

Amended 3-31-2025 at approx. 11:00 am to add Item 11 Receive Update on the Trespasser Prevention Safety Plan (Pages 93-94) and renumber Items 11 through 16.



BOARD OF DIRECTORS 2025

STEVE HEMINGER, CHAIR
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MONIQUE ZMUDA

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

AMENDED AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

April 03, 2025, 9:00 am

Bacciocco Auditorium, 2nd Floor

1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/87581188408?pwd=OFNUYTVFdExlOXRkR2tQOENXQUhhUT09> or by entering Webinar ID: **875 8118 8408**, Passcode: **033088** 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>

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Avenue, San Carlos, CA, 94070 or any other noticed location.

Public Comments: Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal 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

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

feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes. The 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.

April 03, 2025 - 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. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances
5. Request to Change Order of Business

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

6. Closed Session: Conference with Legal Counsel – Existing Litigation (§ 54956.9(d)(1)) [Waltzer v. Cerda, et al, San Mateo County Superior Court, Case No. 22-CIV-03871]

PART III OF MEETING (REGULAR SESSION): 9:40 am estimated

7. General Counsel Report – Report Out from Above Closed Session (Verbal)
8. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
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 March 6, 2025 Motion

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

Approved by the Finance Committee

- | | |
|---|------------|
| 10.b. Accept Statement of Revenues and Expenses for the Period Ending January 31, 2025 | Motion |
| 10.c. Adopt Changes to Caltrain Fare Structure and Charter Train, Bike Lockers, and Parking Fees and Receive Report on the Updated Draft GoPass Pricing Structure | Resolution |
| 10.d. Authorize the Application for and Receipt of Annual Low Carbon Transit Operations Program (LCTOP) Funds for Ridership Recovery Service Enhancement | Resolution |

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

- | | |
|--|------------|
| 10.e. Award a Contract to Myers & Sons Construction, LLC for Construction Manager General Contractor Pre-Construction Services for Middle Avenue Pedestrian and Bicycle Rail Undercrossing Project for \$594,415.98* | Resolution |
|--|------------|

11. Receive Update on the Trespasser Prevention Safety Plan **Informational**

- | | |
|---|--------|
| <u>1112.</u> Receive State and Federal Legislative Update and Consider Position on State Budget Request for Public Transit | Motion |
|---|--------|

1213. Reports (Verbal)

- | | |
|--|---------------|
| <u>1213.a.</u> Report of the Citizens Advisory Committee | Informational |
| <u>1213.b.</u> Report of the Chair | Informational |
| <u>1213.c.</u> Report of the Local Policy Maker Group (LPMG) | Informational |
| <u>1213.d.</u> Report of the Transbay Joint Powers Authority (TJPA) | Informational |

1314. Correspondence

1415. Board Member Requests

1516. Date / Time / Location of Next Regular Meeting: Thursday, May 1, 2025 at 9:00 am.

The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

1617. Adjourn

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

Information for the Public

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

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

Date and Time of Board and Committee Meetings

JPB Board: 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. Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

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. Prior to the meeting's call to order, public comment may be sent to publiccomment@caltrain.com so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; 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 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.



Executive Director's Monthly Report: March 2025

Executive Director Michelle Bouchard

Report prepared for April Board meeting; data current through February 2025.

Who We Are and What We Do

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

Caltrain 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.



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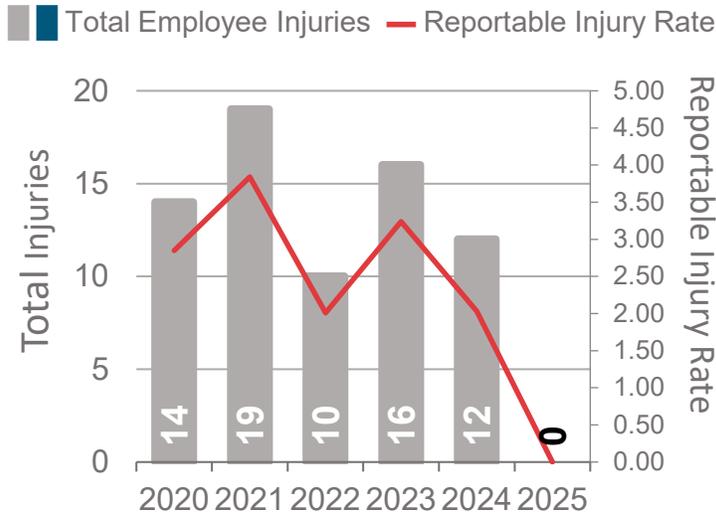
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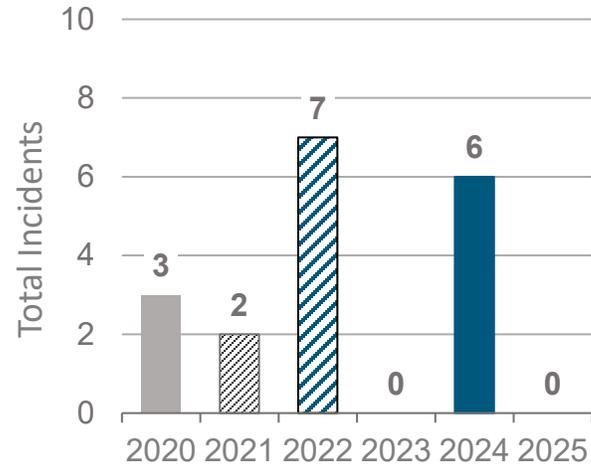


Safety Updates – Injuries and Accidents

Reportable Injury Trends



Reportable Rail Equipment Incidents



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 2025 is 0.

Reportable railroad accidents/incidents are divided into three groups: (1) Highway-Rail Grade Crossing; (2) Rail Equipment; (3) Death, Injury and Occupational Illness.

Strains or sprains constitute the majority (54%) of reportable injuries for Caltrain’s operator.

Reportable Rail Equipment Incidents from recent years peaked at 7 in 2022. There were no reportable incidents in 2023, but there were 6 incidents in 2024, two of which were recently recognized due to cost.

Days without a Reportable Injury as of 3/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,739	5/27/2020
Operations	143	10/9/2024
Maintenance of Equipment	164	9/18/2024
Maintenance of Way	381	2/14/2024
Other	1,739	5/27/2020





Safety Culture Engagement Efforts

Ongoing Safety Culture Transformation

- Safety Champions continue to help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers. Safety Champions are moving forward with high impact projects to advance a strong culture of Safety.
- Chief Safety Officer issues regular correspondence to Caltrain employees about the importance of continuing to put Safety First and Always. Recent messages covered topics such as learning culture and safety moments.
- Caltrain continues a “Safety Leaders of the Quarter” recognition program to acknowledge and celebrate employees who are actively contributing to a positive safety culture. A new group of Safety Leaders (the fifth cohort thus far) will be recognized in April 2025.
- Caltrain staff significantly expanded the Rail Safety section of the agency’s intranet including links to key resources such as the hazard reporting log.

Recent Engagement Activities

- Working with implementing ComplianceQuest for event reporting, hazard reporting, corrective action tracking, etc., Phase 1 user acceptance testing to start in a few weeks.
- Caltrain organization-wide Safety Culture Survey begins this week.
- Brought in-house monitoring of leased camera towers via the District’s SOC. Fifteen camera towers are deployed from San Francisco 4th/King to San Jose Almaden Road. Power Control Supervisors and CCF are given accounts to have limited control and viewing of the camera towers, working on getting them access to livestream footage as its currently blocked by TASI firewall. They are able to still request and view recorded footage. Any suspicious activities detected by SOC are communicated to CCF, who then determines escalation.





Safety Culture Engagement Efforts (cont'd)

- Part of a working group internally and with regional transit agency partners to discuss and help plan for 2026 Superbowl and FIFA events.
- Part of working group related to unhoused persons at SFO, and how they may impact nearby transit services.
- Exploring mass notification communications tools such as ReadyOp for District use during major emergencies.
- In discussion with BART and other partner agencies for a joint, full-scale exercise next year.
- Shared Google Navigation Enhancements with Grade Crossing Working Group
- Submitting CPUC GO-88 applications to modify high risk grade crossings with solar markers and bollards. Installation at Broadway has already yielded a 100% elimination of track incursions.
- Met with technology companies to discuss GPS navigation safety enhancements for grade crossing areas. Notably, Google introduced an update that now verbally alerts map users when they approach a railroad crossing.
- Launched the internal "Why is Safety Important to Me?" campaign, encouraging employees to share a photo and story that highlights the importance of "Going Home Safely, Every Day." The campaign is featured on digital displays throughout administrative and operations offices.
- Electric train environment communication
- Planning Safety Roadshows for later this summer.

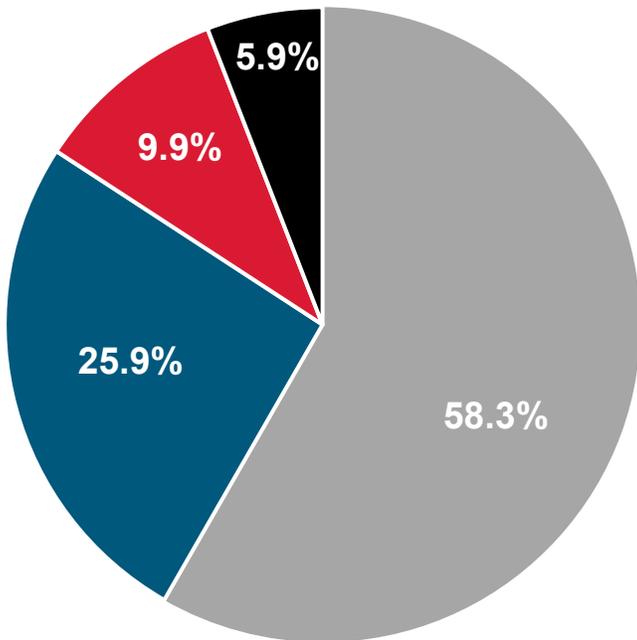




Security Update

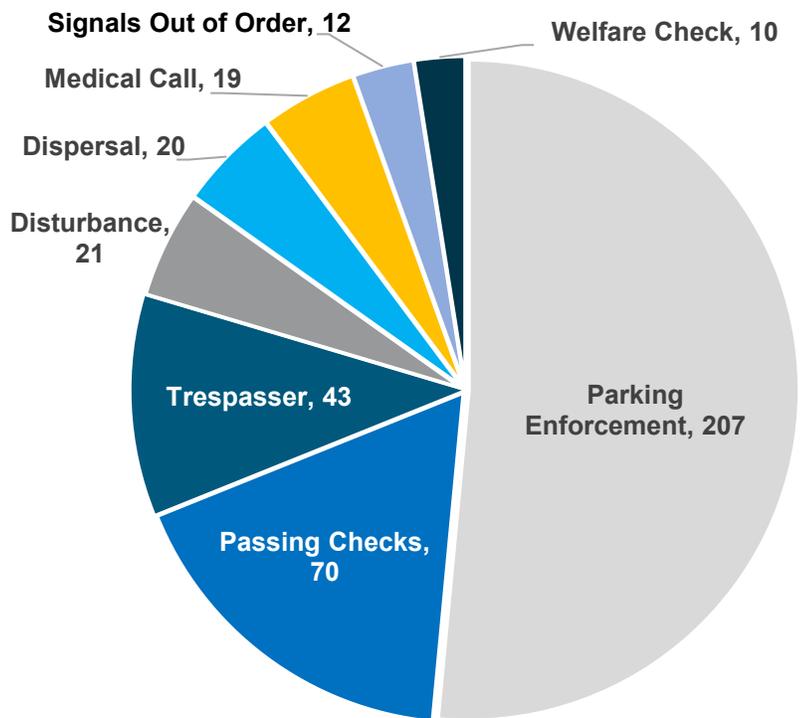
The San Mateo County Sheriff’s Office Transit Police Bureau is Caltrain’s contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, rights-of-way and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

Calls for Service by County February 2025



■ San Mateo ■ Santa Clara
 ■ San Francisco ■ Unknown

Number of Calls by Category February 2025¹



February 2025 Service Call Data

Overall Average Response Time: **22:52**

Average Response Time for **Priority 1** Calls*: **8:26**

Average Response Time for **Priority 2** Calls**: **13:57**

*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 543 in January across 17 categories. The pie chart shows the top 8 categories representing 402 calls or 74% of the total.

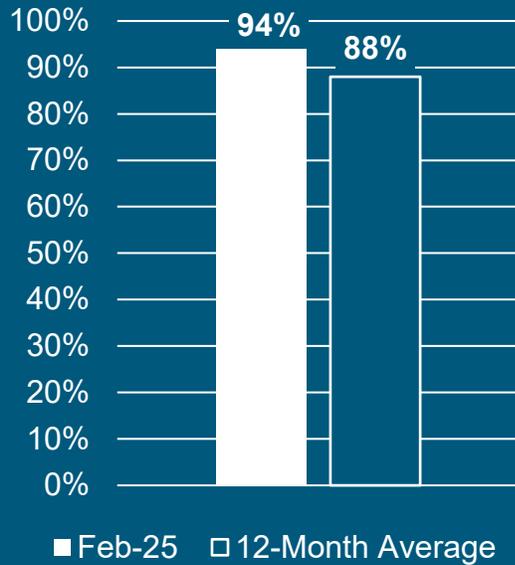




Performance at a Glance

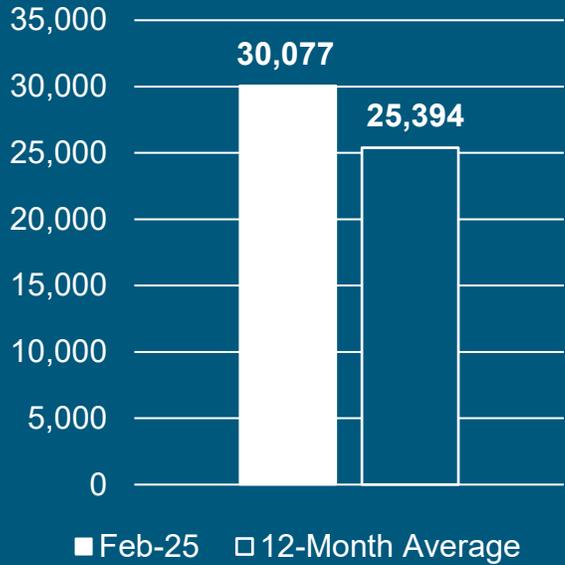
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



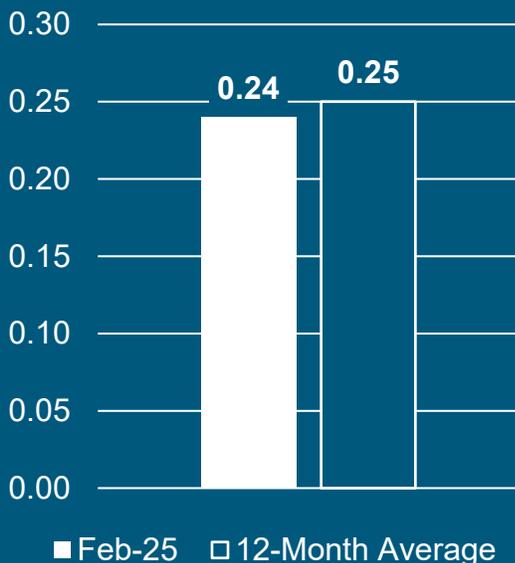
Average Daily Ridership

Average estimated weekday ridership



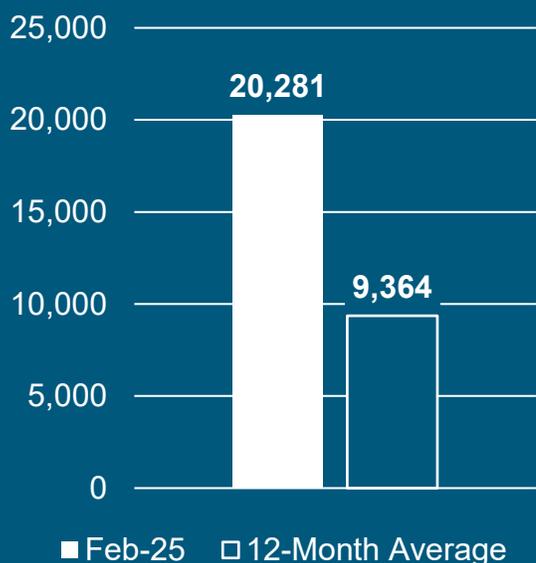
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

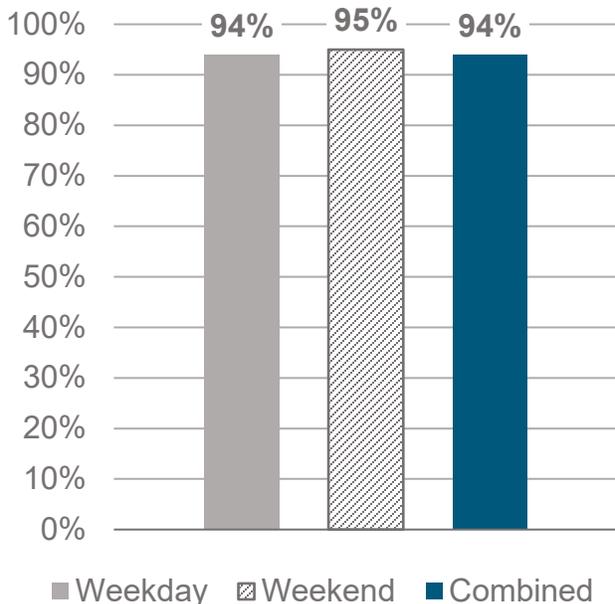
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Feb-25)

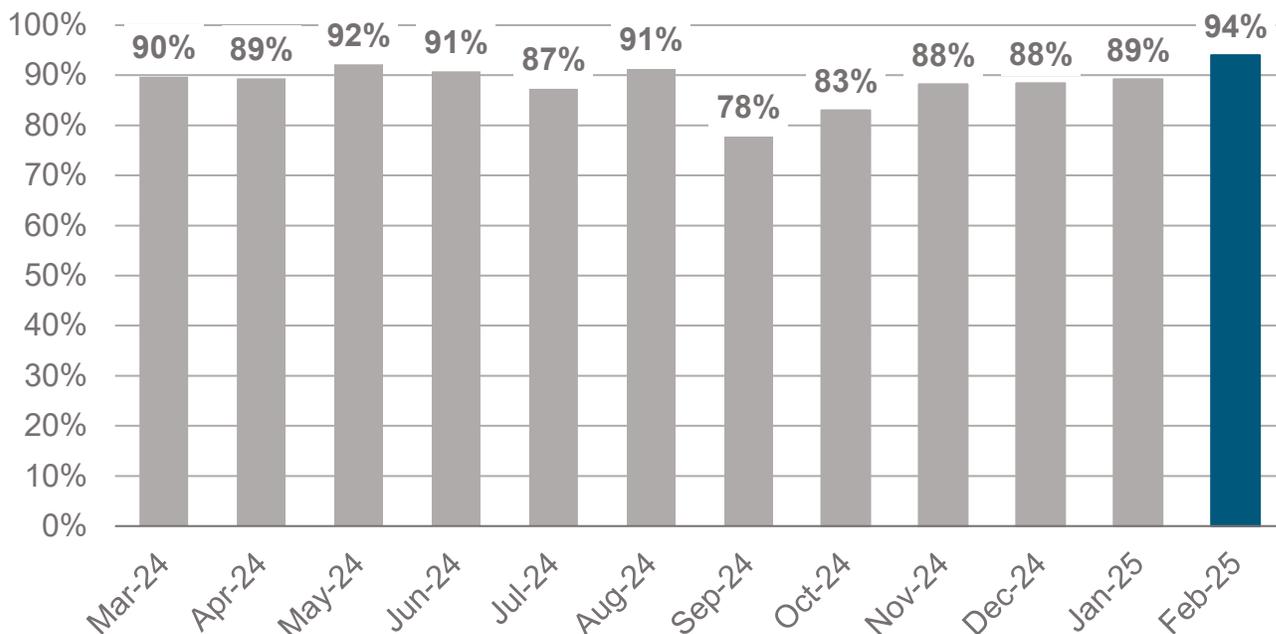


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95 percent. Combined OTP for the month of February was 94%.

Note that weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Dec-24

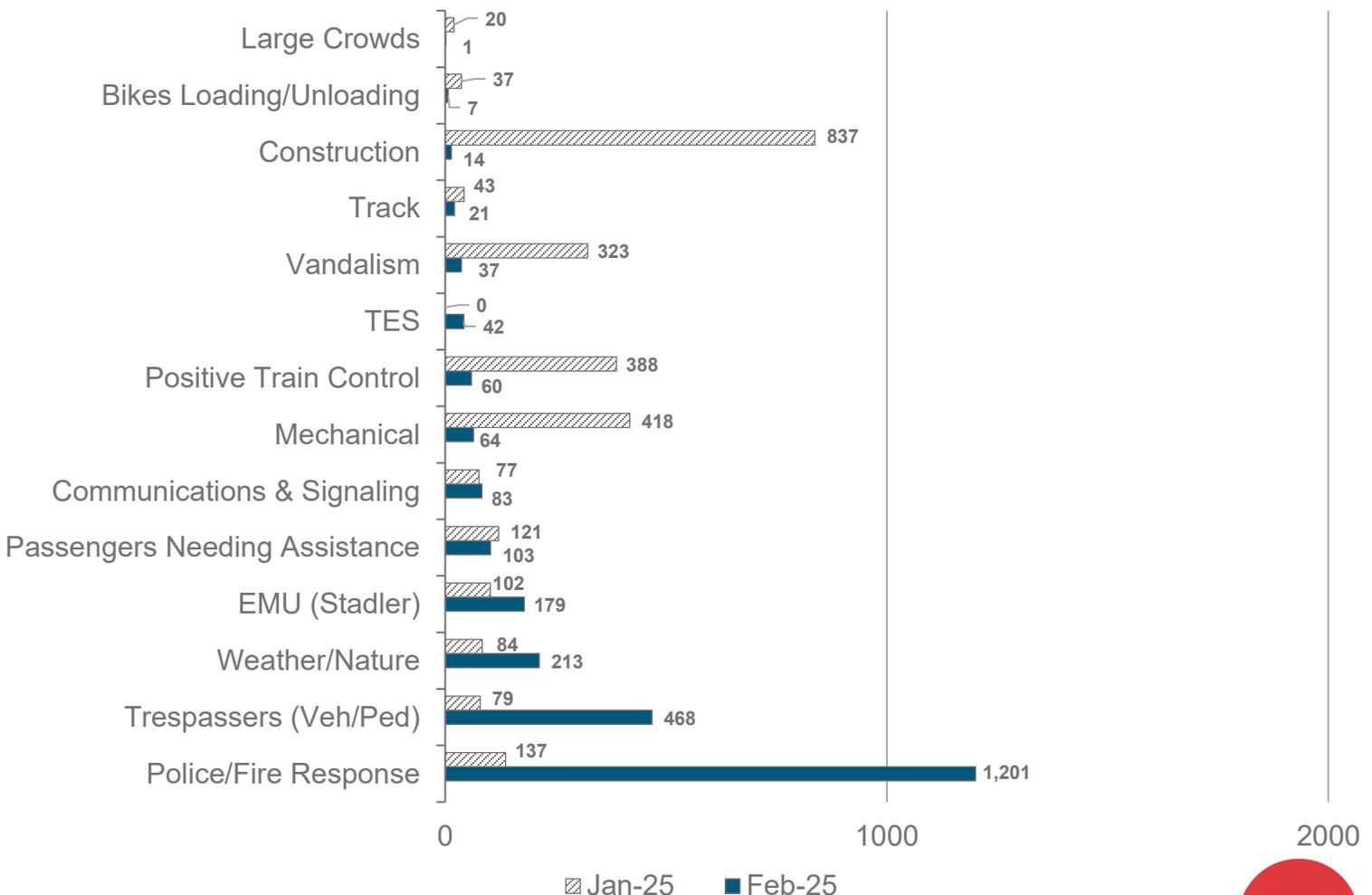
Jan-25

Feb-25

Number of Late Trains	347	327	164
Average Minutes Late for Late Trains	15	13	17
Number of Cancelled Trains	24	6	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.

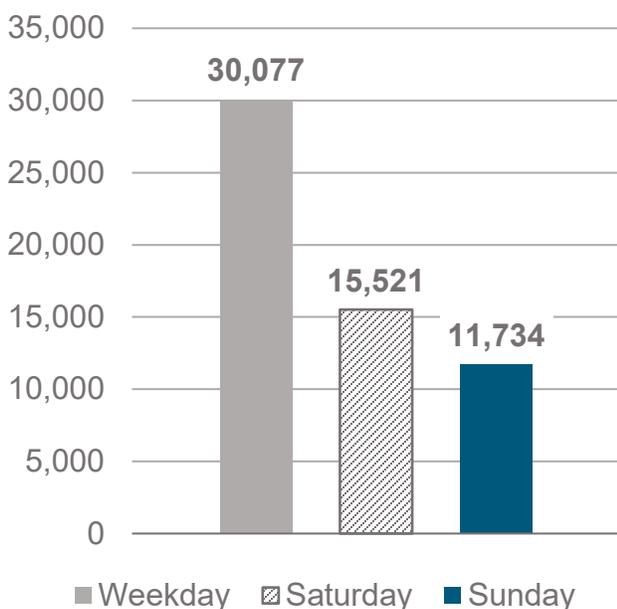
Reasons for Train Delays, by Minutes of Delay





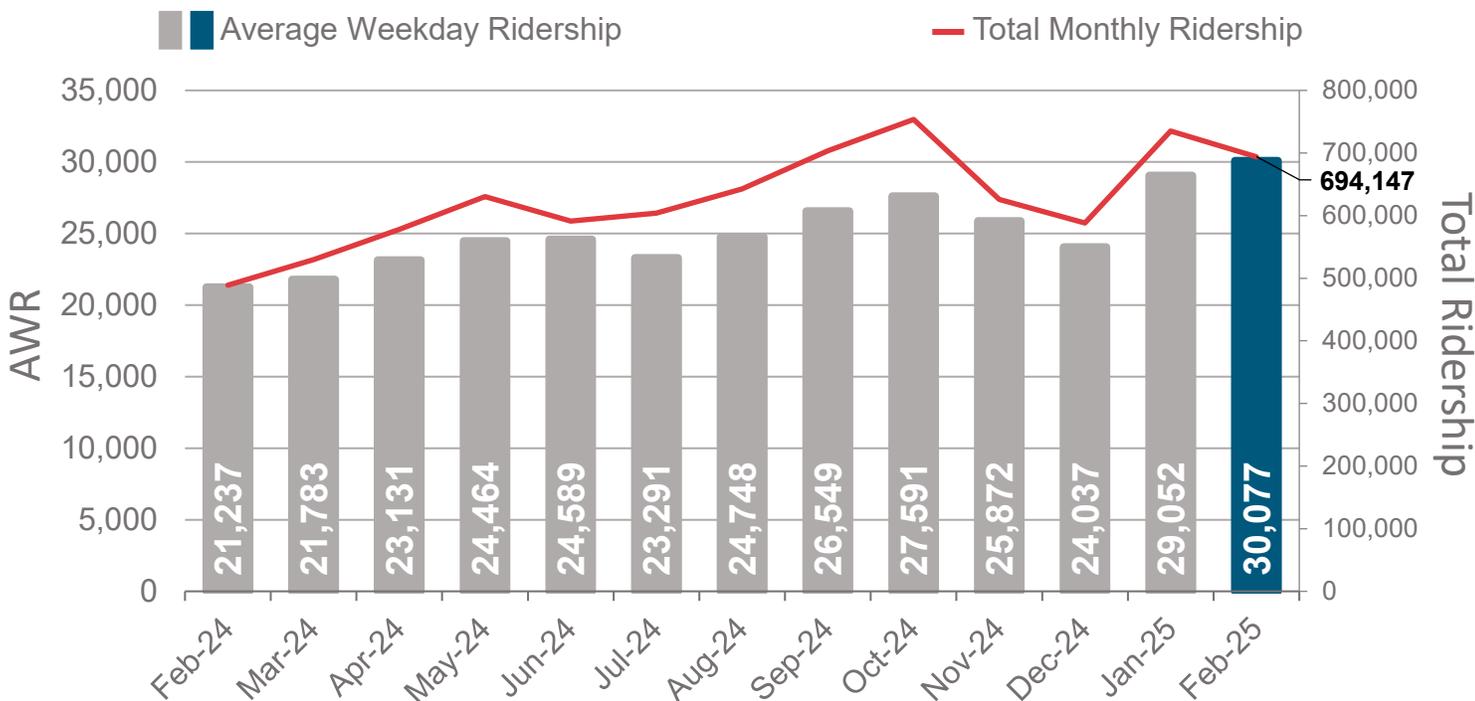
Ridership and Revenue

Average Daily Ridership (Feb-25)



Average weekday ridership (AWR) increased by approximately 47 percent compared to January of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year



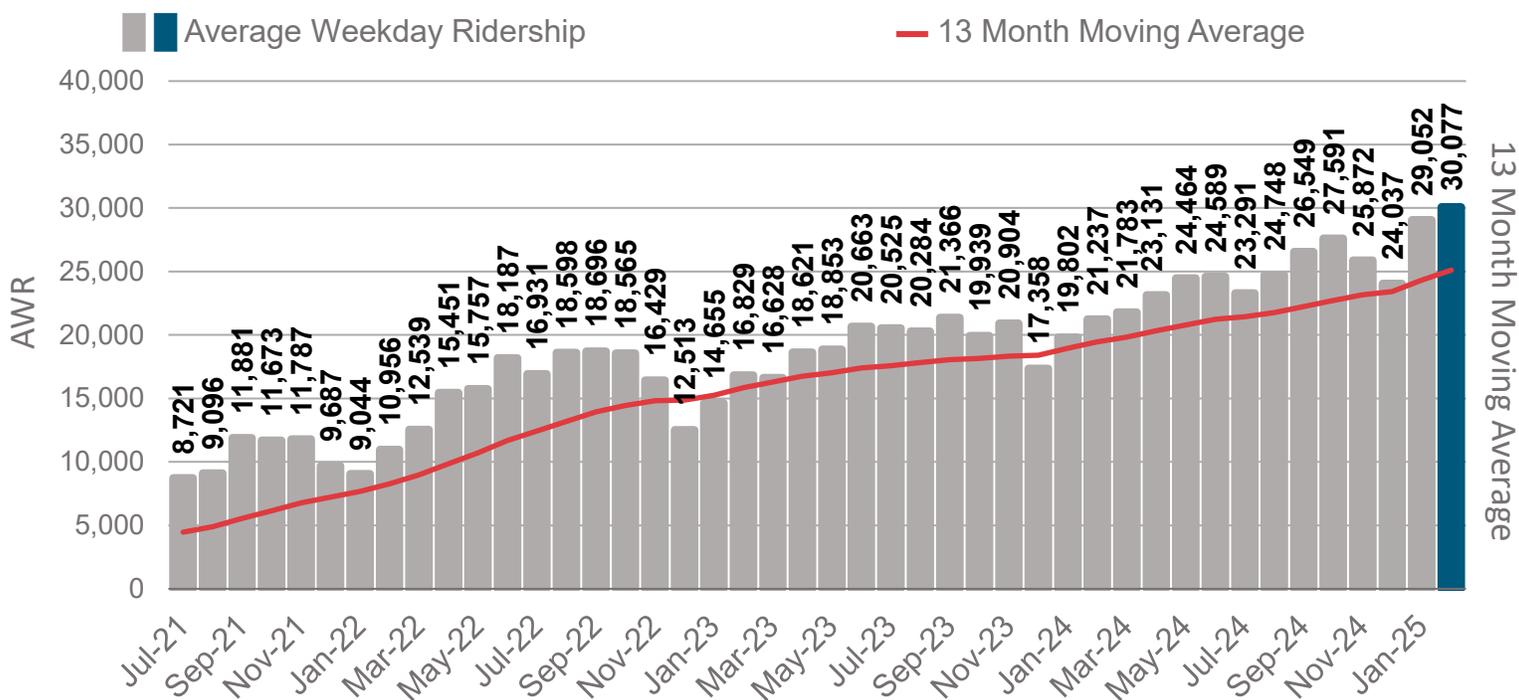
Since November 2023, Caltrain’s ridership estimation model relies solely on fare media sales data.





Ridership and Revenue

**Average Weekday Ridership & 13 Month Moving Average:
Fiscal Year 2022 to Present**



Year Over Year AWR Increase
(February 2024 vs. February 2025) : **42%**





Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total event-day ridership at San Francisco Station in February was 11,131, a 518% increase compared to 2024 (1,801).
 - In February 2025, there were 7 events (3 Warriors games, Lunar New Year Parade, and 3 NBA All-Star nights) compared to 5 in 2024.
 - Due to tunnel closures as part of the Peninsula Corridor Electrification Program, there were no special event counts at San Francisco in 2019.

San Jose Diridon Station

- Total event-day ridership at San Jose Diridon Station in February was 1,061, a 99.8% increase compared to 2024 (531) and a 7.3% decrease from 2019 (1,145).
 - In February 2025, there were 3 events (3 Sharks games) compared to 4 in 2024 and 4 in 2019.

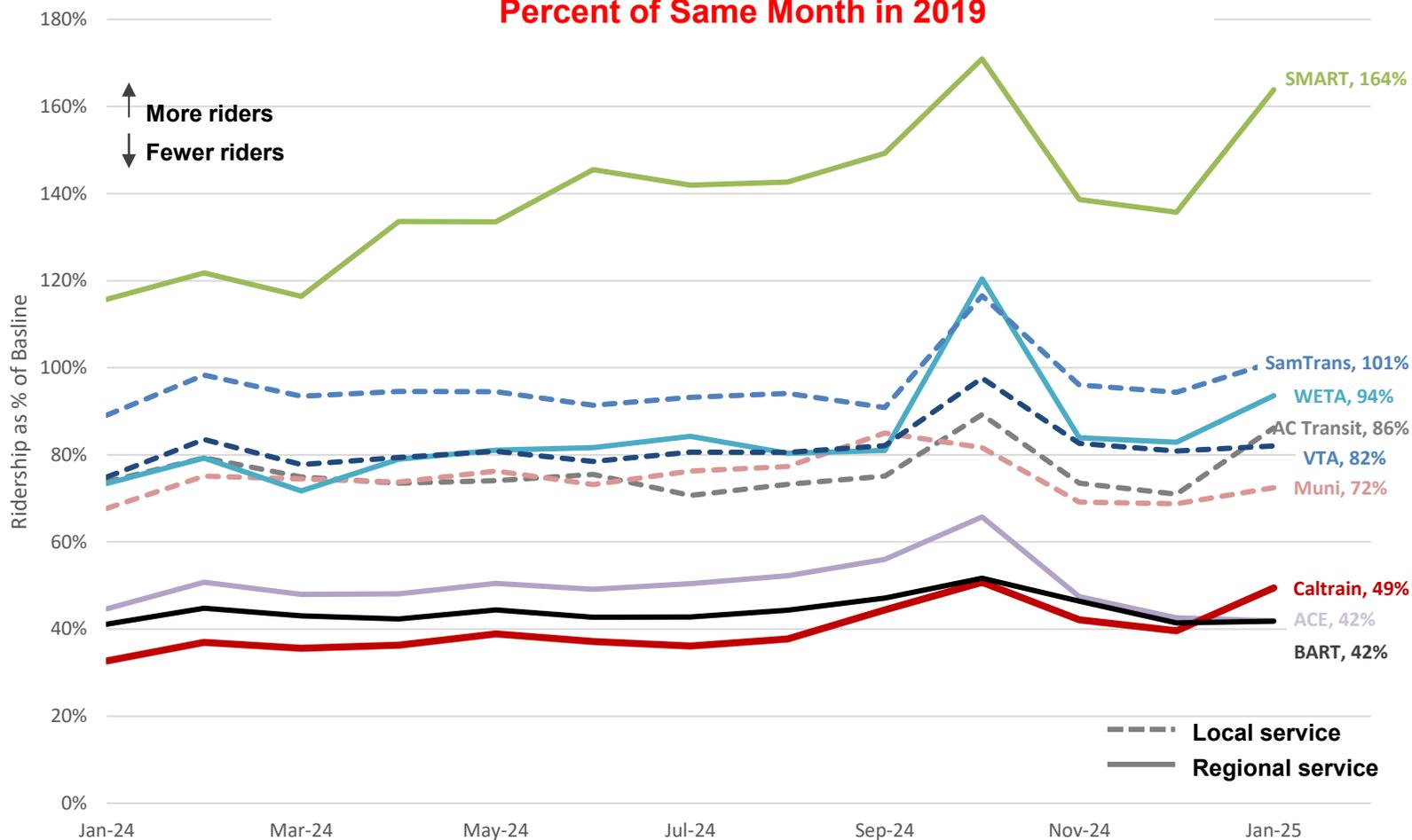




Public Transit Ridership Recovery in the Bay Area

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 November 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.

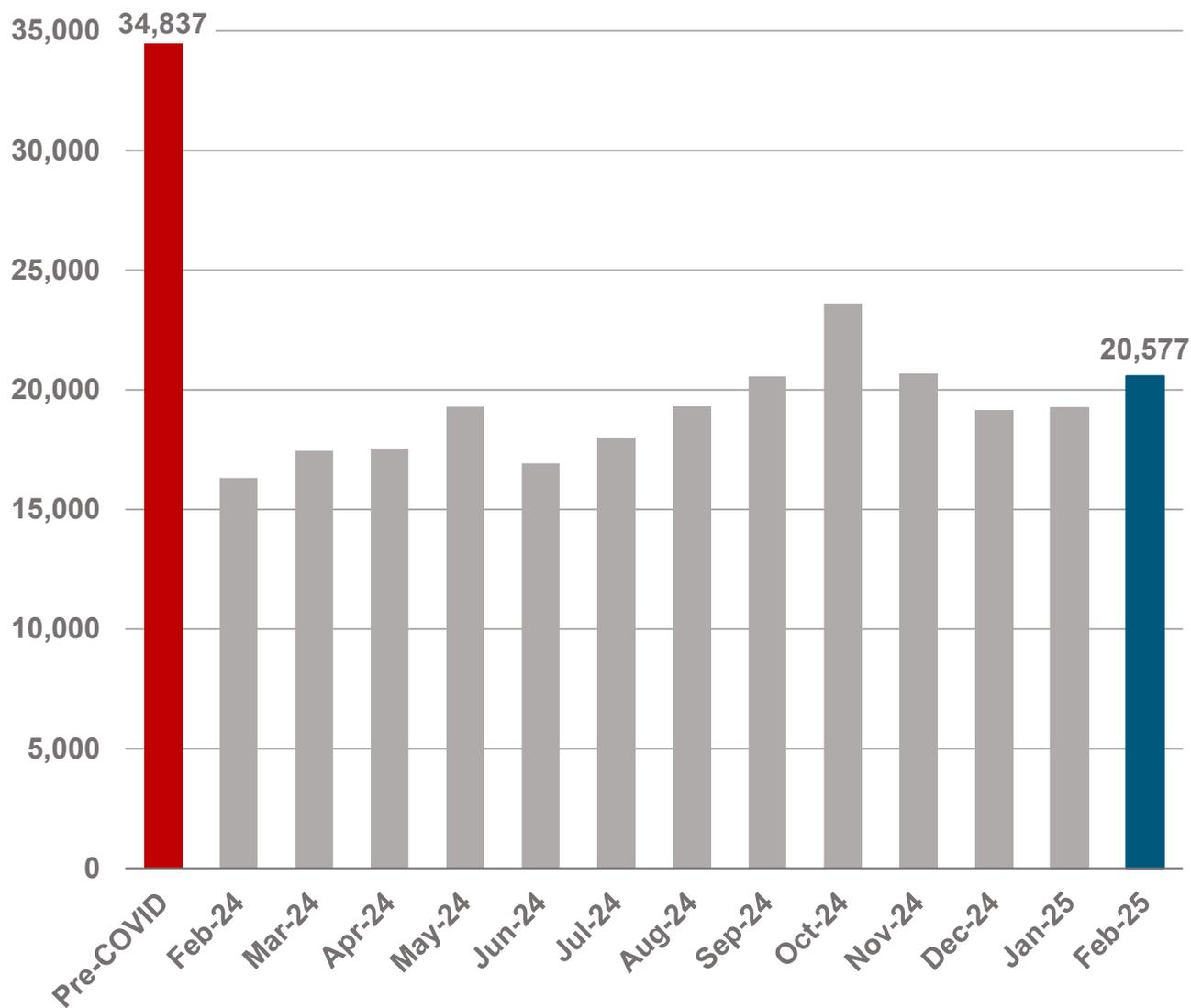
Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan
Muni	12,773	12,831	14,042	13,851	14,601	13,279	13,811	14,521	14,579	15,401	13,049	12,973	13,669
BART	4,258	4,338	4,617	4,677	4,918	4,562	4,659	4,963	5,085	5,349	4,805	4,289	4,331
AC Transit	3,245	3,303	3,484	3,490	3,492	3,071	3,092	3,498	3,678	3,923	3,229	3,118	3,790
VTA	2,203	2,238	2,397	2,419	2,545	2,238	2,345	2,519	2,595	2,871	2,431	2,379	2,413
SamTrans	817	816	906	891	957	795	813	948	962	1,068	881	865	929
Caltrain	485	489	530	578	630	591	604	643	703	754	626	588	735
WETA	150	160	155	172	217	224	247	276	267	237	262	183	180
SMART	66	62	68	80	85	81	89	93	94	98	79	78	94
ACE	57	58	60	63	71	55	62	70	70	84	60	54	53



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.

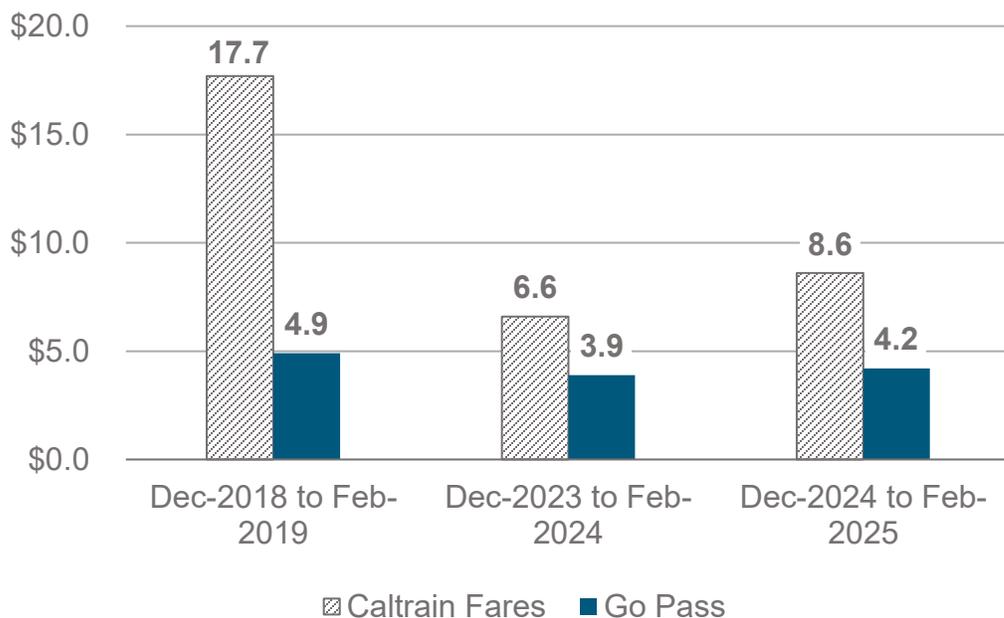
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

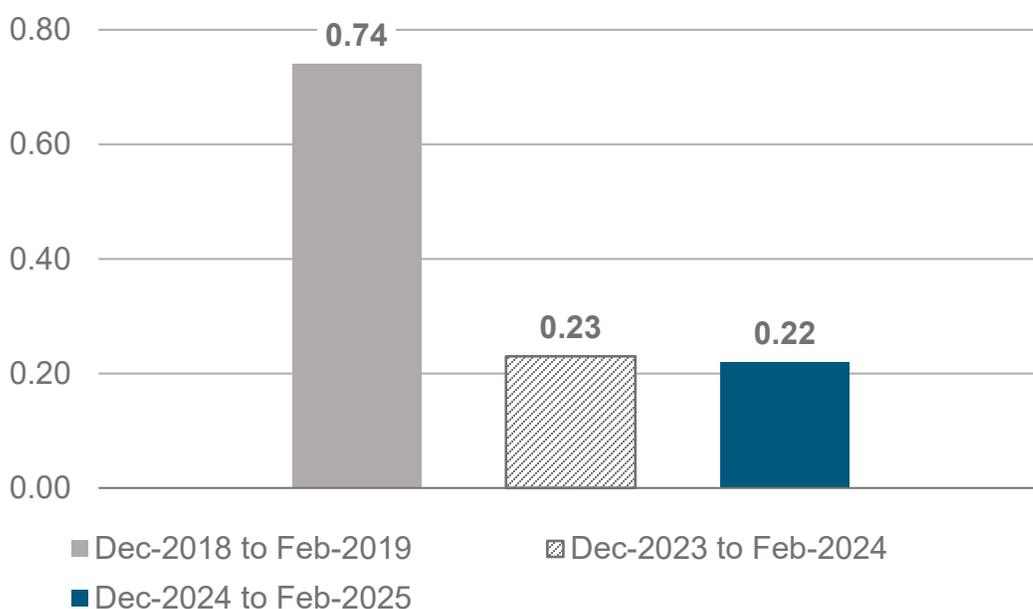
Total Fare Revenues (\$M) - Past 3 Months Comparison



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)



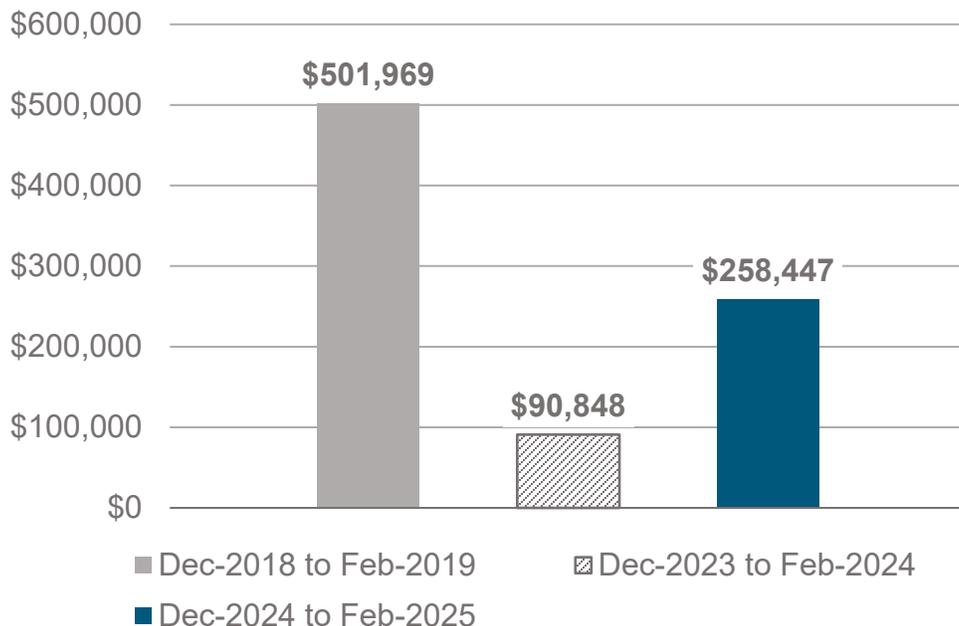
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





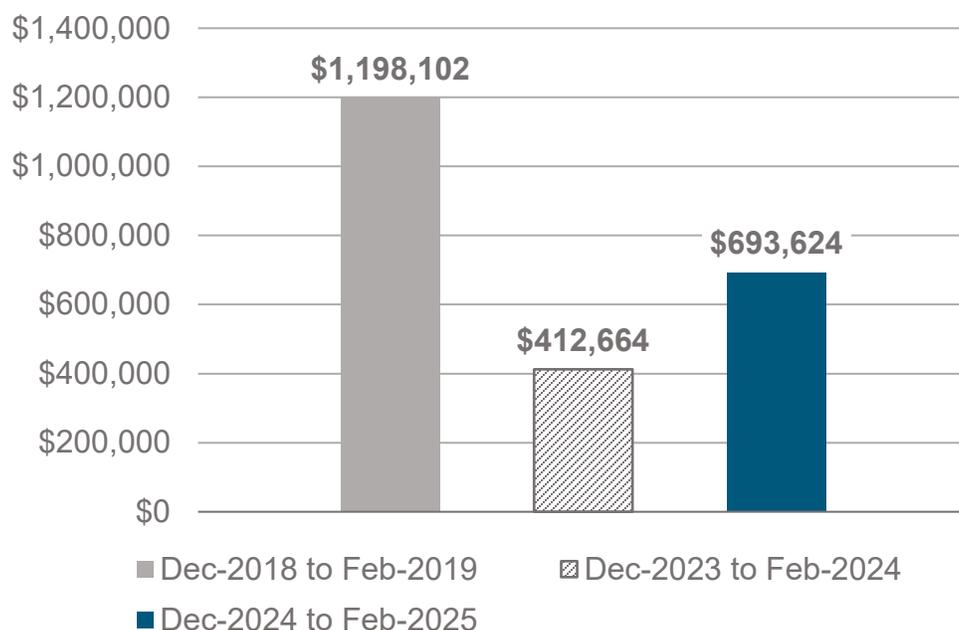
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



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

Parking Revenue (3-Month Rolling Average)



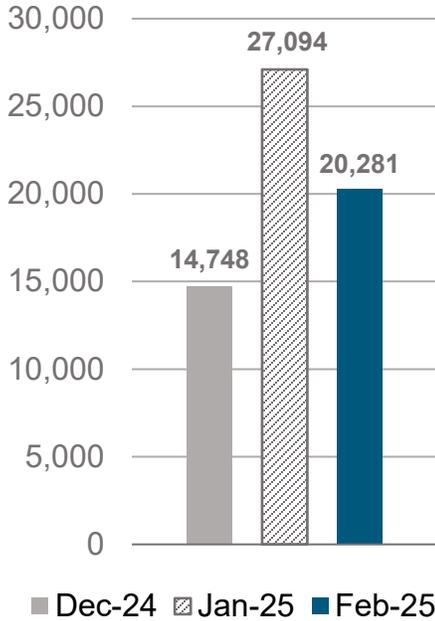
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



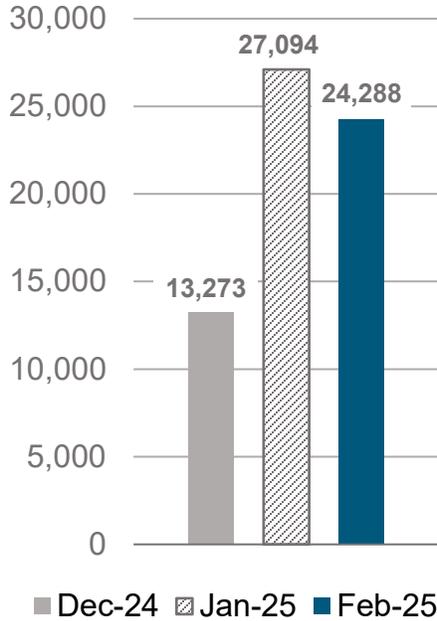


Maintenance Performance (EMU Fleet)

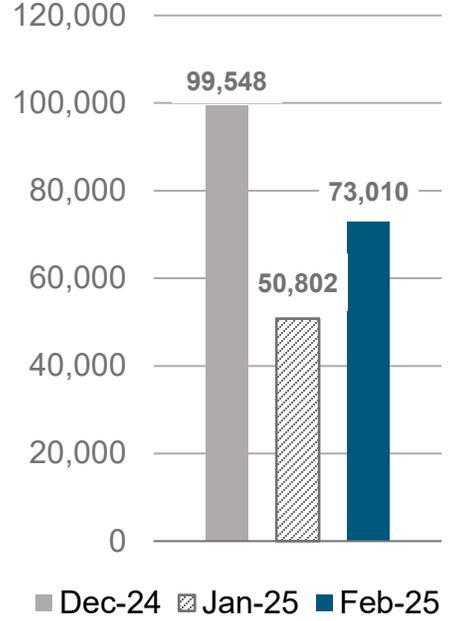
Mean Distance Between Failure (EMU Locomotives)



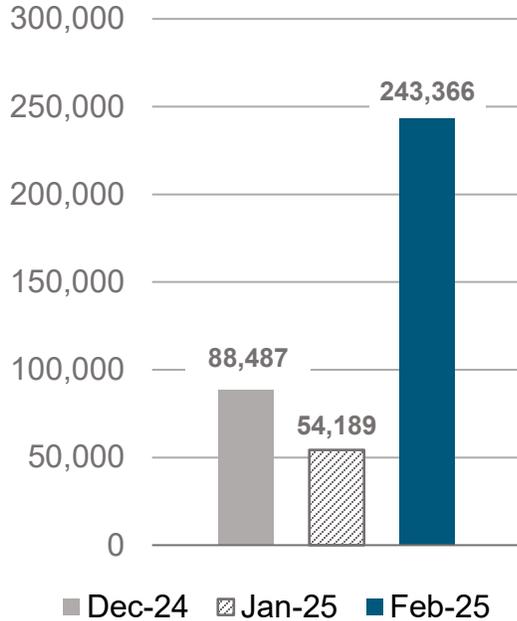
Mean Distance Between Failure (EMU Cab Cars)



Mean Distance Between Failure (EMU Coach Cars)



Mean Distance Between Failure (EMU Bike 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.

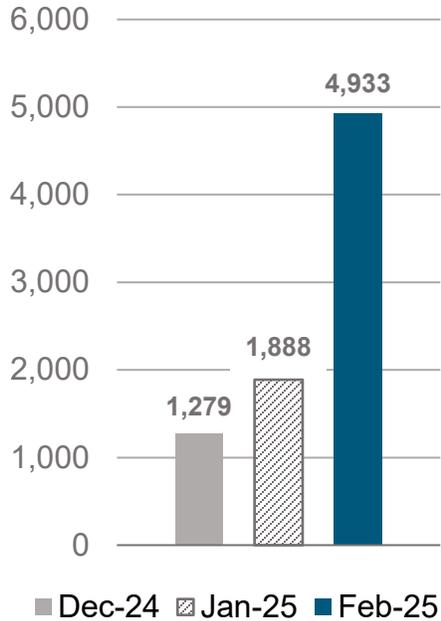
The graphs on this page represent MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the previous page.



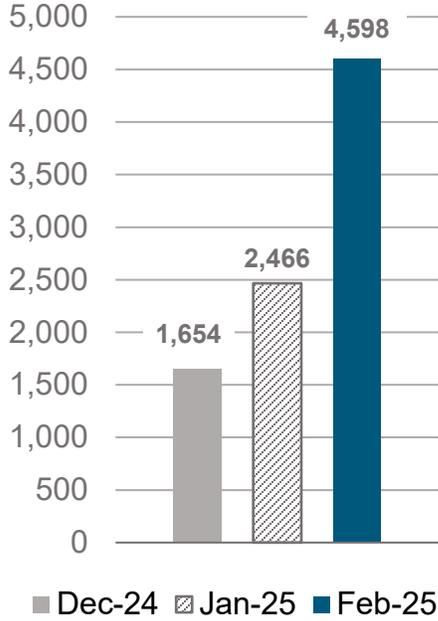


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



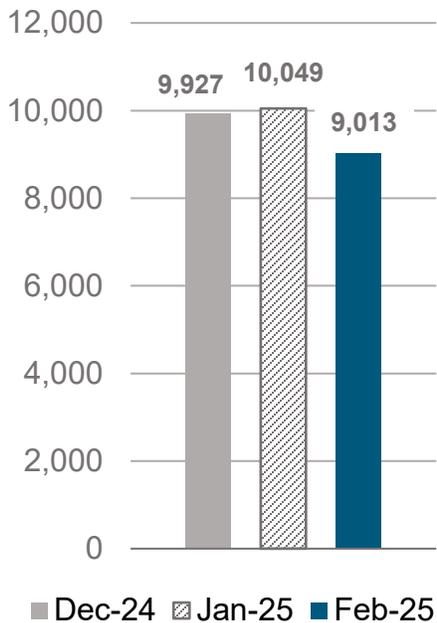
Mean Distance Between Failure (Cab Cars)



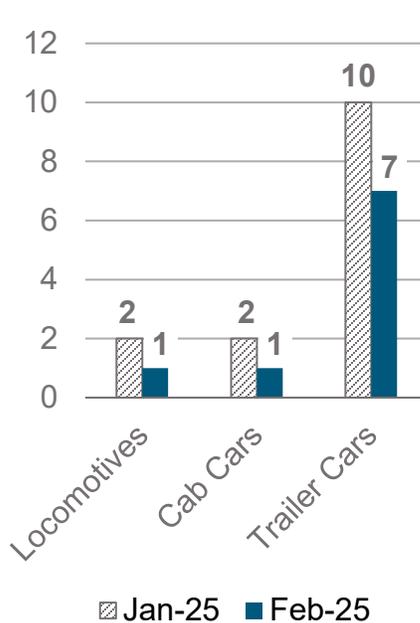
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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



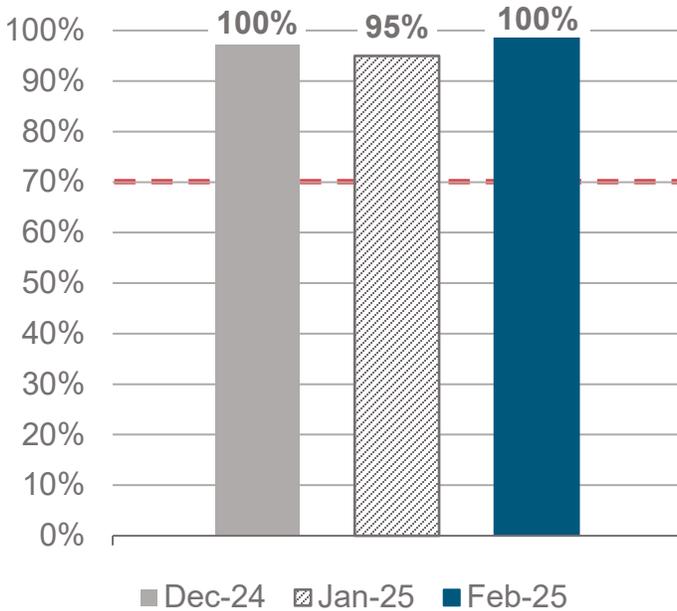
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





Maintenance Performance

Equipment Availability (EMUs)

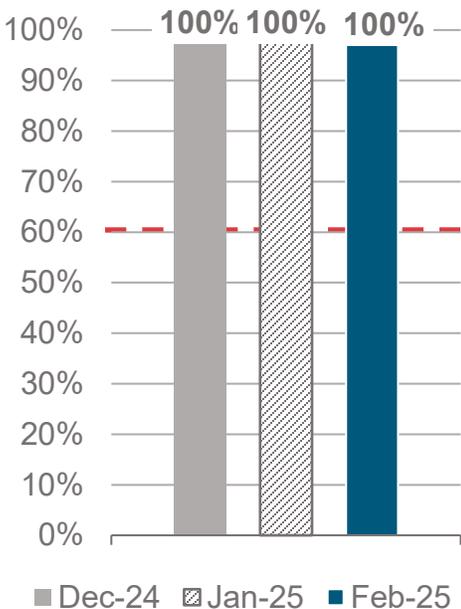


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

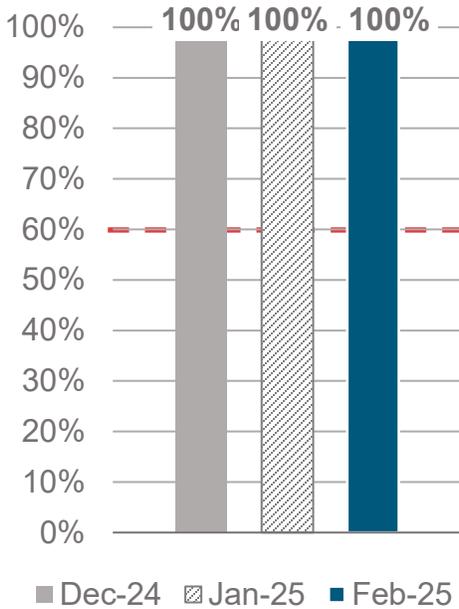
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain’s mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

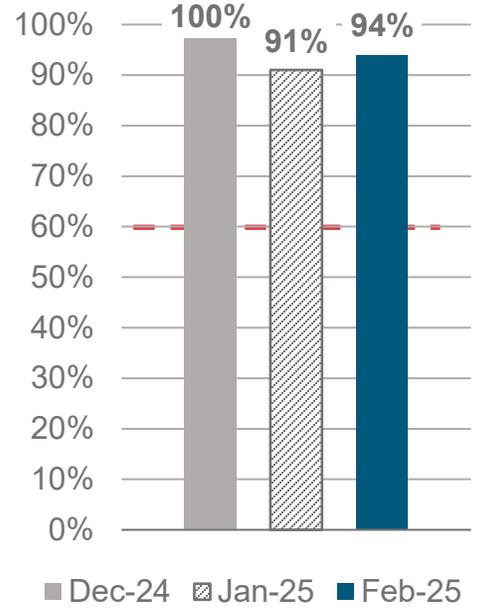
Equipment Availability (Diesel Locomotives)



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).





Service and Program Updates

New Poll Shows Strong Regional Approval for Caltrain

A new poll of likely voters in Santa Clara, San Mateo and San Francisco counties shows overwhelming approval for Caltrain, with 82% of respondents reporting a favorable view of the transit agency. Riders of Caltrain report even stronger approval of the agency, with 84% of occasional riders and 91% of frequent riders reporting a favorable view.

Importantly, respondents recognize the need for additional funding for public transit, with 73% stating there is either some or a great need for more funding.

Nearly two-thirds of respondents in San Francisco and San Mateo counties would support a Caltrain funding measure, with support at 65% and 63%, respectively. A majority of voters polled in Santa Clara County also supported a Caltrain measure, all encouraging signs of public support for Caltrain funding.

Caltrain Implements Safety Improvements at Crossings Utilizing AI Technology With More Safety Installations to Come in 2025

Caltrain has begun installing a LiDAR and camera-based artificial intelligence (AI) solution, called RailSentry, at its Churchill Avenue Crossing in Palo Alto as part of its ongoing commitment to safety improvements. This new technology, developed by Herzog, uses a combination of LiDAR and cameras to observe an area and alert railroad operations groups of lingering vehicles or other objects to mitigate collisions between trains and vehicles, people or other objects. The deployment of this technology follows its successful installation at Broadway in Burlingame.

Caltrain has implemented a host of safety infrastructure improvements in addition to the latest technological improvements, including installing pavement markings and reflective posts, with additional installations planned for throughout the year.

RailSentry's AI-based learning software analyzes the information and alerts received by dispatchers and Transit Police to any detected potential hazards. RailSentry data is also used to ensure traffic control measures are facilitating smooth traffic flow.





Service and Program Updates

Caltrain Board Gains New Members

With the new year come new appointments to the PCJPB, including President of the San Mateo County Board of Supervisors, David Canepa, and San Jose City Councilmember from District 4, David Cohen. The Caltrain Board is thrilled to welcome these new Board Members.

Caltrain Partners with the NBA for All Star Weekend at Chase Center

Caltrain is proud to have partnered with the NBA for All Star Weekend at Chase Center, Feb. 14-16, and stood ready to get fans to and from Chase Center to catch the action without the hassle of traffic and parking.

The All Star Game took place on Sunday, Feb. 16, but there were events all weekend, including the Rising Stars game on Friday, Feb. 14, NBA All-Star Saturday Night on Saturday, Feb. 15, and concerts all weekend long.

Caltrain and the San Jose Earthquakes Shake Up the Season Opener

Major League Soccer fans joined Caltrain in watching the San Jose Earthquakes against Real Salt Lake on Feb. 22 at PayPal Park in San Jose. PayPal Park is served by Caltrain's Santa Clara station along with routes from partner agencies.





Communications and Marketing Update

Press Releases & Earned Media

Press Releases:

- Caltrain Board Gains a New Member
- Caltrain to Run modified Schedule of Presidents' Day
- Caltrain Delivers Fans to NBA All-Star Weekend, at Chase Center and Beyond
- Caltrain Keeps the Laughs Coming for Gabriel Iglesias
- Caltrain and the San Jose Earthquakes Shake Up the Season Opener
- New Poll Shows Strong Regional Approval for Caltrain

Earned Media:

- Lanes closed after crash on southbound Highway 101 near SFO won't be opened for hours - SF Chronicle
- Lima-Chosica: ATU revela qué horarios tendrán los trenes donados a la Municipalidad de Lima por Estados Unidos - Infobae
- Caltrain service restored following big-rig crash on Hwy 101 - CBS
- New Administration Should Take a Hard Look at Transit Projects - Epoch Times
- Bay Area transit agencies brace for Trump funding chaos - SF Business Times
- Opinion: Diesel isn't always a dirty word in fight to reduce greenhouse gases - San Jose Mercury News

Caltrain E-Newsletter Metrics:

FEBRUARY 2025	
Subscribers	15,384
Open Rate	27.6%
Click Rate	3.6%





Communications and Marketing Update

Digital Communications Activities

Caltrain Digital Marketing Messaging

Digital Communications:

- Electrification: Bay Area Shows Overwhelming Approval for Caltrain Following Electric Train Launch. With over an 82% favorability rate, that’s truly electrifying!
- Events: NBA All Star Weekend, Black History Month, Transit Equity Day on Feb. 4
- Digital Communication continued its Destination Downtown, a social media campaign that showcases different places to travel along the corridor.

Other Messaging Highlights:

- Black History Month – Staff Spotlights
- NBA All Star Weekend partnership
- Valentine’s Day – Customized Cards

Social Metrics: (Year to Year)

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.

FEBRUARY 2025	FEBRUARY 2024
Impressions: 274,799	Impressions: 1,744,041
Engagements: 11,414	Engagements: 41,848
Post Link Clicks: 1,195	Post Link Clicks: 41,848

**Please note this does not include any web metrics*





Communications and Marketing Update

Marketing Activities

- Efforts are moving behind the scenes to prepare the District for Next Gen Clipper, with extra attention being paid to communications around the Caltrain Monthly Pass.
- The Go Faster, Go Caltrain marketing campaign is moving from programming into the execution phase. Digital web ads and digital billboards along the 101 are in the production phase.
- Caltrain partnered with the NBA and NBA Events App for All Star Weekend. More than 300 riders checked in through the app at three Caltrain stations (San Francisco, Redwood City and San Jose Diridon) for exclusive NBA All Star and Warriors prizes. Station posters, with dual Caltrain/NBA All Star logos, were posted at the three stations too.





Capital Projects Update

Project: Guadalupe River Bridge Replacement

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
JPB has extended the MT-2 railroad bridge and will replace the MT-1 railroad bridge over the Guadalupe River in San Jose. The project is located north of Willow Street and east of State Route (SR) 87 between Tamien and San Jose Diridon stations.				●	●	●	●
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)							Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals				
Totals	63,699	40,878	39,117		12/31/26		
Percentages	100.00%	64.2%	61.4%				
Project Highlights – Recent and Upcoming Work							
<p>February: Using the updated 100% plans, JPB staff finalized and submitted for amended permits with the US Army Corps of Engineers, the California Department of Fish and Wildlife, the San Francisco Bay Regional Water Quality Control Board, Santa Clara Valley Water District, and the Federal Transit Administration.</p> <p>March: JPB staff will finalize the offsite mitigation plans and continue to coordinate with environmental permitting agencies to advance the permit amendment process.</p> <p>Schedule - To align the project's construction approach and environmental permits, prior environmental permits must be amended. The resulting construction approach, allowable work hours, timelines for amended permits, and resulting project schedule are the subject of ongoing discussions with environmental permitting authorities. At this time, it is apparent that project completion will be delayed. JPB staff will continue to work with environmental permitting authorities to determine the revised project approach and will provide an updated schedule to the Board.</p> <p>Budget & Funding - Based on preliminary forecasts, the environmental permitting challenges discussed above will result in cost increases in excess of the current approved project budget and funding. Anticipated drivers of cost increases are construction delays, escalation, and extended overhead, including JPB's costs for environmental and construction oversight.</p>							

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Broadband Wireless Communications

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The project will design a broadband wireless communications system along the Caltrain corridor for the wayside train maintenance diagnostics and passenger Wi-Fi service. The project will investigate leveraging the existing infrastructure such as the Overhead Contact System (OCS) poles and JPB fiber network to communicate with passing trains. Wayside antennas may be mounted on the OCS poles at a constant interval to communicate with moving trains that will be equipped with radios and antennas.	●	●	●	●

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	30,441	26,888	25,964	06/30/25
Percentages	100.00%	88.3%	85.3%	

Project Highlights – Recent and Upcoming Work

February: Nomad Digital determined 2 additional radio antennas need to be installed to improve the coverage in the San Mateo area. Nomad will perform a site survey next month to develop a design for these 2 new radio sites.

March: Nomad to improve the Wi-Fi coverage in 2 locations and rerun the Acceptance Test.

Schedule - The schedule is delayed due to the discovery of 2 locations with weak radio coverage that will require 2 new radio antenna installation in the San Mateo area. We will expedite the design, review and construction to install the 2 new antennas to achieve final acceptance as soon as possible.

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Churchill Avenue Grade Crossing

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill Avenue grade crossing in Palo Alto. Implement a total of 17 seconds of advance signal preemption time.	●	●	●	●
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	2,520	1,642	1,443	6/30/2025
Percentages	100.00%	65.2%	57.3%	
Project Highlights – Recent and Upcoming Work				
<p>February: The city of Palo Alto received the advance signal preemption controller and traffic cabinet, but issues with the controller were uncovered during testing. The city is in the process of troubleshooting the issue. The cutover and testing is put on hold until the city of Palo Alto is ready for the cutover.</p> <p>March: Cutover and test the advance signal preemption.</p>				

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Mateo Grade Crossing Improvements

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
<p>This project will design and implement safety improvements including quad gates or exit gates at the 4th and 5th Ave grade crossings in San Mateo. This project will make the two grade crossings safer for the train, motorist and pedestrians.</p>				●	●	●	●
<p>Project Phase: 6 – Construction/Implementation</p>							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	5,472	4,961	4,368			5/29/2025	
Percentages	100.00%	90.7%	79.8%				
<p>Project Highlights – Recent and Upcoming Work</p> <p>February: TASI installed the new fiber lateral to the new signal house at 5th Ave. The city of San Mateo pulled the new preemption cable to the new signal house. Will schedule the cutover with the city of San Mateo for next month.</p> <p>March: TASI to cutover the new signal house at 5th Ave. TASI to set the new signal house in place at 4th Ave.</p>							

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Next Generation Visual Messaging Sign (VMS)

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
Full replacement of existing obsolete VMS at 22 selected stations between San Francisco and Tamien. The current VMS signs are no longer supported by the manufacturer and the predictive arrival and departure system (PADS) is becoming obsolete. Research will be done to determine whether it's best to replace the signs that will work with the current predictive arrival and departure system (PADS) or replace signs for the next generation passenger information system.	●	●	●	●
Project Phase: 7 – Startup/ Turnover				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	6,800	6,271	6,142	
Percentages	100.00%	92.2%	90.3%	04/24/2025
Project Highlights – Recent and Upcoming Work				
February: Continued to complete the closeout package and transfer the project to operation.				
March: Complete the closeout package and transfer the project to operation.				

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Francisquito Creek Bank Stabilization

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
Stabilize and protect the northern bank of the San Francisquito Creek to prevent erosion from undermining the northern abutment of Caltrain's existing San Francisquito Creek Bridge, the northern foundations of the Alma Street Bicycle Bridge owned by the City of Palo Alto, and an existing drainage outfall owned by the City of Menlo Park.	●	●	●	●

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	8,988	2,614	1,928	02/13/2026
Percentages	100.00%	29.1%	21.5%	

Project Highlights – Recent and Upcoming Work

February: The team developed an in-kind mitigation proposal based on Regional Water Quality Control Board (RWQCB) beneficial uses, which will be presented to the resource agency for approval in March. The design team submitted a technical memo on excavation slope stability along with preliminary shoring design drawings. JPB Engineering is reviewing the revised 100% design drawings, the river diversion and dewatering plan, and the preliminary shoring design. A technical working group was formed and has begun meeting regularly to focus on temporary shoring design. The project also initiated the development of a detailed cost estimate to support planning and budgeting efforts.

March: The design team will focus on addressing JPB’s comments on the revised 100% design drawings, river diversion and dewatering plan, and preliminary shoring design, with a resolution meeting scheduled for March. Additional field investigations are being explored to finalize the temporary shoring design, including an investigation of the existing railroad bridge foundation to ensure structural integrity during construction and excavation. Efforts will continue on developing a detailed project cost estimate. Also, a risk analysis will be conducted to build a risk register, identifying and evaluating potential project impacts.

Schedule: The permanent stabilization project will be postponed until the 2026 dry season, as the approvals for all three required permits are not expected until May 2025 at the earliest. Project will go to Management Committee to request re-baseline once total project cost estimate is developed.

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Mateo Replacement Parking Track

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project involves the design and construction of an approximately 1,000-ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave. Grade Separation Project. The project will also involve the construction of an access road from 9th Ave to 14th Avenue, a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new water service.</p> <p>Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.</p>	●	●	●	●

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)

	Current Budget	Committed to Date	Expended + Accruals	Estimated Completion
Totals	10,128	9,037	8,867	
Percentages	100.00%	89.2%	87.5%	

Project Highlights – Recent and Upcoming Work

February: Construction closeout continues.

March: Construction closeout and turnover to maintenance will continue through the end of March

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Mini-High Platforms

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified.</p> <p>Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.</p>				

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	7,271	5,661	5,012	01/02/26
Percentages	100.00%	77.9%	68.9%	

Project Highlights – Recent and Upcoming Work

February: Received, review and prepare response to final invoice from A&R

March: Confirm costs for TASI to Proceed with Belmont and Tamien Stations completion. Respond to final Angotti & Reilly, Inc. invoice and negotiate settlement. Determine if there is a path forward for South County work.

The Project Estimate at Completion (EAC) and Schedule will be updated following the termination of the construction contract and the issuance of a WD for TASI to complete the remaining construction work. The Project Manager will present these updates to the Management Committee.

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: – Green – Yellow – Red



Acknowledgements

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

Caltrain Planning

Dahlia Chazan, Chief
Ted Burgwyn, Director, Rail Network and Operations Planning
Catherine David, Manager, Operations Planning
Nick Atchison, Planning Analyst III

Communications Division

Tasha Bartholomew, Manager, Media Relations
Jeremy Lipps, Manager, Digital Communications
Stephanie Torres, Social Media Specialist

Finance Administration

Bruce Thompson, Manager, Fare Program Operations
Don Esse, Senior Operations Financial Analyst
Dapri Hong, Budget Analyst III

Rail Administration / Rail Operations & Maintenance

John Hogan, Chief Operating Officer
Patrice Givens, Administrative Analyst II
Graham Rogers, Project Manager SOGR
Sam Sargent, Director, Strategy & Policy
Henry Flores, Director, Rail Vehicle Maintenance
Jason Dayvault, Business Operations Project Manager

Rail Design & Construction

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Jonathan Tillman, Director Capital Programs Management
Robert Cheung, Project Controls Deputy Director
Rui Zhang, Project Controls Analyst

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Mike Meader, Caltrain Safety Chief
Elizabeth Araujo, TASI
Margie Godinez, TASI
Sarah Doggett, MTC
Victoria Moe, San Mateo County Sheriff's Office



**Peninsula Corridor Joint Powers Board
Board of Directors**

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of March 6, 2025

Members Present: Margaret Abe-Koga, Pat Burt, David J. Canepa, David Cohen, Jeff Gee, Shamann Walton, Rico E. Medina (Vice Chair), Steve Heminger (Chair)

Members Absent: Monique Zmuda

Staff Present: J. Baker, M. Bouchard, A. Brandt, C. Fromson, J. Harrison, J. Hogan, L. Lumina-Hsu, M. Meader, G. Rogers, D. Ryan, M. Tseng

1. Call to Order

Chair Heminger called the meeting to order at 9:00 am.

2. Roll Call

JPB Secretary Margaret Tseng called the roll and confirmed a Board quorum was present.

3. Pledge of Allegiance / Safety Briefing

Chair Heminger led the Pledge of Allegiance and delivered the safety briefing.

4. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances – There were none.

5. Request to Change Order of Business – There were none.

6. Public Comment for Items Not on the Agenda

Adrian Brandt commented on transit suicides and community partnerships.

Aleta Dupree, Team Folds, commented on Clipper 2.0.

Adina Levin, Seamless Bay Area, commented on Clipper 2.0, partnerships opportunities to increase ridership and revenue, and fare payment options.

7. Report of the Executive Director

Michelle Bouchard, Executive Director, provided the presentation that included the following:

- Safety at-grade crossings improvements at Broadway and Palo Alto include rail sentry, solar markers, roadway delineators, and fencing
- Suicide prevention program includes regular Board updates beginning in March and peer organization partnership

- Corridor crossing strategy centralized program planning to guide prioritization and metrics and address cost increases for at-grade crossings
- Caltrain poll results indicate a favorable opinion of Caltrain
- February achieved 94 percent on-time performance
- Operations and maintenance agreement; June 30, 2027 contract expiration; and upcoming bid process
- Customer service experience improvements include pilot station restrooms in Redwood City and Sunnyvale

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Request For Information (RFI) technology monitors results as a suicide prevention tool
- Partnership with community organizations for crisis interventions and to break down cultural barriers
- Boardway Burlingame crossing improvements
- Improve suicide means restrictions
- Best practices, education, and collaboration with press

Mike Meader, Chief Safety Officer, provided additional information on the Boardway Burlingame implementation collaboration with City of Burlingame and California Public Utilities Commission (CPUC).

Public Comment

Adrian Brandt commented on suicide prevention measures, rail sentry, and vehicle code enforcements.

Aleta Dupree, Team Folds, commented on operations and maintenance contract provider and suicide prevention measures.

Jeff Carter commented on rail sentry, Boardway crossing improvements, maintenance crew quick response time, and suicides.

Adina Levin commented on grade separation projects funding and Measure A's Caltrain funding.

Leslie Fong commented on Clipper and ridership revenue.

Roland commented on road marking improvements.

8. Consent Calendar

8.a. Approval of Meeting Minutes for February 6, 2025

8.b. Authorize Executive Director to Execute a Primary Grant Agreement with the San Mateo County Transportation Authority for Future Measures A and W Funding –
Approved by Resolution No. 2025-09

8.c. Awarding On-Call Transportation Planning and Consultant Support Services to Kimley-Horn and Associates, Inc.; Fehr & Peers; and Mott MacDonald Group, Inc. for an Aggregate Total Not-to-Exceed Amount of \$60 Million for a Five-Year Base Term and up to an Additional \$20 Million for Two One-Year Option Terms –
Approved by Resolution No. 2025-10

8.d. Adopt Event Ticket Distribution Policy – *Approved by Resolution No. 2025-11*

8.e. Adopt JPB Debarment Policy – *Approved by Resolution No. 2025-12*

8.f. Adopt the Updated Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project – *Approved by Resolution No. 2025-13*

The Directors commented on Item 8.e. on the application and usage of the debarment policy.

Motion/Second: Medina/Walton

Ayes: Abe-Koga, Burt, Canepa, Cohen, Gee, Walton, Medina, Heminger

Noes: None

Absent: Zmuda

Public Comment

Roland commented on Item 8.c., station design and connections between public transit agencies, and cost estimates.

Adrian Brandt commented on wireless crossing and inhibited function.

9. Receive State and Federal Legislative Update and Consider Positions on Legislation: Senate Bill 71 (Wiener), Assembly Bill 394 (Wilson)

Casey Fromson, Chief of Staff, Jason Baker, Director of Government and Communication Affairs, and Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

Federal:

- Thousands of federal workforce terminated affecting delivery of government services
- Regulatory activities passed until current administration reviews and approves
- Infrastructure Investment and Jobs Act (IIJA) ends Fiscal Year (FY) 2026
- Council on Environmental Quality (CEQ) interim final rule to rescind National Environmental Policy Act (NEPA) regulations
- Federal funding freeze and IIJA funds disbursement uncertainty

- New policies regarding federal grants, loans, and other assistance were unfavorable to public transit
- Secretary directed Department of Transportation (DOT) on how DOT can unilaterally renew existing grant agreements to ensure compatibility with Executive Order

State:

- Continued partnership on Caltrain regenerative braking energy compensation
- Assembly Bill (AB) 1372 (Papan) addresses compensation for regenerative braking
- Senate Bill (SB) 71 (Wiener) removes sunset of California Environmental Quality Act (CEQA) exemptions for transit and transportation projects including stations, operating facilities, terminals that serve zero emissions passenger rail locations
- AB 394 (Wilson) expands safety and security from transit operators to include transit employees and passengers

Motion/Second: Canepa/Abe-Koga

Ayes: Abe-Koga, Burt, Canepa, Cohen, Gee, Walton, Medina, Heminger

Noes: None

Absent: Zmuda

Public Comment

Adina Levin, Seamless Bay Area spoke in support of SB 71.

Aleta Dupree, Team Folds, commented on Federal funding and grants, and spoke in support of AB 1372.

Katherine Dumont commented on public transit funding, regional transit connections, and spoke in support of AB 1372 and SB 71.

Jeff Carter spoke in support of SB 71, AB 1372, and AB 394.

Anthony C spoke in support of regional transit measure and commented on train service levels and polling results.

Maxwell D spoke in support of regional transit measure.

Mr. Baker introduced Sara LaBatt, EMC Research, Inc., who provided the presentation on Metropolitan Transportation Commission (MTC) polling results that included the following:

- Methodology and review measures surveys of 1,500 respondents
- Key findings of voters included public transit funding need recognition, favorable opinion of Caltrain, reliance on driving as method of transportation, pessimism and tax

hesitancy, and any transit improvements must lead to better access to jobs and reduce traffic congestion

- Voters most important problems are topped by affordable housing (27 percent), homelessness (25 percent), and cost of living (15 percent) but not public transportation (2 percent)
- Voter tax sensitivity increased since 2019
- Revenue measure scenarios achieve simple majority support, however, does not reach the two-thirds threshold

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Statewide \$20 billion transportation bond measure potentially on ballot and impact of a regional transit funding measure
- Addressing funding transits without tax or bond measures and potential partner agencies contributions
- Citizens initiatives option
- Voter elasticity of tax threshold of total taxes potentially amounting over 10 cents

Public Comment

Adina Levin, Seamless Bay Area, commented on transit-oriented advocacy organizations grassroots efforts.

Roland commented on agency member contributions and garnering legislative support.

Jeff Carter spoke in support of regional transit funding measure.

Aleta Dupree, Team Folds, commented on polling results and public transit funding.

10. Approve Guiding Principles and Goals for Rail Operations and Maintenance Successor Contract

Graham Rogers, Project Manager, Rail Operations and Maintenance, and John Hogan, Chief Operating Officer, Rail, provided the presentation that included the following:

- Request for Expressions of Interest (RFEI) in March 2025 followed by discussions to inform development of procurement
- Award of Contract slated for Fall 2025. Nine months mobilization and transition period
- Guiding principles for contract development include safety, cost efficiency, innovation, reliability, capacity, stewardship, and partnership
- Successor contract goals include modern, flexible contract; safe, reliable, and excellent service; high safety standard; handover process without impact to staff and customers; and cost efficiencies

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Previous competitive bid process, six firms interested in next contract, quality of bids
- Request for Proposals (RFP) development and process
- Contractor insurance companies and risk management
- Include “responsiveness” in the contract goals and define differentiators for clarity on a successful firm

Motion/Second: Walton/Burt

Ayes: Abe-Koga, Burt, Canepa, Cohen, Gee, Walton, Medina, Heminger

Noes: None

Absent: Zmuda

Public Comment

Adrian Brandt commented on fare collection system, fare citation, and dedicated fare inspector staff.

Roland commented on current operator performance, contract, train maintenance responsibilities, and train operations.

Aleta Dupree, Team Folds, commented on singular operator contract for operations and maintenance.

11. Reports

11.a. Report of the Citizens Advisory Committee – Adrian Brandt, Chair, provided the report, which included the following:

- Customer service initiatives, bicycle decals at station platforms, next generation Clipper, rider real-time notification, and improved signage
- Committee comments included interior train car numbering, ADA accountability, luggage accommodation, Clipper 2.0 release, and train announcements
- Legislative updates included regenerative energy braking compensation and Federal staff firing affecting federal funding and grants processing
- Automatic passenger counters were not working correctly, wireless crossing optimizations disabled at ten crossings near stations, and flat spots
- Upcoming Measure RR audit

11.b. Report of the Chair - Chair Heminger stated restart of Governance Ad Hoc Committee to address outstanding items from the Memorandum of Understanding (MOU) including:

- Joint Powers Agreement amendment

- Complete JPB and San Mateo County Transit District (SamTrans) shared services agreement
- CalPERS backstop for cost for the employees and unfunded approved liability cost of \$16 million
- Equitably and fairly transition employees from one employee to another
- Individual member agency contributions requirement
- Explore funding alternatives if regional ballot measure does not go on the ballot or fails

11.c. Report of the Local Policy Maker Group (LPMG) - Chair Burt had nothing to report as LPMG meets bimonthly.

11.d. Report of the Transbay Joint Powers Authority (TJPA) - Chair Gee had nothing to report as TJPA did not meet in February.

Public Comment

Roland commented on automatic passenger counter, bicycle counter, and LPMG.

12. Correspondence – Available online.

13. Board Member Requests – There were none.

14. Date/Time/Location of Next Regular Meeting: Thursday, April 3, 2025 at 9:00 am at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

15. Adjourn – The meeting adjourned at 11:37 am.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
For: April 2025 JPB Board of Directors Meeting
Subject: **Accept Statement of Revenues and Expenses for the Period Ending
January 31, 2025**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff proposes that the Finance Committee accepts and enters into the record the Statement of Revenues and Expenses, and supplemental information for the period ending January 31, 2025.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through January 31, 2025. The columns have been designed to provide an easy comparison of current year-to-date (YTD) actuals to information for the YTD budget, including dollar and percentage variances.

Total Revenue:

As of January 31, 2025, total revenues were \$117.8 million compared to \$121.3 million in the adopted budget, resulting in an unfavorable variance of (\$3.5 million) or 2.9 percent.

The unfavorable revenue variance was primarily driven by the following:

- **LCFS/LCTOP/SRA Grants:** (\$4.6 million) unfavorable or 63.6 percent due to timing differences in the receipt of Low Carbon Fuel Standard (LCFS), Low Carbon Transit Operations Program (LCTOP), and State Rail Assistance (SRA) funds. Of this, \$2.6 million was received in January 2025 for LCTOP, with the remaining balance expected in the second half of the fiscal year.
- **Measure RR Sales Tax:** (\$1.1 million) or 1.5 percent unfavorable, with \$70.7 million actual versus \$71.7 million budgeted. The variance reflects slower-than-expected sales tax receipts, driven by broader economic trends and expected to persist through the end of Fiscal Year 2025 (FY25).

Unfavorable sources above were partially offsets by certain favorable sources, including:

- **Caltrain Fare Revenue:** \$1.5 million favorable or 7.4 percent with \$22.4 million actual versus \$20.8 million budgeted. This reflects a continued recovery in ridership, which reached 47.7 percent of pre-pandemic levels in January. Fiscal YTD ridership has increased by 41.8 percent, with an additional 1.3 million trips compared to the prior year, indicating sustained growth trends.
- **Other Income (Investment Earnings):** \$1.5 million favorable or 62.9 percent with \$3.8 million actual versus \$2.3 million budgeted. This variance is driven by interest earnings on CAMP (California Asset Management Program) and higher interest rates and increased holdings from Fiscal Year 2024 (FY24) payments [e.g., PG&E (Pacific Gas and Electric) and HSR (High-Speed Rail)].
- **Parking Revenue:** \$0.4 million favorable or 34.2 percent with \$1.7 million actual versus \$1.2 million budgeted. This can be attributed to the corresponding increase in ridership driving higher demand for parking.

Total Expense:

As of January 31, 2025, total expenses were \$124.1 million compared to \$135.2 million in the adopted budget, resulting in a favorable variance of \$11.0 million or 8.1 percent.

The favorable expense variance was primarily driven by the following:

- **Professional Services:** \$3.2 million favorable, reflecting timing issues with vendor invoicing. Expenses are extremely delayed YTD as certain work has not even started but work directives have been or will be set up for the various consulting work for Rail. Our expectation is that this favorability will diminish by year end.
- **Facilities and Equipment Maintenance:** \$2.4 million favorable or 39.6 percent, with delayed contractor invoices contributing to the variance. The forecasted favorable variance is driven by Other Contract Services. The sale of the diesel fleet to Peru will reduce storage and transport costs, there is a reduction in Marketing services as certain support vendors are no longer needed, and there is a reduction in Rail Maintenance due to delayed Broadband O&M (Operations and Maintenance), among other factors. This line is expected to catch up to budget with only a small favorability remaining by year end.
- **Overhead Contact System/Train Power Supply Maintenance:** \$2.2 million favorable or 55.3 percent, driven by the timing of invoices. There is also a concerted effort to decrease consulting needs for Rail support, which will likely end the year favorable.
- **Other Expenses and Services:** \$1.3 million favorable or 42.9 percent, with \$1.7 million actual versus \$2.9 million budgeted. This includes favorable variances in bank fees, software maintenance and licenses, and recruitment expenses. Some of this favorability is due to timing, but savings are anticipated at current expense levels, offering flexibility in areas such as recruitment, software maintenance, and fees associated with banking and investing.

The favorable expense variance was partially offset by certain over budget expenses, including:

- **Rail Operator Service:** (\$1.0 million) unfavorable or 1.5 percentage, with \$72.6 million actual versus \$71.6 million budgeted. The unfavorable variance is due to TASI (TransitAmerica Services, Inc.) performance fees and retroactive wages added for November and December 2024, and is expected to be in line with budget by year end.
- **Claims, Payments, and Reserves:** \$0.4 million favorable. Favorability driven by agency recognized insurance reimbursement against prior claims, currently assessing outlook based on current open cases and market conditions.

Other Information: The Agency accounts for revenue and expense on a modified accrual basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the variance between the current year actual and the budget may show noticeable variances due to the timing of expenses.

Fiscal Year 2025 Year-End Forecast

The FY25 Year-End Forecast as of January 2025, projects to end FY25 with a deficit of \$28.8 million, or \$0.6 million (1.9 percent) better than budgeted deficit of \$29.4 million. This is due to strong farebox revenues and labor vacancy savings; partially offset by declining Go Pass/sales tax revenue, above budget claims, LOC (line of credit) interest expense, and security services.

Forecast Revenues: Total Sources of funds are forecasted to be \$0.7 million (0.3 percent) above budget, mainly driven by:

- Projected favorable Other Income \$1.4 million (34.6 percent) due primarily to interest earned from CAMP due to higher balances coupled with higher interest rates for longer than expected.
- Projected favorable Caltrain farebox and parking revenues combined \$2.1 million (5.3 percent) driven by strong ridership post electrification.

The above budget revenue items are partially offset by:

- Projected unfavorable Go Pass revenues \$1.4 million (8.6 percent) mainly due to loss of Adobe from program.
- Projected unfavorable Measure RR sales tax revenue \$1.3 million (1.1 percent) driven by slower sales growth as stubborn inflation and uncertain economic conditions persist.

Forecast Expenses: Total Uses of funds are forecasted to be \$0.1 million (0.04 percent) above budget mainly driven by:

- Projected unfavorable Other Office Expense and Services \$1.1 million (22.9 percent), driven by interest payments related to line of credit, increased costs for Moovel (Caltrain's ticketing/fares application) driven by the contract amendment processed in October 2024, and unbudgeted computer equipment.

- Projected unfavorable Security Services \$0.7 million (7.4 percent) driven by latest contract which reflects both higher rates but also additional guards as well as armed guards.
- Projected unfavorable Claims, Payments, and Reserves \$0.5 million (15.0 percent) due to frequency and magnitude of claims and ensuring reserves align with evolving liabilities.

The above budget expense items are partially offset by:

- Projected favorable Wages and Benefits \$1.3 million (6.5 percent) driven by vacancy savings.
- Projected favorable Facilities and Equipment Maintenance \$0.7 million (6.6 percent) due to savings in contracted services for storage costs, marketing costs, and deferred Broadband O&M.

Staff will provide another forecast update before the Board after FY25 Q3 closes.

Budget Impact

Acceptance of the month of January 2025 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Li Saunders	Accountant II	2/10/2025
	Danny Susantin	Financial Reporting, Manager	2/10/2025



PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR 2025
AS OF JANUARY 2025

(In Thousands)

	YEAR-TO-DATE JULY TO JANUARY				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
REVENUE					
OPERATIONS:					
Caltrain Fares	\$ 20,813	\$ 22,351	\$ 1,538	7.4%	\$ 36,682
Go Pass	9,567	9,410	(157)	(1.6%)	16,400
Parking Revenue	1,233	1,655	422	34.2%	2,103
Rental Income	875	963	88	10.0%	1,500
Other Income	2,342	3,816	1,474	62.9%	4,015
TOTAL OPERATING REVENUE	34,830	38,195	3,365	9.7%	60,700
CONTRIBUTIONS:					
Operating Grants	6,966	6,337	(630)	(9.0%)	11,942
Measure RR	71,733	70,669	(1,064)	(1.5%)	120,610
Member Agency (VTA - Gilroy)	576	-	(576)	(100.0%)	987
LCFS, LCTOP/SRA	7,202	2,620	(4,582)	(63.6%)	14,489
TOTAL CONTRIBUTED REVENUE	86,476	79,625	(6,851)	(7.9%)	148,028
GRAND TOTAL REVENUE	\$ 121,306	\$ 117,820	\$ (3,486)	(2.9%)	\$ 208,728

	PENINSULA CORRIDOR JOINT POWERS BOARD					STATEMENT OF REVENUE AND EXPENSE	
	FISCAL YEAR 2025					AS OF JANUARY 2025	
						(In Thousands)	
	YEAR-TO-DATE JULY TO JANUARY				ANNUAL		
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET		
EXPENSE							
DIRECT EXPENSE:							
Rail Operator Service	\$ 71,553	\$ 72,597	(1,044)	(1.5%)	\$ 123,316		
OCS/TPS Maintenance	3,955	1,768	2,187	55.3%	8,770		
Security Services	5,274	5,019	255	4.8%	9,042		
Shuttle Services	47	40	6	13.5%	80		
Fuel and Lubricants*	2,834	3,157	(323)	(11.4%)	3,045		
Electric Charges for Power Traction	5,455	6,129	(674)	(12.4%)	12,274		
Timetables and Tickets	55	43	12	21.6%	95		
Insurance	6,883	6,670	213	3.1%	11,800		
Claims, Payments, and Reserves	1,910	1,506	404	21.2%	3,274		
Facilities and Equipment Maintenance	6,089	3,694	2,395	39.3%	10,360		
Utilities	2,042	1,663	379	18.6%	3,501		
Maint & Services-Bldg & Other	1,094	580	514	47.0%	1,875		
TOTAL DIRECT EXPENSE	107,191	102,867	4,324	4.0%	187,432		
ADMINISTRATIVE EXPENSE							
Wages and Benefits	12,569	12,056	514	4.1%	20,589		
Managing Agency Admin OH Cost	2,502	2,334	168	6.7%	4,289		
Board of Directors	12	12	(0)	(1.2%)	20		
Professional Services	7,128	3,891	3,238	45.4%	12,169		
Communications and Marketing	371	247	124	33.4%	633		
Other Expenses and Services	2,941	1,678	1,263	42.9%	5,004		
TOTAL ADMINISTRATIVE EXPENSE	25,524	20,218	5,306	20.8%	42,703		
TOTAL OPERATING EXPENSE	132,715	123,084	9,631	7.3%	230,135		
Governance	90	5	85	94.5%	240		
Interest Expense							
530010	2,403	1,042	1,361	56.6%	7,763		
Debt Service Expense	2,403	1,042	1,361	56.6%	7,763		
GRAND TOTAL EXPENSE	\$ 135,207	\$ 124,131	\$ 10,992	8.1%	\$ 238,138		
Projected Contribution to Reserve					6,812		
NET SURPLUS / (DEFICIT)	\$ (13,901)	\$ (6,311)	\$ 7,590	54.6%	(36,222)		
Draw from Measure RR Reserve for PCEP					36,222		
ADJUSTED NET SURPLUS / (DEFICIT)	\$ (13,901)	\$ (6,311)	\$ 7,590	54.6%	-		
Reserve, Beginning Balance **					26,879		
Projected Contribution to Reserve					6,812		
Claims, Payments, and Reserve					33,691		
Reserve, Ending Balance					33,691		
* Fuel and Lubricants costs were increased by a realized loss of \$59k from the fuel hedge program.							
** Updated based on FY24 Audited Actuals							



BOARD OF DIRECTORS 2025

STEVE HEMINGER, CHAIR
 RICO E. MEDINA, VICE CHAIR
 MARGARET ABE-KOGA
 PAT BURT
 JEFF GEE
 RAY MUELLER
 SHAMANN WALTON
 MONIQUE ZMUDA

MICHELLE BOUCHARD
 EXECUTIVE DIRECTOR

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JANUARY 31, 2025

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (LAIF) <i>(Unrestricted)</i>	*	Liquid Cash	4.366%	393,164	393,164
California Asset Management Program (CAMP) <i>(Unrestricted)</i>		Liquid Cash	4.550%	13,709,430	13,709,430
County Pool <i>(Unrestricted)</i>		Liquid Cash	3.779%	602,105	602,105
Other <i>(Unrestricted)</i>		Liquid Cash	3.783%	40,900,193	40,900,193
Other <i>(Restricted)</i>	**	Liquid Cash	4.019%	139,926,257	139,926,257
				\$ 195,531,150	\$ 195,531,150

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment. The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Li Zhang, Chief, Rail Business and Commercial Development
For: April 2025 Board of Directors Meeting
Subject: **Adopt Changes to Caltrain Fare Structure and Charter Train, Bike Lockers, and Parking Fees and Receive Report on the Updated Draft GoPass Pricing Structure**

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

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) adopt the updated Caltrain Fare Structure with the following changes:

- Remove GoPass from Caltrain’s Fare Types and Fare Pricing Sections and establish a new “GoPass and Other Institutional Programs” Section in the Fare Structure.
- Authorize the Executive Director or designee to set prices and terms for GoPass and other institutional pass programs and to execute agreements with participating organizations.
- Authorize the Executive Director, or designee, to enter into institutional pass agreements with other organizations, such as professional sports organizations, that do not participate in the current GoPass program to support Caltrain ridership growth, including through joint promotion activities.

Staff also recommends the JPB Board to adopt the updated Caltrain Charter Train, Bike Lockers, and Parking Fees Document with the following change:

- Allow Regional Bay Pass participants to purchase Caltrain monthly parking permits.

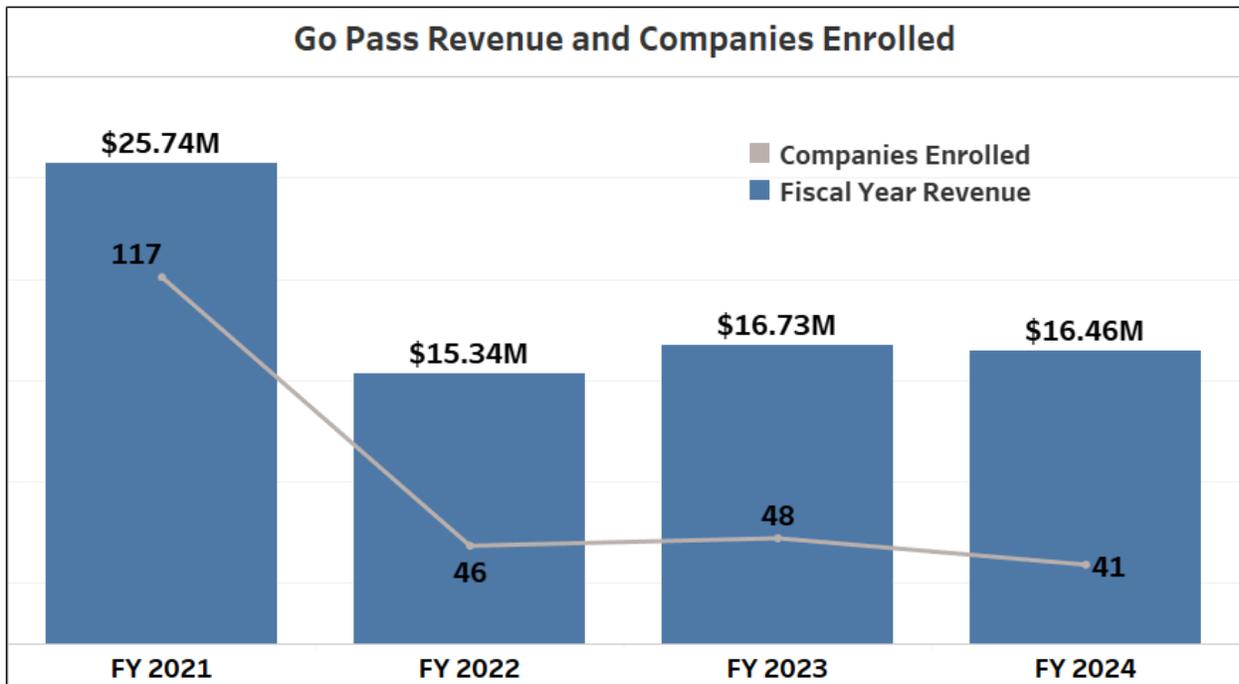
These recommended changes will allow Caltrain the flexibility to timely adjust its GoPass and other institutional pass programs to meet the demands of a dynamic commuting environment and build partnerships that align with ridership recovery goals.

Discussion

The Caltrain GoPass program provides significantly discounted, annual, unlimited-ride fare passes to organizations, including businesses, educational institutions, residential complexes, and local governments. These organizations purchase the passes to offer to their employees, students, or tenants as a cost-effective and environmentally friendly commuting option.

Introduced in the early 2000s, GoPass has proven to be a successful program, contributing to increased ridership and providing Caltrain with a stable revenue stream for its operations.

The GoPass program's 'all-in' mandate, requires participating organizations to provide passes to all eligible individuals within their defined groups. This mandate was once a revenue driver for Caltrain but is now proving a major obstacle to retaining and attracting GoPass participants with post-pandemic commute changes. The chart below illustrates the major revenue and participation number loss Caltrain suffered since 2020. This reduction, combined with reliance on a small number of large contributors—five institutions now contribute approximately 85 percent of annual revenue—introduces significant financial risks to Caltrain.



To address these challenges, Caltrain staff has undertaken efforts to make the GoPass program more adaptable and sustainable for current market needs. Through outreach to over 70 prior and potential clients in 2023, Caltrain confirmed the common barriers to participation, including high costs for organizations with a mix of in-office and remote workers and the restrictive “all-in” participation requirement. As part of this process, staff also researched institutional pass programs at 24 other agencies and found that approximately two-thirds offer flexible pricing based on headcount or geography. Based on what learned from the study, staff is recommending the following changes to the GoPass Program:

1) Additional Passes for Educational Institutions and Subsidiaries

Staff recommends retaining the all-in requirement for administrative staff at educational institutions and their subsidiaries while additionally offering free passes for undergraduate and below students. This change supports affordability for students and promotes transit use among young people, fostering future ridership growth.

2) **Optional Tiered Pricing Model for Non-Educational Institutions**

In addition to the current all-in price model, a tiered pricing structure based on organization type, size, and number of passes purchased will accommodate a broader range of organizations, including businesses, non-profits, government organizations, and housing developments. This approach aims to broaden accessibility, attracting new participants and retaining current organizations that benefit from more adaptable participation requirements. The table below provides the initial tiered pricing strategy.

3) **Authority for New Institutional Pass Agreements**

In addition to the GoPass updates, staff recommends granting the Executive Director the authority to enter into new institutional pass agreements aimed at increasing Caltrain ridership, including through joint promotional activities with organizations such as professional sports teams. These new institutional pass agreements are designed to offer flexible and tailored transit solutions for community and organizational partners that do not participate in the GoPass program because it does not align with their needs, which may be limited to a single event.

Caltrain staff has discussed the proposed changes with the top 5 current clients and 15 additional potential customers. The feedback on the proposal was highly positive with some current customers that are in the process of evaluating their renewal decision for 2026 stating that those changes would solidify their renewals, and prior participants being open to re-engaging with the GoPass program.

As an institutional agreement, GoPass is not subject to Title VI analysis and does not require explicit pricing in the Caltrain fare structure. Continuing to include GoPass pricing in the Fare Structure would trigger public hearings and outreach requirements, as well as Board approval for any modifications, creating delays that hinder responsiveness to market demand and needed flexibility. Delegating pricing and terms authority to the Executive Director or designee is essential for ensuring the program can quickly adapt to market demands, particularly during the rollout of the proposed new pricing structure. By aligning the program more closely with client needs, Caltrain aims to attract new organizations that may have previously been deterred by cost or participation constraints. Additionally, Caltrain's outreach has already identified several prospective clients, suggesting that the updated structure could drive ridership and revenue growth as early as 2026. This proactive approach supports customer retention and positions the program for expansion, helping to stabilize participation levels and support sustainable revenue growth over time.

Budget Impact

Impact of GoPass Proposed Changes

The proposed adjustments to the GoPass pricing are expected to have a minimal impact on the FY2025 budget, since the new price structure will not be available after the final approval of the Board and most GoPass participants have already committed to the calendar year 2025 program.

For future years, the changes are expected to mitigate further declines in program participation therefore reducing the risk of total revenue loss. The additional flexibility of the new pricing structure also offers significant upside participation and revenue generation potential.

Impact of Other Institutional Opportunities

Granting the Executive Director the authority to enter into institutional agreements with organizations that do not participate in the GoPass program provides Caltrain with flexibility to engage in community and organizational partnerships that may drive incremental revenue. While specific financial impacts from these partnerships are not yet quantifiable, the ability to establish targeted agreements is expected to enhance Caltrain's visibility, attract new riders and generate additional fare revenue, particularly through high-profile or community-focused events.

Prepared By: Bruce Thompson

Manager, Fare Programs
Administration

03/19/2025

Resolution No. 2025-

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

* * *

**Adopt Changes to Caltrain Fare Structure and Charter Train, Bike Lockers,
and Parking Fees**

Whereas, the Caltrain GoPass program provides significantly discounted, annual, unlimited-ride fare passes to organizations, including businesses, educational institutions, residential complexes, and local governments; and

Whereas, GoPass has proven to be a successful program, contributing to increased ridership and providing Caltrain with a stable revenue stream for its operations; and

Whereas, these organizations purchase the passes to offer to their employees, students, or tenants as a cost-effective and environmentally-friendly commuting option; and

Whereas, the GoPass program requires participating organizations to provide passes to all eligible individuals within their defined groups; and

Whereas, this “all-in” mandate was once a revenue driver for Caltrain, but is now proving a major obstacle to retaining and attracting GoPass participants with post-pandemic commute changes; and

Whereas, Caltrain staff has undertaken efforts to make the GoPass program more adaptable and sustainable for current market needs; and

Whereas, outreach to more than 70 prior and potential clients in 2023 confirmed common barriers to participation, including high costs for organizations with a mix of in-office and remote workers and the restrictive “all-in” participation requirement; and

Whereas, many peer agencies with institutional pass programs offer flexible pricing based on headcount or geography; and

Whereas, to address these issues, staff recommend that the Board of Directors adopt revisions to the Fare Structure (Attachments A and B) including:

1. Retaining the all-in requirement for staff at educational institutions while offering free passes for undergraduate and below students;
2. Providing an optional tiered pricing structure based on organization type, size, and number of passes purchased;
3. Granting the Executive Director the authority to enter into new institutional pass agreements to offer flexible and tailored transit solutions for organizations that do not participate in the GoPass program;
4. Provide the Executive Director or designee with the authority to set prices and terms for GoPass and other institutional pass programs and to execute agreements with participating organizations; and

Whereas, staff received feedback on the proposed changes from the top five current clients—which provide 85 percent of annual revenues—and 15 additional potential customers, which was highly positive and indicated interest in renewing or re-engaging with the GoPass program; and

Whereas, GoPass is not subject to the federal requirements for Title VI analysis as an institutional agreement and does not require explicit pricing in the Caltrain fare structure; and

Whereas, maintaining GoPass pricing in the Fare Structure triggers requirements for public hearings and outreach, as well as Board approval for any modifications, which hinders responsiveness to market demand and needed flexibility; and

Whereas, delegating pricing and terms authority to the Executive Director or designee allows the program to quickly adapt to market demands during the rollout of the proposed new pricing structure; and

Whereas, the proposed changes are likely to have a minimal impact on the FY2025 budget, but may mitigate declines in program participation while also potentially attracting new participants; and

Whereas, granting the Executive Director the authority to enter into institutional agreements with organizations that do not participate in the GoPass program provides flexibility and may drive incremental revenue, enhance Caltrain's visibility, and attract new riders; and

Whereas, staff also recommend updating the Caltrain Charter Train, Bike Lockers, and Parking Fees Document (Attachment C) to clarify that Regional Bay Pass participants—like GoPass participants—are allowed to purchase Caltrain monthly parking permits.

Now, Therefore, Be It Resolved that the Board of Directors adopt the updated Caltrain Fare Structure with the following changes:

- Remove GoPass from Caltrain's Fare Types and Fare Pricing Sections (Attachment C) and establish a new "GoPass and Other Institutional Programs" Section in the Fare Structure.

- Authorize the Executive Director, or designee, to set prices and terms for GoPass and other institutional pass programs and to execute agreements with participating organizations.
- Authorize the Executive Director, or designee, to enter into institutional pass agreements with other organizations, such as professional sports organizations, that do not participate in the current GoPass program to support Caltrain ridership growth, including through joint promotion activities.

Be It Further Resolved that the Board of Directors adopts the updated Caltrain Charter Train, Bike Lockers, and Parking Fees Document to clarify that Regional Bay Pass participants may purchase Caltrain monthly parking permits.

Regularly passed and adopted this 3rd day of April, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

Attachment A

Pre-Clipper Next Generation Fare Structure

Adopted – May 6, 1992

Last Revised – ~~January 1, 2024~~ April 3, 2025

Effective – ~~September 1, 2024~~ April 3, 2025

**PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

* * *

CALTRAIN FARE STRUCTURE

This document establishes the fare structure for use of Caltrain passenger rail service, which operates between San Francisco and Gilroy, California. For pricing, refer to Section V, Fare Chart.

I. FARE CATEGORIES

A. Full Fare

Full Fares apply to all customers except those who qualify for an Eligible Discount Fare, Youth Fare, or Clipper START.

B. Eligible Discount Fare

Customers qualifying for the Eligible Discount Fare receive at least a 50% discount off full fares. A customer qualifies for the Eligible Discount Fare by meeting or possessing any one or more of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

1. Aged 65 years or older.
2. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
3. Medicare Card.
4. Regional Transit Connection (RTC) Discount Card for persons with disabilities, including Clipper® cards that are designated as RTC Discount Cards. A personal care attendant travelling with an RTC Discount Card holder can pay the Eligible Discount Fare if the RTC Discount Card is marked with an attendant symbol.
5. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card.

- C. Youth Fare**
Youth Fares apply to those aged 18 years or younger.
- D. Clipper START Means-Based Fare Program**
Caltrain's participation in the Regional Means based Clipper Start program, administered by the Metropolitan Transportation Commission (MTC), provides discounted fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit www.clipperstartcard.com. Customers qualifying for a Clipper START Fare receive at least a 50% discount compared to Clipper full fares.
- E. Clipper Bay Pass Pilot Program - Regional All Agency Pass**
Available to passengers who are selected to participate in the Clipper Bay Pass Pilot Program, part of the Regional Fare Coordination and Integration Study administered by the Bay Area Integration Task Force. Clipper Bay Pass is managed by MTC and Bay Area Rapid Transit (BART) in close coordination with regional transit operators and Caltrain.
- F. Sworn Peace Officers**
Uniformed and non-uniformed, sworn peace officers showing proper identification are allowed to ride Caltrain without paying a fare.
- G. Children Four Years or Younger**
One child aged four years or younger accompanied by a paying adult, including GoPass users, may ride Caltrain without paying a fare. Additional children traveling with the same adult are required to pay a fare.
- H. Special Promotional Fares**
From time to time, the Executive Director may authorize the establishment of special or promotional fares.
- I. Group Travel Discount**
A 10 percent discount on regular cash fares is provided to fare-paying groups of 15 or more passengers that pre-purchase through the Caltrain Group Travel program.

II. FARE TYPES

- A. One-Way Ticket**
Valid for use within four hours of the date and time sold. One-way Tickets are honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone(s) indicated on such tickets.
- B. Day Pass**
Valid for use on a single day, through the last train on the service day on which sold. Day passes are honored for unlimited travel within the zone(s) indicated on the ticket.

C. Monthly Pass

Valid for use for the calendar month for which issued. Monthly Passes are honored for unlimited weekday trips between the zone(s) indicated on such passes. On Saturdays, Sundays and holidays, Monthly Passes are honored for unlimited trips between all zones.

D. Zone Upgrade Ticket

Valid for use within four hours of the date and time sold. Zone Upgrade Tickets are valid only when accompanying a Monthly Pass or a valid paper One-way Ticket or Day Pass and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits. The Zone Upgrade Ticket's validity period does not supersede the original ticket's validity period.

E. ~~GoPass~~

~~Valid for use within the calendar year for which issued. The GoPass is an annual transit pass sold to schools, employers, and residential, commercial, and mixed-use development complexes. GoPass participants are subject to the terms of agreements between the JPB and each GoPass participant.~~

~~The GoPass program may offer a discount of up to a maximum of 80 percent off of the regular GoPass price for a) students enrolled in the program through a school; and b) residents of affordable housing projects enrolled in the program. For schools, the GoPass may also be valid and issued for an academic year rather than a calendar year.~~

~~The GoPass is administered via a Clipper Card or a sticker affixed to valid participant-issued photo identification cards. The GoPass is honored for unlimited trips between all zones. GoPass users are eligible to purchase a Monthly Parking Permit.~~

III. GoPass and Other Institutional Pass Programs

A. GoPass

The GoPass is an annual transit pass available to schools, employers, non-profit organizations, government agencies, and residential, commercial, and mixed-use development complexes. Each participating organization is subject to terms established in an agreement with the JPB.

The Executive Director, or designee, has the authority to set and adjust GoPass pricing and related terms and to execute agreements with participating organization based on their needs and overall program goals.

The GoPass is administered via a Clipper Card or a sticker affixed to valid participant-issued photo identification cards. The GoPass is honored for unlimited trips between all Caltrain zones, and GoPass users are eligible to purchase a Monthly Parking Permit.

B. Other Institutional Pass Programs

Caltrain may offer institutional pass options designed to meet the needs of a diverse range of organizations. Each institutional pass agreement is customized based on the unique requirements of the organization and the terms outlined in their agreement with the JPB.

The Executive Director, or designee, has the authority to set, modify, and adjust pricing and terms for these programs.

Administration of these passes is based on the specific agreement and may utilize various fare administration methods beyond those specified in the fare structure as acceptable fare types.

III.IV. FARE PAYMENT

A. Ticket Vending Machines

Customers may purchase the following Caltrain fare products at Caltrain stations via the ticket vending machines: (i) One-way Ticket; (ii) Day Pass; (iii) Zone Upgrade; (iv) Select Clipper products; (v) Add value to Clipper cards and (vi) Purchase Adult Clipper Cards. Cash, credit and debit cards are accepted.

B. Mobile Ticketing Application Program

Customers may purchase the following fare products via the Caltrain Mobile App: (i) One-way Ticket; (ii) Day Pass; and (iii) Zone Upgrade. Credit and debit cards, PayPal, Google Pay and Apple Pay are accepted.

C. Clipper

Customers may purchase the following fare products via the Clipper regional transit fare payment system: (i) One-way Ticket; (ii) Monthly Pass. Customers paying with Clipper for a One-way ride receive a 55-cent discount on Full Fares compared to paper and mobile tickets. Customers qualifying for an Eligible Discount Fare receive at least a 50% discount compared to Clipper full fares.

The Clipper card, which is issued and administered by MTC, is valid for use on public transit services throughout the San Francisco Bay Area. MTC may establish fees and a cash minimum associated with the use of a Clipper card.

D. JPB staff is empowered to distribute fare media through other means (e.g. a website) without amendment of this document.

IV.V. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

<u>Zone 1</u> San Francisco 22 nd Street Bayshore South San Francisco San Bruno	<u>Zone 2</u> Millbrae Broadway* Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	<u>Zone 3</u> Menlo Park Palo Alto Stanford Stadium^ California Avenue San Antonio Mountain View Sunnyvale
<u>Zone 4</u> Lawrence Santa Clara College Park# San Jose Diridon	<u>Zone 5</u> Capitol# Blossom Hill#	<u>Zone 6</u> Morgan Hill# San Martin# Gilroy#

* Weekend service only

^ Football/Other Select Levi Stadium events only

Weekday service only

V.VI. GENERAL CONDITIONS

A. Conditions of Use

Tickets and passes are non-transferable. Tickets mutilated, altered or changed in any way, or used in any manner other than in accordance with the provision of this Fare Structure shall be forfeited.

B. Enforcement

Passengers must have a valid ticket before boarding to ride Caltrain. Fares will be enforced by a Proof-of-Payment system as adopted and amended from time to time by the JPB. Proof of fare payment must be carried at all times while on Caltrain and must be presented for inspection upon request. Passengers without valid fare are subject to written warnings and citations with monetary penalties as authorized by California law.

C. Stopovers/Transfers

Stopovers and transfers are permitted within zones indicated on tickets provided travel is completed within the ticket's validity period. For One-way Tickets, travel can only continue and be completed in the original direction of travel. One-way Tickets cannot be used to reverse direction.

D. Delays

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public

enemy so that the validity period of a passenger's ticket has expired, such ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

E. Refunds

1. One-way, Day Pass, and Zone Upgrade Tickets
One-Way, Day Pass and Zone Upgrade Tickets are not subject to refund.
2. GoPasses
Fees paid for GoPasses are subject to refund only in case of termination of a contract between the JPB and the GoPass participant. The JPB will refund the pro-rated portion of the GoPass fee paid by the participating entity (equivalent to the number of unused months), less an administration fee, within 30 days of the contract termination date, provided that within 10 working days of the effective termination date, all undistributed GoPasses issued to the participating entity are returned to the JPB and the participating entity verifies in writing that it has made every good faith effort to collect or destroy all GoPasses that it distributed.
3. Monthly Passes
Unused Monthly Passes may be returned for a full refund prior to the date the passes first become valid.

Monthly Passes returned for a refund during the validity period will be refunded for the difference between the fare paid and the value of the transportation furnished. The value of transportation furnished will be considered to be the value of two one-way fares per weekday up to the date the pass is returned.

VI.VII. FARE PRICES

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
1	One-way	Ticket Machine, Mobile App	Adult	\$3.75	\$4.00	\$4.00	\$4.25
			Eligible Discount	\$1.75	\$2.00	\$2.00	\$2.00
		Clipper	Adult	\$3.20	\$3.45	\$3.45	\$3.70
			Clipper START, Eligible Discount	\$1.60	\$1.70	\$1.70	\$1.70
	Day Pass	Ticket Machine, Mobile App, Clipper	Youth	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$7.50	\$8.00	\$8.00	\$8.50
			Eligible Discount	\$3.50	\$4.00	\$4.00	\$4.00
	Monthly Pass	Clipper	Youth	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$76.80	\$82.80	\$82.80	\$88.80
			Eligible Discount, Youth	\$38.40	\$40.80	\$40.80	\$40.80
2	One-way	Ticket Machine, Mobile App	Adult	\$6.00	\$6.25	\$6.50	\$6.75
			Eligible Discount	\$2.75	\$3.00	\$3.25	\$3.25
		Clipper	Adult	\$5.45	\$5.70	\$5.95	\$6.20
			Clipper START, Eligible Discount	\$2.60	\$2.70	\$2.95	\$2.95
	Day Pass	Ticket Machine, Mobile App, Clipper	Youth	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$12.00	\$12.50	\$13.00	\$13.50
			Eligible Discount	\$5.50	\$6.00	\$6.50	\$6.50
	Monthly Pass	Clipper	Youth	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$130.80	\$136.80	\$142.80	\$148.80
			Eligible Discount, Youth	\$62.40	\$64.80	\$70.80	\$70.80
3	One-way	Ticket Machine, Mobile App	Adult	\$8.25	\$8.50	\$9.00	\$9.25
			Eligible Discount	\$3.75	\$4.00	\$4.50	\$4.50
		Clipper	Adult	\$7.70	\$7.95	\$8.45	\$8.70
			Clipper START, Eligible Discount	\$3.60	\$3.70	\$4.20	\$4.20
	Day Pass	Ticket Machine, Mobile App, Clipper	Youth	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$16.50	\$17.00	\$18.00	\$18.50
			Eligible Discount	\$7.50	\$8.00	\$9.00	\$9.00
	Monthly Pass	Clipper	Youth	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$184.80	\$190.80	\$202.80	\$208.80
			Eligible Discount, Youth	\$86.40	\$88.80	\$100.80	\$100.80

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
4	One-way	Ticket Machine, Mobile App	Adult	\$10.50	\$10.75	\$11.50	\$11.75
			Eligible Discount	\$4.75	\$5.00	\$5.75	\$5.75
		Clipper	Adult	\$9.95	\$10.20	\$10.95	\$11.20
			Clipper START, Eligible Discount	\$4.60	\$4.70	\$5.45	\$5.45
	Day Pass	Ticket Machine, Mobile App	Adult	\$21.00	\$21.50	\$23.00	\$23.50
			Eligible Discount	\$9.50	\$10.00	\$11.50	\$11.50
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$238.80	\$244.80	\$262.80	\$268.80
			Eligible Discount, Youth	\$110.40	\$112.80	\$130.80	\$130.80
	5	One-way	Ticket Machine, Mobile App	Adult	\$12.75	\$13.00	\$14.00
Eligible Discount				\$5.75	\$6.00	\$7.00	\$7.00
Clipper			Adult	\$12.20	\$12.45	\$13.45	\$13.70
			Clipper START, Eligible Discount	\$5.60	\$5.70	\$6.70	\$6.70
Day Pass		Ticket Machine, Mobile App	Adult	\$25.50	\$26.00	\$28.00	\$28.50
			Eligible Discount	\$11.50	\$12.00	\$14.00	\$14.00
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
Monthly Pass		Clipper	Adult	\$292.80	\$298.80	\$322.80	\$328.80
			Eligible Discount	\$134.40	\$136.80	\$160.80	\$160.80
6		One-way	Ticket Machine, Mobile App	Adult	\$15.00	\$15.25	\$16.50
	Eligible Discount			\$6.75	\$7.00	\$8.25	\$8.25
	Clipper		Adult	\$14.45	\$14.70	\$15.95	\$16.20
			Clipper Start, Eligible Discount	\$6.60	\$6.70	\$7.95	\$7.95
	Day Pass	Ticket Machine, Mobile App	Adult	\$30.00	\$30.50	\$33.00	\$33.50
			Eligible Discount	\$13.50	\$14.00	\$16.50	\$16.50
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$346.80	\$352.80	\$382.80	\$388.80
			Eligible Discount, Youth	\$158.40	\$160.80	\$190.80	\$190.80

Zone Upgrade Table

Zone Upgrade			
Payment Option	Category	Current	Eff. 7/1/2026
Ticket Machine, Mobile App	Adult	\$2.25	\$2.50
	Eligible Discount/ Youth	\$1.00	\$1.25

GoPass Pricing

GoPass	
-	Eff. 1/1/2024
Minimum Cost	\$5,500.00
Per Eligible Rider*	\$275.00

Attachment B

Post-Clipper Next Generation Fare Structure

Adopted – May 6, 1992

Last Revised – ~~January 1, 2024~~ April 3, 2025

Effective – TBD by Metropolitan Transportation Commission, upon Clipper Next Generation Going Live

**PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

* * *

CALTRAIN FARE STRUCTURE

This document establishes the fare structure for use of Caltrain passenger rail service, which operates between San Francisco and Gilroy, California. For pricing, refer to Section V, Fare Chart.

I. FARE CATEGORIES

A. Full Fare

Full Fares apply to all customers except those who qualify for an Eligible Discount Fare, Youth Fare or Clipper START.

B. Eligible Discount Fare

Customers qualifying for the Eligible Discount Fare receive at least a 50% discount off of full fares. A customer qualifies for the Eligible Discount Fare by meeting or possessing any one or more of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

1. Aged 65 years or older.
2. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
3. Medicare Card.
4. Regional Transit Connection (RTC) Discount Card for persons with disabilities, including Clipper® cards that are designated as RTC Discount Cards. A personal care attendant travelling with an RTC Discount Card holder can pay the Eligible Discount Fare if the RTC Discount Card is marked with an attendant symbol.

5. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card.

C. Youth Fare

Youth Fares apply to those 18 years and younger

D. Clipper START Means-Based Fare Program

Caltrain's participation in the Regional Means based Clipper START program, administered by the Metropolitan Transportation Commission (MTC), provides discounted fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit www.clipperstartcard.com. Customers qualifying for a Clipper START Fare receive at least a 50% discount compared to Clipper full fares.

E. Clipper Bay Pass Pilot Program - Regional All Agency Pass

Available to passengers who are selected to participate in the Clipper Bay Pass Pilot Program, part of the Regional Fare Coordination and Integration Study administered by the Bay Area Integration Task Force. Clipper Bay Pass is managed by MTC and Bay Area Rapid Transit (BART) in close coordination with regional transit operators and Caltrain

F. Free or Reduced Cost Transfers-Regional Transit Pilot Program

The Free or Reduced Cost Transfers Regional Transit Pilot Program is part of the Regional Fare Coordination and Integration Study. It is managed by MTC and BART in close coordination with regional transit operators and Caltrain. The Pilot Program will provide a transfer discount up to the region's highest local transit fare to Clipper riders (excluding pass products) transferring to Caltrain within two hours of the first boarding.

G. Sworn Peace Officers

Uniformed and non-uniformed, sworn peace officers showing proper identification are allowed to ride Caltrain without paying a fare.

H. Children Four Years or Younger

One child aged four years or younger accompanied by a paying adult, including GoPass users, may ride Caltrain without paying a fare. Additional children traveling with the same adult are required to pay a fare.

I. Special Promotional Fares

From time to time, the Executive Director may authorize the establishment of special or promotional fares.

J. Group Travel Discount

A 10 percent discount on regular cash fares is provided to fare-paying groups of 15 or more passengers that pre-purchase through the Caltrain Group Travel program.

II. FARE TYPES

A. **One-Way Ticket**

Valid for use within four hours of the date and time sold. One-way Tickets are honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone(s) indicated on such tickets.

B. **Day Pass**

Valid for use on a single day, through the last train on the service day on which sold. Day passes are honored for unlimited travel within the zone(s) indicated on the ticket.

C. **Monthly Pass**

Valid for use for the calendar month for which issued. Monthly Passes are honored for unlimited weekday trips for the number of zones purchased. On Saturdays, Sundays and holidays, Monthly Passes are honored for unlimited trips between all zones.

D. **Zone Upgrade Ticket**

Valid for use within four hours of the date and time sold. Paper Zone Upgrade Tickets are valid only when accompanying a Monthly Pass or a valid paper One-way Ticket or Day Pass, and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits. The Zone Upgrade Ticket's validity period does not supersede the original ticket's validity period. Zone Upgrade tickets on Clipper will be available for use with a valid Clipper monthly pass and be automatically applied when month pass users travel exceed the number of purchased zones. Zone upgrade tickets do not apply to Youth.

~~E. **GoPass**~~

~~Valid for use within the calendar year for which issued. The GoPass is an annual transit pass sold to schools, employers, and residential, commercial, and mixed-use development complexes. GoPass participants are subject to the terms of agreements between the JPB and each GoPass participant.~~

~~The GoPass program may offer a discount of up to a maximum of 80 percent off of the regular GoPass price for a) students enrolled in the program through a school; and b) residents of affordable housing projects enrolled in the program. For schools, the GoPass may also be valid and issued for an academic year rather than a calendar year.~~

~~The GoPass is administered via a Clipper Card accompanied by a valid participant issued photo identification card or a sticker affixed to the above-mentioned identification cards. The GoPass is honored for unlimited trips between all zones. GoPass users are eligible to purchase a Monthly Parking Permit.~~

III. GoPass and Other Institutional Pass Programs

A. GoPass

The GoPass is an annual transit pass available to schools, employers, non-profit organizations, government agencies, and residential, commercial, and mixed-use development complexes. Each participating organization is subject to terms established in an agreement with the JPB.

The Executive Director, or designee, has the authority to set and adjust GoPass pricing and related terms and to execute agreements with participating organization based on their needs and overall program goals.

The GoPass is administered via a Clipper Card or a sticker affixed to valid participant-issued photo identification cards. The GoPass is honored for unlimited trips between all Caltrain zones, and GoPass users are eligible to purchase a Monthly Parking Permit.

B. Other Institutional Pass Programs

Caltrain may offer institutional pass options designed to meet the needs of a diverse range of organizations. Each institutional pass agreement is customized based on the unique requirements of the organization and the terms outlined in their agreement with the JPB.

The Executive Director, or designee, has the authority to set, modify, and adjust pricing and terms for these programs.

Administration of these passes is based on the specific agreement and may utilize various fare administration methods beyond those specified in the fare structure as acceptable fare types.

IV. FARE PAYMENT

F.A. Ticket Vending Machines

Customers may purchase the following Caltrain fare products at Caltrain stations via the ticket vending machines: (i) One-way Ticket; (ii) Day Pass; (iii) Zone Upgrade; (iv) Select Clipper products; (v) Add value to Clipper cards and (vi) Purchase Adult Clipper Cards. Cash, credit and debit cards are accepted.

G.B. Mobile Ticketing Application Program*

Customers may purchase the following fare products via the Caltrain Mobile App: (i) One-way Ticket; (ii) Day Pass; and (iii) Zone Upgrade. Credit and debit cards, PayPal, Google Pay and Apple Pay are accepted.

H.C. Clipper

Customers may purchase the following fare products via the Clipper regional transit fare payment system: (i) One-way Ticket; (ii) Monthly Pass (iii) Zone Upgrade. Customers paying with Clipper for a One-way ride receive a 55-cent discount on Full Fares compared to paper and mobile tickets. Customers qualifying for an Eligible Discount Fare receive at least a 50% discount compared to Clipper full fares.

The Clipper card, which is issued and administered by MTC, is valid for use on public transit services throughout the San Francisco Bay Area. MTC may establish fees and a cash minimum associated with the use of a Clipper card.

I.D. Open Payments

Customer may purchase a Caltrain One-Way ticket at all Clipper Stand Alone Validators at Caltrain stations. Customers paying using open payment will be charged the Clipper Full fare

J.E. JPB staff is empowered to distribute fare media through other means (e.g. a website) without amendment of this document.

*Mobile App will be discontinued within 6 months of Clipper Next Generation execution

III.V. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

<u>Zone 1</u> San Francisco 22 nd Street Bayshore South San Francisco San Bruno	<u>Zone 2</u> Millbrae Broadway* Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	<u>Zone 3</u> Menlo Park Palo Alto Stanford Stadium^ California Avenue San Antonio Mountain View Sunnyvale
<u>Zone 4</u> Lawrence Santa Clara College Park# San Jose Diridon	<u>Zone 5</u> Capitol# Blossom Hill#	<u>Zone 6</u> Morgan Hill# San Martin# Gilroy#

* Weekend service only

^ Football/Other Select Levi's Stadium events only

Weekday service only

IV-VI. GENERAL CONDITIONS

A. Conditions of Use

Tickets and passes are non-transferable. Tickets mutilated, altered or changed in any way, or used in any manner other than in accordance with the provision of this Fare Structure shall be forfeited.

B. Enforcement

Passengers must have a valid ticket before boarding to ride Caltrain. Fares will be enforced by a Proof-of-Payment system as adopted and amended from time to time by the JPB. Proof of fare payment must be carried at all times while on Caltrain and must be presented for inspection upon request. Passengers without valid fare are subject to written warnings and citations with monetary penalties as authorized by California law.

C. Stopovers/Transfers

Stopovers and transfers are permitted within zones indicated on tickets provided travel is completed within the ticket's validity period. For One-way Tickets, travel can only continue and be completed in the original direction of travel. One-way Tickets cannot be used to reverse direction.

D. Delays

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public

enemy so that the validity period of a passenger's ticket has expired, such ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

E. Refunds

1. One-way, Day Pass, and Zone Upgrade Tickets
One-Way, Day Pass and Zone Upgrade Tickets are not subject to refund.
2. GoPasses
Fees paid for GoPasses are subject to refund only in case of termination of a contract between the JPB and the GoPass participant. The JPB will refund the pro-rated portion of the GoPass fee paid by the participating entity (equivalent to the number of unused months), less an administration fee, within 30 days of the contract termination date, provided that within 10 working days of the effective termination date, all undistributed GoPasses issued to the participating entity are returned to the JPB and the participating entity verifies in writing that it has made every good faith effort to collect or destroy all GoPasses that it distributed.
3. Monthly Passes
Unused Monthly Passes may be returned for a full refund prior to the date the passes first become valid.

Monthly Passes returned for a refund during the validity period will be refunded for the difference between the fare paid and the value of the transportation furnished. The value of transportation furnished will be considered to be the value of two one-way fares per weekday up to the date the pass is returned.

V.VII. FARE PRICES

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
1	One-way	Ticket Machine, Mobile App	Adult	\$3.75	\$4.00	\$4.00	\$4.25
			Eligible Discount	\$1.75	\$2.00	\$2.00	\$2.00
		Clipper, Open Payment	Adult	\$3.20	\$3.45	\$3.45	\$3.70
		Clipper	Clipper Start/Eligible Discount	\$1.60	\$1.70	\$1.70	\$1.70
			Youth	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	\$7.50	\$8.00	\$8.00	\$8.50
			Eligible Discount	\$3.50	\$4.00	\$4.00	\$4.00
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$76.80	\$82.80	\$82.80	\$88.80
			Clipper Start / Eligible Discount	\$38.40	\$40.80	\$40.80	\$40.80
			Youth	\$38.40	\$24.00	\$24.00	\$24.00
	2	One-way	Ticket Machine, Mobile App	Adult	\$6.00	\$6.25	\$6.50
Eligible Discount				\$2.75	\$3.00	\$3.25	\$3.25
Clipper, Open Payment			Adult	\$5.45	\$5.70	\$5.95	\$6.20
Clipper			Clipper Start / Eligible Discount	\$2.60	\$2.70	\$2.95	\$2.95
			Youth	\$1.00	\$1.00	\$1.00	\$1.00
Day Pass		Ticket Machine, Mobile App	Adult	\$12.00	\$12.50	\$13.00	\$13.50
			Eligible Discount	\$5.50	\$6.00	\$6.50	\$6.50
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
Monthly Pass		Clipper	Adult	\$130.80	\$136.80	\$142.80	\$148.80
			Clipper Start / Eligible Discount	\$62.40	\$64.80	\$70.80	\$70.80
			Youth	\$62.40	\$24.00	\$24.00	\$24.00
3		One-way	Ticket Machine, Mobile App	Adult	\$8.25	\$8.50	\$9.00
	Eligible Discount			\$3.75	\$4.00	\$4.50	\$4.50
	Clipper, Open Payment		Adult	\$7.70	\$7.95	\$8.45	\$8.70
	Clipper		Clipper Start / Eligible Discount	\$3.60	\$3.70	\$4.20	\$4.20
			Youth	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	\$16.50	\$17.00	\$18.00	\$18.50
			Eligible Discount	\$7.50	\$8.00	\$9.00	\$9.00
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$184.80	\$190.80	\$202.80	\$208.80
			Clipper Start / Eligible Discount	\$86.40	\$88.80	\$100.80	\$100.80
			Youth	\$86.40	\$24.00	\$24.00	\$24.00

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
4	One-way	Ticket Machine, Mobile App	Adult	\$10.50	\$10.75	\$11.50	\$11.75
			Eligible Discount	\$4.75	\$5.00	\$5.75	\$5.75
		Clipper, Open Payment	Adult	\$9.95	\$10.20	\$10.95	\$11.20
		Clipper	Clipper Start / Eligible Discount	\$4.60	\$4.70	\$5.45	\$5.45
		Ticket Machine, Mobile App, Clipper	Youth	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	\$21.00	\$21.50	\$23.00	\$23.50
			Eligible Discount	\$9.50	\$10.00	\$11.50	\$11.50
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$238.80	\$244.80	\$262.80	\$268.80
			Clipper Start / Eligible Discount	\$110.40	\$112.80	\$130.80	\$130.80
			Youth	\$24.00	\$24.00	\$24.00	\$24.00
	5	One-way	Ticket Machine, Mobile App	Adult	\$12.75	\$13.00	\$14.00
Eligible Discount				\$5.75	\$6.00	\$7.00	\$7.00
Clipper, Open Payment			Adult	\$12.20	\$12.45	\$13.45	\$13.70
Clipper			Clipper Start / Eligible Discount	\$5.60	\$5.70	\$6.70	\$6.70
Ticket Machine, Mobile App, Clipper			Youth	\$1.00	\$1.00	\$1.00	\$1.00
Day Pass		Ticket Machine, Mobile App	Adult	\$25.50	\$26.00	\$28.00	\$28.50
			Eligible Discount	\$11.50	\$12.00	\$14.00	\$14.00
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
Monthly Pass		Clipper	Adult	\$292.80	\$298.80	\$322.80	\$328.80
			Clipper Start / Eligible Discount	\$134.40	\$136.80	\$160.80	\$160.80
			Youth	\$134.40	\$24.00	\$24.00	\$24.00
6		One-way	Ticket Machine, Mobile App	Adult	\$15.00	\$15.25	\$16.50
	Eligible Discount			\$6.75	\$7.00	\$8.25	\$8.25
	Clipper, Open Payment		Adult	\$14.45	\$14.70	\$15.95	\$16.20
	Clipper		Clipper Start / Eligible Discount	\$6.60	\$6.70	\$7.95	\$7.95
	Ticket Machine, Mobile App, Clipper		Youth	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	\$30.00	\$30.50	\$33.00	\$33.50
			Eligible Discount	\$13.50	\$14.00	\$16.50	\$16.50
			Youth	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$346.80	\$352.80	\$382.80	\$388.80
			Clipper Start / Eligible Discount	\$158.40	\$160.80	\$190.80	\$190.80
			Youth	\$158.40	\$24.00	\$24.00	\$24.00

Zone Upgrade Table

Zone Upgrade			
Payment Option	Category	Current	Eff. 7/1/2026
Ticket Machine, Mobile App, Clipper	Adult	\$2.25	\$2.50
	Eligible Discount	\$1.00	\$1.25

Go Pass Pricing

Go Pass	
-	Eff. 1/1/2024
Minimum Cost	\$5,500.00
Per Eligible Rider	\$275.00

Attachment C

Adopted – May 6, 1992

Revised – ~~January 7, 2021~~ April 3, 2025

Effective - ~~January 7, 2021~~ April 3, 2025

**PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

* * *

CALTRAIN CHARTER TRAIN, BIKE LOCKERS AND PARKING FEES

I. CHARTER TRAIN

A. Minimum Charge

Charter train sponsors are required to pay a minimum of \$5,600 per round-trip in one calendar day (4:00 a.m. to 3:59 a.m.), assuming the use of one crew for up to 12 hours to cover trip planning, staff time, legal agreements, and Base Train service costs.

B. Cost Basis

Charter train sponsors will pay by the train mile for all revenue miles on their trip. The rate in 2017 was about \$47.50 per train mile and is based on data contained in the Peninsula Corridor Joint Powers Board's (JPB) National Transit Database (NTD) submittal. The rate includes all operating cost items except depreciation and rent. JPB staff adjust the rates within +/-10 percent limit annually based on JPB's NTD submittal. The rate is sufficient to cover deadheading costs, if any.

C. Train Size Basis

The Base Train will be one locomotive and five cars (two cab cars). JPB will charge an additional flat fee of \$500 per trailer car, \$525 per cab car, \$810 per locomotive (use of second engine will be determined between JPB and the charter train sponsor depending on scheduling and cost issues). These fees will be subject to periodic administrative adjustment.

D. Unique Costs

Any extraordinary costs (such as decorations, security, and Union Pacific Trackage/Pilot fees) will be borne by the charter train sponsor.

E. Insurance

Charter train arrangements will conform to any changes in JPB's annual insurance program, and trips operated will not exceed JPB's annual program limits.

II. BICYCLE LOCKER FEES

Bicycle lockers are available at certain stations for a base rate of \$0.05 per hour.

The JPB may offer promotional discounts to encourage use.

Customers can pay for bike parking using a BikeLink account. To access lockers and use BikeLink accounts, customers may use:

- Prepaid BikeLink cards that can be purchased with cash, check or credit card
- Clipper® cards that are linked to an online BikeLink account
- A mobile BikeLink app.

At the beginning of their rentals, customers select the amount of time they anticipate using the lockers. Customers exceeding those time periods can be charged overtime fees of up to \$0.15 per hour for time beyond what was originally selected.

When customers end their rentals and retrieve their bikes, fees for unused time will be refunded to their BikeLink accounts.

Additional payment options may be made available through other means (e.g. purchased through a website) without amendment of this document.

III. **PARKING AT CALTRAIN STATIONS**

A. **Fees**

Parking fees for automobiles and motorcycles apply at the following stations:

- | | |
|------------------------|----------------------|
| a. Bayshore | k. Redwood City |
| b. South San Francisco | l. Menlo Park |
| c. San Bruno | m. Palo Alto |
| d. Millbrae | n. California Avenue |
| e. Burlingame | o. San Antonio |
| f. San Mateo | p. Mountain View |
| g. Hayward | q. Sunnyvale |
| Park | r. Lawrence |
| h. Hillsdale | s. Santa Clara |
| i. Belmont | t. San Jose Diridon |
| j. San Carlos | |

The base parking fee is \$5.50 for daily parking and \$82.50 for a Monthly Parking Permit. Monthly Parking Permits can be purchased only by customers with a Caltrain Monthly Pass, **Regional Bay Pass** or Go Pass.

Higher rates are charged at the San Jose Diridon Station during SAP Center events. The Caltrain Executive Director may authorize charging parking fees of up to \$25 a day at impacted stations for special events at the San Mateo Event Center and professional sports venues.

From time to time the Executive Director may reduce or increase parking fees at individual stations in response to system needs and patterns, customer demand, and market considerations, provided the fees do not exceed \$5.50 per day and \$82.50 per month.

Daily and Monthly Parking Permits are sold through the Ticket Vending Machines at Caltrain stations. Eligible customers also may purchase Monthly Parking Permits at Caltrain Administrative Office. Parking fees may be paid and permits made available through other means (e.g. purchased through a website) without amendment of this document.

Daily parking fees and Monthly Parking Permits are not subject to refund.

B. Waived Fees

Parking fees are waived for any person with a disability whose vehicle displays a permanent disabled California license plate or parking placard issued by the California State Department of Motor Vehicles (DMV).

C. Parking Regulations

The use of Caltrain parking facilities shall be in accordance with JPB rules and regulations. Caltrain parking rules are posted in each paid parking lot.

Monthly Parking Permits must be displayed on the dash board of the parked vehicle.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
For: April 2025 JPB Board of Directors Meeting
Subject: **Authorize the Application for and Receipt of Annual Low Carbon Transit Operations Program (LCTOP) Funds for Ridership Recovery Service Enhancement**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

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

1. Apply for and receive \$2,568,686 in Fiscal Year 2025 (FY25) California Low Carbon Transit Operations Program (LCTOP) funds from the California Department of Transportation (Caltrans), to help fund Ridership Recovery Service Enhancement; and
2. Take such actions as may be necessary to give effect to this resolution, including filing and executing required annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, related amendments, and any other documentation required for the JPB to apply for and receive LCTOP funds.

Discussion

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

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

Since Calendar Year (CY) 2021, Caltrain has used LCTOP funds to support the agency's Ridership Recovery Service Enhancement Project and procurement of additional Electric Multiple Unit (EMU) train cars to increase capacity of the electrified Caltrain system. Caltrain's Ridership Recovery Service Enhancement Project includes operation of the newly electrified service, which included more train service overall and more train service at equity priority stations. A project is eligible for LCTOP if there are operational expenditures that increase transit mode share. The JPB's Ridership Recovery Service Enhancement project meets those eligibility requirements, as FY25 LCTOP funding will help attract additional riders to the Caltrain system while supporting more equitable transportation options.

Budget Impact

Receipt of FY25 LCTOP funding of \$2,568,686 will be included in the FY26 Operating Budget.

Prepared By: Heather Salem

Manager, Grants and Fund
Programming

3/13/2025

Resolution No. 2025-

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

* * *

**Authorize the Application for and Receipt of Low Carbon Transit Operations Program Funds
for Ridership Recovery Service Enhancement**

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

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

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

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

Whereas, the JPB wishes to use Fiscal Year (FY) 2025 LCTOP funds allocated to the JPB for the Ridership Recovery Service Enhancement; and

Whereas, the Ridership Recovery Service Enhancement is to maintain the operation of the newly electrified service, which includes more train service overall and more train service at equity priority stations, providing improved service, attracting new riders, and supporting more equitable transportation options; and

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

1. Apply for and receive \$2,568,686 in FY 2025 LCTOP funds for operational assistance of the Ridership Recovery Service Enhancement; and
2. File and execute annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documents required for the JPB to apply for and receive LCTOP funding.

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

1. Authorizes the Executive Director, or designee, to apply for and receive from the California Department of Transportation \$2,568,686 in FY 2025 LCTOP funds for the Ridership Recovery Service Enhancement, which will help fund the operation of the newly electrified service, which includes more train service overall and more train service at equity priority stations, providing improved service, attracting new riders, and supporting more equitable transportation options; and
2. Authorizes the Executive Director, or designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documentation that may be required for the JPB to apply for and receive LCTOP funds; and

- 3. Agrees to comply with all conditions and requirements set forth in the annual Certifications and Assurances, authorized agent forms and any applicable statutes, regulations and guidelines for all Low Carbon Transit Operations Program-funded transit projects.

Regularly passed and adopted this 3rd day of April, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
For: April 2025 JPB Board of Directors Meeting
Subject: **Award a Contract to Myers & Sons Construction, LLC for Construction Manager General Contractor Pre-Construction Services for Middle Avenue Pedestrian and Bicycle Rail Undercrossing Project for \$594,415.98**

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

Purpose and Recommended Action

The Menlo Park Middle Avenue Pedestrian and Bicycle Rail Undercrossing Project (Project) was conceived to address safety and access issues at the Project site. The Project will provide pedestrians and bicyclists with safe access across the Caltrain tracks in an area where there are commercial, residential, and recreational activities on both sides of the tracks. The Project will eliminate the circuitous routes that are now required to cross the tracks, and will provide a safe, secure, and accessible underpass at the tracks. The nearest pedestrian and bike crossings are now approximately three tenths (0.3) of a mile north at Ravenswood Avenue and one-half (0.5) of a mile south at Palo Alto Avenue.

One hundred four (104) Caltrain commuter trains safely and efficiently pass through the Project site daily. When trains cross Ravenswood Avenue and Palo Alto Avenue, all other transportation modes must come to a halt, creating delays and potential safety risks for pedestrians and bicyclists. Constructing a dedicated pedestrian and bike underpass presents the best opportunity to enhance safety and improve travel time for all users. By providing a separated crossing under the railroad, pedestrians and bicyclists can move safely and continuously, eliminating the need to detour to Ravenswood Avenue or Palo Alto Avenue. In addition, separating pedestrian and bicycle traffic from the rail corridor enhances operational efficiency, reducing train delays by approximately 15 minutes during peak service and a total of 75 minutes per day.

Staff proposes the TOPS Committee recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Award a contract to Myers & Sons Construction, LLC of Sacramento, California (Myers) to serve as the Construction Manager General Contractor (CMGC) and provide pre-construction services for the Project for an amount of \$594,415.98.

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

Discussion

The CMGC will work closely with JPB staff and other consultants to perform pre-construction services to assist in the development of the Project's final design and prepare for the construction phase (Services). These efforts will include working with the final designer (Designer), reviewing the design and construction documents to promote constructability and efficiency, and participating in design decisions by providing expertise, estimates, plans and recommendations regarding construction materials, means and methods, systems, phasing, and costs within the budget and schedule for the Project.

More specifically, during the pre-construction services phase, the CMGC will work closely with the JPB, the City of Menlo Park (City), and the Designer to:

- Assist in decision-making;
- Conduct constructability reviews;
- Present and assess design and construction phasing and schedule recommendations and innovations to meet the Project schedule and budget requirements;
- Support and participate in formal value engineering (VE) workshops;
- Provide innovative Project delivery approaches;
- Analyze innovation or VE proposals, and provide potential design and construction-related modifications;
- Provide input on construction phasing and maintenance of traffic during construction; and
- Support scope, budget, and schedule control.

On November 2, 2023, pursuant to Resolution 2023-71, the JPB Board adopted CMGC findings and authorized use of the CMGC method for Project delivery pursuant to Public Utilities Code Section 103395.

On September 19, 2024, the JPB issued Request for Proposals (RFP) No. 24-J-C-107 for the Services, which was advertised in a newspaper of general circulation and on the JPB's e-procurement website. Staff held a pre-proposal video conference on September 25, 2024, and eight potential proposers attended.

By the December 5, 2024 due date, the JPB received five proposals as follows:

1. Atkinson/Clark, A Joint-Venture, San Francisco, CA
2. Granite Construction Company, Santa Clara, CA
3. Halmar International, LLC, Rancho Santa Fe, CA
4. Myers & Sons Construction, LLC, Sacramento, CA
5. Stacy and Witbeck, Inc., Alameda, CA

A Selection Committee (Committee), composed of qualified staff from the JPB’s Capital Program Delivery and Engineering Departments, and from the City of Menlo Park, reviewed and scored the proposals in accordance with the following weighted criteria:

Item #	Evaluation Criteria	Max Points
B	SBE Preference	5
C-1	Team Organization and Management	5
C-2	Company Qualifications, Experience	25
C-3	Qualifications and Experience of Key Personnel	25
C-4	Understanding the Required Scope of Services	35
C-5	Construction Scheduling Utilizing P6 to Complete the Construction Phase within Eighteen (18) Months	15
C-6	Plans	10
D	Cost Proposal	30
Total Possible Points		150

After the initial scoring of the proposals, the Committee determined Myers to be the highest-ranked firm to provide the Services for the Project. Myers possesses the requisite experience and qualifications as defined in the RFP. Myers and its key subcontractors have experience with the CMGC delivery process and have worked on similar projects, including:

- Caltrans District 8, I-215/Barton Road Interchange Reconstruction CM/GC in California;
- Caltrans District 10, SR 140 Ferguson Rockslide Restoration CM/GC in California;
- Contra Costa Transportation Authority, Bollinger Canyon Road – Iron Horse Trail Pedestrian Overcrossing CM/GC in California;
- Caltrans District 10, SR 99/SR 4 South Stockton Widening in California; and
- Roaring Fork Transportation Authority (RFTA), 27th Street and Highway 82 Pedestrian Underpasses in Colorado.

Staff successfully negotiated prices for the pre-construction services phase with Myers, conducted a price analysis for the base contract and optional services, and determined the prices to be fair, reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services. Staff will provide Project updates to the Board at future meetings and will seek Board approval for the award of the construction phase.

Budget Impact

The Project was approved by the Board in Fiscal Year (FY) 2023 for an initial budget of \$571,941. An additional \$2 million was budgeted for the Project in FY2025. The total Project budget for design and pre-construction services is approximately \$2.6 million, which is funded by the City of Menlo Park. The budget has approximately \$1.48 million remaining and as such has sufficient capacity to support the \$594,416 cost of this subject contract.

Prepared By:	Ehab Azab	Procurement Administrator III	2/25/2025
	Michael Albanese	Project Manager	2/25/2025

Resolution No. 2025-

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

* * *

Award a Contract to Myers & Sons Construction, LLC for Construction Manager General Contractor Pre-Construction Services for the Middle Avenue Pedestrian and Bicycle Rail Undercrossing Project for \$594,415.98

Whereas, on November 2, 2023, pursuant to Resolution No. 2023-71, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) authorized the use of the Construction Manager General Contractor (CMGC) project delivery method for the Middle Avenue Pedestrian and Bicycle Rail Undercrossing Project (Project); and

Whereas, on September 19, 2024, the JPB issued Request for Proposals (RFP) No. 24-J-C-107 for CMGC Pre-Construction Services for the Project; and

Whereas, on September 25, 2024, the JPB held a pre-proposal conference, and eight potential proposers attended; and

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

Whereas, a Selection Committee (Committee), composed of qualified staff from the JPB’s Capital Program Delivery and Engineering Departments, and from the City of Menlo Park, scored and ranked the proposals in accordance with the weighted evaluation criteria set forth in the RFP; and

Whereas, the Committee completed its evaluation process and determined Myers & Sons Construction, LLC of Sacramento, California (Myers) to be the highest-ranked proposer, and that Myers possesses the necessary qualifications and requisite experience to successfully perform the scope of services defined in the RFP; and

Whereas, staff completed negotiations with Myers, conducted a price analysis for the base contract and optional services, and determined that Myers' prices are fair, reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services; and

Whereas, staff and legal counsel reviewed Myers' proposal and determined that it complies with the requirements of the RFP; and

Whereas, staff recommends that the Board award a contract to Myers for CMGC pre-construction services for the Project for an amount of \$594,415.98.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Myers & Sons Construction, LLC of Sacramento, California for Construction Manager General Contractor Pre-Construction Services for the Middle Avenue Pedestrian and Bicycle Rail Undercrossing Project for an amount of \$594,415.98; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract with Myers in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to file any other required documentation and to take any other actions necessary to give effect to this Resolution.

Regularly passed and adopted this 3rd day of April, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Michael Meader, Chief Safety Officer
For: April 2025 JPB Board of Directors Meeting
Subject: **Receive Update on the Trespasser Prevention Safety Plan**

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

Purpose and Recommended Action

The purpose of this informational report and accompanying presentations is to share progress on Caltrain’s Trespasser Prevention Safety Plan. This presentation will begin a series of regular updates to the JPB focused on the railroad’s data-driven approach to reducing trespasser deaths, including suicides, and vehicle incursions. Caltrain Safety staff will also provide regular updates on longer-term safety plans, including necessary resources for implementation. A final JPB update on the overall plan is anticipated in November. No action is requested this month.

Discussion

Caltrain is a regional railroad operating in a dense, urban environment with 31 stations and 71 at-grade crossings on an unsealed corridor. Trespasser and vehicle strikes, including suicides, are a serious issue for Caltrain operations and corridor communities. These incidents have tremendous negative impacts on family members and friends, passengers, witnesses, emergency responders, and Caltrain’s train crews.

The Trespasser Prevention Safety Plan is part of a larger, in development, Caltrain Strategic Safety Plan. The railroad takes a data-driven approach to solving these issues. Under the direction of the Chief Safety Officer, a multidisciplinary team is identifying the problems, analyzing risks, identifying existing resources, developing mitigation strategies, and establishing Key Performance Indicators (KPIs) to monitor plan effectiveness. As Caltrain works to address near-term operating deficits and advance the recently approved Capital Improvement Plan (CIP), a creative approach to funding trespasser prevention strategies is key. This includes development of near-term and long-term solutions and ranking them based on a cost-benefit analysis.

Based on industry best practice, Caltrain has long followed the “Three E’s” of rail safety: Education, Engineering, and Enforcement when it comes to developing solutions.

- Education: focused on industry and community collaboration, upstream mental health and safety information, and crisis intervention. In the Caltrain context, this includes working closely with San Francisco, San Mateo, and Santa Clara counties’ behavioral health departments, Stanford University and Project Safety Net, Operation Lifesaver Initiative (OLI), homeless advocacy organizations, and peer

transit agencies and industry committees, including Bay Area partners such as Bay Area Rapid Transit (BART), San Francisco Municipal Transportation Agency (SFMTA), Santa Clara Valley Transportation Authority (VTA), and Altamont Corridor Express (ACE).

- Engineering: focused on means restriction, detection and alert technologies, and environmental deterrents. For Caltrain, this means continuing fencing state of good repair and new installation work, channelization and barriers, advancing grade separation projects, and exploring trespasser panels and other access barrier technologies for platforms and grade crossings.
- Enforcement: focused on site-specific enforcement (“hot spots”), front line and partner staff training, and outreach. Enforcement requires the commitment of Caltrain and SamTrans’ safety and security personnel, as well as county and city-level law enforcement. Caltrain has had success with grade crossing “enforcement blitzes”, crisis intervention training for law enforcement, and exploring increases in Transit Police personnel and partnerships with local law enforcement to expand coverage on the corridor.

In discussions with multiple regional rail operators around the country, it is clear that the issue of trespasser and vehicle strikes, including suicides, is universal. Approaches generally follow the Three E’s but tactics and availability of KPIs can depend on resources. Caltrain’s initial KPIs include trespasser strike and vehicle incursion data, crew reporting, contacts and enforcement made by Transit Police and local law enforcement, outreach activities including OLI presentations, and progress on fencing and grade crossing enhancements, including AI-based technologies like RailSentry. Caltrain is working with the three Transportation Authorities (TAs) on our corridor to identify potential funding for near-term and long-term prevention strategies.

Budget Impact

There is no impact on budget.

Prepared By:	Michael Meader	Chief Safety Officer	3/20/2025
	Sam Sargent	Director, Strategy and Policy	3/20/2025

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: April 2025 JPB Board of Directors Meeting
Subject: **Receive State and Federal Legislative Update and Consider Position on State Budget Request for Public Transit**

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

Purpose and Recommended Action

The 2025 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 attached reports highlight the recent issues and actions that are relevant to the Board.

Staff proposes the Committee recommend the Board receive the attached State and Federal Legislative Update.

Discussion

The update will discuss changes at the federal level, including the federal budget, relevant state legislation, and an update on the regional transit revenue measure.

Budget Impact

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	3/17/2025
	Isabella Conferti	Government and Community Affairs Specialist	3/17/2025



March 14, 2025

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 – April 2025**

General Update

Approximately 2,350 bills have been introduced across the two houses of the State Legislature in this first year of the 2025-2026 Legislative Session. Many of these bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 17 and the Senate by March 26. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 (May 9 for non-fiscal) for bills in the first house. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

Caltrain-Sponsored Legislation – AB 1372 (Papan)

Caltrain and its state advocates continue to work with Assemblymember Diane Papan on AB 1372 to allow Caltrain to be credited for the electricity it exports to the grid based on its value, determined by the avoided cost to the suppliers and distributor of buying clean energy elsewhere. Caltrain staff continues to work with its energy partners on this bill.

Continued Engagement – SB 30 (Cortese)

Caltrain and its state advocates are working with other rail agencies to engage with Senator Cortese and secure changes to SB 30, a bill introduced in response to Caltrain’s recent transfer of trainsets to Peru. The bill as currently written would prohibit a public entity that owns diesel-powered on-track equipment – defined to mean any locomotive or any other car, rolling stock, equipment, or other device that, alone or coupled to others, is operated on stationary rails and has a diesel engine – from selling, donating, or otherwise transferring that equipment for continued use after the public entity ceases the service of on-track equipment by replacing it with lower emission on-track equipment.

Senator Arreguin and Assemblymember Mark Gonzalez Lead Effort to Secure Additional Funding for Transit

Senator Jesse Arreguin (D-Berkeley) and Assemblymember Mark Gonzalez (D-Los Angeles) are leading efforts in the Legislature to secure an additional \$2 billion for local transit agencies as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders in the Bay Area and statewide. If successful, this effort would result in additional funding for all regions of the state and help address near-term funding shortfalls as regions prepare to advance self-help measures or find other solutions.

CalSTA Holds Ninth Transit Transformation Task Force Meeting

The California State Transportation Agency's Transit Transformation Task Force met for its ninth time in Sacramento on March 11. The meeting included discussion on the process and timeline for completing the Task Force's report of recommendations to the Legislature, required to be submitted by October 30, 2025, and provided Task Force members with the opportunity to review and discuss the proposed structure of the report. More significantly, the meeting included discussion on the draft staff report of recommendations for strategies to provide first-and-last mile access to transit and accessible transportation options for seniors and people with disabilities as well as a series of continuing or new topics, including Transportation Development Act reform and project delivery.

As we have highlighted for you in our last report, the California Transit Association (the trade organization to which Caltrain belongs) continues to lead engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association continues to engage its membership on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force. The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials are available on [CalSTA's website](#). The next Task Force meeting will take place on April 25th in San Francisco.

Bills of Interest

SB 63 (Wiener) Regional Measure Spot Bill

This bill states that it is the "intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024."

SB 79 (Wiener) Transit Oriented Development

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development, and further requires that the development be eligible for streamlined, ministerial approval. SB 79 also exempts from CEQA residential, commercial, and mixed-use projects on land owned by a public transit agency. The bill further exempts from CEQA projects for rail facilities, including the "construction, reconfiguration, or rehabilitation of stations, terminals, rails, platforms, or existing operations facilities, which will be exclusively used by zero-emission or electric trains." If a project done pursuant to this exemption requires the construction of off-site storage and maintenance facilities distinct from the principal project site, the project would be separate and not exempt.

SB 445 (Wiener) Sustainable Transportation Permit Streamlining

This bill would require a lead agency of a CEQA-exempted 'sustainable transportation project' or 'large sustainable transportation project' to provide notice to third-party entities – defined as a local agency, electrical corporation, or private telecommunications provider – regarding the lead agency's need to use or change facilities or rights-of-way under the third-party entity's jurisdiction or ownership.

Within 30 calendar days of receiving notice, the bill mandates the third-party entity to acknowledge receipt and completeness of the notice, and within 30 calendar days of that, would require the third-party entity to have issued any relevant permits and approvals needed.

For projects greater than \$25 million (“large sustainable transportation project”), the bill requires that a lead agency enter into a cooperative agreement with each relevant third-party entity. The bill gives the third-party entity 30 days to acknowledge receipt of the notice. They then have 60 days to enter into a cooperative agreement with the lead agency establishing the scope of permits and approvals needed, among other considerations.

In the event that the timelines dictated in the bill are not met, or if a third-party entity fails to adhere to the terms of a cooperative agreement it is signatory to, SB 445 authorizes lead agencies with design manuals and standards approved by CalSTA to occupy the right-of-way and conduct the necessary scope of work dictated in the notice provided by the lead agency.

AB 1070 (Ward) Transit District Governing Boards

This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips per month. The bill would also require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members. These members would be required to include users of the service, and representatives of the labor organization representing transit employees.

Bills with Action Taken

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

Co-Sponsored by the California Transit Association, this bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project’s cost estimate). Caltrain previously supported SB 922, as well as AB 2503 (Lee, 2024), which added to the list of statutory exemptions an exemption for zero-emission rail.

AB 394 (Wilson) Transit Safety – SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California’s public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by applying enhanced penalties for assaults to all transit employees, as well as updated provisions for trespass violations on transit systems. Further, AB 394 would empower agencies to seek court-issued prohibition orders against those convicted of assault or trespass. AB 394 promote safer transit environments for transit riders and employees alike. SMART, the union representing Caltrain operators, is a co-sponsor of this bill.

Caltrain Bill Matrix as of 3/14/2025

Bill ID/Topic	Location	Summary	Position
AB 12 Wallis R Low-carbon fuel standard: regulations.	This bill is in the Assembly Natural Resources Committee.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.	Watch
AB 21 DeMaio R Taxpayer Protection Act of 2025.	Pending referral to policy committee.	The California Constitution requires a state statute that would result in any taxpayer paying a higher tax to be imposed by an act passed by 2/3 vote of the each house of the Legislature. The California Constitution also provides that all taxes imposed by a local government are either general taxes or special taxes, as defined, and requires that taxes imposed, extended, or increased by a local government be submitted to the electorate and approved by a majority vote, in the case of general taxes, or a 2/3 vote, in the case of special taxes. Existing law imposes specified requirements on state and local ballots, including, among other things, on the contents of the ballot label, ballot title, and summary. This bill would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases.	Watch
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	Pending referral to policy committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations, and requires the PUC to develop a definition of energy affordability. Existing law also establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 61 Pacheco D</p> <p>Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate’s Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would establish the Energy Programs Benefit Fund in the State Treasury and continuously appropriate the moneys in the fund to the office to support the work of the office in providing that analyses. The bill would repeal these provisions on January 1, 2032.</p>	<p>Watch</p>
<p>AB 99 Ta R</p> <p>Electrical corporations: rates.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing, and the commission from approving, a rate increase above the rate of inflation, unless the rate increase is approved by a majority of the electrical corporation’s customers voting in an election conducted according to specified requirements, and except when the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 267 Macedo R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 273 Sanchez R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.</p>	<p>Watch</p>
<p>AB 339 Ortega D</p> <p>Local public employee organizations: notice requirements.</p>	<p>This bill is in the Assembly Public Employment & Retirement Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days’ written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. If the recognized employee organization demands to meet and confer within 30 days of receiving the written notice, the bill would require the public agency and recognized employee organization to promptly meet and confer in good faith, as specified. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 340 Ahrens D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Assembly Public Employment & Retirement Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	<p>Watch</p>
<p>AB 370 Carrillo D</p> <p>California Public Records Act: cyberattacks.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 377 Tangipa R</p> <p>High-Speed Rail Authority: business plan: Merced to Bakersfield segment.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. The act requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.</p>	<p>Watch</p>
<p>AB 394 Wilson D</p> <p>Crimes: public transportation providers.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. The bill would make a violation of a prohibition order a misdemeanor, as specified. By expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 421 Solache D</p> <p>Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, or in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 555 Jackson D</p> <p>Air resources: regulatory impacts: transportation fuel costs.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law vests the State Air Resources Board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards. This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.</p>	<p>Watch</p>
<p>AB 939 Schultz D</p> <p>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 941 Zbur D</p> <p>California Environmental Quality Act: electrical infrastructure projects.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1058 Gonzalez, Jeff R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1067 Quirk-Silva D</p> <p>Public employees' retirement: felony convictions.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. This bill would require a public employer that is investigating a public employee for misconduct arising out of the actions described above, to continue the investigation even if the public employee retires while under investigation. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions described above. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1070 Ward D</p> <p>Transit districts: governing boards: compensation: nonvoting members.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1132 Schiavo D</p> <p>Department of Transportation: climate change vulnerability assessment: community resilience assessment.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2027, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would also require the department, on or before January 1, 2028, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.</p>	<p>Watch</p>
<p>AB 1167 Berman D</p> <p>Public utilities: rates.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law authorizes the Public Utilities Commission to fix the rates and charges for every public utility, and requires that those rates and charges be just and reasonable. Existing law requires a public utility to furnish and maintain adequate, efficient, just, and reasonable service, instrumentalities, equipment, and facilities as are necessary to promote the safety, health, comfort, and convenience of its patrons, its employees, and the public. This bill would make nonsubstantive changes to those requirements.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1198 Haney D</p> <p>Public works: prevailing wages.</p>	<p>This bill is in the Assembly Labor & Employment Committee.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.</p>	<p>Watch</p>
<p>AB 1207 Irwin D</p> <p>Climate change: market-based compliance mechanism.</p>	<p>Pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Pursuant to this authority, the state board adopted the California Greenhouse Gas Cap-and-Trade Program. This bill would state the intent of the Legislature to enact subsequent legislation to reauthorize the California Greenhouse Gas Cap-and-Trade Program.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1222 Bauer-Kahan D</p> <p>Public utilities: judicial review.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued. This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission in which the final decision significantly modifies the proposed decision issued in the proceeding, the bill would require the court to presume the proposed decision to be valid and lawful and to issue the writ unless the commission rebuts the presumption to the satisfaction of the court in justifying the final decision. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1268 Macedo R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1290 Wilson D</p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1331 Elhawary D</p> <p>Workplace surveillance.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in private, off-duty areas, as specified, and requiring workplace surveillance tools to be disabled during off-duty hours, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1340 Wicks D</p> <p>Metropolitan Transportation Commission: duties.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity. This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1372 Papan D</p> <p>Electricity: electrified commuter railroads: regenerative braking: net energy.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes a community choice aggregator to aggregate the electrical load of interested electricity consumers within its boundaries and requires the community choice aggregator to, among other things, enter into an operating service agreement with an electrical corporation. This bill would state the intent of the Legislature to enact subsequent legislation that would require an electrical corporation, electric service provider, or community choice aggregator and an operator of an electrified commuter railroad that produces electricity through the regenerative braking of electric trains, including the Peninsula Corridor Joint Powers Board, to, upon completing certain technical studies, adopt or modify a tariff or contract that requires the electrical corporation, electric service provider, or community choice aggregator to bill the operator only for its net energy.</p>	<p>Sponsor</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1410 Garcia D</p> <p>Public utilities: service outages and updates: alerts.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require each public utility to automatically enroll customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts the customer does not wish to receive, except as provided. The bill would require each public utility to annually verify a customer’s preferred contact method. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1421 Wilson D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.</p>	<p>Watch</p>
<p>AB 1472 Hart D</p> <p>California Sea Level Rise State and Regional Support Collaborative.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.</p>	<p>Watch</p>
<p>SB 30 Cortese D</p> <p>Diesel-powered on- track equipment: decommissioning: resale and transfer restrictions.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 63 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.</p>	<p>Watch</p>
<p>SB 71 Wiener D</p> <p>California Environmental Quality Act: exemptions: transit projects.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SB 79 Wiener D</p> <p>Planning and zoning: housing development: transit-oriented development.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “surplus land” for these purposes to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “agency’s use” for these purposes to include land that is being used for agency work or operations, as provided. Existing law exempts from this definition of “agency’s use” certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, “agency’s use” may include commercial or industrial uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of “agency’s use,” as described above. The bill would also revise the definition of “agency’s use” with respect to commercial or industrial uses to instead provide that a district or a public transit operator may use land for commercial or industrial uses or activities, as described above. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 272 Becker D</p> <p>San Mateo County Transit District: job order contracting: pilot program.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.</p>	<p>Watch</p>
<p>SB 348 Hurtado D</p> <p>State Air Resources Board: Low-Carbon Fuel Standard.</p>	<p>Pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations, as provided, to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard, or regulations. This bill would state the intent of the Legislature to enact future legislation that would, among other things, require the board to revise the Low-Carbon Fuel Standard program, as provided. The bill would make related findings and declarations.</p>	<p>Watch</p>
<p>SB 400 Cortese D</p> <p>High-Speed Rail Authority.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 445 Wiener D</p> <p>Sustainable Transportation Project Permits and Cooperative Agreements.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law, the Planning and Zoning Law, sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity’s jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define “sustainable transportation project” to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions. The bill would define “large sustainable transportation project” to mean a sustainable transportation project that, based on the project engineer’s cost estimate at the time the lead agency completes environmental review, costs more than \$25,000,000, and meets other specified criteria.. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 496 Hurtado D</p> <p>Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board’s internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee’s consideration of an appeal to be made publicly available on the state board’s internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.</p>	<p>Watch</p>
<p>SB 506 Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, schoolbuses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>
<p>SB 544 Laird D</p> <p>Railroad crossings: permit applications: review.</p>	<p>This bill is in the Senate Energy, Utilities, and Communications Committee.</p>	<p>Under current law, the Public Utilities Commission has the exclusive power to, among other things, determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Existing law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 545 Cortese D</p> <p>High-speed rail: economic opportunities.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law establishes the Office of Land Use and Climate Innovation with specified powers and duties related to long-range planning and research. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.</p>	<p>Watch</p>
<p>SB 559 Stern D</p> <p>Electricity: deenergization events: communications.</p>	<p>This bill is in the Senate Utilities, Energy, and Communications Committee.</p>	<p>Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, at the start of a deenergization event, an electrical corporation to immediately notify local emergency management organizations and local utility districts about the impacts of the deenergization, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public in real-time, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, at the start of a deenergization event, an electrical corporation to publish and make available real-time weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous weather conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill is in the Senate Labor, Public Employment, & Retirement Committee.	Current law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights.	Watch
SB 642 Limón D Employment: payment of wages.	This bill is in the Senate Labor, Public Employment, & Retirement Committee.	Existing law requires an employer, upon reasonable request, to provide the pay scale for a position to an applicant applying for the position. Existing law requires an employer with 15 or more employees to include the pay scale for a position in any job posting. Existing law also requires an employer with 15 or more employees that engages a third party to announce, post, publish, or otherwise make known a job posting to provide the pay scale to the third party and requires the third party to include the pay scale in the job posting. Existing law establishes certain civil penalties for a violation of those provisions, provides for enforcement by the Labor Commissioner of the Division of Labor Standards Enforcement, and makes violation of certain provisions a crime. This bill would require the pay scale provided for purposes of those provisions to be no more than 10% above or below the mean pay rate within the salary or hourly wage range. By expanding the scope of an existing crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill is in the Senate Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a two-way telephonic option or a two-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that good faith efforts are made to encourage residents to participate in public meetings, as specified. By imposing additional meeting requirements on city councils and county boards of supervisors, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 714 Archuleta D</p> <p>Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California’s workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.</p>	<p>Watch</p>
<p>SB 735 Committee on Local Government</p> <p>Validations.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 741 Blakespear D</p> <p>Coastal resources: coastal development permit: local emergency declaration.</p>	<p>This bill is in the Senate Natural Resources & Water Committee.</p>	<p>Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission to provide, by regulation, for the issuance of coastal development permits by the executive director of the commission or, where the development permit authority has been delegated to a local government, by an appropriate local official designated by resolution of the local government without compliance with the procedures prescribed in the act in cases of emergency, except as provided, and for certain nonemergency developments, as described. This bill would include as an emergency, for purposes of the latter provision, a local emergency declaration by a municipality, county, or special district.</p>	<p>Watch</p>
<p>SB 752 Richardson D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>This bill is in the Senate Revenue & Taxation Committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.</p>	<p>Watch</p>

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Administration Update

DOT Rescinds Headquarters Review of STIPs Following Pressure from MPOs State Transportation Improvement Program Plans (STIPs)

- On February 28, the Department of Transportation (DOT) quickly rescinded a decision to make State Transportation Improvement Plans (STIPs) subject to Headquarters' review before being approved. This rescission returns the responsibility of STIP approval back to back to Federal Highway Administration (FHWA) district offices.
- Each state is required under federal law to develop a STIP covering a period of at least four years and must be developed in coordination with Metropolitan Planning Organizations (MPOs), public transit providers, and any Regional Transportation Planning Organizations (RTPOs) in the state.
- The HQ review requirement set by the Trump Administration caused criticism and confusion from state and local officials who believed the approval centralization could cause infrastructure project delays. Groups such as the Association of Metropolitan Planning Organizations (AMPO) and AASHTO advocated heavily against the new HQ approval requirement.

DOT Issues New Discretionary Grants Guidance

- DOT Secretary Sean Duffy released new internal guidance his Department would implement while overseeing the pending funding awarded from FY 2022 through FY 2025 through the Infrastructure Investment and Jobs Act (IIJA). The Department notes that projects with executed grant and cooperative agreements in place that are fully obligated are not subject to the guidance.
- For prior awards without fully obligated grant agreements, the Department will conduct additional reviews of projects before it authorizes additional funding for the project. The guidance asserts that "the focus of this review is to identify project scope and activities that are allocating funding to advance climate, equity, and other priorities counter to the Administration's Executive Orders."
- Below are the executive orders the Department requires all grant agreements to be in compliance with:
 - [Executive Order 14148](#), Initial Rescissions of Harmful Executive Orders and Actions;
 - [Executive Order 14154](#), Unleashing American Energy

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- [Executive Order 14151](#), Ending Radical and Wasteful Government DEI Programs and Preferencing
 - [Executive Order 14168](#), Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government
 - [Secretarial Order 2100.7](#), Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities Secretarial Memorandum on Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender
- The Department noted the following project elements that would trigger a review of a project: “equity activities, Diversity, Equity, and Inclusion (DEI) activities, climate change activities, environmental justice (J activities, gender-specific activities, when the primary purpose is bicycle infrastructure (i.e., recreational trails and shared-use paths, etc.), electric vehicles (EV), and EV charging infrastructure.”
 - Once a review has been completed, the Department will determine whether a project should continue in its current form with no change, be revised with a reduced or modified scope, or be canceled entirely. Projects that are recommended to adjust their scope, are to eliminate and, where possible, replace aspects of the project that run counter to the administration’s priorities.

DOT Closes Office of Climate Change and Environment

- On February 28, DOT closed the Office of Climate Change and Environment after more than a decade in operation. The Office of Climate Change and Environment provided technical assistance to state and local governments on how to spend federal funds on projects related to global warming, including the \$13 billion the IJA administered for climate programs.
- There is significant concern that the termination of the Office of Climate Change and Environment could make it more difficult for state and local governments to get their climate spending approved, ultimately leading to them pursuing projects not related to the environment.

President Trump Announces Former Rep. Molinaro as FTA Administrator Nominee

- On February 4, President Trump announced former Congressman Marc Molinaro (R-NY) as the nominee to lead the FTA. Molinaro represented the 19th district of New York during the 118th Congress but lost his reelection bid to Democrat Josh Riley.
- While in Congress, Molinaro served on the House Transportation & Infrastructure, Agriculture, and Small Business Committees. Molinaro co-led the [Transit Emergency Relief Act](#), legislation to improve the FTA’s Emergency Response (ER) Program. The legislation would also create a consistent funding source for FTA emergency response

and grant flexibility to FTA in how funds are allocated so that transit emergencies can receive appropriate funding.

- In response to Molinaro’s nomination, the Transport Workers Union of America released a [statement of support](#). The union cited Molinaro’s defense of transit worker protections while in Congress.

President Trump Signs Executive Order Furthering DOGE’s Mission

- On February 26, President Trump signed an executive order entitled, “[Implementing the President’s “Department of Government Efficiency” Cost Efficiency Initiative.](#)” The executive order seeks to reign in federal spending and activities the President considers to be part of the “deep state.”
- Under the executive order, agency heads, with the corresponding DOGE team, are to create a centralized technological system to record every payment issued by the agency pursuant to each of the agency’s covered contracts and grants, along with a brief, written justification for each payment submitted by the agency. These systems are to allow each agency head to pause and review a payment for which a justification has not been submitted. This executive order further cements the power and authority DOGE, and its de-facto lead, Elon Musk, has over the federal government.
- The executive order also directs agency heads to conduct a comprehensive review of each agency’s contracting policies, procedures, and personnel. Following the review, agency heads are to publish guidance on signing new contracts or modifying existing contracts to promote government efficiency and the policies of the Trump Administration. Law enforcement, CBP, ICE, and the armed forces are exempt from this order.

Congressional Update

FY 2025 Appropriations Update

- On March 14, before the funding deadline at midnight, the Senate passed H.R. 1968, the “Full-Year Continuing Appropriations and Extensions Act, 2025” to avoid a shutdown and fund the government for the remainder of the fiscal year
- President Trump signed the measure on the 15th.
- The CR, together with Infrastructure Investment and Jobs Act (IIJA) advance appropriations, provides \$20.9 billion for public transit and \$16.2 billion for passenger rail in FY 2025. Under the bill, total public transit investment increases less than one percent and total passenger rail funding decreases less than one percent. The bill eliminates all funding that was designated for earmarks in the FY 2024 THUD Appropriations Act.

House and Senate Adopt Respective Budget Resolutions for Reconciliation Package

- On February 21, Senate Republicans advanced a narrower budget reconciliation resolution aimed at passing a border security, energy, and defense spending bill. The House passed its own more robust resolution, which includes language calling for the reauthorization of the 2017 Tax Cuts and Jobs Act, on February 25 by a slim margin.
- On February 18, President Trump expressed his support of the [House's budget blueprint](#) because it would allow all his priorities to be addressed in one bill. House Republican leadership is facing opposition from members in the Republican conference from swing districts who are wary of proposed cuts to major safety-net programs, such as Medicaid.
- The House and Senate are beginning conference negotiations over the reconciliation bill, a process where the two sides settle differences over their different versions of the bill.

**Citizens Advisory Committee (CAC)
Peninsula Corridor Joint Powers Board (JPB)
San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

Draft Minutes of March 19, 2025

Members Present: D. Albohm, A. Brandt (Chair), A. Kulkarni (Alternate), R. Kutler, P. Leung (Vice Chair), K. Linquist, M. Pagee (Alternate), R. Sarathy, P. Wickman (Alternate)

Members Absent: L. Acosta, A. Lohe

Staff Present: B. Baney, J. Brook, H. Flores, S. Mudge (HNTB), R. Nielsen (Brown Armstrong), S. Sargent, B. Thompson, A. To

1. Call to Order

Chair Adrian Brandt called the meeting to order at 5:40 pm.

2. Pledge of Allegiance

Member Kris Linquist led the Pledge of Allegiance.

3. Roll Call

CAC Secretary Jean Brook called the roll and confirmed a quorum was present.

4. Consideration of Requests, if any, of Committee Members to Participate Remotely Due to Emergency Circumstances – There were none.

5. Approval of Meeting Minutes of February 19, 2025

Motion/Second: Wickman/Sarathy

Ayes: Albohm, Kulkarni, Kutler, Linquist, Pagee, Sarathy, Wickman, Brandt

Absent: Acosta, Lohe

Abstain: Leung

6. Public Comment for Items Not on the Agenda

Jeff Carter, Millbrae, commented on out-of-service bike car doors.

Roland commented on operations and maintenance of rail cars.

7. Chairperson's Report

Chair Brandt reported on the following:

- New toilet installations at Redwood City and Sunnyvale stations
- Broadway Burlingame grade separation value engineering
- RailSentry and photo monitoring to address track incursions
- New BART (Bay Area Rapid Transit) fare gates; VTA (Santa Clara Valley Transportation Authority) strike effect on other transit modes

Public Comment

Jeff Carter, Millbrae, commented on track incursion mitigation and Broadway grade separation. Roland commented on the VTA strike and grade crossings.

8. Public Hearing on the Annual Audit of Measure RR Tax Revenue & Expenditures for Fiscal Year Ended June 30, 2024

a) Open Public Hearing

Chair Brandt opened the public hearing.

b) Staff Report

Annie To, Director, Accounting, provided a summary of the audit process and introduced Ryan Nielsen, Managing Partner, Brown Armstrong. Mr. Nielsen provided the presentation, which included the following:

- Unmodified clean opinion
- No disagreements encountered in performing the audit and no findings or questioned costs on internal control and compliance

The Committee had a discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Unallowed expenses include donations for political purposes, contributions to organizations that influence public policy
- Auditor examined samples of reports, including high-risk areas
- Staff to develop simplified public-facing report in coming weeks
- Suggestion to do a deeper dive into certain aspects of audit in future hearings

c) Public Comment

Roland commented the annual report should show compliance with ballot language and how funds were spent.

d) Close Public Hearing

Motion/Second: Leung/Kutler

Ayes: Albohm, Kutler, Linguist, Pagee, Sarathy, Wickman, Leung, Brandt

Absent: Acosta, Kulkarni, Lohe

e) Board Discussion

Committee Discussion

The Committee had further discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Request to include a summary or graphic in public-facing staff report

Motion/Second: Kutler/Leung

Ayes: Albohm, Kulkarni, Kutler, Linguist, Pagee, Sarathy, Wickman, Leung, Brandt

Absent: Acosta, Lohe

9. Go Pass & Partnership Updates

Bruce Thompson, Manager, Fare Program Operations, provided the presentation, which included the following:

- Objectives include responding to changing market and building new ridership in light of declining GoPass revenue since Fiscal Year 2021
- Challenges with acquiring new business include high cost and requirement that all employees join the program
- Removing GoPass pricing from fare structure
- Educational institution category changes included free passes for undergraduate students if all staff enroll – build future customer base
- Leave Bay Pass agreement in place; outreach to current clients
- Criteria for retaining participants, pricing structure, and utilization

The Committee had a discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Tagging on and off still required with GoPass
- Suggestion for discount for passholders (friends and family, residents/tenants, semiannual passes, group tickets, distance-based fares)
- Caltrain agreement with Bay Pass, suggestion for a longer-term contract than annual
- Integration with other transit benefit programs

Public Comment

Jeff Carter, Millbrae, commented on tiered fare structure, annual passes, distance-based fares, and commuter pre-tax benefits.

Victoria Carmona, San Jose, commented on monthly GoPass convenience.

Doug DeLong, Mountain View, commented on the tiered pricing structure and point-to-point pricing.

Adina Levin, Seamless Bay Area, commented on the relationship between Go Pass and Bay Pass.

Roland commented on fare structure, group discounts, and special events.

10. Update on Caltrain Strategic Sustainability Plan & Caltrain Climate Vulnerability Study

Bo Baney, Principal Sustainability Planner, provided the presentation, which included the following:

- Reducing carbon emissions, engaging staff and community, and improving efficiency
- Strategic Sustainability Plan will set direction for next ten years
- Encouraging transit use for employees and public
- Setting priorities and evaluation criteria for Plan
- Evaluation criteria included environmental impact, financial benefits, staff time requirements – get credit for sustainability achievements, and grant funding
- Caltrain Climate Vulnerability Study – analyzed climate impact on operations, riders, infrastructure, employees

The Committee had a discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Outreach via social media, website, take-ones on trains
- Heat mitigation; Shade/shelter at stations; last-mile prioritized to help disadvantaged communities
- Getting more people on the train and out of cars, weighting plan evaluation criteria
- Improving labor efficiency, resulting in lower fares and improved service

Public Comment

Jeff Carter, Millbrae, commented on climate change, increased weekend frequency, and the Caltrain Strategic Sustainability Plan.

Doug DeLong, Mountain View, commented on having solar panels on shelters, and regeneration of power via battery storage.

Adina Levin, Seamless Bay Area, commented that getting people out of cars is the main priority, equity program, mode share, and TOD (transit-oriented development).

Roland commented on greenhouse gas reduction, shade at stations, and the grading alternative in San Jose.

Ashish Kulkarni left the meeting at 8:26 pm.

11. Staff Report

11 a) Customer Experience Task Force Update was heard prior to Flat Spots.

• Flat Spots

Henry Flores, Director, Rail Vehicle Maintenance, and Steven Mudge, Vice President, Transit and Rail, HNTB provided a report on flat spots, which included the following:

- Maintenance working with HNTB; Stadler and brake manufacturer are working together
- Tread conditions; Brake manufacturer - pneumatic braking effort is appropriate
- Distribution between the braking effort motor truck versus trailer truck

The Committee had a discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Reasons for flat spot occurrences
- Potential design, software, or hardware defect - significant amount of tread defects
- Trains going into emergency mode for unknown reasons
- Process for crew to report to Rail Vehicle Maintenance

a) Customer Experience Task Force Update

Sam Sargent, Director, Strategy and Policy, provided the staff report, which included the following:

- Increased on-time performance; One trespasser strike in January and February

- Partner with venues for special events
- Total ridership at The Committee had a discussion and staff provided further clarification in response to the Committee 49.3 percent of pre-pandemic levels; Increased weekend ridership

The Committee had a discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Trains leaving early
- Wi-Fi reliability

b) JPB CAC Work Plan Update – There was none.

Public Comment

Jeff Carter, Millbrae, inquired about APCs (automated passenger counters) tune up. Mr. Sargent said staff are still testing.

Adina Levin, Seamless Bay Area, commented on open payment systems and partnerships with venues.

Roland commented on wayfinding, inadequate power supply on trains, and flat spots.

12. Committee Comments – There were none.

13. Date, Time, and Location of Next Regular Meeting

April 16, 2025, at 5:40 pm, via Zoom teleconference or at the Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

14. Adjournment

The meeting adjourned at 9:06 pm.