BOARD OF DIRECTORS 2026

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DAVID J. CANEPA
DAVID COHEN
JEFF GEE
STEVE HEMINGER
GREG WAGNER
SHAMANN WALTON

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

December 03, 2026, 9:00 am

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

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at https://us02web.zoom.us/j/86449951709?pwd=kW9KjaursJbQibDV7B3JSrxl17okbi.1 or by entering Webinar ID: **864 4995 1709,** Passcode: **884563** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press **#** when prompted for participant ID) for audio only. The video live stream will be available after the meeting at https://www.caltrain.com/video-board-directors

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

Oral public comments will also be accepted during the meeting in person and through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to one minute for Public Comment for Items Not on the Agenda, Informational Items, and the Consent Calendar, and limited to two minutes for Motion or Resolution items. The Board Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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

December 03, 2026 - Thursday 9:00 am

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

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

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

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

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

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

6. Closed Session: Public Employee Performance Evaluation (Government Code Section 54957(b)(1): Executive Director
7. Closed Session: Public Employee Performance Evaluation (Government Code Section 54957(b)(1): General Counsel

PART III OF MEETING (REGULAR SESSION): 10:30 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 November 5, 2026 — Motion

    10.b. Adopt 2027 Peninsula Corridor Joint Powers Board (JPB) Finance Committee 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. Award a Cooperative Purchasing Contract to Carahsoft Technology Corporation to Furnish Mobile Security Units for a Total Not-To-Exceed Amount of $1,782,000 for a Three-Year Term* — Resolution

12. Receive Quarterly Financial Report: Fiscal Year 2027 Quarter 1 Result — Informational

13. Receive Update on California Environmental Quality Act Findings and Statement of Overriding Considerations and Authorize Executive Director to Execute a Temporary Construction Easement and a Purchase Agreement for the BART Silicon Valley Phase II Extension Project** — Informational

14. Receive Update on Guadalupe River Bridge Project — Informational

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

16. Receive State and Federal Legislative Update — Informational

17. Reports

    17.a. Report of the Chair — Informational

        17.a.i. Report of Nominating Committee and Election of Chair and Vice Chair for 2027 — Motion

        17.a.ii. Resolution of Appreciation for David J. Canepa — Resolution

        17.a.iii. Resolution of Appreciation for Steve Heminger — Resolution

        17.a.iv. Resolution of Appreciation for Shamann Walton — Resolution

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

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

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

18. Correspondence

19. Board Member Requests

20. Date / Time / Location of Next Regular Meeting: Thursday, January 7, 2027 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.

21. Adjournment

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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: November 2026

Executive Director Michelle Bouchard

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



Who We Are and What We Do

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

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

Caltrain's Core Values:

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

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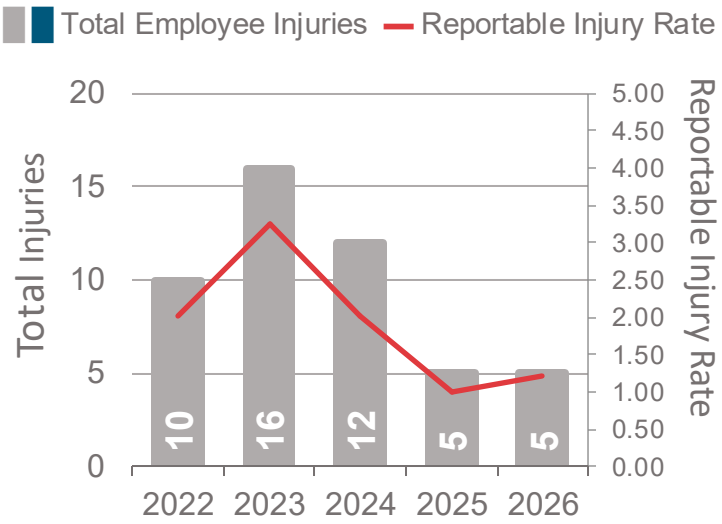
Safety Updates – Injuries and Accidents

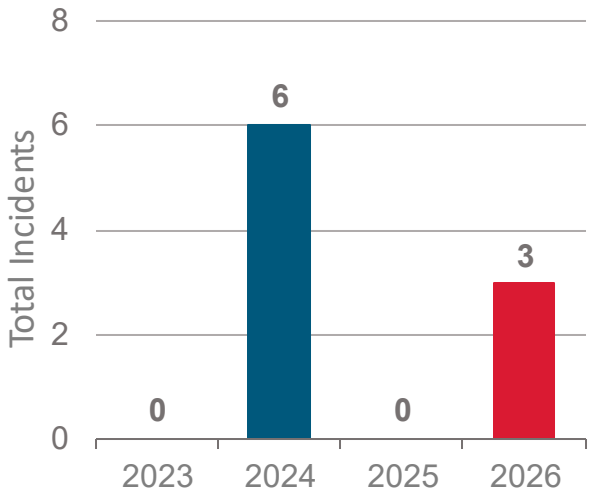
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full-time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain's cumulative RIR for calendar year 2026 is 1.21.

Strains, contusions, and lacerations constitute the majority (82%) 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 11/8/2026

Department	Days Without Injury	Date of Last Injury
Dispatch	2,356	5/27/2020
Operations	271	2/10/2026
Maintenance of Equipment	19	10/05/2026
Maintenance of Way	468	7/28/2025
Other	91	8/9/2026

Safety Culture Engagement Efforts

Ongoing Safety Culture Efforts

- Caltrain's Safety Champions program continues to develop safety messages, encourage employees to report safety concerns, model safe behaviors, and gather peer feedback. Caltrain plans to bring this work under one committee that would focus on priorities such as reporting, recognition, training, communications, or other areas based on Caltrain's safety needs.
- On November 14, Caltrain reinforced its safety culture commitment by partnering with SFFD, SFPD, Transit PD, and over 50 community volunteers for an e-bike battery emergency drill at 4th & King, validating interagency command, evacuation, and triage readiness.

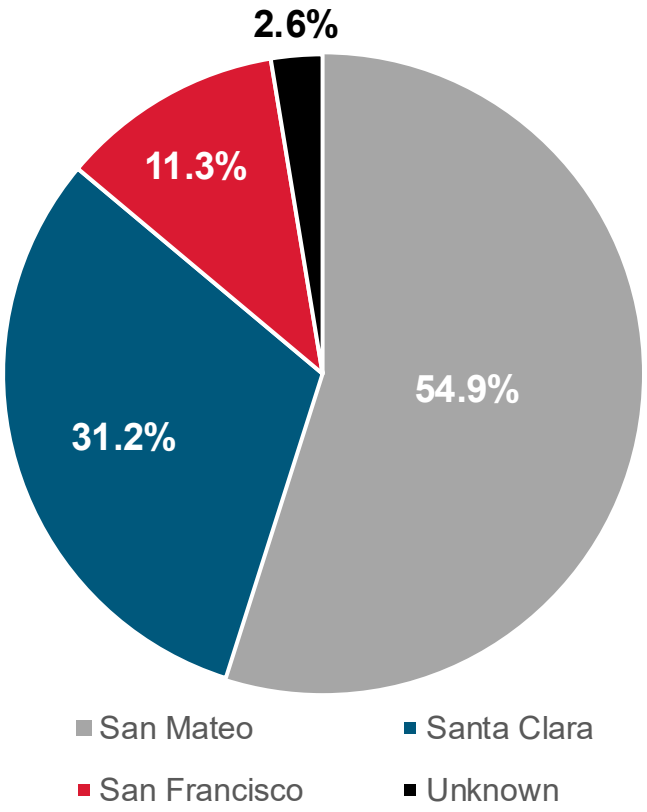
Recent Engagement Activities

- **Employee Engagements**
  - Weekly Toolbox Talks, "Before You Step"
    - 877 briefings led (October and November)
      - Highlighting scaffolding and catwalk hazards
      - Reinforcing checks before stepping
      - Sharing examples of overlooked hazards
  - Safety Alert "Press Pause"
    - Increasing awareness of current rule violation trends
    - Highlighting common violations and risks
    - Discussing lessons learned from recent incidents
- **Emerging Areas of Focus**
  - Winter Freeze Engagement Cycle
    - Discussing holiday safety at home
    - Managing holiday stress
    - Encouraging safe holiday celebrations

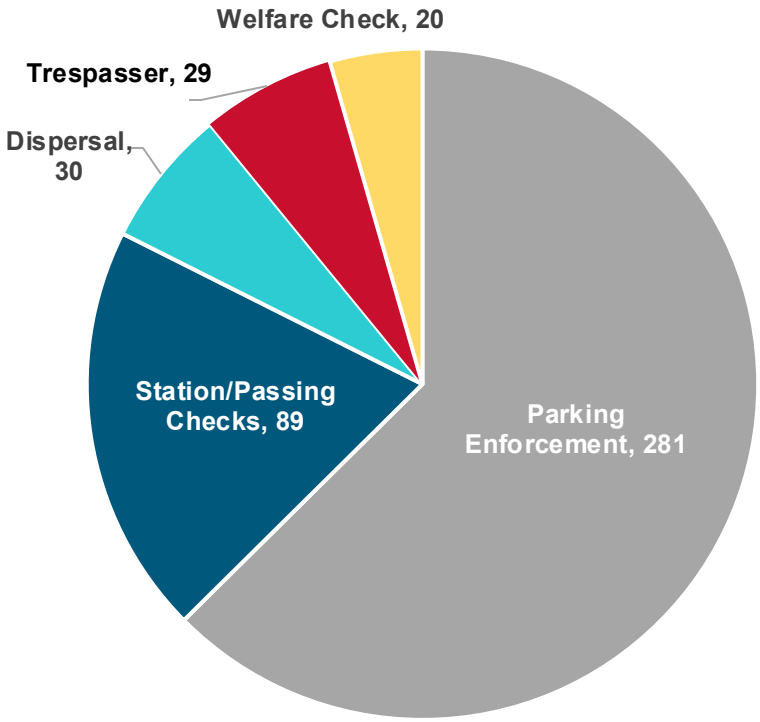
Security Update

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 October 2026



Number of Calls by Category October 2026



October 2026 Service Call Data

Overall Average Response Time: **20:32**
Average Response Time for **Priority 1** Calls***: N/A** (zero P1 calls in October 2026)
Average Response Time for **Priority 2** Calls****: 22:13**

*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 619 in October across 19 categories. The pie chart shows the top 5 categories representing 449 calls or 73% of the total.

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



Report #4 | Week Ending: 11/13/2026

Program Progress

41
Grade Crossings
Total in Program

Installation Progress

Solar Markers	Delineators	Striping Refresh
44%	34%	12%
18 of 41 Complete	14 of 41 Complete	5 of 41 Complete

1
of 41 Crossings
All 3 Improvements Complete

Weekly Activity

Work Completed Up to 11/13

- Peninsula Avenue – Burlingame (Solar Markers & Delineators)
- Bellevue Avenue – San Mateo (Solar Markers & Delineators)

Work Projected 11/16 – 11/20

- 1st Avenue – Avenue (Solar Markers & Delineators)
- 2nd Avenue – San Mateo (Solar Markers & Delineators)
- 3rd Avenue – San Mateo (Solar Markers & Delineators)
- 4th Avenue – San Mateo (Solar Markers & Delineators)
- 5th Avenue – San Mateo (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.

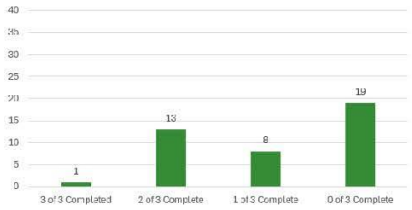
Additionally, existing striping and pavement markings are being refreshed to improve visibility and safety at all Caltrain crossings.



Deployment Status

Solar Markers	Delineators	Striping Refresh
Level of Completion	Level of Completion	Level of Completion
44%	34%	12%
18 of 41 complete	14 of 41 complete	5 of 41 complete
23 in progress	27 in progress	36 in progress

Crossing Status (41 Locations)



Implementation Spotlight

1. Peninsula Avenue - Burlingame



Solar Markers | Delineators

Looking Ahead

Next Update
Week 11/16 – 11/20

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.

11/13/2026 | 1 of 2

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



Report #4 | Week Ending: 11/13/2026

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	Complete	In Process	2/3
3	Linden Avenue	South San Francisco	Complete	Complete	In Process	2/3
4	Scott Street	San Bruno	Complete	Complete	In Process	2/3
5	Center Street	Millbrae	Complete	Complete	In Process	2/3
6	Broadway (Burlingame)	Burlingame	Complete	Complete	In Process	2/3
7	Oak Grove Avenue	Burlingame	Complete	Complete	In Process	2/3
8	North Lane	Burlingame	Complete	Complete	In Process	2/3
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	Complete	Complete	In Process	2/3
12	Villa Terrace	San Mateo	In Process	In Process	In Process	0/3
13	Bellevue Avenue	San Mateo	Complete	Complete	In Process	2/3
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	Complete	Complete	In Process	2/3
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	18	23	44%
Delineators	14	27	34%
Striping Refresh	5	36	12%
Total scope items	**37**	**86**	**30%**

Crossing Status	Crossings	% of Total
3 of 3 complete	1	2%
2 of 3 complete	13	32%
1 of 3 complete	8	20%
0 of 3 complete	19	46%
Total crossings	**41**	**100%**

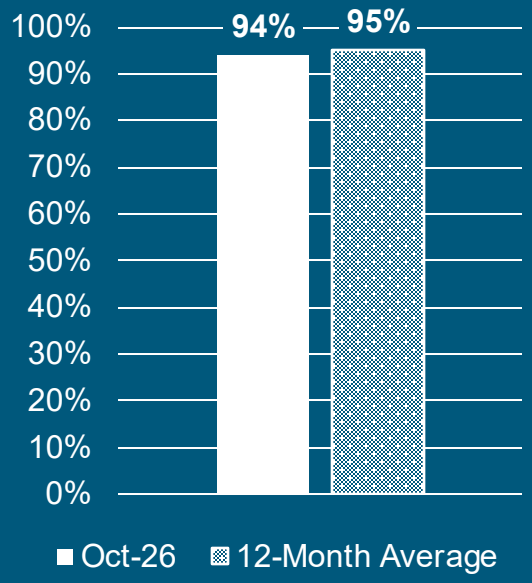
SAFER CROSSINGS. A STRONGER CALTRAIN.

11/13/2026 | 2 of 2

Performance at a Glance

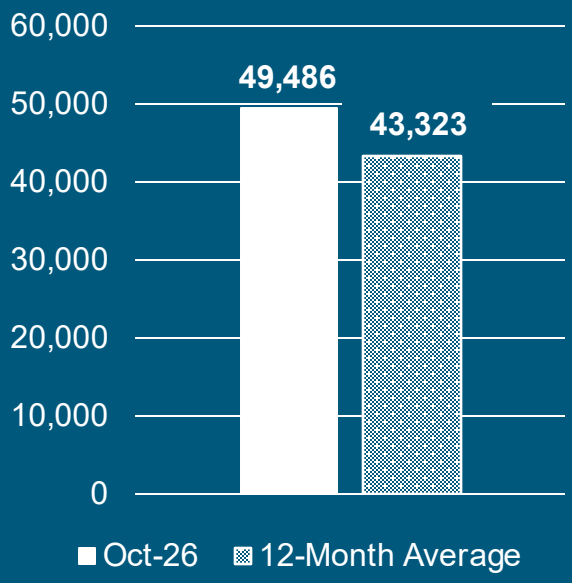
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



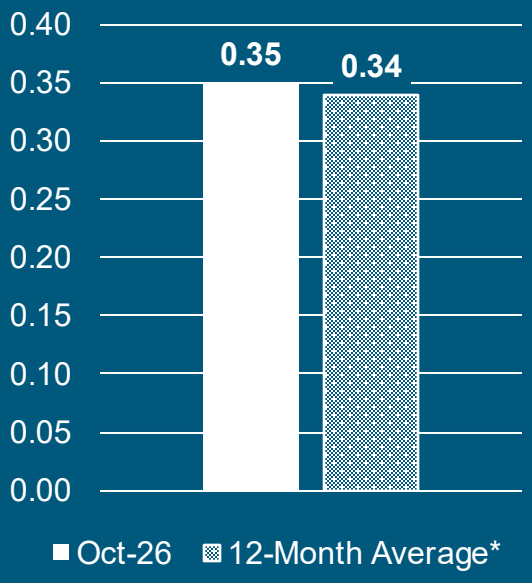
Average Daily Ridership

Average estimated weekday ridership



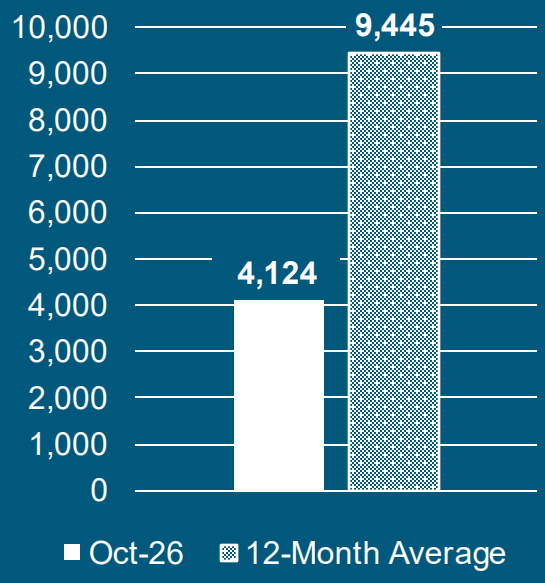
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



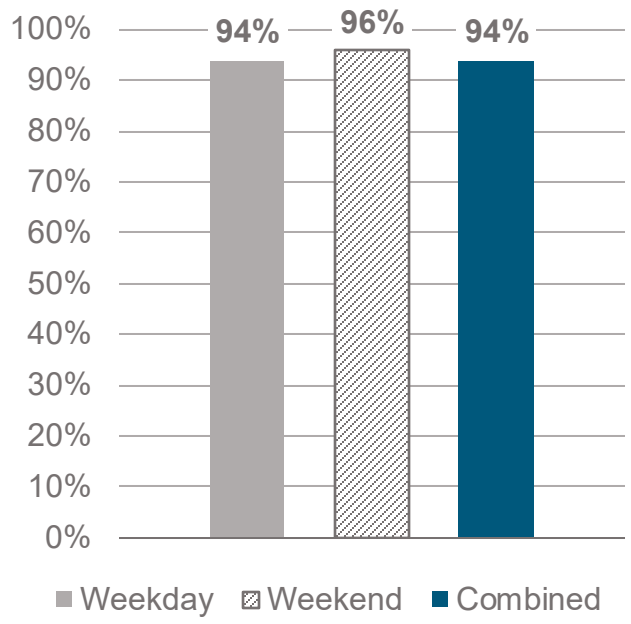
Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required



On-Time Performance

Performance This Month (Oct-26)

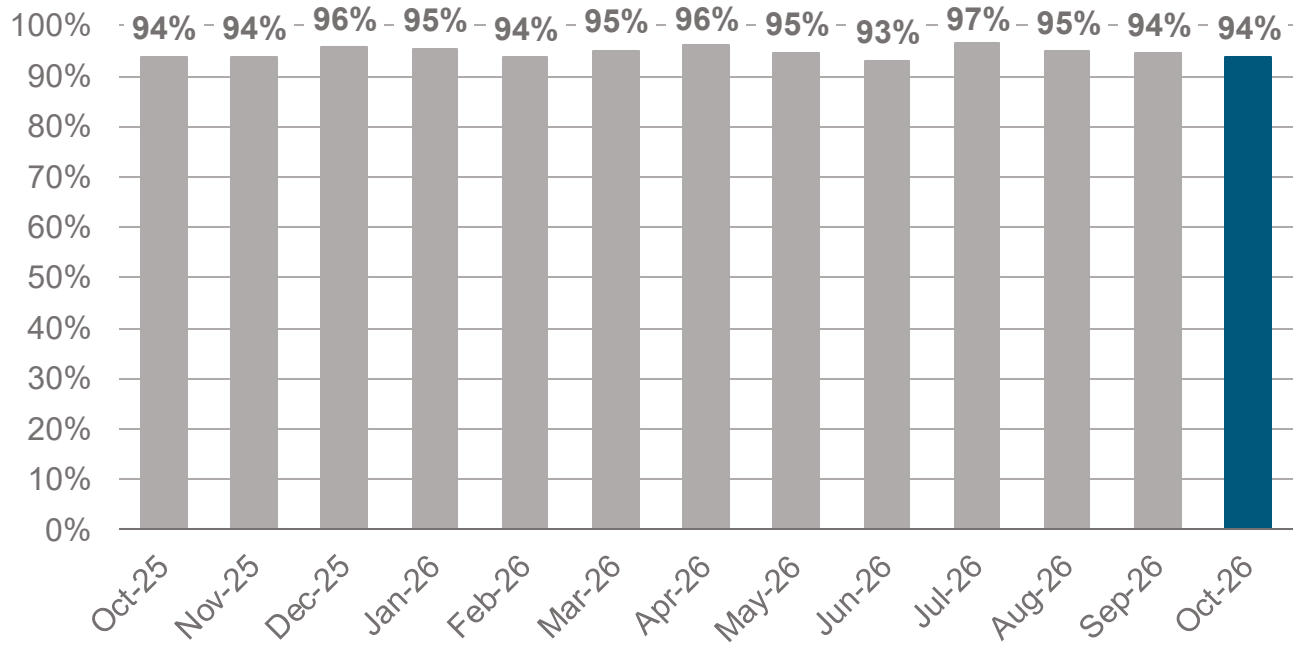


Trains are considered on-time if they arrive within less than six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of October was 94.0%; trains arriving within 10 minutes of scheduled time was 95.9%.

Note that Weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year

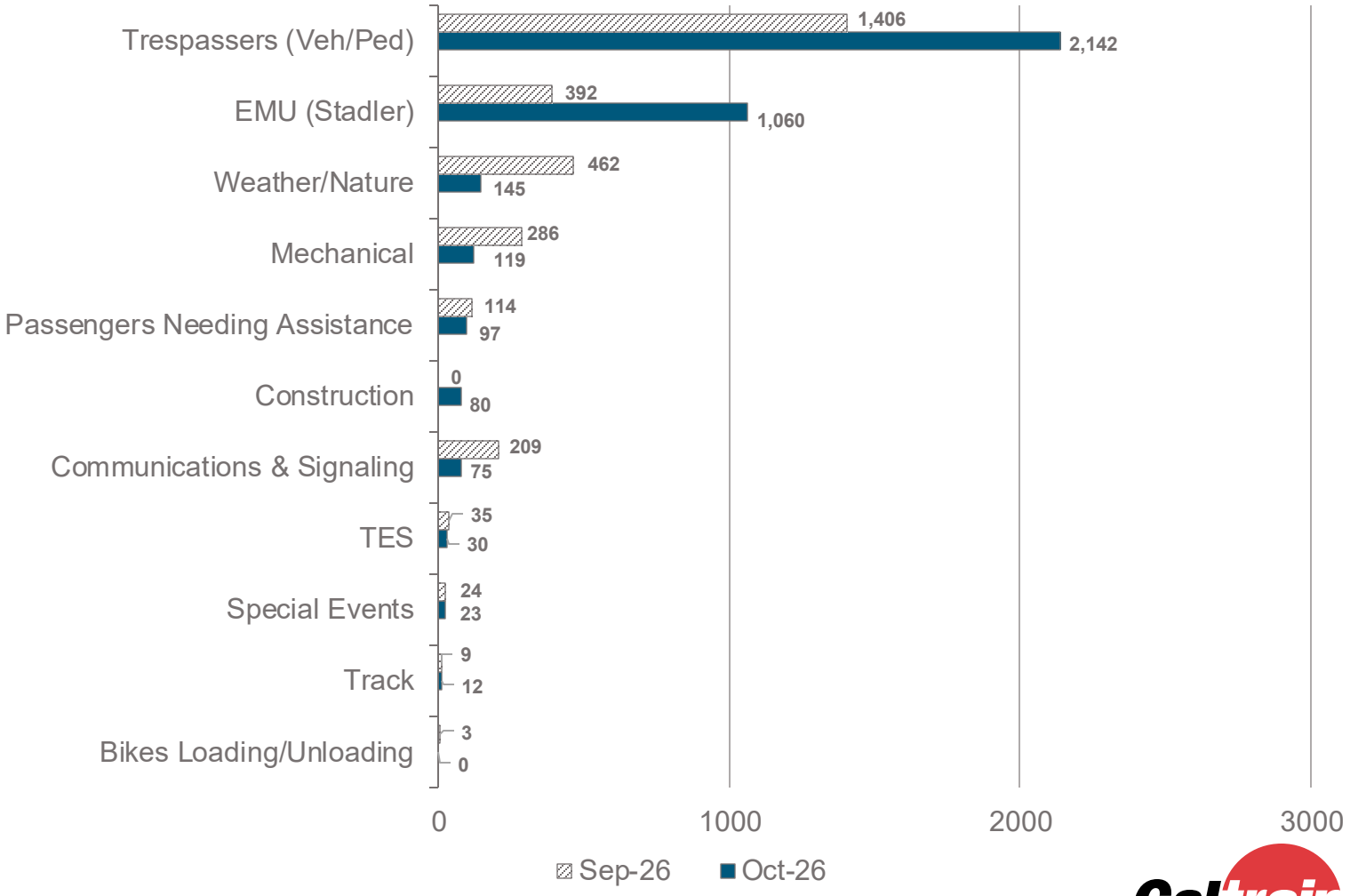


Delays and Cancellations

	Aug-26	Sep-26	Oct-26
Number of Late Trains	154	164	184
Average Minutes Late for Late Trains	18	24	22
Number of Cancelled Trains	11	15	18

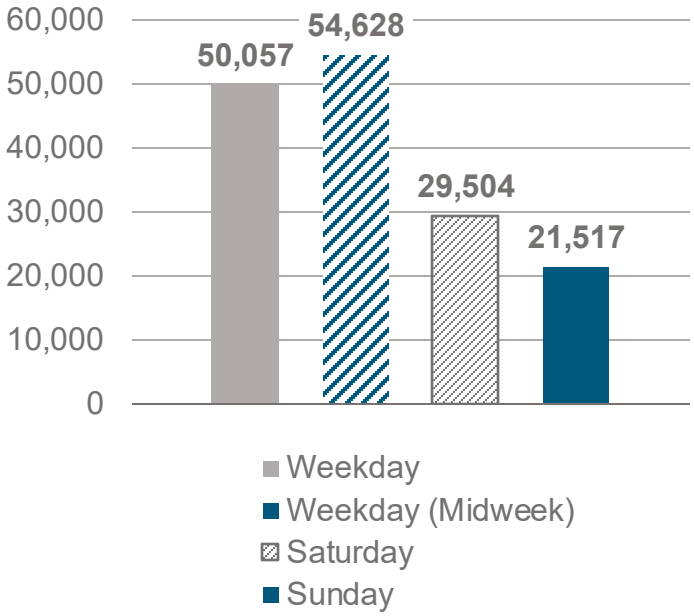
Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run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

Reasons for Train Delays, by Minutes of Delay



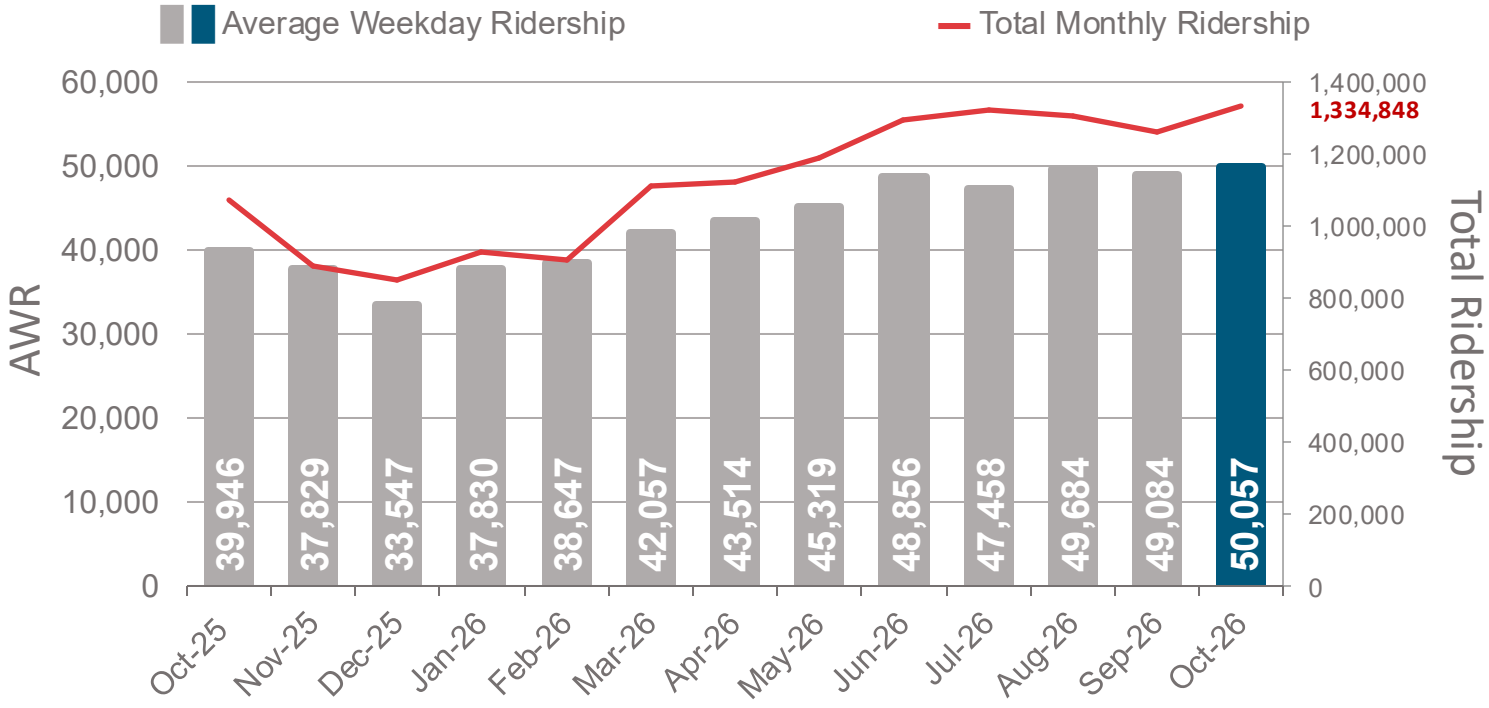
Ridership and Revenue

Average Daily Ridership (Oct-26)



Average weekday ridership (AWR) increased by approximately 25% percent compared to October of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year

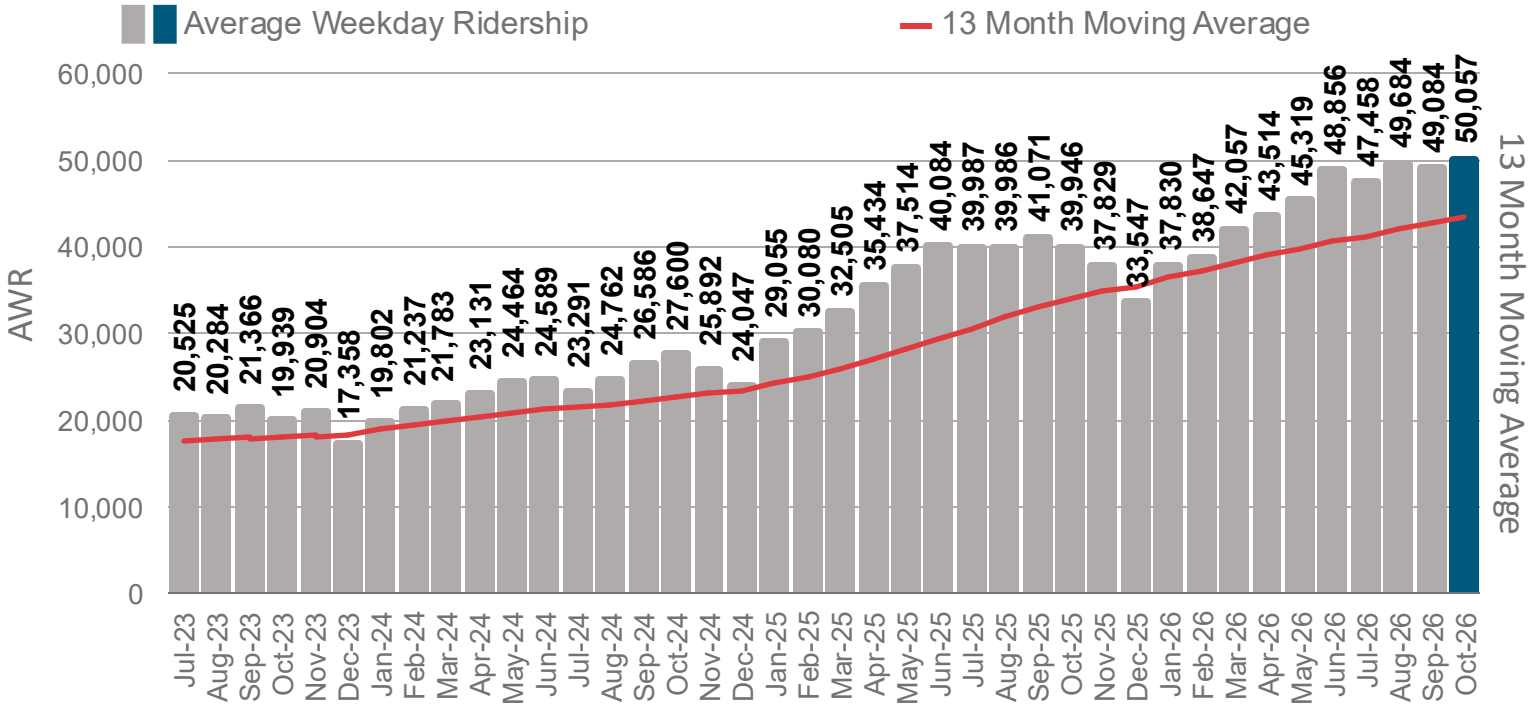


Since DECEMBER 2023, Caltrain's ridership estimation model relies solely on fare media sales data.

Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2024 to Present

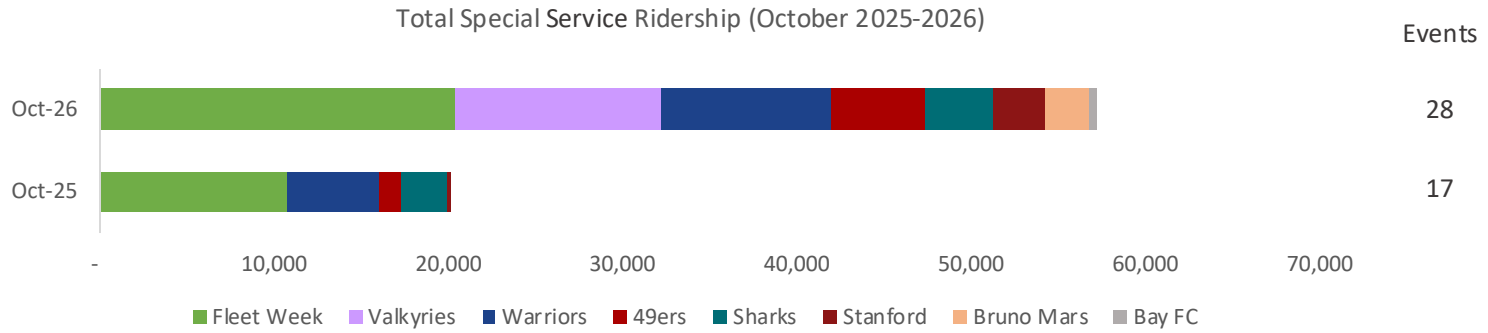


Year Over Year AWR Increase (October 2025 vs. October 2026): 25%

Ridership and Revenue

Special Service Ridership

Caltrain carried 57,286* passengers to special events in October



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	Oct-26			Oct-25			Ridership Change
		Ridership	Event Count	Avg Ridership per event	Ridership	Event Count	Avg Ridership per Event	
San Francisco	Fleet Week	20,406	2	10,203	10,789	2	5,395	+89.1%
	Valkyries	11,849	7	1,693	-	-	-	-
	Warriors	9,718	5	1,944	5,306	6	884	+83.2%
	All Events	**41,973**	**14**	**2,998**	**16,095**	**8**	**2,012**	**+160.8%**
Palo Alto	Stanford Football	3,073	2	1,537	-	-	-	-
	All Events	**3,073**	**2**	**1,537**	**-**	**-**	**-**	**-**
Stanford	Stanford Football	-	-	-	256	1	256	-
	All Events	**-**	**-**	**-**	**256**	**1**	**256**	**-**
Mountain View	49ers	5,427	2	2,714	1,226	1	1,226	+342.7%
	Bruno Mars	2,437	2	1,219	-	-	-	-
	All Events	**7,864**	**4**	**1,966**	**1,226**	**1**	**1,226**	**+541.4%**
Santa Clara	Bay FC**	497	1	497	-	-	-	-
	All Events	**497**	**1**	**497**	**-**	**-**	**-**	**-**
San Jose Diridon	Sharks	3,879	7	554	2,596	7	371	+49.4%
	All Events	**3,879**	**7**	**554**	**2,596**	**7**	**371**	**+49.4%**
All Stations	**All Events**	**57,286**	**28**	**2,046**	**20,713**	**17**	**1,218**	**+176.6%**

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

Special Service Ridership, cont'd

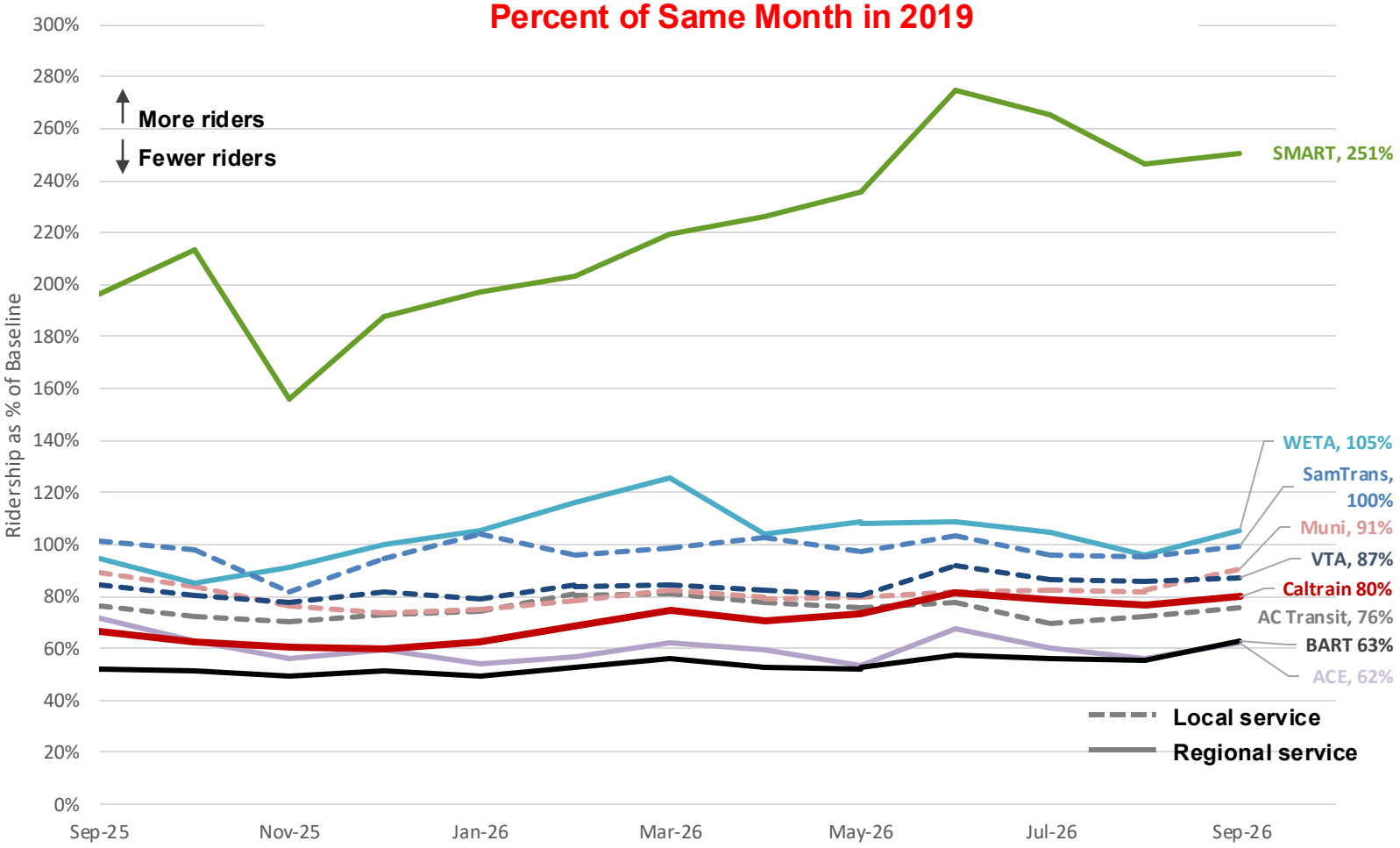
Additional Event Trains

Event Type	Oct-26			Oct-25			Ridership Change
	Ridership	Train Count	Avg Ridership per Train	Ridership	Train Count	Avg Ridership per Train	
Bruno Mars	328	2	164	-	-	-	-
All Events	**328**	**2**	**164**	**-**	**-**	**-**	**-**

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.

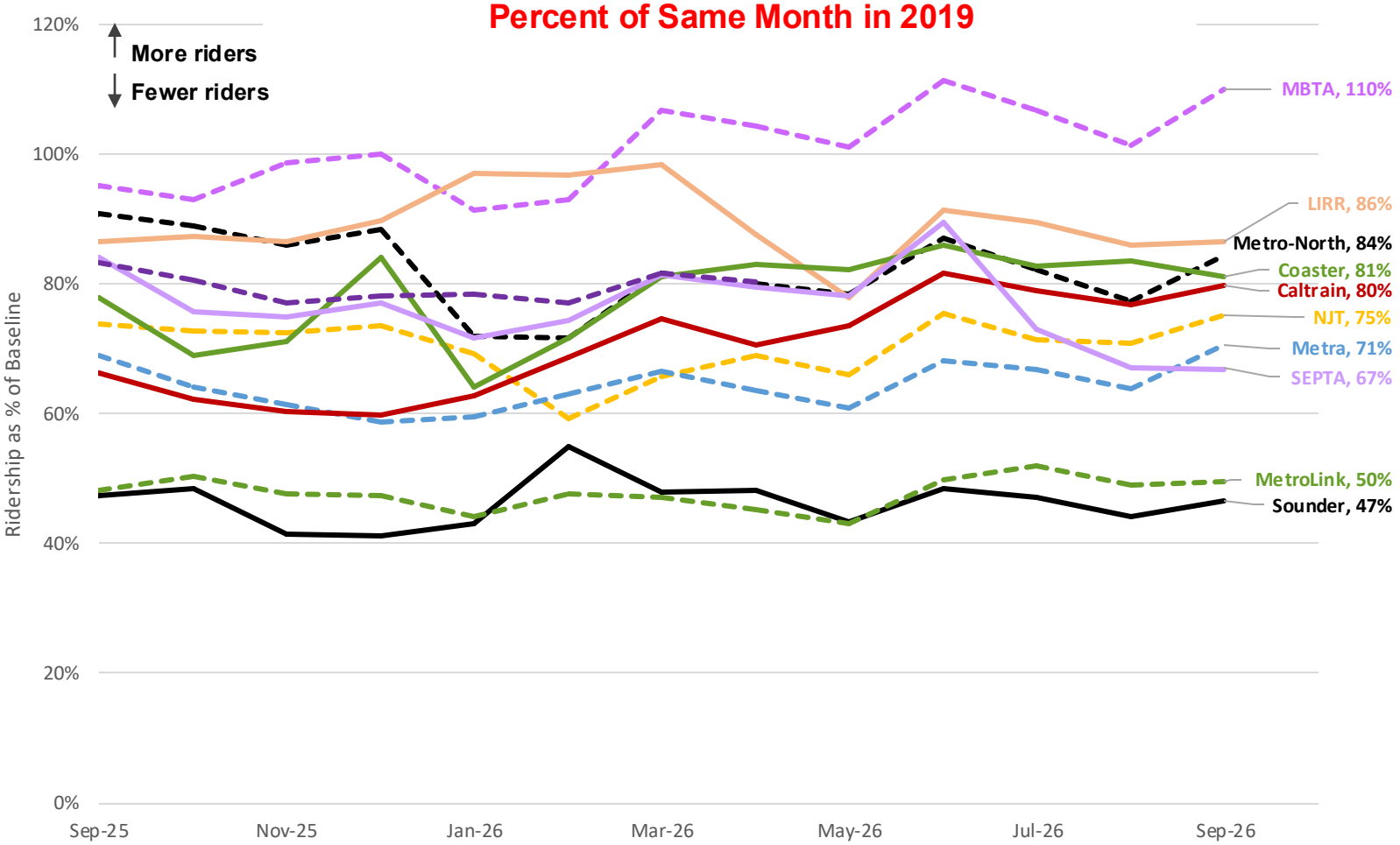
Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar	26-Apr	26-May	26-Jun	26-Jul	26-Aug	26-Sep
Muni	15,286	15,759	13,520	13,187	14,199	13,352	15,553	15,016	15,310	14,819	14,939	15,480	15,536
BART	5,631	5,965	4,923	4,914	5,110	5,073	5,995	5,826	5,810	6,141	6,085	6,217	6,758
AC Transit	3,735	3,837	3,206	3,113	3,261	3,364	3,773	3,681	3,573	3,168	3,037	3,440	3,720
VTA	2,666	2,772	2,336	2,323	2,329	2,262	2,605	2,516	2,524	2,611	2,512	2,676	2,756
Caltrain	**1,050**	**1,075**	**889**	**853**	**933**	**908**	**1,111**	**1,126**	**1,190**	**1,298**	**1,322**	**1,310**	**1,265**
SamTrans	1,070	1,093	787	858	956	795	953	969	984	899	836	960	1,054
WETA	277	264	216	214	229	227	301	286	301	330	343	319	309
SMART	124	122	101	109	113	104	127	136	151	153	167	161	158
ACE	89	89	64	60	69	66	78	79	75	76	74	75	77

Ridership Recovery for Similar Commuter Railroads

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

Total Monthly Ridership as a Share of Pre-Pandemic Levels
Percent of Same Month in 2019



Notes:

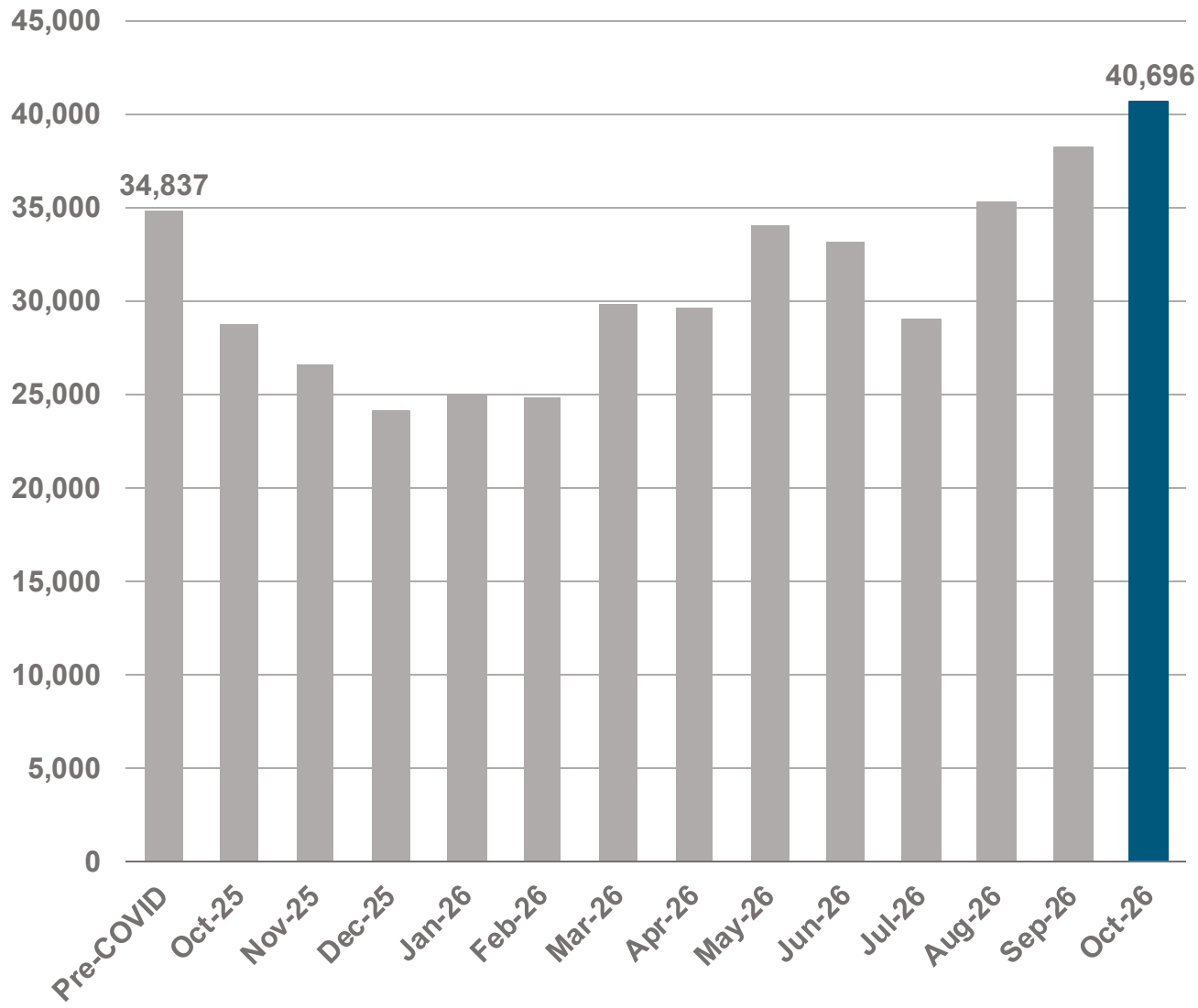
- As of October 2025, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Ridership data for all agencies retrieved from the National Transit Database (NTD).
- *Utah FrontRunner data is not presented starting May-26 due to changes in Utah Transit Authority's (UTA's) Open Data Portal. Updates are paused until further notice and will be provided when available.

Total Monthly Ridership Estimates (in thousands)

Transit Operator	25-Sep	25-Oct	25-Nov	25-Dec	26-Jan	26-Feb	26-Mar	26-Apr	26-May	26-Jun	26-Jul	26-Aug	26-Sep
LIRR	8,441	8,938	8,131	8,769	8,629	7,784	8,769	8,610	7,784	8,610	8,938	8,629	8,441
Metro-North	6,843	7,379	6,307	6,792	5,219	4,715	6,099	6,317	6,265	6,777	6,525	5,981	6,350
NJ Transit	5,711	5,799	5,464	5,503	4,761	4,062	4,852	5,170	5,070	5,809	5,458	5,366	5,824
Metra	3,566	3,662	2,898	2,657	2,825	2,884	3,301	3,378	3,275	3,590	3,709	3,544	3,648
MBTA	2,432	2,706	2,558	2,683	2,470	2,218	2,808	2,810	2,736	2,746	2,957	2,843	2,813
SEPTA	2,600	2,472	2,154	2,240	2,191	2,053	2,368	2,440	2,360	2,404	2,009	1,833	2,071
Caltrain	**1,050**	**1,075**	**889**	**853**	**933**	**908**	**1,111**	**1,126**	**1,190**	**1,298**	**1,322**	**1,310**	**1,265**
MetroLink	507	550	487	456	462	462	518	519	489	519	533	510	523
FrontRunner*	393	406	330	320	341	310	356	346	–	–	–	–	–
Sounder	182	215	153	145	180	173	181	196	171	176	185	176	179
SD Coaster	89	77	67	71	66	66	89	97	101	112	124	111	93

Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year

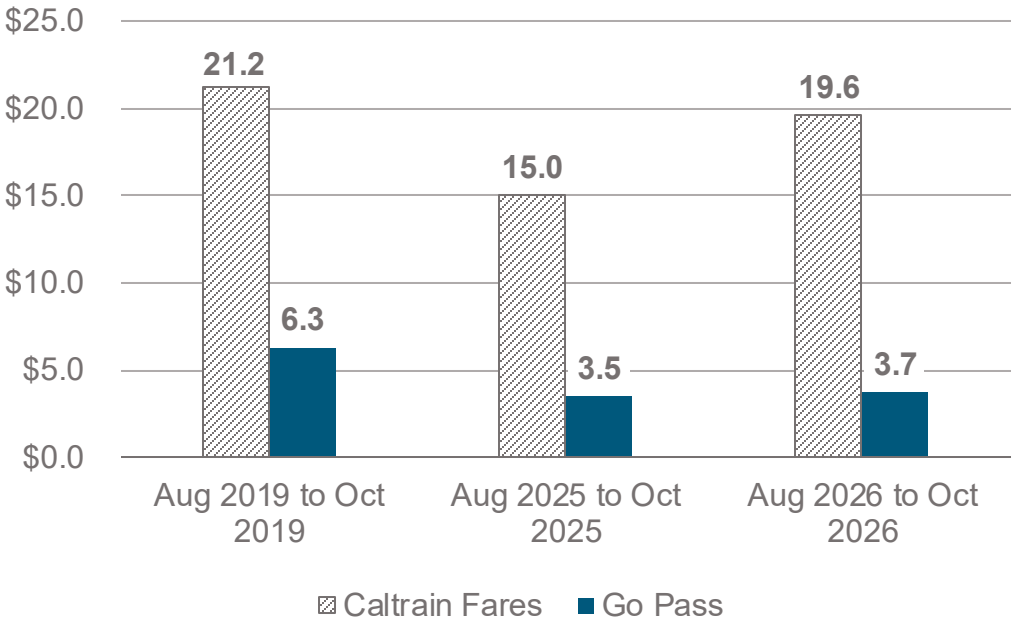


BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

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

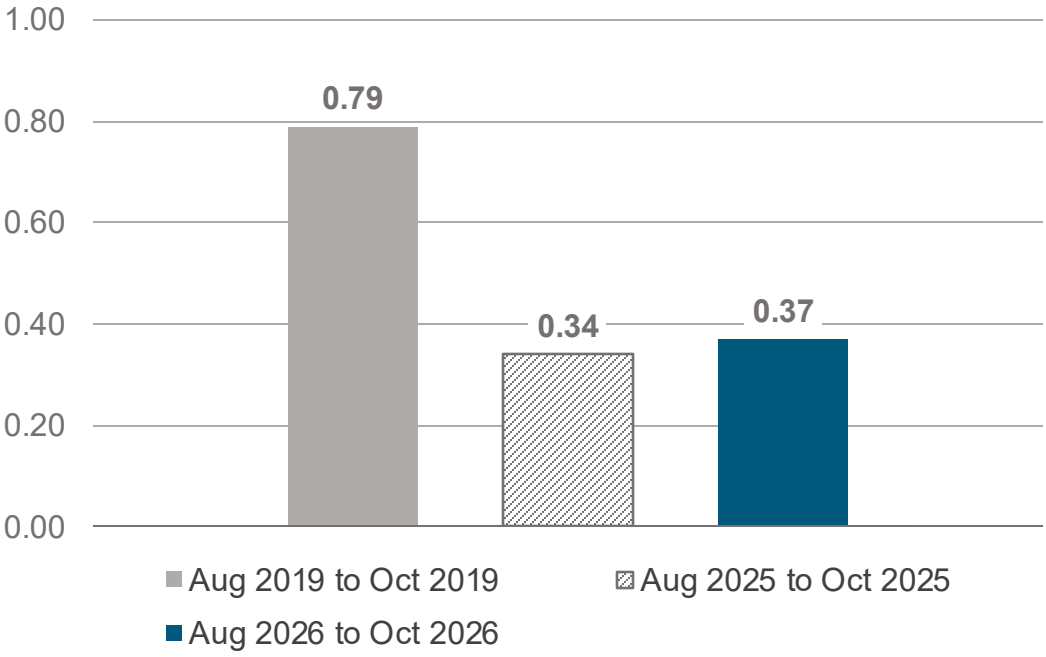
Total Fare Revenues ($M) - Past 3 Months Comparison



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.

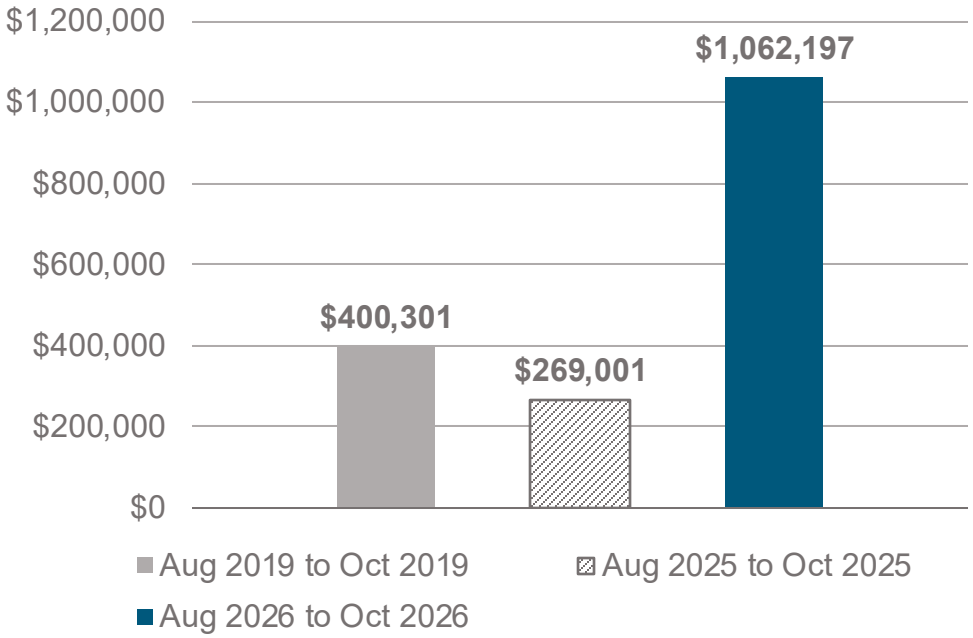
Farebox Recovery Ratio (3-Month Rolling Average)



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.

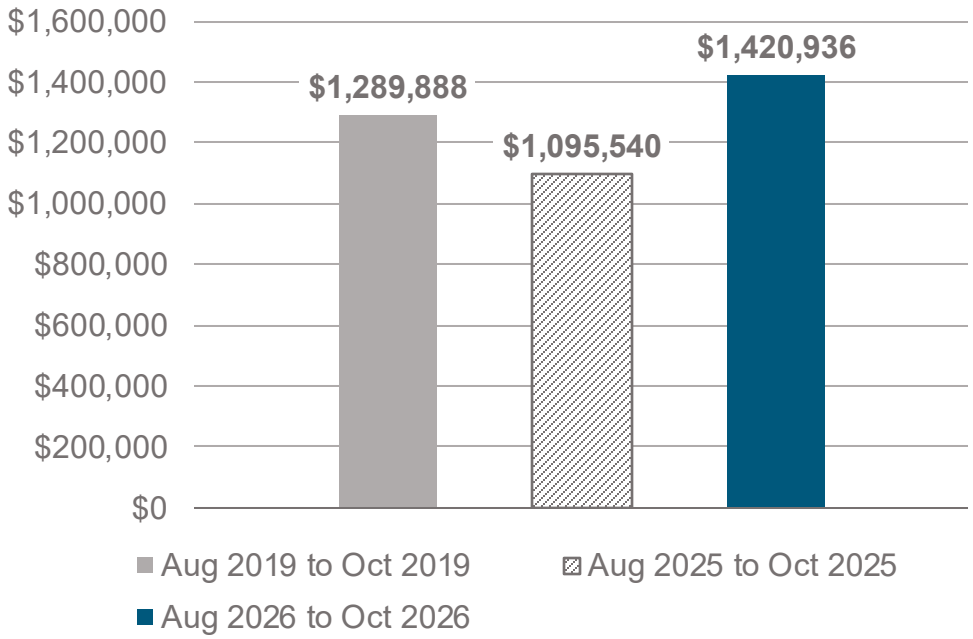
Ridership and Revenue

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.

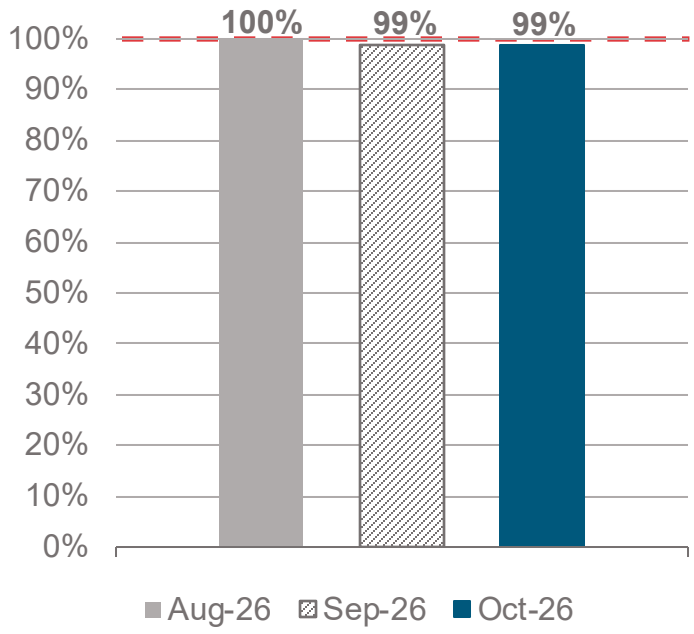
Parking Revenue (3-Month Rolling Average)



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

Maintenance Performance

Equipment Availability (EMUs)

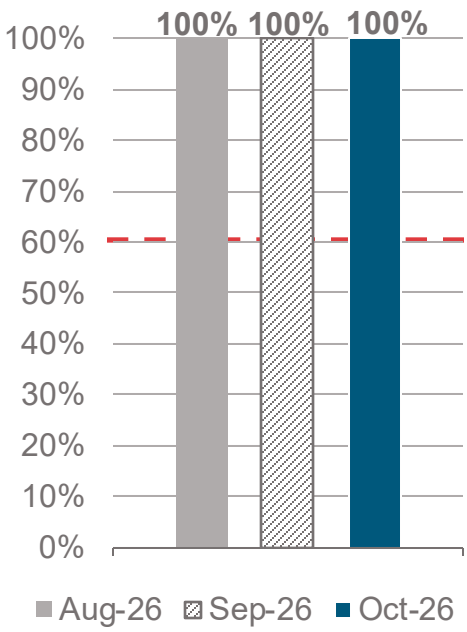


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

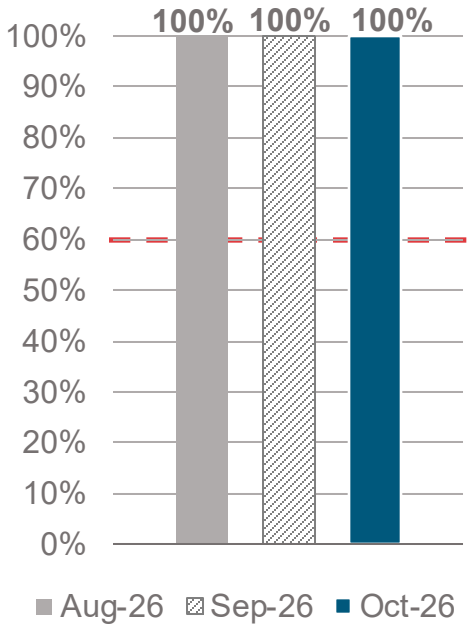
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

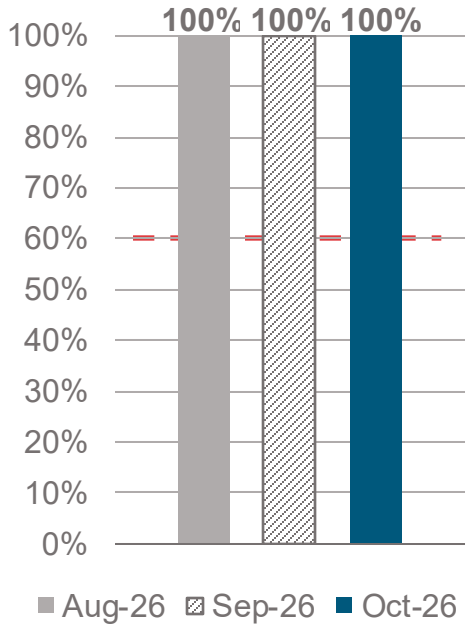
Equipment Availability (Diesel Locomotives)



Equipment Availability (Cab Cars)

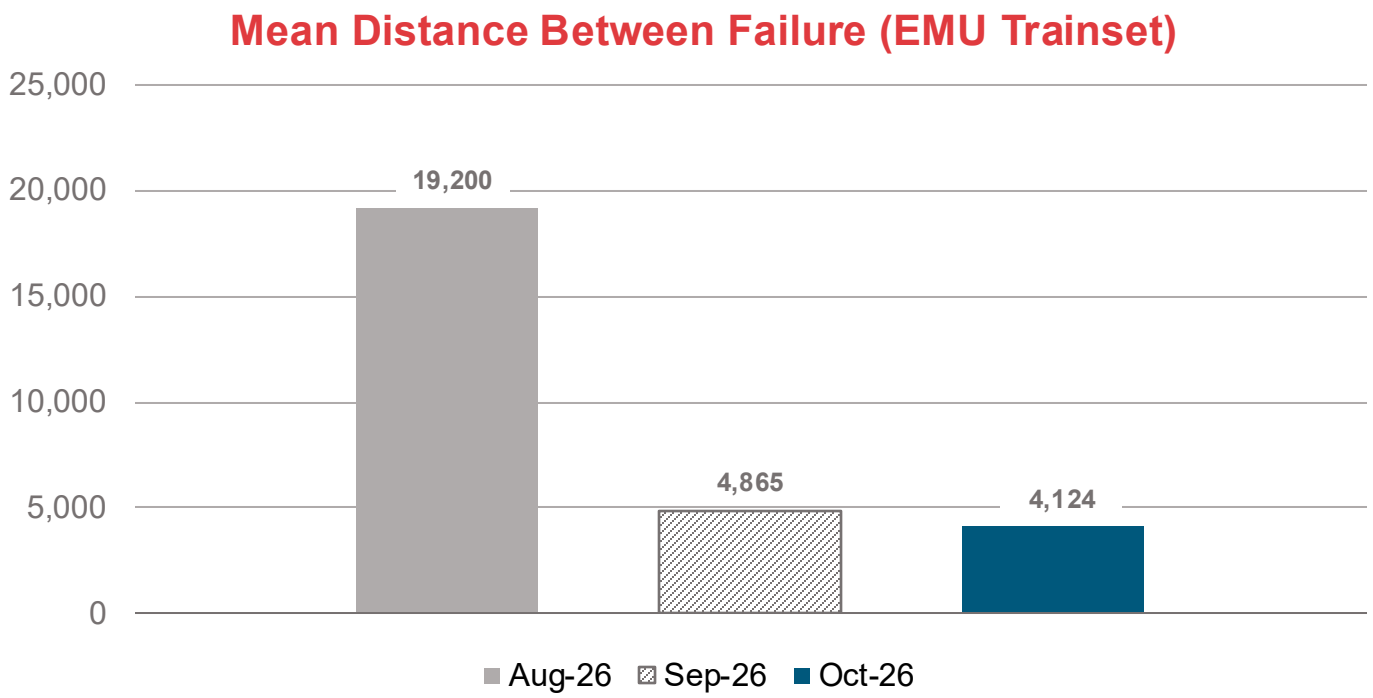


Equipment Availability (Trailer Cars)



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)



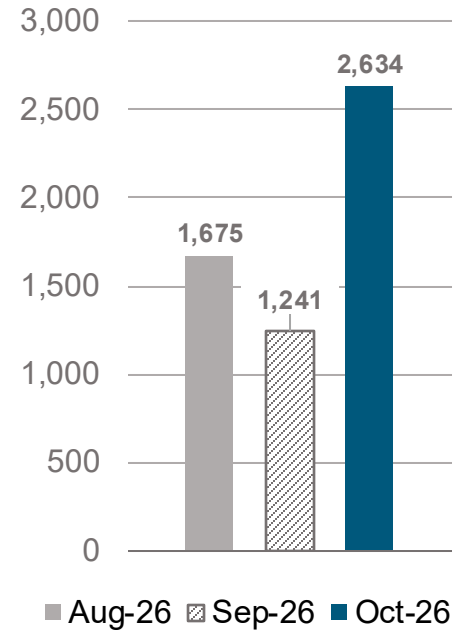
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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.

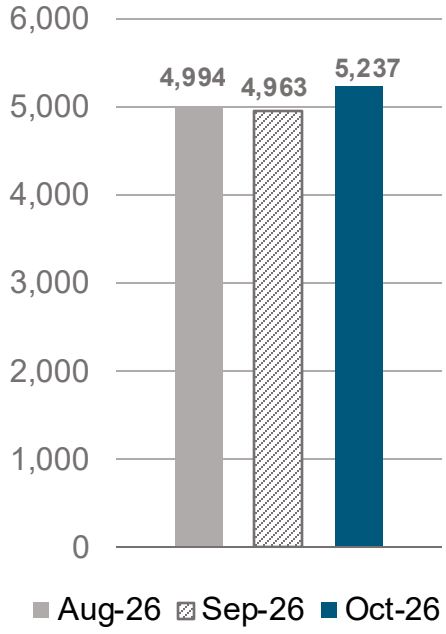
The graph on this page represents MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the following page.

Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



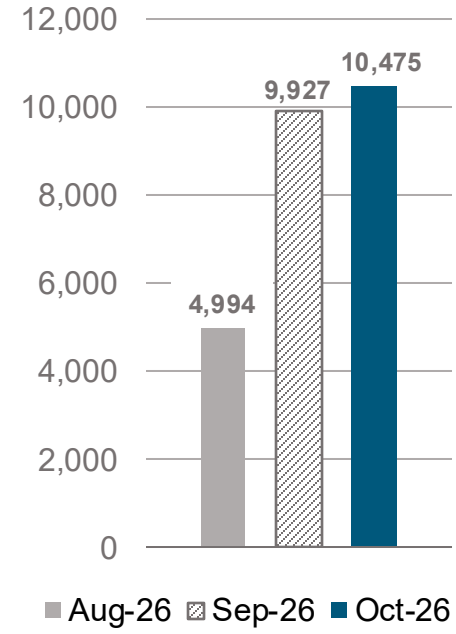
Mean Distance Between Failure (Cab Cars)



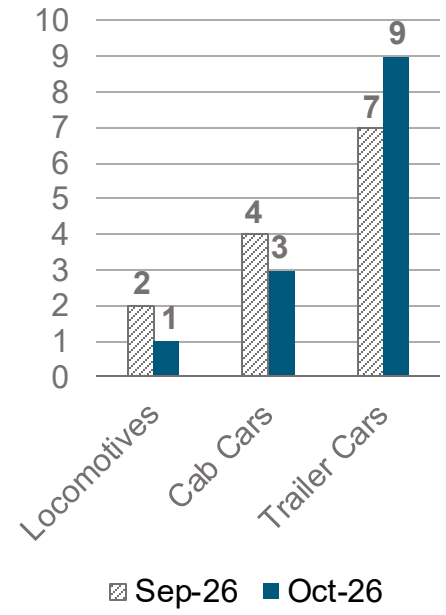
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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

Caltrain rider satisfaction holds at all-time high two years after electrification

Caltrain riders are as satisfied as they have ever been, with 92% of riders saying they are satisfied with the service, according to Caltrain's 2026 Customer Satisfaction Survey. Overall satisfaction held at 4.40 out of 5, up from 4.02 in 2024, the final survey taken before Caltrain launched electrified service.

Caltrain riders report broad satisfaction across multiple survey categories. The onboard experience scored 4.45, stations scored 4.32, and riders' sense of safety on Caltrain climbed to 4.44, up from 4.23 in 2024. On-time arrival at riders' destinations scored 4.40, and the accuracy of arrival times on platform signs scored 4.38. Caltrain conductors stood out in particular, with conductors' politeness and helpfulness rated at 4.63, the highest score conductors have received in the survey's history, and gave conductors' professional appearance a 4.70 in the first year that question was asked.

Caltrain wins nation's top transit award as Outstanding Public Transportation System

The American Public Transportation Association (APTA) named Caltrain the nation's Outstanding Public Transportation System, with Board Chair Rico Medina and Executive Director Michelle Bouchard accepting the prestigious award in Chicago on behalf of the agency. APTA recognized Caltrain for demonstrating superior achievement in ridership growth, safety, operational and maintenance efficiency, financial management and exceptional customer experience — the highest honor a public transit system in North America can receive.

Caltrain entered the competition for the award this year as a strong contender with many achievements, including:

- Having the fastest-growing transit ridership in the United States in 2025, with a 57% year-over-year ridership growth.
- Transitioning mainline service from diesel power to 100% renewable green electricity.
- Seeing improved ratings, with the customer experience being rated 4.5-out-of-5 and the agency having a 91% approval rating among riders.
- Achieving over $76 million in cost savings, approximately seven percent of the agency's operating budget over the last five years
- Receiving honors for safety, sustainability, construction and mental health, among others

Service and Program Updates

Clean Air Day at Tech Interactive: Caltrain, WestLight Energy and San Jose Clean Energy host family event

Caltrain joined its local energy providers San Jose Clean Energy (SJCE) and WestLight Energy to celebrate Clean Air Day and how their partnership has delivered cleaner air to the people of the Bay Area. The agencies marked the occasion with On Track for a Cleaner Future Day, a community event at The Tech Interactive in downtown San Jose on Saturday, October 10, featuring hands-on activities and opportunities to learn more about sustainability through The Techn Interactive's Solve for Earth exhibit.

Caltrain offers convenient ride to San Francisco Fleet Week main events

Fleet Week returned to San Francisco, and Caltrain offered a convenient way for Bay Area residents and visitors to avoid traffic and get close to the waterfront festivities.

The annual celebration features naval ships, vessel tours and aerial performances over San Francisco Bay. The air shows were scheduled from noon to 4 p.m. Friday, Oct. 9 through Sunday, Oct. 11. Riders could disembark at Caltrain's San Francisco Station and connect to Muni's 30-Stockton bus, which provided service to within a few blocks of Marina Green, to experience the air show from one of San Francisco's premier viewing locations.

"That's What I Like": Take Caltrain to Bruno Mars at Levi's Stadium this weekend

Caltrain helped fans skip traffic and parking hassles when Bruno Mars brought his Romantic Tour to Levi's Stadium on Saturday and Sunday, Oct. 10-11, at 7 p.m. Fans could take Caltrain's frequent weekend service to Mountain View Station and connect to VTA light rail for service to Levi's Stadium. Caltrain provided an additional northbound train after each concert to help fans get home.

All aboard for the WNBA Finals: Ride Caltrain to see the Valkyries

Caltrain offered fans a convenient way to get to the Golden State Valkyries' WNBA Finals matchups against the Atlanta Dream on Saturday, Oct. 17, at 12:30 p.m.; Monday, Oct. 19, at 5 p.m.; Monday, Oct. 26, at 5 p.m.; and Saturday, Oct. 31, at 5 p.m. The Valkyries are one of seven major league sports teams served by Caltrain.

Service and Program Updates

Caltrain stabilizes San Francisquito Creek banks ahead of schedule

Caltrain has completed in-stream construction of the San Francisquito Creek Bank Stabilization Project, achieving this key milestone three weeks ahead of schedule on September 23. The stabilization measures help protect the Caltrain-owned San Francisquito Creek Railroad Bridge and the Alma Street Pedestrian and Bicycle Bridge by reducing erosion and strengthening the creek banks against future storm impacts.

In 2023, severe winter storms caused significant erosion along the creek banks, threatening the stability of the ground supporting these bridges. In coordination with the San Francisquito Creek Joint Powers Authority (SFCJPA), Caltrain implemented emergency temporary bank stabilization measures in November 2023 to address the immediate erosion concerns.

The current project provides long-term creek bank stabilization and erosion protection, enhancing the resilience of both bridges and helping protect the historic El Palo Alto tree against future storm impacts.

Take Caltrain to the Warriors home opener — it's a slam dunk

Caltrain offered an easy way to get to the Golden State Warriors' home opener against the Memphis Grizzlies on Friday, Oct. 23, at 7 p.m.

Fans could ride Caltrain to San Francisco Station at Fourth and King streets, then walk less than a mile to Chase Center or connect to Muni light rail, which is free for fans with a Warriors ticket.

Service and Program Updates

Memorandum

TO: File

FROM: Michelle Bouchard, Executive Director

DATE: 9/30/26

RE: New Year's Eve Service 2026

Pursuant to the Caltrain Fare Structure (adopted under Resolution 2025-53), and FTA Circular 4702.1B, which grants the authority to Caltrain's Executive Director to implement special and promotional fare discounts lasting up to six months, I have authorized a promotional fare reduction that provides free fares for all riders on December 31, 2026 (New Year's Eve). Because this is a temporary fare change lasting under six months, no Board action or Title VI analysis is required. This fare change may incentivize Caltrain ridership and potentially increase overall fare revenue in the future.

Communications and Marketing Update

Strategic Communications (Media and Social)

Press Releases/Blogs/Podcasts:

- Caltrain rider satisfaction holds at all-time high two years after electrification
- Caltrain wins nation's top transit award as Outstanding Public Transportation System
- Clean Air Day at Tech Interactive: Caltrain, WestLight Energy and San Jose Clean Energy host family event
- Caltrain offers convenient ride to San Francisco Fleet Week main events
- "That's What I Like": Take Caltrain to Bruno Mars at Levi's Stadium this weekend
- All aboard for the WNBA Finals: Ride Caltrain to see the Valkyries
- Caltrain stabilizes San Francisquito Creek banks ahead of schedule
- Take Caltrain to the Warriors home opener — it's a slam dunk

Earned Media:

- Voting Against The Bay Area Transit Measure Is a Fatal Mistake - Substack
- TOG November Election Endorsements 2026 - Substack
- Voters are split on whether or not to save Bay Area public transit - SFGate
- Bay Area voters weigh regional transit tax measure - KTVU
- Diesel or electric? The train ride for a better journey - Times of India
- Bay Area voters weighing tax increase proposal that would fund Caltrain - CBS
- The future of commuter rail could be taking shape in Boston - Grist
- Palo Alto Planners Kill El Dorado Bike Tunnel, Side With Midtown Neighbors - Hoodline
- Palo Alto planners reject bike tunnel after neighborhood concerns - Palo Alto Weekly
- How a wealthy Bay Area town killed a train station to prevent housing - SFGate

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Caltrain E-Newsletter Metrics:

	OCTOBER 2026	OCTOBER 2025
Subscribers	15,470	14,877
Open Rate	27.4%	29.1%
Click Rate	3.5%	3.7%

Caltrain Organic Social Media Messaging Highlights:

In October, Caltrain received APTA awards for Outstanding Public Transportation System and Best Marketing and Communications to Increase Ridership or Sales for its Driving Is for Dodgers Fans campaign. Caltrain also earned a Certificate of Merit in Rail Safety, building on its 2025 Rail Safety Gold Award. These achievements were promoted through media outreach and social media.

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

Messaging Highlights (Includes rotational messaging):

- October Board Meeting
- Partnership with Westlight Energy
- Valkyries NBA finals
- Caltrain stabilizes San Francisquito Creek banks ahead of schedule
- Go Pass Organic Campaign - working in conjunction of paid campaign
- Warriors Opening Night
- Stanford Athletics Marketing Partnership
- Halloween - Caltrain - No tricks just treats, sticker and candy on board

Communications and Marketing Update

Strategic Communications (Media and Social, cont.)

Social Metrics: (Year to Year)

OCTOBER 2026	OCTOBER 2025
Impressions*: 234,279	Impressions*: 1,539,656
Engagements: 9,628	Engagements: 48,623
Post Link Clicks: 4,028	Post Link Clicks: 13,700
Shares**: 384	Shares**: 1,682
Saves: 124	Saves: 121

**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.*

Note: The change in social metrics year-over-year is neither a reflection of post and engagement quality nor of commitment to superior content.

Marketing Activities

We are about to complete our paid LinkedIn GoPass brand awareness and lead generation campaign and will report findings next month.

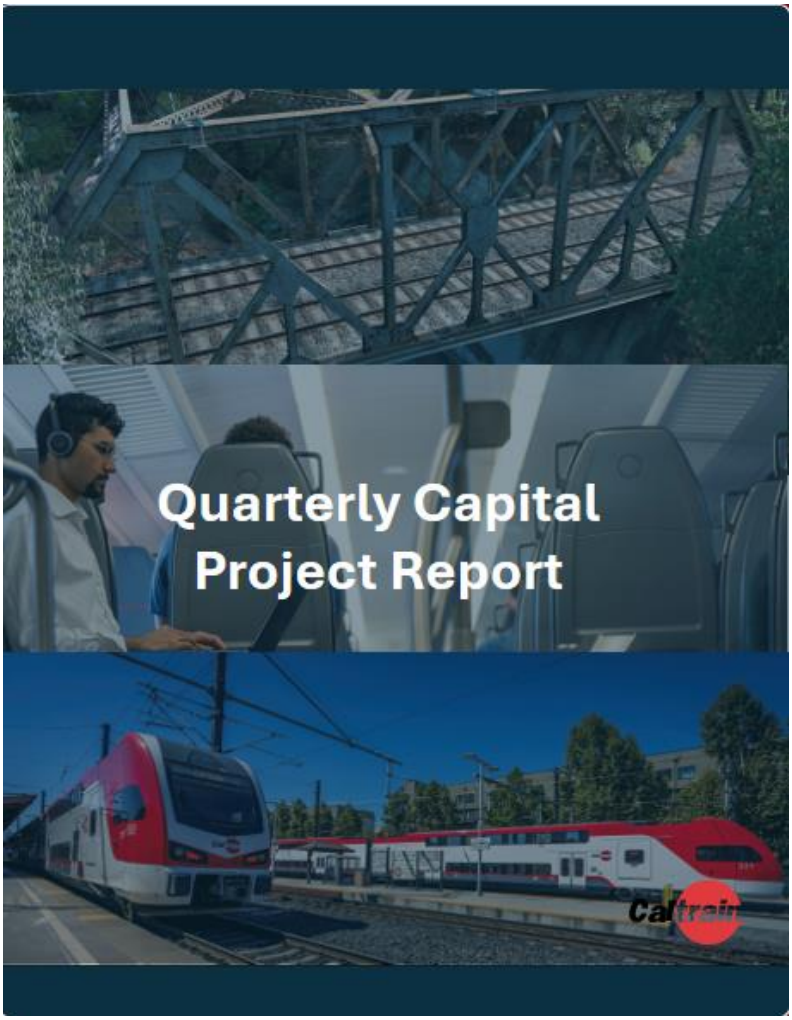
Also, we are currently developing graphics to test messaging for next year's "Go Save. Go Caltrain. Convert your commute." campaign and will have much more information to share next month.

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 1 of FY2027 (July 2026-September 2026) using the hyperlink provided below.

Link: https://www.caltrain.com/about-caltrain/statistics-reports/quarterly-capital-program-status-report



Acknowledgments

This report is made possible by contributions from the following groups and individuals.

Communications
Tasha Bartholomew, Director, Strategic Communications
Talia Wise, Integrated Marketing Manager
Dan Lieberman, Public Information Officer
Stephanie Torres, Social Media Specialist

Finance Administration
Bruce Thompson, Director, Fare & Revenue Programs
Dapri Hong, Senior Budget Analyst

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

Rail Design & Construction
Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization

Rail Executive Administration
Jason Dayvault, Business Operations Project Manager

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

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

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

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

Peninsula Corridor Joint Powers Board
Board of Directors
Regular Meeting

166 North Rollins Road, Millbrae, California 94030
Santa Clara County Board of Supervisors Office, 70 West Hedding Street,
1st Floor Room A, San Jose, CA 95110

DRAFT Minutes of November 5, 2026

Members Present:	David J. Canepa, Jeff Gee, Steve Heminger (arrived at 9:23 am), Greg Wagner, Shamann Walton, Pat Burt (Vice Chair), Rico E. Medina (Chair)
Members Present via Teleconference:	Margaret Abe-Koga (arrived at 9:06 am)
Members Absent:	David Cohen
Staff Present:	M. Bouchard, C. Fromson, J. Harrison, L. Lumina-Hsu, D. Ryan, M. Tseng

1. **Call to Order**
   Chair Medina called the meeting to order at 9:01 am.

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

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

4. **Request to Change Order of Business**
   There were none.

5. **Public Comment for Items Not on the Agenda**
   Roland Lebrun commented on South Bay electrification and service levels.

   Adrian Brandt commented on passage of Regional Transit Measure (Measure RTM), train-vehicle strikes, and video enforcement systems at crossings.

   Aleta Dupree, Team Folds, commented on Clipper and fare verification system.

   Director Abe-Koga joined the meeting at 9:06 am.

6. **Closed Session: Public Employee Performance Evaluation (Government Code Section 54957(b)(1): Executive Director and General Counsel**

DRAFT

7. Closed Session: Threat to Public Service of Facilities – Cybersecurity ((Government Code Section 54957): Consultation with: Mehul Kumar, Chief Information and Technology Officer

Public Comment
Aleta Dupree, Team Folds, commented on approachability of Michelle Bouchard and James Harrison.

The Board recessed into closed session at 9:09 am.

Director Heminger joined the meeting at 9:23 am.

The Board reconvened into regular session at 10:10 am.

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

9. Report of the Executive Director
Public Comment
Roland Lebrun commented on automatic passenger counters (APCs) and South Bay riders.

Aleta Dupree, Team Folds, commented on Measure RTM passage, transit services, Clipper, and American Public Transportation Association (APTA) awards.

Jeff Carter commented on Measure RTM passage, businesses and sport teams contributions, 22nd Street Station Americans with Disabilities Act of1990 (ADA) grant, and APCs.

Doug DeLong commented on Measure RTM passage, increased ridership, expanding services, and Guadalupe Bridge project.

Adina Levin, Seamless Bay Area and Friends of Caltrain, commented on Measure RTM passage, increased ridership levels, Guadalupe Bridge project, and 22nd Street Station ADA grant.

Paul Wendt commented on Measure RTM passage, Broadway grade separation project, Guadalupe Bridge project, and 22nd Street Station ADA grant.

DRAFT

10. Consent Calendar

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

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

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

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

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

Public Comment

Roland Lebrun commented on rider station transfers to other public transit services, Gilroy service, and station management.

Aleta Dupree, Team Folds, commented on construction authorities.

Doug DeLong commented on construction authorities.

Director Walton left the meeting at 11: 18 am.

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 - *Approved by Resolution No. 2026-49*

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

DRAFT

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 – *Approved by Resolution No. 2026-50*
Motion/Second: Heminger/Gee
Ayes: Abe-Koga, Canepa, Gee, Heminger, Wagner, Burt, Medina
Noes: None
Abstain: None
Absent: Cohen, Walton

Public Comment
Adina Levin, Menlo Together, stated Menlo Together supports the project and commented on project costs.

Adrian Brandt commented on bicyclist needs for project and spoke in support of the project.

14. Receive State and Federal Legislative Update
Public Comment
Roland Lebrun commented on surface transportation bill and expedited project delivery.

Aleta Dupree, Team Folds, commented on new Congress makeup, and Measure RTM and San Francisco Municipal Railway (Muni) funding measure passage.

Adina Levin commented on Measure RTM volunteer efforts, and state and federal funding levels for public transit.

15. Reports

15.a. Report of the Chair
Chair Medina thanked the San Mateo County Sheriff's Office for their service; April Chan, General Manger/CEO, San Mate County Transit District (SamTrans), for her meeting attendance; Jason Dayvault for Chair Medina's office hours coordination; Caltrain ambassadors; and Measure RTM advocates. Chair Medina stated he will be appointing the Nominating Committee for 2027 Chair and Vice Chair and spoke on receiving awards on behalf of Caltrain at the APTA TRANSform conference.

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 Transit and Intercity Rail Capital Program (TIRCP) changes and seeking additional funding to fill The Portal funding gap.

DRAFT

Public Comment
Adina Levin commented on Measure RTM celebration.

Aleta Dupree, Team Folds, commented on national and international outreach.

Roland Lebrun commented on Downtown Rail Extension (DTX) funding.

16. Correspondence

17. Board Member Requests
Director Gee expressed thanks for everyone's work on Measure RTM and stated the agency has financial work to be done over the next fourteen years. Director Gee requested regular quarterly reports to meet legislative timeline.

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
The meeting adjourned at 11:55 am.

DRAFT

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Margaret Tseng, JPB Secretary
For:	December 2026 Board of Directors Meeting
Subject:	**Adopt 2027 Peninsula Corridor Joint Powers Board (JPB) Finance 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) Board of Directors (Board) approve the attached meeting calendar for 2027.

Discussion

The Finance Committee's regular meetings are scheduled for the Monday, two weeks prior to the JPB Board of Directors Regular Meeting of each month at 2:30 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 Finance Committee
2027 Meeting Calendar

Monday, Two Weeks Prior to JPB Board Meeting* – 2:30 PM
January 25
February 22
March 22
April 26
May 24
June Recess – ***No Meeting***
July 26
August 23
September 27
October 25
November 15*
December 13*

DRAFT

*Regular meetings are scheduled two Mondays prior to the Board meeting at 2:30 pm unless otherwise noted.

Board Committee Members: David Cohen, Greg Wagner, Vacant

Primary Staff Liaison: Chief Financial Officer Chris Andrichek

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:	David Santoro, Chief Administrative Officer, San Mateo County Transit District
	Jerry Guaracino, Chief Safety Officer
For:	December 2026 JPB Board of Directors Meeting
Subject:	**Award a Cooperative Purchasing Contract to Carahsoft Technology Corporation to Furnish Mobile Security Units for a Total Not-To-Exceed Amount of $1,782,000 for a Three-Year Term**

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

Purpose and Recommended Action

The award of the proposed contract will provide the Peninsula Corridor Joint Powers Board (JPB) with mobile security units equipped with advanced surveillance technology, including cameras capable of real-time video monitoring and recording at eighteen JPB locations: San Francisco 4th/King, San Francisco 7th/King, North Portal Tunnel 3, Rear Lot of 3rd Street Warehouse, Front Parking Lot of 3rd Street Warehouse, Control Point Sierra, Traction Power Substation 1, Control Point Scott, San Bruno Traction Electrification System Yard, Control Point Center, Dumbarton Wye, Control Point Bowers, Traction Power Substation 2, Control Point Stockton, Control Point Shark/Cinnabar Street, Control Point Shark/Julian Street, San Jose Diridon/Control Point Bird, and Control Point Mack.

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

1. Award a cooperative purchasing contract to Carahsoft Technology Corporation of Reston, Virginia (Carahsoft) to provide mobile security units (Services) for a total not-to-exceed amount of $1,782,000 for a three-year term.

2. Authorize the Executive Director or designee to execute a cooperative purchasing contract with Carahsoft in full conformity with the terms and conditions of Region 4 Education Service Center of Houston, Texas (ESC), and Omnia Partners Contract No. R204303 (Cooperative Contract), and in a form approved by legal counsel.

Discussion

The JPB seeks to continue its mobile security trailer rental and monitoring services to enhance security across JPB properties, ensuring continuity of surveillance and monitoring capabilities. From previous experience, this deployment has proven to be a cost-effective deterrent to crime and has provided oversight of critical areas.

The JPB's Procurement Policy authorizes the use of cooperative contracts when the competitive procurement conducted by another public agency meets the JPB's competitive procurement standards. Staff and legal counsel reviewed the Cooperative Contract and found that it was competitively solicited and awarded in accordance with public procurement standards, ensuring transparency, fairness, and legal compliance. Staff and legal counsel further determined that the solicitation conducted by ESC and Omnia Partners satisfies the JPB's competitive procurement requirements. Staff proposes utilizing the Cooperative Contract because it promotes efficiency, reduces administrative costs, and leverages the benefits of a competitively awarded agreement.

On April 24, 2024, ESC issued a Request for Proposal for Software Solutions and Services through Omnia Partners, a group purchasing organization. On December 17, 2024, ESC and Omnia Partners awarded the Cooperative Contract to Carahsoft which is valid through December 31, 2029. The Cooperative Contract explicitly allows other public agencies to purchase services and goods at the same prices.

Staff conducted a price analysis and determined Carahsoft's prices are fair and reasonable based on market research.

Budget Impact

Funding for the proposed contract is included in the adopted Fiscal Year 2027 Operating Budget and will be included in future operating budgets. The proposed contract will be funded by a variety of funding sources which may include state, regional, and local revenues from approved and future operating budgets.

Prepared By:	Vanessa Mariano	Procurement Administrator II	09/01/2026
	Leo dela Cruz	Rail Safety Officer	09/01/2026

Resolution No. 2026-

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

*** * ***

Award a Cooperative Purchasing Contract to Carahsoft Technology Corporation to Furnish Mobile Security Units for a Total Not-To-Exceed Amount of $1,782,000 for a Three-Year Term

Whereas, the Peninsula Corridor Joint Powers Board (JPB) requires mobile security units equipped with advanced surveillance technology, including cameras capable of real-time video monitoring and recording at 18 JPB locations (Services); and

Whereas, the JPB's seeks to continue its mobile security trailer rental and monitoring services that has proven to be a cost-effective deterrent to crime and has provided oversight of critical areas; and

Whereas, the JPB's Procurement Policy authorizes the use of cooperative contracts where the competitive procurement process conducted by another public agency meets the JPB's competitive procurement standards; and

Whereas, on December 17, 2024, Region 4 Education Service Center of Houston, Texas (ESC), and Omnia Partners, a group purchasing organization, awarded a cooperative purchasing Contract No. R204303 (Cooperative Contract) to Carahsoft Technology Corporation of Reston, Virginia (Carahsoft) for Software Solutions and Services, which was competitively solicited and is valid through December 31, 2029; and

Whereas, staff and legal counsel reviewed ESC solicitation documents and resulted contract and determined that it meets JPB's competitive requirements; and

Whereas, staff conducted a price analysis and determined that Carahsoft's prices are fair and reasonable, based on market research; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Carahsoft to provide the Services for a total not-to-exceed amount of $1,782,000 for a three-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a cooperative purchasing contract to Carahsoft Technology Corporation of Reston, Virginia to provide mobile security unit services for a total not-to-exceed amount of $1,782,000 for a three-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract with Carahsoft on behalf of the JPB in full conformity with the terms and conditions of ESC and Omnia Partners Contract No. R204303, and in a form approved by legal counsel.

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

Ayes:

Noes:

Absent:

_____
Chair, Peninsula Corridor Joint Powers Board

Attest:

_____
JPB Secretary

#2342411v1

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Chris Andrichak, Chief Financial Officer
For:	December 2026 JPB Board of Directors Meeting
Subject:	**Receive Quarterly Financial Report: Fiscal Year 2027 Quarter 1 Results**

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

Purpose and Recommended Action

The Board of Directors (Board) will receive an update on the financial results for Fiscal Year 2027 Quarter 1 (FY27Q1). This is an informational item.

Discussion

Peninsula Corridor Joint Powers Board (Caltrain) ended FY27Q1 with a surplus of $3.1 million, which is $12 million (135.1 percent) favorable compared to the budgeted deficit of $8.9 million.

This favorable position is primarily due to higher-than-budgeted revenues and timing-related expenditure variances.

Sources: Total sources were $63.5 million, which is above the budgeted target of $56 million by $7.5 million (13.4 percent). Major contributing factors include:

- **Caltrain Fare Revenue (including Go Pass)**: $4.2 million (20.6 percent) favorable to budget, attributed to strong ridership recovery reaching 79.8 percent of pre-pandemic levels.

- **Measure RR Revenue**: $1.3 million (4.1 percent) favorable to budget, likely attributed to the higher-than-expected sales tax receipts generated from Fédération Internationale de Football Association (FIFA) World Cup activity and continuing biotechnology and Artificial Intelligence (AI) investments.

- **Other Income:** $0.9 million (125.1 percent) favorable to budget, primarily due to higher advertising revenue from expanded advertising on Caltrain property and trains, along with insurance reimbursements.

- **Interest Revenue:** $0.5 million (72.7 percent) favorable to budget, mainly due to higher account balances than anticipated.

Uses: Total uses were $60.4 million compared with an adopted budget of $64.9 million, resulting in a favorable variance of $4.5 million (6.9 percent). Major contributing factors include:

- **Maintenance & Facilities**: $1.7 million (36.3 percent) favorable to budget attributed to timing of invoices for Systems Engineering contracts and Building Maintenance. Expenses are expected to increase in subsequent periods as invoices are received and processed.

- **Professional & Contracted Services**: $1.2 million (56.2 percent) favorable to budget largely due to timing of invoices and a slow start in executing work directives and contracts. Expenditures are expected to move closer to budget in subsequent periods as work progresses and invoices are received and processed.

- **Insurance & Risk Management:** $1 million (21.0 percent) favorable to budget due to timing of claims.

- **Legal Services:** $0.6 million (95.1 percent) favorable to budget due to timing of invoices. Expenses are expected to increase in subsequent periods as invoices are received and processed.

Budget Impact

This is an informational item. There is no budget impact.

Prepared By:	Jerry Su	Budget Analyst III	11/16/2026
	Lawrence Leung	Manager, Budgets	11/16/2026
	Ladi Millard-Olmeda	Director, Budgets and Financial Analysis	11/16/2026

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR
AS OF SEPTEMBER 30, 2026

(In Thousands)

	YEAR-TO-DATE SEPTEMBER				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
OPERATING REVENUE:					
Caltrain Fares	16,970	21,158	4,189	24.7%	63,084
Go Pass	3,525	3,557	32	0.9%	14,100
Parking Revenue	1,033	1,341	308	29.8%	4,132
Rental Income	384	645	260	67.7%	1,538
Interest Revenue	701	1,211	510	72.7%	2,805
Other Income	732	1,648	916	125.1%	2,928
TOTAL OPERATING REVENUE	**23,345**	**29,560**	**6,215**	**26.6%**	**88,587**
CONTRIBUTED REVENUE:					
Operating Grants	131	262	131	100.0%	10,625
Measure RR	31,399	32,698	1,299	4.1%	124,940
Member Agency (VTA - Gilroy)	479	-	(479)	(100.0%)	1,916
LCFS, LCTOP/SRA	688	1,020	332	48.3%	10,305
TOTAL CONTRIBUTED REVENUE	**32,696**	**33,979**	**1,283**	**3.9%**	**147,785**
TOTAL SOURCES	**56,042**	**63,539**	**7,497**	**13.4%**	**236,373**
USES					
DIRECT OPERATING EXPENSE:					
Rail Operations	32,447	31,871	576	1.8%	129,787
Maintenance & Facilities	4,798	3,056	1,742	36.3%	19,325
Security & Safety	2,429	2,413	16	0.7%	10,315
Fuel & Lubricants	337	305	32	9.5%	1,348
Electric Charges for Power Traction	3,625	4,191	(566)	(15.6%)	14,500
Insurance & Risk Management	4,936	3,897	1,039	21.0%	19,745
Revenue Collection & Customer Service	739	797	(57)	(7.8%)	2,917
Utilities & Telecommunications	1,069	1,009	60	5.7%	4,278
TOTAL DIRECT OPERATING EXPENSE	**50,381**	**47,538**	**2,843**	**5.6%**	**202,215**
ADMINISTRATIVE & OVERHEAD EXPENSE					
Wages & Benefits	7,199	7,755	(555)	(7.7%)	24,842
Professional & Contracted Services	2,049	897	1,152	56.2%	8,113
Legal Services	658	32	626	95.1%	2,633
Other Financing Expense	231	415	(184)	(79.6%)	983
Administrative & Office Expense	1,670	1,689	(19)	(1.1%)	7,509
Board of Directors	33	3	31	92.5%	134
Communications & Marketing	88	68	21	23.3%	539
Training & Employee Development	45	17	28	62.8%	194
TOTAL ADMIN & OVERHEAD EXPENSES	**11,975**	**10,875**	**1,100**	**9.2%**	**44,947**
MANAGING AGENCY ADMIN OH COST					
Managing Agency Admin OH Cost'	2,023	1,684	339	16.8%	6,822
TOTAL OPERATING EXPENSE	**64,379**	**60,097**	**4,282**	**6.7%**	**253,984**
DEBT SERVICE EXPENSE	-	-	-	0.0%	12,896
STATE LOAN INTEREST EXPENSE	525	332	193	36.8%	2,100
TOTAL USES	**64,904**	**60,429**	**4,475**	**6.9%**	**268,980**
NET SURPLUS / (DEFICIT)	**(8,862)**	**3,111**	**11,972**	**135.1%**	**(32,608)**
State Loan	47,608				47,608
Measure RR for Capital (SOGR)	(15,000)				(15,000)
ADJUSTED NET SURPLUS / (DEFICIT)	**23,746**	**3,111**	**(20,635)**	**(86.9%)**	**-**
Reserve, Beginning Balance					**26,879**
Operating Reserve Set Aside					**-**
Reserve, Ending Balance					**26,879**

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Dahlia Chazan, Chief, Caltrain Planning
For:	December 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on California Environmental Quality Act Findings and Statement of Overriding Considerations and Authorize Executive Director to Execute a Temporary Construction Easement and a Purchase Agreement for the BART Silicon Valley Phase II Extension Project**

☐ 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 Board of Directors
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 Guadalupe River Bridge Project**

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

Purpose and Recommended Action

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

Staff will provide monthly updates covering Gaudalupe River Bridge Project-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

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

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

Staff successfully completed first and second dry seasons and Bridge Construction was completed on October 7, 2026. Staff have committed to providing monthly updates to the JPB Technology, Operations, Planning, and Safety (TOPS) Committee through a monthly progress report. This report will ensure full transparency on key aspects of the Project, including project highlights, Habitat Mitigation Management Plan (HMMP) work, project cost, schedule, change orders, issues, and top risks. Each monthly report will be included in the JPB board packet, making it accessible to all board members and the public.

Monthly Update
See attached October 2026 Monthly Progress Report.

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

Prepared By:	Sherry Bullock	Deputy Executive Director, Engineering, Capital and Modernization	11/09/2026

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

October 31, 2026

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

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

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

1.2 Background and Recent Accomplishments

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

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

Walsh successfully completed the 2025 dry season and 2025/2026 wet season work, achieving the MT1 bridge critical work (milestone 1) as well as partial completion of MT2 seismic retrofit foundation work. In addition, schedule impact due to nesting bluebirds within the project limits in June 2025 was mitigated and recovered.

In June 2026, Walsh continued with the final dry season construction work focusing on completion of MT1 bridge construction, MT2 seismic retrofit, river channel restoration, erosion control and Habitat construction with the river diverted in accordance with the relevant permits. By the end of September 2026, work had progressed to allow the river diversion system to be removed, and the river returned to flow in the reconstructed Guadalupe River.

In September, the MT1 bridge was turned over to UPRR to begin track installation activities. Through October, UPRR has completed installation of ties, ballast, and track. UPRR will perform surfacing and lining of the MT1 track once adjacent projects are completed on MT1 outside of the GRBR limits, expected in December. Once the remaining lining and surfacing is complete, the schedule for returning the track to service will be determined.

The remaining work for completion of the MT1 bridge punch list, track embankment and implementing environmental mitigation in the form of habitat restoration and enhancements as part of HMMP on-site work continued through October. Walsh construction achieved interim Milestone 2 for completion of all in channel work ahead of the October 15, 2026, milestone requirement on October 7th. Construction activities outside of the channel, including HMMP plantings, site restoration and demobilization will continue up to the Substantial completion milestone in March 2027. The Project is on track to achieve the overall project completion in March 2027.

Separate from the onsite activities, work has progressed to finalize the design, permitting applications and bid documents for the Hick's Creek offsite mitigation project. The Issued for Bid (IFB) documents are being processed by JPB Contract's and Procurement staff with the goal of advertising the construction contract request for proposals (RFP) in November 2026. The target for board approval of this construction contract is March 2027 to prepare for construction in the 2027 dry season.

1.3 Resource Agency Permitting Status

The following permits were approved during the project restart in 2025 and were further amended to allow for modifications to the construction approach in 2026. These permits are in place for the duration of the Guadalupe Bridge Project:

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

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

- On site HMMP package was revised to address all previous comments and re-submitted for agency review on February 20, 2026.
- In April and May 2026, all environmental permitting agencies completed review and provided required approvals for the onsite HMMP construction to proceed onsite in the 2026 dry season.
- Remaining HMMP topics will still need to be resolved with RWQCB relating to calculation of impacts and total mitigation requirements. Caltrain has continued to

work with RWQCB to resolve this topic.

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

- JPB has prepared a Project Mitigation Summary Memo detailing the mitigation offered to offset habitat impacts due to the project construction. This memo has been distributed to RWQCB. A separate memo will also be provided to CDFW summarizing the offsite, onsite and PSE agreement approach to mitigation credits.
- JPB is developing a Participating in Special Entity (PSE) agreement through the Habitat Agency to achieve a portion of the required mitigation credits. This agreement will be finalized after the agencies have approved the revised HMMP.
- Midpen Board approved the Hick's Creek Mitigation project on July 9th, 2025
    - A Cooperative Mitigation Agreement between Midpen and JPB that was approved by the JPB Board in August 2026 along with a third CEQA Addendum that is needed to capture the Offsite Mitigation offered by the project.
    - MidPen Board approved the Mitigation Agreement in September 2026
    - In April 2026, the final design for Hick's Creek was completed, and staff continue to work with regulatory agencies to gain permit approvals.
    - Permit applications were all submitted in early August.
    - JPB and FTA are working to complete a NEPA re-evaluation for Offsite Mitigation. Tribal consultations will be required; this effort will be led by FTA.
    - Staff has prepared IFB documents and will continue to work with Contracts and Procurement Staff to prepare advertisements for construction contract procurement in November 2026.

1.4 Project Cost and Budget

On June 5, 2025, the JPB board approved to amend the Guadalupe River Bridge Replacement Project Budget from $63,698,593 to $171,389,598. As of October 2026, the project is within budget:

- The current estimated cost at completion (EAC) for the project is $170.08 million.
- As of October 2026, the project cost is on track to be completed within the approved budget.
- Caltrain and Walsh have continued to review and update the project risk register to evaluate risk allowance projections for the remainder of the project.
- To date, there have been $3,999,997 in drawdowns to the Contractors Risk Allowance Pool.
- The risk allowance pool will be increased for an additional estimated amount of $3.8M to account for the 2026 dry season costs submitted to date and the projected risk items to complete the project. The change order to increase the risk pool will draw from, but not exceed, the budgeted construction contract contingency.

1.5 Project Progress and Schedule

As of October 31, 2026, the overall bridge construction completion is at 93%, and the current project schedule is still on track with the contractors' substantial completion date of March 2027 for Bridge Replacement and Habitat Mitigation work on the Guadalupe Bridge Site. Additional work will be ongoing through 2027 for completion of an offsite

habitat mitigation project at the Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

1.6 This Month's Accomplishments

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

- Walsh continued with demobilization of the River Diversion system including temporary diversion lines and pumps, 36" gravity flow pipes, cofferdams and active treatment system (ATS).
- MT1 Bridge Construction:
  - UPRR track construction continued in October.
- Continued installation of habitat restoration scope per the HMMP design.
- Coordinated with Walsh construction to develop risk mitigations for remaining risks and refine risk pool allowance for completion of the project.
- Hosted final monthly update with the Environmental Permitting Agencies,
- Hicks Creek offsite mitigation project:
  - Continued to work with permitting agencies to acquire permit approvals.
  - Continued development of IFB package and coordination with Contracts and Procurement staff.
  - Worked with consultant staff, KMC, to develop a draft construction cost estimate.

1.7 Upcoming Work

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

- UPRR track construction continuation.
- General SWPPP & site maintenance.
- Continue to work with SCVWD to resolve future license agreement for use of land for HMMP monitoring and maintenance needs.
- Continue to work with RWQCB to finalize HMMP approval.
- Continue to work toward regulatory agency permit approvals for Hick's Creek.

1.8 Risk Management

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

Table -1. Key Risks and Actions

Risk Descriptions	Mitigation Actions
Work needed to execute construction may deviate from what is permitted.	• River Diversion system was removed in September; this risk is ongoing for work occurring around open water. CM Staff and JPB environmental staff continue to work with the Contractor to review work plans and ensure compliance with permits. • CM staff and Environmental field support will monitor UPRR track work installation activities to assure compliance with permits.
Unpredictable Water or weather conditions	• With the river diversion removed in the month of September, the risk of unpredictable weather impacts is reduced to potentially impacting only the construction progress for HMMP planting activities and demobilization.

	• Environmental field support will continue to monitor weather conditions and assure the contractor has proper stabilization and stormwater BMPs in place required for significant weather events. • Weather through the wet season will be monitored so that HMMP plantings are installed at a time that accommodates successful establishment.
Reductions to onsite HMMP require additional mitigation that cannot be achieved with the current Hick's Creek Offsite mitigation project	• Identified other options for offsite mitigation opportunities, should they be needed. • Working with HMMP consultant staff to review "as-built" impacts and refine calculations to assure accurate measure of impacts causing mitigation needs. • This risk will remain open until RWQCB and CDFW approve the final HMMP monitoring plan.
Hick's Creek – Delays to permitting impact ability to implement project in 2027 dry season	• Environmental permit applications were submitted in August of 2026, providing ample time for approval. • Pre-filing meetings and site visits held with permitting agencies to assist in project understanding. • No major comments received to date, however, agencies have not yet approved permits as of end of October. • Proceeding with Construction procurement while permit approvals are in process to avoid schedule delays while waiting for permits. • IFB documents incorporate avoidance and mitigation measures included in permit applications in contract specifications to avoid costly change orders post award once the measures and conditions are formalized in the approved permits.

2.0 SAFETY

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

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

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
October 2026	3,149	24	11	4	0	1
Cumulative (from June 2025)	96,798	531	499	478	11	44

Safety Event Synopsis:

1. 10/21/26 - 87N Gate - First Aid: Rock wedged between the rumble strip entrance and a tire shot out and struck EE's right leg above their knee.

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

Definitions:

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

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

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

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

3.0 PROJECT SCHEDULE

3.1 Introduction

The JPB has approved project re-baseline schedule as part of project reset with a Substantial Completion date of March 03, 2027, and Final Acceptance of March 31, 2027. The off-site habitat mitigation work will carry through early 2028 for completion at Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

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

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

Milestone 2 (All in-channel work) was completed ahead of the contract completion date on October 7, 2026.

3.2 Re-Baseline Schedule

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

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	Completed
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/25/2025A	Completed
2025-2026 Wet Season (outside of river channel) • MT1 Foundation and Super Structure • MT2 Pier 4 Work	01/23/2026 (For Concrete Girders)	06/01/2026	Completed
2026 Dry Season—Milestone 2 (All in-channel work) • MT1 Deck & Finishes • MT2 Finishes	10/15/2026	10/7/2026A	Completed
2026-2027 Wet Season-Complete Final Planting – On-Site Mitigation	02/09/2027	02/09/2027	On-Track
Substantial Completion	03/03/2027	03/03/2027	On-Track
Completion of Off-Site Mitigation	12/27/2027	12/27/2027	On-Track

Table 3-1. Re-baseline Schedule

3.3 Critical Path Analysis

The critical path for the remaining work goes through UPRR track and ballast work. The final HMMP planting work restarts in first week of January 2027 before Substantial Completion by March 3, 2027.

4.0 COST AND BUDGET

4.1 Introduction

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

4.2 Project Budget and Cost

Table 4-1. Budget Summary by Project

Description of Work	Current Budget (A)[1]	Cost This Month (B)[2]	Cost To Date (C)[3]	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Guadalupe River Bridges Replacement	$171,389,598	$4,028,602	$133,624,742	$36,457,333	$170,082,076	$1,307,522
GRB TOTAL	**$171,389,598**	**$4,028,602**	**$133,624,742**	**$36,457,333**	**$170,082,076**	**$1,307,522**

[1] Column A "Current Budget" includes re-baseline and executed change orders and awarded contracts.

[2] Column B "Cost This Month" represents the cost of work performed this month.

[3] Column C "Cost to Date" includes actual (amount paid) and accruals (amount of work performed) to date.

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

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Walsh Construction Contract	$89,787,026	$89,787,026	$2,703,553	$83,551,680	$8,938,899	$92,490,579
Design Services during Construction	$2,312,930	$2,312,930	$41,996	$1,725,462	$587,468	$2,312,930
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	$14,124,097	$13,753,300	$258,847	$10,509,981	$2,874,514	$13,384,495
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	$12,250,000	$12,620,798	$25,000	$582,889	$11,892,589	$12,475,479
Management Oversight & Support	$23,180,900	$23,180,900	$550,962	$18,527,711	$5,119,835	$23,647,546
Others (TASI, UPRR, Bus Bridge Support & ICAP)	$16,834,453	$16,834,453	$448,244	$13,451,074	$3,574,258	$17,025,332
PRIOR COSTS - Planning/Engineering & CalMod Improvements	$5,275,945	$5,275,945	$0	$5,275,945	$0	$5,275,945
Contingency	$7,624,247	$7,624,247	$0	$0	$3,469,770	$3,469,770
Grand Total	**$171,389,598**	**$171,389,598**	**$4,028,602**	**$133,624,742**	**$36,457,333**	**$170,082,076**

4.3 Contractor's Risk Allowance Pool

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

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

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

Risk Allowance Pool Category	Risk Amount	Current Month*	Executed to Date	Remaining Balance
Differing Site Conditions	$390,750	$0	$86,012	$304,738
Bird Deterrent Mitigation	$250,000	$35,401	$188,559	$61,441
Permit Requirements	$1,000,000	$37,219	$925,594	$74,406
Track Access Impacts	$360,000	$109,935	$444,975	$(84,975)
Water Management	$250,000	$0	$0	$250,000
Warehouse Storage	$297,000	$0	$66,925	$230,075
Isolation Casings	$600,000	$0	$448,551	$151,449
Phytophthora Management	$750,000	$0	$1,047,628	$(297,628)
Contingency	$102,250	$0	$791,754	$(689,504)
Total	**$4,000,000**	**$182,555**	**$3,999,997**	**$3**

*Current month request under review for approval

In addition to the established Risk Allowance Pool with Walsh, the re-baseline budget includes a project contingency of $7.6 million to cover potential changes and unknowns not related to Walsh. As of October 2026, the total project contingency remains $3.4 million. Table 4-4 summarizes the current remaining and contingency forecast balance as of the latest monthly update.

Table 4-4. Overall Project Contingency

	Project Contingency		
	Allocated (A)	Unallocated (B)	Subtotal C = (A+B)
Project Contingency	$7,624,247	$1,203,598	$8,827,845
Drawn Contingency	$0	$0	$0
Remaining Contingency	$7,624,247	$1,203,598	$8,827,845
Pending Changes	-$4,050,553		-$4,050,553
Contingency Savings	-$103,924	-$1,203,598	-$1,307,522
Forecasted Remaining Contingency	$3,469,770	$0	$3,469,770

4.4 Contract Incentives

The Global Re-set included incentives based on Early Interim Milestone Completion. Table 4-5 provides a status of Contractor incentives Budgeted, Awarded, and remaining Balance. There was $420,000 drawn from contract incentives for 2025 dry season and $540,000 drawn from contract incentives for early completion of the In-Channel Work milestone on October 7, 2026

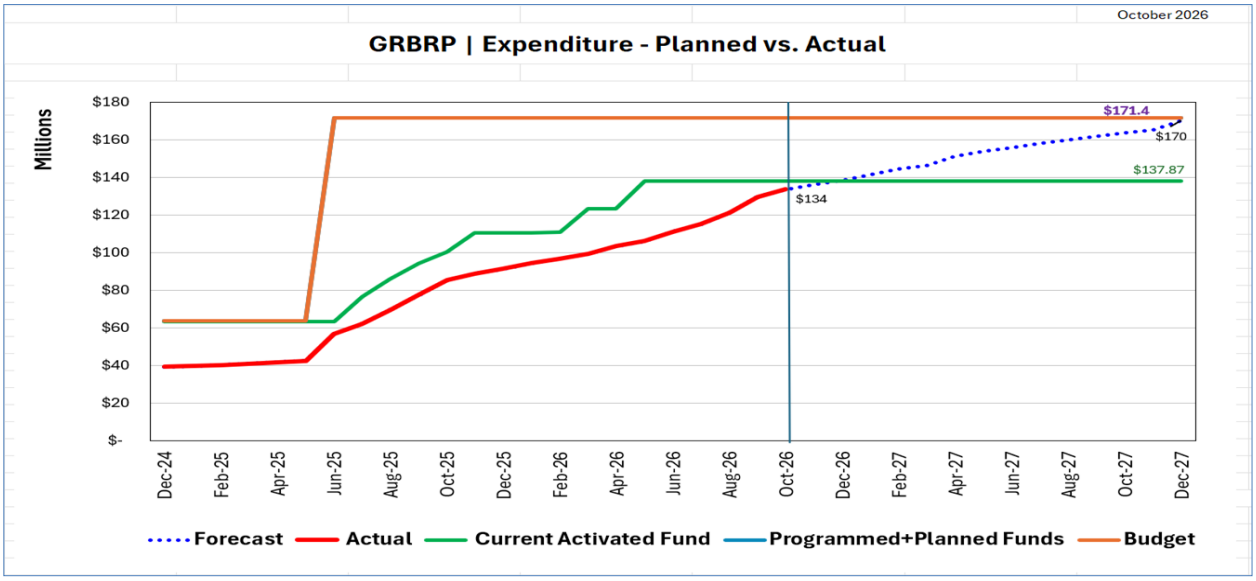
Table 4-5. Construction Contractor Incentives

Incentives	Budgeted (A)	Awarded (B)	Projected Remaining to Award (C)	Projected Balance Remaining (D)=(A)-(B)-(C)
Interim Milestone				
Install Steel Girders on MT1 Span 2	$540,000	$420,000	$0	$120,000
In-Channel Work	$540,000	$540,000	$0	$0
Total Contract Incentive	**$1,080,000**	**$960,000**	**$0**	**$120,000**

4.5 Project Cash Flow and Funding

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

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

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

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

5.0 CHANGE MANAGEMENT

5.1 Introduction

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

5.2 Construction Change Orders / Risk Allowance Pool

5.2.1 Executed Risk Allowance or CCO Items

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

- August 2026 Allowance Draw
  - Phytophthora Management for 2025-2026 Dry Season
  - 2026 Dry Season After Hours Refueling of Generators and Equipment
  - HWY 87 Supplemental Lane Closures
  - Willow Access Road Restoration Costs
  - Fuel Escalation

5.2.2 Approved Risk Allowance or Change Order Items:

- The following risk item forward pricing was approved in the month of September.
  - 2026 Dry Season After Hours Refueling of Generators and Equipment
  - HWY 87 Supplemental Lane Closures
  - Nesting Bird Deterrent Measures

5.2.3 Upcoming Risk Allowance Items or Change Orders:

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

Staff and Walsh have gone through assessment of all remaining work including 2026 dry season, on-site HMMP. The additional risk allowance of $3.8 million is needed to complete contract work on top of the original Risk Allowance Value of $4 million. Final risk allowance amount is still under review and will require Management Approval. This increase in risk allowance will utilize contingency allocated to the Construction Contract and will not impact on the project budget.

- Pending Potential Change Orders:
  - Willow Access Road Construction – will not proceed under Walsh contract.
  - HMMP GCCO Item 3 Cost Reconciliation –
    - The GCCO established a $7.3M “allowance” for the HMMP scope of work as the HMMP design was not yet final at the time of the GCCO Settlement.
    - The costs of the HMMP scope were finalized with Walsh and their planting subcontractor for a total of $6,185,521.
    - A change order will be issued to reflect the final GCCO item 3 price.

5.3 Issues

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

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

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For:	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;

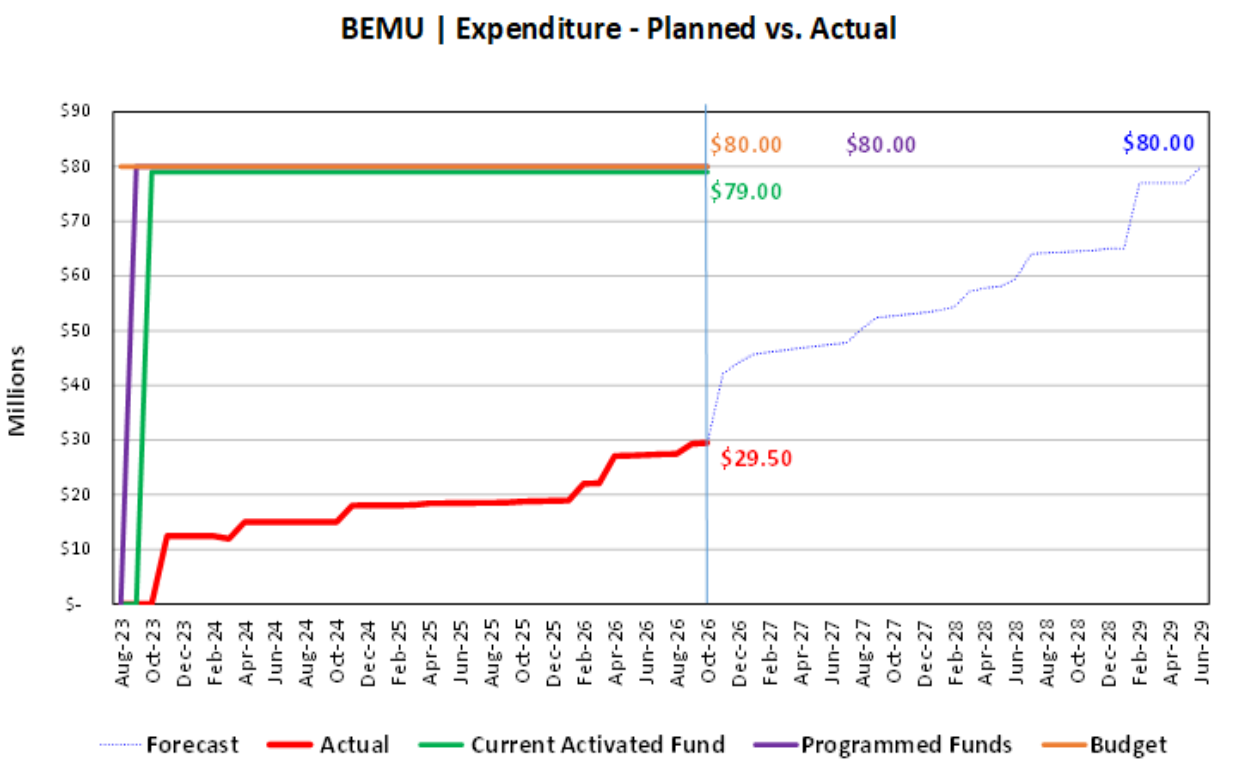
2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;

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 Board of Directors
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)

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

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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Caltrain
Federal Report
November 2026

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

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.

Resolution No. 2026-

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

*** * ***

Resolution of Appreciation for

David J. Canepa

Whereas, San Mateo County Supervisor David J. Canepa was appointed by the San Mateo County Board of Supervisors to serve on the Peninsula Corridor Joint Powers Board (Caltrain or JPB) in February 2025, representing the County of San Mateo; and

Whereas, Director Canepa was sworn in as a member of the JPB in February 2025, bringing a strong commitment to public service, regional collaboration, and the communities served by Caltrain; and

Whereas, since joining the JPB, Director Canepa has contributed thoughtful leadership and oversight during a consequential period for Caltrain, as the agency continues to build upon the success of its historic Electrification Project and strengthen its service for passengers throughout the corridor; and

Whereas, Director Canepa has been a committed advocate for reliable, safe, accessible, and sustainable public transportation, recognizing Caltrain's essential role in connecting San Mateo County residents, workers, students, and visitors to destinations throughout the Bay Area; and

Whereas, Director Canepa has supported Caltrain's ongoing efforts to advance critical capital investments, enhance the customer experience, maintain a strong safety culture, and ensure the continued stewardship of public resources; and

Whereas, in 2026, **Director Canepa** served as Chair of the JPB Finance Committee, providing leadership in the review of Caltrain's financial planning, budget development, and fiscal oversight; and

Whereas, as Finance Committee Chair, **Director Canepa** demonstrated a commitment to sound financial management, transparency, and the responsible use of public funds in support of Caltrain's current operations and long-term priorities; and

Whereas, Director Canepa's service on the JPB reflects his dedication to advancing regional mobility and ensuring that Caltrain remains a dependable and valuable public transportation resource for riders; and

Now, Therefore, Be It Resolved that the Peninsula Corridor Joint Powers Board does hereby recognize and honor **Director David J. Canepa** for his service, leadership, and commitment to Caltrain, its employees, and the passengers and communities it serves**.**

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

Ayes:

Noes:

Absent:

_____
Chair, Peninsula Corridor Joint Powers Board

Attest:

_____
JPB Secretary

Resolution No. 2026-

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

*** * ***

Resolution of Appreciation for

Steve Heminger

Whereas, Director Steve Heminger served with distinction as a member of the Peninsula Corridor Joint Powers Board (Caltrain or JPB) since 2020, representing the San Francisco Municipal Transportation Agency (SFMTA); and

Whereas, Director Heminger presided over many major achievements and milestones and served as Caltrain's Chair in 2022 and 2025, as well as Vice Chair in 2021 and 2024; and

Whereas, during his tenure on the Board of Directors (Board), Caltrain completed its historic Electrification Project, a transformative project that provides faster, zero-emissions rail service for Bay Area passengers for decades to come; and

Whereas, Director Heminger served on the JPB's Advocacy and Major Projects (AMP) Committee, and has served as the Committee's Chair since 2023; and

Whereas, **Director Heminger** helped secure Measure RR's successful 2020 passage by serving on Caltrain's Governance Committee during the effort to place and advance the ballot measure. Measure RR created Caltrain's first dedicated local funding source, providing critical financial stability during the COVID-19 ridership collapse and supporting future service and modernization investments; and

Whereas, Director Heminger demonstrated his commitment to fiscal responsibility throughout his tenure, keeping Caltrain's budgets balanced as the agency continued its post-pandemic recovery, and seeking efficiencies in Caltrain's budget to control costs; and

Whereas, Director Heminger supported the purchase of the first battery electric train in United States history, which will provide a modern, electrified rail connection for residents of South Santa Clara County, while also helping pilot electric train service throughout the state; and

Whereas, Director Heminger has been a champion for Caltrain's safety culture, supporting safety-focused policies and the use of technology and innovation to protect Caltrain employees and the public, and advocating for the Corridor Crossing Strategy; and

Now, Therefore, Be It Resolved that the Peninsula Corridor Joint Powers Board of Directors does hereby recognize and honor **Steve Heminger** for his hard work and dedication to this body, Caltrain and its passengers.

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

Ayes:

Noes:

Absent:

_____
Chair, Peninsula Corridor Joint Powers Board

Attest:

_____
JPB Secretary

Resolution No. 2026-

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

*** * ***

Resolution of Appreciation for

Shamann Walton

Whereas, San Francisco County Board of Supervisor Shamann Walton has served with distinction as a member of the Peninsula Corridor Joint Powers Board (Caltrain or JPB) since 2019, representing City and County of San Francisco; and

Whereas, during his tenure, **Director Walton** presided over many major achievements and milestones; and

Whereas, under **Director Walton's** leadership, Caltrain completed its historic Electrification Project, a transformative project that provides faster, zero-emissions rail service for Bay Area passengers for decades to come; and

Whereas, Director Walton served on the JPB's Finance Committee and its Technology, Operations, Planning and Safety (TOPS) Committee; and

Whereas, Director Walton was instrumental to Caltrain's recovery from the COVID-19 pandemic, helping to restructure the agency during a period of changing travel patterns and guide long-range business planning; and

Whereas, Director Walton demonstrated a steadfast commitment to fiscal responsibility, helping Caltrain maintain balanced budgets through the most challenging period in its history while seeking efficiencies to control costs; and

Whereas, Director Walton was a dedicated advocate for capital projects, including the Portal project, supporting funding agreements and capital allocations to advance the effort to extend Caltrain service to the Salesforce Transit Center, 22nd Street Station, where he was instrumental in Caltrain receiving federal grants to improve the station, and the Bayview Station Relocation Study, which sought to bring an additional station to the City and County of San Francisco; and

Whereas, Director Walton has been a champion for Caltrain's safety culture, supporting safety-focused policies and the use of technology and innovation to protect Caltrain employees and the public, and advocating for the Corridor Crossing Strategy; and

Whereas, Director Walton was a tireless advocate of governance reform, leading the charge for a formal governance review which led to the new Memorandum of Understanding between the JPB's three partner agencies; and

Now, Therefore, Be It Resolved that the Peninsula Corridor Joint Powers Board of Directors does hereby recognize and honor **Shamann Walton** for his hard work and dedication to this body, Caltrain and its passengers.

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

Ayes:

Noes:

Absent:

_____
Chair, Peninsula Corridor Joint Powers Board

Attest:

_____
JPB Secretary

Peninsula Corridor Joint Powers Board
Community Advisory Committee
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of November 18, 2026

Members Present:	William Abbott (arrived 6:00 pm), Rosalind Kutler, Melody Pagee, Rohit Sarathy, Mark Thurber, Peter Wickman (Alternate, arrived at 6:11 pm), Adrian Brandt (Vice Chair)
Members Present via Teleconference:	Madeeha Ayub, Kristopher Linquist
Members Absent:	Tyler McDowall (Alternate), Patricia Leung (Chair)
Staff Present:	T. Burgwyn, A. Feng, J. Guaracino, C. Harvey, B. Tietjen

1. **Call to Order**
   Acting Chair Adrian Brandt called the meeting to order at 5:43 pm.

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

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

4. **Appointment of Nominating Committee**

   a) **2026 Chair**
   b) **2026 Vice Chair**

   The following members volunteered to serve on the Nominating Committee: Mark Thurber (Santa Clara), Rohit Sarathy (San Francisco), Madeeha Ayub (San Mateo).

5. **Approval of Meeting Minutes for October 21, 2026**

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

6. Public Comment for Items Not on the Agenda

Roland commented on regional transportation coordination, traffic congestion, and potential Caltrain service expansion to Salinas.

Jeff Carter commented on Regional Transportation Measure (RTM), infrastructure investment, and Caltrain service reliability during severe weather.

7. Report of the Chair

Acting Chair Brandt reported on the passage of Measure RTM, rail crossing safety and automated enforcement, BART Silicon Valley Phase II Extension Project (BSVII) cost increases, and funding awards for grade separation and Caltrain extension projects.

Member Abbott arrived at 6:00 pm.

Public Comment

Roland commented on grade crossing safety, vehicle-train collisions, and crossing barrier improvements.

Jeff Carter commented on grade crossing safety improvements, BSVII project costs, and the cost of transit infrastructure in the United States.

8. Redwood City Paid-Fare Zone Pilot

The Committee discussed the item which included the following:

- Proposed fare-restricted access areas and Transit Police enforcement
- Pilot implementation timeline, success measures, and potential expansion to other stations
- Station access, community pedestrian circulation, and coordination with adjacent bus facilities
- Fare verification, code of conduct enforcement, and public access to station amenities

Member Wickman arrived at 6:11 pm.

Public Comment

Roland commented on fare gates at Redwood City and improving platform security at 4th and King stations.

9. Safety Quarterly Update

The Committee discussed the item which included the following:

- Employee and passenger safety and related insurance costs
- Grade crossing signage, warning lights, and pavement markings
- Recovery of costs associated with vehicle-train collisions
- Parking enforcement efficiencies and automated enforcement options
- Onboard safety reporting and passenger assistance
- Reportable incident thresholds in future presentations

DRAFT

Public Comment
Jeff Carter commented on cost recovery for vehicle-train collisions and legal claims against Caltrain.

Roland commented on railroad dynamic envelope markings, grade crossing safety measures, and adopting proven safety practices from other countries.

10. Quiet Car Pilot

The Committee discussed the item which included the following:

- Communication of Quiet Car rules and special event exceptions
- Advance announcements and signage for special event service
- Suspending Quiet Car rules based on passenger capacity
- Maintaining Quiet Car restrictions during all service, including special events
- Quiet Car signage, graphics and use of universal symbols
- Enforcement of noise restrictions and minimizing onboard announcements
- Consistency of Quiet Car rules during the pilot to evaluate passenger demand

Member Linquist left at 6:52 pm.

Public Comment
Helene commented on delays with the Quiet Car pilot, requesting an earlier launch and regular public updates on implementation progress and outstanding commitments.

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:

- Testing, commissioning, and projected in-service dates for train sets 20 through 23
- Onboard Wi-Fi installation at Centralized Equipment Maintenance and Operations Facility (CEMOF) and responsibility for the work
- Repair timeline and extent of damage to train set 6
- Clipper fare validation requirements, enforcement, and communications
- Fare inspection Machine (FIM) reader issues with credit card payments and coordination with Metropolitan Transportation Commission (MTC)
- Electric multiple unit (EMU) power converter and transformer malfunctions, troubleshooting, and software updates
- Recent decline in EMU mean time between failures and efforts to improve reliability
- Automatic passenger counter (APC), passenger information system (PIS), and closed-circuit television (CCTV) software updates, system integration, and onboard data and announcement functionality

Public Comment
Roland commented on battery electric multiple unit (BEMU) battery issues, future service extensions, train capacity, and APC implementation timelines.

Jeff Carter commented on APC implementation and requested a future discussion on distance-based fares.

12. Committee Member Requests
There were none.

Member Thurber left at 7:38 pm.

Public Comment
Roland commented on onboard announcement audibility and displaying multilingual transcripts on train screens.

13. Date/Time/Location of Next Regular Meeting: Wednesday, December 16, 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 7:39 pm.

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