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AGENDA

Peninsula Corridor Joint Powers Board

Advocacy and Major Projects (AMP) Committee Meeting

November 18, 2026, 3:30 pm

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

Committee Members: Steve Heminger (Chair), Margaret Abe-Koga (Vice Chair), Jeff Gee

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at https://us02web.zoom.us/j/86140080683?pwd=Us8SBvjTsUfnIPEhtrkxZg0NaNibin.1 or by entering Webinar ID: **861 4008 0683,** Passcode: **399219**, in the Zoom app for audio/visual capability or by calling 1-669-444-9171 (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 AMP Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly AMP Committee 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 two minutes. The Committee Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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

November 18, 2026 - Wednesday 3:30 pm

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.

1. Call to Order

2. Roll Call

3. Pledge of Allegiance / Safety Briefing

4. Public Comment on Items Not on the Agenda
   Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.

5. Approval of Meeting Minutes for May 27, 2026 — Motion

6. Adopt 2027 Peninsula Corridor Joint Powers Board (JPB) Advocacy and Major Projects (AMP) Committee Meeting Calendar — Motion

7. Receive Informational Update on Partial Use of San Jose Diridon Station Parking for VTA's BART Silicon Valley Phase II Extension Project Construction** — Motion

8. Receive Update on Battery Electric Multiple Unit (BEMU) Project — Informational

9. Receive State and Federal Legislative Update — Informational

10. Committee Member Requests

11. Date / Time of Next Regular AMP Committee Meeting: Wednesday, December 16, 2026 at 3:30 pm.
    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.

12. Adjournment

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

Information for the Public

All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee. 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 AMP Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly AMP Committee 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 or through Zoom or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to two minutes. The Committee Chair shall have 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.

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.

Peninsula Corridor Joint Powers Board
Advocacy and Major Projects (AMP) Committee
Regular Meeting

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of May 27, 2026

Members Present:	Jeff Gee, Steve Heminger (Chair)
Members Present via Teleconference:	Margaret Abe-Koga (Vice Chair, arrived at 3:33 pm), Pat Burt (Ex Officio)
Staff Present:	J. Baker, M. Bouchard, C. Fromson, J. Harrison, L. Ko, L. Lumina-Hsu, O. Quintanilla Lopez

1. **Call to Order**
   Chair Heminger called the meeting to order at 3:30 pm.

2. **Roll Call**
   Loana Lumina-Hsu, Deputy JPB Secretary, called the roll and confirmed a quorum was present.

   Board Vice Chair Burt attended as ex officio member on Board Chair Medina's behalf under Government Code Section 54953.8.7.

3. **Pledge of Allegiance / Safety Briefing**
   Chair Heminger led the Pledge of Allegiance and deferred the safety briefing.

4. **Public Comment on Items not on the Agenda**
   Roland commented on Director Burt's attendance and meeting material availability.

   Adrian Brandt commented on onboard bathroom availability and ending anonymous bathroom access.

Vice Chair Abe-Koga arrived at 3:33 pm.

5. **Approval of Meeting Minutes for March 25, 2026**
   Motion/Second: Gee/Abe-Koga
   Ayes: Gee, Abe-Koga, Heminger
   Noes: None

6. Approve Initiation of Corridor Crossings Strategy Programs and Adopt Corridor Crossing Strategy Elements

Casey Fromson, Chief of Staff, provided the presentation that included the following:

- Safety Enhancement Program, Elimination Program, guiding principles implementation and funding
- Baseline and advanced safety advancements; support safety enhancements on Union Pacific Railroad (UPRR) property
- Municipality feedback and alignment for entire corridor
- Sequence list, organized by Elimination Program scoring and cities, to be updated with new data and used to create a baseline; federal funding opportunities

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

- Corridor-wide strategy and reconciliation of differences per county; buy in from the Transportation Authorities
- California Environmental Quality Act (CEQA) permitting, corridor crossing readiness, and flexibility
- Current closures and considerations

Motion/Second: Gee/Abe-Koga
Ayes: Gee, Abe-Koga, Heminger
Noes: None

Public Comment

Roland commented on the one corridor shared approach, rail crossings south of Tamien Station, and Diridon Station development.

Adrian Brandt commented on delineator posts, vehicle incursion prevention, Rail Sentry, and Redwood City crossing classifications.

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

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

- Phase 1 financial efficiency review report: $76 million cost savings to offset inflationary pressure to upkeep more requests for frequent and reliable service
- Increase parking revenue, monetize Caltrain's fiber optic and communication assets; cost efficiencies and improvements to operations and maintenance; conduct a study about feasibility of energy storage; GoPass, Clipper, and Bay Pass enrollment expansion
- Phase 2 to be conducted to address structural operating deficiencies

The Committee commented on the Next Generation Clipper.

DRAFT

Motion/Second: Gee/Abe-Koga
Ayes: Gee, Abe-Koga, Heminger
Noes: None

Public Comment
Roland commented on the April 2012 fiber optics approval, contract splitting by subject experts, and financial difficulties of other agencies.

Adrian Brandt commented on parking, fare enforcement, and shifting labor efficiency.

Vice Chair Abe-Koga left the meeting at 4:21pm.

8. Receive Update on California High-Speed Rail

Mark Tollefson, Chief of Staff, California High-Speed Rail (HSR), provided the presentation that included the following:

- 2026 Draft Business Plan to outline project expansion and completion; revenue generation
- Connectivity, service provisions, and progress for Merced to Bakersfield route
- Expansion to connect Central Valley to the Bay Area and areas within Southern California
- Targeted approach to legislative actions and anticipated 2026 solicitations for co-development agreements and contracts

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

- Federal and private sector partnerships; 93 percent state funding; shared investments between cities
- Central Valley annual funding and completion timeline; funding through 2045 but difficulties on fully completing the Central Valley; Minimal investments beyond Gilroy for station improvements and platforms; resource accountability
- Draft business plan to legislature; Senate Bill (SB) 198 in Merced to Bakersfield connectivity to other transit services
- Proposition A (Prop A) compliance and building block approach
- Supplemental project report availability and difficulties implementing contractors
- Reputable workmanship and engagement from the private sectors and ancillary opportunities; co-development partnerships
- Energy storage and redistribution to the HSR operations
- Costing and environmental challenges in California; difficulties progressing projects

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Public Comment
Roland commented on a memo from Mehdi Morshed, connectivity to Los Angeles from San Francisco, Prop 1A, Measure A, and battery storage.

Adrian Brandt commented on blended operations on the Caltrain line and passing track availability.

9. Receive State and Federal Legislative Update

Jason Baker, Director of Government and Communication Affairs, provided the presentation that included the following:

Federal:

- Surface Transportation Reauthorization under Building Unrivaled Infrastructure and Long-term Development (BUILD) America 250 Act to provide about $470 billion for over five years; program elimination
- 5307 Formula Funds for Fiscal Year 2027 (FY27) and FY28 and $3 billion authorized for Capital Investment Grants in FY27 through FY31
- House of Representatives (HR) 7748 for rail safety; forwarded earmarks; May budget revise
- SB 1375, Assembly Bill (AB) 1941, AB 2308, SB 667, AB 2074
- Cap-and-Invest amendments to current funding levels

Public Comment
Roland commented on the appointment of Jason Elliot and Steve Kawa to the HSR Authority board.

10. Receive Update on Battery Electric Multiple Unit (BEMU) Project

Chair Heminger deferred the item and stated the information is available in the agenda packet.

11. Committee Member Requests - There were none.

12. Date/Time of Next Regular AMP Committee Meeting: Wednesday, July 29, 2026 at 3:30 pm.

13. Adjourn - The meeting adjourned at 5:12 pm in memory of Mehdi Morshed.

DRAFT

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Advocacy and Major Projects (AMP) Committee
Through:	Michelle Bouchard, Executive Director
From:	Margaret Tseng, JPB Secretary
For:	November 2026 JPB AMP Committee
Subject:	**Adopt 2027 Peninsula Corridor Joint Powers Board (JPB) Advocacy and Major Projects (AMP) Committee 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) Advocacy and Major Projects (AMP) Committee approve the attached meeting calendar for 2027.

Discussion

The JPB AMP Committee's regular meetings are scheduled for the Wednesday, two weeks prior to the JPB Board Meeting of each month at 3:30 pm, with the exception of June when JPB is in recess, and November and December meetings are advanced due to holidays.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng JPB Secretary 11/09/2026

JPB Advocacy and Major Projects (AMP) Committee
2027 Meeting Calendar

Wednesdays, Two Weeks Prior to JPB Board Meeting* – 3:30 PM
January 27
February 24
March 24
April 28
May 26
June Recess – ***No Meeting***
July 28
August 25
September 29
October 27
November 17*
December 15*

*Regular meetings are scheduled two Wednesdays prior to the Board meeting at 3:30 pm unless otherwise noted.

Board Committee Members: Margaret Abe-Koga, Jeff Gee, Vacant

Primary Staff Liaison: Chief Operating Officer, Theodore (Ted) Burgwyn

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.

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Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Advocacy and Major Projects (AMP) Committee
Through:	Michelle Bouchard, Executive Director
From:	Dahlia Chazan, Chief, Caltrain Planning
For:	December 2026 JPB Board of Directors Meeting
Subject:	**Receive Informational Update on Partial Use of San Jose Diridon Station Parking for VTA's BART Silicon Valley Phase II Extension Project Construction**

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

Purpose and Recommended Action

Santa Clara Valley Transportation Authority's (VTA's) BART Silicon Valley Phase II Extension Project (BSVII) is the second phase of a larger program VTA undertook to extend Bay Area Rapid Transit District (BART) service into Santa Clara County. The BSVII Project is a six-mile extension of the regional BART system from Berryessa/North San José Station to the City of Santa Clara, with four stations, connecting to Peninsula Corridor Joint Powers Board (Caltrain or JPB) at Santa Clara and Diridon Station. The BSVII Project includes an approximately five-mile tunnel with three underground stations (28th Street/Little Portugal, Downtown San Jose, and Diridon), one ground-level station (Santa Clara), as well as maintenance facilities. VTA estimates the project will serve 55,000 weekday riders, providing a fast and convenient transit option and improving connections to other regional transit services.

Caltrain and BSVII interact near Caltrain's Santa Clara Station and San Jose Diridon Station. VTA and the JPB entered into a Cooperative Agreement related to VTA's BVSII Extension Program in October 2020. The agreement set forth general provisions for interaction, consultation, and cooperation between VTA and JPB associated with the BSVII Project's impacts to JPB Infrastructure and Operations. The agreement provides a framework for ongoing interaction between VTA and JPB, including future agreements relating to property rights, operations, and maintenance. JPB is committed to coordinating with VTA to provide partnership and consultation throughout the BSVII Project to help advance this important regional transit initiative. JPB also has an interest in preserving the agency's current and future interests and assets. The Cooperative Agreement was amended in February 2026 to address construction-related coordination work (current and future) occurring in support of the BSVII program within the Newhall Yard and West Portal project area and ensure Caltrain assets are protected against construction-related impacts. The first amendment also adjusted the payment structure for simplicity and to accommodate construction-related expenses. VTA provides funds for Caltrain staff, consultant, and other project-related costs on a rolling basis, maintaining a positive balance for JPB's continued work on the project.

The BSVII Project is advancing toward construction of the future BART Diridon Station. Staff are sharing an informational update about construction use of a portion of the San Jose Diridon Station parking lot for the BSVII Project. This item is presented for informational purposes only. Staff will come back to the Board for action on the agreements required for such use.

Discussion

To support construction staging for the Diridon BART Station, VTA is seeking a ten-year Temporary Construction Easement (TCE) over a JPB-owned parking lot at the Caltrain San Jose Diridon Station. VTA is requesting JPB execute a Purchase Agreement for the acquisition and grant of a TCE over a portion of JPB-owned property at 5 Cahill Street in San Jose. The property is currently used as Caltrain customer parking for the Caltrain San Jose Diridon Station. The TCE is required to support construction staging and related activities for VTA's BART Silicon Valley Phase II Project. JPB staff are currently negotiating the terms of both the Purchase Agreement and the TCE with VTA staff. VTA will also close an adjacent parking lot, owned by VTA, that is currently used for Caltrain parking. The VTA-owned lot will become the Diridon BART station entrance building and will not return to Caltrain parking use.

Planned project construction will impact parking around Diridon Station, including 334 of a total of 600 current Caltrain customer parking spaces in lots owned by both JPB and VTA and 228 privately owned parking spaces. To mitigate this loss of parking during construction, VTA must provide 450 temporary replacement off-street parking spaces per the project's California Environmental Quality Act (CEQA) documentation. The replacement parking must be available upon the closure of the impacted lots.

Approximately 20 percent of Caltrain riders reported driving and parking to access San Jose Diridon Station in the 2025 Triennial Customer Survey. This finding aligns with San Jose Diridon Station's October 2025 average mid-week ridership of approximately 3,000 passengers and Caltrain's 2025 parking counts, which showed that all 600 customer parking spaces at the station were occupied.

Future Cooperative Agreement Amendments will be needed for construction in the vicinity of the San Jose Diridon Station and the BSVII tunnel alignment that crosses under Caltrain Right-of-Way (ROW). Future Real Estate agreements include long-term tunnel easements where the BSVII tunnel crosses under Caltrain ROW and license agreements to install monitoring instruments on Caltrain ROW to track construction impacts before, during, and after tunneling.

Budget Impact

There is no impact on the budget associated with receiving this informational update.

Prepared By: Hannah Greenberg Planner 11/10/2026

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Advocacy and Major Projects (AMP) Committee
Through:	Michelle Bouchard, Executive Director
From:	Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For:	December 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on Battery Electric Multiple Unit (BEMU) Project**

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

Purpose and Recommended Action

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

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

Discussion

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

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

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

Monthly Update

1. Project Schedule and Milestones

- BEMU project baseline schedule was established on April 22, 2024. The table below shows the status of major Milestones as of October 31, 2026. Preliminary Design Review (PDR) is 100 percent complete.

- Final Design Review (FDR) is delayed due to an issue found during preliminary propagation testing of the batteries. Additional propagation testing took place in late August and was unsuccessful. A different battery supplier has been engaged to supply the batteries for the project. Preliminary discussions, along with a draft schedule from the carbuilder, indicate an overall project delay of eight months. The current schedule projected below has reflected the schedule impact. A rebaselined schedule is currently in process.

Key Project Activity	Notice to Proceed (NTP) + months estimated in Change Order	Planned Completion (Baseline)	Progress as of 10/31/2026	Progress On Track?	Notes
Stadler Notice to Proceed	0	08/25/2023	Completed	Completed	
Approval of Master Program schedule	3	04/22/2024	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/2025	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/2025	Completed	Completed	
Final Design Review (FDR)	20	12/12/2025	09/2026 & 08/2027	Delayed	FDR is now divided into two parts: non-battery related and battery related
Battery First Article Inspection	30	04/10/2026	09/2027	Delayed	Change Battery Manufacturer
Completed Carshells	40	05/01/2026	07/2026	Completed	The last carshell was completed in July ‘26
Authorization to Ship to Transportation Test Center	45	06/25/2027	07/2028	Delayed	
Completion of Testing at Transportation Test Center (TTC)	50	12/10/2027	02/2029	Delayed	
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/2028	06/2029	Delayed	
Final Acceptance	60	11/20/2028	08/2029	Delayed	

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

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

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US$MM)	Approved Changes (Contractor) (US$MM)	Project Current Budget (US$MM)	Expended and Accruals To-Date (US$MM)	To-Go (US$MM)	Estimated at Completion (EAC) (US$MM)	Variance at Completion (US$MM)	% Expended of EAC
Contractor - STADLER	$ 60.98	$ 0.56	$ 61.54	$ 27.82	$ 33.72	$ 61.54	$ -	45.21%
Other Contracts	$ 1.00	$ 0.06	$ 1.06	$ 0.17	$ 5.13	$ 5.31	$ (4.24)	3.26%
Program Mngt. & Admin Costs	$ 9.96		$ 9.96	$ 1.39	$ 6.66	$ 8.05	$ 1.91	17.29%
Project Contingency	$ 7.47	$ (0.63)	$ 6.84		$ 3.65	$ 3.65	$ 3.20	0.00%
ICAP	$ 0.60		$ 0.60	$ 0.11	$ 1.34	$ 1.46	$ (0.86)	7.84%
Total BEMU Project	$ 80.00	$ -	$ 80.00	$ 29.50	$ 50.50	$ 80.00	$ 0.00	36.87%

Note:

1). Expended and Accruals To-Date is throughOctober 31, 2026;

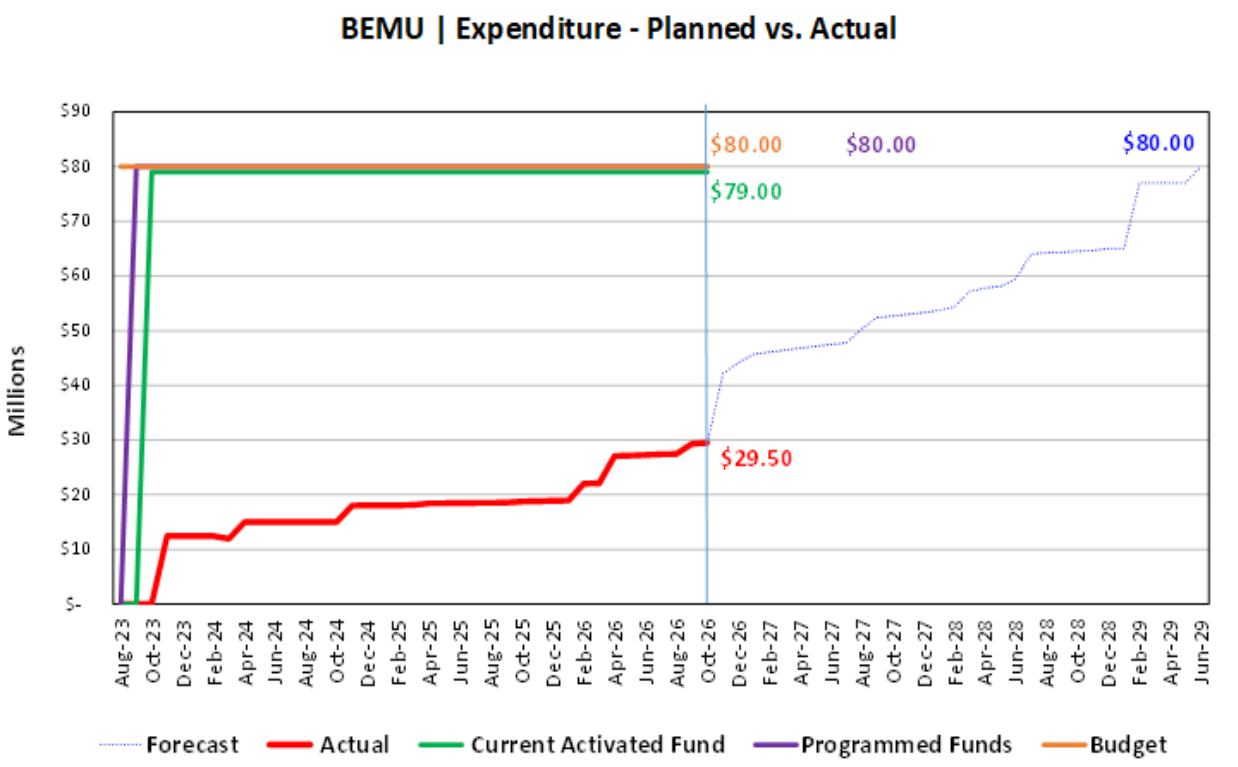
2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;

3). Other Contracts includes Wayside Upgrades;

4). ICAP under Original Budget was calculated based on FY24 ICAP rate of 4%. Current ICAP is calculated at FY26 ICAP rate of 8.14% and 11% for FY27 and beyond.

3. Cost Curve:

OCTOBER 2026



4. Major Activities for October 2026:

- Stadler signed contract with new battery supplier.
- Battery B (BB)-car carbody shipped to United States (U.S.).
- Held monthly progress meeting.
- Held on-going technical coordination meetings (biweekly).
- Passenger car (A-car, C-car and D-car) assembly began in Salt Lake City (final assembly facility).
- Reviewed the monthly progress report and schedule, FDR packages and drawings, the BB-car truck spring design, and non-conformance reports.
- Work on design of BEMU charging infrastructure began.

5. Upcoming Key Activities:

- Prepare for next quarterly FRA meeting.
- Continue reviewing safety submittals (and other submittals as needed).
- Continue coordination efforts with Union Pacific Railroad (UPRR).
- Finalize BEMU Concept of Operations with Rail Planning and Operations.

6. Change Management:

- In August 2023, the JPB approved a change order for not to exceed $60,976,504 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option of one four-car BEMU trainset.
- A change order (CCO #57) was fully executed for BEMU convenience outlets, which were not included in the BEMU train order. The change order amount is $40,019.18. This change will be covered by the contingency and there is no change to the project budget.
- A change order (CCO #60) in the amount of $520,500 to increase the battery capacity from the baseline 1.9 megawatt-hour (MWh) requirement to 2.3 MWh was fully executed. This change will be covered by the contingency and there is no change to the project budget.

- A Purchase Order in the amount of $65,000 for PTC radio licenses and PTC control messaging licenses (two licenses) has been issued to Meteorcomm under BEMU project. This change will be covered by the contingency and there is no change to the project budget.

- A change order (CCO#20) to Nomad in the amount $242,308.08 for passenger Wi-Fi materials, installation, testing and service for the BEMU train was issued. This change was not included in the original scope and budget. This change will be covered by the contingency and there is no change to the project budget.

- A change notice was issued for the addition of a cab camera crash-hardened memory module to meet the requirements of an FRA regulation that was released after the BEMU contract was signed (49 CFR 229.136).

- A change notice was issued to Stadler for Wi-Fi equipment installation. This change was not included in the original scope and budget.

7. Risk Management:

The following are top risks for implementation of BEMU project:

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

8. FRA Coordination Status:

- The next quarterly meeting is targeted for November 2026.

Budget Impact

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

Prepared By:	Sherry Bullock	Deputy Executive Director, Engineering, Capital and Modernization	11/09/2026
	Greg Cameron	Electric Multiple Units Project Manager	11/05/2026

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Advocacy and Major Projects (AMP) Committee
Through:	Michelle Bouchard, Executive Director
From:	Casey Fromson, Chief of Staff
For:	December 2026 JPB Board of Directors Meeting
Subject:	**Receive State and Federal Legislative Update**

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

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

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

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

Budget Impact
There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Manager	11/04/2026
	Isabella Conferti	Government and Community Affairs Specialist	11/04/2026

Shaw Yoder Antwih Schmelzer & Lange

November 6, 2026

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

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RE: STATE LEGISLATIVE UPDATE – December 2026

General Update

Governor Newsom's final bill signing period ended on September 30, 2026. Of the 1,160 bills sent to the Governor this year, he signed 1,040 and vetoed 120.

The Legislature will convene the 2027-28 Legislative Session on December 7, 2026, for the swearing-in of members and will then enter recess until January 4. We expect the 2027 Legislative Calendar to be released in the coming weeks.

In this report, we provide an update on the results of the 2026 General Election and the outcomes of key state transit grant awards.

California Election Results

The General Election was held on Tuesday, November 3. In addition to all statewide offices (e.g. Governor, Lieutenant Governor, Attorney General, etc.), all 80 Assembly seats and 20 of the 40 Senate seats were up for election. As expected, Xavier Becerra easily won the race for California Governor, securing 64 percent of the vote.

In the State Legislature, 21 seats were considered "open" heading into the election. As a reminder, Democrats have a super-majority in both the Assembly and Senate and were expected to maintain their heavy majorities into the 2027-2028 Legislative Session. Nationwide, Democrats won key (and sometimes surprising) US Senate and House races, and California is showing similar signs. As of this writing, close to a dozen Republican incumbents in both Congress and the State Legislature are currently losing their campaigns for re-election. You can view preliminary election results here.

In Caltrain's legislative delegation, 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) were all re-elected to the Assembly. Democrat Scott Sakakihara (D-Union City) won election to the State Senate to fill former Senator Aisha Wahab's seat. Lastly, Senator Scott Wiener

(D-San Francisco) won his race for Congress. Congressman-elect Wiener's seat in the State Senate will be filled by a special election next year.

Bay Area voters also **approved** the Regional Transit Measure, imposing a half-cent sales tax in Alameda, Contra Costa, San Mateo, and Santa Clara counties, and a one-cent sales tax in the City and County of San Francisco, for 14 years beginning in 2027. The measure is projected to generate approximately $980 million annually to support public transit operations across the five-county region, including Caltrain, BART, AC Transit, SamTrans, and more. Also worth noting: Measure H in San Francisco – a parcel tax funding transit operations is currently passing with over 72 percent of the vote.

Voters were also asked to act on 14 statewide propositions. High-profile measures included the wealth tax on billionaires and an initiative to require voter ID. Of interest to Caltrain, **Proposition 43** would have prohibited a local government (or voters) from establishing a special tax, including by the citizens' initiative process, unless the tax is approved by a two-thirds vote. This would effectively close the "Upland Loophole," which has permitted local governments to enact special taxes by simple majority vote, if the tax was initiated by a group of local voters via the initiative process. **Proposition 43 failed to pass, securing only 44% of the vote.**

The November ballot also included two propositions supporting housing – Propositions 1 and 37 – which combined would provide over $35 billion in funding to affordable housing and for middle-income homebuyer assistance loans. **These measures both passed.**

Finally, Proposition 45, which would have created a streamlined environmental review process for a myriad of infrastructure projects, including schools, clean energy facilities, housing, transportation, and healthcare facilities, **failed to pass**.

State Grant Money Awarded to Caltrain
On November 6, the California State Transportation Agency (CalSTA) announced the next series of awards ("Cycle 8") for the Transit and Intercity Rail Capital Program (TIRCP), a highly competitive statewide grant program funded by Cap-and-Invest revenues and vehicle registration fees and typically awarded every two years. Due to worse-than-expected Cap-and-Invest revenues, this cycle's total funding was just shy of $550 million, spread across 19 projects (in 2024, Cycle 7 of the TIRCP awarded more than $1.3 *billion*).

Of this $550 million, $100 million, or nearly one-fifth, was awarded to the Transbay Joint Powers Authority (of which Caltrain is a partner agency) for "The Portal," to extend Caltrain 2.2 miles into downtown San Francisco. This is part of a multi-year funding award totaling $750 million.

In addition, CalSTA also announced more than $66 million in State Rail Assistance (SRA) funding for nine projects across California. SRA is funded by SB 1's sales tax on diesel. $10 million of this was awarded to Caltrain, including $6 million for signal, track

and safety work and $4 million to support Caltrain’s battery-electric train pilot between San Jose and Gilroy.

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Federal Report
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Administration Update

DOT Announces RCE Awards; Caltrain Projects Awarded Over $100 M

- On October 30, DOT announced $1.24 billion in funding for 91 projects through the Railroad Crossing Elimination (RCE) grant program. RCE funds projects that eliminate unsafe highway-rail conflict points, close at-grade crossings, and upgrade railroad traffic signals.

- Caltrain was awarded up to $90,425,000 for its Burlingame Broadway Grade Separation Project. The project will eliminate one grade crossing by constructing an elevated rail structure and lowered roadway in Burlingame, California.

- The City of Sunnyvale was also awarded up to $15,500,000 for its Mary Avenue Grade Separation Project. This project will support development of a future grade separation on the Caltrain corridor in Sunnyvale, California.

Congressional Update

2026 Midterm Elections: Democrats Win Senate and House Majorities

- On November 3, 2026, Democrats achieved a sweeping victory in federal and gubernatorial races as voters cast ballots in elections for all 435 seats in the House, 35 Senate seats, and 36 governorships. Democrats won control of the Senate and will take a majority of at least 54 seats; Democrats also won control of the House with their new majority expected to fall between 255 – 263 seats, giving them a 37 – 45 seat majority in the 120th Congress.

- Democratic majorities in both chambers are expected to impact surface transportation reauthorization negotiations. In the 120th Congress, Democrats are likely to push for increased investment in public transit and the inclusion of climate transportation priorities.

- The House Transportation and Infrastructure (T&I) Committee is expected to hold two reauthorization hearings early in the 120th Congress to solicit input from new and returning members, followed by a markup, with a goal of House floor consideration by June 2027. The Senate may wait for the House to advance its bill before moving its own legislation, potentially pushing final enactment to later in 2027.

Government Funding Update

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- 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 continuing resolution (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.

- Republican and Democratic leaders of the House and Senate Appropriations Committees are planning to meet the week of November 9 to determine a path forward on FY 2027 funding. With Democratic majorities in both chambers in the 120th Congress, congressional Democrats have a strong incentive to pass another short-term CR rather than complete full-year appropriations during the lame-duck session, which would allow the incoming Democratic majorities to reshape the final bill. Rep. Glenn Ivey (D-MD), a member of the House Appropriations Committee said, "Now that we have these kinds of majorities, I don't know that we need a long-term bill…I'd be leaning more towards a short-term fix."

Rep. Larsen (D-WA) Officially Launches Bid for T&I Chair

- On November 4, Rep. Rick Larsen (D-WA), the current Ranking Member of the House Transportation and Infrastructure (T&I) Committee, sent a Dear Colleague letter, announcing his bid for T&I Chair. In the letter, he stated that, as Chair, he would lead efforts to invest in surface transportation and improve rail safety, reauthorize the Federal Aviation Administration, conduct rigorous oversight of the administration's politicization of grants and the Kennedy Center, and work to develop next-generation policies to advance transportation safety, resilience, and innovation.

- Ranking Member Larsen has also previously discussed the need to pass the Railway Safety Act, which has bipartisan support despite opposition from the railway industry. Provisions of the Railway Safety Act were included in the BUILD America 250 Act via an amendment introduced by Rep. Troy Nehls (R-TX) during the committee's markup in May.

APTA Endorses Senate Permitting Bill

- On November 2, the American Public Transportation Association (APTA) endorsed the Bipartisan American Affordability and Jobs Act of 2026 (BAAJA) (S. 5653). APTA argued that the bill:

    - **Provides Faster Repairs:** Exempts repair and replacement of existing public transit and passenger rail facilities from National Environmental

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Policy Act (NEPA) review when function is preserved and capacity grows no more than 20 percent.

- **Cuts Duplication:** Allows comparable State environmental reviews to satisfy Federal environmental requirements.
- **Establishes Firm Deadlines:** Sets enforceable timelines for Federal agencies to act on environmental reviews and permits.
- **Speeds Court Reviews:** In ongoing litigation, authorizes projects to move forward while Federal agencies fix any deficiencies a court finds in a project's environmental review.

- APTA asserted that "this bill provides public transit and passenger rail agencies the certainty they need to plan, build, and maintain their systems, and deliver improvements to riders sooner." The Senate is expected to begin consideration of the bill on November 9.