Revised 11/2/2026 at 4:45 pm – Item 13 Materials added (Pages 57-61); Item 14 Action changed to Informational

BOARD OF DIRECTORS 2026

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SHAMANN WALTON

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

REVISED AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

November 05, 2026, 9:00 am

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

Alternate Location:
Santa Clara County
Board of Supervisors Office
70 West Hedding St, Hedding 1st Floor
Room A, San Jose, CA 95110

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

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

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.

November 05, 2026 - Thursday 9:00 am

All items to which Government Code section 84308 applies have been marked with an asterisk.

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

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

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Request to Change Order of Business
5. Public Comment for Items Not on the Agenda

   Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff reply.

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

6. Closed Session: Public Employee Performance Evaluation (Government Code Section 54957(b)(1): Executive Director and General Counsel
7. Closed Session: Threat to Public Service of Facilities – Cybersecurity ((Government Code Section 54957): Consultation with: Mehul Kumar, Chief Information and Technology Officer

PART III OF MEETING (REGULAR SESSION): 10:00 am estimated

8. General Counsel Report – Report Out from Above Closed Session (Verbal)
9. Report of the Executive Director — Informational
10. Consent Calendar

    Members of the Board may request that an item under the Consent Calendar be considered separately.

    10.a. Approval of Meeting Minutes for October 1, 2026 — Motion

    10.b. Adopt 2027 Peninsula Corridor Joint Powers Board (JPB) Board of Directors Meeting Calendar — Motion

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

11. Approve Caltrain Recommended Terms for the Proposed Diridon Station Program Construction Authority Enabling Legislation — Motion

12. Award a Contract to Outfront Media Group LLC for Train and Station Advertising Services for a Five-Year Base Term for a Minimum Annual Guarantee (MAG) Revenue of $10.75 Million, with Two One-Year Option Terms for Additional MAG Revenue of $5.25 Million — Resolution

13. Authorize the Submittal of an Application for San Mateo County Transportation Authority Cycle 8 Measure A and Measure W Pedestrian and Bicycle Program Funding** — Resolution

14. Receive State and Federal Legislative Update — Informational ~~Resolution~~

15. Reports

    15.a. Report of the Chair — Informational

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

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

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

16. Correspondence

17. Board Member Requests

18. Date / Time / Location of Next Regular Meeting: Thursday, December 3, 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

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

Information for the Public

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

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

Date and Time of Board and Committee Meetings

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

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at https://www.caltrain.com/about-caltrain/meetings for any updates or further instruction. **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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Executive Director's Monthly Report: October 2026

Executive Director Michelle Bouchard

Report prepared for November Board meeting; data current through September 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:

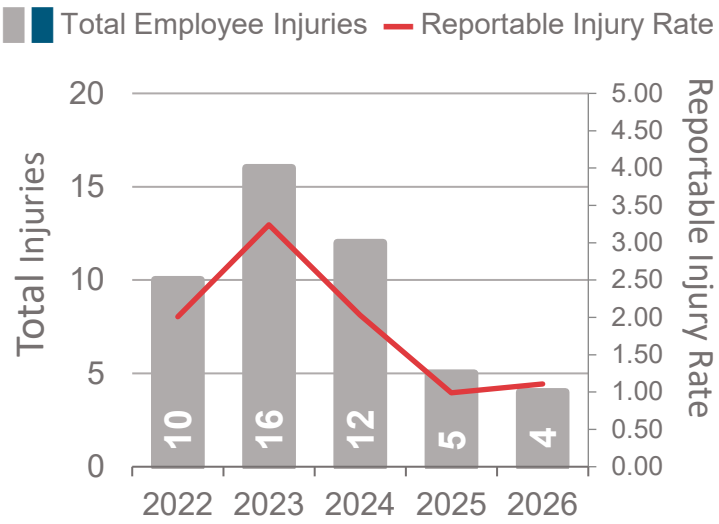
- ***Safety*** – First and Always.
- ***Excellence*** – In all that we do as a team.
- ***Resilience*** – Adapt to changing conditions and seize opportunities.
- ***Integrity*** – Stewards of public trust always doing what is right.
- ***Equity and Inclusion*** – Welcoming all makes a stronger Caltrain.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

Table of Contents

	Safety and Security	4
	Performance at a Glance	9
	On-Time Performance	10
	Delays and Cancellations	11
	Ridership and Revenue	12
	Maintenance Performance	21
	Service and Program Updates	24
	Communications and Marketing	26
	Capital Projects Update	30

Safety Updates – Injuries and Accidents

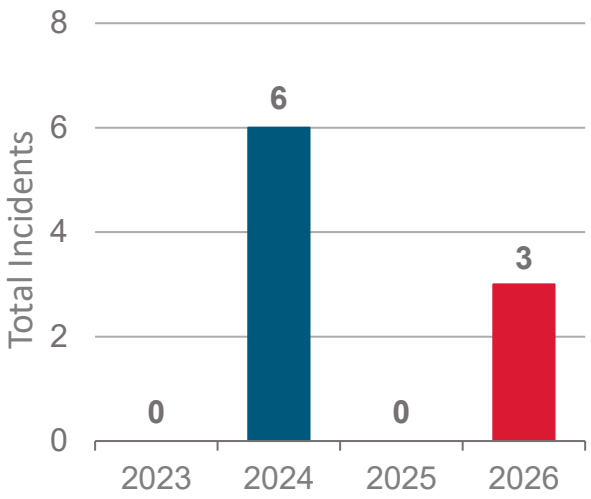
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full-time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain's cumulative RIR for calendar year 2026 is 1.11.

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 10/8/2026

Department	Days Without Injury	Date of Last Injury
Dispatch	2,325	5/27/2020
Operations	240	2/10/2026
Maintenance of Equipment	51	5/25/2026
Maintenance of Way	437	7/28/2025
Other	60	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 hosted a Safety and Quality Roadshow October 29 from 5pm to 9pm in San Francisco Yard for employees. Ongoing topics covered included "Why Safety is Important to Me" and issues effecting Quality.

Recent Engagement Activities

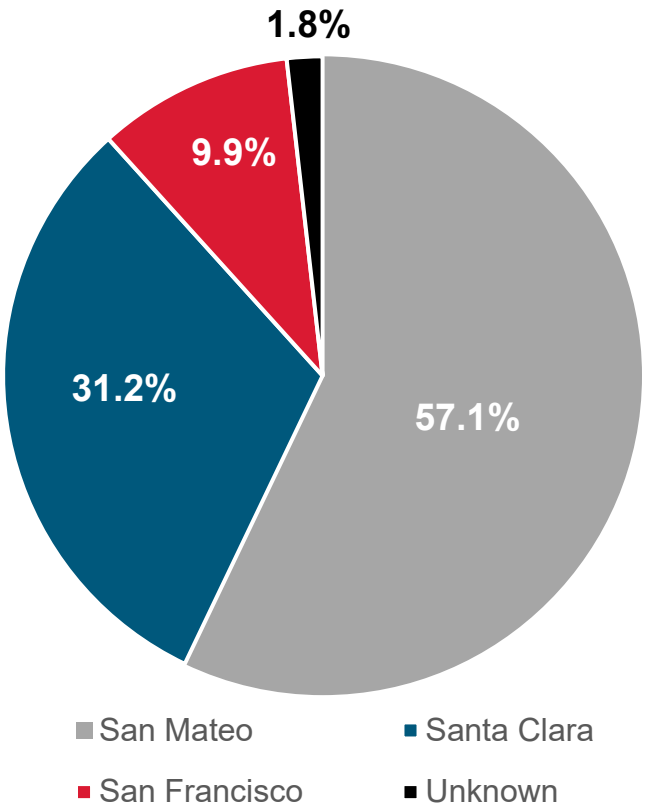
- **Employee Engagements**
  - Weekly Toolbox Talks, "Predictable Events"
    - 897 briefings led (September and October)
      - Challenging Familiarity, Remaining Vigilant
      - ADA/PNA Responsibility
      - Electrocution Hazards Focus
      - Good Faith Challenges/ Train Approach Warning
  - Safety Alert "Understanding 49 CFR Part 217
    - Monthly 72 Hr. Testing Blitz

- **Emerging Areas of Focus**
  - FAMES Alert – 4th Quarter Spike
    - Focused on 4th Quarter Industry Spike in MoW Fatalities
    - Application of On-Track Safety Procedures
  - Winter Freeze Engagement Cycle

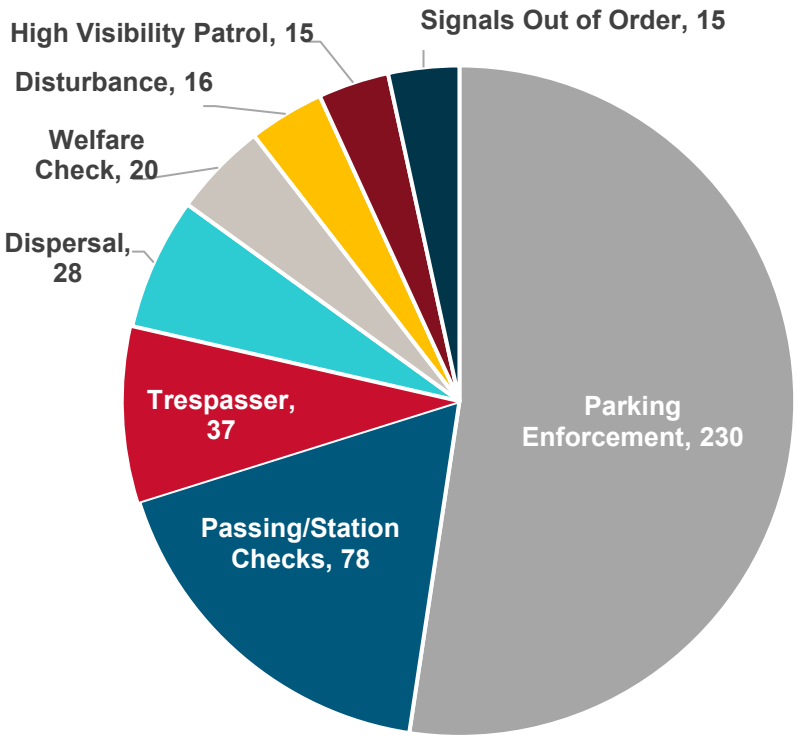
Security Update

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 September 2026



Number of Calls by Category September 2026



September 2026 Service Call Data

Overall Average Response Time: **28:48**
Average Response Time for **Priority 1** Calls***: N/A** (zero P1 calls in September 2026)
Average Response Time for **Priority 2** Calls****: 25:12**

*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 593 in July across 18 categories.
The pie chart shows the top 8 categories representing 439 calls or 74% of the total.

Corridor Crossings Strategy
Baseline Safety Enhancements
Weekly Status Report
(Solar Markers, Delineators, Striping Refresh)



Report #1 | Week Ending: 10/23/2026

Program Progress

41
Grade Crossings
Total in Program

Installation Progress

Solar Markers	Delineators	Striping Refresh
24%	10%	12%
10 of 41 Complete	4 of 41 Complete	5 of 41 Complete

1
of 41 Crossings
All 3 Improvements Complete

Weekly Activity

Work Completed
Up to 10/23

- See Crossing Completion Tracker on next page.

Work Projected
10/26 – 10/30

- Sunnyvale Avenue – Sunnyvale (Solar Markers & Delineators)
- Linden Avenue - South San Francisco (Solar Markers & Delineators)
- Center Street – San Bruno (Solar Markers & Delineators)
- Scott Street – San Bruno (Solar Markers & Delineators)

Projected Scheduling Caveat
Projected work locations for upcoming work windows are subject to change. Multiple factors can influence the ability to perform work at a specific location, including crew availability and permitting for striping. Most work will occur during the day (Monday – Friday) and 0800 – 0500; but some work is required or requested by the local jurisdiction to occur at night.

About the Baseline Improvements

The Corridor Crossings Strategy Baseline Improvements includes installing Solar Lane Markers and White Delineators at the edge of roadway and between adjacent tracks. Existing roadway striping and pavement markings will be refreshed.

The Solar Markers contain red LEDs which activate automatically at night. The combination of Solar Markers and Delineators have been found to reduce the incidents of vehicles turning onto the tracks and becoming stuck.

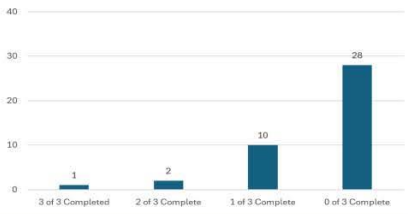
Additionally, existing striping and pavement markings are being refreshed to improve visibility and safety at all Caltrain crossings.



Deployment Status

Solar Markers	Delineators	Striping Refresh
Level of Completion	Level of Completion	Level of Completion
24%	10%	12%
10 of 41 complete	4 of 41 complete	5 of 41 complete
31 in progress	37 in progress	36 in progress

Crossing Status (41 Locations)



Implementation Spotlight

1. Churchill Avenue – Palo Alto



Solar Markers | Delineators | Striping Refresh

2. Alma Street – Palo Alto



Solar Markers | Delineators | Striping Refresh

Looking Ahead

Next Update
Week 11/02 – 11/06

What's Next
- Continue installation of Solar Markers, Delineators and Striping Refresh
- Secure encroachment permits for striping refresh
- Monitor progress and adjust schedule

SAFER CROSSINGS. A STRONGER CALTRAIN.

10/23/2026 | 1 of 2

Corridor Crossings Strategy
Baseline Safety Enhancements
Weekly Status Report
(Solar Markers, Delineators, Striping Refresh)



Report #1 | Week Ending: 10/23/2026

Crossing Completion Tracker

#	Crossing	City	Solar Markers	Delineators	Striping Refresh	Done
1	Mission Bay Drive	San Francisco	Complete	In Process	In Process	1/3
2	16th Street	San Francisco	Complete	In Process	In Process	1/3
3	Linden Avenue	South San Francisco	In Process	In Process	In Process	0/3
4	Scott Street	San Bruno	In Process	In Process	In Process	0/3
5	Center Street	Millbrae	In Process	In Process	In Process	0/3
6	Broadway (Burlingame)	Burlingame	Complete	In Process	In Process	1/3
7	Oak Grove Avenue	Burlingame	In Process	In Process	In Process	0/3
8	North Lane	Burlingame	In Process	In Process	In Process	0/3
9	Howard Avenue	Burlingame	In Process	In Process	In Process	0/3
10	Bayswater Avenue	Burlingame	In Process	In Process	In Process	0/3
11	Peninsula Avenue	Burlingame	In Process	In Process	In Process	0/3
12	Villa Terrace	San Mateo	In Process	In Process	In Process	0/3
13	Bellevue Avenue	San Mateo	In Process	In Process	In Process	0/3
14	1st Avenue	San Mateo	In Process	In Process	In Process	0/3
15	2nd Avenue	San Mateo	Complete	In Process	In Process	1/3
16	3rd Avenue	San Mateo	In Process	In Process	In Process	0/3
17	4th Avenue	San Mateo	In Process	In Process	Complete	1/3
18	5th Avenue	San Mateo	In Process	In Process	Complete	1/3
19	9th Avenue	San Mateo	In Process	In Process	In Process	0/3
20	Whipple Avenue	Redwood City	Complete	In Process	In Process	1/3
21	Brewster Avenue	Redwood City	In Process	In Process	In Process	0/3
22	Broadway (Redwood City)	Redwood City	In Process	In Process	In Process	0/3
23	Maple Street	Redwood City	In Process	In Process	In Process	0/3
24	Main Street	Redwood City	In Process	In Process	In Process	0/3
25	Chestnut Street	Redwood City	In Process	In Process	In Process	0/3
26	Fair Oaks Lane	Atherton	In Process	In Process	In Process	0/3
27	Watkins Avenue	Atherton	In Process	In Process	Complete	1/3
28	Encinal Avenue	Menlo Park	In Process	In Process	In Process	0/3
29	Glenwood Avenue	Menlo Park	Complete	In Process	In Process	1/3
30	Oak Grove Avenue	Menlo Park	In Process	In Process	In Process	0/3
31	Ravenswood Avenue	Menlo Park	In Process	In Process	In Process	0/3
32	Alma Street (Palo Alto Avenue)	Palo Alto	Complete	Complete	In Process	2/3
33	Churchill Avenue	Palo Alto	Complete	Complete	Complete	3/3
34	East Meadow Drive	Palo Alto	Complete	Complete	In Process	2/3
35	Charleston Road	Palo Alto	Complete	Complete	In Process	2/3
36	Rengstorff Avenue	Mountain View	In Process	In Process	In Process	0/3
37	Castro Street	Mountain View	In Process	In Process	In Process	0/3
38	Mary Avenue	Sunnyvale	In Process	In Process	Complete	1/3
39	Sunnyvale Avenue	Sunnyvale	In Process	In Process	In Process	0/3
40	Auzerais Avenue	San Jose	In Process	In Process	In Process	0/3
41	Virginia Street	San Jose	In Process	In Process	In Process	0/3

Scope	Complete	In Process	% Complete
Solar Markers	10	31	24%
Delineators	4	37	10%
Striping Refresh	5	36	12%
Total scope items	**19**	**104**	**15%**

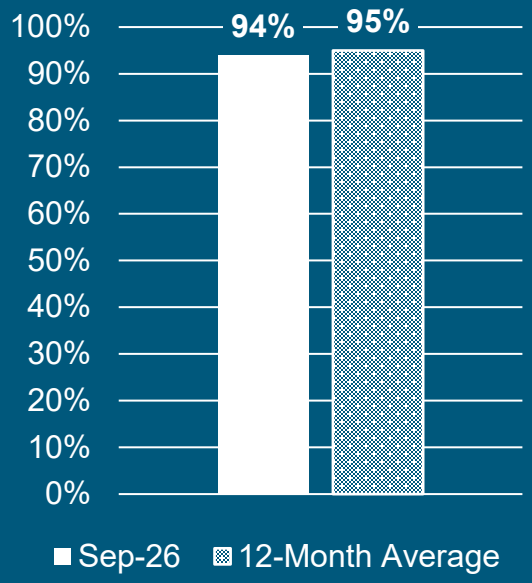
Crossing Status	Crossings	% of Total
3 of 3 complete	1	2%
2 of 3 complete	3	7%
1 of 3 complete	10	24%
0 of 3 complete	27	66%
Total crossings	**41**	**100%**

SAFER CROSSINGS. A STRONGER CALTRAIN. 10/23/2026 | 2 of 2

Performance at a Glance

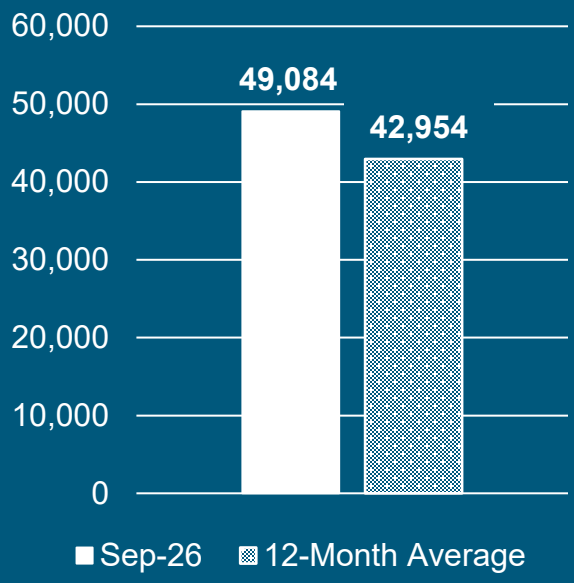
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



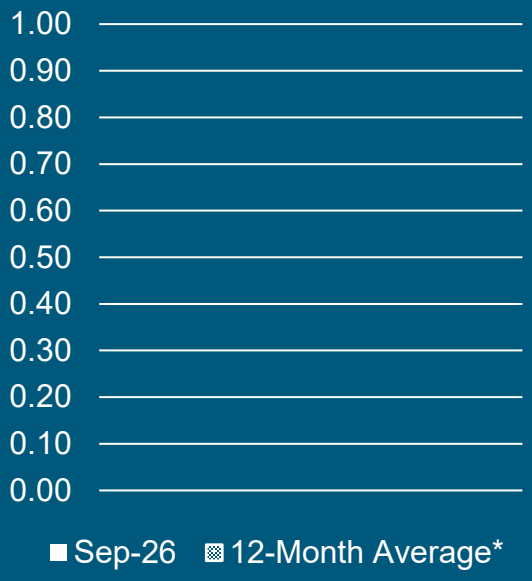
Average Daily Ridership

Average estimated weekday ridership



Farebox Recovery Ratio

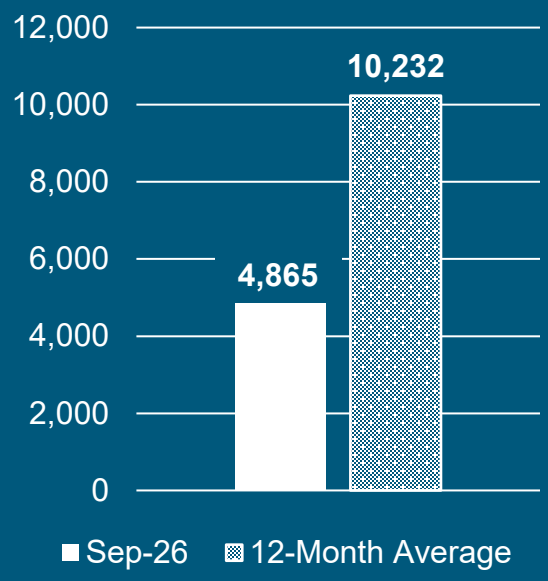
Ratio of fare revenue to operating costs



*Farebox Recovery Ratio information is temporarily unavailable. Metric to be updated next month.

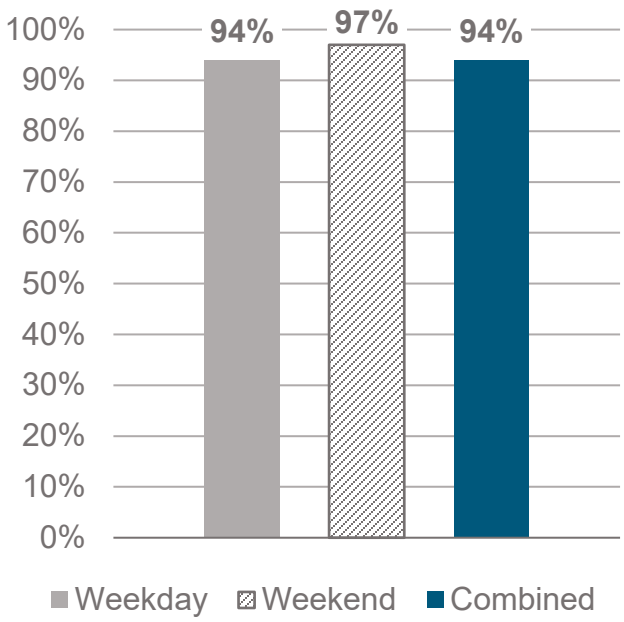
Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required



On-Time Performance

Performance This Month (Sep-26)

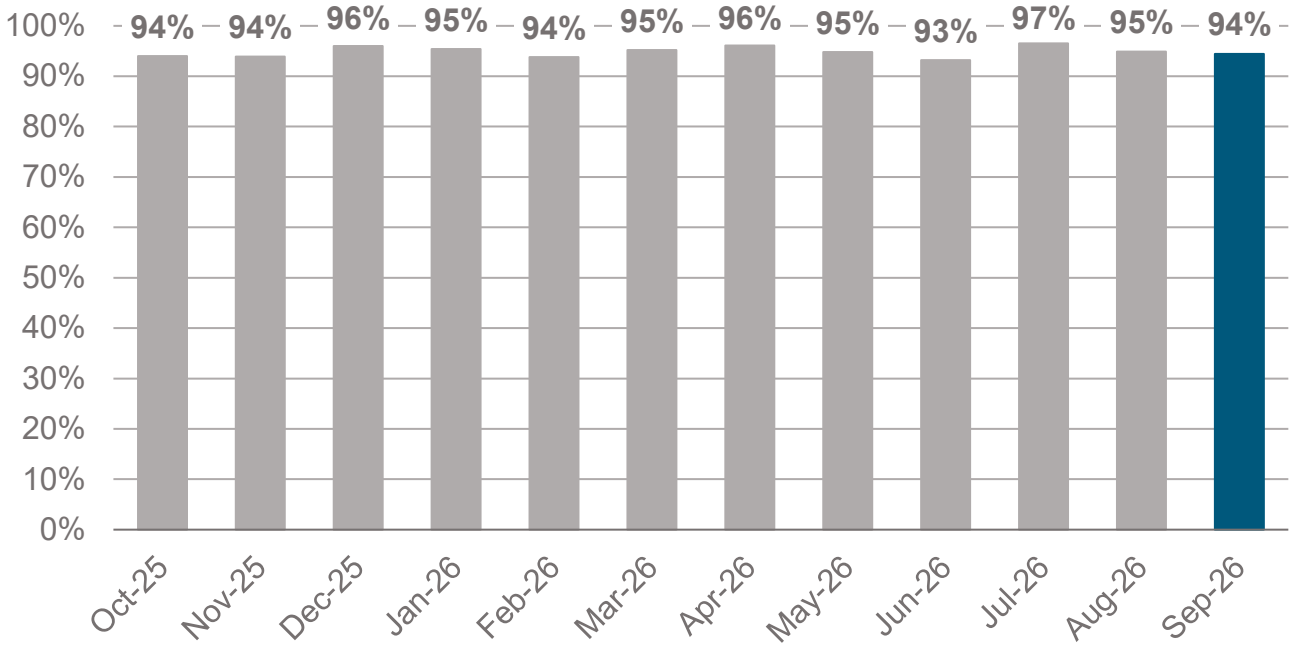


Trains are considered on-time if they arrive within less than six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of September was 94.4%; trains arriving within 10 minutes of scheduled time was 98.6%.

Note that Weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year

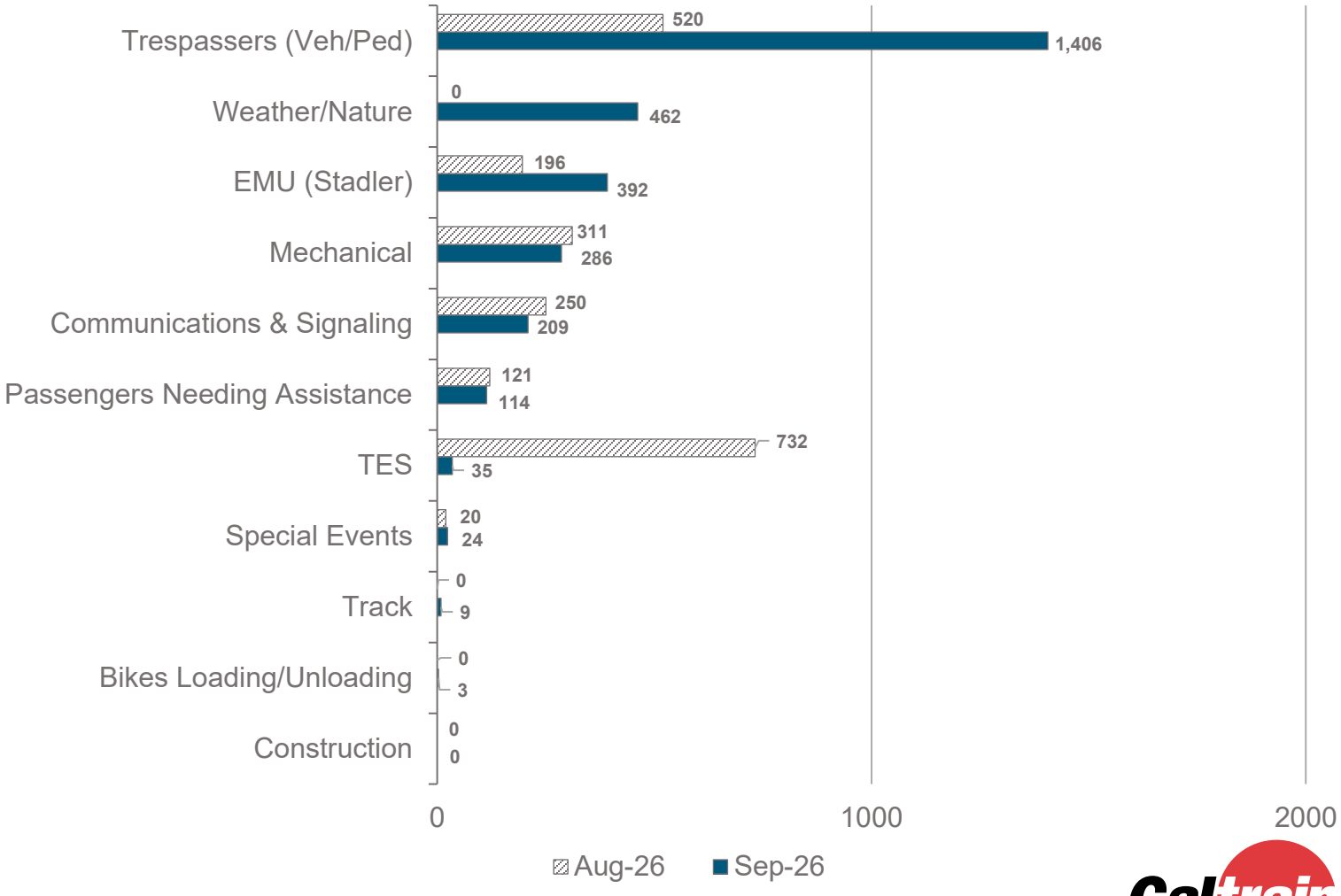


Delays and Cancellations

	Jul-26	Aug-26	Sep-26
Number of Late Trains	108	154	164
Average Minutes Late for Late Trains	16	18	24
Number of Cancelled Trains	11	11	15

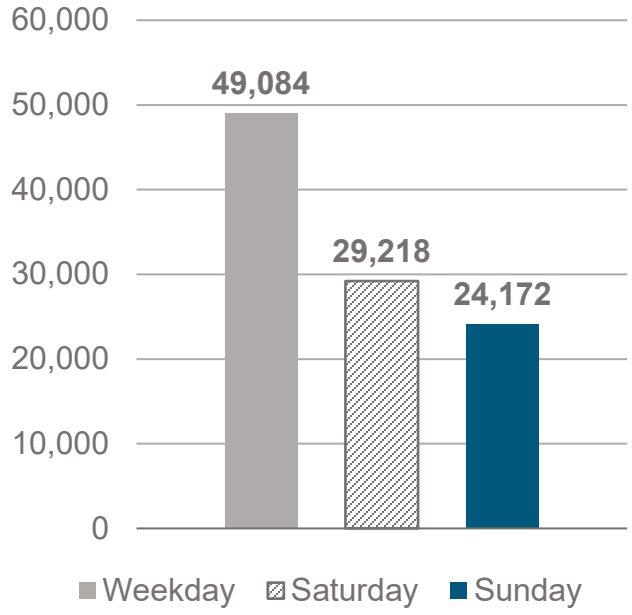
Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run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

Reasons for Train Delays, by Minutes of Delay



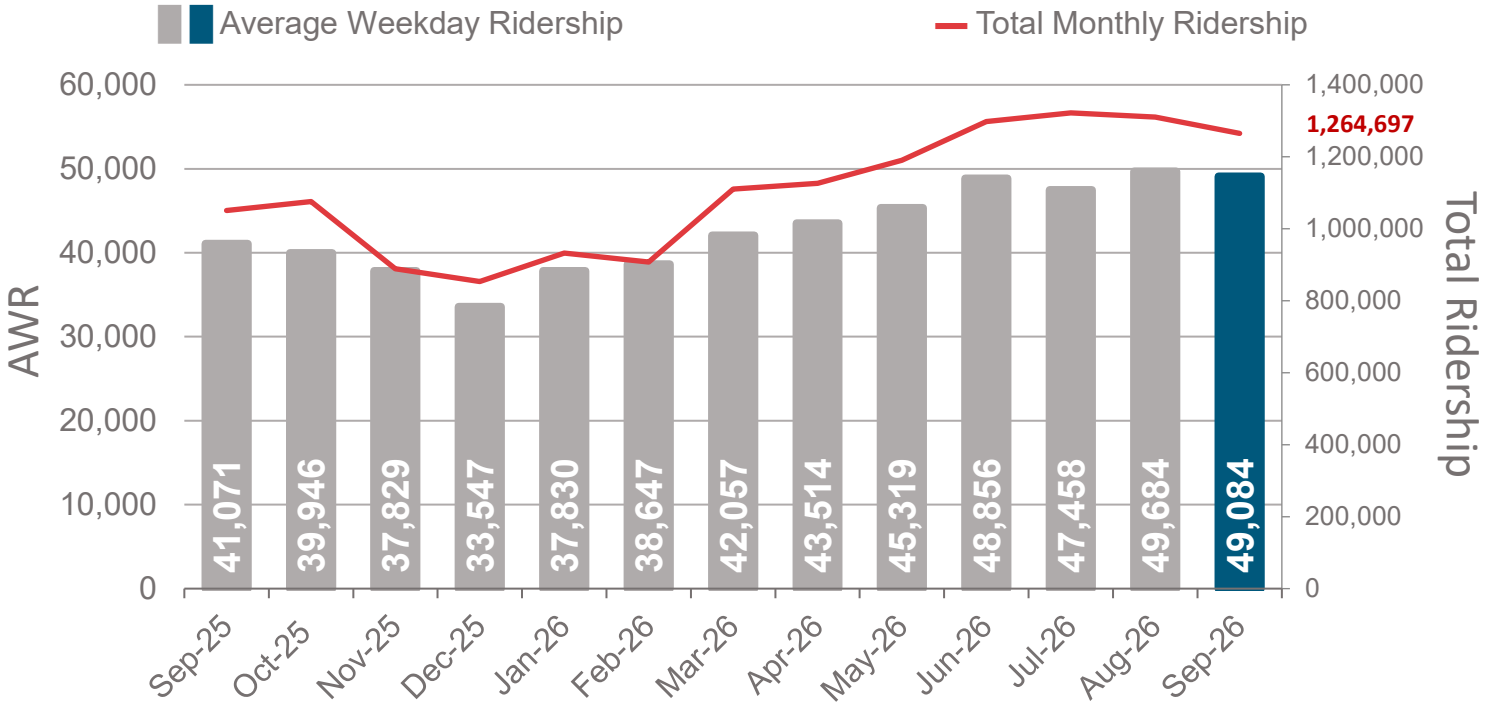
Ridership and Revenue

Average Daily Ridership (Sep-26)



Average weekday ridership (AWR) increased by approximately 20% percent compared to September of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year

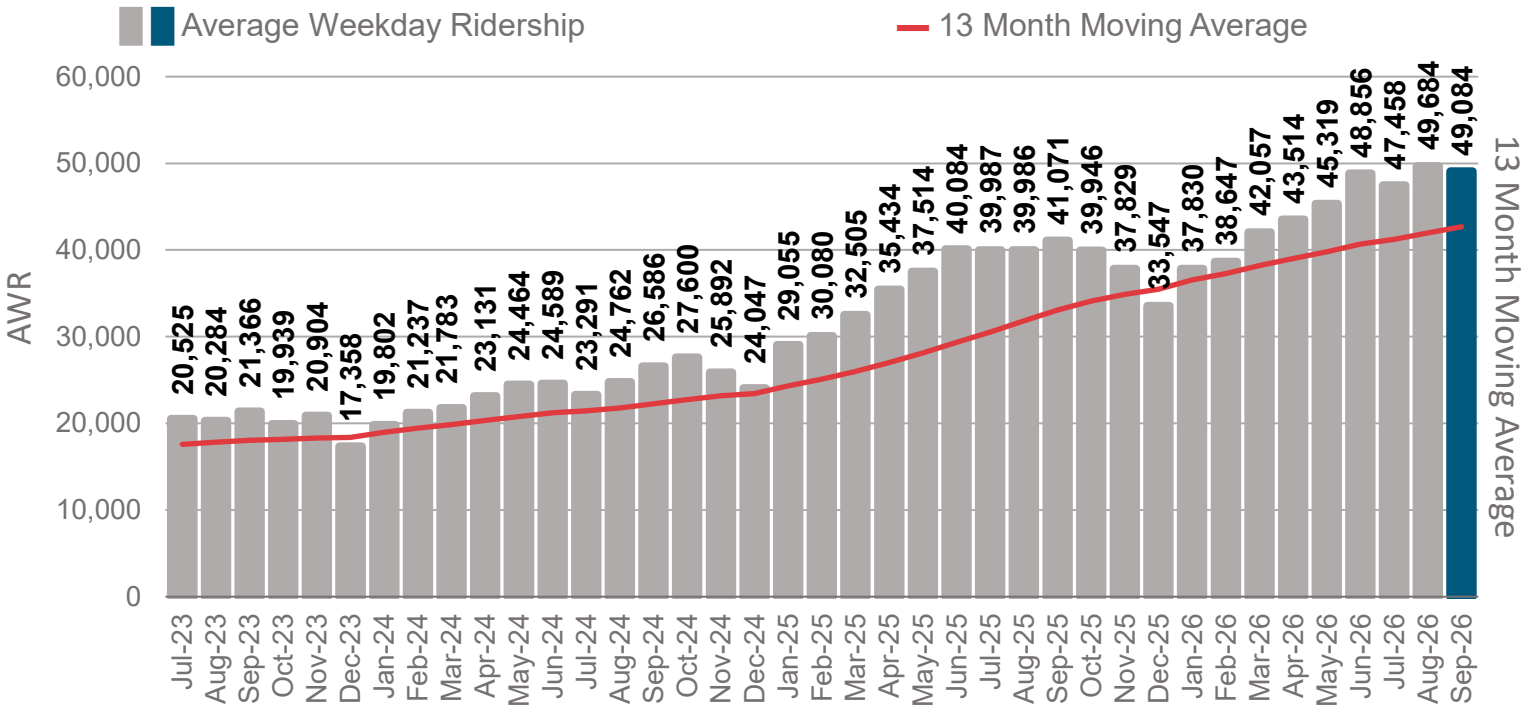


Since DECEMBER 2023, Caltrain's ridership estimation model relies solely on fare media sales data.

Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2024 to Present

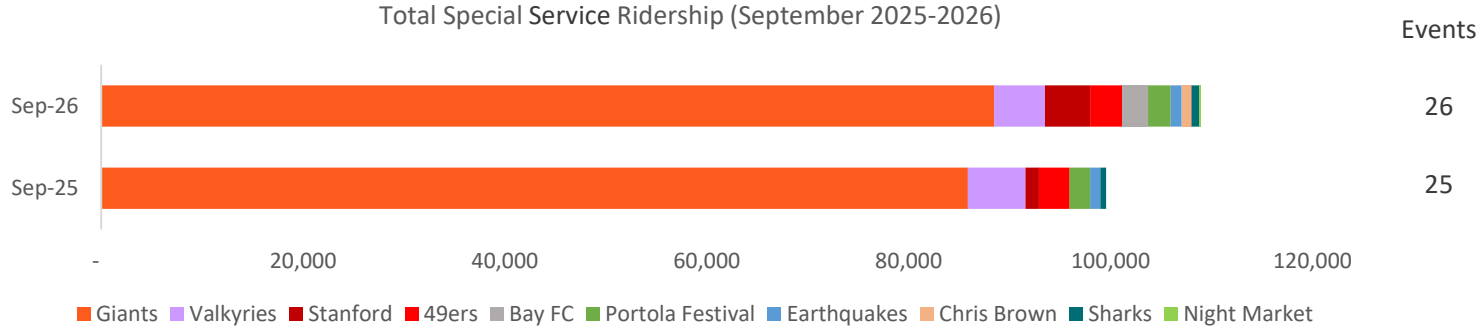


Year Over Year AWR Increase (September 2025 vs. September 2026): 20%

Ridership and Revenue

Special Service Ridership

Caltrain carried 108,968* passengers to special events in September



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	Sep-26			Sep-25			Ridership Change
		Ridership	Event Count	Avg Ridership per event	Ridership	Event Count	Avg Ridership per Event	
San Francisco	Giants	88,466	12	7,372	85,874	12	7,156	+3.0%
	Valkyries	5,069	3	1,690	3,379	3	1,126	+50.0
	All Events	**93,535**	**15**	**6,236**	**89,253**	**15**	**5,950**	**+4.8%**
22nd St	Portola Festival	2,235	2	1,118	2,003	2	1,002	+11.6%
	All Events	**2,059**	**2**	**1,030**	**984**	**1**	**984**	**+109.2%**
Bayshore	Visitacion Night Market	177	1	177	-	-	-	-
	All Events	**177**	**1**	**177**	**-**	**-**	**-**	**-**
Palo Alto	Stanford Football	4,441	2	2,221	960	1	960	+362.6%
	All Events	**177**	**1**	**177**	**-**	**-**	**-**	**-**
Stanford	Stanford Football	-	-	-	365	1	365	-
	All Events	**-**	**-**	**-**	**365**	**1**	**365**	**-**
Mountain View	49ers	3,265	2	1,633	3,054	2	1,527	+6.9%
	Earthquakes	1,081	1	1,081	1,016	1	1,016	+6.4%
	Chris Brown & Usher	982	1	982	-	-	-	-
	All Events	**982**	**1**	**982**	**-**	**-**	**-**	**-**
Santa Clara	Bay FC**	2,496	3	832	-	-	-	-
	All Events	**2,496**	**3**	**2,496**	**-**	**-**	**-**	**-**
San Jose Diridon	Sharks	756	2	378	574	2	287	+31.7%
	Valkyries	-	-	-	2,342	1	2342	-
	All Events	**756**	**2**	**378**	**2,916**	**3**	**972**	**-74.1%**
All Stations	**All Events**	**125,350**	**26**	**4,821**	**103,879**	**25**	**4,155**	**+20.7%**

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

Special Service Ridership, cont'd

Additional Event Trains

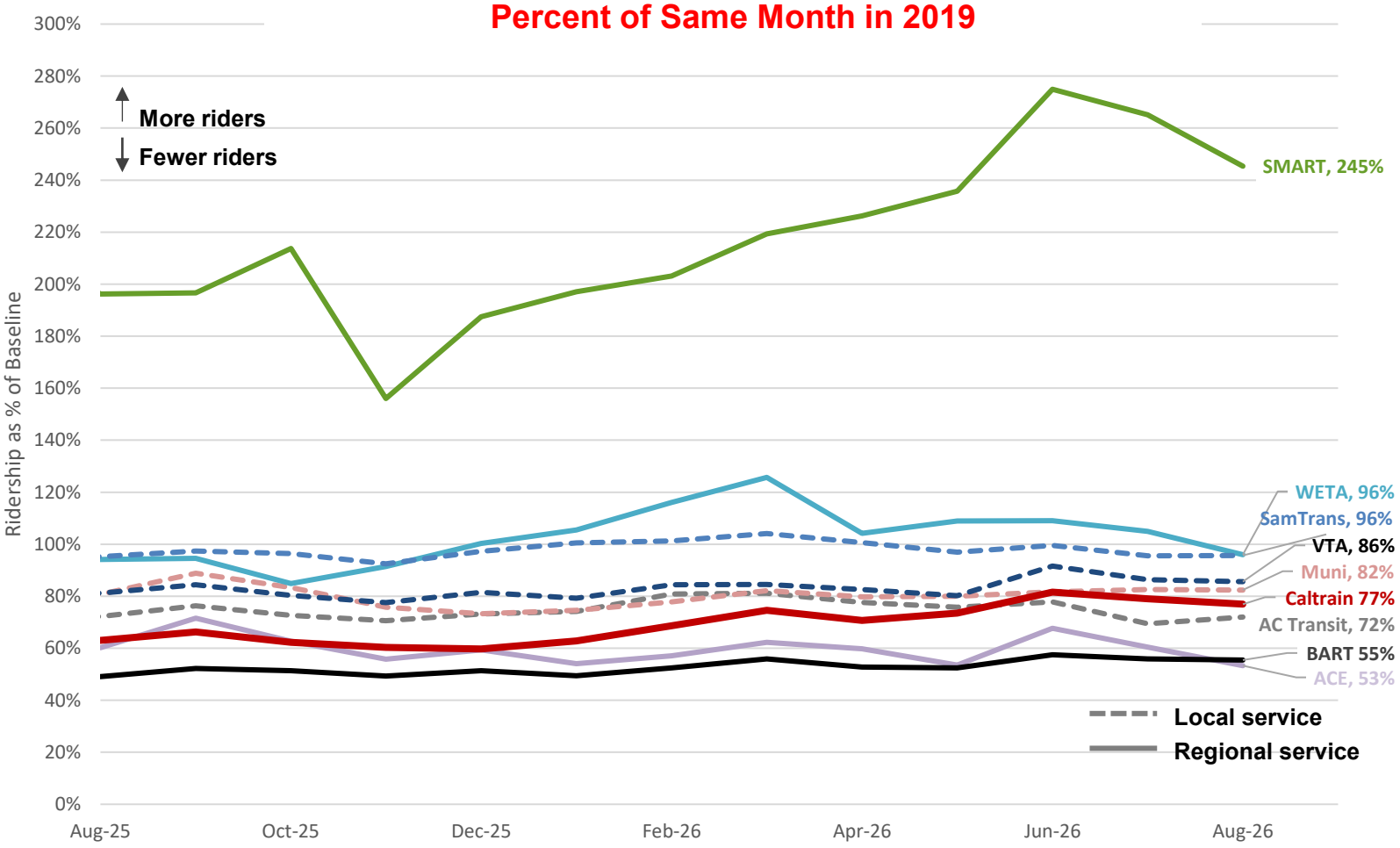
Event Type	Sep-26			Sep-25			Ridership Change
	Ridership	Train Count	Avg Ridership per Train	Ridership	Train Count	Avg Ridership per Train	
Giants	3,948	6	658	6,118	11	556	-35.5%
Chris Brown & Usher	144	1	144	-	-	-	-
All Events	**4,092**	**7**	**585**	**6,118**	**11**	**556**	**-33.1%**

Public Transit Ridership Recovery in the Bay Area

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

Total Monthly Ridership as a Share of Pre-Pandemic Levels

Percent of Same Month in 2019



Notes:

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

Total Monthly Ridership Estimates (in thousands)

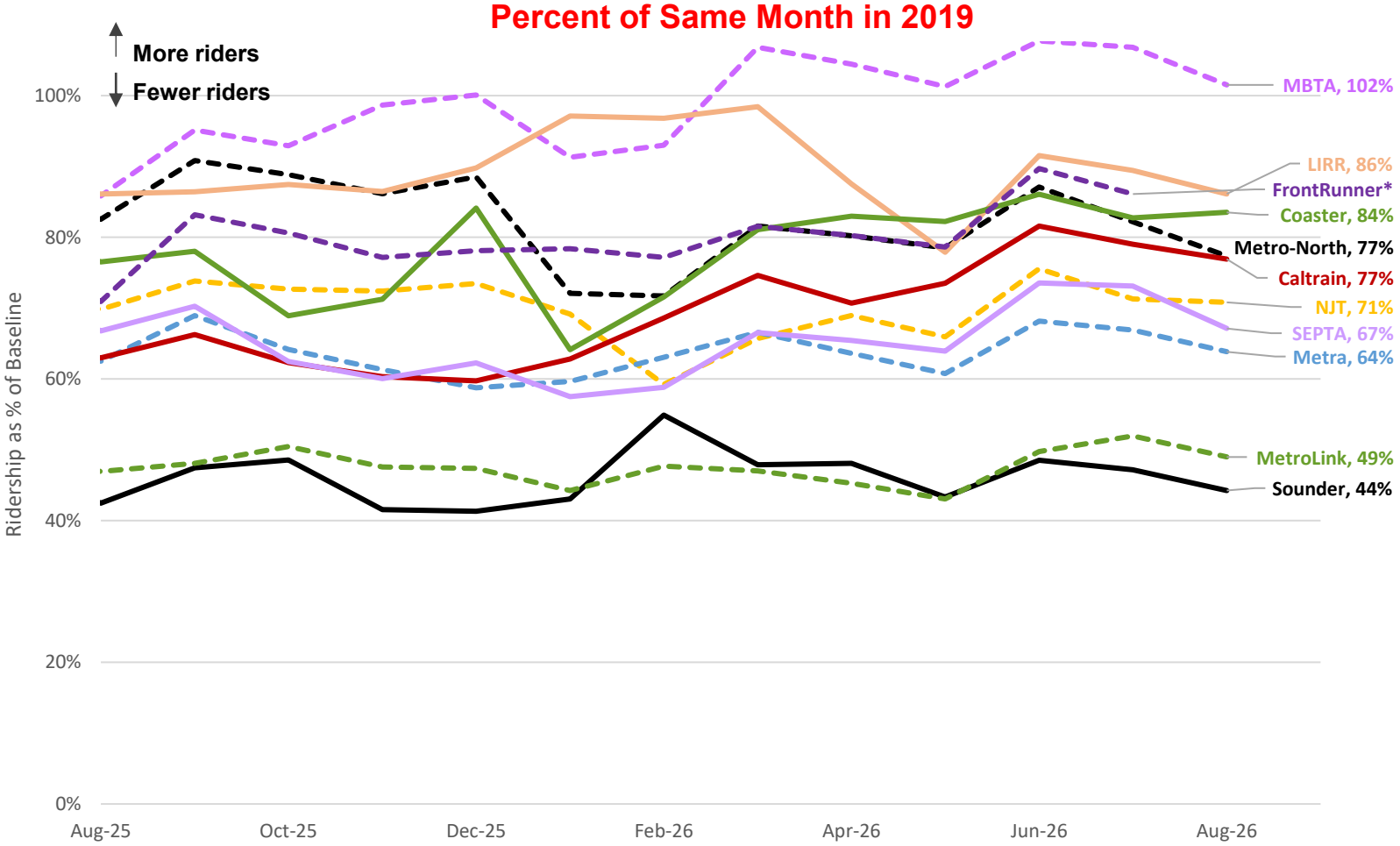
Transit Operator	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar	26-Apr	26-May	26-Jun	26-Jul	26-Aug
Muni	15,170	15,233	15,646	13,456	13,062	14,072	13,295	15,488	14,981	15,310	14,835	14,939	15,480
BART	5,494	5,631	5,965	4,923	4,914	5,110	5,073	5,995	5,826	5,810	6,141	6,085	6,212
AC Transit	3,452	3,735	3,837	3,206	3,113	3,261	3,364	3,773	3,681	3,573	3,168	3,037	3,440
VTA	2,538	2,666	2,772	2,336	2,323	2,329	2,262	2,605	2,516	2,524	2,611	2,512	2,676
Caltrain	**1,073**	**1,050**	**1,075**	**889**	**853**	**933**	**908**	**1,111**	**1,126**	**1,190**	**1,298**	**1,322**	**1,310**
SamTrans	960	1,031	1,076	890	882	922	840	1,009	948	982	866	834	964
WETA	313	277	264	216	214	229	227	301	286	301	330	343	319
SMART	128	124	122	101	109	113	104	127	136	151	153	167	160
ACE	81	89	89	64	60	69	66	78	79	75	76	74	71

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:

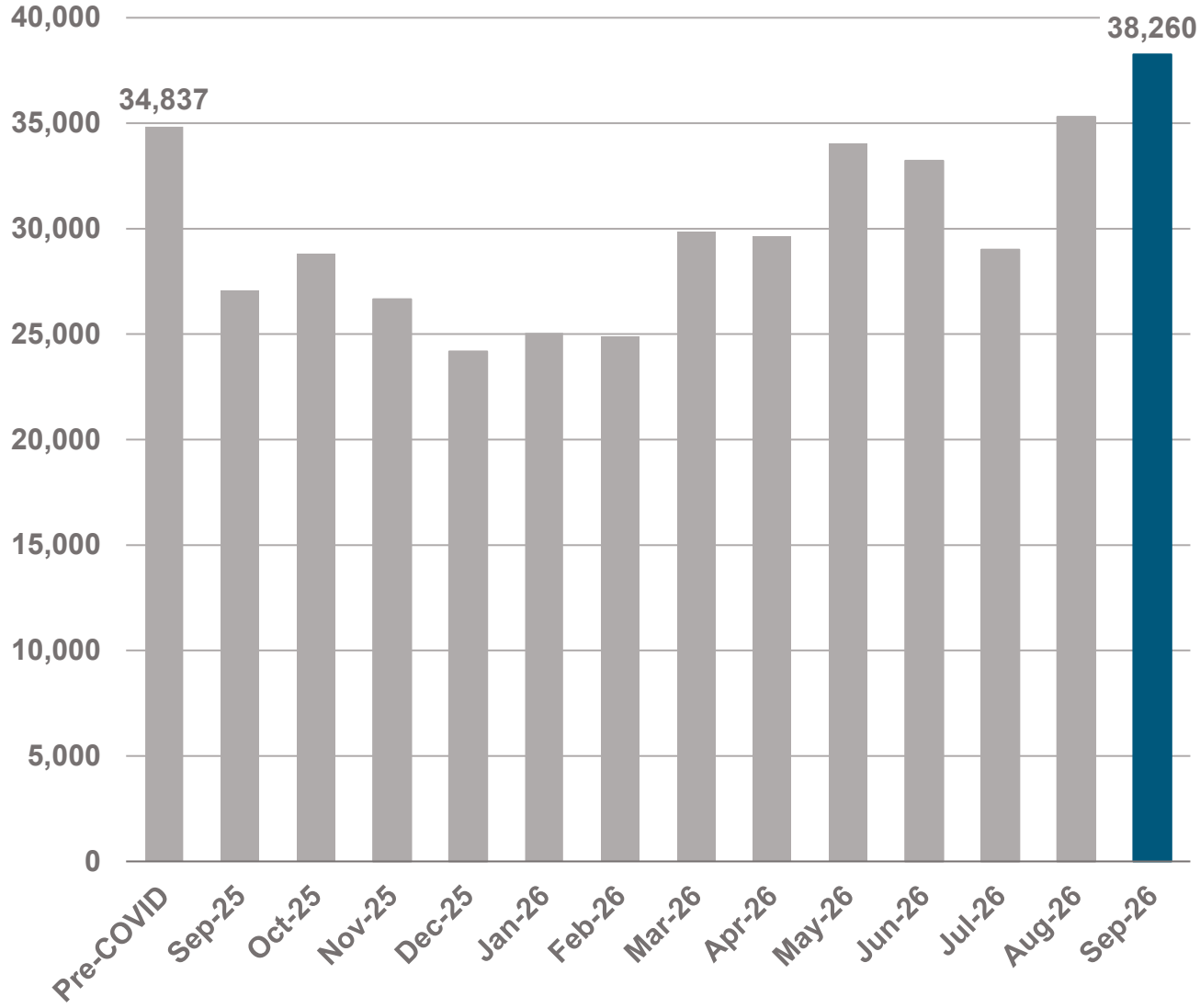
- As of October 2025, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Ridership data for all agencies retrieved from the National Transit Database (NTD).
- *Utah FrontRunner is not presented for Aug-26 due to anomalous data in the NTD. Values will be updated next month as available.

Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar	26-Apr	26-May	26-Jun	26-Jul	26-Aug
LIRR	8,629	8,441	8,938	8,131	8,769	8,629	7,784	8,769	8,610	7,784	8,610	8,938	8,629
Metro-North	6,383	6,843	7,379	6,307	6,792	5,219	4,715	6,099	6,317	6,265	6,777	6,525	5,981
NJ Transit	5,292	5,711	5,799	5,464	5,503	4,761	4,062	4,852	5,170	5,070	5,809	5,458	5,366
Metra	3,471	3,566	3,662	2,898	2,657	2,825	2,884	3,301	3,378	3,275	3,590	3,709	3,544
MBTA	2,404	2,430	2,706	2,558	2,683	2,470	2,218	2,808	2,810	2,736	2,656	2,957	2,843
SEPTA	1,823	2,170	2,042	1,723	1,809	1,760	1,623	1,938	2,010	1,930	1,974	2,009	1,833
Caltrain	**1,073**	**1,050**	**1,075**	**889**	**853**	**933**	**908**	**1,111**	**1,126**	**1,190**	**1,298**	**1,322**	**1,310**
MetroLink	489	507	550	487	456	462	462	518	519	489	519	533	510
FrontRunner	322	393	406	330	320	341	310	356	346	335	349	349	--*
Sounder	169	182	215	153	145	180	173	181	196	171	176	185	176
SD Coaster	102	89	77	67	71	66	66	89	97	101	112	124	111

Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year

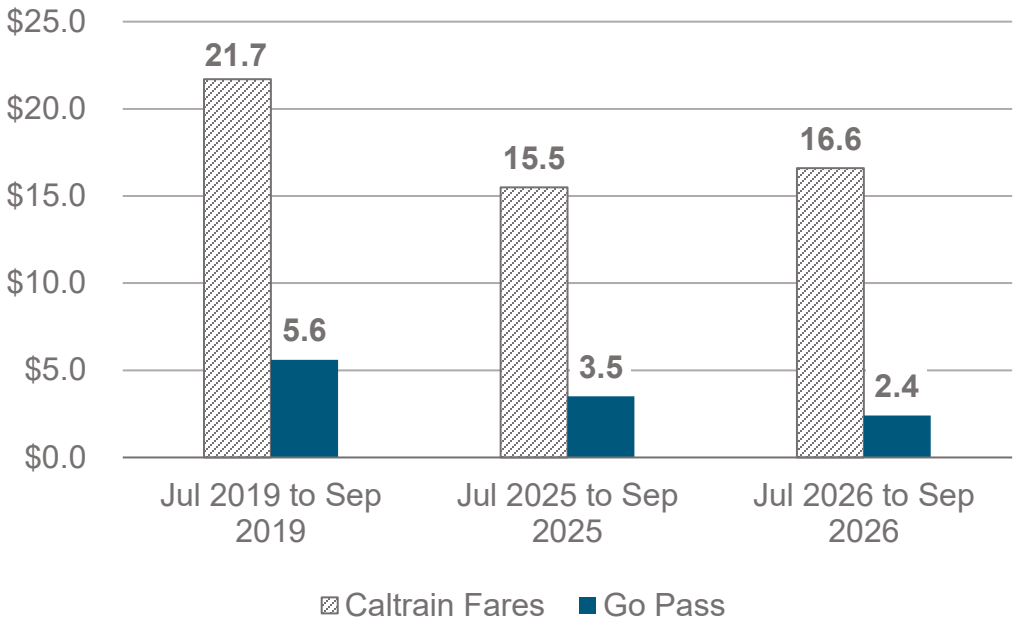


BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

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

Ridership and Revenue

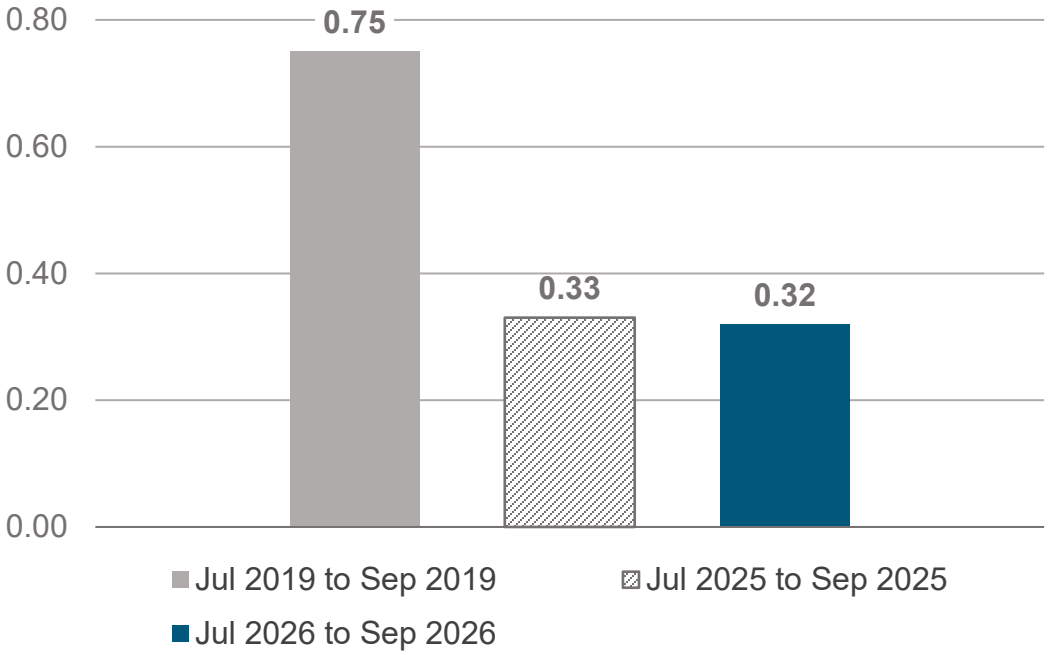
Total Fare Revenues ($M) - Past 3 Months Comparison



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

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

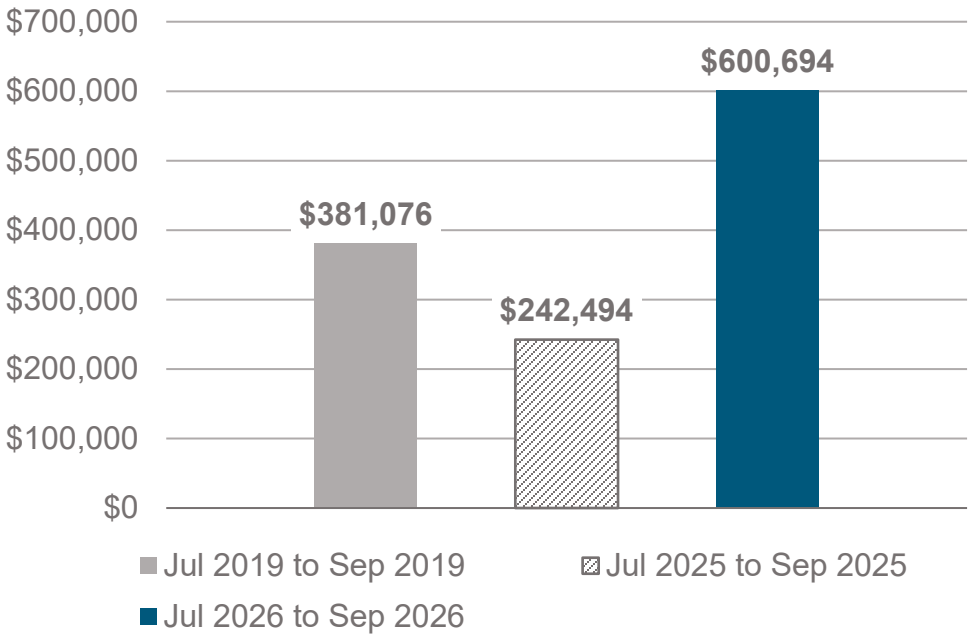
Farebox Recovery Ratio (3-Month Rolling Average)



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

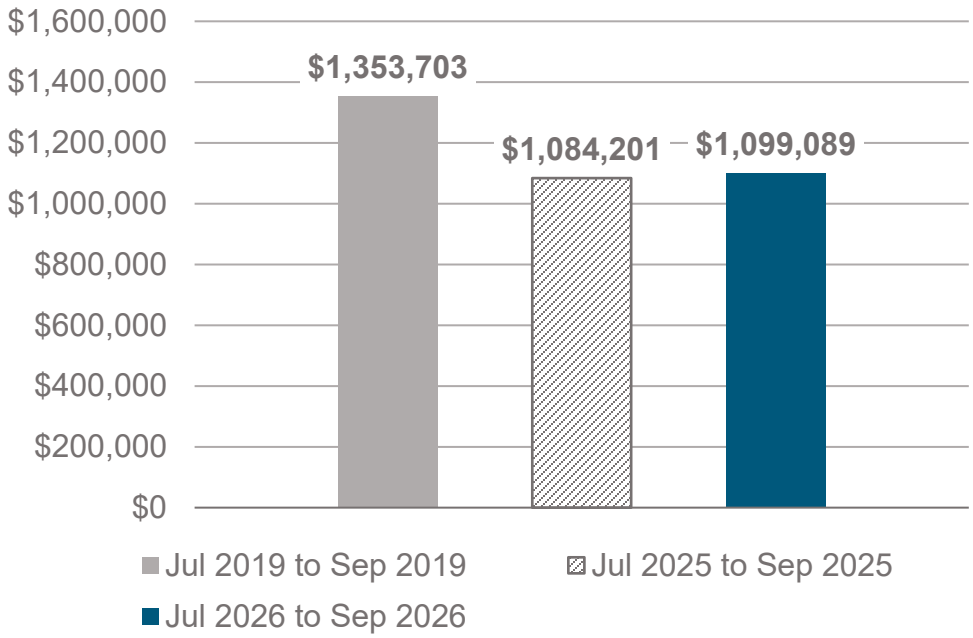
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



Advertising Revenue declined substantially for transit agencies throughout the country with the onset of the COVID-19 pandemic, but we have seen strong growth from 2025 to 2026 due to multiple new initiatives.

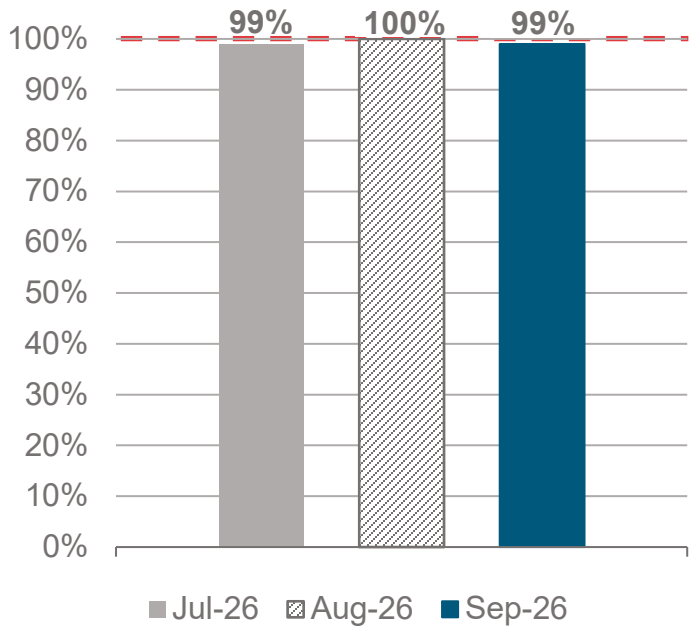
Parking Revenue (3-Month Rolling Average)



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

Maintenance Performance

Equipment Availability (EMUs)

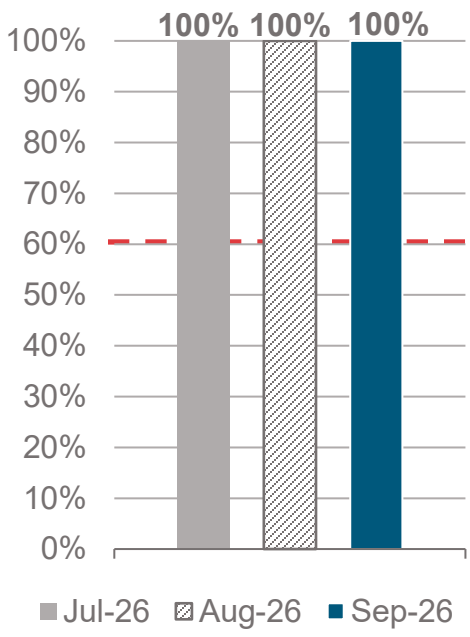


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

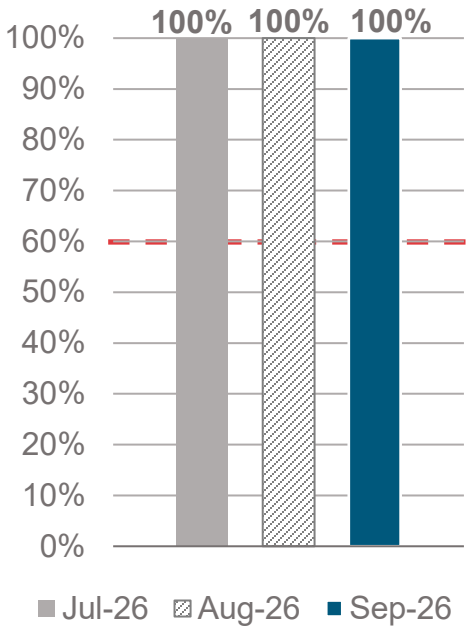
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

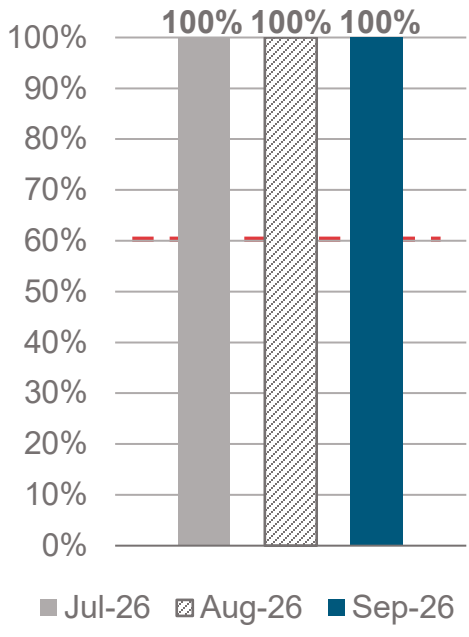
Equipment Availability (Diesel Locomotives)



Equipment Availability (Cab Cars)

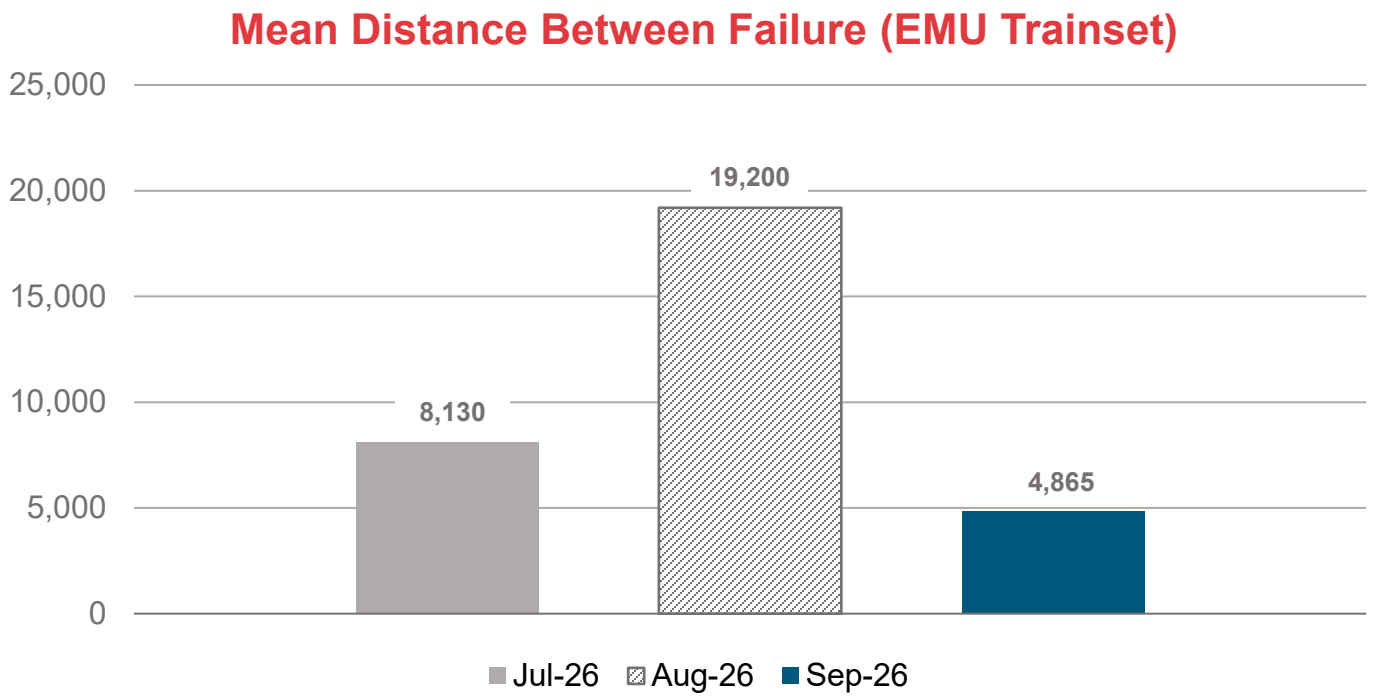


Equipment Availability (Trailer Cars)



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

Maintenance Performance (EMU Fleet)



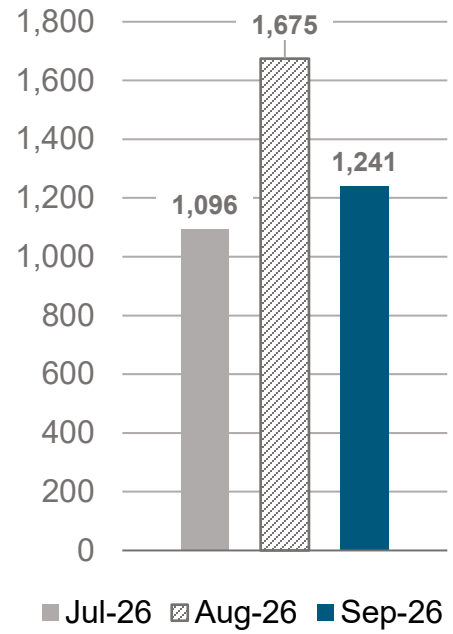
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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

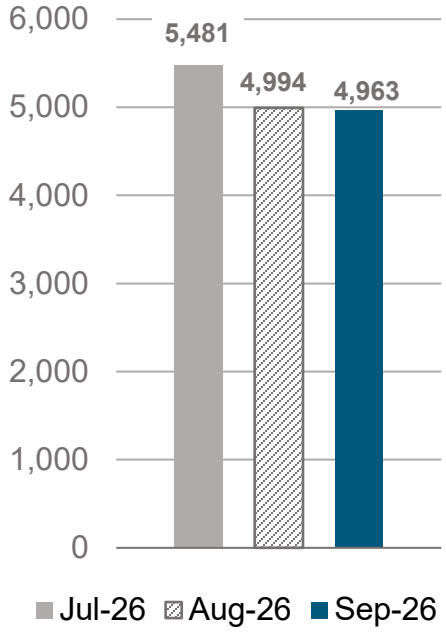
The graph on this page represents MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the following page.

Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



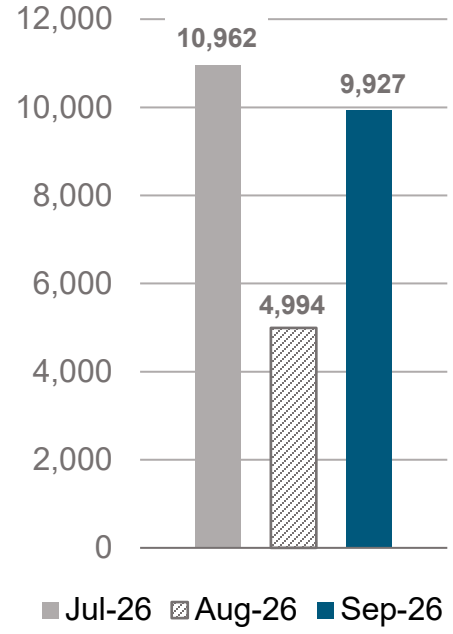
Mean Distance Between Failure (Cab Cars)



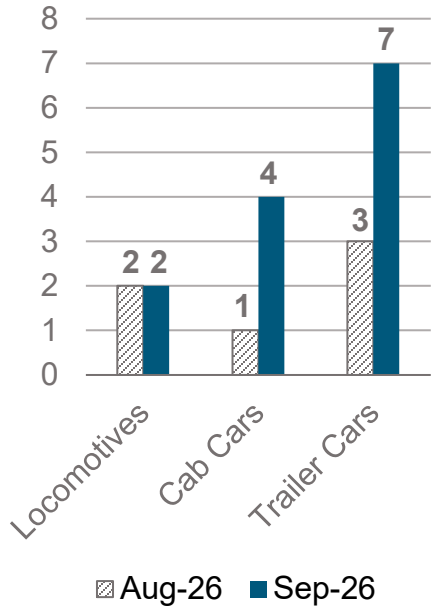
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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

Mean Distance Between Failure (Trailer Cars)



Equipment in Maintenance/Repair



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

Service and Program Updates

September is Transit Month: Caltrain celebrates the people who keep the Bay Area moving

Caltrain joined the Transit Month celebration with a full month of events throughout the Peninsula. September was an opportunity to celebrate the people who keep the region moving — from the employees who make Caltrain service possible every day to the riders and communities we serve.

Throughout the month, Caltrain participated in events across the region to connect with the public, highlight the importance of public transportation and celebrate the people behind the service. From community rallies and special events to educational programs and onboard giveaways, Transit Month offered opportunities to celebrate how transit brings the Bay Area together.

Caltrain 2026 holiday cardigan sweater presale is underway

Caltrain is bringing holiday cheer to the rail line with a limited-edition 2026 Holiday Cardigan Sweater that celebrates sustainable operations and the people who keep the corridor moving. The primarily black cardigan features bright red trim, electric train icons and white Caltrain logos along the sides. A playful train-and-goats illustration appears on both the front and back, recognizing Caltrain's vegetation-control efforts.

Caltrain Continues Rail Safety and Suicide Prevention Efforts Throughout September

Caltrain advanced its year-round commitment to rail safety and suicide prevention throughout September through a coordinated series of community events and safety initiatives. The efforts connected the public with critical resources, promoted life-saving decisions near railroad tracks and crossings, and strengthened partnerships that help protect passengers, pedestrians and communities across the Peninsula.

The monthlong effort followed Caltrain's Rail Safety Month kickoff event at San Jose Diridon Station, where Caltrain joined Capitol Corridor, ACE, Amtrak and Union Pacific for a Rail Safety Fair. The event brought together rail professionals and community members to share practical safety information and highlight how regional rail agencies and their partners work together to promote safe behavior around railroad tracks and crossings.

Service and Program Updates

Caltrain and Bay FC team up for Friday night's game

Caltrain helps fans travel to Bay FC matches at PayPal Park throughout the season — and on Friday, Sept. 4, they teamed up for a home match against the Kansas City Current. Caltrain Executive Director Michelle Bouchard participated in a ceremonial first kick before the match, and fans could visit the Caltrain table to receive a co-branded Caltrain and Bay FC pin.

Caltrain makes it easy to ride to Millbrae Art & Wine Festival this Labor Day weekend

With more than 50,000 people expected to attend the 55th annual Millbrae Art & Wine Festival this Labor Day weekend, Caltrain offered a convenient way to leave the traffic and parking hassle behind and ride directly to the celebration.

The Millbrae Art & Wine Festival returned Saturday and Sunday, Sept. 5-6, from 10 a.m. to 5 p.m. on Broadway Avenue in downtown Millbrae. Admission was free. Caltrain riders could exit at Millbrae Station and walk approximately five minutes to the festival, making it easy to enjoy two days of art, live music, food, wine, crafts and family activities without having to find a parking space near the festival.

Caltrain to operate weekend schedule for Labor Day

Caltrain operated a weekend schedule in observance of Labor Day on Monday, Sept. 7.

Caltrain to suspend weekend service between San Jose Diridon and Tamien for the last time to complete Guadalupe River Bridge repairs

Caltrain suspended service between Tamien and San Jose Diridon stations for the last time over the weekend of Sept 19-20 to complete necessary repairs to the Guadalupe River Bridge. Caltrain's weekday service and Caltrain riders not traveling to Tamien Station were not affected by construction.

Through mid-September, Caltrain had completed the placement of the northbound bridge deck, seismic improvements of the southbound bridge and begun restoration activities for the river channel. Caltrain later finished the bridge construction in October.

Service and Program Updates

Caltrain: Your ride to the 49ers' home opener

Caltrain offered fans a convenient way to reach Levi's Stadium for the San Francisco 49ers' home opener against the Miami Dolphins at 1:25 p.m. Sunday, Sept. 20. Fans could skip traffic and parking by taking Caltrain's weekend service to Mountain View Station, connecting to VTA light rail service to Levi's Stadium. Weekend Caltrain service did not operate between Tamien and San Jose Diridon stations Sept. 19-20 because of Guadalupe River Bridge construction.

The game also coincided with a full closure of northbound U.S. 101 in San Francisco between Cesar Chavez Street and 17th Street. Caltrans closed the freeway from 11 p.m. Friday, Sept. 18, through 6 a.m. Monday, Sept. 21, for pavement repairs. Caltrain provided a reliable alternative for fans traveling along the corridor.

Protecting Guadalupe's Biodiversity

Caltrain has completed construction on the Guadalupe River Bridge Replacement Project, addressing structural deficiencies and streambank instability at two railroad bridges between San Jose Diridon and Tamien Stations. The project replaced the northbound bridge, extended the southbound bridge, and improved infrastructure to support long-term safety and service reliability.

Throughout construction, Caltrain worked to protect sensitive wildlife habitats and minimize impacts to the river's ecosystem, including federally threatened fish and amphibian species. The completed improvements include a widened river channel, stabilized streambanks, enhanced aquatic habitats, and native vegetation to reduce erosion and improve flood resilience. Caltrain is also advancing additional habitat restoration at nearby Hicks Creek to further support fish passage and biodiversity in the Guadalupe River watershed.

Ride Caltrain to the Sharks season opener against the Florida Panthers

Fans were eager to return to the Shark Tank and Caltrain was ready to get them there as the Sharks faced off against the Florida Panthers in their home opener on Thursday, Oct. 1, at 7 p.m. Fans could take Caltrain for an easy, convenient ride to the game instead of fighting through rush-hour traffic on the highway. For fans returning home, the last northbound train departed San Jose Diridon Station at 11:30 p.m. on the regular weekday schedule.

Communications and Marketing Update

Strategic Communications (Media and Social)

Press Releases/Blogs/Podcasts:

- September is Transit Month: Caltrain celebrates the people who keep the Bay Area moving
- Caltrain 2026 holiday cardigan sweater presale is underway
- Caltrain Continues Rail Safety and Suicide Prevention Efforts Throughout September
- Caltrain and Bay FC team up for Friday night's game
- Caltrain makes it easy to ride to Millbrae Art & Wine Festival this Labor Day weekend
- Caltrain to operate weekend schedule for Labor Day
- Caltrain to suspend weekend service between San Jose Diridon and Tamien for the last time to complete Guadalupe River Bridge repairs
- Caltrain: Your ride to the 49ers' home opener
- Protecting Guadalupe's Biodiversity

Earned Media:

- 15 fall foliage trips—no car required – TripAdvisor
- Waymo's 54% Fleet Growth in Texas & Wayve signs Mercedes-Benz – The AV Market Strategist
- Bay Area traffic could double if transit measures fail, report finds – USA Today
- Bay Area transit tax measure heads to November ballot as supporters, critics campaign – CBS
- Stay on Track Blog Series: Palo Alto Grade Separation Project Update Sharing August Community Feedback & Next Steps | by City of Palo Alto | PaloAltoConnect | Sep, 2026 – Medium
- 14 Bay Area public transit leaders go on ride-along to get firsthand experience with transfers – ABC7

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Caltrain E-Newsletter Metrics:

	SEPTEMBER 2026	SEPTEMBER 2025
Subscribers	15,578	14,947
Open Rate	21.3%	28.6%
Click Rate	2.5%	3.2%

Caltrain Organic Social Media Messaging Highlights:

September featured Transit Month, Rail Safety Month, and Suicide Prevention Month. Caltrain engaged riders through events including BayFC Game Night, where Executive Director Michelle Bouchard delivered a ceremonial first kick; Giants Weather Day at Oracle Park; Transit Day; and Coffee with Caltrain. These cross-functional efforts were supported by coordinated strategic communications and social media coverage.

The Strategic Communications team also supported rail safety and suicide prevention outreach at events throughout the month, sharing rider education and social media messaging in partnership with allcove, Felton Institute, and 988.

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

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Messaging Highlights (Includes rotational messaging):

- September Board Meeting
- Hispanic Heritage Month
- Caltrain, named one of APTA's Outstanding Public Transportation Systems in the country
- Caltrain Holiday Sweater Pre Sale
- All Aboard Transit Day
- Tuesday Tip: VMS - Social messaging - Conductor Etiquette
- Bay FC rotational messaging + social giveaway
- SF Giants rotational messaging + social giveaway
- Sharks season opener station appearance
- Valkyries playoffs + giveaway
- Portola Festival - social messaging
- Destination Downtown Redwood City

Social Metrics: (Year to Year)

SEPTEMBER 2026	SEPTEMBER 2025
Impressions*: 502,087	Impressions*: 1,085,770
Engagements: 12,201	Engagements: 38,138
Post Link Clicks: 2,621	Post Link Clicks: 5,278
Shares: 771	Shares: 2,344
Saves: 347	Saves: 291

**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.

Communications and Marketing Update

Marketing Activities

Holiday Sweaters, Pajama Bottoms and more - Now Available!

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

GoPass Lead Generation Campaign

Late last month we launched our first lead gen campaign, specifically for GoPass subscriptions. This campaign is currently in its “awareness” stage and will move on to conversion later this month.

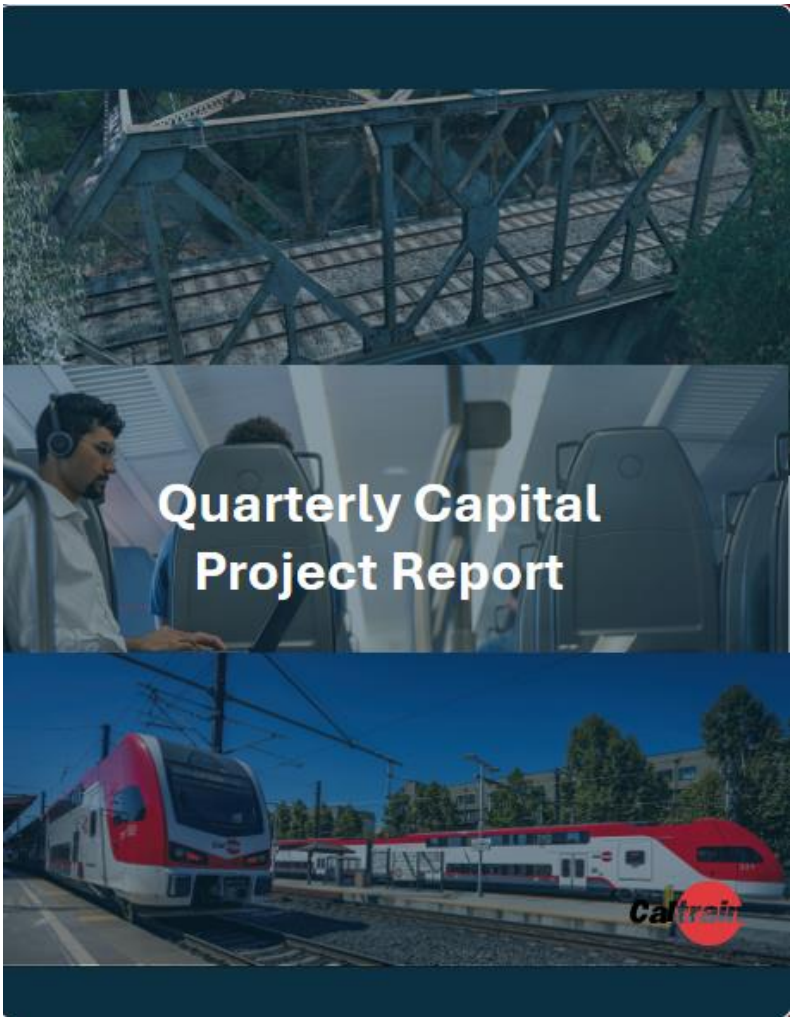
The campaign is aimed at San Mateo businesses, schools, and other organizations situated along the train’s corridor.

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

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Dapri Hong, Senior Budget Analyst

Rail Commercial and Business Development
Michelle Stewart, Director, Grants and Fund Management

Rail Design & Construction
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Rail Executive Administration
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Rail Operations & Maintenance
Ted Burgwyn, Chief Operating Officer
Henry Flores, Director, Rail Vehicle Maintenance
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Alex Bailey, Senior Rail Operations Analyst

Rail Planning & Real Estate
Dahlia Chazan, Chief, Caltrain Planning and Real Estate
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Roderick Sims, Senior Rail Safety Officer
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Elizabeth Araujo, TransitAmerica Services, Inc. (TASI)
Margie Godinez, TransitAmerica Services, Inc. (TASI)
Sarah Doggett, Metropolitan Transportation Commission (MTC)
Victoria Moe, San Mateo County Sheriff's Office

Peninsula Corridor Joint Powers Board
Board of Directors
Regular Meeting

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

Palo Alto Courthouse, 270 Grant Ave, Palo Alto, CA 94306

DRAFT Minutes of October 1, 2026

Members Present:	David J. Canepa, David Cohen (arrived at 10:05 am), Jeff Gee, Steve Heminger, Pat Burt (Vice Chair), Rico E. Medina (Chair)
Members Present via Teleconference:	Margaret Abe-Koga
Members Absent:	Shamann Walton, Greg Wagner
Staff Present:	N. Atchinson, M. Bouchard, S. Bullock, T. Burgwyn, C. Fromson, J. Harrison, T. Huckaby, J. Jest, L. Ko, D. Ryan, M. Tseng

No audio or video due to technical difficulties.

1. **Call to Order**
   Chair Medina called the meeting to order at 9:38 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**
   Aleta Dupree, Team Folds, commented on the meeting location.

   Adrian Brandt commented on quiet car status.

   In-room audio was restored at 9:45 am.

   Roland commented on a stop order for battery electric multiple units (BEMU), contract termination and litigation initiation with LTK Engineering Services, and requested for Metropolitan Transportation Commission (MTC) to take over the master agreement with Santa Clara County Valley Transportation Authority (VTA) for the right-of way between San Jose and Gilroy.

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**

The Board convened into closed session at 9:48 am.
Director Cohen arrived at 10:05 am.
Meeting video was restored at 10:08 am.
The Board reconvened into regular session at 10:08 am.

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
Adrian Brandt commented on Broadway Burlingame on-track crossing violation blitzes, violation-resulted train collisions, and technology usage to prevent cars on tracks.

Roland commented on railroad dynamic markings.

Jeff Carter commented on Broadway Burlingame track crossing citations and crowded bike car occupancy.

9. **Consent Calendar**
   - **9.a. Approval of Meeting Minutes for September 3, 2026**
   - **9.b. Approve and Ratify Liability Cap Insurance Premium for Fiscal Year 2027 –** *Approved by Resolution No. 2026-43*
   - **9.c. Authorize the Application for and Receipt of Annual Low Carbon Transit Operations Program (LCTOP) Funds for Ridership Recovery Service Enhancement –** *Approved by Resolution No. 2026-44*
   - **9.d. Authorize Amendment 2 to Contract with Nixon Peabody LLP to Provide Bond and Tax Counsel Services –** *Approved by Resolution No. 2026-45*
   - **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 –** *Approved by Resolution No. 2026-46*
   - **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 (CMGC) 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 –** *Approved by Resolution No. 2026-47*

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

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Abstain: None
Absent: Wagner, Walton

10. Authorize Executive Director to Execute a Master Cooperative Agreement with the Santa Clara Valley Transportation Authority for the Rengstorff Grade Separation Project -
Approved by Resolution No. 2026-48
Motion/Second: Burt/Cohen
Ayes: Abe-Koga, Canepa, Cohen, Gee, Heminger, Burt, Medina
Noes: None
Abstain: None
Absent: Wagner, Walton

Public Comment
Roland commented in opposition of the agreement.

11. Receive Annual Ridership Report for Fiscal Year 2026

Director Canepa left at 11:19 am.

Public Comment
Aleta Dupree, Team Folds, commented on regional rail and public transportation initiatives to drive ridership.

Jeff Carter commented on ADA ramp provisions and ticket type-based statistics, automatic passenger counters (APC), distance-based fares, and monthly pass promotion.

Doug Delong commented on increasing service from Tuesday through Thursday.

Adrian Brandt commented on the recent Bicycle and Active Transportation Advisory Committee (BATAC) bike and scooter usage presentation, passenger experience, and distanced-based fares.

Roland commented on automatic passenger and bike counters and highway congestion.

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

13. Receive State and Federal Legislative Update – Item deferred.

14. Receive Update on Guadalupe River Bridge Project
Public Comment
Roland commented on Union Pacific Railroad (UPRR) service on Main Track 1 (MT-1).

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15. Reports

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

15.b. Report of the Community Advisory Committee
Available online.

15.c. Report of the Local Policy Maker Group (LPMG)
LPMG Chair Burt stated there was no report.

15.d. Report of the Transbay Joint Powers Authority (TJPA)
TJPA Chair Gee reported on the Downtown Extension Project funding.

Public Comment
Roland commented on the BEMU presentation given to the Community Advisory Committee (CAC) and the battery supplier search.

Adrian Brandt commented on the delivery format of the Report of the CAC to the Board of Directors and CAC minutes style.

Mr. Harrison stated that staff plans to present a proposal to the CAC for minutes style and public comment.

16. Correspondence

17. Board Member Requests
Director Gee congratulated Director Cohen on Vice President appointment to the League of California Cities (Cal Cities).

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
The meeting adjourned at 11:53 am.

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Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Margaret Tseng, JPB Secretary
For:	November 2026 JPB Board of Directors Meeting
Subject:	**Adopt 2027 Peninsula Corridor Joint Powers Board (JPB) Board of Directors Meeting Calendar**

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

Purpose and Recommended Action

Staff recommend the Peninsula Corridor Joint Powers Board (JPB) Board of Directors (Board) approve the attached meeting calendar for 2027.

Discussion

The Board of Directors' regular meetings are scheduled for the first Thursday of each month at 9:00 am, with the exception of July when the Board is on recess.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng JPB Secretary 10/23/2026

Peninsula Corridor Joint Powers Board
2027 Meeting Calendar

First Thursday of the Month* – 9:00 AM
January 7
February 4
March 4
April 1
May 6
June 3
July Recess – ***No Meeting***
August 5
September 2
October 7
November 4
December 2

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*Regular meetings are scheduled the first Thursday of the month at 9:00 am unless otherwise noted.

Meetings are conducted in person at Public Hearing Room, 5th Floor, 166 Rollins Avenue, Millbrae, CA 94030, and/or noticed location(s), and remotely via Zoom. Dates or location may be subject to change.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Marian Lee, Diridon Station Program Caltrain Laison
For:	November 2026 JPB Board of Directors Meeting
Subject:	**Approve Caltrain Recommended Terms for the Proposed Diridon Station Program Construction Authority Enabling Legislation**

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

Purpose and Recommended Action

The purpose of this report is to seek action to approve Peninsula Corridor Joint Powers Board (Caltrain or JPB) recommended terms for the proposed Diridon Station Program Construction Authority (DSPCA) enabling legislation. The Diridon Program team is currently developing language, and the intent of this action is to inform that process.

The Diridon Station Program is directed by a Steering Committee comprised of members appointed by the five partner agencies: City of San Jose, Caltrain, Santa Clara Valley Transportation Authority (VTA), the Metropolitan Transportation Commission (MTC), and the California High Speed Rail Authority (CHSRA). The Steering Committee has taken action to set up a Construction Authority, which will be a temporary agency that will deliver the Diridon Station Program. Target date for bill consideration is 2027.

Discussion

Context

The Diridon Program includes several projects. The largest project is a new, enlarged Caltrain Diridon Station, sized to meet future needs. The rail station supports Caltrain, Altamont Corridor Express (ACE), Capital Corridor (CC), National Rail Passenger Corporation (Amtrak) and VTA Light Rail services as well as regional and local bus services. In the future it will also support high-speed rail service and connect to the San Francisco Bay Area Rapid Transit District (BART) extension and Airport Connector projects. Other projects in the Diridon Program are rail crossing improvements and separations south of the station creating a safer rail corridor that will support significant growth in train service. The PowerPoint presentation attached provides more information about the projects. Also attached is the Diridon Station Alternatives Development executive summary completed last year.

At the January 2026 Advocacy and Major Project (AMP) Committee meeting, staff presented information on the Diridon Station Program Steering Committee policy direction to pursue a Construction Authority that will deliver the Diridon Station Program. General support was expressed by the AMP subject to further due diligence. With learned experience from other Construction Authorities, staff have a level of understanding that supports pursuit of a Construction Authority.

In February 2026, the Steering Committee met and reaffirmed its direction (through unanimous approval) to prepare draft legislation establishing a "Construction Authority solely focused on the Diridon Program, with authority to consider other projects only if there is no negative impact to the Diridon Program". The target date set by the Steering Committee for getting the enabling legislation approved is 2027.

In August 2026, an information item was presented to the JPB regarding preparation of the Construction Authority enabling legislation. Staff recommended Caltrain core principles to anchor Caltrain's participation, and potential key terms that would be important for Caltrain to advocate for inclusion in the enabling legislation language. Staff committed to returning to the JPB for action, which is the reason for today's presentation.

In the same month, the Steering Committee met and obtained consensus on requesting Senator Cortese and Assemblymember Ahrens to author/co-author the bill. They also agreed to set up the Construction Authority Board to reflect the current Steering Committee structure: two Caltrain; two City of San Jose; two VTA; one CHSRA; and one MTC, with ability to add up to three additional members.

Construction Authority Enabling Legislation

Staff are asking for approval of the following key terms to be included in the enabling legislation. It is important to note that because the enabling legislation language should be simple and clear, its link to an executed and active Master Cooperative Agreement (MCA) between the Construction Authority and Caltrain before allowing access to the Caltrain right-of-way (ROW) is critical for Caltrain to control its assets and ensure safe operations.

The recommended terms for the enabling legislation are:

- DSPCA is a temporary entity established to deliver the Diridon Station Program
- Board of Directors (Board) structure consistent with current Diridon Station Program Committee structure plus ability to add
- DSPCA's purpose is to award and oversee planning, design, and construction contracts and funding for completion of the program
- DSPCA to be granted all program delivery powers necessary to complete its purpose

- Caltrain as the station/rail corridor owner/operator to grant access to the Caltrain ROW upon MCA execution

- Defined off-ramp based on DSPCA performance

The MCA will need to be prepared, negotiated with the Construction Authority and presented to the JPB for action. The following are some examples of what would be included in the MCA to safeguard Caltrain from risks associated with setting up a Construction Authority:

- Caltrain Rights (examples)
    - Caltrain retains ownership, safety and operations decisions
    - Caltrain retains its discretion to prioritize and implement State of Good Repair (SOGR) and related improvements
- Caltrain Diridon Station Program Parameters (examples)
    - Caltrain safety and design standards compliance
    - Caltrain approval of construction operating plans
    - Caltrain "firewalled" from DSPCA risks and liabilities
    - Caltrain party to any DSPCA agreements involving Caltrain assets
    - Funding agreements link to corridor access
    - Transfer of new assets after Caltrain testing and acceptance

Staff requests approval of the recommended terms for inclusion in the Diridon Station Program enabling legislation language. The final Steering Committee meeting on this topic is currently scheduled for December 18, 2026, but will probably be rescheduled. These milestones support the Diridon Station Program efforts to take a 2027 bill through the legislative process.

The other program partners are presenting this topic as part of their legislative updates to their respective Board/Committee/City Council within the next few months.

Budget Impact
There is no direct budget impact associated with this action.

Prepared By:	Marian Lee	Diridon Station Program Caltrain Liaison	10/07/2026

SAN JOSÉ
DIRIDON STATION

DIRIDON STATION

Alternatives Development Report

Executive Summary



Caltrain · California High-Speed Rail Authority · City of San José Capital of Silicon Valley · Metropolitan Transportation Commission · Santa Clara Valley Transportation Authority

ACKNOWLEDGEMENTS

This Alternatives Development Report was made possible through the collaboration and hard work of many agencies and individuals.

POLICY DIRECTION PROVIDED BY THE STEERING COMMITTEE/JOINT POLICY ADVISORY GROUP

- Margaret Abe- Koga (Caltrain)
- Betty Duong (VTA)
- Sergio Lopez (VTA)
- Michael Mulcahy (San Jose)
- David Cohen (Caltrain)
- Jim Ghielmetti (California HSRA)
- Matt Mahan (MTC)
- Carl Salas (San Jose)
- Robert Raburn (Ex-Officio, BART)
- Rod Diridon (Ex-Officio Member)
- Former San Jose City Council Member Dev Davis (JPAB Chair)
- Former Supervisor Cindy Chavez (JPAB Vice Chair)

PARTNER AGENCIES

Caltrain:
- Michelle Bouchard
- Melissa Reggiardo
- Gwen Buckley
- Baltazar Lopez

VTA:
- Carolyn Gonot
- Michael Tree
- Jason Kim

MTC
- Andrew Fremier
- Therese Trivedi
- Kara Vuicich
- James Tung

San Jose
- Manuel Pineda
- Lee Wilcox
- John Ristow
- Jessica Zenk
- Ramses Madou
- Eric Eidlin

CHSRA
- Boris Lipkin
- Meg Cederoth
- Morgan Galli
- Kelly Doyle

The technical work for this report was led by Caltrain. Community engagement was led by the **City of San José** (City) in technical partnership with the **Santa Clara Valley Transportation Authority** (VTA), **California High-Speed Rail Authority** (CHSRA), and the **Metropolitan Transportation Commission** (MTC). This report reflects these efforts. These agencies were also supported by strong collaboration with the **California High-Speed Rail Authority** (CHSRA) and the **Metropolitan Transportation Commission** (MTC).

FUNDING PARTNERS

- City of San José
- MTC
- VTA

CONSULTANT TEAM

- Mott MacDonald
- Foster & Partners
- Kimley-Horn & Associates
- Lighthouse Public Affairs
- Page & Turnball
- HR&A
- Winter
- Arup
- DB E.C.O. North America, Inc.



EXECUTIVE SUMMARY

Diridon Station is a key transit hub at the western edge of Downtown San José. The station is 90 years old as of 2025 and needs to be expanded and modernized to support growing transit services. A collaboration among five partner agencies – the City of San José (City), Caltrain, the Santa Clara Valley Transportation Authority (VTA), the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC) – is underway to plan and build a new station. **The goal of the new station is to increase transit capacity and service; facilitate seamless transfers; create a safe, passenger-friendly station; and improve the station's integration with the neighborhood, establishing it as a great place to visit and a catalyst for both economic and community development.**

Context

Today, Diridon Station provides Caltrain, Altamont Corridor Express (ACE), Capitol Corridor, and Amtrak rail services; supports Union Pacific freight rail; and makes key transit connections with VTA Bus and Light Rail service. The future station will not only accommodate increased service levels from existing providers, but also serve the future high-speed rail system as well as connections to the future San José Airport Connector and Bay Area Rapid Transit (BART) with VTA's BART Silicon Valley Phase II Extension (BSVII) Project. **The hub will support the growth of transit connections with the addition of new and increased services projected to reach 100,000 daily trips by the year 2050[1].** The biggest increases will come from the introduction of high-speed rail, the BSVII Project, and increased Caltrain service.

The City of San José plans to extend downtown west into the Diridon Station Area, which will be transformed into a vibrant transit-oriented

1. This forecast of future daily boardings was projected in 2019 based on early estimates—the projections will be subject to further analysis and confirmation during the environmental process.

community. **The City's adopted Diridon Station Area Plan includes up to 12,900 new homes and a total of 14.7 million square feet of office and commercial space.** The momentum behind this plan, supported by the Diridon Station Alternatives Development Report, the regionally significant SAP Center, the environmentally approved high-speed rail system, and Google's entitled Downtown West development, will serve as a catalyst for transforming the area. While the market today is challenging, the vision is sustainable and efforts to implement the vision over time are warranted.

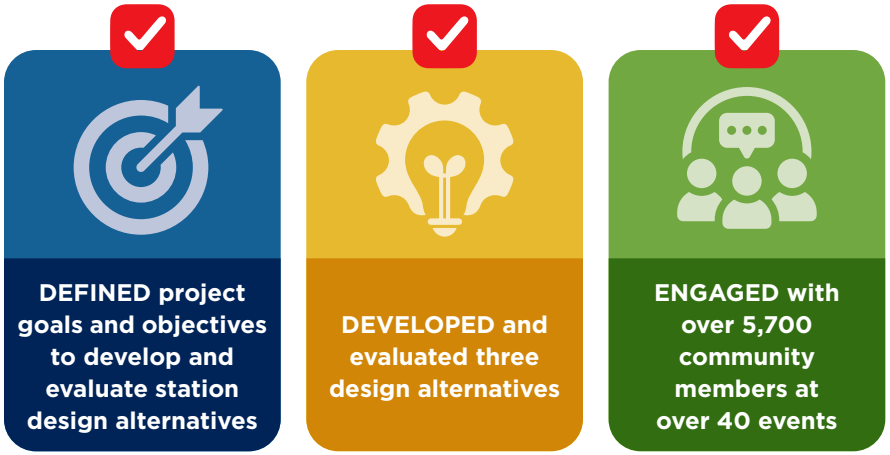
Vision

In 2020, the Partner Agencies established a vision for the station through an early conceptual planning process called the Diridon Integrated Station Concept (DISC) Plan. DISC presented a vision for a major hub of transportation and urban activity to support the City's growth and expanded transit options. The DISC Concept Layout proposed two station concourses—one oriented on Santa Clara Street and the other oriented on San Fernando Street. These two major streets provide east and west access to the station from Downtown and the surrounding neighborhoods. The vision for DISC supported the integration of all transit modes at the station, including commuter and intercity rail, BART, Light Rail, local bus, and a future Airport Connector. Platforms and tracks in DISC were proposed to be elevated, providing opportunities for urban integration beneath the tracks with improved street connections and community spaces.

Alternatives Development Process

The Alternatives Development Process builds off earlier planning work done for DISC, carrying forward the key elements of the vision for the project as articulated in DISC. The focus of this undertaking was to validate the findings of DISC and develop and evaluate more detailed alternative station designs that upheld the DISC vision while addressing cost, constructability, land use and community impacts, and operational feasibility, eventually arriving at the identification of a recommended alternative.

Developing the alternatives was a significant effort that required extensive technical analysis, collaboration between Partner Agencies, and intensive engineering work. The project involved modernizing and expanding 90-year-old historic station located in a narrow rail corridor used by multiple operators, surrounded by a dense urban environment, including a built-out street grid, major buildings, existing facilities, and planned developments. Designing connections to future transit systems—many of which are still in early planning stages—added to the complexity. **During the 24-month Alternatives Development Process, the partners accomplished the following:**



Significant efforts in the design process included determining how to preserve and adapt the Historic Station for future uses, fitting all the platforms and tracks within a constrained right-of-way (ROW) space, providing a direct and convenient connection to the future BART station, and retaining track connections to the Caltrain maintenance facility located north of the station. The three initially developed alternatives

differed in terms of constructability risk, operational feasibility, and customer experience. The Partner Agencies developed a systematic evaluation process to compare the alternatives across various criteria, which lead to the identification of two shortlisted options that aligned with the project goals. This framework clearly highlighted the strengths and weaknesses of each alternative and supported the decision-making process. Ultimately, the evaluation revealed a fatal flaw in one of the shortlisted alternatives, based on approximately 10% design, leaving a single viable option to move forward to the environmental review phase.

Throughout the Alternatives Development Process, community engagement was critical and assisted in the development, optimization, and selection of the recommended alternative. Community enthusiasm for the project was inspiring, with excitement focused on when the project will be built. However, it was also clear that the community had many concerns related to temporary and permanent impacts created by the project. These concerns related especially to noise, visual, land use, traffic, and parking impacts. These concerns were documented and will continue to be addressed and evaluated during the environmental process.

Recommended Project/Program

At the May 21, 2025 meeting, the Steering Committee formally approved the At-Grade Alternative as the recommended station design to progress into environmental review. This design option is characterized by tracks and platforms located at existing street level and was selected for its constructability, operational feasibility, cost-effectiveness, and customer experience.

The recommended station design consists of three main levels for passengers. The newly excavated floor below the street level is the concourse area, which provides the main entrances to the station. The concourse area includes the main passenger circulation space as well as a range of retail and commercial uses that will turn the station into a destination. The concourse provides vertical circulation up to at-grade rail platforms for Caltrain, ACE, Capitol Corridor, and CHSRA and down to BART and Light Rail. The Diridon Station design places inviting plazas on the east and west sides, with the area immediately surrounding the station being prioritized for pedestrians and bicyclists. Space to the east of the station has been identified to link to the future San José Airport Connector, which is assumed to be an elevated transit system. In addition, bus and vehicle drop off and pick-up activities will be north of the station, across Santa Clara Street. Regional buses will terminate at the bus facility and local buses will operate along Santa Clara Street.

The project cost in 2025 dollars is between $3 to $6 billion, with a construction timeline of 7 to 10 years. The cost and construction timeline are significantly driven by the need to maintain operations during construction as well as the complexity of the construction. Efforts will continue to develop strategies for reducing the construction period which would also help reduce cost estimates.

During the Alternatives Development Process, it was clear that access improvements south of the station at Park Avenue, San Carlos Street, Auzerais Avenue, and West Virginia Street would be necessary. These grade crossing projects are separate from, but complementary to Diridon Station, and are independent within the **Diridon Program of Projects**. **They have also been approved by the Steering Committee to advance for environmental review.** These supplemental rail crossing improvements were identified to improve nearby grade crossings, enhance connectivity for pedestrians and cyclists, or update infrastructure in poor condition.

The decision to progress a recommended alternative into environmental review represents a pivotal milestone. The Partner Agencies are now poised to begin the state and federal environmental process for the Diridon Program, which is anticipated to take three to four years. After the completion of environmental review, critical next steps for the project will include more advanced engineering and securing the necessary funding to build the project. The timeline for starting construction is subject to funding availability.


SAN JOSÉ
DIRIDON STATION

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	David Santoro, Chief Administrative Officer, San Mateo County Transit District
	Emily Beach, Chief Communications Officer
For:	November 2026 JPB Board of Directors Meeting
Subject:	**Award a Contract to Outfront Media Group LLC for Train and Station Advertising Services for a Five-Year Base Term for a Minimum Annual Guarantee (MAG) Revenue of $10.75 Million, with Two One-Year Option Terms for Additional MAG Revenue of $5.25 Million**

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

Purpose and Recommended Action

Award of the proposed contract for Train and Station Advertising Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB or Caltrain) with a qualified, experienced advertising services provider to manage, market, sell, and administer Caltrain's advertising program. The Services will maximize non-fare revenue opportunities across Caltrain's advertising assets, including train interiors and exteriors, station advertising, digital displays, and other approved advertising and sponsorship opportunities.

The selected contractor will be responsible for developing and maintaining advertiser relationships, soliciting and securing advertising sales, managing campaigns, coordinating installation and maintenance, ensuring compliance with Caltrain's advertising policies and standards, and providing reporting on sales and revenue performance. The Services will also provide the flexibility to identify and develop new advertising assets, sponsorships, experiential opportunities, and other emerging revenue streams as the Caltrain system and marketplace evolve.

Award of the proposed contract will provide continuity of advertising services following expiration of the existing agreement and support the JPB's goal of maximizing sustainable non-fare revenue to support Caltrain operations and financial sustainability.

Staff recommend that the Board of Directors (Board) of the JPB:

1. Award a contract to Outfront Media Group, LLC of New York, New York (Outfront), to provide the Services for a five-year base term for minimum annual guarantee (MAG) revenue of $10.75 million, with two one-year option terms for additional MAG revenue of $5.25 million.

2. Authorize the Executive Director or designee to execute contracts with Outfront in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

3. Authorize the Executive Director or designee to exercise up to two one-year option terms, if in the best interest of the JPB.

Discussion

The procurement was conducted through a full competitive process to identify a contractor with the qualifications, experience, sales capabilities, and strategic approach necessary to maximize advertising revenue while maintaining a high-quality customer experience and protecting the appearance and integrity of Caltrain facilities and equipment.

On April 28, 2026, the JPB issued Request for Proposals (RFP) 26-J-S-089 for the Services. The RFP was advertised on the JPB's eProcurement website. Twenty potential proposers downloaded the RFP and the JPB received four proposals from the following firms:

- Clear Channel Outdoor, LLC,
- Outfront
- Intersection Media, LLC, and
- Time Advertising, Inc.

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

EVALUATION CRITERIA	MAXIMUM POINTS
Compensation Proposal	35 Points
Company Qualifications, Experience and References	25 Points
Approach to Providing Services	40 Points
Small Business Enterprise (SBE) Preference	5 Points
TOTAL	**105 Points**

After the initial scoring, the Committee found that two proposers were in the competitive range and conducted oral interviews with both firms. Following the interviews, the Committee determined Outfront possesses the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Outfront was not qualified for the SBE preference points.

Staff successfully negotiated contract terms, including compensation, with Outfront. Also, staff conducted a price analysis and determined the negotiated compensation proposal to be fair, reasonable, and consistent with similar services in the Bay Area.

Budget Impact
Below is a summary of compensation:

Year	Period	(MAG) ($)	Revenue Share	Revenue Share for House Leads
1	Nov 15, 2026 - Nov 14, 2027	$1,950,000	60 – 65%	65%
2	Nov 15, 2027 - Nov 14, 2028	$2,050,000	60 – 65%	65%
3	Nov 15, 2028 - Nov 14, 2029	$2,150,000	60 – 65%	65%
4	Nov 15, 2029 - Nov 14, 2030	$2,250,000	60 – 65%	65%
5	Nov 15, 2030 - Nov 14, 2031	$2,350,000	60 – 65%	65%
Opt. Year 1	Nov 15, 2031 - Nov 14, 2032	$2,550,000	60 – 65%	65%
Opt. Year 2	Nov 15, 2032 - Nov 14, 2033	$2,700,000	60 – 65%	65%
	Total	**$16,000,000**		

Per the table above, if the revenue share exceeds the MAG, Outfront will compensate JPB 60 percent of net revenue up to and including $4 million per year and 65 percent of net revenue in excess of $4 million. Outfront will compensate JPB 65 percent of net revenue generated from house leads, independent of the $4 million threshold.

"House Leads" are strategic partnership opportunities identified and introduced directly by the JPB (e.g., regional institutions, anchor sponsors, or integrated marketing partners), as opposed to contractor-sourced leads.

Prepared By:	Manny Caluya	Procurement Administrator III	09/25/2026
	Ravi Sreekakula	Manager, Sales and Marketing	09/25/2026

Resolution No. 2026-

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

*** * ***

Award a Contract to Outfront Media Group LLC for Train and Station Advertising Services for a Five-Year Base Term for a Minimum Annual Guarantee (MAG) Revenue of $10.75 Million, with Two One-Year Option Terms for Additional MAG Revenue of $5.25 Million

Whereas, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) wants to maximize non-fare revenue opportunities across Caltrain's advertising assets; and

Whereas, on April 28, 2026, JPB issued Request for Proposals (RFP) 26-J-S-089 for Train and Station Advertising Services (Services) to provide a qualified, experienced advertising services provider to manage, market, sell, and administer Caltrain's advertising program; and

Whereas, in response to the RFP, the JPB received four proposals; and

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

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

Whereas, the Committee interviewed those two firms and determined, based on each firm's proposal and interview performance, that Outfront Media Group, LLC of New York, New York (Outfront) was the top ranked firm, and possessed the requisite qualifications and experience to successfully perform the Services; and

Whereas, staff conducted a price analysis and determined the negotiated compensation to be fair, reasonable, and consistent with similar services in the Bay Area; and

Whereas, staff recommend that the Board of Directors (Board) award a contract to Outfront to provide the Services for a five-year base term for minimum annual guarantee (MAG) revenue of $10.75 million, with two one-year option terms for additional MAG revenue of $5.25 million.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby award a contract to Outfront Media Group, LLC to provide Train and Station Advertising Services for a five-year base term for minimum annual guarantee revenue of $10.75 million, with two one-year option terms for additional MAG revenue of $5.25 million; and

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

Be It Further Resolved that the Board authorizes the Executive Director or designee to exercise up to two additional one-year option terms, if in the best interest of the JPB.

Regularly passed and adopted this 5th day of November, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, Peninsula Corridor Joint Powers Board

Attest:

_____
JPB Secretary

#2325320v1

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Li Zhang, Chief of Commercial and Business Development
For:	November 2026 JPB Board of Directors Meeting
Subject:	**Authorize the Submittal of an Application for San Mateo County Transportation Authority Cycle 8 Measure A and Measure W Pedestrian and Bicycle Program Funding**

Purpose and Recommended Action

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) adopt a resolution:

1. Supporting the Middle Avenue Pedestrian and Bicycle Rail Crossing Project (Project) and authorizing the submittal of an application, in partnership with the City of Menlo Park (City), to the San Mateo County Transportation Authority (SMCTA) for $3,500,000 in Cycle 8 Measure A and Measure W Pedestrian and Bicycle Program (Ped/Bike Program) funding.

2. Committing to complete the Project if SMCTA Measure funds are awarded and to provision the minimum of 10 percent (10%) in matching funds.

3. Certifying that any funds awarded by SMCTA will supplement, and not replace, existing funds or resources for the Project.

4. Authorizing the Executive Director, or designee, to execute project supplements with SMCTA for Ped/Bike Program funding and to take any other actions necessary to give effect to the resolution.

Discussion

On August 31, 2026, SMCTA released a call for projects for Cycle 8 of the Measure A and Measure W Pedestrian and Bicycle Program, with $24.7 million available. The program funds projects that improve the safety and accessibility of walking and biking in San Mateo County and encourage more residents to use active transportation. SMCTA also requires the applicant's governing board to adopt a resolution supporting the Project, committing to its completion and to matching funds.

JPB, in partnership with the City, is seeking the maximum award of $3,500,000 for construction of the Project. JPB is the lead applicant and delivery agency. The City, which owns and maintains the roadways in the Project area, is a co-applicant and partner. Together, JPB and the City hold the roadway ownership, maintenance, and safety responsibilities for the at-grade rail crossings and surrounding street network.

The Project will construct a grade-separated undercrossing for people walking and biking, providing an alternative east-west route across active railroad tracks. The Project is in the City's downtown, south of Caltrain's Menlo Park station, between a 0.78-mile segment of track between the at-grade crossings at Ravenswood Avenue (0.3 miles to the north) and Palo Alto Avenue (0.48 miles to the south).

Today, people walking and biking across the tracks must use the Ravenswood Avenue or Palo Alto Avenue crossings and travel alongside high-volume traffic. Ravenswood Avenue has two lanes in each direction with Class II bike lanes and sidewalks. Palo Alto Avenue has one lane in each direction, Class II bike lanes, and a sidewalk on only one side. School-aged children must also cross the tracks to reach the City's only public middle school, on the west side, and its only public high school, on the east side.

The Project supports SMCTA's Ped/Bike Program goals by improving safety for people walking and biking, providing a safer route to local schools and downtown, and improving access to transit.

Budget Impact

Adoption of the proposed resolution has no immediate budget impact. If funding is awarded, staff will return to the Board to request the necessary budget authority, including for the required matching funds. The Ped/Bike Program requires a minimum 10 percent match.

Prepared By:	Michelle Stewart	Director, Grants and Fund Management	10/12/2026

Resolution No. 2026-

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

*** * ***

Authorize the Submittal of an Application for San Mateo County Transportation Authority Cycle 8 Measure A and Measure W Pedestrian and Bicycle Program Funding

Whereas, the Peninsula Corridor Joint Powers Board (Sponsor), in partnership with the City of Menlo Park, has identified the need for a safe, grade-separated pedestrian and bicycle crossing of the Caltrain corridor at Middle Avenue in Menlo Park, and

Whereas, the Sponsor, in partnership with the City of Menlo Park, has developed Middle Avenue Pedestrian and Bicycle Rail Crossing Project (Project) to improve east-west pedestrian and bicycle connectivity and safety across the rail corridor, and

Whereas, total Project cost is $58,000,000 (design, utilities and construction) based on 35-percent design, and

Whereas, the Sponsor seeks $3,500,000 for the Project, and

Whereas, the San Mateo County Transportation Authority (SMCTA) issued a Call for Projects for the Cycle 8 Measures A and W Pedestrian and Bicycle Program on August 31, 2026, and

Whereas, a Primary Grant Agreement has been executed between the Sponsor and the SMCTA on March 6, 2025; and

Whereas, the SMCTA requires the Sponsor's governing board to adopt a resolution:

1. Supporting the Project and application for $3,500,000 in SMCTA Measures A and W Pedestrian and Bicycle Program funds for Project;

2. Committing the Sponsor to the completion of the Project, including provision the minimum of 10 percent in matching funds needed for implementation;
3. Certifying that any funds awarded by the SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
4. If funds are awarded, authorizing the Sponsor's Executive Director, or designee, to sign a project supplement with the SMCTA for Measures A and W Pedestrian and Bicycle Program funding for the Project and to take any other actions necessary to give effect to this resolution and execute applicable amendments.

Now, Therefore, Be It Resolved that the governing board of Peninsula Corridor Joint Powers Board:

1. Directs staff, in partnership with the City of Menlo Park, to submit an application to the San Mateo County Transportation Authority for Measures A and W Pedestrian and Bicycle Program funds for $3,500,000 for the Middle Avenue Pedestrian and Bicycle Rail Crossing Project;
2. Authorizes the Executive Director, or designee, to execute a project supplement with SMCTA to encumber Measures A and W Pedestrian and Bicycle Program funds;
3. Commits to the completing the Project, including the provision the minimum of 10 percent match needed for Project implementation, if the requested SMCTA funds are awarded;
4. Certifies that any funds awarded by the SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and

5. Authorizes the Executive Director, or designee, to take any other actions necessary to give effect to this resolution and execute applicable amendments.

Regularly passed and adopted this 5th day of November, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, Peninsula Corridor Joint Powers Board

Attest:

_____
JPB Secretary

Peninsula Corridor Joint Powers Board
Staff Report

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

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

Purpose and Recommended Action

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

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

Discussion

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

Budget Impact

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Manager	10/14/2026
	Isabella Conferti	Government and Community Affairs Specialist	10/14/2026

Shaw Yoder Antwih Schmelzer & Lange

October 14, 2026

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

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

RE: STATE LEGISLATIVE UPDATE – November 2026

General Update
The Governor's bill signing period ended on September 30, 2026.

Of the 1,160 bills sent to Governor Newsom this year, he signed 1,040 and vetoed 120. Signed bills will go into effect on January 1, 2027, unless they contain an "urgency clause," which means the measure takes effect immediately upon signature by the Governor.

On November 3, the general election will occur. This election, much of Caltrain's legislative delegation will be on the ballot. Assembly Member Marc Berman (D-Menlo Park), Assembly Member Catherine Stefani (D-San Francisco), Assembly Member Matt Haney (D-San Francisco), Assembly Member Diane Papan (D-San Mateo), Assemblymember Alex Lee (D-Milpitas), and Assembly Member Ash Kalra (D-San Jose) are all running for re-election to the Assembly, while Senator Scott Wiener (D-San Francisco) is running for a seat in Congress. Should Senator Wiener win his race, his seat in the State Senate will be filled by a special election next year. Lastly, former State Senator Aisha Wahab won a special election to Congress earlier this year. Her former seat in the State Senate will be filled on November 3 by either Democrat Scott Sakakihara or Republican Linda Price.

We will welcome 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
As we reported last month, the Legislature and Governor reached an agreement at the very end of session on a Greenhouse Gas Reduction Fund (GGRF) spending plan for Fiscal Year 2026-27, which was 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;
- Includes $48 million for the Low Carbon Transit Operations Program (LCTOP);
- Includes $95 million for the Transit and Intercity Rail Capital Program (TIRCP);
- Includes $133 million for Affordable Housing;
- Includes $107 million for Sustainable Communities.

New Tax on Software-as-a-Service Takes Effect on January 1, 2027
This summer, Governed Newsom signed SB 122 (Budget and Fiscal Review Committee) [Chapter 23, Statutes of 2026], which, among other things, extended state and local sales and use taxes to digital products, including Software-as-a-Service (SaaS). The legislation was one of several new revenue measures passed as part of the Budget Act of 2026 to address the state's deficit.

As of the drafting of this report, the California Department of Tax and Fee Administration is advancing an emergency regulation to implement the tax. The regulation, which is expected to be released before the end of the year, will address the implementation mechanics of the new tax.

Update on Final Bill Actions
SB 741 (Blakespear) LCTOP Reform – SUPPORT
This bill updates and streamlines 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 simplifies Caltrans' administrative role, expands eligible uses of program funds to include maintenance of transit service, and makes clear that agencies can fund previously approved services without having to restart the application process. ***Signed by the Governor.***

SB 1375 (Cortese) Diridon Station Modernization: CEQA Exemption – SUPPORT
This bill exempts 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. ***Signed by the Governor.***

AB 1941 (Mark González) Organized Metal Theft – SUPPORT
This bill creates 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 makes this crime punishable as either a misdemeanor or a felony. ***Signed by the Governor.***

AB 2308 (Haney) Redevelopment: Successor Agency Debt Support – SUPPORT
This bill authorizes 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). ***Signed by the Governor.***

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 creates a ballot designation that must appear in all 5 counties: Regional Transit Measure. The bill also allows "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 updates California's regional climate and transportation planning framework first established under SB 375 (Steinberg, 2008). SB 1087 streamlines the Sustainable Communities Strategies (SCS) planning process, so that regional agencies can better focus resources on delivering projects. ***Signed by Governor Newsom.***

SB 1187 (Durazo) Brown Act Language Requirements – WATCH
This bill eliminates 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. ***Signed by Governor Newsom.***

AB 1383 (McKinnor) PEPRA Compensation Limits – WATCH
This bill would have made 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 have affected public safety employees (e.g. police, firefighters), AB 1383 would also have increased the pensionable compensation base (the maximum amount of an employee's salary that may be used to calculate retirement benefits). This would have increased local systems' pension obligations. ***This bill was vetoed by the Governor on September 20. The veto message can be found here.***
AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill requires Caltrans to create an online registry of all transit stops in California and obligates all transit operators to ensure that each of their transit stops are accurately reflected in the registry. ***Signed by Governor Newsom.***

AB 1883 (Bryan) Limiting Workplace Surveillance Tools – WATCH
This bill prohibits 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. ***Signed by Governor Newsom.***

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

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Caltrain
Federal Report
October 2026

Congressional Update

Government Funding Update

- 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.

- The Senate has not marked up any of its FY 2027 appropriations bills at this time. When Congress returns after the election, lawmakers will have a limited window to complete negotiations on FY 2027 appropriations before the December 11 funding deadline. The compressed timeline, in addition to the approaching midterm elections, could make reaching an appropriations agreement more challenging and increase the likelihood of another funding extension.

Senate Releases Permitting Reform Package

- On September 30, the Senate Environment and Public Works (EPW) and Energy and Natural Resources (ENR) Committees introduced their permitting reform package, the Bipartisan American Affordability and Jobs Act of 2026 (S. 5653). The package makes major changes to several federal environmental protection statutes, as well as increases federal power over interstate electricity transmission lines, shortens deadlines for environmental reviews, and imposes limits on when projects can be challenged in court.

- Lawmakers are expected to hold a vote on the legislation after the midterm elections. A summary of relevant provisions to Caltrain is below:

    - Exempts any project in the operational right-of-way, as defined by MAP-21, from any consultation requirements under Section 7 of the Endangered Species Act (ESA)

    - Exempts "major federal action," under the National Environmental Policy Act (NEPA) such as any repair, reconstruction, retrofit, or replacement of "public works and utilities, including transportation facilities and infrastructure, oil and gas pipelines, electrical power and communication facilities and

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infrastructure, and water supply and sewage treatment facilities" as long as it is in the immediate vicinity of lifeline infrastructure and it does not alter the function of increase capacity by more than 20 percent. For highway and bridge projects, this exclusion is limited to projects that do not result in additional through travel lanes.

- Requires the U.S. Army Corps of Engineers to maintain nationwide permits for certain activities, including linear transportation projects, electric utility lines, and telecommunications lines
- Limits the statute of limitations for bringing a suit to 150 days, for suits to the National Environmental Protection Act (NEPA), ESA, Clean Water Act (CWA), and for all energy projects
- Shortens the timeline for environmental impact statements under NEPA to two years. The median for an environmental impact statement completion time is currently 3.5 years, according to 2020 government statistics
- Establishes a new 90-day National Historic Preservation Act (NHPA) consultation process

Sen. Hagerty (R-TN) Introduces Safe Transit Act

- On September 23, Sen. Bill Hagerty (R-TN) introduced the Safe Transit Act (S. 5492), which allows the Department of Transportation (DOT) to withhold up to 100 percent of federal funds to cities and local governments that fail to criminalize fare evasion, ban violent offenders from transit systems, or allow personal recognizance and cash-free release for transit crimes. The bill also includes the following provisions:
  - Requires transit agencies in urban areas to invest at least 3 percent of federal formula funding into safety and crime prevention initiatives, including lighting improvements, security cameras, emergency call boxes, and protective barriers for bus drivers.
  - Authorizes the Department to withhold up to 50 percent of federal transit funding from cities with crime rates significantly higher than the national transit average.
  - Establishes binding nationwide performance standards for physical turnstiles, gates, and fare collection infrastructure to stop fare jumpers.
  - Requires all new federally funded buses and rail vehicles to be equipped with inward- and outward-facing security cameras and event recorders.

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- DOT issued a press release in support of the bill on Wednesday, September 23, including mention of multiple transit agencies DOT has called on to improve safety standards. However, the bill is unlikely to pass as it would need to overcome the Senate's 60-vote threshold, a significant hurdle given the controversial nature of several provisions and the likelihood of Democratic opposition. Congress is also expected to devote most of its legislative time in the lame-duck session to appropriations, nominations, and other must-pass legislative items, making consideration of the bill as a standalone measure unlikely.

Administration Update

FTA Releases Proposed CIG Policy Guidance Updates

- On October 1, the Federal Transit Administration (FTA) published proposed policy guidance for the Capital Investment Grants (CIG) program. The proposal tightens project readiness and funding requirements, standardizes project evaluation criteria, and directly links the federal CIG share to project performance. The proposal places greater emphasis on cost-effectiveness, ridership, congestion relief, and lower requested federal shares, while introducing a formal methodology for calculating CIG funding levels, including adjustments based on corridor birth and marriage rates.

- The proposed guidance incorporates suggestions FTA received in response to its Request for Information published on August 19, 2025. Its intended goal is to ensure projects are hitting milestones needed for project delivery and if they are not, will be moved out of the pipeline. The final CIG Policy Guidance is to be effective immediately; no grandfathering will be allowed for any projects currently in the CIG pipeline.

- FTA proposes several changes to CIG project development timeline, establishing new project milestones, shortening timelines for complete application submissions, and increasing the non-CIG funding commitment threshold for New Starts and Core Capacity projects from 30% to 50% before Engineering.

- FTA proposes the creation of a formal methodology for calculating federal funding shares, standardizing cost-effectiveness metrics and ratings across all project types, revising project justification and financial commitment criteria, and expanding eligibility for warrants and incentives for projects seeking lower federal shares. The proposal also would require annual Engineering-phase progress updates, modify economic development and land use scoring, limit eligible

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enrichments while adding a new safety and security category, and provide greater flexibility through expanded pre-award authority and the use of non-CIG federal funds for eligible pre-award activities.

- The new formal methodology for calculating a project's CIG share would create a consistent framework that weights project performance factors such as cost-effectiveness, ridership, mobility, congestion relief, economic development, land use, and environmental benefits. The formal methodology table is below:

Project Justification Criteria	Rating	Adjustment Factor (%)
Cost-Effectiveness	High	+10
	Medium-High	+5
	Medium	0
	Medium-Low	-10
	Low	-25
Mobility Improvements, Congestion Relief (applies to each criterion)	High	+5
	Medium-High	+4
	Medium	0
	Medium-Low	-8
	Low	-10
Land Use (NS), Capacity Needs (CC) and Economic Development (applies to each criterion)	High	+3
	Medium-High	+2
	Medium	0
	Medium-Low	-4
	Low	-6
Environmental Benefits	High	+2
	Low	0

- The proposal would also adjust CIG shares based on corridor birth and marriage rates, with projects in higher-growth corridors eligible for additional funding boosts. A table describing the adjusted CIG shares is below:

Criteria for Additional Boost on CIG Share	CIG Share Adjustment Factor (%)		
	Over 1% higher than National Average	Up to 1% higher than National Average or Equal to National Average	Within 1% below the National Average
Average corridor birth rate	+5	+3	+1

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Average corridor marriage rate	+5	+3	+1

- Comments on the proposed guidance are due by November 16, 2026. Following the comment period, FTA will review all substantive feedback and may revise the guidance before issuing a final version or finalize it as proposed.

Census Bureau Proposes 2030 Census Rulemaking

- On September 9, the Census Bureau issued a proposed rule that would make significant changes to the 2030 Census and all future decennial censuses. Among other changes, the proposed rule would:
    - Limit apportionment counts to U.S. citizens and lawful permanent residents rather than all residents
    - Consider the addition of a legal-status (e.g. citizenship) question on the decennial census
    - Change what counts as a person's "usual residence," instead determining residency on where an individual lawfully spent the most days during a newly defined "census enumeration period" from January 3 through April 1 of the census year, with administrative records, including tax data, used for verification
    - Increase reliance on administrative data, including tax, immigration, health, postal, and other federal and state records to determine residency, rather than primarily using self-reported census responses
    - Bar collection of information on race and ethnicity and sexual orientation. It would make other demographic questions optional.
- The changes could affect congressional apportionment, redistricting, and representation at all levels of government, as well as impact funding for transportation initiatives, including funding for Community Development Block Grants (CDBG) and formula-based funding. The funding and data analysis for transportation agencies with high percentages of mobile populations and non-citizens will likely be affected.
- The National League of Cities (NLC) has provided template comment letters to the Census Bureau, available here, and to congressional offices, available here. The Census Bureau extended the comment letter deadline to November 2, 2026.

Peninsula Corridor Joint Powers Board
Community Advisory Committee
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of October 21, 2026

Members Present:	William Abbott, Madeeha Ayub, Kristopher Linquist, Tyler McDowall (Alternate), Melody Pagee, Rohit Sarathy, Mark Thurber, Peter Wickman (Alternate) (arrived at 6:05 pm), Adrian Brandt (Vice Chair), Patricia Leung (Chair)
Members Absent:	None
Staff Present:	Q. Barbosa, T. Burgwyn, A. Feng, J. Jest, A. Myles-Primakoff, D. Ryan

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 quorum was present.

3. **Pledge of Allegiance / Safety Briefing**
   Theodore Burgwyn, Chief Operating Officer, provided a staff announcement regarding the Connect Bay Area Transit Initiative (Regional Transit Measure (Measure RTM)) and what CAC members can and cannot do in their capacity as CAC members or representing the CAC and compliance matters.

4. **Consent Calendar**
   4.a. Approval of Meeting Minutes for September 16, 2026
   4.b. Approval of the 2027 CAC Meeting Calendar
   Motion/Second: Ayub/Abbott
   Ayes: Abbott, Ayub, Linquist, Pagee, Sarathy, Thurber, Brandt, Leung
   Noes: None
   Abstain: Kutler
   Absent: None

5. **Public Comment for Items Not on the Agenda**
   Doug DeLong commented on alternate member participation, electric multiple unit (EMU) delivery, bridge repairs, and ridership trends.

Jeff Carter commented on meeting room accessibility, Measure RTM funding, and train announcement audibility and repetition issues.

Roland commented on battery module issues and proposed an alternative locomotive and battery storage solution.

Aleta Dupree commented on fare inspection performance, battery technology, energy storage, and electricity purchasing options.

Christina F. commented on Bayshore Station elevator outages and delayed or inconsistent service alerts.

6. Report of the Chair

Chair Leung reported on the work plan cleanup.

7. Approve Amendments to Community Advisory Committee Bylaws

The Committee discussed the item which included process for members of the public to suggest clerical corrections on draft minutes via written correspondence.

Motion/Second: Brandt/Sarathy
Ayes: Abbott, Ayub, Kutler, Linquist, Pagee, Sarathy, Thurber, Brandt, Leung
Noes: None
Abstain: None
Absent: None

Public Comment

Jeff Carter commented on detailed meeting minutes for public understanding.

Aleta Dupree commented on hybrid action minutes, procedures for suggesting corrections in minutes, and spoke in support of Rosenberg's Rule of Order.

Roland commented on the rationale for changing meeting minutes and recommended publishing transcripts alongside meeting recordings.

Member Wickman arrived at 6:05 pm.

8. Brown Act Training

The Committee discussed the item which included the applicability of remote meeting requirements, serial meeting violations, and procedures for addressing disruptive individuals during remote meetings.

Public Comment

Jeff Carter commented on remote meeting accessibility requirements for Board members and concerns about serial meeting restrictions.

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Aleta Dupree commented on public comment access, testing Zoom links to ensure public participation, and respectful conduct during meetings.

9. Caltrain's No External Funding Scenario

The Committee discussed the item which included the following:

- RTM funding and Caltrain's proposed seven percent allocation of funds
- Potential station closures, projected cost savings, and service impacts
- Budget deficits, ridership trends, and fare revenue assumptions
- Regenerative braking energy credits and potential compensation

Public Comment

Jeff Carter commented on RTM funding, ridership, energy credits, and distance-based fares.

Roland commented on regenerative braking energy credits, battery storage, consultant spending, passenger counting, and potential adjustments to local and express train service.

Aleta Dupree commented on RTM funding, electricity rate structures, battery storage, energy costs, and fare recovery.

10. 2026 Customer Satisfaction Survey Results

The Committee discussed the item which included the following:

- Ridership feedback tools, Quick Response (QR) code access, and service alert timelines
- Clearer real-time service disruption updates and passenger announcements
- Performance metrics for service alerts, onboard audio, and restroom conditions
- Ridership patterns across commuting, weekend, and special-event trips

Public Comment

Jeff Carter commented on service delays, crowding, restroom improvements, special-event funding, and service alerts.

Christina F. commented on timely service and elevator outage alerts, station information, and clearer announcements and wayfinding for occasional riders.

Roland commented on station alerts, platform information, and service south of Tamien.

11. Staff Report

11.a. Customer Experience Task Force Update

11.b. JPB CAC Work Plan Update

The Committee discussed the item which included the following:

- Platform-adjacent crossing gate repairs and ongoing monitoring of gate malfunctions
- Automatic video enforcement for crossing violations and onboard assistance requests
- Consistent fare inspection practices and train departure procedures
- Increased friction braking and regenerative braking performance

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- Damaged train repairs and delivery timelines for additional trainsets
- Digital radio transition delays and automatic passenger count (APC) testing
- Out-of-service door signage and EMU reliability issues

Public Comment

Roland commented on project costs, consultant spending, rail service restoration, regenerative braking, and proposed rail equipment changes.

12. Committee Member Requests

There were none.

13. Date/Time/Location of Next Regular Meeting: Wednesday, November 18, 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 8:05 pm.

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