, as the agreement was silent to this point. Amendment 1 updated the compensation section of the agreement to specify the consultant's blended hourly rate from July 1, 2025, through June 30, 2027, and noted that future rate increases would be capped at the Bay Area Consumer Price Index (CPI) or five percent, whichever is less, and be subject to JPB's annual written approval. It further clarified that all work shall be completed in a timely manner to allow for the JPB to complete the defeasance of sales tax revenue bonds. The Executive Director executed the amendment, subject to her delegated contract authority of up to $250,000.

Caltrain has exercised the existing contract capacity for bond and tax compliance services related to Caltrain's receipt of $367 million in Transit and Intercity Rail Capital Program funds and in the recent refinancing of Caltrain's fare revenue bonds which resulted in a savings to Caltrain of approximately $2.6 million. Staff request that the Board authorize an increase in contract capacity to continue working with Nixon Peabody LLP to complete the work described above to perform other bond and tax counsel services as required.

Budget Impact

Sufficient funding for this contract increase is available in the current adopted operating budget and will be included in future budgets as necessary.

Prepared By:	Danielle Sanderson	Contract Administrator	09/09/2026
	Jason Dayvault	Business Operations Project Manager	09/09/2026

Resolution No. 2026-

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

* * *

Authorize Amendment 2 to Contract with Nixon Peabody LLP to Provide Bond and Tax Counsel Services

Whereas, in November 2021, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) entered into a contract with Nixon Peabody LLP (Nixon Peabody) for a series of fixed fees, of which Caltrain paid $197,247 to provide bond and tax counsel services related to leveraging Measure RR sales and use tax funds as a result of the COVID-19 pandemic ridership decline; and

Whereas, in November 2025, the JPB and Nixon Peabody amended the agreement to establish the consultant's rates as it pertained to ongoing legal services for bond and tax compliance up to the Executive Director's delegated authority of $250,000; and,

Whereas, Caltrain has reached the Executive Director's signing authority, and the JPB and Nixon Peabody are still working to complete the remaining work associated with the issuance of the sales tax revenue bonds and other bond and tax counsel services; and

Whereas, staff are requesting the Board of Director's authorization to increase the contract capacity by $250,001 from $249,999 to $500,000 to complete this work;

Now, Therefore, Be It Resolved, the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director to exercise Amendment 2 with Nixon Peabody for a not-to-exceed amount of $500,000.

Regularly passed and adopted this 1st of October, 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:	Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For:	October 2026 JPB Board of Directors Meeting
Subject:	**Authorize Executive Director to Execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale for the Completion of Design for the Bernardo Avenue Undercrossing Project**

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

Purpose and Recommended Action
The purpose of amending the Service Agreement with the City of Sunnyvale is to enable progression from 35 percent design to final design on the Bernardo Avenue Undercrossing Project (Project).

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

1. Authorize the Executive Director, or designee, to execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale to complete the design for the Bernardo Avenue Undercrossing Project.

2. Increase the capital budget by $7,567,000.

Discussion
Background
The City of Sunnyvale and the City of Mountain View (Cities) are the project sponsors for a proposed bicycle and pedestrian undercrossing within the JPB Right-of-Way (ROW), on the border of these two cities. The Project is located at JPB milepost 37.5, at the intersection of South Bernardo Avenue and West Evelyn Avenue. The Project will facilitate access between the northern and southern sides of the JPB ROW, as well as the Central Expressway, which runs parallel to JPB tracks in the project area. Currently, there is no existing access between the northern and southern sides of the ROW.

Under the previous service agreement, JPB and the Cities collaborated on the technical review and coordination efforts related to the conceptual design phase, California Environmental Quality Act (CEQA) / National Environmental Policy Act (NEPA) environmental clearance of the locally preferred alternative, and the 35 percent design, which was completed by the City of Sunnyvale in 2024.

The JPB will lead the project delivery to complete the design. The amended Service Agreement will require Caltrain to procure a design consultant, provide project management services, and produce the final design including preparation of issued-for-bid documents. The cost to complete to reach final design is estimated to be $7,567,000:

The funding sources to complete the design are as follows:

- Santa Clara Valley Transportation Authority (VTA) 2016 Measure B Bicycle and Pedestrian (B&P) Program: $3 million
- Federal earmark: $2.5 million
- One Bay Area Grant (OBAG) Cycle 2: Approximately $0.4 million
- Sunnyvale local fund: Approximately $0.84 million
- Mountain View local fund: Approximately $0.83 million

Budget Impact
The total budget for the Bernardo Avenue Undercrossing Project will increase by $7,567,000, from $4,990,000 to $12,557,000 to complete the design of the project.

Prepared By: Zhenlin Guan Director, Infrastructure Delivery 09/09/2026

Resolution No. 2026-

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

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Authorize Executive Director to Execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale for the Completion of Design for the Bernardo Avenue Undercrossing Project

Whereas, the Peninsula Corridor Joint Powers Board (JPB), the City of Mountain View and City of Sunnyvale (the Cities), and the Santa Clara Valley Transportation Authority (VTA) desire to install a new pedestrian and bicycle undercrossing in the area between South and North Bernardo Avenue to facilitate access across the Caltrain Right-of-Way (ROW) as well as the Central Expressway and East Evelyn Avenue, both of which run parallel to the Caltrain tracks in the project area. The Cities with support of the JPB staff have completed preliminary engineering and design and California Environmental Quality Act (CEQA) / National Environmental Policy Act (NEPA) environmental clearance. VTA is taking on the Funding and Oversight role and the Cities are serving as the Project Sponsors, Funding Partners, and Community Outreach leads; and

Whereas, the JPB and the Cities previously entered into a service agreement to collaborate on the 35 percent Design and Environmental Clearance, and those were completed in 2024; and

Whereas, the JPB and the Cities agreed to progress the project from 35 percent design to complete final design with JPB as the lead delivery agency and to amend the service agreement between the parties to reflect advancement of the project;

Whereas, the estimated cost to complete the design is $7,567,000, to be funded by VTA Measure B, Federal Earmark, One Bay Area Grant (OBAG) Cycle 2, City of Sunnyvale Local Funds, and City of Mountain View Local Funds; and

Whereas, staff recommend the Board authorize the Executive Director to amend the Service Agreement to increase the budget by $7,567,000 to advance the design of the project, thereby increasing the total Project budget from $4,990,000 to $12,557,000.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorize the Executive Director, or designee, to execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale for the JPB to complete the design for the Bernardo Avenue Undercrossing Project, thereby increasing the total Project budget by $7,567,000 from $4,990,000 to $12,557,000, to advance the design of the project.

Regularly passed and adopted this 1st day of October, 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:	Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For:	October 2026 JPB Board of Directors Meeting
Subject:	**Authorize Execution of Amendment No. 6 to Contract No. 23-J-C-040 with Flatiron-Herzog Joint Venture for Construction Manager/General Contractor (CMCG) Support Services and Amendment No. 7 to Contract No. 23-J-P-041 with Mark Thomas for Designer Services for Broadway Burlingame Grade Separation Project 100 Percent Design**

☐ 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 execute the following contract amendments in a form approved by legal counsel:

1. Authorize Amendment No. 6 to the Construction Manager/General Contractor (CMGC) Support Services Contract with Flatiron-Herzog Joint Venture (FHJV) to increase the contract budget by $3,862,858.82, from $5,810,279.33, to bring the total not-to-exceed amount to $9,673,138.15, with a ten percent contingency, for the Broadway Burlingame Grade Separation Project (Project).

2. Authorize Amendment No. 7 to Designer Services Contract with Mark Thomas to increase the contract budget by $9,419,520, from $23,930,307 to a total not-to-exceed amount of $33,349,827, with a ten percent contingency, for the Project.

Discussion

On September 3, 2026, the JPB Board approved the execution of separate Memoranda of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) and the City of Burlingame to advance the Project to the 100 percent design milestone. The amendment to the MOU increased the budget by $24 million.

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 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.

To proceed with and finalize the design, it is necessary to execute the corresponding amendments with the CMGC contractor, FHJV, and the Designer contractor, Mark Thomas.

Budget Impact

The contract capacity increases of $3,862,858.82 for the CMGC Support Services Contract and $9,419,520 for the Designer Contract are included in the approved 100 percent design budget of $24 million.

Prepared By: Roland Mouawad Senior Project Manager 09/11/2026

Resolution No. 2026-

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

* * *

Authorize Execution of Amendment No. 6 to Contract No. 23-J-C-040 with Flatiron-Herzog Joint Venture for Construction Manager/General Contractor (CMCG) Support Services and Amendment No. 7 to Contract No. 23-J-P-041 with Mark Thomas for Designer Services for Broadway Burlingame Grade Separation Project 100 Percent Design

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, on September 3, 2026, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) approved the execution of separate Memoranda 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 and increase the budget by $24 million; and

Whereas, to proceed with and finalize the design, it is necessary to execute corresponding amendments with the Project's CMGC contractor, Flatiron-Herzog Joint Venture (FHJV), and Designer contractor, Mark Thomas & Company, Inc. (Mark Thomas); and

Whereas, specifically, staff recommend an amendment to the CMGC contract with FHJV to increase the Broadway Burlingame Grade Separation Project contract budget by a not-to-exceed amount of $3,862,858.82, from $5,810,279.33 to $9,673,138.15, with a ten percent contingency; and

Whereas, staff also recommend an amendment to the Designer Services Contract with Mark Thomas to increase the Broadway Burlingame Grade Separation Project contract budget by the not-to-exceed amount of $9,419,520, from $23,930,307 to $33,349,827, with a ten percent contingency; and

Whereas, the contract capacity increases of $3,862,858.82 for the CMGC Support Services Contract and $9,419,520 for the Designer Contract are included in the JPB-approved 100 percent design budget of $24 million. Therefore, there is no additional budget impact through this proposed action.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or designee, to execute the following amendments in a form approved by General Counsel to Caltrain:

1. Amendment No. 6 to the CMGC Support Services contract, increasing the not-to-exceed contract capacity amount by $3,862,858.82 from $5,810,279.33 to $9,673,138.15, with a ten percent contingency, to be expended as needed for authorized tasks for FHJV.
2. Amendment No. 7 to the Designer Support Services contract, increasing the not-to-exceed contract capacity amount by $9,419,520 from $23,930,307 to $33,349,827, with a ten percent contingency, to be expended as needed for authorized tasks for Mark Thomas; and

Be It Further Resolved that the Board of Directors hereby authorizes the Executive Director, or designee, to take all steps necessary to implement this resolution.

Regularly passed and adopted this 1st day of October, 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, Caltrain Planning

For: October 2026 JPB Board of Directors Meeting

Subject: **Receive Annual Ridership Report for Fiscal Year 2026**

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

Purpose and Recommended Action

The Fiscal Year 2026 (FY26) Annual Ridership Report is provided for informational purposes only. There is no action required.

Discussion

The FY26 Annual Ridership Report summarizes Caltrain ridership for July 2025 through June 2026. Ridership estimates are based on the Caltrain Fare Media Sales-Based Ridership Model (Fare Media Model) and differ from the data reported to the National Transit Database (NTD).

FY26 total ridership reached 12.6 million, a 37.6 percent increase from FY25. Ridership recovery also improved substantially over the course of the year, beginning FY26 at 64.4 percent of pre-pandemic levels and ending the year at 81.6 percent.

Ridership continued its steady increase following electrification in Fall 2024. While ridership plateaued in the early months of FY26, growth accelerated again beginning in March, coinciding with increasing gas prices.

Special events also contributed significantly to ridership growth this fiscal year. In addition to strong demand from recurring sports events such as Giants, Warriors, Valkyries, 49ers, Sharks, Earthquakes, and Bay FC games, several major one-time events generated substantial ridership across the corridor, including the Super Bowl, Fédération Internationale de Football Association (FIFA) World Cup, and the BTS tour at Stanford Stadium.

Prior to the COVID-19 pandemic, Caltrain reported its annual ridership through a physical census of all passengers, known as the Annual Passenger Count. The Annual Passenger Count (APC) was paused at the beginning of the pandemic due to the region's shelter-in-place orders and has been discontinued indefinitely due to the nearly $1 million annual cost of the program.

In FY24, Caltrain transitioned to summarizing its annual ridership from the Fare Media Model's monthly ridership estimates. This model uses sales data from Caltrain's various ticket/pass products (fare media) to estimate ridership.

Caltrain is also in the process of establishing an on-board APC system for its new electric fleet. The system will use APC sensors installed above each door to count riders as they board and exit the trains. Some partial data from the on-board APC system was available during FY26; however, due to backend technical issues and data completeness limitations, the data was used only for internal, planning-level analysis and was not suitable for official ridership reporting. Once fully operational and validated, this system will serve as Caltrain's primary source for ridership statistics.

Budget Impact

There are no anticipated budget impacts associated with this update.

Prepared By:	Nicholas Atchison	Senior Planner, Rail Operations Planning	09/08/2026

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Emily Beach, Chief Communications Officer

For: October 2026 JPB Board of Directors Meeting

Subject: **Receive Update Regarding 2026 Customer Satisfaction Survey and Key Findings**

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

Purpose and Recommended Action

The annual Customer Satisfaction Survey gathers customer feedback on Caltrain services, with a focus on the rider experience both onboard the train and at the station. The results are used to guide planning decisions aimed at enhancing the customer experience.

This presentation is for informational purposes only, and no Board of Directors (Board) recommendation/action is required.

Discussion

Overall rider satisfaction remained exceptionally high in 2026 at 4.40 out of 5, effectively sustaining the record level achieved following the launch of electrified service (4.41 in 2025). Ratings were consistent for the onboard experience at 4.45, and the station experience at 4.32. On-time arrival at destination (4.40), train arrival prediction times on electronic platform signs (4.38), cleanliness of interiors (4.35), and cleanliness of stations (4.19) were key drivers in the high overall satisfaction rating. The highest satisfaction ratings were received by conductors, both for their politeness and helpfulness (4.57 in 2025 and 4.63 in 2026) and professional appearance (4.70) — a new rating for 2026 and the highest score an individual rating has ever received.

While overall satisfaction remains high, the 2026 survey identifies several opportunities to further improve the rider experience. Restroom cleanliness (3.64) was the lowest-rated survey item. Other opportunities include providing more timely and relevant service information through text and email alerts (3.95), updates on delays exceeding ten minutes (3.98), and frequency and usefulness of station announcements (4.02).

Targeted projects will address rider feedback in the following ways: launching a new customer feedback platform to enable easier reporting and faster follow-up; increasing onboard restroom servicing; improving the accuracy and timeliness of train-arrival signs, including new signs at South Santa Clara County stations; and refining text and email alerts to provide clearer, more timely updates during service changes and delays. Addressing these areas will enhance the rider experience and help customers feel better informed throughout their Caltrain trip.

Special events are an important avenue for attracting and retaining riders. One in five respondents reported that a sports event, concert, or festival/parade was the reason they first used Caltrain. In addition, one-quarter of riders reported using Caltrain for special events at least monthly. Continued special-event service and new station wayfinding will encourage riders to continue choosing Caltrain. With 47 percent of respondents riding Caltrain to attend special events less than once a year or never, targeted marketing presents a significant opportunity to increase ridership.

Budget Impact
No impact on the budget.

Prepared By:	Julian Jest	Manager, Market Research	09/10/2026

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 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 recommend 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 coordinate 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	09/14/2026
	Isabella Conferti	Government and Community Affairs Specialist	09/14/2026

Shaw Yoder Antwih Schmelzer & Lange

September 9, 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 – October 2026

General Update

The Legislature recessed the second year of the two-year 2025-26 Legislative Session on September 1, sending more than 900 bills to the Governor in the final weeks of session. The Governor will have until September 30 to sign or veto bills sent to his desk in the final weeks of session.

On November 3, the general election will occur. There will be several new members to Sacramento for the 2027-28 Legislative Session, which will convene on December 7 for one day until they begin their work in earnest in early January. There are nine Senate and 13 Assembly seats that are considered "open" heading into November.

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

GGRF Expenditures

On August 29, the Legislature and Governor reached an agreement on a GGRF spending plan for Fiscal Year 2026-27, reflected in AB 113 (Gabriel). As it relates to transportation and housing, the agreement:

- Fully honors the $230 million FY 2026-27 SB 125 commitment for the Zero-Emission Transit Capital Program;
- $48 million for LCTOP (slight increase from $38 million in the latest July projection);
- $95 million for TIRCP (slight increase from $76 million in the latest July projection);
- $133 million for Affordable Housing (slight increase from $107 in the latest July projection);
- $107 million for Sustainable Communities (includes $50 million one-time for agricultural land preservation).

In addition, a companion GGRF trailer bill directs interest earned on GGRF to the GGRF expenditure plan, beginning in FY 2027-28. This will have the effect of directing approximately $500 million annually to the GGRF in the near-term, which will help bolster funding for the Tier 3 programs.

As a reminder, this tier system was implemented as a result of negotiations last year, which reauthorized the Cap-and-Trade program (now Cap-and-Invest) and recast the expenditure plan. Specifically, SB 840 substantially modified appropriations from GGRF and effectively established “priority tiers” for the GGRF appropriations. Off the top, the legislation appropriates GGRF revenue for a variety of backfills and administrative expenses – “Tier 1.” The legislation then appropriates $1 billion in GGRF revenue for high-speed rail and $1 billion in GGRF revenue for the Legislature’s discretionary priorities – “Tier 2.” Then, the legislation appropriates nearly $2 billion for the historic continuous appropriations, including AH/SCP and transit programs – “Tier 3.”

Statutorily Required GGRF Appropriations Pursuant to SB 840		
Program	**Department**	**Annual Amounts**
Tier 1: Starting in 2026-27, auction revenues will be allocated first to the following programs:		
Manufacturing tax exemption	N/A	• Roughly $160 million
State operations	Various	• Roughly $120 million
State Responsibility Area fee backfill	CalFire	• Roughly $90 million
Legislative Counsel Climate Bureau	Legislative Counsel	• $3 million
Tier 2: Then second to the following programs:		
High-speed rail project	HSRA	• $1 billion
Unspecified programs subject to appropriation	Various	• $1 billion
Tier 3: Then third, if funding is available, to the following programs:		
Affordable Housing and Sustainable Communities Program	SGC	• $800 million
TIRCP	CalSTA	• $400 million
Community Air Protection Program– AB 617	CARB	• $250 million
Low Carbon Transit Operations Program	Caltrans	• $200 million
Wildfire and forest resilience– SB 901	CalFire	• $200 million
Safe and Affordable Drinking Water Program	SWRCB	• $130 million
Tier 4: Then fourth, remaining funding is subject to legislative appropriation for discretionary purposes.		

As reflected in the chart below, the Budget Bill Jr. assumes and/or provides the following appropriations for the following Tier 3 priority programs.

(In millions)	SB 840 Statutorily Established Tiers	Tier 3 FY 26-27 June Budget Projections	Tier 3 FY 26-27 August Budget Projections	SB / AB 113 GGRF Augmentation	Total:
SB 125 - Zero Emission Transit Capital Program (ZETCP)	*N/A*	*N/A*	*N/A*	$230	$230
Low Carbon Transit Operations Program (LCTOP)	*$200*	$38	$48		$48
Transit and Intercity Rail Capital Program (TIRCP)	*$400*	$76	$95		$95
AHSCP - Sustainable Communities	*$240*	$46	$57	$50 (Earmarked for SALC)	$107
AHSCP - Affordable Housing	*$560*	$107	$133		$133

The higher baseline GGRF funding relative to the FY 2026-27 budget reflects stronger than expected revenue generation at the most recent quarterly auction of the Cap-and-Invest program, which took place in late August.

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 GGRF and directs millions of dollars annually to transit agencies around the state on a formula basis. 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 maintenance of transit service, and make clear that agencies can fund previously approved services without having to restart the application process. ***This bill has been sent to the Governor's desk.***

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. ***This bill has been sent to the Governor's desk.***

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. ***This bill has been sent to the Governor's desk.***

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). ***This bill has been sent to the Governor's desk.***

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. ***This bill has been sent to the Governor's desk.***

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. ***This bill has been sent to the Governor's desk.***

AB 1383 (McKinnor) PEPRA Compensation Limits – WATCH

This bill would make significant changes to the Public Employees' Pension Reform Act, or PEPRA, a law passed in 2012 to reform public employee retirement systems and help local agencies better manage future pension costs. While the bill primarily would affect public safety employees (e.g. police, firefighters), AB 1383 would also increase the pensionable compensation base (the maximum amount of an employee's salary that may be used to calculate retirement benefits) and would have required retirement systems subject to PEPRA but which are not enrolled in the social security program to increase their pensionable compensation limit from 120% to 135% of that base. This will ultimately have the effect of increasing systems' pension obligations. Late amendments no longer increase the pensionable compensation limit to 135% for non-social security agencies, although the bill still would result in an increased pensionable compensation base. ***This bill has been sent to the Governor's desk.***

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require Caltrans to create an online registry of all transit stops in California and would further obligate all transit operators to ensure that each of their transit stops are accurately reflected in the registry. Recent amendments require that Caltrans engage with transit operators during the development of the registry, limit the information that must be reported by transit agencies, and ensure agencies won't need to change their own unique identifying numbers for their respective transit stops. ***This bill has been sent to the Governor's desk.***

AB 1883 (Bryan) Limiting Workplace Surveillance Tools – WATCH
This bill would prohibit employers from using workplace surveillance tools that incorporate emotion recognition AI technology. This may have the effect of limiting existing and emerging AI-supported safety tools. ***This bill has been sent to the Governor's desk.***

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

Caltrain
Federal Report
September 2026

Congressional Update

Government Funding Update

- On August 7, the Senate voted 90-6 to approve a continuing resolution (CR) to extend federal government funding, and on September 1, the House passed the same measure in a 370-48 vote under suspension of the rules. President Trump signed the measure into law the following day. The CR extends current government funding through December 11, 2026, giving Congress additional time to negotiate FY27 appropriations bills.

- In addition to extending current government funding, the Senate CR also delays the White House Office of Management and Budget (OMB) proposed rule and provides a clean extension of surface transportation reauthorization provisions in the Infrastructure Investment and Jobs Act (IIJA) through December 11, 2026.

- On September 1, House Speaker Mike Johnson (R-LA) said a full, five-year surface transportation reauthorization bill will likely be considered during the work session in November and December. Speaker Johnson also stated he would like to complete the legislation before January 2027, when the 119th Congress concludes. However, the Senate has yet to release its own surface transportation reauthorization proposal, raising the prospect that Congress will need another short-term extension beyond December 11.

Congressional Democrats Send Letter Requesting Information on DOT Grant Cuts

- On August 12, House Transportation & Infrastructure (T&I) Ranking Member Rick Larsen (D-WA) and Senate Banking, Housing and Urban Affairs Committee Ranking Member Elizabeth Warren (D-MA), along with 39 Democratic colleagues, sent a letter to Federal Transit Administration (FTA) Acting Deputy Administrator and Chief Counsel Matthew Cahill and Office of Management and Budget (OMB) Administrator Russ Vought to express concerns over delays in the Capital Investment Grants (CIG) project pipeline. The Capital Investment Grants program is a discretionary federal grant program managed by the Federal Transit Administration (FTA) that funds major local transit capital investments.

- In the letter, lawmakers implored FTA and OMB to advance all projects that meet statutory criteria and not impose further delays. The letter alleges that, starting in late January 2025, the Department of Transportation (DOT) actively slowed down the obligation of more than 3,000 grant awards of Bipartisan Infrastructure Law (BIL) dollars, for more than nine months.

- It mentions that DOT agreed and admitted that it had chosen to rescind grants because they "expressed or were presumed to express" views the administration disagreed with despite applicants having followed the rules at the time of application and award.

- The letter argues that terminating or awarding grants solely based on the political leanings of grant recipients or the opinion of the Secretary of Transportation on acceptable means of transport is an "unprecedented skewing of federal transportation dollars and runs contrary to statute and congressional intent." Senators requested that FTA and OMB provide the House Committee on Transportation and Infrastructure (T&I) information including the grants terminated or rescinded and the basis cited as the reason for the grant's termination within the next three weeks.

Administration Update

Caltrain Awarded ASAP Grant

- On September 10, FTA announced eight projects in five states received $233 million in funding through its All Stations Accessibility Program (ASAP). Caltrain's 22nd Street Station ADA Improvement Project received $14,147,000 in FY 2026 funding.

- The ASAP program funds assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities to make all public areas of the station accessible to people with disabilities, including those who use wheelchairs.

DOT Releases PROTECT NOFO

- On August 27, the Department of Transportation's (DOT) Federal Highway Administration (FHWA) released its Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Competitive Grant Program Notice of Funding Opportunity (NOFO) for fiscal years (FY) 2024 through 2026.

- The PROTECT program funds projects to improve the resilience of the surface transportation system, including highways, public transportation, ports, and manatt

intercity passenger rail. The PROTECT program has the following four categories of funding:

- **Planning Grants:** $79 million is available for resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building by the eligible entity to facilitate the ability of the eligible entity to assess the vulnerabilities of the surface transportation assets and community response strategies of the eligible entity under current conditions and a range of potential future conditions; or evacuation planning and preparation.
- **Resilience Improvement Grants:** $551 million will fund projects that must improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.
- **Community Resilience and Evacuation Route Grants:** $79 million will fund the strengthening and protection of evacuation routes essential for supporting emergency evacuation during emergency events.
- **At-Risk Coastal Infrastructure Grants:** $79 million to fund projects that strengthen, stabilize, harden, elevate, relocate, or otherwise enhance the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways, that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

- This NOFO includes changes from the previous FY 2024 through 2026 PROTECT Competitive Grant Program NOFO published in October 2024, such as removing references to Biden-era Executive Orders (EOs) rescinded by the Trump Administration, aligning the NOFO with Trump Administration priorities reflected in current EOs, updating application evaluation criteria, simplifying and aligning the new NOFO with 2 Code of Federal Regulations (CFR) Part 200 criteria, changing the NOFO to one application period for FYs 2024, 2025, and 2026 funding, and adding a required Application Template. DOT expects to issue approximately 80 awards the week of December 7, 2026. Applications are due by October 9, 2026.

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FRA Awards National Railroad Partnership Program Grants

- On August 14, 2026, the Federal Railroad Administration (FRA) announced $5.3 billion in investment through the National Railroad Partnership Program, which funds rail projects that will enhance safety, upgrade critical infrastructure, and purchase new trainsets for Amtrak.

- Specifically, the grants will close over 30 grade crossings and upgrade over a thousand with new infrastructure and technology; purchase 43 trainsets to replace Amtrak's aging fleet in high-demand corridors; and overhaul 41 locomotives currently serving Amtrak's Midwest and Pacific routes.

- FRA received 103 eligible applications from 78 individual applicants who requested a total of $11.65 billion in funding. It awarded $5.3 billion in funding to 41 projects, with 23 states directly benefiting from project selections.

- The full list of awards can be found here.

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 JPB Board of Directors Meeting
Subject:	**Receive Update on Guadalupe River Bridge Project**

☐ 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 Guadalupe River Bridge Project-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

Due to unforeseen challenges that resulted in project delays and increased costs, the Guadalupe River Bridge Replacement Project concluded a project reset with a revised budget, schedule, and funding plan. In June 2025, the JPB approved staff's request for additional $107,691,005 to complete the Project, bringing the revised Project budget to $171,389,598. The JPB also authorized a bus bridge agreement with Santa Clara Valley Transportation Authority (VTA) when service is interrupted due to construction.

The Executive Oversight Committee, convened by Executive Director Bouchard, continues to meet regularly, providing additional project oversight and making recommendations regarding Caltrain's responses to the resource agencies, including reviewing and proactively implementing improvements to internal processes and controls for current and future projects.

Staff successfully completed first dry season (June 2025-October 2025) construction and first winter season work. The second dry season work is in progress, and Bridge Construction will complete within the second dry season by October 2026. Staff have committed to providing monthly updates to the Technology, Operations, Planning, and Safety (TOPS) Committee through a monthly progress report. This report will ensure full transparency on key aspects of the Project, including project highlights, Habitat Mitigation Management Plan (HMMP) work, project cost, schedule, change orders, issues, and top risks. Each monthly report will be included in the JPB board packet, making it accessible to all board members and the public.

Monthly Update

See attached August 2026 Monthly Progress Report.

Budget Impact

There is no impact to the budget impact from receiving this status report.

Prepared By:	Sherry Bullock	Deputy Executive Director, Engineering, Capital and Modernization	09/10/2026

Guadalupe River Bridge Replacement Project (GRBRP)

Executive Monthly Progress Report

August 31, 2026

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

Caltrain will extend and replace two bridges over the Guadalupe River in The City of San José (Santa Clara County) just north of Caltrain Tamien Station. The Project is technically and logistically complex due to the age of the existing structures, their geographical location over a river, and the need to obtain and comply with multiple permits issued by various federal, state, and regional agencies.

The Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1"), a partial replacement, including seismic improvements, of the southbound bridge (Main Track Bridge 2 or "MT-2") and modifications to the existing Guadalupe River channel. The improvements address the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability. The Project will enhance surrounding aquatic and upland habitats on the Project site, will purchase habitat credits from the Santa Clara Valley Habitat Agency and will partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek to satisfy mitigation requirements resulting from the environmental impact arising from the Project.

1.2 Background and Recent Accomplishments

In 2023, Caltrain completed demolition and extension of the MT2 bridge, relocation of all signaling cables from the MT1 bridge to the new MT2 bridge, relocation of all privately-owned utilities from the MT1 bridge to the new MT2 bridge and placement of the new MT2 bridge into passenger service. Due to constructability issues with the existing environmental permits, the construction work was paused in 2024 while Caltrain worked to amend the environmental permits to align with the revised approach for completing the project.

While the Construction work was paused, Caltrain issued three limited notices to proceed (LNTPs) to Walsh in February 2025.The LNTPs enabled Walsh to begin fabricating materials (e.g., rebar and casings), procure pipes for river diversion, and mobilize workers, subcontractors, and equipment to commence work on June 15, 2025. Caltrain completed a thorough assessment of all aspects of the program including cost, schedule, risks, and organization and completed a global settlement with the Construction Contractor. Caltrain received JPB board approval for the re-baselined project budget and schedule in June of 2025. Upon receipt of the amended permits, Caltrain provided notice to proceed (NTP) to Walsh to resume construction in June 2025.

Walsh successfully completed the 2025 dry season and wet season work, achieving the MT1 bridge critical work as well as MT2 seismic retrofit foundation work; however, completion was delayed due to nesting bluebirds within the project limits in June 2025. Walsh Construction, in coordination with the Caltrain project team, evaluated and implemented several recovery options to minimize the schedule impacts. The Project is on track to achieve the overall project completion target of March 2027.

In the month of August 2026, Walsh continued with the 2nd dry season construction work with the river diversion in place. Significant progress included completion of MT2 retrofit foundations, which completes all bridge work requiring in channel access. Other work includes waterproofing of the MT1 bridge deck, ongoing excavation for the river channel expansion and placement of habitat restoration scope in the river channel. Walsh also focused efforts on maintaining sitewide erosion control measures.

The remaining work for completion of the MT1 bridge, track embankment, widening the Guadalupe River channel, and implementing environmental mitigation in the form of habitat restoration and enhancements as part of HMMP on-site work will continue through the remainder of the dry season. The construction is on schedule to achieve interim Milestone 2 for completion of all in channel work by October 15, 2026. UPRR has been kept informed that MT1 will be available for track construction starting on September 15th, project team will continue coordination with UPRR on work planning to confirm a start date. Construction activities outside of the channel, including HMMP plantings, site restoration and demobilization will continue up to the Substantial completion milestone in March 2027.

1.3 Resource Agency Permitting Status

The team worked with the resource agencies and secured revised permits for the Project in time to commence construction on June 15, 2025, the beginning of the 4-month "dry" construction season, followed by limited construction activities in the "wet season" (October 15, 2025 – June 15, 2026) and the 2026 "dry season". The following permits were received, including conditions and mitigation requirements:

- San Francisco Bay Regional Water Quality Control Board (RWQCB) revised 401 Water Quality Certification
- U.S. Army Corps of Engineers (USACE) Section 404 reverification and the existing 408 permit is sufficient for Caltrain to resume bridge construction
- The California Department of Fish and Wildlife (CDFW) 1600 Streambed Alteration Agreement.
- Santa Clara Valley Water District (SCVWD) bridge construction encroachment permits extension and amendment.

To ensure successful completion of the work during the 2026 dry season, the team conducted multiple constructability, sequencing, and risk-reduction workshops with the contractor and environmental team to carefully evaluate lessons learned from the 2025 dry season and identified opportunities to further minimize environmental impacts while improving schedule certainty. Through this process, staff identified several refinements to the approved construction approach that are intended to reduce in-water work duration and avoid unnecessary disturbance. Several of these measures required amendments to the Resource Agency Permits, all of which were received in May 2026 before the dry season began.

The Onsite Habitat Mitigation Management Plan (HMMP) was initially provided to agencies for review in July of 2025. The HMMP was then revised substantially due to comments from SCVWD and the regulatory agencies. The HMMP covers details of the proposed on-site mitigation and off-site mitigation required to address impacts of project construction. The following are highlights of recent habitat mitigation efforts:

- On site HMMP package was revised to address all previous comments and re-submitted for agency review on February 20, 2026.
- In April and May 2026, all environmental permitting agencies completed review and provided required approvals for the onsite HMMP construction to proceed

onsite in the 2026 dry season.
- Remaining HMMP topics will still need to be resolved with RWQCB relating to calculation of impacts and total mitigation requirements. Caltrain will continue to work with RWQCB to expedite resolution of this topic.

Offsite compensatory mitigation was selected through the Santa Clara Valley Habitat Agency (Habitat Agency) and the Mid-Peninsula Open Space District (Midpen).

- Once the onsite HMMP topics are resolved with RWQCB, JPB will prepare a Project Mitigation Summary Memo detailing the mitigation offered to offset habitat impact due to the project construction. This memo will be distributed to all agency partners.
- JPB is developing a Participating in Special Entity (PSE) agreement through the Habitat Agency to achieve a portion of the required mitigation credits. This agreement will be finalized after the agencies have approved the revised HMMP.
- Midpen Board approved the Hick's Creek Mitigation project on July 9th, 2025
    - A Cooperative Mitigation Agreement between Midpen and JPB that was approved by the JPB in August 2026 along with a third CEQA Addendum that is needed to capture the Offsite Mitigation offered by the project. Midpen will present the Mitigation Agreement to the Midpen board in September.
    - In April 2026, the final design for the Hick's Creek was completed, and staff continues to work with regulatory agencies to gain permit approvals.
    - Permit applications were all submitted in early August.
    - JPB and FTA are working to complete a NEPA re-evaluation for Offsite Mitigation.
    - Staff is preparing IFB documents will continue to work with Contracts and Procurement Staff to prepare advertisements for construction contract procurement in fall 2026.

1.4 Project Cost and Budget

On June 5, 2025, the JPB board approved to amend the Guadalupe River Bridge Replacement Project Budget from $63,698,593 to $171,389,598. As of August 2026, the project is within budget:
- The current project total cost at completion (EAC) is the same as the Board approved budget of $171.38 million.
- As of August 2026, the project cost is on track to be completed within the approved budget.
- Caltrain and Walsh have continued to review and update the project risk register to evaluate risk allowance projections for the remainder of the project.
- To date, there have been $3,817,417 in drawdowns to the Contractors Risk Allowance.
- Approximately $1,318,218 in costs for risk items in the 2026 dry season have been submitted by Walsh Construction and are currently under review. The CM Team will work with Walsh to mitigate these costs to the extent feasible.
- In addition to the costs submitted to date against the risk pool, Walsh is forecasting an additional balance of approximately $3M will be needed to finish the project.
- The risk allowance pool will be increased for an additional estimated amount of $4M to account for the 2026 dry season costs submitted to date and the projected risk items to complete the project.

- Once the current $4M risk pool balance is exhausted, a change order will be issued to increase the contract for the cost of the remaining risk items. The change order will draw from, but not exceed, the budgeted construction contract contingency.
- No drawdowns to the project contingency of $8.8 million.

1.5 Project Progress and Schedule

As of August 31, 2026, the overall bridge construction completion is at 82%, and the current project schedule is still on track with the contractors' substantial completion date of March 2027 for Bridge Replacement and Habitat Mitigation work on the Guadalupe Bridge Site. Additional work will be ongoing through 2027 for completion of an offsite habitat mitigation project at the Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

Near the end of July, a bird nest on the project impacted access and progress on a limited scope of habitat restoration activities. The birds have fledged the nest as of the first week of August. The presence of the bird nest will not impact in channel work completion schedule as Walsh has been able to re-sequence activities to work around the exclusion zone established by the project biologists.

1.6 This Month's Accomplishments

The project team has completed the following notable activities for the month of August 2026:

- Ongoing supervision and maintenance of the River Diversion system including temporary diversion lines and pumps, 36" gravity flow pipes, cofferdams and active treatment system (ATS).
- Continued to remove temporary sheet piles installed for wet season construction.
- MT1 Bridge Construction:
  - Preparation for and installation of the bridge deck waterproofing system.
- MT-2 Bridge Construction:
  - Final concrete pours for MT2 piers 3 and 4 retrofit foundations – established completion of all in-channel bridge construction.
- Continued mass excavation for river channel and continued installation of habitat restoration scope per the HMMP design.
- Worked to finalize HMMP Planting costs with Walsh subcontractor, Marina.
- Finalized cost estimates for the Willow Access Scope and determined the work would not proceed under the Walsh contract.
- Continued to work with Walsh construction to develop risk mitigations for remaining risks and refine risk pool allowance for completion of the project.
- Hosted monthly update meeting with the Environmental Permitting Agencies, including FTA.
- Hicks Creek offsite mitigation project
  - Finalized design and submitted permit applications.
  - Finalized Cooperative Mitigation Agreement and all attachments with MidPen staff in preparation for the MidPen board approval in September.
  - Continued development of IFB package and coordination with Contracts and Procurement staff.
  - Worked with consultant staff KMC to develop a draft construction cost estimate.

1.7 Upcoming Work

For the next month, the Project team will be focusing on the work below:

- Continue MT-1 bridge handrails, platforms, HMAC deck and ballast placement in preparation for turnover to UPRR for track construction.
- Continue channel grading and other HMMP related work.
- General SWPPP & site maintenance.
- Continue to work with SCVWD to resolve future license agreement for use of land for HMMP installations.
- Continue to work with RWQCB to finalize HMMP credit discussion.
- Continue to work toward regulatory agency permit approvals for Hick's Creek.
- Gain JPB Board approval for Cooperative Mitigation Agreement with MidPen as well as CEQA approval.
- Hold standing monthly status meetings with the Environmental Permitting Agencies.
- Hold quarterly status meeting with all three funding agencies in September.

1.8 Risk Management

As of August 2026, the top critical items and related actions are listed below.

Table -1. Key Risks and Actions

Risk Descriptions	Mitigation Actions
Bird nesting impact to construction work	• Bird deterrents were installed on new bridge structures to prevent nesting over the 2025-2026 wet season. • Walsh advanced all contract required tree removals in 2025 dry season to eliminate locations for nesting birds. • Biological monitors increase site monitoring during bird nesting season to prevent development of new nests. • Gained approval from permitting agencies for modifications to the planned work that will mitigate nesting bird impacts and reduce schedule risk in 2026 dry season. • Gained permissions from Regulatory Agencies to perform advanced pruning activities in potential bird nesting locations that could affect the 2026 dry season work area. • Although these mitigation actions were implemented, a bird nest still formed on the site in July 2026. The team has worked with Walsh Construction to re-sequence work and accelerate to recover the lost time caused by the bird nest • In late August bird nesting season concluded and the project will complete before the next bird nesting season so this risk will be retired moving forward.
Work needed to execute construction may deviate from what is permitted, specifically the river diversion methods for 2026	• Ongoing collaboration with Walsh Construction, Construction Management Staff and Caltrain Environmental staff to hold regular bi-weekly workshops to review site conditions and develop work plans for the 2026 dry season river diversion installation and removal that incorporate lessons learned from 2025 river diversion implementation. • Work with Walsh Construction to evaluate 2026 river diversion implementation risks and potential mitigations to ensure work can be completed in 2026 dry season work window. • Work with the JPB environmental team to evaluate potential risk mitigations and propose modifications to the regulatory agencies.

	• In August 2026, held several workshops to review the methods for removal of the river diversion and restoration of river flow to confirm adherence to permit conditions.
Unpredictable Water or weather conditions	• River Diversion designs incorporate appropriate capacities to handle expected water levels. • Monitoring forecast to allow time to sufficiently prepare for weather events, especially during river diversion removal phases. • Response plan was developed with Construction Contractor to mitigate “over-topping” of river diversion in case of weather event that will affect water levels in river. • Adjusting schedule to pause construction activities to avoid forecasted weather that could result in high flows and impacts to environment.
Reductions to onsite HMMP require additional mitigation that cannot be achieved with the current Hick’s Creek Offsite mitigation project	• Identified other options for offsite mitigation opportunities, should they be needed. • Working with HMMP consultant staff to review “as-built” impacts and refine calculations to assure accurate measure of impacts causing mitigation needs.

2.0 SAFETY

Walsh Construction provides a full-time safety manager on the project who oversees and implements the Health and Safety program for the project. Walsh's safety manager continues to provide relevant training, host safety meetings, safety related inspections, reporting and managing responses to safety issues. This role will continue for the duration of the project.

Walsh reports the following safety activities for the month of August 2026:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
August 2026	6,554	61	15	18	0	2
Cumulative (from June 2025)	87,840	475	473	463	11	42

Safety Event Synopsis:

1. 08/18/26 - Internet Line: Property Damage. Internet line on McLellan Ave. by truck's automatic tarp system retracting.
2. 08/19/26 - Form Stripping: First Aid. Employee cut hand on wood concrete form as it fell ~4' into a man basket.

There are no OSHA reportable incidents and no Caltrain ROW incidents.

Definitions:

Incident: Any event occurring on or in the vicinity of the Work Site involving personnel, property or equipment associated with the Work which results in personal injury to any person or damage to any property.

Close Call: Any event resulting in no injury or no damage, but which had potential to result in injury or damage to persons or property.

Observation: The act of watching and recording specific workplace activities, conditions, and behaviors as they occur. The intent is to identify safe and unsafe actions, conditions, and positive safety behaviors, with the goal of preventing incidents before they occur. The process is driven by behaviors, actions and workspace conditions observed by the person(s) conducting the observation.

Inspection: The act of conducting a specific or multiple element job site evaluation of a workplace, equipment, or operational process aimed at identifying potential hazards, ensuring compliance with safety regulations, and promoting a safe working environment. Typically, a checklist based upon regulatory standards is used during the process.

3.0 PROJECT SCHEDULE

3.1 Introduction

The JPB has approved project re-baseline schedule as part of project reset with a Substantial Completion date of March 03, 2027, and Final Acceptance of March 31, 2027. The off-site habitat mitigation work will carry through 2027 for completion at Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

As of August 31, 2026, the overall delay to the critical path is 0 days. The contractor re-sequenced dry season work to minimize schedule impact caused by bird nesting in the 2025 dry season. Bridge Construction will be completed in two dry seasons.

Milestone 1 (MT-1 Installation of Steel Girder Span 2) was completed on time on September 25, 2025.

3.2 Re-Baseline Schedule

Guadalupe River Bridge Replacement (GRBR) project re-baseline schedule was established. The following are the status of major Milestones as of August 31, 2026.

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	Completed
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/25/2025A	Completed
2025-2026 Wet Season (outside of river channel) • MT1 Foundation and Super Structure • MT2 Pier 4 Work	01/23/2026 (For Concrete Girders)	06/01/2026	Completed
2026 Dry Season—Milestone 2 (All in-channel work) • MT1 Deck & Finishes • MT2 Finishes	10/15/2026	10/15/2026	On Track
2026-2027 Wet Season-Complete Final Planting – On-Site Mitigation	02/09/2027	02/09/2027	On-Track
Substantial Completion	03/03/2027	03/03/2027	On-Track
Completion of Off-Site Mitigation	12/27/2027	12/27/2027	On-Track

Table 3-1. Re-baseline Schedule

3.3 Critical Path Analysis

The critical path goes through MT1 Abutments 1 and 5 works before linking to MT2 Piers 2, 3 and 4 retrofit. The critical path continues through the 2026 dry season and includes completing the remaining MT1 and MT2 bridge work, and final HMMP work.

4.0 COST AND BUDGET

4.1 Introduction

The JPB approved a revised Project budget of $171.38 million. Table 4-1 depicts a summary level of project budget, costs, and estimate at completion based on the latest project cost update as of August 31, 2026.

4.2 Project Budget and Cost

Table 4-1. Budget Summary by Project

Description of Work	Current Budget (A)[1]	Cost This Month (B)[2]	Cost To Date (C)[3]	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Guadalupe River Bridges Replacement	$171,389,598	$4,914,054	$119,800,764	$51,588,834	$171,389,598	$0
GRB TOTAL	**$171,389,598**	**$4,914,054**	**$119,800,764**	**$51,588,834**	**$171,389,598**	**$0**

[1] Column A "Current Budget" includes re-baseline and executed change orders and awarded contracts.
[2] Column B "Cost This Month" represents the cost of work performed this month.
[3] Column C "Cost to Date" includes actual (amount paid) and accruals (amount of work performed) to date.

Table 4-2 depicts project budget, costs, and estimate at completion summarized by major elements of work. This budget table provides additional details for the project and is broken down by major work elements for the project, minor contracts, environmental, designer, project management oversight, HMMP and other indirect support costs.

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget (A)	Current Budget (B)	Cost This Month (C)	Cost To Date (D)	Estimate To Complete (E)	Estimate At Completion (F) = (D) + (E)
Walsh Construction Contract	$89,787,026	$89,787,026	$3,539,359	$72,731,434	$17,055,591	$89,787,026
Design Services during Construction	$2,312,930	$2,312,930	$31,791	$1,636,708	$503,292	$2,140,000
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	$14,124,097	$13,753,300	$272,001	$10,178,158	$3,476,266	$13,654,424
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	$12,250,000	$12,620,798	$25,000	$526,131	$11,942,118	$12,468,250
Management Oversight & Support	$23,180,900	$23,180,900	$531,009	$17,538,566	$5,078,132	$22,616,698
Others (TASI & Bus Bridge Support, ICAP)	$16,834,453	$16,834,453	$514,895	$11,913,820	$4,705,590	$16,619,410
PRIOR COSTS - Planning/Engineering & CalMod Improvements	$5,275,945	$5,275,945	$0	$5,275,945	$0	$5,275,945
Contingency	$7,624,247	$7,624,247	$0	$0	$8,827,845	$8,827,845
Grand Total	**$171,389,598**	**$171,389,598**	**$4,914,054**	**$119,800,764**	**$51,588,834**	**$171,389,598**

4.3 Contractor's Risk Allowance Pool

Caltrain and Walsh continued to implement new mechanisms to support a collaborative approach to project delivery. The parties jointly completed a detailed review of project risks and mitigation strategies, acknowledging that certain risks may materialize under specific conditions. To address this, both parties agreed to establish an allowance pool to cover additional costs related to risk mitigation following the start of construction in June 2025.

As part of the global reset, a $4 million Risk Allowance Pool was created to proactively and collaboratively manage risks with the contractor. This pool is intended to compensate the contractor for additional costs incurred if identified risks are realized. Table 4-3 summarizes the current month's drawdown from the Risk Allowance Pool, the cumulative drawdown to date, and the remaining balance by risk category.

Table 4-3. Risk Allowance Pool Status as of August 2026

Risk Allowance Pool Category	Risk Amount	Current Month*	Executed to Date	Remaining Balance
Differing Site Conditions	$390,750		$86,012	$304,738
Bird Deterrent Mitigation	$250,000		$153,158	$96,842
Permit Requirements	$1,000,000	$120,426	$966,874	$33,126
Track Access Impacts	$360,000	$51,033	$307,548	$52,452
Water Management	$250,000	$0	$0	$250,000
Warehouse Storage	$297,000	$0	$66,925	$230,075
Isolation Casings	$600,000	$0	$448,551	$151,449
Phytophthora Management	$750,000	$121,143	$1,047,628	$(297,628)
Contingency	$102,250	$15,687	$740,721	$(638,471)
Total	**$4,000,000**	**$308,289**	**$3,817,417**	**$182,583**

*Current month request under review for approval

In addition to the established Risk Allowance Pool with Walsh, the re-baseline budget includes a project contingency of $7.6 million to cover potential changes and unknowns not related to Walsh. As of August 2026, the total project contingency remains $8.8 million. Table 4-4 summarizes the current remaining and contingency forecast balance as of the latest monthly update.

Table 4-4. Overall Project Contingency

	Project Contingency		
	Allocated (A)	Unallocated (B)	Subtotal C = (A+B)
Project Contingency	$7,624,247	$1,203,598	$8,827,845
Drawn Contingency	$0	$0	$0
Remaining Contingency	$7,624,247	$1,203,598	$8,827,845
Pending Changes	$0	$0	$0
Forecasted Remaining Contingency	$7,624,247	$1,203,598	$8,827,845

4.4 Contract Incentives

The Global Re-set included incentives based on Early Interim Milestone Completion. Table 4-5 provides a status of Contractor incentives Budgeted, Awarded, and remaining Balance. There is $420,000 drawn from contract incentives as of August 2026.

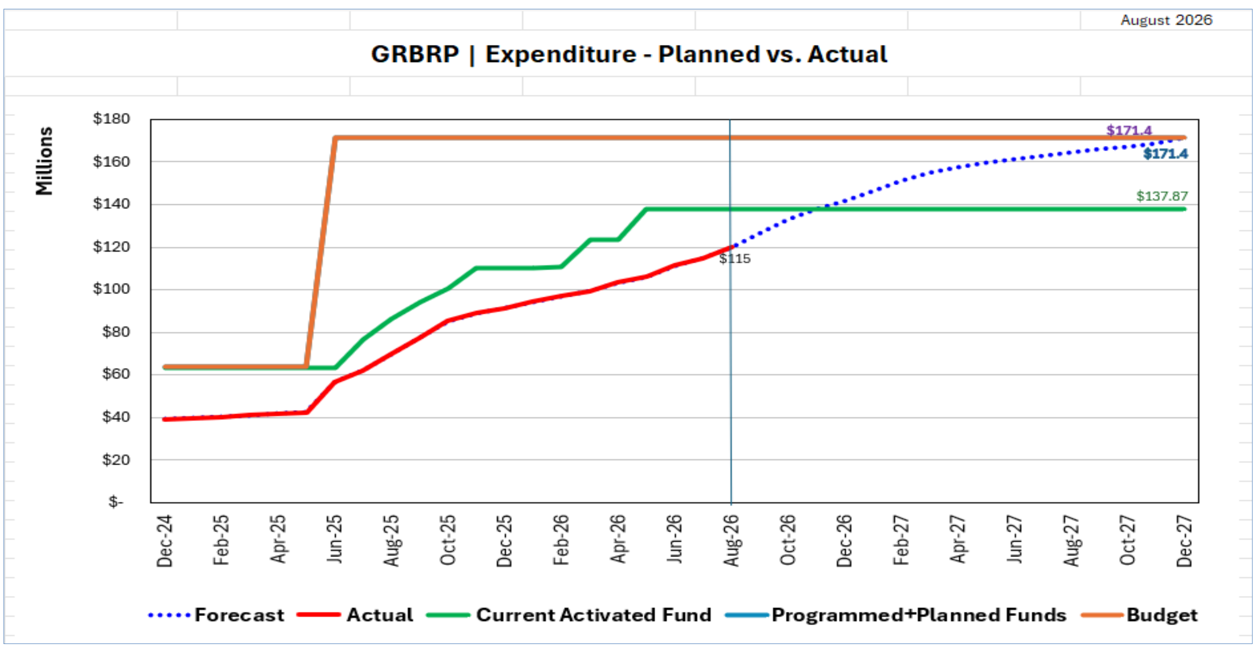
Table 4-5. Construction Contractor Incentives

Incentives	Budgeted (A)	Awarded (B)	Projected Remaining to Award (C)	Projected Balance Remaining (D)=(A)-(B)-(C)
Interim Milestone				
Install Steel Girders on MT1 Span 2	$540,000	$420,000	$0	$120,000
In-Channel Work	$540,000	$0	$540,000	$540,000
Total Contract Incentive	**$1,080,000**	**$420,000**	**$540,000**	**$660,000**

4.5 Project Cash Flow and Funding

The remaining project expenditures are cash flowed in Figure 4-1.

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

Table 4-7. Cost and Funding Issues Identified, and Actions Taken for August 2026

Issues	Actions
Funding allocations and activation may not align with the timing of project cash flow needs	Staff are coordinating funding allocations from partner agencies (SMCTA and SFCTA) with project cash flow. Staff are mitigating the risk of cash flow gaps by structuring drawdown schedules around the most conservative funding availability and using Capital Reserve as a buffer to balance funding lags.

5.0 CHANGE MANAGEMENT

5.1 Introduction

The change management process establishes a formal administrative work process associated with the initiation, documentation, coordination, review, approval, and implementation of changes during the design and construction of GRB. The change management process accounts for the impacts of the changes and ensures prudent use of contingency.

5.2 Construction Change Orders / Risk Allowance Pool

5.2.1 Executed Risk Allowance or CCO Items

- CCO-030 – Global Re-set Change Order
- CCO-031 - Utility Services (Owner's Field Office)
- CCO-032 - Suspension of DBE Requirements
- CCO-033 – Unforeseen Demolition for MT-1 Solid Bent
- CCO-034 - Unanticipated COZEEP Requirements
- CCO-035 - Caltrans Property Fence
- CCO-036 – Phytophthora Management
- CCO-037 - Isolation Casing Changes
- CCO-038 – Offsite Refueling
- CCO-039 - Surface Water Sampling
- CCO-040 - Overnight Maintenance and Watch for Pumps, ATS, and Site
- CCO-041 - Offsite Refueling from November 2025 through February 2026
- CCO-042 – Dry Season Risk Allowance Item Settlement: CCO-042 was issued to capture the following outstanding risk allowance items resulting from the 2025 Dry Season Construction:
    - 2025 Dry Season Impact – Measured Mile Analysis compensates the Contractor for all inefficiencies including, but not limited to the following: Schedule delays, Nesting Western Bluebird, Crotch's Bumble Bee Surveys, Winterization Acceleration, Sept and Oct 2025 storm events, and all other costs occurring before 10/20/2025.
    - Additional Environmental related support costs.
    - Excavation and turbidity limits that impacted River Diversion implementation.
    - Removal of unforeseen objects such as a fallen tree and subsurface boulders.
    - Additional ATS and TPH Filters.
    - Standby costs for drilling subcontractor.
- June 2026 Allowance Draw
    - Phytophthora Management for 2025-2026 Wet Season
    - Bat Mitigation Measures
    - Bird Deterrent Measures
    - MT1 Temporary Shrinkage Steel
    - HWY 87 Supplemental Lane Closures
- July 2026 Allowance Draw
    - Phytophthora Management for 2025-2026 Dry Season
    - 2026 Dry Season After Hours Refueling of Generators and Equipment
    - HWY 87 Supplemental Lane Closures

5.2.2 Approved Risk Allowance or Change Order Items:

- The following risk item forward pricing was approved in the month of August.
  - 2026 Dry Season After Hours Refueling of Generators and Equipment
  - Phytophthora Management in 2026 Dry Season

5.2.3 Upcoming Risk Allowance Items or Change Orders:

- In addition to the approved risk allowance items above, Caltrain staff and Walsh construction evaluated potential future risk allowance items that will increase the risk allowance balance to include:
  - Fuel cost increases
  - Increase in excavation quantities beyond GCCO estimated values
  - Additional costs for river diversion beyond the baseline assumptions
  - Scrub Jay Bird Nest Impact in 2026 Dry Season
  - Unforeseen Groundwater Presence in bridge pier foundations
  - Bird Deterrent additional scope.
  - Increase in Hazardous Waste Volume.
  - Additional costs for Traffic Control on Hwy 87.

The forecast for the increased risk allowance balance needed to complete construction is approximately $3.8 million in addition to the original Risk Allowance Value of $4 million. Final risk allowance amount is still under review and will require Management Approval. This increase in risk allowance will utilize contingency allocated to the Construction Contract and will not impact on the project budget.

- Pending Potential Change Orders:
  - Willow Access Road Construction – will not proceed under Walsh contract.
  - HMMP GCCO Item 3 Cost Reconciliation –
    - The GCCO established a $7.3M “allowance” for the HMMP scope of work as the HMMP design was not yet final at the time of the GCCO Settlement.
    - The costs of the HMMP scope were finalized with Walsh and their planting subcontractor for a total of $6,254,558.
    - A change order will be issued to reflect the final GCCO item 3 price.

5.3 Issues

Table 5-1. Change Management Issues Identified, and Actions Taken for August 2026

Issues	Actions
Valley Water added an unexpected permit condition restricting fueling at the very last minute before construction began in 2025. The fueling restriction VW property was not included in previous permits.	• Worked with Walsh to develop fueling plans for approval by JPB for fueling non-mobile equipment within JPB ROW. • Developed plans with Walsh to avoid potential impacts on productivity to allow Walsh to perform fueling of mobile equipment after work hours cease each day. • Use of risk allowance to compensate Walsh for work that is beyond baseline assumptions.

Valley Water permit conditions and measures required for mitigation for the spread of Phytophthora.	• To prevent spread of Phytophthora onto and off of the site, truck washing is required causing impacts to productivity. • To assure full compliance with permits in 2025, JPB directed Walsh to include truck washers and gate guards at each site entrance point. With the 2026 season, there will be additional site access points further increasing the need for more truck washers and gate guards. • To mitigate the cost exposure for this site condition and permit requirement, the JPB staff and contractor evaluated non-labor intensive methods for phytophthora controls. Due to timeline for approval of alternatives by the regulatory agencies, these alternatives were abandoned. Caltrain and Walsh will work to manage the labor efficiently through construction.

Peninsula Corridor Joint Powers Board
Community Advisory Committee
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of September 16, 2026

Members Present:	William Abbott, Madeeha Ayub, Kristopher Linquist, Tyler McDowall (Alternate), Melody Pagee, Rohit Sarathy, Mark Thurber, Peter Wickman (Alternate), Adrian Brandt (Vice Chair), Patricia Leung (Chair)
Members Absent:	Rosalind Kutler
Staff Present:	N. Atchison, S. Bullock, T. Burgwyn, A. Feng

1. **Call to Order**
Chair Patricia Leung called the meeting to order at 5:40 pm.

2. **Roll Call**
CAC Secretary Alice Feng called the roll and confirmed a Committee quorum was present.

3. **Introduction of New CAC Member**
   - Melody Pagee - San Mateo County

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

5. **Approval of Meeting Minutes for August 19, 2026**
Motion/Second: Pagee/Ayub
Ayes: Abbott, Ayub, Linquist, McDowall, Pagee, Sarathy, Thurber, Wickman, Brandt, Leung
Noes: None
Absent: Kutler

6. **Public Comment for Items Not on the Agenda**
Roland commented on Caltrain service, project costs, and private operation of the rail alignment between Gilroy and Emeryville.

   Jeff Carter commented on the Public Hearing Room setup, train announcements, bike car seating, restroom availability, and recent service delays.

7. **Report of the Chair**
Chair Leung stated there was no report.

8. **FY2026 Annual Ridership Report**
The Committee discussed the item which included the following:
- Automatic passenger count (APC) implementation and delays
- Fare gates at 4th and King Station
- Clipper discount cards and Next Generation Clipper
- Monday and Friday service levels and ridership
- Crowding and service frequency during peak periods

Public Comment
Jeff Carter commented on weekday and weekend service levels, 22nd Street Station ridership, Clipper data, and the availability of detailed ridership data and APCs.

Roland commented on passenger information system issues, APC implementation delays, and his proposal for private operation of the rail alignment.

9. **BEMU Update**
The Committee discussed the item which included the following:
- Planned BEMU operations between San Jose, Gilroy, and Salinas
- Passenger capacity and potential for future train expansion
- South County Connector funding scenarios and diesel fleet replacement
- Battery life, replacement costs, and future maintenance needs
- UPR testing and coordination requirements
- Wifi capabilities and battery-powered operation under overhead catenary
- Train motorization and resolution of electric multiple unit (EMU) wheel flat issues
- Potential costs for future BEMU trainsets and reduced development costs

Public Comment
Roland commented on BEMU capacity and seating limitations, South County transportation needs, potential battery-electric locomotive operations, and alternative service to Gilroy.

Jeff Carter commented on BEMU battery safety, South County double-tracking improvements, and the need for more frequent and bidirectional service to Gilroy.

10. **The Portal Update**
The Committee discussed the item which included the following:
- Master Cooperation Agreement and Full Funding Grant Agreement requirements
- Operations and maintenance funding and potential fare considerations
- Caltrain and California High-Speed Rail platform allocation
- 4th and King yard storage and coordination with the rail yard development project
- Future Caltrain service through Salesforce Transit Center

- Right-of-way (ROW) acquisitions and subsurface easements
- Potential impacts from building basements extending into the public ROW
- Tunnel sizing and ventilation requirements

Public Comment

Roland commented on alternative Downtown Rail Extension alignment, train box configuration, high-speed rail train length and egress concerns, and potential project costs.

Jeff Carter commented on Portal project history, future service capacity, train speeds, and travel time between 4th Street and Townsend Street and Salesforce Transit Center.

11. Staff Report

10.a. Customer Experience Task Force Update

10.b. JPB CAC Work Plan Update

The Committee discussed the item which included the following:

- South County Connector service cancellations, bus connections, and service frequency
- Conductor radio upgrades and transition to digital radios
- EMU restroom improvements and maintenance measures
- Grade crossing gate timing and PTC issues
- Fare inspection procedures, fare evasion data, and Clipper Next Generation
- Platform shade and shelter improvements at Sunnyvale Station
- Bicycle boarding decals and station placement
- Schedule coordination with Bay Area Rapid Transit (BART)

Public Comment

Jeff Carter commented on bicycle boarding decals, restroom availability, grade crossing gate malfunctions, ridership trends, early train departures, and passenger boarding procedures at 4th and King Station.

Member Linquist left at 8:07 pm.

12. Committee Member Requests

- Advancement of distance-based fare strategy and study
- Continued focus on bicycle theft prevention and security

13. Date/Time/Location of Next Regular Meeting: Wednesday, October 21, 2026 at 5:40 pm at 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.

14. Adjourn – The meeting adjourned at 8:21 pm.