



#### BOARD OF DIRECTORS 2025

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MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

## AGENDA

### Peninsula Corridor Joint Powers Board

#### Board of Directors Meeting

June 05, 2025, 9:00 am

Bay Area Metro Center

375 Beale Street, 1st Floor, Yerba Buena Room, San Francisco, CA 94105

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: Bay Area Metro Center, 375 Beale Street, 1<sup>st</sup> Floor, Yerba Buena Room, San Francisco, CA 94105 or any other noticed location.

Public Comments: Public comments may be submitted to [publiccomment@caltrain.com](mailto: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 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.

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

**June 05, 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.*

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
6. 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.
7. Report of the Executive Director Informational
8. Consent Calendar  
Members of the Board may request that an item under the Consent Calendar be considered separately.
  - 8.a. Approval of Meeting Minutes for May 1, 2025 Motion
  - 8.b. Appointment of the Citizens Advisory Committee San Francisco County Representatives Motion
  - 8.c. Appointment of the Citizens Advisory Committee San Mateo County Representatives Motion
  - 8.d. Appointment of the Citizens Advisory Committee Santa Clara County Representative Motion

**Approved by the Finance Committee**

- 8.e. Authorize Contingent Budget Authority for Fiscal Year 2025 Operating Budget Increasing the Budget from \$238.1 Million to \$240.5 Million Resolution
- 8.f. Authorize the Submission of Grant Applications to the Regional Transit Connection Program (RTC) Program

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

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|----------|---|------------|
| 8.f.i.   | Resolution to Support Caltrain’s Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$13,500,000 to initiate the Environmental Phase of the Redwood City 4-Track Station and Grade Separation Project**                               | Resolution |
| 8.f.ii.  | Resolution to Support Caltrain’s Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount Between \$5,000,000 and \$10,000,000 to Support Operating Funding for Increased Weekend Service**  | Resolution |
| 8.f.iii. | Resolution to Support Caltrain’s Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$1,800,000 for a Station Safety and Access Assessment and Improvements in San Mateo County**   | Resolution |
| 8.f.iv.  | Resolution to Support Caltrain’s Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$1,000,000 for a First and Last Mile Station Access Planning Study in San Mateo County**   | Resolution |
| 8.g.     | Award a Contract to Kelly McNutt Consulting, LLC for On-Call Alternative Project Delivery Support Services for a Total Not-to-Exceed Amount of \$6,228,400 for a Five-Year Term*  | Resolution |
| 8.h.     | Award Contracts to Cooperative Personnel Services; gothamCulture LLC; and The Consulting Team for On-Call Coaching and Leadership Development Services for a Total Not-to-exceed Amount of \$350,000 for a Five-Year Base Term, with Two Additional One-year Option Terms for \$140,000*                                  | Resolution |
| 8.i.     | Award Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for On-Call Temporary Staffing Services for an Aggregate Total Not-to-Exceed Amount of \$1,250,000 for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$500,000* | Resolution |

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

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|-------|--|---------------|
| 8.j.  | Authorize Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$3 Million for Fiscal Year 2026*           | Resolution    |
| 8.k.  | Accept Statement of Revenues and Expenses for the Period Ending March 31, 2025   | Motion        |
| 9.    | Guadalupe River Bridge Replacement Project   | Resolution    |
| a.    | Approve Revised Project Budget and Schedule and Funding Plan   |               |
| b.    | Approve Contract Change Order with Walsh Construction*   |               |
| c.    | Authorize Amendment 7 to Contract No. 19-J-P-073 with HDR Engineering, Inc. for Engineering Consultant Design Services*  |               |
| d.    | Authorize Execution of Agreement with VTA in connection with Bus Bridge Services for the Construction of the Guadalupe Bridge Replacement Project**  |               |
| e.    | Award Single Source Contract to Troutman Pepper Locke LLC to Provide Legal Services for the Guadalupe River Bridge Replacement and San Francisquito Creek Bridge Replacement Projects*   |               |
| 10.   | Amend and Increase the Fiscal Year 2025 Capital Budget from \$169,118,158 to \$236,809,163   | Resolution    |
| 11.   | Adopt Fiscal Year 2026 Proposed Operating Budget and Fiscal Years 2026 and 2027 Proposed Capital Budgets   | Resolution    |
| 12.   | Authorize the Executive Director to Execute a Reimbursement Agreement with the San Mateo County Transit District for the Peninsula Corridor Joint Powers Board's (JPB) Share of Furnishing, Information, Communications, and Technology (ICT) Infrastructure, and Other Costs in Connection with Relocating to 166 N. Rollins Road in Millbrae, California** | Resolution    |
| 13.   | Receive State and Federal Legislative Update and Consider Positions on Legislation: Assembly Bill 810 (Irwin) and Senate Bill 545 (Cortese)  | Motion        |
| 14.   | Accept Recommended Diridon Station Alternative and Diridon Program of Projects for Environmental Review  | Motion        |
| 15.   | Receive Proposed Changes to Long-Range Service Vision Update   | Informational |
| 16.   | Reports (Verbal)   |               |
| 16.a. | Report of the Citizens Advisory Committee  | Informational |

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|--|---------------|
| 16.b. Report of the Chair                                  | Informational |
| 16.c. Report of the Local Policy Maker Group (LPMG)        | Informational |
| 16.d. Report of the Transbay Joint Powers Authority (TJPA) | Informational |

17. Correspondence

18. Board Member Requests

19. Date / Time / Location of Next Regular Meeting: Thursday, August 7, 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.

20. Adjourn

## 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](mailto: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](mailto: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](mailto: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: May 2025

Executive Director Michelle Bouchard

*Report prepared for June Board meeting; data current through April 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.



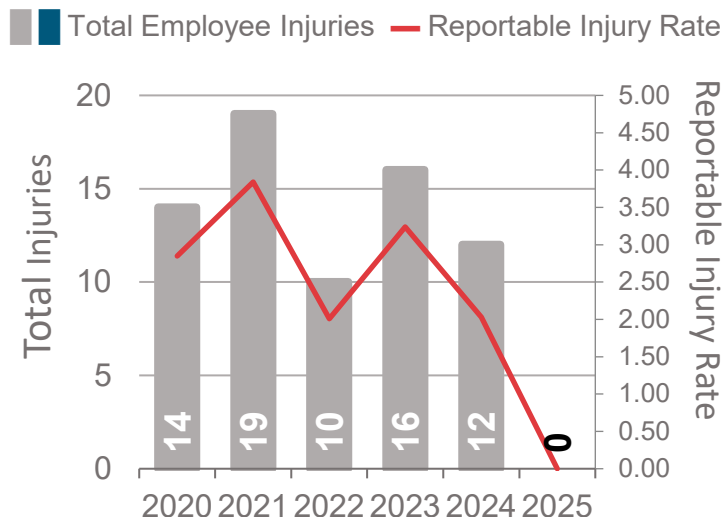
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## Safety Updates – Injuries and Accidents

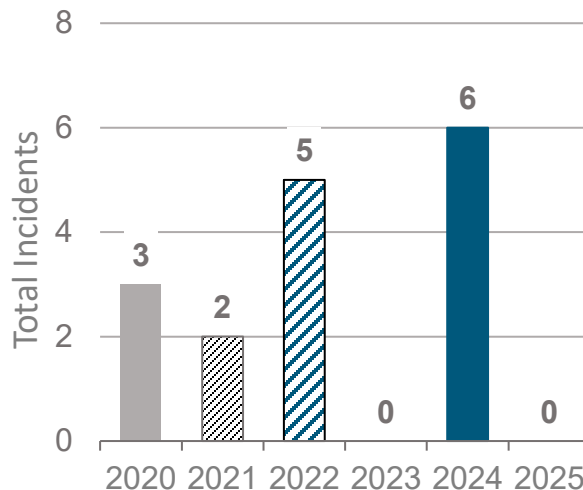
### Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain's cumulative RIR for calendar year 2025 is 0.

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

### Reportable Rail Equipment Incidents



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

Reportable Rail Equipment Incidents from recent years peaked at 6 in 2024. There were no reportable incidents in 2023, and there have been no reportable incidents thus far in 2025.

### Days without a Reportable Injury as of 5/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,800	5/27/2020
Operations	204	10/9/2024
Maintenance of Equipment	225	9/18/2024
Maintenance of Way	442	2/14/2024
Other	1,800	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) was 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; access has now been secured for live viewing, and they continue to be able to request and view recorded footage. Any suspicious activities detected by SOC are communicated to CCF, who then determines escalation; the towers have been able to capture footage of various events such as thefts, trespassing on the right-of-way, and damage to a gate crossing due to a vehicle, with re-deployment scheduled for an additional location to deter trespassing/encampments.





## **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.
- Planned Full Scale Exercise on August 2025 at Redwood City. BART and SamTrans will be conducting their own separate exercises around the same time. Caltrain/BART/SamTrans/San Bruno FD plans on a joint tabletop exercise a week after.
- 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, including the first one at CEMOF Maintenance Facility in San Jose on Wednesday 5/28/25.



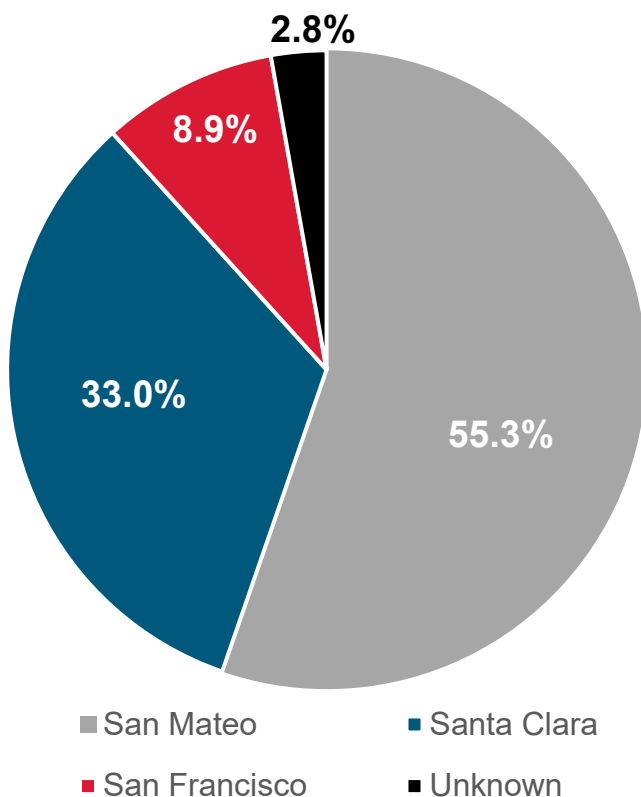




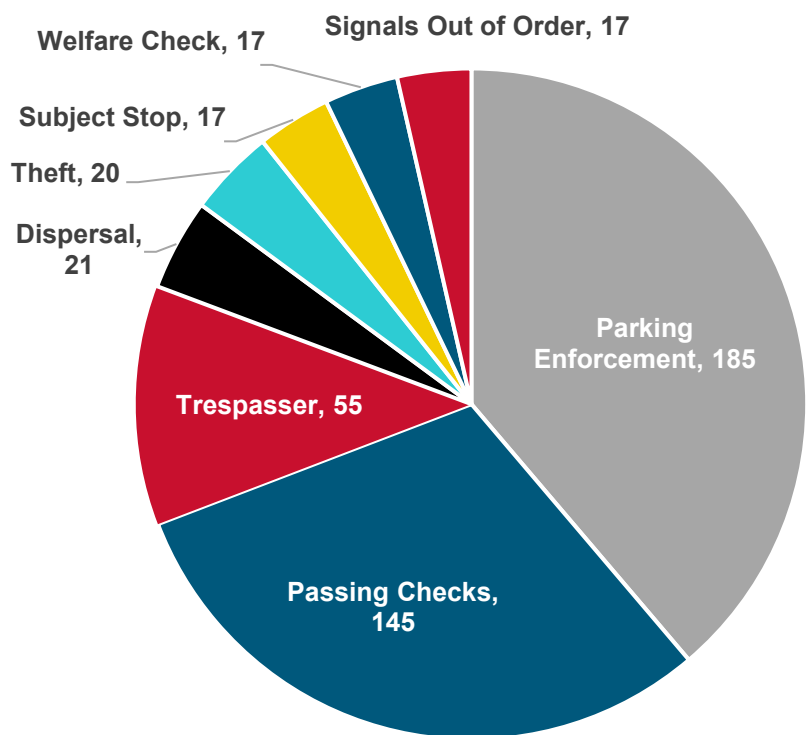
## Security Update

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 April 2025



### Number of Calls by Category April 2025<sup>1</sup>



### April 2025 Service Call Data

Overall Average Response Time: **22:04**

Average Response Time for **Priority 1** Calls\*: **17:04**

Average Response Time for **Priority 2** Calls\*\*: **21:55**

\*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 634 in April across 16 categories.  
The pie chart shows the top 8 categories representing 477 calls or 75% of the total.

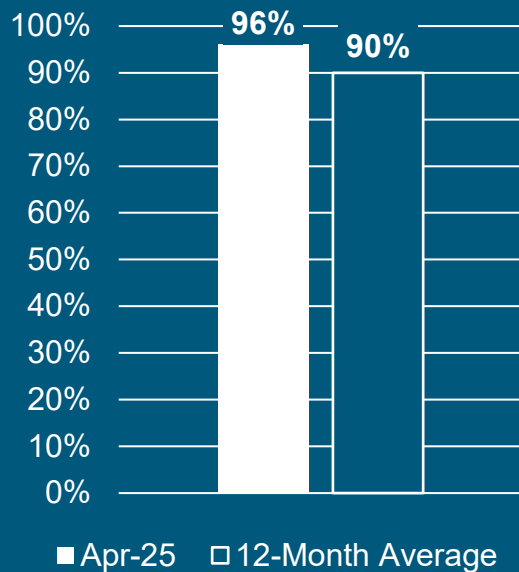




## Performance at a Glance

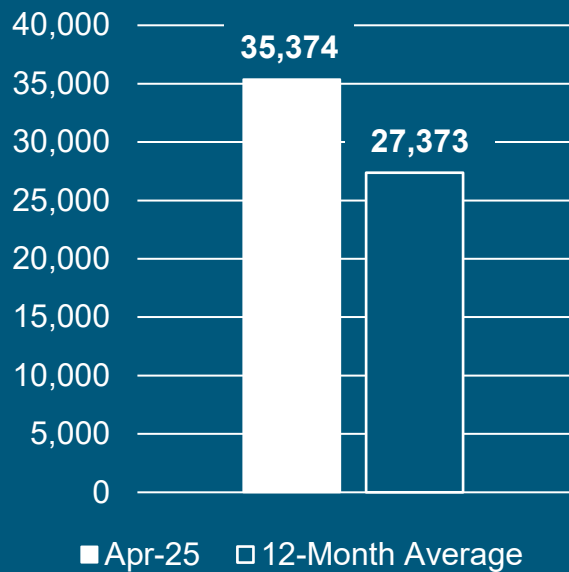
### On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



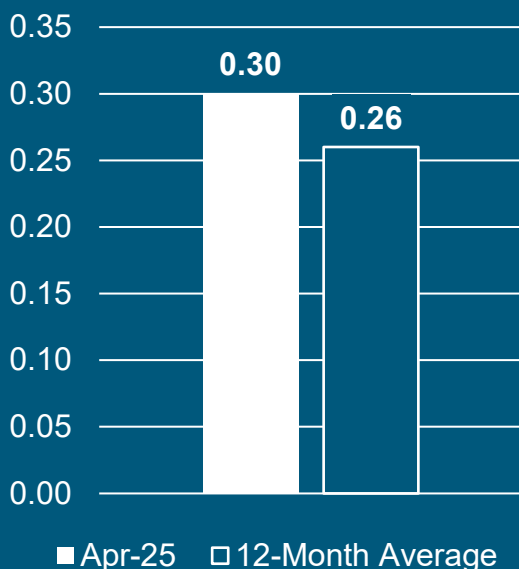
### Average Daily Ridership

Average estimated weekday ridership



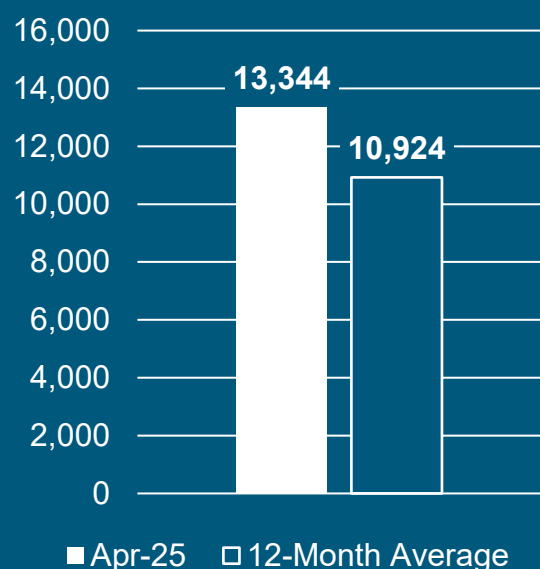
### Farebox Recovery Ratio

Ratio of fare revenue to operating costs



### Mean Distance Between Failures

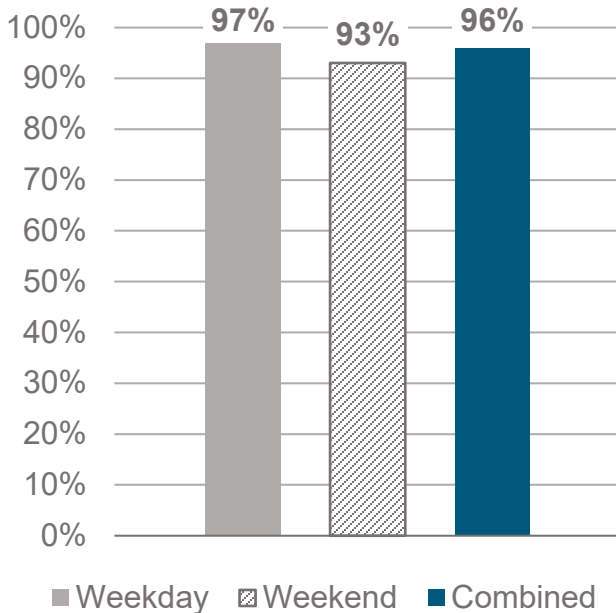
Average miles travelled by locomotives before maintenance/repair is required





## On-Time Performance

### Performance This Month (Apr-25)

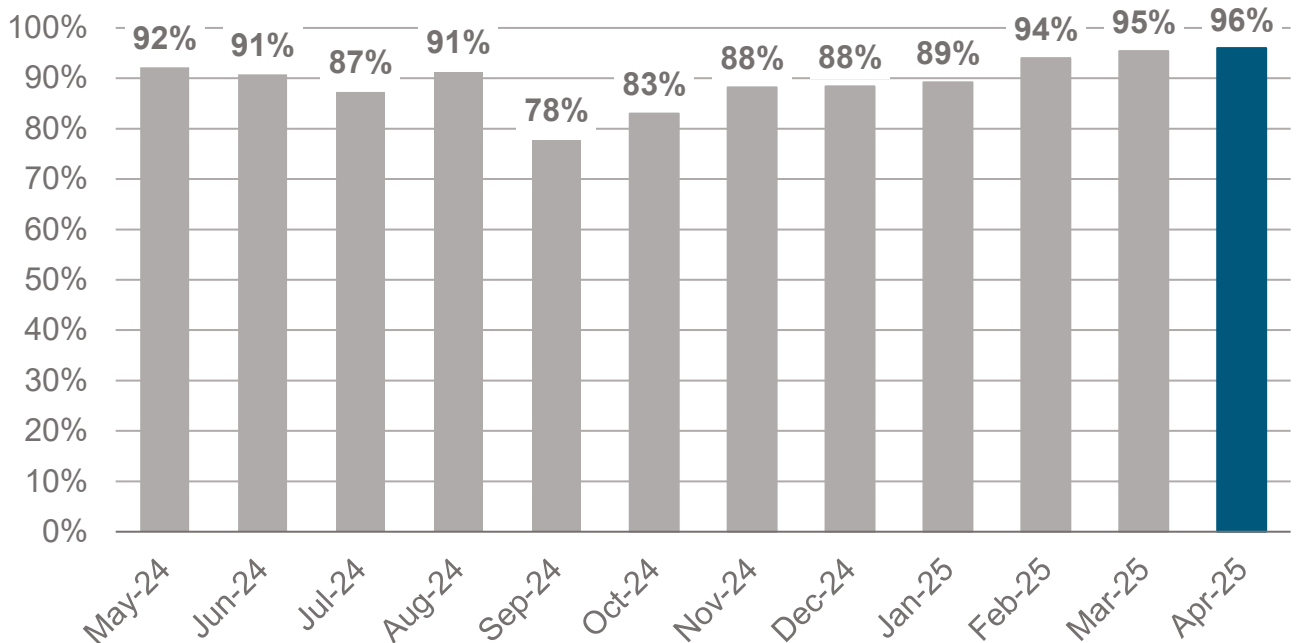


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of April was 96.0%; this is the second month in a row we have hit the >95.0% goal after a gap since November 2021, primarily due to JPB Capital Projects.

Note that weekend OTP includes holidays.

### Monthly On-Time Performance in the Past Year





## Delays and Cancellations

Feb-25

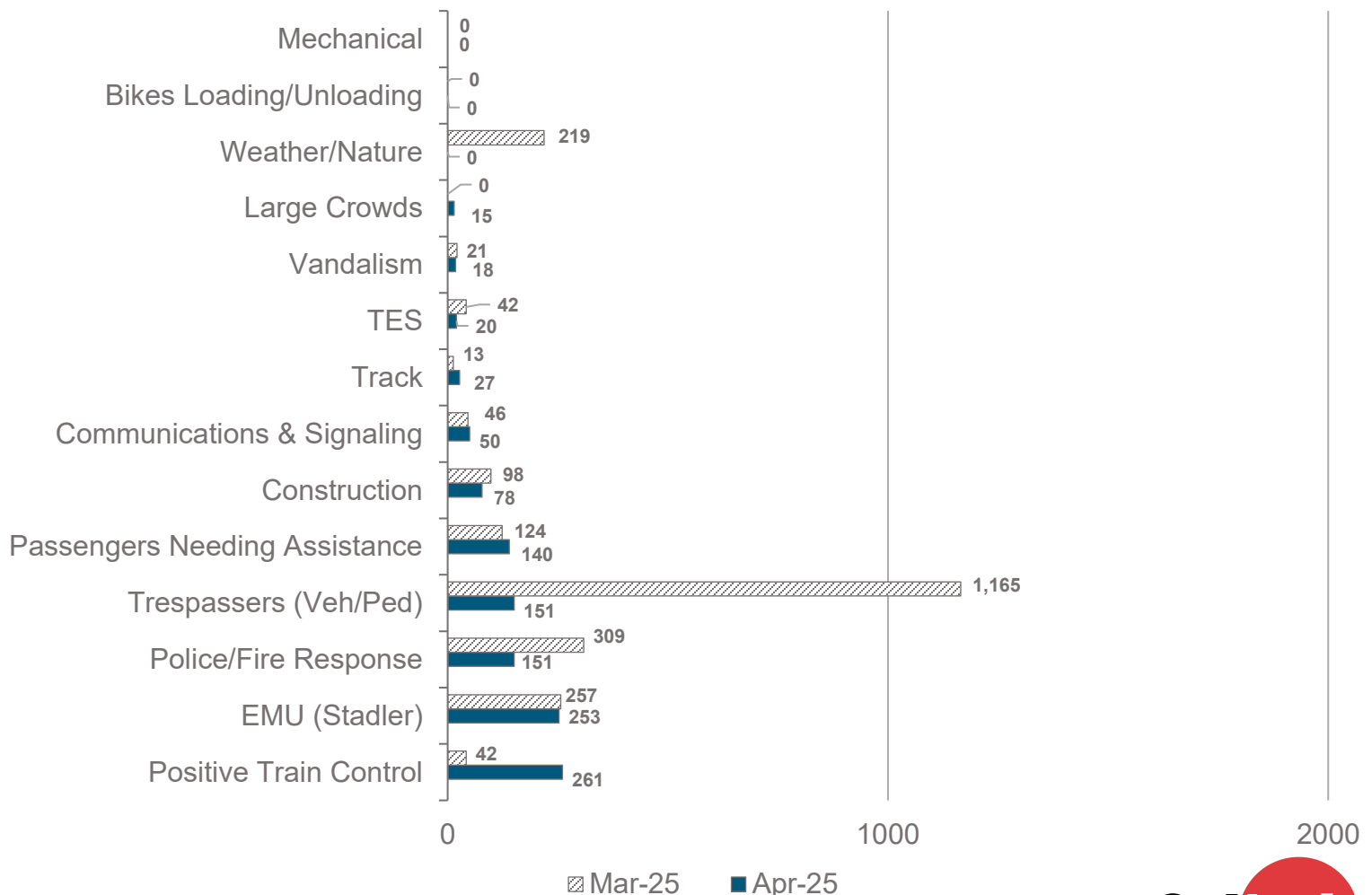
Mar-25

Apr-25

<b>Number of Late Trains</b>	164	138	121
<b>Average Minutes Late for Late Trains</b>	17	19	13
<b>Number of Cancelled Trains</b>	18	8	9

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.

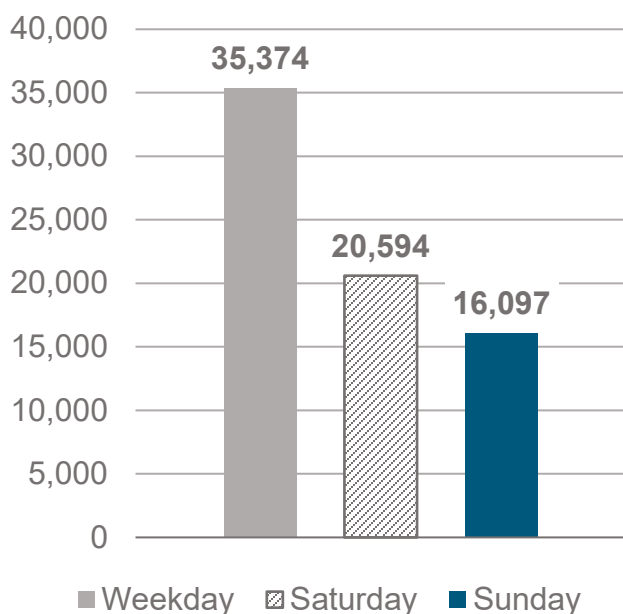
### Reasons for Train Delays, by Minutes of Delay





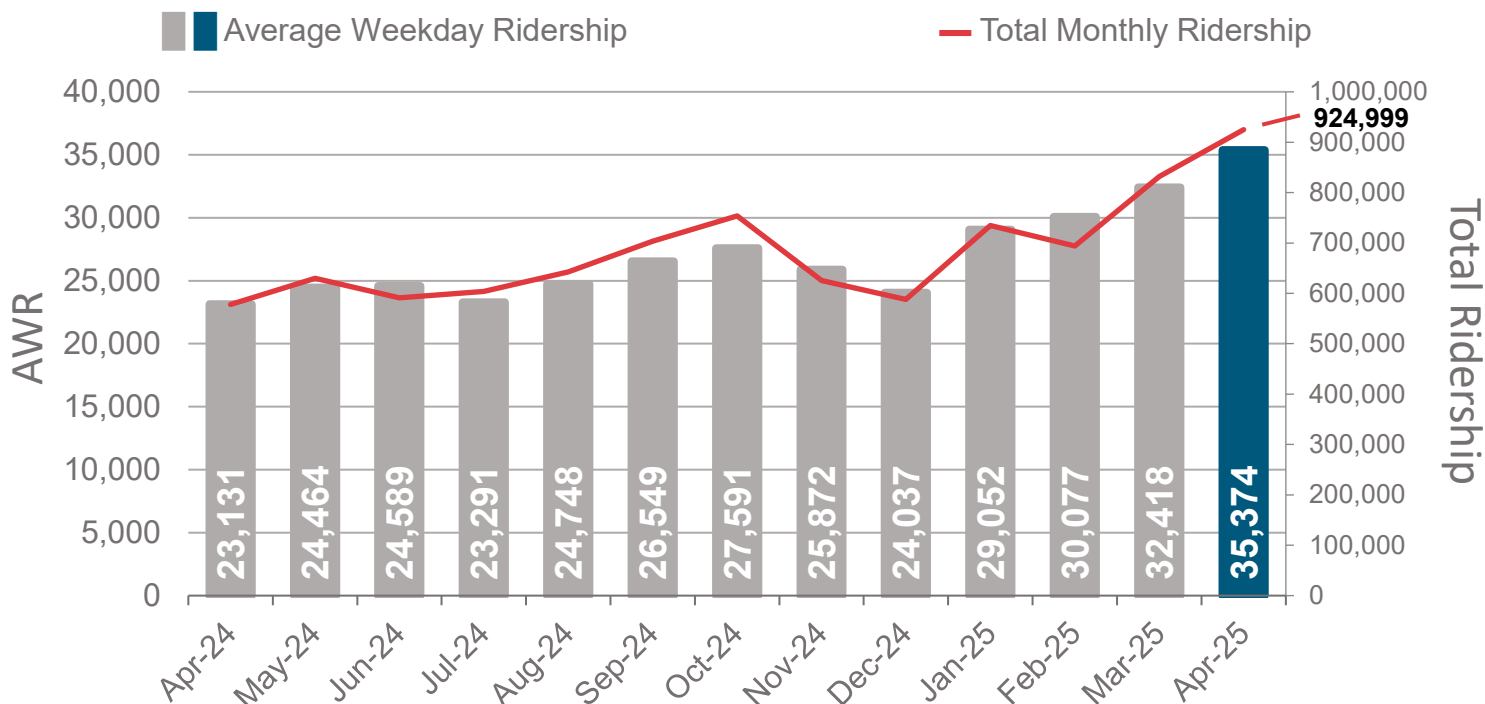
# Ridership and Revenue

## Average Daily Ridership (Apr-25)



Average weekday ridership (AWR) increased by approximately 53 percent compared to April 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.

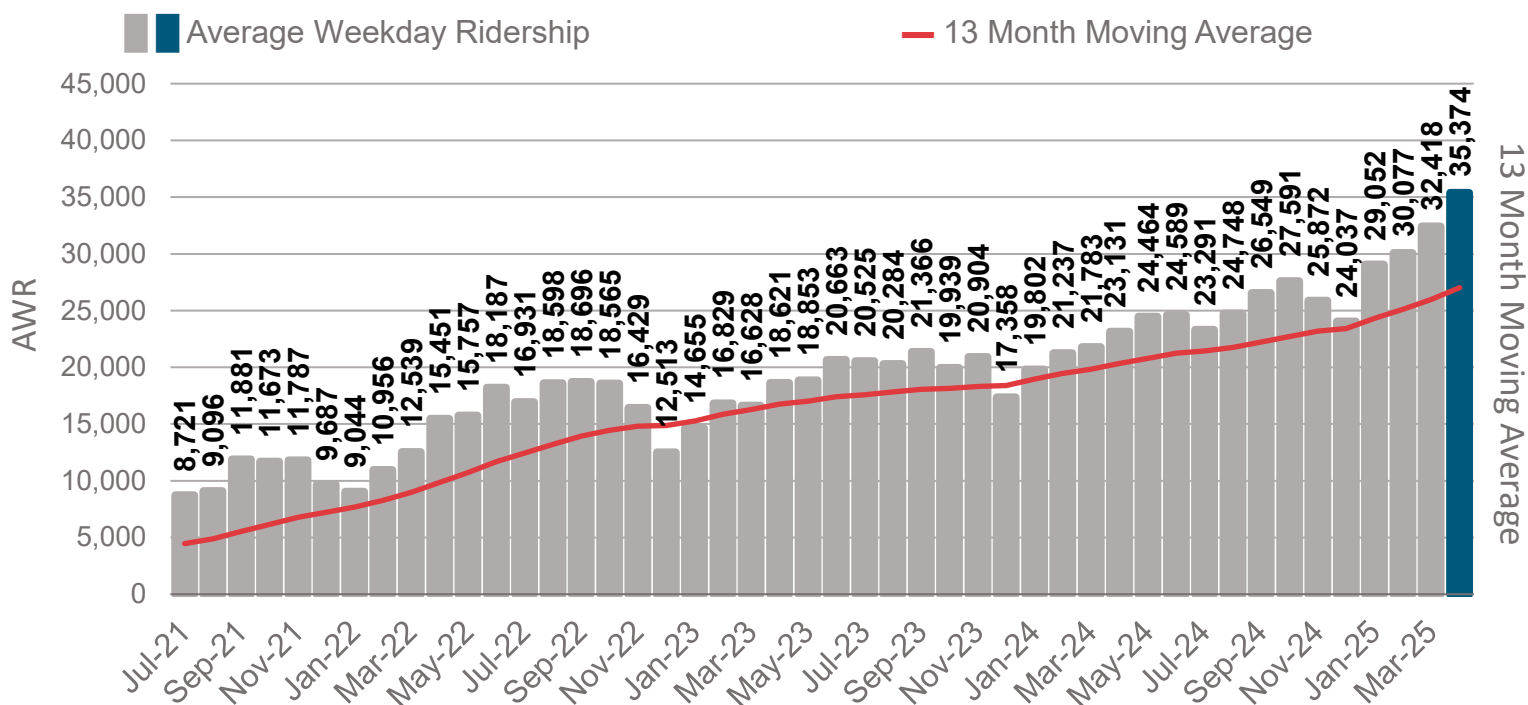




# Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2022 to Present



Year Over Year AWR Increase

(April 2024 vs. April 2025)

: **53%**





# Ridership and Revenue

## Special Service Ridership Report

### San Francisco Station

- Total event-day ridership at San Francisco Station in April was 86,609, a 12.6% increase compared to 2024 (76,950) and a 33.5% decrease from 2019 (130,238).
  - In April 2025, there were 18 events (13 Giants regular season games, 3 Warriors regular season games, and 4 Warriors playoff games) compared to 20 in 2024 and 15 in 2019.

### Santa Clara Station

- Total event-day ridership at Santa Clara Station in April was 984, a 23.6% increase compared to 2024 (796).
  - In April 2025, there was 1 event (USWNT vs Brazil) compared to 2 (2 Earthquakes games) in 2024. There were no events counted in 2019.

### San Jose Diridon Station

- Total event-day ridership at San Jose Diridon Station in April was 1,483, a 43.7% increase compared to 2024 (1,032) and a 1,032.1% increase from 2019 (131).
  - In April 2025, there were 4 events (4 Sharks games) compared to 6 in 2024 and 1 in 2019.

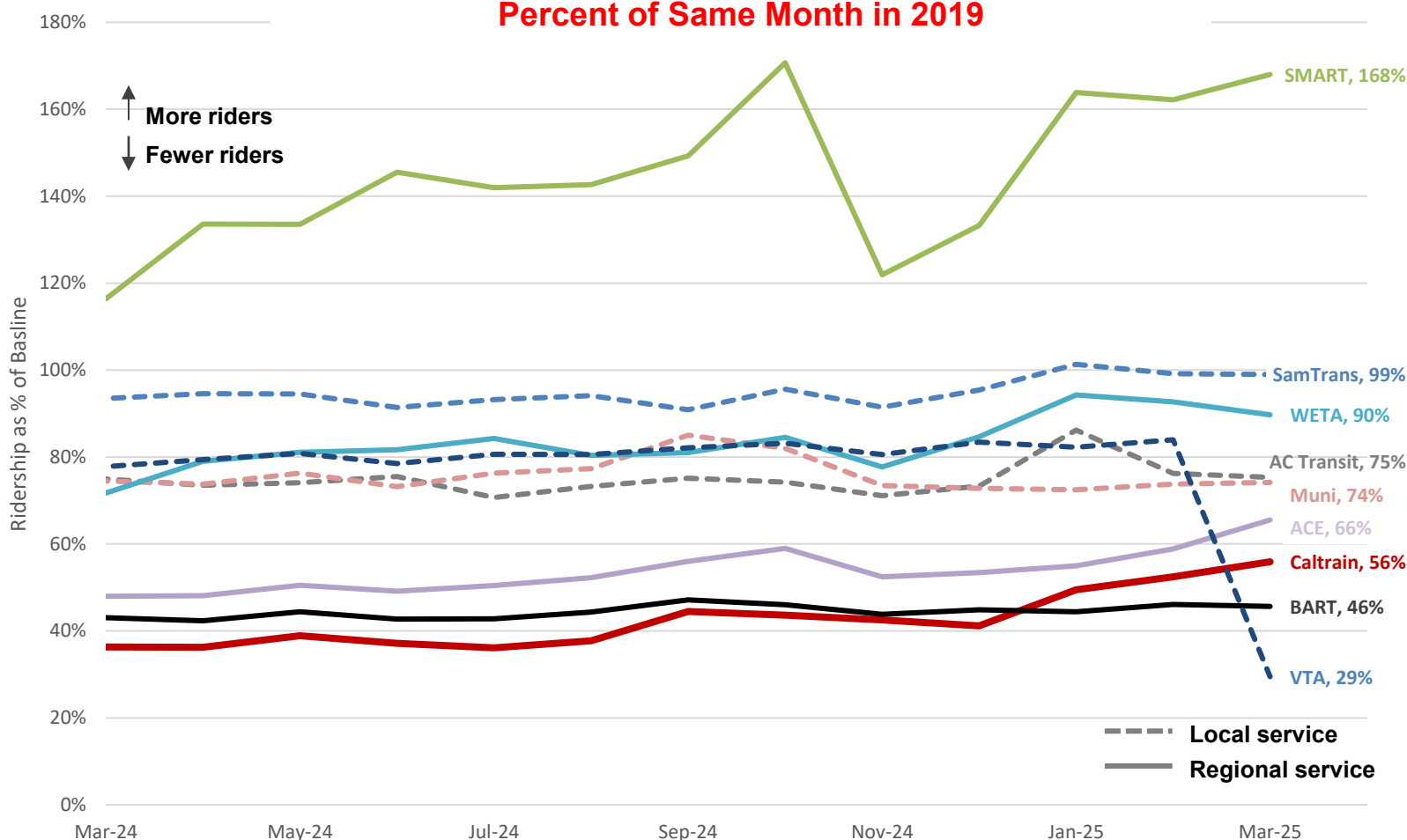




## Public Transit Ridership Recovery in the Bay Area

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)

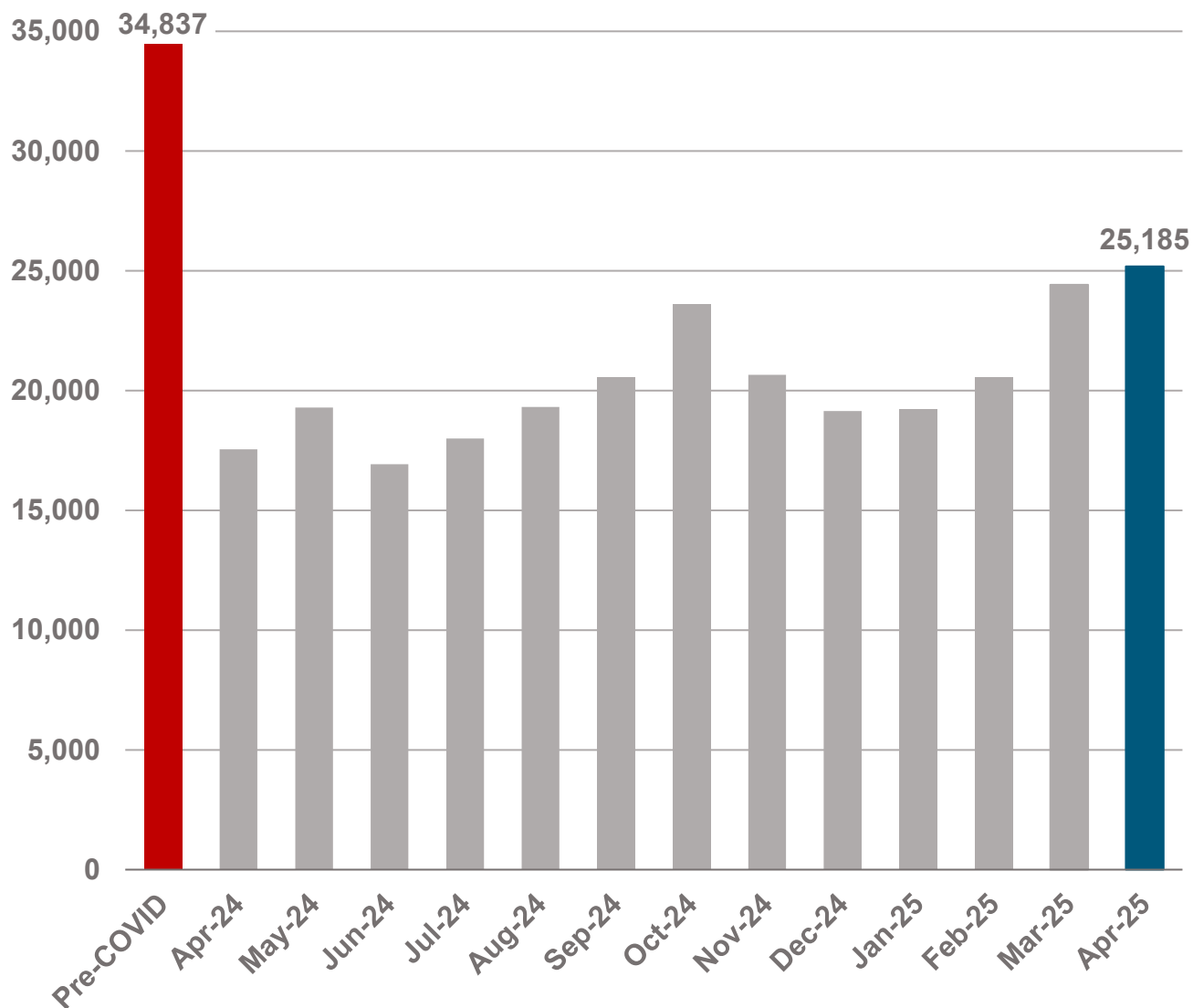
Transit Operator	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar
Muni	14,042	13,851	14,601	13,279	13,811	14,521	14,579	15,401	13,043	12,978	13,668	12,608	13,980
BART	4,617	4,677	4,918	4,562	4,659	4,963	5,085	5,349	4,373	4,289	4,597	4,464	4,897
AC Transit	3,484	3,490	3,492	3,071	3,092	3,498	3,678	3,923	3,229	3,118	3,788	3,173	3,502
VTA	2,397	2,419	2,545	2,238	2,345	2,519	2,595	2,871	2,427	2,379	2,420	2,250	908
SamTrans	906	891	957	795	813	948	962	1,068	881	865	929	823	960
Caltrain	540	578	630	591	604	643	704	754	626	588	735	694	832
WETA	155	172	217	224	247	276	267	237	263	184	181	205	181
SMART	68	80	85	81	89	93	94	98	79	78	94	83	98
ACE	60	63	71	55	62	70	70	84	60	54	70	67	82





## 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.

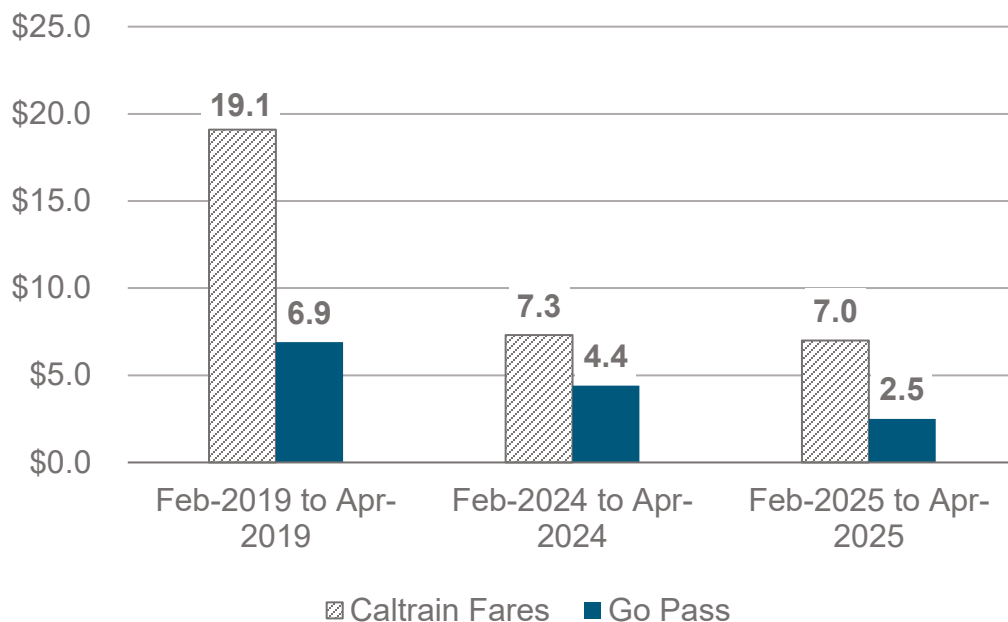
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





## Ridership and Revenue

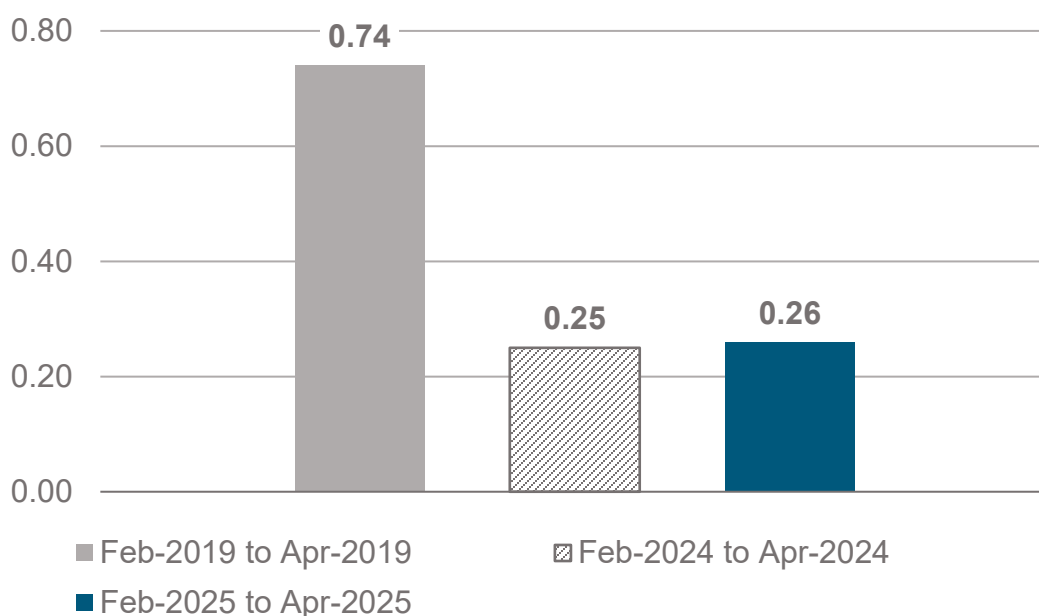
### Total Fare Revenues (\$M) - Past 3 Months Comparison



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)



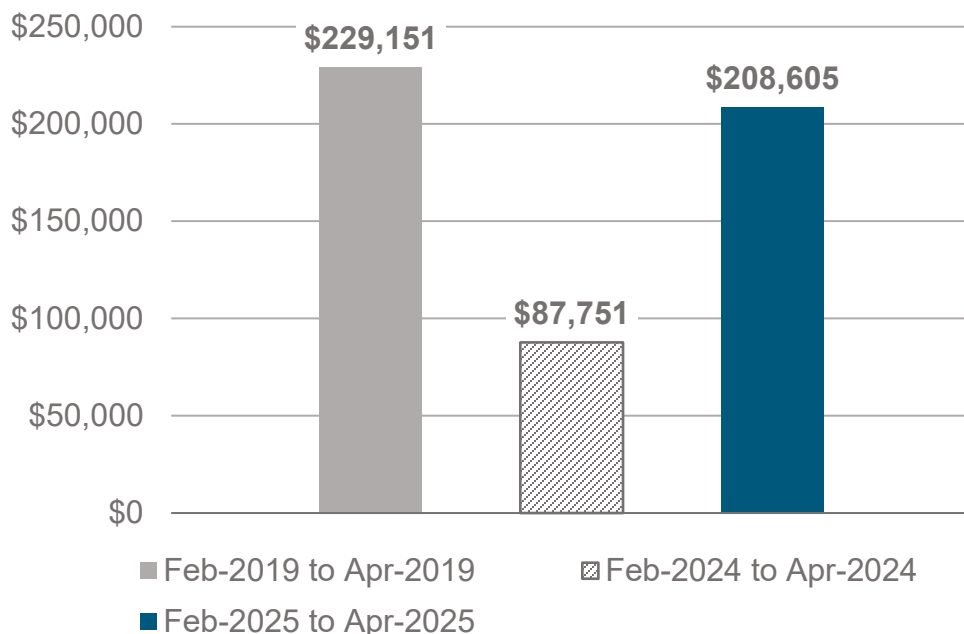
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





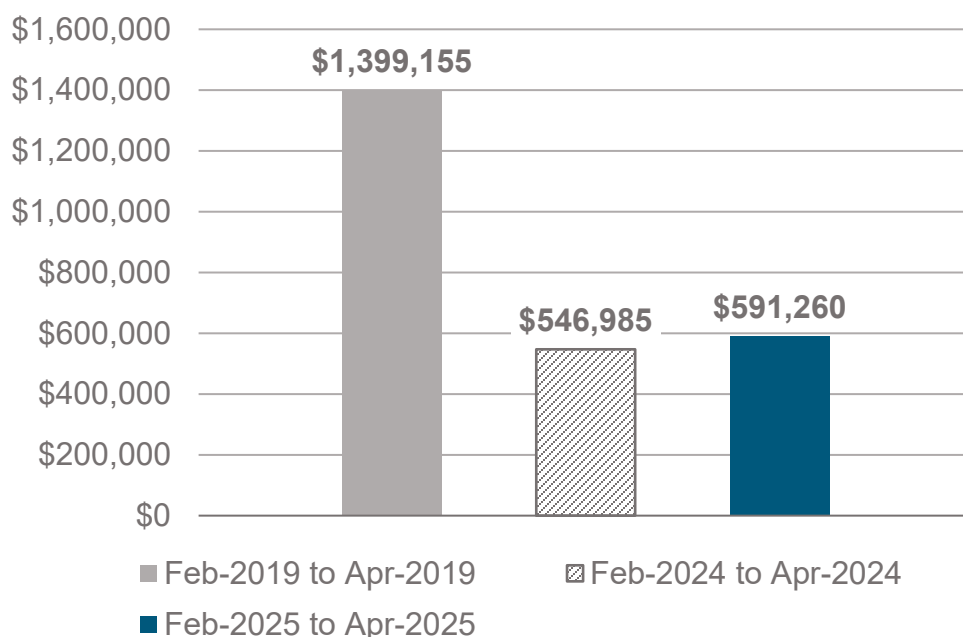
## Ridership and Revenue

### 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)



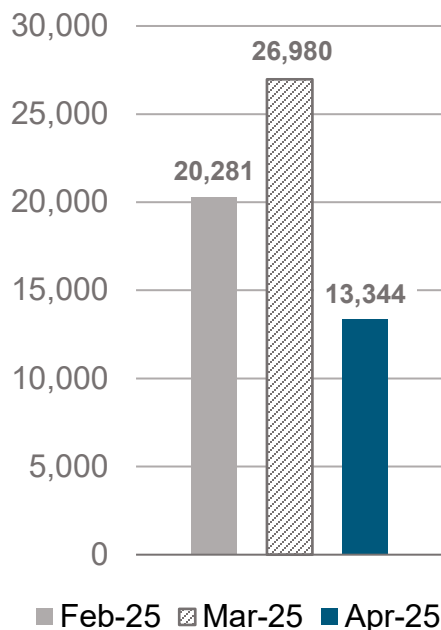
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



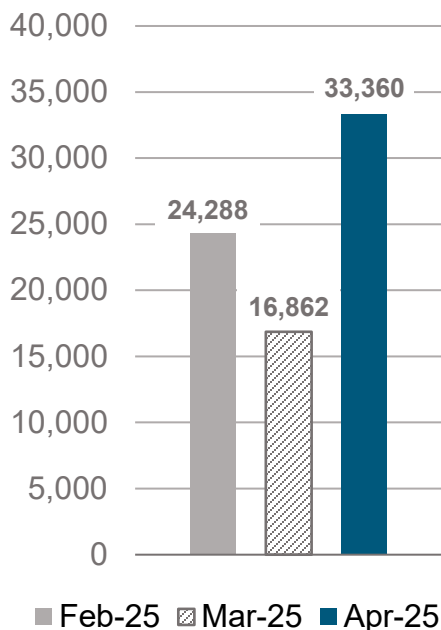


## Maintenance Performance (EMU Fleet)

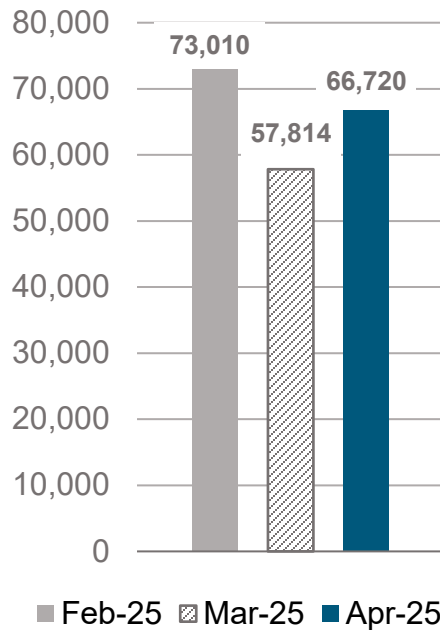
Mean Distance Between Failure  
(EMU Locomotives)



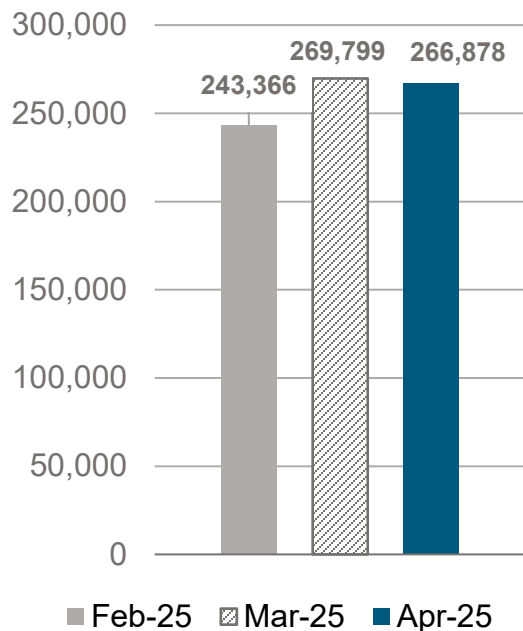
Mean Distance Between Failure  
(EMU Cab Cars)



Mean Distance Between Failure  
(EMU Coach Cars)



Mean Distance Between Failure  
(EMU Bike Cars)



Mean Distance Between Failure (MDBF) 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.

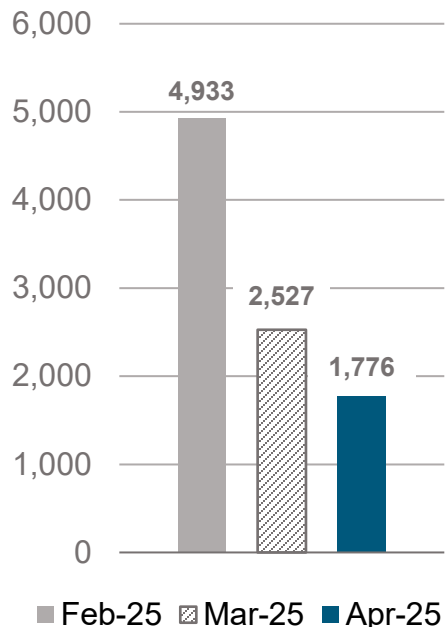
The graphs on this page represent MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the previous page.



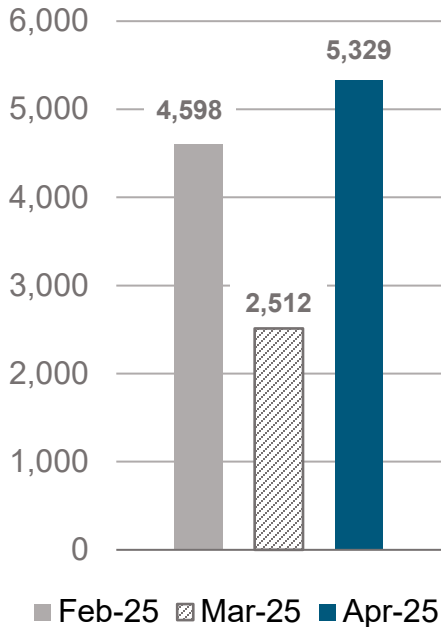


## Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



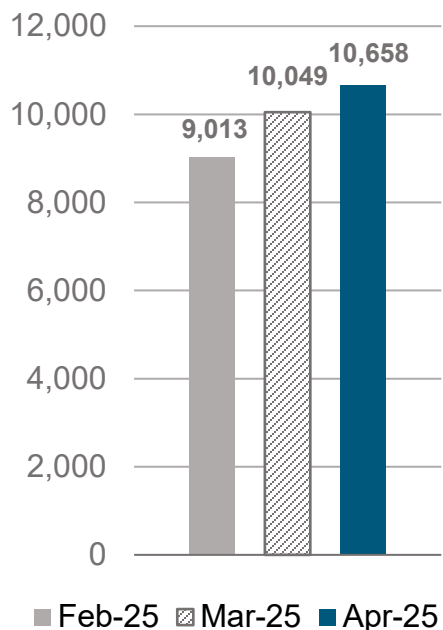
Mean Distance Between Failure (Cab Cars)



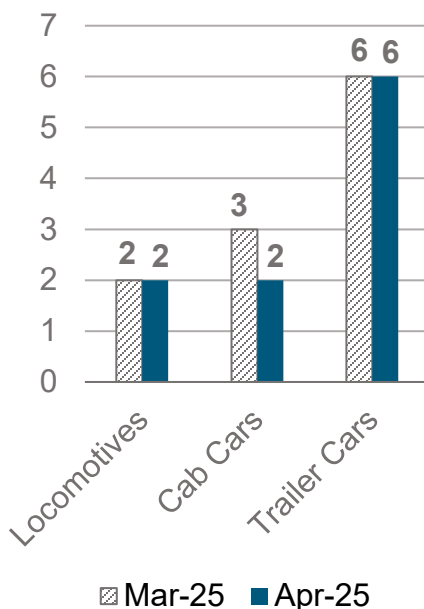
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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



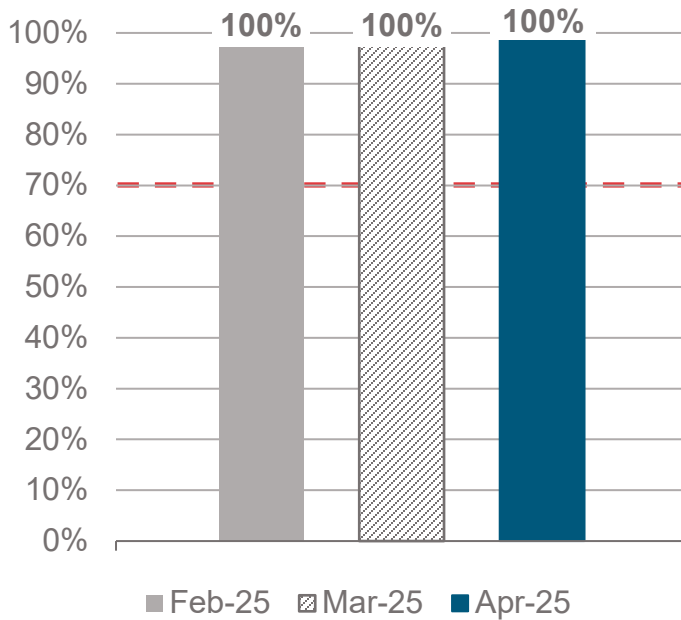
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





# Maintenance Performance

## Equipment Availability (EMUs)

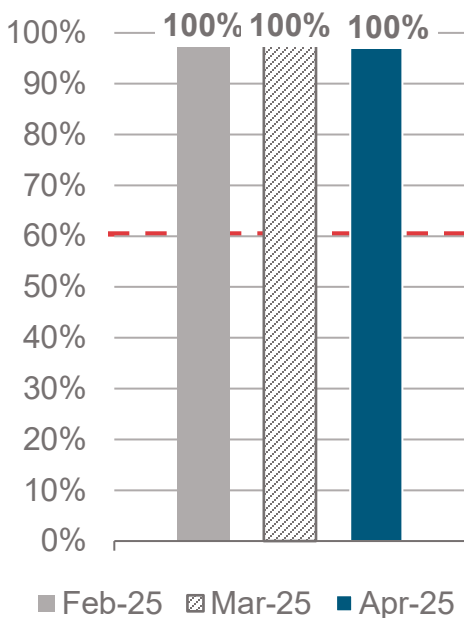


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

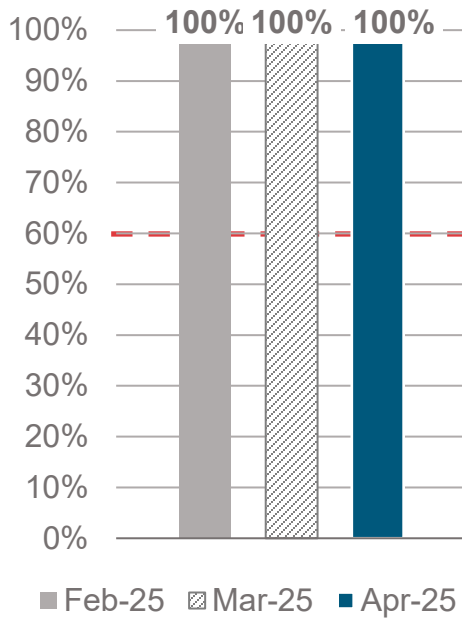
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

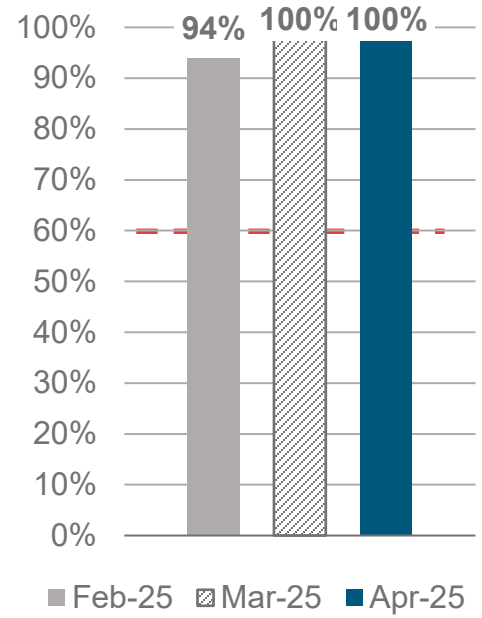
## Equipment Availability (Diesel Locomotives)



## 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**

### **Caltrain Celebration Bike to Wherever Days**

Bike to Wherever Days returned Thursday, May 15, through Saturday, May 17, and Caltrain helped Bay Area cyclists get to wherever they want to go.

Caltrain, in partnership with the Silicon Valley Bicycle Coalition (SVBC) and San Francisco Bicycle Coalition (SFBC), and in recognition of National Bike Month, co-sponsored energizer stations at Caltrain Stations across the three counties the rail agency serves. Caltrain also hosted additional energizer stations at San Francisco, Millbrae, San Mateo and Mountain View stations with snacks, coffee, free swag, and much more in order to welcome bike riders.

Currently, approximately 20% of Caltrain riders access the system with a bicycle. Caltrain has more on-board bike space than any train system in the country, but space on the bike cars is filling up. People are encouraged to use the bike lockers or the free bike valet service on Townsend Street in San Francisco, especially if they do not need a bike on both ends of their journey. The eLockers and bike valet provide customers with easy to use, secure facilities and help alleviate some of the demand for bike space on trains.

In addition to the bike parking improvements, Caltrain is also installing signage on the platforms that show customers where the bike car doors are located. These stencils help guide customers with bikes to the bike cars while also helping other riders to access the non-bike cars.

People who use bikes to access Caltrain can take advantage of more than 350 bicycle eLockers at 22 Caltrain stations, including several new spaces that accommodate large bikes designed to carry a passenger. Standard eLocker rates can be as low as 5 cents per hour, with large bike rates of 8 cents per hour. Caltrain is currently giving 100 free hours of bicycle parking at Caltrain-owned eLockers to riders when they download the easy-to-use BikeLink app and use it to access a BikeLink locker at a Caltrain station for the first time. The eLocker installations provide customers with an easy to use, secure facility and help alleviate some of the demand for bike space on trains. The eLockers are funded from the Bay Area Air Quality District and the State of California.





## **Service and Program Updates**

### **Caltrain Celebrated All Aboard Bay Area Transit Day on May 6**

As transit ridership continues to rebound onboard Caltrain and around the Bay Area, Caltrain joined its fellow Bay Area agencies for All Aboard Bay Area Transit Day to celebrate public transit's vital role in reducing traffic congestion, improving air quality, and connecting communities. All Aboard Day also marked the beginning of Spare the Air's summer smog season.

This regional effort, led by the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality District, highlighted the many essential economic, environmental, and social benefits that public transit provides.

To commemorate the day, regional transit leaders gathered for a press event at the San Francisco Ferry Plaza on Tuesday, May 6 at 10 a.m. to highlight service improvements and collaborative initiatives that are making transit more efficient, sustainable, and rider-friendly.

"Faster trips, more trains, and a smoother, quieter ride — Caltrain's new electric trains deliver a better experience for riders and a cleaner future for our communities," said Michelle Bouchard, Caltrain Executive Director. "Every ride helps cut pollution and protect the Bay Area for generations to come. We invite everyone to hop on board and experience the difference."

### **Caltrain: Your Ride to the Valkyries**

The Golden State Valkyries kicked off their preseason on May 6, at 7:00 p.m. when they took on the LA Sparks, and they did so again for their regular season home opener on Friday, May 16; Caltrain delivered fans to both games, as well as every other home game at Chase Center this season. WNBA fans can take Caltrain to the San Francisco Station at 4th and King Streets, where they can walk less than a mile to Chase Center or take advantage of a free transfer to Muni Light Rail with a Valkyries ticket.







# Communications and Marketing Update

## Press Releases & Earned Media

### Press Releases:

- Caltrain Runs Service to Giants Home Opener April 4
- Caltrain Wins 2025 Sustainability Award for New High-Performance Electric Trains
- Caltrain Delivers Fans to Watch the USWNT at PayPal Park
- Caltrain Seeks Volunteers for Citizens Advisory Committee
- Kylie Minogue fans can't get Caltrain out of their heads

### Earned Media:

- [How California's high-speed rail is already helping the planet](#) - MSN
- [Electric trains are quieter, more reliable than diesel. New study finds they're healthier, too.](#) - UC Berkeley News
- [Caltrain's switch to electric fleet cut carcinogen exposure by 89%: study](#) - KRON
- [Electric Trains Revolutionise California's Air Quality, Cutting Toxins By 89%](#) - NDTV
- [The Secret Formula for Faster Trains](#) - Bloomberg
- [Lợi ích bất ngờ của tàu điện](#) - Người Dưa Tím

## Digital Communications Activities

### Caltrain Digital Marketing Messaging

**Electrification:** Caltrain won the 2025 Sustainability Award for the new electric trains, and ridership was up more than 40% in the month of April.

**Events:** Women's History Month, FanFest, Giants Exhibition games and Transit Employee Appreciation Day

### Messaging Highlights:

- Giants Season kicked off
- SF Giants Social Media Giveaway for Opening Day
- Earth Day
- Climate Survey
- New Bike Decals started to appear at our stations





# Communications and Marketing Update

## 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.

\*Please note last year we were heavily promoting the San Carlos Electrification tour in April, tour was in May.

APRIL 2025	APRIL 2024
Impressions: 565,897	Impressions: 1,443,612
Engagements: 17,463	Engagements: 83,156
Post Link Clicks: 5,377	Post Link Clicks: 6,029

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

## Marketing Activities

### Giants Promotion

- **Giants Ridership - April: 93,454 passengers**
  - Giants-related web page pageviews: 21,222 (March: 4,902)
  - Social Media Impressions: 264,289
  - Paid Promotion: \$2,800 for 6,418 clicks to Oracle Park page
- **Ticket Contest** (Two free Opening Day tickets) - 282 email contacts (entries to win)
- **Opening Day Table** - Contacted 287 people at 4th & King
- **Partnership with the Giants** - Caltrain secured a rights deal with the Giants and Major League Baseball to use the phrase "Go Giants. Go Caltrain." A photo shoot with mascot Lou Seal took place in April and provided exciting content for upcoming advertisements. We will co-brand Caltrain and Giants promotion throughout the season as a sustainable way to travel to and from the ballpark.

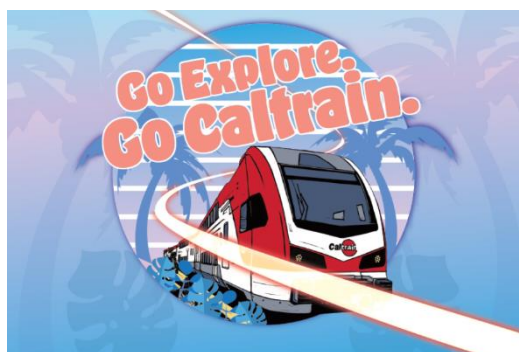




## Communications and Marketing Update

### Go Explore Summer Campaign

- The Marketing team finalized planning and assets for a robust spring/summer marketing campaign called “Go Caltrain” to increase ridership. The campaign includes a new web landing page [Caltrain.com/go](https://caltrain.com/go) digital billboard, ads and more. A slate of station activations and community-building marketing tactics completed the planning phase, including promotional activities around SF Pride, DJs at the San Francisco Station, themed Lady Gaga and Wu-Tang concert trains, social media giveaways, ice cream, Tai Chi at the Station and more. The team will include sample marketing assets (ads, billboards, video) in May’s board report.



### How to Ride Caltrain Webinar





- On April 17 Comms hosted its second “How to Ride” webinar, a high-touch effort to help new or anxious riders gain the confidence to get on board. Registrations were down from 91 to 21, with less promotion and less hype around electrification likely driving the decline.
- Emails to be used for contacts database, email marketing.
- Future Webinars: Brent Tietjen plans on a “How to Use GoPass” webinar for organizations in the GoPass program. Discussions to host on narrower topics including Accessibility, GoPass sales, and Bikes.





# 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	43,304	42,284		TBD		
Percentages	100.00%	68.0%	66.4%				
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> Staff continued to work with environmental permitting agencies to advance the permit amendment process and has been working with the construction contractor to prepare to begin construction in 2025.</p> <p><b>May:</b> Staff will continue to work with environmental permitting agencies to advance the permit amendment process and prepare to resume construction in June of 2025.</p> <p><b>Schedule:</b> 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. Staff is developing the project rebaseline schedule based on permit agencies application review status and will provide an updated schedule to the Board in June 2025.</p> <p><b>Budget &amp; Funding:</b> Staff is finalizing Project rebaseline budget and funding plan assuming 2025 dry season construction, the rebaseline project budget and funding plan will require JPB board approval in June 2025.</p>							

**Note:** The Capital Projects information is current as of April 30, 2025, and is subject to change prior to the June 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.				<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 7 – Start-up/Turnover							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	30,441	26,998	26,999		07/01/2025		
Percentages	100.00%	88.7%	85.4%				
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> Nomad submitted the design and Site-Specific Work Plan for the installation of the 2 additional radio antennas required. There was damaged to one radio site due to a vehicle accident at the Linden grade crossing. Nomad is investigating the necessary repair for that location.</p> <p><b>May:</b> Repair the damaged radio site at the Linden grade crossing in San Bruno. Install the 2 additional radio antennas and rerun the Acceptance Test.</p> <p><b>Schedule:</b> 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.</p>							

**Note:** The Capital Projects information is current as of April 30, 2025, and is subject to change prior to the June 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.				<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	2,520	1,501	1,435		08/29/2025		
Percentages	100.00%	59.6%	56.9%				
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> The city of Palo Alto performed their bench testing for their traffic controller and it failed. The cutover scheduled for May 2 - 4 has been cancelled until the city has fixed the issues with their traffic controller.</p> <p><b>May:</b> Cutover and test the advance signal preemption.</p> <p><b>Schedule:</b> The cutover for the advance signal preemption scheduled for the weekend of May 2-4, 2025, has been cancelled until the city of Palo Alto corrects the issues with their traffic controller.</p>							

**Note:** The Capital Projects information is current as of April 30, 2025, and is subject to change prior to the June 2025 Board meeting.

**Statuses:** ● – Green ● – Yellow ● – Red





# Capital Projects Update

## Project: San Mateo Grade Crossing Improvements

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
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.				<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	5,472	4,945	4,739		06/20/2025		
Percentages	100.00%	90.4%	86.6%				
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> TASI continued to trench and installed new conduits for the new signal house at 4th Ave. TASI pulled the new cables to the new signal house. The city of San Mateo pulled the new preemption cable to the new signal house. TASI was not able to get the fiber sub to install the fiber lateral cable to the new signal house in April.</p> <p><b>May:</b> TASI to install the new fiber cable for the new signal house. TASI to cutover the new signal house at 4th Ave.</p>							

**Note:** The Capital Projects information is current as of April 30, 2025, and is subject to change prior to the June 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.		<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 8 - Closeout					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	6,800	6,250	6,250		04/24/2025
Percentages	100.00%	91.9%	91.9%		
Project Highlights – Recent and Upcoming Work					
<p><b>April:</b> Management committee approved for Gate 7 – Start-up/Turnover and Gate 8 – Closeout. Completed the project closeout.</p> <p><b>May:</b> None. Project is now closed.</p>					

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**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.				<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	8,988	2,711	2,048		02/13/2026		
Percentages	100.00%	30.2%	22.8%				
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> <u>Temporary Shoring</u>: Held biweekly technical workshops to coordinate field investigations and finalize shoring design. Completed site reconnaissance at the bridge foundation to inform next month’s potholing. Continued planning for geotechnical borings, in-stream investigations, and 2025 dry-season tree removal. <u>Environmental Compliance</u>: Revising the Biological Assessment to support a condensed Biological Opinion from NMFS. Developing a project-specific Phytophthora protocol. <u>RWQCB In-Kind Mitigation</u>: Followed up with RWQCB and the city of Palo Alto on the mitigation proposal. <u>Project Schedule</u>: Aligned design deliverables and anticipated permit approvals with key project milestones.</p> <p><b>May:</b> <u>Temporary Shoring</u>: Conduct foundation potholing in May and Geotechnical borings in June. Perform in-stream investigations upon agency approval, targeted for June. <u>Environmental Compliance</u>: Finalize and submit the revised Biological Assessments to NMFS. Continue coordinating with resource agencies for permit approvals. Finalize the Phytophthora protocol and plan field testing. <u>RWQCB In-Kind Mitigation</u>: Meet with City of Palo Alto to review the proposed riparian enhancements and obtain input on irrigation design. <u>Risk Analysis</u>: Refine risk register with subject matter experts and hold a risk workshop with all JPB departments. <u>Cost Estimation</u>: Finalize soft cost estimates and prepare for procurement of professional services to support the construction cost estimate.</p> <p><b>Schedule</b>: The permanent stabilization project will be postponed until the 2026 dry season, as the approvals for all three required permits are not expected until June 2025 at the earliest. Project will go to Management Committee to request rebaseline once total project cost estimate is developed.</p>							

**Note:** The Capital Projects information is current as of April 30, 2025, and is subject to change prior to the June 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)							Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals				
Totals	10,128	9,380	9,115		07/25/2025		
Percentages	100.00%	92.6%	90.0%				
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> Construction closeout continues.</p> <p><b>May:</b> Construction closeout and turnover will continue. An MOU for maintenance between JPB and the City will be prepared and reviewed with the City.</p>							

**Note:** The Capital Projects information is current as of April 30, 2025, and is subject to change prior to the June 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	5,687	5,117		03/15/2026
Percentages	100.00%	78.2%	70.4%		
Project Highlights – Recent and Upcoming Work					
<p><b>April:</b> Continued efforts to confirm TASI's cost proposal for the completion of Belmont and Tamien Stations. Reviewing A&amp;R's final invoice and scheduled a meeting to negotiate the settlement. Evaluating the potential path forward for South County work, which remains dependent on successful negotiations with both TASI and A&amp;R.</p> <p><b>May:</b> Confirm TASI's cost proposal to proceed with the completion of Belmont and Tamien Stations. Review and respond to A&amp;R's final invoice and negotiate a settlement. Evaluate the path forward for South County work, which is contingent on successful negotiations with both TASI and A&amp;R.</p> <p><b>Schedule &amp; Budget:</b> 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.</p>					

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**Statuses:** – Green – Yellow – Red



# **Acknowledgments**

**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**

Tasha Bartholomew, Director, Strategic Communications

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

Henry Flores, Director, Rail Vehicle Maintenance

Graham Rogers, Project Manager SOGR

Jason Dayvault, Business Operations Project Manager

Patrice Givens, Administrative Analyst II

## **Rail Design & Construction**

Sherry Bullock, Interim Chief

Jonathan Tillman, Director Capital Programs Management

Robert Cheung, Project Controls Deputy Director

Rui Zhang, Project Controls Analyst

## **Additional Support**

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 May 1, 2025**

**Members Present:** Margaret Abe-Koga (arrived at 9:22 am), Pat Burt, David J. Canepa, Jeff Gee, Shamann Walton, Monique Zmuda, Rico E. Medina (Vice Chair), Steve Heminger (Chair)

**Members Absent:** David Cohen

**Staff Present:** J. Baker, M. Bouchard, A. Brandt, J. Brook, S. Bullock, C. Fromson, J. Harrison, K. Jordan Steiner, M. Tseng, L. Zhang

**1. Call to Order**

Chair Heminger called the meeting to order at 9:01 am.

**2. Roll Call**

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

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

Chair Heminger led the Pledge of Allegiance.

**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**

Aleta Dupree commented on Clipper 2 and expressed satisfaction with Caltrain service.

Adina Levin, Seamless Bay Area, commented on Clipper 2 open payment feature and current handheld fare readers.

**7. Report of the Executive Director**

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

- RailSentry technology and improved safety at grade crossings
- Half-hour train schedule success
- Long-range service vision update
- Caltrain will be prominently featured for EMUs (electric multiple units) as well as on grade crossings and separations at California Transportation Commission meeting in San Francisco on May 14 and 15; Will be hosting and providing technical tours

- Wayfinding signage for restrooms installed onboard and in stations; bike decals on platforms to reduce dwell times and confusion
- San Francisco Giants events major contributor to service recovery

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

- Rail Sentry technology costs for grade separations
- Quad gates further enhance safety versus full grade separations for entire corridor
- Enhanced crossing strategy, environmental impact, train noise
- Pursue California High Speed Rail Authority funding for quad gates
- Ridership below pre-pandemic levels during commute hours

*Director Abe-Koga arrived at 9:22 am.*

#### Public Comment

Jeff Carter commented on increased train frequency, weekend and off-peak express service, California Transportation Commission (CTC) support of Caltrain, and station restrooms.

Malcolm Robinson commented on the boarding process at 4<sup>th</sup> and King station after San Francisco Giants games.

Aleta Dupree, Team Folds, commented on increased ridership and regional rail service.

Adrian Brandt commented on publicizing electric outlets onboard trains, RailSentry, and European train boarding practices.

Roland commented on grade crossing enhancements funding.

Doug DeLong commented on Stadler trains delivery.

## **8. Consent Calendar**

**8.a. Approval of Meeting Minutes for April 3, 2025**

**8.b. Accept Statement of Revenues and Expenses for the Period Ending February 28, 2025**

**8.c. Accept Annual Audit of Measure RR Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2024**

**8.d. Award a Cooperative Purchasing Contract to Mansfield Oil Company of Gainesville, Inc. to Supply Renewable and Standard Red-Dye, Ultra-Low Sulfur Diesel Fuel and Fueling Services through September 2027 for a Total Estimated Amount of \$2,527,274\* – Approved by Resolution No. 2025-17**

The Board motioned the Consent Calendar with addendum to Item 8.d. to receive quarterly pricing reports going forward in light of fuel price increases.

Motion/Second: Medina/Abe-Koga

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

Noes: None

Absent: Cohen

#### Public Comment

Aleta Dupree commented on Item 8.b. variances and fund balances and Item 8.d. diesel fuel contracts.

Adrian Brandt commented on the diesel fuel expense for rescue locomotives.

#### **9. Receive State and Federal Legislative Update and Consider Positions on Legislation: Assembly Bill 476 (Gonzalez) and Senate Bill 63 (Wiener)**

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

Federal:

- Tariffs impact
- Earmark appropriations

State:

- Governor spotlighted Caltrain and seeking extension of state and local cap and trade programs
- \$2 billion budget request included to bridge funding for Caltrain
- Assembly Bill (AB) 1372 Caltrain energy bill for regenerative braking and net energy capture not moving forward
- Senate Bill (SB) 30 resale and transfer restrictions of diesel-powered equipment; concerns with language and need to emphasize air quality benefit
- AB 810 will require local governments to change websites and email addresses address to ".gov"; significant staff and financial resources to comply
- AB 476 copper wire theft prevention
- SB 63 regional transportation funding measure amendments

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

- Support AB 476
- Support SB 63
  - Mapping and wayfinding expenditures

- Santa Clara County and San Mateo County have until July to opt in to regional transit measure
- Amendments happening after July 31
- Focus on the health of Caltrain; support as amended and continue to work on future amendments with bill authors

Motion to support AB 476/Second: Medina/Gee

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

Noes: None

Absent: Cohen

Motion to support SB 63 as amended and to direct staff to continuing to work on future amendments with bill authors/Second: Heminger/Canepa

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

Noes: None

Absent: Cohen

#### Public Comment

Aleta Dupree, Team Folds, spoke in support of AB 476 and SB 63, and commented on AB 1372.

Jean Perry commented on access to frequent, affordable public transit and spoke in support of the regional transit measure.

Kyle Thompson commented on rail transit, community connections, and climate change.

Adina Levin, Seamless Bay Area, commented on using regional multimodal transit, and spoke in support of a regional transit approach.

Jeff Carter spoke in support of SB 63, and commented AB 1372, AB 476, and copper theft.

Matt Jones, Silicon Valley Bicycle Coalition, spoke in support of regional transit and SB 63.

Roland commented on cap-and-trade.

Anthony Lazarus commented on efficient and cost-effective regional transit system.

Javi commented on AB 810 and spoke in support of SB 63.



## 10. Receive Fiscal Years 2026 and 2027 Preliminary Operating and Capital Budgets

Kate Jordan Steiner, Chief Financial Officer, provided the presentation that included the following:

### Operating Budget:

- Electrified service; increased ridership growth; increased material and labor costs
- Ongoing expenses outpacing revenue
- Projected deficit is better than Strategic Financial Plan
- Measure RR reserves will go away after FY 2026
- Operating budget sources increased; Fare revenue offset by Go Pass decline
- Operating and administrative expenses at 76 percent of budget; plans to reduce before June budget adoption
- Strategies to regain financial stability: ridership growth, fare revenue policy, consultant reduction, labor costs reduction
- Service cuts unlikely to reduce deficit and would damage Caltrain's business model

### Capital Budget:

- Priorities: safety, state of good repair (SOGR), and customer experience while Guadalupe River Bridges project is finalized
- Annual transfer of Measure RR to capital SOGR
- Use to support core services, including Guadalupe Bridge project
- Projected sources include STA (State Transit Assistance) SOGR
- Risks of underfunded capital program, cost escalation, flat member agency contributions

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

- \$2 billion budget request designated for Caltrain
- \$300 million funding category for CalMod available and staff working to develop plan; need participation by VTA (Santa Clara Valley Transportation Authority)
- Low commuter ridership and service will be discussed at May 29 Board Workshop
- Limited service for South County; Discuss with VTA for options
- Member agency contributions challenge of one-third contributions; use current resources more effectively and expand eligibility; examine project needs over time
- Ongoing TASI (TransitAmerica Services, Inc.) salary negotiations
- Staff working on additional budget cuts; projecting no additional money coming from state; bridge cost must come from \$2 billion budget request

### Public Comment

Jeff Carter commented on ridership and service levels, crewing efficiencies, and maintenance.

Adrian Brandt commented on fare evasion enforcement and train conductor staffing.

Adina Levin, Seamless Bay Area, commented on collaborative approach with County partners and regional funding governance.

Roland commented on South Bay service and Measure RR ballot language.

Aleta Dupree, Team Folds, commented on electricity use cost, train frequency, SOGR, and assets.

John Hogan, Chief, Rail Operations, provided clarification on conductor pay and fare enforcement.

Ms. Bouchard announced the May 29 Board of Directors Workshop.

#### **11. Receive Update on Project Budget, Contract Capacity, and Funding Plan Increase for Guadalupe River Bridge Replacement Project**

Sherry Bullock, Program Director, Caltrain Modernization Program, and Casey Fromson, Chief of Staff, provided the presentation that included the following:

- Staff resubmitted full application to permit agencies
- Issued LNTP (Limited Notice to Proceed) to prepare for June 15 construction period
- Project challenges: multiple federal, state, and local agencies permitting; geographic location; water quality; wildlife protection; environmental concerns; safety; and customer service
- Habitat Mitigation and Monitoring Plan (HMMP) to obtain conditional approval to start construction in June. Uncertainty with tariffs, labor, inflation, materials, project management costs
- Funding trade-offs required; de-energizing a portion of the project; temporary service changes
- Customer communication for service changes

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

- Funding from Union Pacific, Amtrak, and ACE (Altamont Corridor Express)
- Project costs to be folded into capital budget with any capital improvements
- Ongoing relationship with water quality board
- Contingency left in budget for the project

#### **Public Comment**

Roland commented on the bridge's uses and Union Pacific's contribution to the project.

Doug DeLong commented on the project plan.

Adrian Brandt commented on Tamien service ridership levels, project costs, and repairing the main track.

## **12. Receive Caltrain Non-Fare Revenue Strategy Study Initial Results**

The item was deferred for discussion at the May 29 Board Budget Workshop.

## **13. Reports**

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

- Safety measures to avoid trespasser strikes
- Service vision update
- Updating service plan
- Wireless crossing update – signaling needs adjustment
- Staff to explore adding a quiet car on each train; Clipper reader issues; Caltrain reimbursement for flat spot repair

*Director Walton left the meeting at 11:53 am.*

**13.b. Report of the Chair** – There was none.

**13.c. Report of the Local Policy Maker Group (LPMG)** – Chair Burt had nothing to report as there was no meeting in April.

**13.d. Report of the Transbay Joint Powers Authority (TJPA)** - Chair Gee had nothing to report as there was no meeting in April.

**14. Correspondence** – Available online.

**15. Board Member Requests** – There were none.

**16. Date/Time/Location of Next Regular Meeting:** Thursday, June 5, 2025 at 9:00 am at via Zoom and in person at Bay Area Metro Center, 375 Beale Street, 1st Floor, Yerba Buena Room, San Francisco, CA 94105.

**17. Adjourn** – The meeting adjourned at 11:58 am.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Margaret Tseng, JPB Secretary  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Appointment of the Citizens Advisory Committee San Francisco County Representatives**

<input type="checkbox"/> Finance Committee Recommendation	<input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation	<input type="checkbox"/> Advocacy and Major Projects Committee Recommendation
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**Purpose and Recommended Action**

The Board of Directors representing the County of San Francisco, recommend the following appointments to the Joint Powers Board Citizens Advisory Committee:

- Rosalind Kutler as a regular member, representing San Francisco County, to a regular term ending June 30, 2028
- William Abbott as a regular member, representing San Francisco County, to a term ending June 30, 2026

**Discussion**

The Citizens Advisory Committee Bylaws state:

1. Article 1 – Membership, Section 1: As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the Citizens Advisory Committee (“CAC” or “Committee”) shall consist of nine (9) members, three appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The Citizens Advisory Committee shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities; develop proposals and recommendations for meeting the needs of the various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
2. Article 1 – Membership, Section 2: CAC members shall serve three (3) year terms.
3. The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions. The Board amended the Bylaws under Resolution No. 2019-45, dated

December 5, 2019, to add one alternate member from each of the Counties to help ensure presence of a quorum in case of periodic CAC member absences and vacancies.

**Budget Impact**

There is no impact on the budget.

Prepared By: Margaret Tseng

JPB Secretary

5/21/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Margaret Tseng, JPB Secretary  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Appointment of the Citizens Advisory Committee San Mateo County  
Representatives**

☐ Finance Committee  
Recommendation

☐ Technology, Operations, Planning,  
and Safety Committee  
Recommendation

☐ Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

The Board of Directors representing the County of San Francisco, recommend the following appointments to the Joint Powers Board Citizens Advisory Committee:

- Madeeha Ayub as a regular member, representing San Mateo County, to a term ending June 30, 2027
- Adrian Brandt as a regular member, representing San Mateo County, to a regular term ending June 30, 2028

**Discussion**

The Citizens Advisory Committee Bylaws state:

1. Article 1 – Membership, Section 1: As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the Citizens Advisory Committee (“CAC” or “Committee”) shall consist of nine (9) members, three appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The Citizens Advisory Committee shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities; develop proposals and recommendations for meeting the needs of the various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
2. Article 1 – Membership, Section 2: CAC members shall serve three (3) year terms.
3. The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions. The Board amended the Bylaws under Resolution No. 2019-45, dated

December 5, 2019, to add one alternate member from each of the Counties to help ensure presence of a quorum in case of periodic CAC member absences and vacancies.

**Budget Impact**

There is no impact on the budget.

Prepared By: Margaret Tseng

JPB Secretary

May 23, 2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Margaret Tseng, JPB Secretary  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Appointment of the Citizens Advisory Committee Santa Clara County Representative**

<input type="checkbox"/> Finance Committee Recommendation	<input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation	<input type="checkbox"/> Advocacy and Major Projects Committee Recommendation
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**Purpose and Recommended Action**

The Board of Directors representing Santa Clara County, recommend the following appointment to the Joint Powers Board Citizens Advisory Committee:

- Mark Thurber as a regular member, representing Santa Clara County, to a regular term ending June 30, 2028

**Discussion**

The Citizens Advisory Committee Bylaws state:

1. Article 1 – Membership, Section 1: As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the Citizens Advisory Committee (“CAC” or “Committee”) shall consist of nine (9) members, three appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The Citizens Advisory Committee shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities; develop proposals and recommendations for meeting the needs of the various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
2. Article 1 – Membership, Section 2: CAC members shall serve three (3) year terms.
3. The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions. The Board amended the Bylaws under Resolution No. 2019-45, dated



December 5, 2019, to add one alternate member from each of the Counties to help ensure presence of a quorum in case of periodic CAC member absences and vacancies.

**Budget Impact**

There is no impact on the budget.

Prepared By: Margaret Tseng

JPB Secretary

May 21, 2025

**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: June 2025 JPB Board of Directors Meeting  
Subject: **Authorize Contingent Budget Authority for Fiscal Year 2025 Operating Budget  
Increasing the Budget from \$238.1 Million to \$240.5 Million**

☒ 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 authorize additional contingent expense budget authority of up to \$2.4 million (or approximately 1.0 percent) within the Fiscal Year 2025 (FY25) Operating Budget. While current projections suggest that Caltrain will remain within the original expense budget, this amendment provides flexibility to address unforeseen year-end adjustments or emerging cost pressures should they arise. This amendment will result in a revised FY25 expense operating budget of \$240.5 million.

**Discussion**

Based on the most recent forecast, Caltrain is projected to end FY25 within 1 percent (approximately \$1.7 million) favorable to the FY25 operating expense budget. This positive outlook is largely attributed to ongoing reductions in traction power usage and cost savings across several non-labor categories, including professional and consulting services, legal expenses, and Overhead Contact System/Train Power Supply (OCS/TPS) maintenance. Consultant usage in these areas has been lower than anticipated during the transition period.

While the overall outlook remains favorable, there is still year-end risk. The annual actuarial report, expected in August but prior to the close of the fiscal year's books, may require updated projections of Caltrain's long-term liability obligations. In addition, claims events remain volatile in nature, as any significant incident or change in claims activity over the next two months could result in unfavorable budget impacts. Staff also anticipate a potential offsetting inventory adjustment, but the net effect of these variables remains uncertain.

In light of these risks, staff is requesting a budget amendment to increase operating expense authority as a contingency. This action does not represent a commitment to spend beyond the adopted budget but allows flexibility should circumstances require it. Any use of this authority will be reported in the year-end financial statements and updates to the Board.

Sources for the recommended \$2.4 million are (a) \$1.5 million in projected favorable sources mainly driven by favorable farebox, parking, and interest revenues; and (b) \$0.9 million draw from the Measure RR reserve. The tables below outline the impact of the proposed expense budget amendment.

	FY25 Adopted Budget	May FY25 Year-end Forecast	Variance	
Sources	208.7	210.2	1.5	
Uses	238.1	236.5	1.7	<b>Current Expense Contingency</b>
<b>Net Result</b>	<b>(29.4)</b>	<b>(26.3)</b>	<b>3.1</b>	

	FY25 Adopted Budget	Contingency Request	FY25 Amended Budget (Proposed)
Sources	208.7	-	208.7
Uses	238.1	2.4	240.5
<b>Net Result</b>	<b>(29.4)</b>	<b>(2.4)</b>	<b>(31.8)</b>

	FY25 Amended Budget (Proposed)	May FY25 Year-end Forecast	Variance	
Sources	208.7	210.2	1.5	
Uses	240.5	236.5	4.1	<b>Amended Expense Contingency</b>
<b>Net Result</b>	<b>(31.8)</b>	<b>(26.3)</b>	<b>5.5</b>	

### **Budget Impact**

Approval of this item would increase Caltrain's FY25 Operating Budget expense authority by up to \$2.4 million for a revised FY25 operating budget of \$240.5 million. Actual use of the amended authority will depend on final year-end outcomes. Any expenditure above the original budget will be monitored and reported to the Board.

Prepared By: Ladi Millard-Olmeda

Director, Budgets and Financial Analysis

05/16/2025

**Resolution No. 2025-**

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

\* \* \*

**Amend the Fiscal Year 2025 Operating Budget to Reflect Increase of \$2.4 Million, from  
\$238.1 Million to \$240.5 Million**

**Whereas**, the Joint Powers Agreement of the Peninsula Corridor Joint Powers Board (JPB) requires the Board of Directors (Board) to approve annual Operating Budget; and

**Whereas**, the adoption of an Operating Budget is necessary for obtaining both Federal and State funds to support the Peninsula Commute Service operation known as Caltrain; and

**Whereas**, pursuant to Resolution No. 2023-45 adopted on June 1, 2023, the JPB adopted the Fiscal Year 2025 (FY25) Operating Budget for a total authorized budget of \$238,138,000; and

**Whereas**, based on the most recent forecast, Caltrain remains within 1 percent favorable to the FY25 Operating Budget, due primarily to reduced traction power usage and cost savings in non-labor categories including professional services, legal expenses, and maintenance activities; and

**Whereas**, while current projections suggest that Caltrain will remain within the adopted FY25 budget, there is still some year-end financial risk due to anticipated adjustments from the annual actuarial report, volatility in claims activity, and other potential unforeseen expenses; and

**Whereas**, the Staff recommends that the Board authorize additional contingent expense budget authority of up to \$2,400,000 and amend the Operating Budget from \$238,138,000 to \$240,538,000 representing approximately 1 percent of the adopted FY2025 expense Operating Budget, to allow for flexibility in addressing any such year-end adjustments or emerging cost pressures, without requiring additional Board action; and

**Whereas**, this contingent authority is not a commitment to spend beyond the adopted budget and any use of this authority will be reported in the year-end financial statements.;

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the amendment of the Fiscal Year 2025 Operating Budget in the amount of \$2,400,000 from \$238,138,000 to \$240,538,000; and

**Be It Further Resolved** that the Executive Director, or designee, is requested to forward a copy of the FY25 Revised Operating Budget to the JPB member agencies at the earliest practicable date; and

**Be It Further Resolved** that the Executive Director, or designee, is directed to submit these budgets to the Metropolitan Transportation Commission, together with a copy of this resolution, at the earliest practical date.

Regularly passed and adopted this 5 day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Li Zhang, Chief, Commercial and Business Development  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Resolution to Support Caltrain’s Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$13,500,000 to initiate the Environmental Phase of the Redwood City 4-Track Station and Grade Separation Project\*\***



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Staff proposes that the Board of Directors (“Board”) of the Peninsula Corridor Joint Power Board (“JPB”) adopt a resolution to support Caltrain’s application to the Cycle 1 Measure W Regional Transit Connection Program (RTC) Grant Program of San Mateo County Transportation Authority (SMCTA) for an amount of \$13,500,000 to initiate the Environmental Phase of the Redwood City 4-Track Station and Grade Separation.

**Discussion**

**Background**

In April 2025, SMCTA released a call for projects for the Regional Transit Connection (RTC) program. The purpose of this program is to fund transit improvements that connect San Mateo County with Alameda County, San Francisco County, and Santa Clara County. This program is targeted toward eligible transit agencies such as Caltrain. The program includes three funding sub-categories for transit capital, transit operations, and first/last mile.

**Grant Application**

Staff is submitting four applications to the Program. This resolution is to initiate the Environmental Phase of the Redwood City 4-Track Station and Grade Separation. Following the completion of the current funded phase, Caltrain, in partnership with the City of Redwood City will continue into the environmental phase for this project. The four-track station and expanded track right-of-way are critical components to advancing the Adopted Long-Range Service Vision that will allow transfer between Express and Local Trains. It will cost \$15,000,000 to advance this project. The total funding request is \$13,500,000, with a 10 percent local match required of \$1,500,000.

**Budget Impact**

This resolution is a requirement to apply for the RTC Program and has no immediate impact on the Caltrain Capital Budget. If funding is awarded, staff will return to the Board to request the necessary budget authority.

Prepared By:	Lyne-Marie Bouvet	Principal Planner, Capital Improvement Plan	05/08/2025
	Michelle Stewart	Director, Grants and Fund Management	05/08/2025



**Resolution No. 2025-**

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

\* \* \*

**Supporting the Redwood City 4-Track Station and Grade Separation Project and Authorizing  
Submittal of an Application for the San Mateo County Transportation Authority's 2025 Cycle 1  
Measure W Regional Transit Connections Program Call for Projects**

**Whereas**, the Peninsula Corridor Joint Power Board adopted its Long-Range Service Vision in October 2019, and

**Whereas**, the Long Range Service Vision plan for substantially increased rail service which will require a 4-Track Station in Redwood City to allow transfer between local and express trains, and

**Whereas**, it will cost \$15,000,000 to initiate the Environmental Phase of the Redwood City 4-Track Station and Grade Separation Project, and

**Whereas**, the Peninsula Corridor Joint Powers Board wishes to sponsor the development of this environmental phase of the project, and

**Whereas**, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the San Mateo County Transportation Authority (SMCTA) with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

**Whereas**, SMCTA issued a Call for Projects for the Measure W Regional Transit Connections (RTC) Program funds on April 3, 2025, and

**Whereas**, SMCTA requires applicants for Measure W funds to submit a resolution in support of the application, in this case for \$13,500,000 in Measure W RTC Program funds for the Environmental Phase of the Redwood City 4-Track Station and Grade Separation Project, and

**Whereas**, SMCTA also requires applicants to submit a resolution committing to the completion of the proposed project scope, in this case, Environmental Phase of the Redwood City 4-Track Station and Grade Separation, and

**Whereas**, SMCTA requires applications to certify that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and

**Whereas**, if the SMCTA Board awards Measure W RTC Program funds to the Environmental Phase of the Redwood City 4-Track Station and Grade Separation, SMCTA will require that Caltrain commence work on the project within one year of SMCTA Board action.

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Powers Board:

1. Directs staff to submit an application for SMCTA 2025 Cycle 1 Measure W Regional Transit Connections Program funds for \$13,500,000 for the Environmental Phase of the Redwood City 4-Track Station and Grade Separation.
2. Authorizes the Executive Director or their designee to execute a funding agreement with SMCTA for Caltrain to receive any Measure W RTC Program funds awarded and associated amendments for an award.
3. Certifies that any funds awarded by SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
4. Commits 10 percent of the total funding request, in this case \$1,500,000 in matching funds for the completion of the Environmental Phase of the Redwood City 4-Track Station and Grade Separation, if awarded the requested SMCTA Measure W RTC Program funds
5. Directs Caltrain to commence work on the Environmental Phase of the Redwood City 4-Track Station and Grade Separation within one year of receiving an award of Measure W RTC Program Funds.

Regularly passed and adopted this 5<sup>th</sup> day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Li Zhang, Chief, Commercial and Business Development  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Resolution to Support Caltrain’s Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount Between \$5,000,000 and \$10,000,000 to Support Operating Funding for Increased Weekend Service\*\***



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Staff proposes that the Board of Directors (“Board”) of the Peninsula Corridor Joint Power Board (“JPB”) adopt a resolution to support Caltrain’s application for Grant to the Cycle 1 Measure W Regional Transit Connection Program (RTC) of San Mateo County Transportation Authority (SMCTA) for an amount between \$5,000,000 and \$10,000,000 to support operating funding for increased weekend service.

**Discussion**

**Background**

In April 2025, SMCTA released a call for projects for the Regional Transit Connection (RTC) program. The purpose of this program is to fund transit improvements that connect San Mateo County with Alameda County, San Francisco County, and Santa Clara County. This program is targeted toward eligible transit agencies such as Caltrain. The program includes three funding sub-categories for transit capital, transit operations, and first/last mile.

**Grant Application**

Staff is submitting four applications to the Program. This resolution is for Operating Funding for Increased Weekend Service. The funding request supports expanded weekend service operations made possible by electrification. Weekend service has increased from hourly to 30-minute frequencies, offering substantial improvements in mobility and regional connectivity for San Mateo County residents and neighboring counties. Operating funds are being sought to sustain this enhanced level of service, which directly responds to community demand and contributes to a more accessible, equitable, and integrated transit network. Caltrain is requesting between \$5,000,000 and \$10,000,000, depending on funding availability. Local match is required for this funding request.

**Budget Impact**

This resolution is a requirement to apply for the RTC Program and has no immediate impact on the Caltrain Capital Budget. If funding is awarded, staff will return to the Board to request the necessary budget authority.

Prepared By:	Lyne-Marie Bouvet	Principal Planner, Capital Improvement Plan	05/08/2025
	Michelle Stewart	Director, Grants and Fund Management	05/08/2025

**Resolution No. 2025-**

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

\* \* \*

**Supporting Operating Funding for Increased Weekend Service Request and Authorizing  
Submittal of an Application for the San Mateo County Transportation Authority's 2025 Cycle 1  
Measure W Regional Transit Connections Program Call for Projects**

**Whereas**, Caltrain has been running increased weekend services since the Electrification, and

**Whereas**, weekend service has increased from hourly to 30-minute frequencies, offering substantial improvements in mobility and regional connectivity for San Mateo County residents and neighboring counties, and

**Whereas**, Caltrain is requesting between \$5,000,000 and \$10,000,000, depending on funding availability, to sustain this enhanced level of service, and

**Whereas**, the Peninsula Corridor Joint Powers Board wishes to sponsor the Operating Funding Request for Increased Weekend Service, and

**Whereas**, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the San Mateo County Transportation Authority (SMCTA) with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

**Whereas**, SMCTA issued a Call for Projects for the Measure W Regional Transit Connections (RTC) Program funds on April 3, 2025, and

**Whereas**, SMCTA requires applicants for Measure W funds to submit a resolution in support of the application, in this case for \$5,000,000 to \$10,000,000 in Measure W RTC Program funds for, and

**Whereas**, SMCTA also requires applicants to submit a resolution committing to the completion of the proposed project scope, in this case, Operating Funding for Increased Weekend Service Request, and

**Whereas**, SMCTA requires applications to certify that any funds awarded by SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and

**Whereas**, if SMCTA Board awards Measure W RTC Program funds to the Operating Funding for Increased Weekend Service Request, SMCTA will require that Caltrain commence work on the project within one year of TA Board action.

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Power Board:

1. Directs staff to submit an application for SMCTA 2025 Cycle 1 Measure W Regional Transit Connections Program funds for \$5,000,000, up to \$10,000,000 for the Operating Funding for Increased Weekend Service Request.
2. Authorizes the Executive Director or their designee to execute a funding agreement with SMCTA for Caltrain to receive any Measure W RTC Program funds awarded and associated amendments for an award.
3. Certifies that any funds awarded by SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
4. Commits to getting the matching fund needed for the increased weekend service, if awarded the requested SMCTA Measure W RTC Program funds
5. Directs Caltrain to commence work on the Increased Weekend Services within one year of receiving an award of Measure W RTC Program Funds.

Regularly passed and adopted this 5<sup>th</sup> day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Li Zhang, Chief, Commercial and Business Development  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Resolution to Support Caltrain’s Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$1,800,000 for a Station Safety and Access Assessment and Improvements in San Mateo County\*\***

<input checked="" type="checkbox"/> Finance Committee Recommendation	<input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation	<input type="checkbox"/> Advocacy and Major Projects Committee Recommendation
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**Purpose and Recommended Action**

Staff proposes that the Board of Directors (“Board”) of the Peninsula Corridor Joint Power Board (“JPB”) adopt a resolution to support Caltrain’s application to the Cycle 1 Measure W Regional Transit Connection Program (RTC) Grant Program of San Mateo County Transportation Authority (SMCTA) for an amount of \$1,800,000 for a Station Safety and Access Assessment and Improvements in San Mateo County.

**Discussion**

**Background**

In April 2025, SMCTA released a call for project for the Regional Transit Connection (RTC) program. The purpose of this program is to fund transit improvements that connect San Mateo County with Alameda County, San Francisco County, and Santa Clara County. This program is targeted toward eligible transit agencies such as Caltrain. The program includes three funding sub-categories for transit capital, transit operations, and first/last mile.

**Grant Application**

Staff is submitting four applications to the Program. This resolution is for the Station Safety and Access Assessment and Improvements in San Mateo County. This project will improve the safety, accessibility, and overall comfort of Caltrain stations. It includes a planning study to identify “last 50 feet” access and wayfinding enhancements near up to four stations, as well as a safety assessment and pilot CCTV (closed-circuit television) installation at select stations in San Mateo County. The effort aligns with Caltrain’s safety commitment and its access policy, while laying the foundation for future capital investments that enhance rider experience and support long-term ridership growth. It will cost \$2,000,000 to complete the project. The total funding request is \$1,800,000, with a 10 percent local match required of \$200,000.

**Budget Impact**

This resolution is a requirement to apply for the RTC Program and has no immediate impact on the Caltrain Capital Budget. If funding is awarded, staff will return to the Board to request the necessary budget authority.

Prepared By:	Lyne-Marie Bouvet	Principal Planner, Capital Improvement Plan	05/08/2025
	Michelle Stewart	Director, Grants and Fund Management	05/08/2025

**Resolution No. 2025-**

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

\* \* \*

**Supporting the Station Safety and Access Assessment and Improvements in San Mateo County and Authorizing Submittal of an Application for the San Mateo County Transportation Authority's 2025 Cycle 1 Measure W Regional Transit Connections Program Call for Projects**

**Whereas**, Caltrain is dedicated to improving station access as lay down in its Station Access Policy, and

**Whereas**, Safety is Caltrain number one core value, and

**Whereas**, it will cost \$2,000,000 to develop a safety and accessibility assessment of up to four stations in San Mateo County as well as the implementation of a pilot program for CCTV (closed-circuit television) at stations, and

**Whereas**, the Peninsula Corridor Joint Powers Board wishes to sponsor the development of this Station Safety and Access Assessment and Improvements, and

**Whereas**, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the San Mateo County Transportation Authority (SMCTA) with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

**Whereas**, SMCTA issued a Call for Projects for the Measure W Regional Transit Connections (RTC) Program funds on April 3, 2025, and

**Whereas**, SMCTA requires applicants for Measure W funds to submit a resolution in support of the application, in this case for \$1,800,000 in Measure W RTC Program funds for the Station Safety and Access Assessment and Improvements, and

**Whereas**, SMCTA also requires applicants to submit a resolution committing to the completion of the proposed project scope, in this case, Station Safety and Access Assessment and Improvements, and

**Whereas**, SMCTA requires applications to certify that any funds awarded by SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and

**Whereas**, if SMCTA Board awards Measure W RTC Program funds to the Station Safety and Access Assessment and Improvements, SMCTA will require that Caltrain commence work on the project within one year of SMCTA Board action.

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Power Board:

1. Directs staff to submit an application for SMCTA 2025 Cycle 1 Measure W Regional Transit Connections Program funds for \$1,800,000 for the Station Safety and Access Assessment and Improvements.
2. Authorizes the Executive Director or their designee to execute a funding agreement with SMCTA for Caltrain to receive any Measure W RTC Program funds awarded and associated amendments for an award.
3. Certifies that any funds awarded by SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
4. Commits 10 percent of the total funding request, in this case \$200,000 in matching funds for the completion of the Station Safety and Access Assessment and Improvements, if awarded the requested SMCTA Measure W RTC Program funds
5. Directs Caltrain to commence work on the Station Safety and Access Assessment and Improvements within one year of receiving an award of Measure W RTC Program Funds.

Regularly passed and adopted this 5<sup>th</sup> day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Li Zhang, Chief, Commercial and Business Development  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Resolution to Support Caltrain’s Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$1,000,000 for a First and Last Mile Station Access Planning Study in San Mateo County\*\***



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Staff proposes that the Board of Directors (“Board”) of the Peninsula Corridor Joint Power Board (“JPB”) adopt a resolution to support Caltrain’s application to the Cycle 1 Measure W Regional Transit Connection Program (RTC) Grant Program of San Mateo County Transportation Authority (SMCTA) for an amount of \$1,000,000 for a First and Last Mile Station Access Planning Study in San Mateo County.

**Discussion**

**Background**

In April 2025, SMCTA released a call for projects for the Regional Transit Connection (RTC) program. The purpose of this program is to fund transit improvements that connect San Mateo County with Alameda County, San Francisco County, and Santa Clara County. This program is targeted toward eligible transit agencies such as Caltrain. The program includes three funding sub-categories for transit capital, transit operations, and first/last mile.

**Grant Application**

Staff is submitting four applications to the Program. This resolution is for the First and Last Mile Station Access Planning Study in San Mateo County. The project will develop a first/last-mile plan that identifies and prioritizes active transportation improvements within a half-mile radius of Caltrain stations in San Mateo County. Key activities will include reviewing existing station access plans, conducting interviews with local stakeholders, and performing on-site assessments. The resulting recommendations will build on Caltrain’s Station Access Policy and support the goals of MTC’s (Metropolitan Transportation Commission) Transit-Oriented Communities Policy. Caltrain is requesting \$1,000,000. This application does not require matching funds.

**Budget Impact**

This resolution is a requirement to apply for the RTC Program and has no immediate impact on the Caltrain Capital Budget. If funding is awarded, staff will return to the Board to request the necessary budget authority.

Prepared By:	Lyne-Marie Bouvet	Principal Planner, Capital Improvement Plan	05/08/2025
	Michelle Stewart	Director, Grants and Fund Management	05/08/2025

**Resolution No. 2025-**

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

\* \* \*

**Supporting the First and Last Mile Station Access Planning Study Project and Authorizing  
Submittal of an Application for the San Mateo County Transportation Authority's 2025 Cycle 1  
Measure W Regional Transit Connections Program Call for Projects**

**Whereas**, Caltrain is dedicated to improving station first and last mile access as lay down in its Station Access Policy, and

**Whereas**, Caltrain would like to be moving forward in recommending first and last mile improvements for stations in San Mateo County, and

**Whereas**, it will cost \$1,000,000 to develop a first and last mile San Mateo Countywide First and Last mile Station Access Plan, and

**Whereas**, the Peninsula Corridor Joint Powers Board wishes to sponsor the development of this planning level study, and

**Whereas**, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the San Mateo County Transportation Authority (SMCTA) with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

**Whereas**, SMCTA issued a Call for Projects for the Measure W Regional Transit Connections (RTC) Program funds on April 3, 2025, and

**Whereas**, SMCTA requires applicants for Measure W funds to submit a resolution in support of the application, in this case for \$1,000,000 in Measure W RTC Program funds for the First and Last Mile Station Access Planning Study in San Mateo County, and

**Whereas**, SMCTA also requires applicants to submit a resolution committing to the completion of the proposed project scope, in this case, First and Last Mile Station Access Planning Study in San Mateo County, and



**Whereas**, the requires applications to certify that any funds awarded by SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and

**Whereas**, if the SMCTA Board awards Measure W RTC Program funds to the First and Last Mile Station Access Planning Study, SMCTA will require that Caltrain commence work on the project within one year of SMCTA Board action.

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Power Board:

1. Directs staff to submit an application for SMCTA 2025 Cycle 1 Measure W Regional Transit Connections Program funds for \$1,000,000 for the First and Last Mile Station Access Planning Study.
2. Authorizes the Executive Director or their designee to execute a funding agreement with SMCTA for Caltrain to receive any Measure W RTC Program funds awarded and associated amendments for an award.
3. Certifies that any funds awarded by SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
4. Directs Caltrain to commence work on First and Last Mile Station Access Planning Study within one year of receiving an award of Measure W RTC Program Funds, .

Regularly passed and adopted this 5<sup>th</sup> day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Award a Contract to Kelly McNutt Consulting, LLC for On-Call Alternative Project Delivery Support Services for a Total Not-to-Exceed Amount of \$6,228,400 for a Five-Year Term\***



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Award of the proposed contract for On-Call Alternative Project Delivery Support Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with a qualified and experienced consulting firm that is well-versed in public transit capital projects to support the JPB during implementation of capital projects using alternative project delivery methods. The Services are expected to include development of independent cost estimates, cost validation and oversight services.

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

1. Award an on-call contract to Kelly McNutt Consulting, LLC of Vancouver, Washington (Kelly McNutt) to provide the Services for a total not-to-exceed amount of \$6,228,400 for a five-year term.
2. Authorize the Executive Director or designee to execute a contract with Kelly McNutt in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

**Discussion**

In December 2023, pursuant to Resolution 2023-75, the JPB awarded a contract to Kelly McNutt to provide On-Call Alternative Project Delivery Negotiation Support Services over a five-year term for a total not-to-exceed amount of \$2,500,000. In January 2025, early and high expenditures were incurred due to the accelerated schedules of two grade separation projects, which nearly exhausted the contract capacity in the first year. As a result, the JPB executed Amendment No. 1 to increase the contract capacity amount by \$650,000, from \$2,500,000 to \$3,150,000, to complete existing projects.

The JPB has a continued need for the Services to ensure uninterrupted Caltrain operations. Approval of the above actions will benefit the JPB by engaging a qualified firm that can provide independent cost estimates for construction phase work and support the JPB with its total contract price reviews; provide collaborative support for the development of project risk registers and risk allocation and mitigation plans, including risk-based cost assessments; provide

support for negotiations with contractors regarding potential incentives for safety, quality, community relations, diversity, cost control, schedule control, and sustainability; and review, comment on, and validate project delivery contractors' construction phase work planning. The Services will be utilized on an as-needed basis.

On January 21, 2025, the JPB issued Request for Proposals (RFP) 25-J-P-064 for the Services. The RFP was advertised on the JPB's e-Procurement website. Staff held a pre-proposal meeting, and six potential proposers attended. On February 28, 2025, the JPB received proposals from four firms:

1. Accenture Infrastructure & Capital Projects, LLC of San Francisco, California
2. Innovative Contracting & Engineering, LLC of Highland, Utah
3. Kelly McNutt Consulting, LLC of Vancouver, Washington
4. Mott MacDonald Group, Inc. of San Ramon, California

A Selection Committee (Committee), composed of qualified staff from JPB's Rail Development Department, reviewed, evaluated, and ranked these proposals in accordance with the following weighted criteria:

<b>Evaluation Criteria</b>	<b>Maximum Points</b>
Approach to Providing Services: On-Call Team Organization and Work Directive Management Plan	25 Points
Company Qualifications, Experience, and References	25 Points
Understanding the Required Scope of Services	30 Points
Cost Proposal and/or Labor Rates	20 Points
Small Business Enterprises (SBE) Preference	5 Points

After the initial scoring of the technical proposals, the Committee determined Kelly McNutt to be the highest-ranked firm with the most qualified proposal and approach for the Services. The firm possesses the requisite depth of experience and has the required qualifications to successfully perform the Services as defined in the solicitation documents.

Staff conducted negotiations with Kelly McNutt. Also, staff conducted a price analysis and determined that Kelly McNutt's prices are fair and reasonable. Staff and legal counsel reviewed Kelly McNutt's proposal and determined it complies with the requirements of the RFP.

Kelly McNutt is a certified SBE and received five points for the SBE Preference. Kelly McNutt intends to perform this contract with a team of two subconsultants, one of which is an SBE firm and the other of which is a Disadvantaged Business Enterprise.

The proposed contract is for a total not-to-exceed amount of \$6,228,400 for a five-year term. Staff will issue Work Directives for specific needs during the contract term on an as-needed basis and as further described in the RFP. There is no guarantee of any amount of work or level

of effort that will be ordered from or allocated to, nor total compensation to be paid to, the proposed contractor.

**Budget Impact**

Funds for this contract are included in the JPB's current capital budget and will be included in future years' capital budgets.

Prepared By:	Vanessa Mariano	Procurement Administrator II	03/28/2025
	Jonathan Tillman	Director, Capital Program Management	03/28/2025

**Resolution No. 2025-**

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

\* \* \*

**Award a Contract to Kelly McNutt Consulting, LLC for On-Call Alternative Project Delivery Support Services for a Total Not-to-Exceed Amount of \$6,228,400 for a Five-Year Term**

**Whereas**, on January 21, 2025, the Peninsula Corridor Joint Powers Board (JPB) issued Request for Proposals (RFP) 25-J-P-064 for On-Call Alternative Project Delivery Support Services (Services); and

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

**Whereas**, a Selection Committee (Committee), composed of qualified staff, reviewed, evaluated, and ranked these proposals in accordance with the weighted criteria set forth in the RFP, and determined that Kelly McNutt Consulting, LLC of Vancouver, Washington (Kelly McNutt), was the highest-ranked proposer; and

**Whereas**, the Committee determined that Kelly McNutt possesses the requisite depth of experience and has the required qualifications to successfully perform the Services as defined in the solicitation documents; and

**Whereas**, staff and legal counsel reviewed Kelly McNutt's proposal and determined it complies with the requirements of the RFP; and

**Whereas**, staff conducted a price analysis and determined that Kelly McNutt's prices are fair and reasonable; and

**Whereas**, staff recommends that the Board of Directors (Board) award a contract to Kelly McNutt to provide the Services for a five-year term for a total not-exceed amount of \$6,228,400.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Kelly McNutt Consulting, LLC to provide On-Call Alternative Project Delivery Support Services for a five-year term for a total not-to-exceed amount of \$6,228,400; and

**Be It Further Resolved** that the Board authorizes the Executive Director or designee to execute a contract on behalf of the JPB with Kelly McNutt in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 5<sup>th</sup> day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer  
Nate Kramer, Chief People Officer

For: June 2025 JPB Board of Directors Meeting

Subject: **Award Contracts to Cooperative Personnel Services; gothamCulture LLC; and The Consulting Team LLC for On-Call Coaching and Leadership Development Services for an Aggregate Not-to-Exceed Amount of \$350,000 for a Five-Year Base Term, with Two Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$140,000\***



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Award of these contracts for On-Call Coaching and Leadership Development Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with a bench of qualified and experienced firms to support the JPB's ongoing need for highly skilled and experienced coaching and leadership development services to meet a variety of professional development, executive mentoring, team building, and organizational effectiveness needs on an as-needed basis.

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

1. Award contracts to the firms listed below to provide the Services for an aggregate not-to-exceed amount of \$350,000 for a five-year base term, with two additional one-year option terms for an aggregate not-to-exceed amount of \$140,000:
  - a. Cooperative Personnel Services of Sacramento, California (CPS)
  - b. gothamCulture LLC of New York, New York (gotham)
  - c. The Consulting Team LLC of Mountain View, California (Consulting Team)
2. Authorize the Executive Director or designee to execute contracts with CPS, gotham, and Consulting Team in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the Executive Director or designee to exercise up to two additional one-year option terms with the above firms, if in the best interest of the JPB.

### **Discussion**

On July 17, 2024, the JPB, the San Mateo County Transit District, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued a joint Request for Proposals (RFP) 25-S-J-T-P-015 for the Services. The RFP was advertised on the Agencies’ eProcurement website and 47 potential proposers downloaded the RFP. In response to the RFP, the Agencies received nine proposals; all nine were found to be responsive to the requirements of the solicitation documents.

A Selection Committee (Committee) composed of staff from the Agencies reviewed and evaluated the proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Qualifications and Experience of Firm	20 Points
Qualifications and Experience of Mgt Team Key Personnel	35 Points
Approach to Scope of Services	20 Points
Cost Proposal	25 Points
Small Business Enterprise (SBE) Preference	5 Points
Total	105 Points

The Committee then scored and ranked these proposals. The highest-ranked firms were CPS, gotham, and Consulting Team. Staff determined all three firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Of these three firms, gotham claimed the five points for SBE Preference, but did not receive them, as the referenced certified subconsultants could not be verified. CPS and Consulting Team did not claim the points for SBE Preference.

Staff successfully negotiated contract terms, including prices, with each of the three highest-ranked firms. Staff performed a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services.

Staff will issue Work Directives for specific needs during the contract term on an as-needed basis and pursuant to a competitive selection process as further described in the RFP. There is no guarantee of any amount of work or level of effort that will be ordered from or allocated to, nor total compensation to be paid to, any of the firms under the awarded contracts.

### **Budget Impact**

Funds to support these contracts are included in the JPB's current operating budget and will be included in the operating budgets for Fiscal Years 2026 and 2027 and future years.

Prepared By:	Maria Flores	Procurement Administrator	03/25/2025
	Juliet Nogales-DeGuzman	Director, Human Resources	03/25/2025



**Resolution No. 2025-**

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

\* \* \*

**Award Contracts to Cooperative Personnel Services; gothamCulture LLC; and  
The Consulting Team LLC for On-Call Coaching and Leadership Development Services for an  
Aggregate Not-to-Exceed Amount of \$350,000 for a Five-Year Base Term, with  
Two Additional One-year Option Terms for an Aggregate Not-to-Exceed Amount of \$140,000**

**Whereas**, on July 17, 2024, the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued a joint Request for Proposals (RFP) 25-S-J-T-P-015 for On-Call Coaching and Leadership Development Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

**Whereas**, in response to the RFP, the Agencies received nine proposals, of which staff found all nine proposals to be responsive to the requirements of the RFP; and

**Whereas**, a Selection Committee (Committee), composed of staff from the Agencies reviewed, evaluated, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP, and ranked the following three firms highest:

- Cooperative Personnel Services of Sacramento, California (CPS),
- gothamCulture LLC of New York, New York (gotham), and
- The Consulting Team LLC of Mountain View, California (Consulting Team); and

**Whereas**, the Committee determined that the three highest-ranked firms possess the requisite experience and qualifications required to successfully perform the Services; and

**Whereas**, staff successfully negotiated contract terms, including prices, with each of these three highest-ranked firms; and

**Whereas**, staff performed a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services; and

**Whereas**, staff recommends that the Board of Directors (Board) award a bench of contracts to CPS, gotham, and Consulting Team to provide the Services for an aggregate not-to-exceed amount of \$350,000 for a five-year base term, with up to two one-year option terms for an aggregate not-to-exceed amount of \$140,000.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a bench of contracts to:

- Cooperative Personnel Services of Sacramento, California,
- gothamCulture LLC of New York, New York, and
- The Consulting Team of Mountain View, California

to provide On-Call Coaching and Leadership Development Services for an aggregate not-to-exceed amount of \$350,000 for a five-year base term, with up to two one-year option terms for an aggregate not-to-exceed amount of \$140,000; and

**Be It Further Resolved** that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with CPS, gotham, and Consulting Team in full conformity with the terms and conditions of the RFP and negotiated agreements, and in a form approved by legal counsel; and

**Be It Further Resolved** that the Board authorizes the Executive Director or designee to execute up to two one-year option terms with each of the three firms, if in the best interest of the JPB.

Regularly passed and adopted this 5<sup>th</sup> day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer  
Nate Kramer, Chief People Officer

For: June 2025 JPB Board of Directors Meeting

Subject: **Award Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for On-Call Temporary Staffing Services for an Aggregate Not-to-Exceed Amount of \$1,250,000 for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$500,000\***



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Award of these contracts for On-Call Temporary Staffing Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with a bench of qualified and experienced firms to support the JPB's ongoing need for highly skilled and experienced administrative and professional personnel to meet a variety of administrative, financial, information technology, and light industrial business needs. Also, these contracts will address the JPB's needs for: (1) a bench of temporary staffing firms from which to select assistance; (2) temporary staffing services that were not anticipated the last time these services were solicited, and (3) sufficient contract capacity to accommodate the projected level of temporary staffing support required for the duration of the contract term. Work provided under these contracts will be defined through specific Work Directives for each assignment.

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

1. Award contracts to AppleOne, Inc. of Glendale, California (AppleOne); SearchPros Staffing, LLC of Sacramento, California (SearchPros); and Tellus Solutions, Inc. of Santa Clara, California (Tellus) to provide the Services on an as-needed basis for an aggregate not-to-exceed amount of \$1,250,000 for a five-year base term, with two additional one-year option terms for an aggregate not-to-exceed amount of \$500,000.
2. Authorize the Executive Director or designee to execute professional services contracts on behalf of the JPB with AppleOne, SearchPros, and Tellus consistent with the requirements of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the Executive Director or designee to exercise up to two additional one-year option terms on each contract, if in the best interest of the JPB.

### **Discussion**

On July 17, 2024, the JPB, the San Mateo County Transit District, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued joint Request for Proposals (RFP) 25-S-J-T-P-014 for the Services. The RFP was advertised on the Agencies’ eProcurement website. In response to the RFP, the Agencies received 21 proposals, 14 of which were found to be responsive, and seven of which were found to be non-responsive to the requirements of the solicitation documents. A Selection Committee (Committee), composed of staff from the Agencies, reviewed and evaluated the proposals in accordance with the evaluation criteria set forth in the RFP.

<b>Evaluation Criteria</b>	<b>Maximum Points</b>
Qualifications and Experience of Firm	20
Qualifications and Experience of Management Team Key Personnel	30
Approach to Scope of Services	20
Cost Proposal	30
Small Business Enterprise (SBE) Preference	5
<b>TOTAL</b>	<b>105</b>

The Committee then scored and ranked the 14 responsive proposals, determining that AppleOne, SearchPros, and Tellus were the highest-ranked firms. All three firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Of these three firms, Tellus Solutions, a certified SBE, received five points for SBE Preference. AppleOne and SearchPros did not claim the points for SBE Preference.

Staff successfully negotiated contract terms, including prices, with each of the three highest-ranked firms. Staff performed a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those charged for similar services in the Bay Area.

Staff will issue Work Directives for specific needs during the contract term on an as-needed basis and pursuant to a competitive selection process as further described in the RFP. There is no guarantee of any amount of work or level of effort that will be ordered from or allocated to, or total compensation to be paid to any of the firms under the awarded contracts.

### **Budget Impact**

Funds to support these contracts are and will be included in the JPB's current and future approved budgets. When the Services are needed, the costs generally will be covered by savings from the vacant positions.

Prepared By:	Pooja Mehra	Procurement Administrator II	03/26/2025
	Julia Horiuchi	Human Resources Manager	03/26/2025

**Resolution No. 2025-**

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

\* \* \*

**Award Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for  
On-Call Temporary Staffing Services for an Aggregate Not-to-Exceed Amount of  
\$1,250,000 for a Five-Year Base Term, with up to Two Additional  
One-Year Option Terms for an Aggregate Not-To-Exceed Amount of \$500,000**

**Whereas**, on July 17, 2024, the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued joint Request for Proposals (RFP) 25-S-J-T-P-014 for On-Call Temporary Staffing Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

**Whereas**, in response to the RFP, the Agencies received 21 proposals, of which staff found 14 proposals to be responsive to the requirements of the RFP; and

**Whereas**, a Selection Committee (Committee) composed of staff from the Agencies reviewed, evaluated, scored and ranked the proposals in accordance with the evaluation criteria set forth in the RFP, and determined the following three firms to be the highest-ranked:

- AppleOne, Inc. of Glendale, California (AppleOne),
- SearchPros Staffing, LLC of Sacramento, California (SearchPros), and
- Tellus Solutions, Inc. of Santa Clara, California (Tellus); and

**Whereas**, the Committee determined that the three highest-ranked firms possess the requisite experience and qualifications required to successfully perform the Services; and

**Whereas**, staff successfully negotiated contract terms, including prices, with each of these three highest-ranked firms; and

**Whereas**, staff performed a price analysis and determined the prices to be fair, reasonable, and consistent with those charged for similar services in the Bay Area; and

**Whereas**, staff recommends that the Board of Directors (Board) award contracts to a bench of firms that consists of AppleOne, SearchPros, and Tellus to provide the Services for an aggregate not-to-exceed amount of \$1,250,000 for a five-year base term, and up to two one-year option terms for an aggregate not-to-exceed amount of \$500,000.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards contracts to:

- AppleOne, Inc. of Glendale, California,
- SearchPros Staffing, LLC of Sacramento, California, and
- Tellus Solutions, Inc. of Santa Clara, California

to provide On-Call Temporary Staffing Services for an aggregate not-to-exceed amount of \$1,250,000 for a five-year base term, and up to two additional one-year option terms for aggregate not-to-exceed amount of \$500,000; and

**Be It Further Resolved** that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with AppleOne, SearchPros, and Tellus in full conformity with the terms and conditions of the RFP and negotiated agreements, and in a form approved by legal counsel; and

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

Regularly passed and adopted this 5<sup>th</sup> day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer  
Mehul Kumar, Chief Information and Technology Officer

For: June 2025 JPB Board of Directors Meeting

Subject: **Authorize Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$3 Million for Fiscal Year 2026\***



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Approval of this contracting authority will allow the Peninsula Corridor Joint Powers Board (JPB) to pay for information technology hardware, software, licenses, maintenance and support in an amount greater than the approved threshold without bringing individual actions before the Board of Directors (Board) for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed.

Staff proposes the Finance Committee recommend that the Board of the JPB:

1. Determine that an independent JPB-initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals and temporary technology consultants is unlikely to be in the JPB's best interest.
2. Authorizes the Executive Director or designee to execute contracts exceeding \$250,000 for:
  - a. Technology systems equipment and related services through JPB-approved cooperative purchasing programs and piggyback contracts to meet the JPB's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the JPB's statutory procurement authority and procurement policy;

- b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of JPB-owned information technology, hardware, and software;
  - c. Professional and staff augmentation services for information technology, pursuant to the JPB's procurement authority and policy; and
  - d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services.
- 3. Authorize the Executive Director or designee to execute contracts that commit the JPB to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year's resolution's requested budget.
  - 4. Authorize the Executive Director or designee to execute purchase orders, contracts, and other documents and actions to give effect to this proposed Resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases.
  - 5. Establish an aggregate, not-to-exceed limit of \$3 million for Fiscal Year (FY) 2026 for contracts and amendments authorized pursuant to this proposed Resolution.
  - 6. Direct staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this proposed Resolution.

#### **Discussion**

The JPB has an ongoing need to refresh technology that supports all business operations. Some of the required equipment include:

- a. personal computers
- b. telecommunications equipment
- c. digital reprographic equipment
- d. computer peripherals
- e. server and network hardware
- f. software
- g. maintenance and support services
- h. installation and configuration services
- i. temporary technology consultants
- j. other related technology services

Recurring maintenance, support, and license agreements are, by their nature, repetitive and routine, and are required to ensure the continued and effective operation of information technology assets owned by the JPB. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the JPB's changing business needs to be met in a timely manner.

Pursuant to the Procurement Policy adopted by the Board in 2023 (Resolution No. 2023-37), the Board must approve any purchase of goods and services exceeding \$250,000. Since 2010, the Board has granted the Executive Director authority to execute technology-related contracts and amendments that exceed this standard Board-approved contract authority threshold.

Beginning in Fiscal Year (FY) 2024, the Board approved, via one resolution, both recurring contracts and cooperative agreements.

Delegating this authority expedites the JPB's ability to continue needed operations and services in the management of Caltrain and reduces the time and resources otherwise required to obtain individual approval of such support and license agreements.

Further, this authority provides the JPB with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative purchasing programs and piggybacks. Contracts issued under this authority address the JPB's requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited to address the JPB's future needs.

Many equipment purchases and service contracts must be renewed on an annual basis. These renewals are usually routine and predictable, and generally were competitively procured previously. Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support results in loss of software updates, and problems obtaining assistance and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if maintenance and license renewals have not been obtained.

The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary to the manufacturers of the software. Similarly, many manufacturers do not allow third parties to access source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

Procurements relating to JPB assets requiring payment of recurring annual or multi-year maintenance services, support, and license fees over \$250,000 may need to be accommodated in FY 2026, outside of cooperative purchase agreements or other pre-existing contracts.

Contracts issued by governmental entities that allow other jurisdictions to use the contract they established are called "piggybacking contracts" because they allow another agency to "piggyback" on that governmental entity's solicitation process, contract terms and pricing.

Contracts will be executed only with vendors whose contracts include piggybacking language on a basis that complies with the JPB's procurement authority and policy.

Various cooperative purchasing programs and piggyback purchasing are available to provide these products and services. Special districts (and joint powers authorities operating under their contracting restrictions) are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal government's General

Services Administration (GSA) Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also may be utilized. By utilizing cooperative purchasing and piggyback contracts, the JPB saves considerable time and expense associated with independent procurements, which would be unlikely to yield more favorable pricing or service.

By approving this action, the Board would eliminate the need for issuance of contracts for new and recurring maintenance and continued operation of assets like these would need to be brought individually before the Board for approval.

The Executive Director or designee will provide a quarterly report to the Board with a summary of the contracts awarded under this delegated authority.

**Budget Impact**

These purchases will be funded by the current and future operating and/or capital budgets.

Prepared By:	Linda Tamtum	Contract Administrator	04/22/2025
	Michael Salazar	IT Operations Manager	04/22/2025

**Resolution No.2025-**

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

**State of California**

\* \* \*

**Authorize Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$3 Million for Fiscal Year 2026**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) will require personal computers, computer peripherals, telecommunications equipment, reprographic equipment, servers, switches, maintenance agreements, software licensing, continuing product support and licenses, technology consulting, and other related services throughout Fiscal Year (FY) 2026 in order to replace equipment that has reached the end of its useful life and to meet the JPB's current and emerging technology needs; and

**Whereas**, the JPB desires to standardize procurement using the most cost-effective manners; and

**Whereas**, piggybacking on other agencies' procurements, as well as participating in cooperative purchasing consortia, allows the JPB to procure competitively priced technology systems equipment and related services; and

**Whereas**, the JPB's software license, maintenance, and support agreements for the information technology assets in use are, by their nature, repetitive and routine; and

**Whereas**, the JPB requires professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

**Whereas**, the JPB also requires Information Technology (IT) staff augmentation services to support IT specific projects; and

**Whereas**, the Executive Director recommends that the JPB participate in the above-mentioned programs, as well as additional cooperative purchasing programs and piggyback purchasing, to the extent such programs fully comply with the JPB's procurement authority and policy; and

**Whereas**, staff recommends that the Executive Director or designee be authorized to execute contracts that exceed \$250,000 with vendors under JPB-approved cooperative purchasing programs and piggyback purchasing to meet the JPB's personal computer/server, telecommunications, and other related technology equipment and professional service requirements for FY 2026, pursuant to the terms and conditions of each cooperative purchasing program's vendor agreements or piggyback agreement; and

**Whereas**, staff further recommends that the Executive Director or designee be authorized to execute contracts that exceed \$250,000 with original equipment manufacturers, product licensors, their authorized distributors and consultants, and IT professional services and staff augmentation to meet the JPB's technology requirements for FY 2026, pursuant to the JPB's statutory procurement authority and procurement policy; and

**Whereas**, finally, staff recommends limiting the purchasing authority established by this Resolution to an aggregate, not-to-exceed amount of \$3 million for FY 2026.

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

1. Determines that an independent JPB-initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals, and temporary technology consultants is unlikely to be in the JPB's best interest; and
2. Authorizes the Executive Director or designee to execute contracts exceeding \$250,000 for:
  - a. Technology systems equipment and related services through JPB-approved cooperative purchasing programs and piggyback contracts to meet the JPB's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the JPB's statutory procurement authority and procurement policy;
  - b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of JPB-owned information technology, hardware, and software;
  - c. Professional and staff augmentation services for information technology, pursuant to the JPB's procurement authority and policy; and

- d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services; and
- 3. Authorizes the Executive Director or designee to execute contracts that commit the JPB to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year's resolution's requested budget; and
- 4. Authorizes the Executive Director or designee to execute purchase orders, contracts, and other documents and actions to give effect to this resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases; and
- 5. Establishes an aggregate, not-to-exceed limit of \$3 million for FY 2026 for contracts and amendments authorized pursuant to this Resolution; and
- 6. Directs staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.



Regularly passed and adopted this 5<sup>th</sup> day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

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

**Discussion**

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through March 31, 2025. The attachment provides a comparison of current year-to-date actuals to the year-to-date budget, including dollar and percentage variances.

**Total Revenues:**

As of March 31, 2025, total revenues were \$157.1 million compared to \$155.7 million in the adopted budget, resulting in a favorable variance of \$1.4 million (0.9 percent).

The favorable revenue variance was primarily driven by the following:

- **Caltrain Fare Revenue:** \$3.1 million favorable to budget (11.5 percent). The baseball season game is most likely contributing to the increase in Clipper sales. This also reflects continued recovery in ridership, which reached 55.9 percent of pre-pandemic levels in March (45.1 percent year-to-date). Year-over-year ridership is up 57.0 percent in March, with year-to-date increases of 40.1 percent compared to this period last year.
- **Other Income (Investment Earnings):** \$1.9 million favorable to budget (64.0 percent). This was driven by interest earnings on California Asset Management Program (CAMP) and increased interest income.

The favorable revenue variance was partially offset by the following:

- **LCFS (Low Carbon Fuel Standard)/LCTOP (Low Carbon Transit Offset Program)/SRA (State Rail Assistance) Grants:** (\$2.4 million) unfavorable to budget (22.5 percent) with:
  - (\$3.1) million unfavorable LCFS credits as the team works to execute new transactions to sell credits. Due to the verification and administrative process

and we will record the revenue when received, it is unlikely to be received in this fiscal year.

This is offset by the following:

- \$0.7 million favorable LCTOP revenues with total annual budgeted receipts received prior to year-end; and
- \$0.1 million favorable variance in SRA with \$5.5 million of recognized revenue year-to-date, with year-end values expected to match budget.

**Total Expenses:**

As of March 31, 2025, total expenses were \$160.2 million compared to \$173.0 million in the adopted budget, resulting in a favorable variance of \$12.6 million (7.3 percent).

The favorable expense variance was primarily driven by the following:

- **Professional Services:** \$3.6 million favorable to budget (39.2 percent). This variance reflects delayed vendor invoicing and it is projected that it will become unfavorable by year-end.
- **Facilities and Equipment Maintenance:** \$2.8 million favorable to budget (35.3 percent). This is primarily due to delayed contractor invoices. It is expected that the favorability will continue through fiscal year end however the magnitude of favorability will decline significantly.
- **Overhead Contact System/Train Power Supply Maintenance:** \$1.9 million favorable to budget (32.8 percent). The variance is driven by the timing of invoices and efforts to optimize consulting needs for rail support. It is expected that the favorability will continue through year-end however decline in magnitude significantly.
- **Other Expenses and Services:** \$0.9 million favorable to budget (23.5 percent). Favorable variances are attributed to lower software maintenance and license costs, reduced recruitment expenses, and timing differences for bank fees associated with interest on a line of credit. It is projected that this variance will become unfavorable by year-end as invoices are received and processed and with increasing expenses associated with contract renewals, software licenses expenses, and banking & financial services fees.

The favorable expense variance was partially offset by the following:

- **Rail Operator Service:** (\$0.8 million) unfavorable to budget (0.8 percent). The unfavorable variance is due to Transit America Services, Inc. (TASI) cost differential between the expense incurred and what was accrued. We project this variance to resolve by year-end, however inventory adjustments at year-end and Train Power Supply Maintenance allocation could alter this projection.
- **Fuel and Lubricants:** (\$0.6 million) unfavorable to budget (19.9 percent). There are two rescue/shuttle units at CEMOF (Central Equipment Maintenance and Operations Facility), 503 and 504, which run on diesel fuel around the clock. Each unit has a 1200-gallon tank that is refilled every five days. These units are primarily used to tow EMUs (electric multiple units) back to CEMOF in case of breakdowns and to position equipment onto specific tracks for servicing and repairs.

- **Electric Charges for Power Traction:** (\$0.4 million) unfavorable to budget (5.3 percent). The variance reflects expenses slightly higher than the budget during this period. We expect this line item to become favorable by year-end and to align closer with our updated budget values.


**Other Information:**


JPB 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.

**Budget Impact**

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

Prepared By:	Li Saunders	Accountant II	4/16/2025
	Danny Susantin	Financial Reporting, Manager	4/16/2025

	<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b> <b>STATEMENT OF REVENUE AND EXPENSE</b> <b>FISCAL YEAR 2025</b> <b>AS OF MARCH 2025</b>					(In Thousands)
	<b>YEAR-TO-DATE</b> <b>JULY TO MARCH</b>				<b>ANNUAL</b>	
	<b>BUDGET</b>	<b>ACTUAL</b>	<b>\$</b> <b>VARIANCE</b>	<b>%</b> <b>VARIANCE</b>	<b>BUDGET</b>	
<b>REVENUE</b>						
<b>OPERATIONS:</b>						
Caltrain Fares	\$ 26,577	\$ 29,642	\$ 3,065	11.5%	\$ 36,682	
Go Pass	12,300	11,759	(541)	(4.4%)	16,400	
Parking Revenue	1,662	2,246	585	35.2%	2,103	
Rental Income	1,125	1,229	104	9.2%	1,500	
Other Income	3,011	4,940	1,928	64.0%	4,015	
<b>TOTAL OPERATING REVENUE</b>	<b>44,675</b>	<b>49,816</b>	<b>5,141</b>	<b>11.5%</b>	<b>60,700</b>	
<b>CONTRIBUTIONS:</b>						
Operating Grants	8,957	8,361	(595)	(6.6%)	11,942	
Measure RR	90,817	90,317	(500)	(0.6%)	120,610	
Member Agency (VTA - Gilroy)	740	470	(270)	(36.5%)	987	
LCFS, LCTOP/SRA	10,475	8,120	(2,355)	(22.5%)	14,489	
<b>TOTAL CONTRIBUTED REVENUE</b>	<b>110,989</b>	<b>107,268</b>	<b>(3,721)</b>	<b>(3.4%)</b>	<b>148,028</b>	
<b>GRAND TOTAL REVENUE</b>	<b>\$ 155,664</b>	<b>\$ 157,084</b>	<b>\$ 1,420</b>	<b>0.9%</b>	<b>\$ 208,728</b>	

	<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b> <b>STATEMENT OF REVENUE AND EXPENSE</b> <b>FISCAL YEAR 2025</b> <b>AS OF MARCH 2025</b>				
	(In Thousands)				
	<b>YEAR-TO-DATE</b> <b>JULY TO MARCH</b>				<b>ANNUAL</b>
	<b>BUDGET</b>	<b>ACTUAL</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>	<b>BUDGET</b>
<b>EXPENSE</b>					
DIRECT EXPENSE:					
Rail Operator Service	\$ 91,342	\$ 92,114	(771)	(0.8%)	\$ 123,316
OCS/TPS Maintenance	5,757	3,869	1,888	32.8%	8,460
Security Services	6,781	6,463	318	4.7%	9,042
Shuttle Services	60	52	8	13.4%	80
Fuel and Lubricants*	2,916	3,497	(580)	(19.9%)	3,045
Electric Charges for Power Traction	8,183	8,613	(430)	(5.3%)	12,274
Timetables and Tickets	71	51	20	28.6%	95
Insurance	8,850	8,340	510	5.8%	11,800
Claims, Payments, and Reserves	2,455	1,979	476	19.4%	3,274
Facilities and Equipment Maintenance	7,853	5,080	2,773	35.3%	10,525
Utilities	2,626	2,233	393	15.0%	3,501
Maint & Services-Bldg & Other	1,406	784	622	44.2%	1,875
<b>TOTAL DIRECT EXPENSE</b>	<b>138,302</b>	<b>133,074</b>	<b>5,227</b>	<b>3.8%</b>	<b>187,287</b>
ADMINISTRATIVE EXPENSE					
Wages and Benefits	15,484	15,236	248	1.6%	20,589
Managing Agency Admin OH Cost	3,217	2,627	589	18.3%	4,289
Board of Directors	15	14	1	5.0%	20
Professional Services	9,173	5,578	3,596	39.2%	12,314
Communications and Marketing	476	277	199	41.7%	633
Other Expenses and Services	3,764	2,881	883	23.5%	5,004
<b>TOTAL ADMINISTRATIVE EXPENSE</b>	<b>32,129</b>	<b>26,613</b>	<b>5,516</b>	<b>17.2%</b>	<b>42,848</b>
<b>TOTAL OPERATING EXPENSE</b>	<b>170,431</b>	<b>159,687</b>	<b>10,743</b>	<b>6.3%</b>	<b>230,135</b>
Governance	150	9	141	93.8%	240
Debt Service Expense	2,403	551	1,851	77.1%	7,763
<b>GRAND TOTAL EXPENSE</b>	<b>\$ 172,983</b>	<b>\$ 160,248</b>	<b>\$ 12,595</b>	<b>7.3%</b>	<b>\$ 238,138</b>
Projected Contribution to Reserve					6,812
<b>NET SURPLUS / (DEFICIT)</b>	<b>\$ (17,319)</b>	<b>\$ (3,164)</b>	<b>\$ 14,155</b>	<b>81.7%</b>	<b>(36,222)</b>
Draw from Measure RR Reserve for PCEP					36,222
<b>ADJUSTED NET SURPLUS / (DEFICIT)</b>	<b>\$ (17,319)</b>	<b>\$ (3,164)</b>	<b>\$ 14,155</b>	<b>81.7%</b>	<b>-</b>
Reserve, Beginning Balance **					26,879
Projected Contribution to Reserve					6,812
Claims, Payments, and Reserve					
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 MARCH 31, 2025

TYPE OF SECURITY	M/M	Q/Q	Y/Y	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE Q3FY25 3/31/2025
Local Agency Investment Fund (LAIF) (Unrestricted)	0.00%	1.16%	4.62% *	Liquid Cash	4.333%	393,164	393,164
California Asset Mgmtt Program (CAMP) (Unrestricted)	0.38%	1.12%	-82.09%	Liquid Cash	4.470%	13,809,095	13,809,095
County Pool (Unrestricted)	0.00%	0.94%	3.89%	Liquid Cash	3.805%	607,783	607,783
Other (Unrestricted)	-13.28%	158.71%	163.99%	Liquid Cash	3.756%	104,154,974	104,154,974
Other (Restricted)	-3.08%	-4.99%	506.43% **	Liquid Cash	4.048%	133,000,785	133,000,785
	-7.40%	29.28%	80.70%			\$ 251,965,801	\$ 251,965,801

\* 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: Sherry Bullock, Program Director  
James Harrison, General Counsel  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Guadalupe River Bridge Replacement Project**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Due to unforeseen challenges that have resulted in project delays and increased expense, the Guadalupe River Bridge Replacement Project (Project) requires a revised budget, schedule, and funding plan, which includes increases in scope and contract capacity for Caltrain's construction, engineering and design, and environmental legal services contracts, as well as a bus bridge agreement with Santa Clara Valley Transportation Authority (VTA). Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Adopt the revised budget, schedule, and funding plan for Project.
2. Approve a contract change order with Walsh Construction Company II, LLC (Walsh) to address changes in capacity and scope, increase the contract budget, create risk and incentive pools to manage the contractor's performance, and resolve all outstanding claims through May 1, 2025, and increase the not-to-exceed amount of Caltrain's contract with Walsh from \$29,764,499.00 to \$89,787,025.93.
3. Approve an amendment to the Engineering Consultant Design Services contract with HDR Engineering Inc. (HDR) to extend the term of contract No. 19-J-P-073 through September 30, 2027, and increase the maximum aggregate not-to-exceed amount by \$1,586,066, from \$8,703,073 to \$10,289,139.
4. Authorize the execution of an agreement between the VTA and Caltrain for bus bridge services during the construction of the Project.
5. Approve a single source award and approve an amendment to Caltrain's contract with Troutman Pepper Locke LLC (Troutman Pepper) to provide legal services for the Project and the San Francisco Bridge Project to extend the term by 18 months and to add an additional \$750,000 in capacity to the contract (for a total not-to-exceed amount of \$990,000); and authorize the Executive Director or designee to execute an amendment to the existing contract with Troutman Pepper in a form approved by General Counsel to Caltrain.



## **Background**

### ***Project Description***

Caltrain is undertaking work to extend and replace two bridges over the Guadalupe River in San José. The Project is technically and logistically complex due to the age of the existing structures (the original bridge was built in the 1930s), their geographical location over a river, and the need to obtain and comply with multiple permits issued by various federal, state, and regional agencies. Replacing the original bridge and extending and seismically reinforcing the second bridge are critical from an environmental and safety perspective, and upon completion, will enhance the environment and provide a safer corridor for passenger service and the movement of goods in the region. The Project will also enable future improvements to the Guadalupe River channel and is expected to mitigate unexpected service disruptions and costly emergency repairs due to river flooding and associated scour around the bridge foundations.

This Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1") and a partial replacement of a southbound bridge (Main Track Bridge 2 or "MT-2"), both located in the City of San José (Santa Clara County), just North of Caltrain Tamien Station. The MT-1 Bridge was built in 1935 and the MT-2 Bridge, which was built in 1990, was refurbished and extended in 2008. This Project addresses the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability.

The Project's scope of work consists of the following:

- **MT-1 Bridge:** Full replacement of the Northbound Bridge. Demolish and replace the existing bridge built in 1935 on wooden piles, piers, and sub-structure from an existing 187-foot in length to a new 265-foot bridge. The center portion of this new bridge will be a steel deck plate girder span of 110 foot in length over the river, with the remaining portion of the bridge being precast/pre-stressed concrete girders.
- **MT-2 Bridge:** Partial replacement of the Southbound Bridge. Extend bridge built in 1990 from 195 feet in length to 250 feet by replacing only the existing south abutment with a new Pier 5 and constructing a new Abutment 6, approximately 55 feet south of the existing abutment. Modification to this bridge also requires upgrades to the existing piles and pile-caps due to new seismic requirements.
- **Environmental Enhancement and Mitigation:** The Project will widen the Guadalupe River channel to address the geomorphic instability and risk it poses to the bridge structures, while also advancing the U.S. Army Corps of Engineers (USACE) Reach 7 Project. The Project will enhance surrounding aquatic and upland habitats, resulting in environmental benefits. In addition, Caltrain has proposed to purchase habitat credits from the Santa Clara Valley Habitat Agency and to partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek as mitigation for the environmental impact arising from the Project.

***Project Construction and Permits:***

Prior to beginning construction, Caltrain applied for and received state and federal environmental permits from the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), the California Department of Fish and Wildlife (CDFW), and the USACE. These permits require Caltrain to undertake extensive measures to protect water quality and wildlife resources and to mitigate the environmental impact of construction. In addition, the project is subject to oversight by the National Marine Fisheries Service (NMFS) to ensure compliance with the federal Endangered Species Act and by the Santa Clara Valley Water District (SCVWD), which issued encroachment permits to Caltrain to allow access to SCVWD property for construction and environmental mitigation purposes.

Caltrain began construction in 2023. To date, Caltrain has completed the extension of MT-2. Caltrain planned to complete seismic upgrades to MT-2 and demolish and rebuild MT-1 in 2024. However, the Project has been in partial temporary suspension since July 2024 while Caltrain works with the resource agencies regarding the submission of revised permit applications, development of habitat mitigation plans, and response to previous compliance challenges.

Caltrain submitted its applications for revised permits in early February 2025 and has been working continuously with the resource agencies to address their questions and comments, including through multiple meetings and workshops. The Project is targeting to obtain permits and receive approval of mitigations plans before June 15, 2025, in order resume construction for the 2025 in-creek work season. Executive Director Bouchard has been meeting regularly with executives at the resource agencies to stress the importance of the Project from an environmental, safety, and passenger and freight perspective.

Staff anticipates receiving all of the necessary permits in time to resume bridge construction when the dry season begins on June 15, 2025, but will promptly advise the Board if staff encounters obstacles to this plan.

***Project Organizational Review and Changes:***

Following the pause in construction, Executive Director Bouchard designated an executive oversight committee to assess and oversee the Project, evaluate potential organizational changes, and make recommendations to enhance Caltrain's ability to deliver the Project as efficiently and effectively as possible. To date, the executive oversight committee has implemented Project and contractor personnel changes, improved environmental, site, and permit-specific compliance training, mandated a daily pre-construction environmental check-in once construction resumes, and scheduled regular meetings and an escalation ladder with the resource agencies to ensure coordination and to address Project challenges. The executive oversight committee is also working with the resource agencies to address previous environmental challenges.

***Project Budget:***

The environmental challenges, proactive measures to address environmental concerns, design and sequencing changes, construction access challenges, additional and restrictive permit conditions, and additional environmental mitigation, have significantly impacted the Project schedule and cost at completion. Staff anticipates the proposed funding plan will balance Caltrain's current and future needs, ensure that customers continue to experience seamless and resilient reliable passenger service, and enable reliable freight service. At inception, Caltrain budgeted \$63,698,593 for the Project, and had expended \$36,271,910 by December 2024. Staff currently estimates that an additional \$107,691,005 is needed to complete the Project, bringing the total cost estimate for the project to \$171,389,598.

Recent federal policy changes, such as tariffs and counter-tariffs, immigration issues and labor shortages, constrained government resources, and redistribution of funds to other infrastructure initiatives may further impact the Project budget. Staff has attempted to account for some of these changes through contractor risk and incentive pools and contract contingency, but the uncertainty in the market, unknown site conditions, and the existing condition of the bridges pose cost risks. To mitigate this risk, the team continues to look for opportunities to achieve cost savings.

***Project Contractor:***

Caltrain has also worked closely with Walsh Construction to address the revised construction plans, budget, and schedule. To ensure that Walsh is prepared to resume construction on June 15, assuming Caltrain receives the permits before that date, Caltrain issued three limited notices to proceed (LNTPs) to Walsh in February using existing contract authority and contingency. The LNTPs have enabled Walsh to fabricate materials (e.g., rebar and casings), procure pipes for river diversion, and mobilize workers and equipment to commence work on June 15. Because Caltrain did not have the permits in hand at the time the agency issued the LNTPs, Caltrain undertook these efforts at risk to mitigate the larger cost impacts that would result from not being prepared to construct in 2025.

The team has engaged in extensive negotiations with Walsh concerning the construction budget and schedule. These efforts culminated in a plan to reduce the duration of construction from three dry seasons to two dry seasons, thereby avoiding additional costs. Caltrain and Walsh agreed to address both past and future costs through a single contract change order to establish: (1) the amount due to Walsh based on incurred costs as validated by staff and Caltrain's construction cost estimator, (2) the cost to complete the remainder of the work; (3) a revised schedule; and (4) risk and incentive pools.

***Project Engineering Consultant:***

Caltrain engaged HDR in 2019 to perform engineering consultant design services for the Project over a three-year term under Contract No. 19-J-P-073. HDR's performance to date has been satisfactory and in accordance with the requirements of the contract. However, since the contract was executed, significant Project delays and additions to HDR's scope of work, have used up available contract time and budget limits, resulting in a need to extend the term and

increase the contract not-to-exceed amount, for outstanding elements of the Project, as detailed below.

In order to maintain continuity of engineering services on the Project, avoid the duplication of efforts and unnecessary expense that would be required to integrate a new engineering consultant on the Projects, and avoid further delays, staff has determined that it is in Caltrain's best interests for HDR to continue to provide engineering consultant design services for the Project through September 30, 2027, at an additional cost of up to \$1,586,066. This amount is accounted for in the revised Project budget.

***Required Temporary Service Changes:***

The construction of MT-1 will require the use of large cranes, earth-moving equipment, and deep foundation equipment, necessitating the de-energization of the Overhead Contact System (OCS) to ensure safety. Additionally, the resource agencies' prohibition of night work, combined with the operation of the hourly Electric Multiple Unit (EMU) service, provides insufficient time to provide the necessary protective measures between trains to proceed with continuous construction operations. As a result, construction will have an impact on service. Cognizant of the need to minimize services impacts while reducing the duration and cost of construction, staff have analyzed options to provide service while expanding the available construction work windows. These options included bus bridging, providing diesel service between Tamien and San Jose, or reducing service to Tamien.

After careful analysis, the team decided, in consultation with VTA, to provide bus bridge service between Diridon and Tamien. This will allow Caltrain to de-energize the OCS, maintain the existing South County Connector service, and replace hourly EMU service between San José Diridon and Tamien during peak construction months (currently anticipated to be 8-10 months) with a bus bridge designed to meet half hourly EMU service on the mainline. This service change will affect approximately 210 daily weekday riders and 60 daily weekend riders. The team is developing a robust service change communications plan, which will include the use of station ambassadors to facilitate passengers' wayfinding and use of the bus bridge. Efforts are underway to minimize the overall duration of the service disruption, and any remaining heavy civil work requiring OCS shutdown following the initial 8–10-month period may be scheduled on specific weekends during low-ridership periods, during which a bus bridge may also be utilized.

***Environmental Legal Services:***

In the summer of 2024, Caltrain encountered a series of compliance challenges related to the construction of the Project, including a notice from the Environmental Protection Agency (EPA) that it has initiated an investigation of the Project.

At that time, Caltrain sought specialized environmental counsel regarding environmental compliance issues. General Counsel for Caltrain interviewed three different firms. One firm had a conflict and could not move forward. General Counsel found Troutman Pepper to be most qualified firm with extensive experience in this area of law strong relationships with the resource agencies and the EPA, and comparable rates to other firms with similar expertise, and

entered into an engagement for Troutman Pepper to advise Caltrain as a subcontractor to Olson Remcho LLP for September through November 2024 while Caltrain prepared a single source contract. Caltrain entered into a single source contract to Troutman Pepper with a not-to-exceed amount of \$240,000, with a term of December 1, 2024 – November 30, 2025, pursuant to the Board's delegation of authority to the Executive Director in Resolution No. 2023-27. However, the complexity of the revised permit applications and Caltrain's response to the environmental challenges has exceeded staff's original projections, and capacity on the contract has been exhausted.

### **Discussion**

#### **a. Approve Revised Project Budget and Schedule and Funding Plan**

According to current forecasts, staff estimates that an additional \$107,691,005 is needed to complete the Project, above the current budget. This will bring the total cost estimate for the project to \$171,389,598. This request includes a \$7,569,427 contingency to account for the uncertainty described above and to ensure that this crucial project is completed consistent with the revised schedule.

#### **b. Approve Contract Change Orders with Walsh Construction**

Since Caltrain directed Walsh Construction to temporarily suspend work on the Project in July 2024, Walsh has continued to incur costs to winterize the site and engage in Project planning efforts. Walsh also supported Caltrain's efforts to submit revised permits that align with the Project construction plans and to respond to inquiries related to previous environmental challenges.

Receipt of the amended permits will allow construction to resume this summer and will require changes to the construction plans, including the Habitat Mitigation and Monitoring Plan, the construction schedule, means, and methods, and budget. Caltrain and Walsh agreed to address these changes and Walsh's costs through a contract change order.

The proposed contract change order will require Walsh to work on the Project over two summers, pushing the date of Substantial Completion and Final Acceptance to March 1, 2027, and March 31, 2027, respectively. The change order additionally resolves all outstanding Project changes and claims identified through April 15, 2025, and fully compensates the Contractor for all associated costs and impacts with respect to all issues arising on the Project prior to January 1, 2025. The change order also establishes the cost and schedule for the remaining work on the contract from January 1, 2025, onward.

Under the change order, Walsh is responsible for on-site mitigation work and the Habitat Mitigation and Monitoring Plan. Accordingly, Walsh must procure a qualified subcontractor to perform this work, subject to Caltrain's approval. Work by the subcontractor is estimated to cost \$7,300,000 and will be adjusted once a subcontractor has been selected.

The change order also adds a Risk Allowance Pool of \$4,000,000 to cover additional costs that may arise for risk mitigations after construction begins in June 2025. The change order requires

Walsh to take reasonable mitigation measures to prevent these risks from occurring and to minimize costs and schedule impacts.

Finally, the change order establishes contract incentives for the early completion of interim milestones. The maximum aggregate payment the Contractor might receive for incentives will not exceed \$1,080,000.00.

Total compensation for all costs up to January 1, 2025, including the costs associated with design changes, standby, and winterization, and the deduction for changes in scope is \$3,621,412.03. The contract price will be increased by \$57,159,217.34 due to this change order, with a total not to exceed amount of \$89,787,025.93.

**c. Authorize Amendment 7 to Contract No. 19-J-P-073 with HDR Engineering, Inc. for Engineering Consultant Design Services**

Staff recommend that the scope, budget, and term of Caltrain's contract with HDR to perform Project engineering services be amended to facilitate completion of the Project. Continued Design Support During Construction (DSDC), support during the environmental permitting processes and record drawings services are required until completion of the construction phase.

In the absence of this contract amendment, Caltrain would incur substantial costs, loss of quality and institutional history, and more project delays if a different engineering design firm were to perform the required DSDC, environmental permitting support and record drawings work. Additionally, Caltrain would likely have difficulty attracting other firms to take on these tasks because HDR has already substantially completed the designs.

Based on the expected duration and projected costs for HDR's work supporting the Project, staff proposes an additional \$1,586,066 for a new maximum aggregate not-to-exceed amount of \$10,289,139.

The agreement with HDR has been amended six times, for a total not-to-exceed amount of \$8,703,073, which has also expanded to scope of design services for the 25th Ave Grade Separation Project, including added work for electrification of the San Mateo Replacement Parking Track.

**d. Authorize Execution of Agreement with VTA in connection with Bus Bridge Services for the Construction of the Guadalupe Bridge Replacement Project**

For the remaining work, the Project evaluated the constructability and work windows, and identified the following constraints:

- Work within 10' of energized OCS is prohibited by OSHA and Caltrain Safety Rules;
- Installation of many bridge elements will require OCS isolation;
- Hourly electrified service provides insufficient time to provide isolation between trains;

- Span of electrified service between Tamien and San Jose Stations provides limited non-revenue work windows; and
- Revised permit conditions prohibit night work.

The Project evaluated alternatives for better work windows to complete construction. The alternatives include positive OCS barrier protection, diesel shuttle alternative, bus bridge, and a limited bus circulator.

The team proposes to move ahead with a limited bus circulator between Tamien and San Jose Stations from June 15, 2025, to February 2025. The South County Connectors will continue its service during that time. In addition, five weekend shutdowns will be required between July 2026 and September 2026. VTA will be providing services for the limited bus circulator. The limited bus circular will enable the OCS to be de-energized between Tamien and San Jose Station and facilitate the remaining construction of the Project. The total amount of the contract is \$1,046,223.

**e. Award Single Source Contract to Troutman Pepper Locke LLC to Provide Legal Services for the Guadalupe River Bridge Replacement and San Francisquito Creek Bridge Replacement Projects**

In addition to the Project, Caltrain is currently undertaking a bridge replacement project over Francisquito Creek, as well as a permanent bank stabilization project for the San Francisquito Bridge and the implementation of related habitat mitigation plans. These projects require revised permits from local, state, and federal environmental agencies, and Caltrain requires specialized legal expertise regarding future compliance issues for both the Guadalupe and San Francisquito projects and to address previous environmental challenges.

Since the fall of 2024, Troutman Pepper has advised Caltrain regarding the submission of revised permit applications to the resource agencies, the development of habitat mitigation plans, and Caltrain's response to the previous compliance challenges noted by the resource agencies. Troutman Pepper will continue to advise Caltrain with respect to these issues to support Caltrain's efforts to obtain permits and approval of mitigation plans before June 15, 2025, when the construction season begins, and to resolve the resource agencies' concerns regarding past compliance challenges.

The San Francisquito Creek Bank Stabilization Project and Bridge Replacement Project also requires permits from local, state, and federal agencies; delays of these permits could cause substantial delay and increased expense for these projects as well. Troutman Pepper has extensive experience working with the resource agencies to obtain permits and address compliance challenges and has played a critical role in helping Caltrain ensure compliance with local, state, and federal regulations and to resolve the outstanding compliance issues.

The initial contract with Troutman Pepper has no capacity remaining, and therefore Caltrain requires an increase in capacity of \$750,000 and extension of 18 months from November 2025 through May 2027. Because the amount of the contract and change to the scope of services

exceeds what was initially contemplated by the parties, pursuant to the JPB Procurement Policy, this increase is treated as a new single source procurement and must be approved by the Board of Directors because the amount of contract is above the authority delegated to the Executive Director.

**Budget Impact**

Staff completed a global reset of the Project and concluded that an additional \$107,691,005 is needed to complete the Project, including the Habitat Mitigation and Monitoring Plan, bringing the total the Project Estimate at Completion (EAC) to \$171,389,598.

Caltrain has budgeted \$63,698,593 for the Project; the additional budget will be fully funded by the following:

- Three County Transportation Authorities (TAs) contributions.
- Federal Transit Administration (FTA) Section 5337 State of Good Repair (SOG) funds from Fiscal Year (FY) 2025 and FY 2026.
- Prior-year Local Partnership Program (LPP) funds.
- Deferral of Other Capital Projects to free up additional funds.

Prepared By:	Sherry Bullock	Program Director	5/21/2025
	James C. Harrison	General Counsel	5/21/2025



**Resolution No. 2025 –**

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

**\* \* \***

**Adopt Revised, Schedule, and Funding Plan, Authorize Increases in Scope and Contract Capacity for Caltrain's Construction, Engineering and Design, and Environmental Legal Services Contracts, and Authorize a Bus Bridge Agreement with Santa Clara Valley Transportation Authority for the Guadalupe River Bridge Replacement Project**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) has undertaken the Guadalupe River Bridge Replacement Project (the Project) to extend and replace two bridges over the Guadalupe River in San José. The Project is technically and logistically complex due to the age of the existing structures, their geographical location over a river, and the need to obtain and comply with multiple permits issued by various regulatory agencies; and

**Whereas**, replacing the original bridge and extending and seismically reinforcing the second bridge are critical from an environmental and safety perspective, and upon completion will provide a safer transportation corridor, enable future improvements to the Guadalupe River channel and is expected to mitigate unexpected service disruptions and costly emergency repairs; and

**Whereas**, the Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1") built in 1935 and partial replacement of a southbound bridge (Main Track Bridge 2 or "MT-2") built in 1990 and refurbished and extended in 2008, both located in the City of San José; and

**Whereas**, the Project also involves widening the Guadalupe River channel to address the geomorphic instability and risk it poses to the bridge structures while also enhancing surrounding aquatic and upland habitats, resulting in environmental benefits, and Caltrain has proposed to purchase habitat credits from the Santa Clara Valley Habitat Agency and to partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek as mitigation for the environmental impact arising from the Project; and

**Whereas**, Caltrain began construction in 2023, has completed the extension of MT-2, and had planned to complete seismic upgrades to MT-2 and demolish and rebuild MT-1 in 2024. However, the Project has been in partial temporary suspension since July 2024 while Caltrain works with the resource agencies regarding the submission of revised permit applications, development of habitat mitigation plans, and response to previous compliance challenges; and

**Whereas**, Caltrain submitted its applications for revised permits in early February 2025 and the Project is targeted to obtain permits before June 15, 2025; and

**Whereas**, environmental challenges, measures to address environmental concerns, design and sequencing changes, construction access challenges, restrictive permit conditions, additional environmental mitigation, as well as tariffs and labor shortages have significantly impacted the Project schedule and cost at completion; and

**Whereas**, Caltrain budgeted \$63,698,593 for the Project, but staff currently estimates that an additional \$107,691,005 (including a \$7,569,427 contingency to account for uncertainty and to ensure that the Project is completed consistent with the revised

schedule) is needed to complete the Project, bringing the total cost estimate for the Project to \$171,389,598; and

**Whereas**, Caltrain has worked closely with Walsh Construction Company II, LLC (Walsh) to address the revised construction plans, budget, and schedule, the parties have agreed to address both past and future costs through a single contract change order to establish: (1) the amount due to Walsh based on incurred costs as validated by staff and Caltrain's construction cost estimator (\$3,621,412.03 for all costs through January 1, 2025), (2) the cost to complete the remainder of the work including subcontractor costs of \$7,300,000; (3) a revised schedule including Substantial Completion and Final Acceptance dates of March 1, 2027, and March 31, 2027 respectively; and (4) risk mitigation and early completion incentive pools of \$4,000,000 and \$1,080,000 respectively. This would increase the total contract amount by \$57,159,217.34 due to this change order, with a total not to exceed amount of \$89,787,025.93.; and

**Whereas**, Caltrain engaged HDR Engineering Inc. (HDR) in 2019 to perform engineering consultant design services for the Project over a three-year term under Contract No. 19-J-P-073, but significant Project delays and additions to HDR's scope of work have used up available contract time and budget limits, resulting in a need to extend the term and increase the contract not-to-exceed amount for outstanding elements of the Project. In order to maintain continuity of engineering services on the Project, avoid the duplication of efforts and unnecessary expense that would be required to integrate a new engineering consultant on the Projects, and avoid further delays, staff has determined that it is in Caltrain's best interest for HDR to continue to provide engineering consultant design

services for the Project through September 30, 2027 at an additional cost of up to \$1,586,066 for a new maximum aggregate not-to-exceed amount of \$10,289,139, as accounted for in the revised Project budget; and

**Whereas,** as construction of MT-1 will have an impact on service, staff have decided to enter into an Agreement with Santa Clara Valley Transportation Authority (VTA) to provide bus bridge service between Diridon and Tamien stations from June 15, 2025, to February 2025 for \$1,046,223. Staff is developing a robust service change communications plan, including the use of station ambassadors to facilitate passengers' wayfinding and use of the bus bridge; and

**Whereas,** due to a series of compliance challenges related to the construction of the Project encountered in the summer of 2024 and the undertaking of a bridge replacement project over San Francisquito Creek and associated bank stabilization, Caltrain entered into a single source contract with Troutman Pepper Locke LLC (Troutman) for specialized environmental counsel, for a not-to-exceed amount of \$240,000 and with a term of December 1, 2024 to November 30, 2025, pursuant to the Caltrain Board of Director's (Board) delegation of authority to the Executive Director in Resolution No. 2023-27. However, the complexity of the revised permit applications and Caltrain's response to the environmental challenges has exceeded staff's original projections, and capacity on the contract has been exhausted, requiring a new single source procurement and an increase in capacity of \$750,000 (for a total not-to-exceed amount of \$990,000) and extension of 18 months from November 2025 through May 2027; and

**Whereas**, staff recommends that the Board:

1. authorize adoption of the revised budget, schedule, and funding plan for the Project;
2. approve a contract change order with Walsh Construction to address changes in capacity and scope, increase the contract budget, create risk and incentive pools to manage the contractor's performance, and resolve all outstanding claims through April 15, 2025;
3. approve an amendment to the Engineering Consultant Design Services contract with HDR to extend the term of contract No. 19-J-P-073 through September 30, 2027, and increase the maximum aggregate not-to-exceed amount by \$1,586,066, from \$8,703,073 to \$10,289,139;
4. authorize the execution of an agreement between the VTA and Caltrain for bus bridge services during the construction of the Project for \$1,046,223; and
5. approve a single source award and an amendment to Caltrain's contract with Troutman to provide legal services for the Project and the San Francisquito Bridge Project to extend the term by 18 months and to add an additional \$750,000 in capacity to the contract (for a total not-to-exceed amount of \$990,000), and authorize the Executive Director or designee to execute an amendment to the existing contract with Troutman in a form approved by General Counsel to Caltrain.

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

1. authorizes adoption of the revised budget, schedule, and funding plan for the Project;
2. approves a contract change order with Walsh Construction to address changes in capacity and scope, increase the contract budget, create risk and incentive pools to manage the contractor's performance, and resolve all outstanding claims through April 15, 2025;
3. approves an amendment to the Engineering Consultant Design Services contract with HDR to extend the term of contract No. 19-J-P-073 through September 30, 2027, and increase the maximum aggregate not-to-exceed amount by \$1,586,066, from \$8,703,073 to \$10,289,139;
4. authorizes the execution of an agreement between VTA and Caltrain for bus bridge services during the construction of the Project for \$1,046,223; and
5. approves a single source award and an amendment to Caltrain's contract with Troutman to provide legal services for the Project and the San Francisquito Bridge Project to extend the term by 18 months and to add an additional \$750,000 in capacity to the contract (for a total not-to-exceed amount of \$990,000); and authorizes the Executive Director or designee to execute an amendment to the existing contract with Troutman in a form approved by General Counsel to Caltrain.

6. authorizes the Executive Director, or designee, to take all steps necessary to  
implement this resolution.

Regularly passed and adopted this 5 day of June 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Adopt Fiscal Year 2026 Proposed Operating Budget and Fiscal Years 2026 and 2027 Proposed Capital Budgets**

☐ 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 (Caltrain):

1. Adopt the Peninsula Corridor Joint Powers Board's (JPB) Fiscal Year 2026 (FY26) Operating Budget in the amount of \$259.0 million, a copy of which is shown in Attachment A;
2. Adopt the JPB's FY26 and Fiscal Year 2027 (FY27) Capital Budgets in the amount of \$34.8 million and \$23.0 million, a copy of which is shown as Attachment B;
3. Direct the Executive Director, or designee, to forward the budgets to the JPB member agencies and the Metropolitan Transportation Commission (MTC); and
4. Direct the Executive Director, or designee, to take all actions necessary to apply for and receive Senate Bill (SB) 1 State of Good Repair funds and other grants included in the proposed Budgets and take any other actions necessary to give effect to the above actions.

**Discussion**

Staff presented the FY26 Preliminary Operating Budget and the FY26/FY27 Capital budgets at the May 1, 2025 Board meeting. The Proposed Budgets reflect changes made since that time.



### FY26 Proposed Operating Budget (Changes)

(in millions)	FY26 Prelim Operating Budget	FY26 Proposed Operating Budget	Change
Total Sources	243.0	243.2	0.2
Total Uses	263.4	259.0	(4.3)
<b>Net Surplus (Deficit)</b>	<b>(20.3)</b>	<b>(15.8)</b>	<b>4.5</b>
Draw from Measure RR	30.0	30.0	0.0
Measure RR for Capital (SOGR)	(9.7)	(14.2)	(4.5)
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Since the May Board meeting, staff conducted a comprehensive review of expenses, with a particular focus on discretionary spending to identify opportunities for cost reductions. This effort resulted in a total expense reduction of \$4.3 million. In parallel, a new source of funding was identified in the amount of \$0.2 million. Below are the material changes from the May Board meeting.

#### Sources / Revenue

A \$0.2 million grant was received from Stanford University to support JPB's efforts to update its Long-Range Service Vision.

#### Uses / Expenses

Use Category (In millions)	FY26 Prelim Operating Budget	FY26 Proposed Operating Budget	Change
<b>Operating Expense</b>	<b>200.8</b>	<b>199.8</b>	<b>(0.9)</b>
Rail Operator Service	138.0	138.2	0.2
Security & Facilities Maintenance	25.8	24.7	(1.1)
Insurance & Claims Expenses	18.7	18.7	0.0
Operations Support	18.2	18.2	0.0
<b>Administrative Expense</b>	<b>49.3</b>	<b>45.9</b>	<b>(3.4)</b>
Wages and Benefits, Managing Agency Cost	29.6	28.6	(1.1)
Professional Services	12.2	11.7	(0.5)
Technology, Rent and Other	7.5	5.7	(1.8)
<b>Governance</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>
<b>Debt Service</b>	<b>13.0</b>	<b>13.0</b>	<b>0.0</b>
<b>TOTAL</b>	<b>263.4</b>	<b>259.0</b>	<b>(4.3)</b>

**Operating Expenses** were reduced by \$0.9 million, accounting for 21 percent of the total reduction.

- Rail Operator Service: a slight increase of \$ 0.2 million to add a crew trailer that will promote operator efficiency yielding potential savings.
- Security and Facilities Maintenance: a decrease of \$1.1 million due to the following:
  - Security Services: \$0.1 million increase due to adjustment for increased county dispatch expense offset by a reduction in security system maintenance;
  - Facilities and Equipment Maintenance: \$0.9 million decrease is mainly due to refinements in systems software requirement;
  - Utilities: \$0.2 million decrease due to the streamlining of data circuits and telephone service requirements; and
  - Maintenance & Services – Building & Other: \$0.05 million decrease in printing and office equipment repair.

**Administrative Expenses** were reduced by \$3.4 million, accounting for over 79 percent of total reductions. This includes trimming discretionary spending, streamlining internal processes, and scaling back non-essential support activities.

- Wage & Benefits (Rail + Shared Services): A detailed assessment of labor resources led to difficult but necessary decisions regarding the elimination of certain vacant positions; 20 Rail and 4 Shared Services positions (5.94 full-time equivalents, (FTEs)). This resulted in a reduction of labor costs of \$1.1 million. These reductions were made strategically to ensure that the operational workload and service levels can still be maintained.
- Professional Services: \$0.5 million decrease reflecting a more focused approach to external consulting and technical assistance in the Rail Division.
- Technology, Rent and Other: \$1.8 million decrease representing a recalibration of IT (Information Technology) project timelines, lower interest expense and bank fees due to partial repayment of LOC (line of credit), elimination of a customer survey, reduced promotional events, Business Travel, and Seminar and Training.

Importantly, core service levels and debt service obligations remain intact, and there were no reductions to the Rail Operator Service line item. These strategic adjustments maintain our commitment to service while ensuring responsible financial stewardship.

#### **FY27 Projected Operating Budget**

A similar reduction effort was applied for FY27. However, due to ongoing funding challenges, the FY27 Projected Operating Budget is currently unbalanced, with a projected deficit of \$57.0 million (as shown in Attachment C). Staff will continue to refine the expenses and focus

on identifying and evaluating potential sources of funding, including possible state and regional funding support as well as additional member agency contributions that will supplement Measure RR. Depending on progress made with the funding solutions, staff plan to bring the FY27 Operating Budget for board consideration in the spring of 2026.

### **Operating Budget Outlook**

Caltrain requires additional long-term funding to stabilize future year's budgets.

Caltrain ridership was significantly impacted by the COVID-19 pandemic, but the introduction of electrified service has provided a remarkable boost in ridership. Since electrification, ridership surged, up 57 percent in March of 2025 compared to the same period in 2024. Ridership gains are driven by more frequent services, faster travel times, optimized stop patterns, onboard Wi-Fi, and state-of-the-art trains. Passenger enthusiasm for the new service highlights the growing appeal of Caltrain as a convenient and modern transit option.

Despite the increase in farebox revenues and the support provided by Measure RR funds, Caltrain continues to face a structural operating deficit. The challenges are driven by significantly lower pre-pandemic farebox revenues and escalating costs associated with electrification, labor, and materials. In addition, there are uncertainties around federal funding and potential impacts from tariffs, all of which increase financial risk.

To ensure long-term financial sustainability while accommodating system growth, strategic planning is essential. Staff are actively evaluating a variety of revenue-generation strategies. These could include potential fare increases, the elimination of the Clipper discount, and the pursuit of new funding sources through grants and partnerships.

Caltrain implemented the Biennial budget process and adopted its first two-year budget for Fiscal Year 2024 (FY24) and Fiscal Year 2025 (FY25). However, with the significant deficits presented in the Proposed FY26 and Projected FY27 operating budgets, Caltrain only has sufficient resources to balance its FY26 budget. Since the current policy only allows the adoption of a balanced budget, staff is requesting the adoption of FY26 operating budget only while continuing to find funding solutions as well as cost saving measures to balance the FY27 budget.

Caltrain requires additional ongoing funding to stabilize the budget in FY27 and out years.

### **FY26 Proposed Operating Budget (Overview)**

Staff's proposed approach to the FY26 Operating Budget (see Attachment A) is to address the projected shortfall while striving to maintain current service levels. The following assumptions have been incorporated into the operating budget:

- Maintain existing service levels at 104 trains per day (tpd), including current off-peak service,
- Electricity cost is a significant expense with expected price risk. This budget does not assume any credits from regenerative braking,

- Updating fare prices beginning in FY26 to incorporate a 25-cent base fare increase effective July 1, 2025, resulting in a 4 percent fare increase,
- Assumes 18.75 percent increase in non-go pass ridership for FY26, bringing the total non-go pass ridership from 6,787,514 in FY25 to 8,060,172 for FY26,
- Fully dedicate FY26 Measure RR revenue to the operating needs,
- Allocate \$15 million of State Rail Assistance (SRA), Low Carbon Transit Operations Program (LCTOP), and Low Carbon Fuel Standard (LCFS) for the operating budget,
- Contribution of \$25 million one-time SB 125 - Compliance to Regional Accountability funding,
- Apply the balance of \$30 million reimbursement of Measure RR funds for operations that was originally allocated for PCEP (Peninsula Corridor Electrification Project),
- Assume Santa Clara Valley Transportation Authority (VTA) will fund the full proportional cost of the fourth train to South County instead of the incremental cost only; and
- No member agency contributions are assumed for FY26.

### **Capital Budgets**

Proposed Capital Budgets for FY26/27 were developed based on the prioritized list of projects from the Capital Improvement Plan (CIP). Given the operating deficit and the significant funding needs for the Guadalupe River Bridges Replacement Project, the prioritized list was significantly narrowed to focus on funding essential capital projects to maintain a safe and reliable railroad, with a strong emphasis on State of Good Repair (SOGR) projects.

#### *FY26/27 Proposed Capital Budgets Overview*

As stated above, the Proposed Capital Budgets for FY26/27 are constrained and focus primarily on key SOGR projects to maintain safe and reliable service. Since the presentation to the May Board, the Capital Budgets have been updated to include these changes:

- **Headquarters Relocation – Furniture, Fixtures, Equipment; IT; and Moving Cost:** This project was added to cover the relocation of Caltrain's administrative headquarters in accordance with the agreement with SamTrans.
- **Externally Funded Projects:** Since the presentation of the preliminary budget to the Board on May 1, Caltrain has executed funding agreements with the City of Mountain View for the Rengstorff Avenue Grade Separation Project, the City of Redwood City for the Redwood City Four-Track Station and Grade Separation project and the Transbay Joint Power Authority for the DTX (Downtown Rail Extension)/The Portal - Caltrain Service Extension to Salesforce Transit Center.

The Proposed Capital Budgets do not include the **Guadalupe River Bridges Project**. A separate funding plan for this project will be presented to the Board as a standalone item. This project is adding significant pressure on the capital program limiting Caltrain's ability to fund its program and will require significant dedication of the member agencies contribution. The Capital Budget will be amended accordingly when the funding plan is approved.

The following funding assumptions have been made:

- **Allocation of Flexible Funds:** Due to the operating deficit, flexible funding sources that could be used for either operating or capital purposes (such as Measure RR, LCTOP, and SRA) have been allocated to the operating budget.
- **Member Contributions:** Member agency contributions are only partially reflected in the budget. A portion has been reserved until the Guadalupe River Bridges Funding Plan is finalized.
- **Federal Funding:** Staff assumes receiving programmed funds. Recent federal transportation policy developments introduce uncertainty, which may further impact the delivery of priority capital projects.
- **Other Sources of Funding:** These include cost savings from completed or closed-out projects, reallocation of funding from deferred projects, settlement agreements and external fundings.
- **Local Funding for Specific Projects:** Certain projects, particularly safety-related initiatives such as new right-of-way fencing, closed circuit television (CCTV) installation at stations, and grade crossing enhancements, have been identified for potential local funding. Staff will continue to work with local partners to secure these funds and will amend the budget once funding is confirmed.

Those changes were incorporated into the proposed budgets which now allocate **\$34,831,992** for FY26 and **\$23,026,000** for FY27, respectively.

(in millions)	FY26 Prelim	FY26 Proposed	FY27 Prelim	FY27 Proposed
Caltrain Funded Projects	\$19.47	<b>\$23.05</b>	\$21.03	<b>\$21.03</b>
Externally Funded Projects	\$2.00	<b>\$11.78</b>	\$2.00	<b>\$2.00</b>
<b>Total Capital Budget</b>	\$21.47	<b>\$34.83</b>	\$23.03	<b>\$23.03</b>

### **FY26 Proposed Operating Budget (Overview)**

*Please refer to Attachment A – FY26 Proposed JPB Financial Statement- Proposed Budget for a comparative schedule of the FY26 Proposed Operating Budget which shows the FY24 Actuals, FY25 Forecast, and the FY26 Proposed Operating Budget. The line numbers for each revenue and expense item detailed below refer to the corresponding line numbers on Attachment A.*

### **Revenue**

Operating revenues for FY26 are projected at \$243.2 million, an increase of \$34.0 million or 16.4 percent higher than the FY25 Forecast:

- Revenue from Operations for FY26 is projected at \$69.7 million, an increase of \$3.5 million or 5.3 percent higher the FY25 Forecast.
- Revenue from Contributions for FY26 is projected at \$173.5 million, an increase of \$30.7 million or 21.5 percent higher than the FY25 Forecast.

Line 1 **Caltrain Fares:** \$45.3 million in FY26, an increase of \$5.6 million or 14.2 percent higher than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
Description	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Caltrain Fares	30,415,680	39,670,442	45,301,901	5,631,459	14.2%

Caltrain Fares includes fare receipts collected directly from rail passengers.

Caltrain fare projections assume an 18.75 percent non-Go Pass ridership growth over the FY25 forecast based on year-to-date increased ridership due to electrification, with a 4 percent fare increase in FY26.

Line 2 **Go Pass:** \$15.2 million in FY26, a decrease of \$0.07 million or 0.5 percent lower than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
Description	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Go Pass	16,464,306	15,273,818	15,200,000	(73,818)	-0.5%

Go Pass includes revenue receipts collected through the Go Pass program. Caltrain Go Pass program allows companies, educational institutions, and residential complexes (Participants) to purchase annual unlimited ride passes for eligible employees, students, or residents (Users). It is not available for purchase by individuals and does not cover parking at Caltrain stations or travelling through other transit systems. In addition, Go Pass is sold on a calendar year basis.

Go Pass for FY26 reflects a 7 percent decrease in program participation driven by customer attritions for calendar year 2025.

Line 3 **Parking Revenue:** \$3.2 million in FY26, \$0.39 million or 13.7 percent higher than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
Description	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Parking Revenue	1,942,149	2,820,000	3,206,601	386,601	13.7%

Parking revenue includes fees at parking lots located in various passenger stations, with the largest being at the SAP Center adjacent to the San Jose Diridon station.

Parking revenue estimates follow total fare revenue trend projections. Based on year-to-date actuals, FY26 assumes a slight increase following the trend in ridership.

Line 4 **Rental Income:** \$1.6 million in FY26, an increase of \$0.2 million or 16.4 percent higher than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
Description	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Rental Income	1,604,738	1,385,060	1,611,950	226,890	16.4%

Rental income is derived from contract arrangements and lease negotiations for third-party use of properties owned by the JPB along the Caltrain Right of Way (ROW).

Rental income for FY26 is expected to have a 3 percent growth per rent schedule in addition to a lower FY25 forecast due to write-offs incurred during the year.

Line 5 **Other Income:** \$4.3 million in FY26, a decrease of \$2.7 million or 38.1 percent lower than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
Description	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Advertising Income	232,381	506,512	550,000	43,488	8.6%
Insurance Reimbursements	344,907	1,718,310	-	(1,718,310)	-100.0%
Interest Income	4,261,124	3,176,119	2,441,100	(735,019)	-23.1%
Misc. Operating Revenue	386,545	524,318	265,226	(259,092)	-49.4%
Other Non-Transit Revenues	1,149,488	489,821	489,821	0	0.0%
Parking Citation Program Revenue	357,119	198,249	198,249	0	0.0%
Shared Track Maintenance Revenue	443,265	392,192	392,192	0	0.0%
Other Income	7,174,831	7,005,521	4,336,588	(2,668,933)	-38.1%

Other Income consists of shared track usage maintenance fees, permit fees, advertising income, interest on invested funds, and parking citation fees. Advertising Income includes income from train wraps, station ad cards, and digital displays. Shared Track Maintenance Revenue is generated from the annual contract with Union Pacific Railroad (UPRR).

The decrease in FY26 is driven by lower Interest Income due to reduced average holdings and insurance reimbursements in FY25.

Line 9 **Operating Grants**: \$35.7 million in FY26, an increase of \$23.7 million or 197.0 percent higher than the FY25 forecast.

Description	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL (unaudited)	FORECAST (Mar)	PROPOSED BUDGET	FY26 PROPOSED to FY25 Forecast	FY26 PROPOSED to FY25 Forecast
Operating Grants	12,943,857	12,022,033	35,701,529	23,679,496	197.0%

Operating Grants include State Transit Assistance (STA) and SB 125 MTC funds. STA revenue generated from the statewide sales tax on diesel fuel is allocated to the region's transit operators by formula. The formula allocates funds based on population, the amount of passenger fares, and local support revenues collected by transit operators. The State sends out projections assuming a growth rate and adjusts these throughout the year. SB 125 funds arose from amendments to the California State Budget Act of 2023 provided immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns.

This FY26 budget includes a \$10.1 million MTC estimated fund, a One-Time \$25.4 million SB 125 fund due to compliance with Regional Accountability funding, and a One-Time \$0.2 million Grant from Stanford to support Caltrain's Long-Range Service Vision updates.

Line 10 **Measure RR**: \$119.5 million in FY26, an increase of \$1.1 million or 0.9 percent higher than the FY25 forecast.

Description	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL (unaudited)	FORECAST (Mar)	PROPOSED BUDGET	FY26 PROPOSED to FY25 Forecast	FY26 PROPOSED to FY25 Forecast
Measure RR	119,614,442	118,418,268	119,500,000	1,081,732	0.9%

Measure RR is a 1/8 cent sales tax approved in November 2020 that provides Caltrain's first source of dedicated non-fare revenues. Measure RR is collected in the counties of San Mateo, Santa Clara, and San Francisco. Average percentage of Measure RR sales tax collected from the three counties are as follows: San Mateo (23 percent), Santa Clara (55 percent), and San Francisco (22 percent). Projections are based on HDL estimates reflective of continued consumer spending that is more conservative due to inflation. Measure RR is projected to have a minor increase in FY26.



Line 12 **Member Agency VTA-Gilroy:** \$3.3 million in FY26, \$2.3 million or 236.2 percent higher than FY25 forecast.

Description	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL (unaudited)	FORECAST (Mar)	PROPOSED BUDGET	FY26 PROPOSED to FY25 Forecast	FY26 PROPOSED to FY25 Forecast
VTA - Gilroy	-	987,000	3,318,233	2,331,233	236.2%

The advancing of the 4th train to Gilroy commenced in FY24. JPB is projecting an annual revenue source from VTA for this effort. FY25 reflected two years (FY24 and FY25) incremental cost of the fourth train to Gilroy. The FY26 Proposed budget assumes the all-inclusive cost of the operation of a fourth train to Gilroy.

Line 13 **LCFS, LCTOP, SRA:** \$15.0 million in FY26, an increase of \$3.6 million or 32.0 percent over the FY25 forecast.

Description	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL (unaudited)	FORECAST (Mar)	PROPOSED BUDGET	FY26 PROPOSED to FY25 Forecast	FY26 PROPOSED to FY25 Forecast
LCFS	-	1,588,772	6,633,239	5,044,467	317.5%
LCTOP	2,442,976	2,600,000	2,500,000	(100,000)	-3.8%
SRA	5,193,882	7,200,000	5,900,000	(1,300,000)	-18.1%
LCFS, LCTOP, SRA	7,636,858	11,388,772	15,033,239	3,644,467	32.0%

This line item is comprised of grant funding from the following programs: LCFS, LCTOP, and SRA.

LCFS is a program to encourage the use of cleaner low-carbon transportation fuels in California. LCFS is a market-based compliance measure that creates economic value from low-carbon and renewable fuel technologies. The LCFS program works as a market system where users and producers of clean energy, including electric vehicle fleets, earn credits through their emission reductions, while emitters purchase those credits to offset their carbon footprint. With electrification in FY26, the switch from diesel to electric trains will earn Caltrain LCFS credits estimated at a value of \$6.6 million.

LCTOP is administered by the California Department of Transportation (Caltrans), in coordination with the California Air Resources Board (CARB) and the State Controller's Office (SCO). The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Staff recommend the allocation of LCTOP for operating needs in FY26 for \$2.5 million.

SRA was created to provide capital and operating support for intercity and commuter rail programs. The SRA program is administered by the California State Transportation Agency, with funding managed by the Department of Tax and Fee Administration and the Department of Finance. The funding is received through the revenue obtained from 0.5 percent sales and use tax on diesel fuel from the State. Caltrain is currently projecting a total of \$5.9 million of SRA funding available in FY26.

### Expenses

Total Expense for FY26 is projected at \$259.0 million, an increase of \$20.1 million or 8.4 percent over the FY25 Forecast:

- Operating Expense for FY26 is projected at \$199.8 million, an increase of \$13.0 million or 7.1 percent over the FY25 Forecast.
- Administrative Expense for FY26 is projected at \$45.9 million, an increase of \$1.6 million or 3.6 percent over the FY25 Forecast.
- Debt Expense for FY26 projected is projected at \$13.0 million, an increase of 5.3 million or 67.9 percent over the FY25 Forecast.

### Operating Expenses

Line 20 **Rail Operator Service (incl OCS (Overhead Contact System)/TPS (Traction Power System))**: \$138.2 million in FY26, an increase of \$7.5 million or 5.7 percent higher than the FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
TASI	102,907,848	122,965,203	128,517,225	5,552,022	4.5%
OCS/TPS Maintenance	-	7,719,585	9,671,625	1,952,040	25.3%
<b>Rail Operator Service</b>	<b>102,907,848</b>	<b>130,684,788</b>	<b>138,188,850</b>	<b>7,504,062</b>	<b>5.7%</b>

The JPB contracts out rail operation service with TransitAmerica Services, Inc. (TASI). TASI provides all the operations, maintenance, and support services in the following areas: Administration/Safety, Operations and Dispatch, Maintenance of Equipment, Maintenance of Track, Communications, Signals and Stations, Capital Construction Support and SOGR maintenance. TASI is paid on a cost-plus-performance-fee contract structure.

The OCS and TPS Maintenance covers the maintenance of the overhead wires that supply electricity to the trains and the network that serves as an electricity grid for the supply of electrified rail networks. This also includes the personnel that control the power provision in the central control facility.

FY26 budget assumes a full operational service level with Caltrain's electrification, with 104 trains per weekday. TASI costs are increased by \$5.6 million due to increases in labor costs (4.5 percent non-mgt, 3 percent mgt), net increase of 10 FTEs, higher fixed and variable overhead costs as well as management costs. OCS/TPS Maintenance costs increase by \$2 million or 25.3 percent higher than FY25 Forecast. This is primarily due a \$2.7 million increase in Technical Support and Spare Supply Agreement (TSSSA) expenses, as the FY25 forecast only covers 7 months of service starting in December 2024 for 19 train sets. In contrast, the FY26 budget reflects a full year of service and an increased fleet of 23 train sets. This increase is partially offset by a \$0.8 million reduction in consultant support.

Line 21 **Security Services:** \$9.8 million in FY26, an increase of \$0.1 million or 1.2 percent higher than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
Description	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Security Services	8,242,037	9,713,811	9,833,320	119,509	1.2%

Security services are provided through a law enforcement contract, a communications services contract with the San Mateo County Sheriff's Office (SMCSO), and a building security guard contract. The SMCSO contract supports Rail operations.

FY26 Security Services budget reflects the projected annual contractual increases on County Dispatch and Law Enforcement. This is partially offset by the reduced security guard costs since FY25 required more security guards due to special events.

Line 22 **Shuttle Services:** \$0.16 million in FY26, an increase of \$0.08 million or 110 percent higher than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
Description	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Shuttle Service	67,307	76,000	160,000	84,000	110.5%

The Shuttle program provides last-mile connections for Caltrain passengers. This budget increase is due to the new shuttle contract underway, and this may result in a 100 percent increase in base rate.

Line 23 **Fuel and Lubricants:** \$1.2 million in FY26, a decrease of \$2.6 million or 69.0 percent lower than the FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Fuel and Lubricants	15,439,821	3,799,400	1,179,396	(2,620,004)	-69.0%

This line item covers the cost of diesel fuel for JPB locomotive operations, including the associated taxes and fees. In the FY25 forecast, with electrification beginning September 2024, the forecast assumes a fuel consumption of 938,968 gallons at \$3.50 per gallon. The FY26 fuel budget, with electrified service, assumes 8-diesel train service per weekday with a fuel consumption of 162 thousand gallons at \$3.50 per gallon. The FY26 budget also includes \$0.6 million for non-revenue vehicles to function as rescue/shuttle units. FY25 forecast also includes non-revenue vehicles. No hedges are assumed in FY26.

Line 24 **Electricity:** \$16.7 million in FY26, an increase of \$4.9 million or 42.0 percent higher than FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Electric Charge for Power Traction	-	11,795,595	16,746,891	4,951,296	42.0%

In FY26, with Caltrain's electrified service, the budget assumes 104-electric train service per weekday with a projected electricity consumption of 71,084,899 kilowatt hours (kWh) at \$0.23559 per kWh.

Line 25 **Timetables and Tickets:** \$0.08 million in FY26, a decrease of \$0.02 million or 22.9 percent lower than the FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Timetables and Tickets	15,209	107,784	83,127	(24,657)	-22.9%

Timetables and Tickets include the cost of designing, updating, and printing of timetables, schedules, maps, and Caltrain tickets. The reduction in FY26 reflects past due invoices incurred in FY25.

Line 26 **Insurance:** \$14.0 million in FY26, an increase of \$2.0 million or 16.7 percent higher than the FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Insurance	10,603,836	12,001,539	14,000,000	1,998,461	16.7%

This line item includes premiums, deductibles, adjuster fees, broker fees, and other insurance costs. Rates reflect costs for property, casualty, and liability insurance. FY26 budgets reflect the anticipated increase in premium aligned with the potential increase in claims.

Line 27 **Claims, Payments, and Reserves:** \$4.7 million in FY26, an increase of \$1.1 million or 29.4 percent higher than FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Claims, Payments, and Reserves	5,876,906	3,666,000	4,745,000	1,079,000	29.4%

This line item covers the cost of claims, reserves and payments, and the associated legal fees. FY25 forecast was adjusted to reflect potential claims based on incidents that transpired in the said fiscal year. FY26 budget is based on the latest actuarial estimate accounting for current claims.

Line 28 **Facilities and Equipment Maintenance:** \$9.4 million in FY26, an increase of \$0.4 million or 4.6 percent higher than the FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Facilities and Equipment Maintenance	9,132,943	8,964,056	9,375,951	411,896	4.6%

This line item covers expenses related to Clipper Operator charges, revenue collection services, ticket vending machines, data line services and other contract services.

The increase in FY26 is driven by the new Nomad Broadband service for all electric vehicles, customer experience enhancements (i.e. trip planning, service alerts), and infrastructure

engineering services supporting SOGR. This is offset by a reduction in contracted systems services such as ARINC (Aeronautical Radio, Incorporated) and Wabtec Corporation.

Line 29 **Utilities:** \$3.7 million in FY26, a decrease of \$0.1 million or 3.5 percent lower than the FY25 forecast.

Description	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Utilities	3,146,149	3,852,960	3,718,245	(134,715)	-3.5%

This line item covers the cost of gas & electric, telephone, water & sewer, and trash. It also includes utility costs of Positive Train Control (PTC) maintenance such as data circuits, radio license fees, and spectrum lease. The decrease in FY26 is due to a reduced requirement for telephone service.

Line 30 **Maintenance & Services – Building & Other:** \$1.8 million in FY26, a decrease of \$0.1 million or 7 percent lower than the FY25 forecast

Description	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Maintenance & Services - Bldg & Other	1,622,625	1,952,900	1,815,829	(137,071)	-7.0%

This line item covers the cost of building maintenance services, printing and information services, and repair and maintenance of computers and office equipment. The decrease in FY26 is driven by a reduction in office equipment repair and maintenance.

### Administrative Expense

Line 34 **Wages & Benefits:** \$22.9 million in FY26, an increase of \$2.9 million or 14.7 percent higher than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
Description	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Wages & Benefits	17,408,250	19,998,778	22,940,263	2,941,485	14.7%

The San Mateo County Transit District serves as the managing agency and provides staff support for the JPB. Wages and benefits are calculated based on the approved Salary Ordinance positions, current salary levels and assumes a vacancy rate savings.

FY26 Wages & Benefits reflect staffing costs for an anticipated 105.11 FTEs. There are no new added positions. The wages budget includes a 3.5 percent universal wage increase for represented and non-represented staff, contractual fringe benefit increase and additional staff time in Rail and support functions related to Finance, Communications, and IT, etc.

Divisions	FY2026	
	Existing FTE	New FTE
<b>Rail</b>	<b>53.55</b>	-
<b>Shared Services</b>		
Bus (ADA support & NRV* support)	1.97	-
Comm (incl. Customer Service Center)	25.89	-
Exec	1.75	-
Finance	14.90	-
IT	1.40	-
People and Culture Group (PCG)	0.75	-
Planning	3.30	-
Safety	1.60	-
<b>Shared Service Total</b>	<b>51.56</b>	-
<b>Total Operating FTE</b>	<b>105.11</b>	-

Total presented in a high-level rounding

\*NRV: Non-Revenue Vehicle

Line 35 **Managing Agency Admin Overhead (OH) Cost:** \$5.5 million in FY26, an increase of \$0.2 million or 3.3 percent higher than the FY25 forecast.

				\$ Change	% Change
	FY2024	FY2025	FY2026	FY26	FY26
Description	ACTUAL	FORECAST	PROPOSED	PROPOSED to	PROPOSED to
	(unaudited)	(Mar)	BUDGET	FY25 Forecast	FY25 Forecast
Managing Agency Admin OH Cost	3,511,558	5,309,896	5,487,702	177,806	3.3%

Managing Agency Administrative Overhead (OH) Cost reflects the cost of District personnel dedicated to the Caltrain business (as opposed to Caltrain operations) in addition to the non-labor costs of supporting all four agencies.

The Indirect Cost Allocation Plan (ICAP) calculates the indirect cost rate used to recover overhead costs related to the Agency indirect administrative overhead and capital projects. The District procured the assistance of an outside consulting firm to develop a methodology that equitably allocates the costs incurred by the District for services and functions shared by the different agencies administered by District staff. The consultant team is selected for its experience and knowledge in developing allocation methodologies for governmental and public entities.

The ICAP is prepared in accordance with the principles and guidelines set forth in the Office of Management and Budget (OMB) Circular A-87 “Cost Principles for State, Local and Indian Tribal Governments” and ASMB C-10 “Cost Principles and Procedures for Developing Cost Allocation Plans and Indirect Cost Rates for Agreements with the Federal Government.”

The ICAP calculates two components:

Agency Indirect Administration (AIA) – a pool of costs that cannot be directly attributed to a specific agency.

This consists of labor and non-labor support functions that benefit each of the four agencies managed or supported by the District. Examples include the time charged by the Payroll Department to process the biweekly payroll or the time charged by the Human Resource Department to post recruitments on industry websites. Based on specific statistics, these costs are distributed to each department. For example, the payroll department costs are distributed to each department based on the number of FTEs. The District incurs all of the AIA costs and then recovers appropriate shares of the costs from the District’s Operating and Capital budgets, the JPB Operating and Capital budgets, the San Mateo County Transportation Authority (TA) budget and the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) budget. Capital Overhead – a pool of project support costs that cannot be directly attributed to a specific capital project.

A capital overhead rate is calculated for each agency. An example of a capital overhead cost would be the time charged by an administrative assistant who supports multiple capital project engineers. The capital overhead costs are tracked and included in the ICAP rate and is charged to each capital project.

In mid-FY21, the ICAP methodology was changed to more appropriately allocate these costs across the range of projects served – staff anticipates that this approach will continue. In prior years, the ICAP rate was applied to pre-defined labor costs. The new methodology applies the ICAP rate to all labor and non-labor costs. The methodology does not change how much ICAP in total is paid, but rather how the total ICAP is allocated to different projects.



Line 36 **Board of Directors:** \$0.1 million in FY26, an increase of \$0.1 million or 546.3 percent higher than the FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Board of Directors	16,820	20,000	129,250	109,250	546.3%

This line item covers director compensation, seminars and training, and meetings for the Board of Directors. The increase in FY26 is due to the reallocation of the \$115K board meeting costs of hosting (Pen Media) and agenda tracking (OnBase software) from the District to the JPB.

Line 37 **Professional Services:** \$11.7 million in FY26, a decrease of \$1.1 million or 8.7 percent lower than the FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	to FY25 Forecast	PROPOSED to FY25 Forecast	Preliminary to FY25 Forecast
Legal Services	2,730,066	2,486,000	2,446,250	(39,750)	-1.6%
Annual Audit Services	64,750	80,250	87,000	6,750	8.4%
Legislative Advocates	169,148	195,300	202,560	7,260	3.7%
Consultants	8,341,171	10,031,032	8,948,017	(1,083,016)	-10.8%
Total	11,305,134	12,792,582	11,683,827	(1,108,756)	-8.7%

This line item covers the cost of legal and audit services, legislative advocacy, and consultant requirements.

Decrease in FY26 is driven by efforts to streamline engineering and financial planning consultant requirements, as well as reduction in legal services.

Line 38 **Communications and Marketing:** \$0.5 million in FY26, a decrease of \$0.04 million or 7.5 percent lower than the FY25 forecast.

	FY2024	FY2025	FY2026	\$ Change	% Change
	ACTUAL	FORECAST	PROPOSED	FY26	FY26
Description	(unaudited)	(Mar)	BUDGET	PROPOSED to FY25 Forecast	PROPOSED to FY25 Forecast
Communications and Marketing	272,093	577,930	534,421	(43,510)	-7.5%

This line item covers the cost of promotional advertising for fares, schedule changes, and the mobile app. FY26 budget reflects a reduction in Promotional Advertising expenses.

Line 39 **Technology, Rent & Other:** \$5.2 million in FY26, a decrease of \$0.5 million or 8.5 percent lower than the FY25 forecast.

Description	FY2024 ACTUAL (unaudited)	FY2025 FORECAST (Mar)	FY2026 PROPOSED BUDGET	% Change FY26 PROPOSED to FY25 Forecast	% Change FY26 Preliminary to FY25 Forecast
Business Travel, Training & Devt	284,579	343,038	341,080	(1,958)	-0.6%
Computer & Software Maintenance	950,372	1,827,427	1,731,840	(95,587)	-5.2%
Other Office Expense	695,579	921,157	991,516	70,360	7.6%
Property Taxes and Bank Fees	1,281,541	2,411,203	1,846,334	(564,869)	-23.4%
Recruitment	252,853	128,400	240,890	112,490	87.6%
Total	3,464,924	5,631,225	5,151,660	(479,564)	-8.5%

This line item covers credit facility (LOC) interest expense and bank fees, software maintenance and licenses, recruitment costs, seminar and training, business travel, dues and subscriptions, etc.

Decrease in FY26 budget is mainly driven by the lower interest expense and bank fees due to partial repayment of the credit facility (LOC), and refined software maintenance requirements.

Line 42 **Governance:** \$0.2 million in FY26, a decrease of \$0.01 million or 6.0 percent lower than the FY25 forecast.

Description	FY2024 ACTUAL (unaudited)	FY2025 FORECAST (Mar)	FY2026 PROPOSED BUDGET	\$ Change FY26 PROPOSED to FY25 Forecast	% Change FY26 PROPOSED to FY25 Forecast
Governance	251,039	240,000	225,500	(14,500)	-6.0%

This line item covers Governance related items that include staff costs, consultant support, legal services, and specialized financial analysis.

Line 44 **Debt Service Expense:** \$13.0 million, an increase of \$5.3 million or 67.9 percent higher than the FY25 forecast.

Description	FY2024 ACTUAL (unaudited)	FY2025 FORECAST (Mar)	FY2026 PROPOSED BUDGET	\$ Change FY26 PROPOSED to FY25 Forecast	% Change FY26 PROPOSED to FY25 Forecast
Debt Service Expense	3,400,132	7,763,305	13,033,125	5,269,820	67.9%

This line item covers the cost and principal retirement of debt incurred for the acquisition and rehabilitation of passenger rail cars, and the acquisition of real property.

FY26 budget includes the principal and interest payment for the 2019 Farebox Revenue Bond and the 2022 Measure RR Bond. Interest expense for the 2022 Measure RR Bond was capitalized until FY25. Starting FY26, said interest expense is incurred in the operating budget, resulting in an increase for FY26.

Line 48 **Projected Contribution to Reserve:** \$0 in FY26; no change from the FY25 Forecast.

Line 51 **Draw from Measure RR Reserve** \$30.0 million in FY26.

	FY2024 ACTUAL (unaudited)	FY2025 FORECAST (Mar)	FY2026 PROPOSED BUDGET
Draw from Measure RR Reserve	-	29,977,635	30,022,365

Caltrain was awarded \$410.0 million funding required to finish PCEP in FY23. This grant releases Measure RR funds originally allocated for PCEP. With this, Caltrain anticipates a total of \$60.0 million Measure RR PCEP reimbursement that can be used for operating needs.

In FY25 Forecast, \$30.0 million is projected to be utilized, which leaves a remaining balance of \$30.0 million. To address the remaining operating requirements in FY26, staff recommend utilizing the remainder of the Measure RR PCEP reimbursement. After this allocation, the Measure RR PCEP reimbursement balance will be \$0.

	FY2024 Actual	FY2025 FORECAST (Mar)	FY2026 PROPOSED BUDGET
Measure RR Reserve for PCEP, Beg Bal	60,000,000	60,000,000	30,022,365
Draw from Measure RR Reserve	-	(29,977,635)	(30,022,365)
Measure RR Reserve for PCEP, End Bal	60,000,000	30,022,365	-

Line 52 **Measure RR for Capital (SOGR):** \$14.2 million in FY26.

	FY2024 ACTUAL (unaudited)	FY2025 FORECAST (Mar)	FY2026 PROPOSED BUDGET
Measure RR for Capital (SOGR)	-	-	14,200,049

Consistent with the Strategic Financial Plan (SFP), Caltrain assumed that some increment of Measure RR funds would be set aside and allocated for critical annual capital expenditures. The SFP that was presented in January to the Board assumed \$15 million in Measure RR funds

would be allocated to capital beginning in FY26. The proposed budget has reduced this amount to \$14.2 million for FY26 to achieve a balanced budget.

## **FY26/27 Capital Budgets (Details)**

### Overview

This year's development of the Capital Budget reflects a new approach aligned with the adoption of Caltrain's 10-Year CIP on November 7, 2024. The CIP includes a list of projects representing Caltrain's priorities and serving as the primary foundation for the FY26/27 Capital Budget.

Additionally, the Rolling Capital Program has been developed alongside the Capital Budget as a strategic four-year framework to allocate expected funding and prioritize investments. The Rolling Program will be presented to the Board following the finalization of the FY26/27 Capital Budget. We anticipate bringing the Rolling Capital Program to the Board in the summer 2025.

Projects and programs proposed for inclusion in the FY26/27 Capital Budgets were selected based on the following priorities:

- **Priority Projects:** Higher-ranked projects from the 10-Year CIP, safety-critical initiatives, and projects with legal or regulatory mandates.
- **Ongoing Projects:** Previously initiated projects requiring funding to complete.
- **Stakeholder Engagement:** Guided by input from Caltrain's Member Agencies and Executive Leadership.
- **Funding Availability:** Projects alignment with eligible and available funding sources.

### Capital Projects Added since the May Board Meeting

Since the May Board Meeting, the Proposed Capital Budgets have been updated to include the following capital projects:

- **Headquarters Relocation – Furniture, Fixtures, Equipment; IT; and Moving Cost:** This project has been added to the Capital Budget to fund the relocation of Caltrain's administrative headquarters in accordance with the agreement with SamTrans. This capital request will be funded using a mix of project saving coming from the General Capital Funds (\$1.1 million) and reallocation of unspent funds in completed or closed-out capital projects from the Contingency Funds (\$2.5 million).
- **Externally Funded Projects:** Since the presentation of the preliminary budget to the Board on May 1, Caltrain has executed funding agreements with:
  - The City of Mountain View for the Rengstorff Avenue Grade Separation Project for an amount of \$4 million.
  - The City of Redwood City for the Redwood City Four-Track Station and Grade Separation project for an amount of \$0.25 million

- The Transbay Joint Power Authority for the DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center for an amount of \$5.53 million.

These agreements are reflected in the FY26 Capital Budget. The budget will be amended as additional funding agreements with partner agencies are finalized.

Funding Assumptions Updates Since the May Board Meeting:

The following funding assumptions have been updated since the May Board Meeting:

- **Allocation of Flexible Funds:** Due to the operating deficit, flexible funding sources that could be used for either operating or capital purposes (such as Measure RR, LCTOP, and SRA) have been allocated to the operating budget leading to fewer flexible funds available to support capital projects.
- **Member Contributions:** Member agency contributions are only partially reflected in the budget. A portion has been reserved until the Guadalupe River Bridges Funding Plan is finalized.
- **Federal Funding:** Staff assumes receiving programmed funds. Recent federal transportation policy developments introduce uncertainty, which may further impact the delivery of priority capital projects.
- **Other Sources of Funding:** These include cost savings from completed or closed-out projects, reallocation of funding from deferred projects, settlement agreements and external fundings.
- **Local Funding for Specific Projects:** Certain projects, particularly safety-related initiatives such as new right-of-way fencing, CCTV installation at stations, and grade crossing enhancements, have been identified for potential local funding. Staff continue to work with local partners to secure these funds and will amend the budget once funding is confirmed.

### Capital Budget Summary

Changes between the Preliminary Capital Budgets and the Proposed Capital Budgets are mainly driven by the execution of external agreements with Caltrain's Partners.

Strategic Initiatives of the 10-Year CIP	Proposed Capital Budget Request (in millions)	
	FY26	FY27
Mandates and Compliance	0.401	0.570
Maintain Core Services	21.250	19.136
Provide a Safe and Secure Railroad <sup>[1]</sup>	-	-
Enhance Service and Customer Experience	0.080	-
Deliver the Long-Range Service Vision	0.250	-
Contribute to the Region's Economic Vitality	7.531	2.000
Partner with Local Communities	4.000	-
Capital Contingency Funds <sup>[2]</sup>	1.320	1.320
<b>Total</b>	<b>34.832</b>	<b>23.026</b>

Notes:

<sup>[1]</sup> Staff are working with local partners to fund Safety and Security Projects. Staff will be back to the board to amend the budget once agreements are executed.

<sup>[2]</sup> Staff are still finalizing the funding plan for the contingency funds.

### Capital Funding Sources Summary

Funding Sources	Projections (in millions)	
	FY26 <sup>[1]</sup>	FY27
Federal SGR 5337	10.972	15.506
STA SGR	1.743	1.400
Local Funds (LPP, AB664)	0.300	0.300
Member Agencies Contribution	2.500	2.500
External Funding	11.781	2.000
Other <sup>[2]</sup>	6.216	-
Unfunded	1.320	1.320
<b>Total</b>	<b>34.832</b>	<b>23.026</b>

Notes:

<sup>[1]</sup> FY26 funding also includes prior-year funds that need to be reallocated.

<sup>[2]</sup> "Other" includes settlement agreement for the repair of the Fiber Optic and reallocation of project savings from completed projects. See notes in Attachment B.

**Proposed FY26/27 Capital Budgets  
\$34,831,992 (FY26) and \$23,026,000 (FY27)**

i. Mandate And Compliance – \$401,000 (FY26) and \$570,000 (FY27):

**Storm Water Management Program - \$401,000 (FY26) and \$570,000 (FY27):** This project will design and implement a full trash capture system required to maintain the Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) permit.

ii. Maintain Core Services – \$21,250,482 (FY26) and \$19,136,000 (FY27):

**Fiber Optic Permanent Repair - \$1,500,000 (FY26) and \$1,350,000 (FY27):** Fiber optic is the backbone of all critical operational train control systems and broadband communication infrastructure for safe train movements. The fiber optic infrastructure connects the dispatch centers, central office, and cloud services for system redundancy, resiliency, cybersecurity, and disaster recovery in major outages or cyber-attacks. The current fiber optic network has deteriorated and sustained damage requiring temporary repairs; therefore, Caltrain must complete the Fiber Optic Permanent Repair as soon as possible.

**Tunnel 1, 2, 3, and 4 Weep Hole Rehabilitation and Drainage Improvements - \$1,500,000 (FY26) and \$1,500,000 (FY27):** This project will rehabilitate the weep holes along Tunnel 1, 2, 3, and 4 and improve the drainage system to maintain the tunnels in a state of good repair. Tunnel rehabilitation is critical in ensuring service throughout Caltrain's corridor.

**San Francisquito Creek Bridge Bank Stabilization - \$400,000 (FY26) and \$0 (FY27):** The purpose of this project is to restore and protect the northern bank of the San Francisquito Creek to prevent erosion from undermining an abutment of Caltrain's Bridge, the City of Palo Alto's Alma Street Bicycle Bridge, and the City of Menlo Park's existing drain outfall. Heavy rain events eroded the soil on the creek bank supporting the northern abutment of the bridge. Further investigation showed that additional erosion resulting from future storms could undermine the abutment, bridge, and tracks.

**Headquarters Relocation – Furniture, Fixtures, Equipment; IT; and Moving Cost - \$3,583,292 (FY26) and \$0 (FY27):** This project funds the relocation of Caltrain's administrative headquarters in accordance with the agreement with SamTrans. It includes the procurement and installation of furniture, fixtures, and auxiliary equipment (FF&E); information, communications and technology costs; and professional moving services. These expenditures support the operational transition to the new facility and ensure business continuity during and after the move.

**San Francisquito Creek Bridge Replacement - \$0 (FY26) and \$3,375,000 (FY27):** The San Francisquito Creek Bridge carries two mainline tracks across one bridge structure. Built in 1902, the San Francisquito Creek Bridge is one of the oldest assets along the Caltrain corridor and has reached the end of its useful life. Additionally, the bridge location has been experiencing severe storms and high creek flows that have eroded the soil on the northern creek bank that supports the bridge. The permanent replacement project is designed to maintain safe rail operations over the bridge and protect the creek itself.

**Control Centers Power Resiliency – UPS Procurement - \$0 (FY26) and \$625,000 (FY27):** This project focuses on replacing the uninterruptible power supply (UPS) at the San Jose Control Center, which is well beyond its useful life, is undersized, and has failed multiple times since 2022. This project is part of a larger program to modernize the Control Centers.

**SOGR Program – Stations and Facilities - \$1,000,000 (FY26) and \$1,875,000 (FY27):** The Station SOGR program supports capital maintenance at stations and facilities, improving station safety, security, and customer experience. The Station SOGR Program also covers facility improvements to maintain the reliability and safety of Caltrain’s two Central Control Facilities, Train Crew Trailers, and Maintenance of Way (MOW) facilities.

**SOGR Program – MOW Tracks - \$6,252,000 (FY26) and \$6,250,000 (FY27):** The MOW Tracks SOGR Program includes work activities to keep the tracks maintained, including elements such as the purchase and installation of new rail and crossties, special track components, thermite welds, and other track materials. Additionally, this program enables maintenance welding and grinding at special track locations, track surfacing throughout the corridor, rail grinding, highway-grade crossing restoration and repair, ballast purchase and placement, etc. to maintain federal safety compliance requirements.

**SOGR Program – CEMOF - \$2,000,000 (FY26) & \$0 (FY27):** The SOGR Program for facilities covers the work required to maintain the reliability and safety of the Caltrain Central Equipment Maintenance and Operations Facility (CEMOF). CEMOF accommodates inspections, maintenance, repairs, train washing, and storage and is the “nerve center” of Caltrain.

**SOGR Program – Track Equipment - \$1,800,000 (FY26) and \$0 (FY27):** This project supports the purchase and replacement of Maintenance-of-Way equipment essential for maintaining Caltrain track infrastructure in a state of good repair. The scope includes acquiring and replacing key equipment such as hi-rail trucks, mowers, vacuum trucks, on-track machinery (e.g., tie cranes, tie inserters, welding trucks, tampers), welding equipment, forklifts, tool attachments, and small tools. It also covers associated services including equipment support, installation, and inspection to ensure operational readiness and compliance.

**SOGR Program – Bridges and Structures - \$1,715,000 (FY26) and \$1,750,000 (FY27):** This SOGR program enable maintenance repairs to restore the integrity of the bridges and structures to a fair condition while increasing the safety, security, and useful life of the assets, as identified in Caltrain’s Annual Bridge Inspection Program.



**SOGR Program – ROW and ROW Fencing - \$1,500,000 (FY26) and \$1,286,000 (FY27):** The ROW and ROW fencing SOGR program enables general maintenance of drainage systems, right-of-way signage, right-of-way fencing, vegetation management, graffiti abatement, soil/concrete waste/garbage dumping and removal, tree pruning and removal, retaining walls repair, and improved access for operations and maintenance. This program enables to protect Caltrain's most important asset, its property, and to ensure it is more resilient to the natural environment and safer for the maintenance team.

**SOGR Program – Communication/System Technologies - \$0 (FY26) and \$625,000 (FY27):** This recurring SOGR program provides maintenance of and a refresh to the office systems hardware and software updates including Central Train Control, PTC, Predictive Arrival Departure System (PADS), CCTV, Fiber Optic, and other safety and communication systems. This ensures ongoing reliable and safe service.

**SOGR Program – Signals - \$0 (FY26) and \$500,000 (FY27):** The Signals SOGR Program provides maintenance and replacement of Caltrain's train control signals and grade crossing signals to ensure ongoing reliable and safe service.

iii. Provide a Safe and Secure Railroad

As part of Caltrain's comprehensive efforts to enhance systemwide safety and security, and in support of the Corridor Crossing Strategy, staff are finalizing discussions with local partners to fund key safety and security capital projects. These projects include grade crossing enhancements, new right-of-way fencing, and CCTV installations at stations. Once agreements are finalized, the Capital Budget will be amended to reflect the most up-to-date funding commitment.

iv. Enhance Service and Customer Experience – \$80,000 (FY26) and \$0 (FY27):

**Platform Improvements for Bike Loading (All Stations) – \$80,000 (FY26) and \$0 (FY27):** This program will re-stripe platforms at all stations to clearly identify loading zones for people with bicycles with the roll-out of the new EMU (electric multiple unit) trains. EMU trains always have the same configuration and the clear identification of locations for bicyclists will reduce crowding on the platforms for non-bikers/scooter passengers, improve safety and the customer experience.

v. Deliver the Long-Range Service Vision - \$250,000 (FY26) and \$0 (FY27):

**Redwood City Four-Track Station and Grade Separation - \$250,000 (FY26) and \$0 (FY27):** This project is a critical component of the implementation of the Adopted Long-Range Service Vision which will provide significant benefits to Caltrain's Riders. This funding supports conceptual planning and engineering. The work will include updated conceptual engineering and construction phasing, corridor and system coordination, right-of-way requirements and mapping, and cost estimates. The project will also define an approach for the environmental phase, delivery schedule, potential stormwater drainage and utilities impacts, and project funding plan.

vi. Contribute to the Region's Economic Vitality – \$2,000,000 (FY26) and \$2,000,000 (FY27):

**Diridon-San José Station – Environmental – \$2,000,000 (FY26) and \$2,000,000 (FY27):** The Diridon-San José Station is an historic station and poised to become one of the busiest intermodal stations in North America with the planned addition of BART to Silicon Valley Phase 2 connecting to the East Bay, HSR (high-speed rail) service, and improved intercity passenger rail to the San Joaquin Valley (Altamont Corridor Express) and to Sacramento (Amtrak Capitol Corridor). To best accommodate such planned activity and future capacity needs, the Station must be reconfigured to connect all transit services most effectively with each other and with the surrounding urban environment. This funding will be used for the environmental clearance phase of the project.

**DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center – \$5,530,500 (FY26) and \$0 (FY27):** This project will extend Caltrain from its current terminus at 4th and King Street directly into the Salesforce Transit Center. The project will improve travel time and enhance regional connectivity. This funding supports the continuous Caltrain's participation during the Project Development and Final Engineering phases. As a key stakeholder, Caltrain's active participation is essential to ensure integration of Caltrain's service and infrastructure needs.

vii. Partner With Local Jurisdictions:

**Rengstorff Avenue Grade Separation – \$4,000,000 (FY26) and \$0 (FY27):** This project will grade separate the at-grade crossing at Rengstorff Avenue in the City of Mountain View to enhance Caltrain's operational safety while improving traffic flow and pedestrian safety.

viii. Contingency Funds – \$1,320,000 (FY26) and \$1,320,000 (FY27):

The Capital Contingency Fund provides a reserve to address unforeseen costs across design, construction, operations, maintenance and project planning activities. It ensures that Caltrain can respond to evolving project conditions, minimize delays, and maintain cost control.

Prepared By: Jerry Su	Budget Analyst III	05/28/2025
Xin (Zoey) Jiang	Budget Analyst III	05/28/2025
Lyne-Marie Bouvet	Principal Planner	05/28/2025
Claudette Valbuena	Manager, Budgets	05/28/2025
Ladi Millard-Olmeda	Director, Budgets	05/28/2025

PENINSULA CORRIDOR JOINT POWERS BOARD  
STATEMENT OF REVENUE AND EXPENSE  
PROPOSED OPERATING BUDGET  
FISCAL YEAR 2026

	FY2024 ACTUAL	FY2025 FORECAST	FY2026 PROPOSED BUDGET	FY2026 Proposed Budget to FY2025 Forecast \$ variance	FY2026 Proposed Budget to FY2025 Forecast % variance
	A	B	C	D = C - B	E = D/ B
SOURCES					
OPERATIONS:					
1 Caltrain Fares	30,415,680	39,670,442	45,301,901	5,631,459	14.2%
2 Go Pass	16,464,306	15,273,818	15,200,000	(73,818)	-0.5%
3 Parking Revenue	1,942,149	2,820,000	3,206,601	386,601	13.7%
4 Rental Income	1,604,738	1,385,060	1,611,950	226,890	16.4%
5 Other Income	7,174,831	7,005,522	4,336,588	(2,668,934)	-38.1%
6 TOTAL OPERATING REVENUE	57,601,704	66,154,841	69,657,040	3,502,198	5.3%
CONTRIBUTIONS:					
9 Operating Grants	12,943,857	12,022,033	35,701,529	23,679,496	197.0%
10 Measure RR	119,614,442	118,418,268	119,500,000	1,081,732	0.9%
11 Member Agency Contribution	-	-	-	-	0.0%
12 Member Agency (VTA - Gilroy)	-	987,000	3,318,233	2,331,233	236.2%
13 LCFS, LCTOP, SRA	7,636,858	11,388,772	15,033,239	3,644,467	32.0%
14 TOTAL CONTRIBUTED REVENUE	140,195,158	142,816,073	173,553,001	30,736,928	21.5%
16 GRAND TOTAL REVENUE	197,796,862	208,970,914	243,210,041	34,239,126	16.4%
USES					
OPERATING EXPENSE:					
20 Rail Operator Service (incl OCS)	102,907,848	130,684,788	138,188,850	7,504,062	5.7%
21 Security Services	8,242,037	9,713,811	9,833,320	119,509	1.2%
22 Shuttle Services	67,307	76,000	160,000	84,000	110.5%
23 Fuel and Lubricants	15,439,821	3,799,400	1,179,396	(2,620,004)	-69.0%
24 Electricity	-	11,795,595	16,746,891	4,951,296	42.0%
25 Timetables and Tickets	15,209	107,784	83,127	(24,657)	-22.9%
26 Insurance	10,603,836	12,001,539	14,000,000	1,998,461	16.7%
27 Claims, Payments, and Reserves	5,876,906	3,666,000	4,745,000	1,079,000	29.4%
28 Facilities and Equipment Maintenance	9,132,943	8,964,056	9,375,951	411,896	4.6%
29 Utilities	3,146,149	3,852,960	3,718,245	(134,715)	-3.5%
30 Maint & Services-Bldg & Other	1,622,625	1,952,900	1,815,829	(137,071)	-7.0%
31 TOTAL OPERATING EXPENSE	157,054,680	186,614,833	199,846,609	13,231,776	7.1%
ADMINISTRATIVE EXPENSE					
34 Wages and Benefits	17,408,250	19,998,778	22,940,263	2,941,485	14.7%
35 Managing Agency Admin OH Cost	3,511,558	5,309,896	5,487,702	177,806	3.3%
36 Board of Directors	16,820	20,000	129,250	109,250	546.3%
37 Professional Services	11,305,134	12,792,582	11,683,827	(1,108,756)	-8.7%
38 Communications and Marketing	272,093	577,930	534,421	(43,510)	-7.5%
39 Technology, Rent and Other	3,464,924	5,631,225	5,151,660	(479,564)	-8.5%
40 TOTAL ADMINISTRATIVE EXPENSE	35,978,780	44,330,411	45,927,122	1,596,711	3.6%
42 Governance	251,039	240,000	225,500	(14,500)	-6.0%
44 Debt Service Expense	3,400,132	7,763,305	13,033,125	5,269,820	67.9%
46 GRAND TOTAL EXPENSE	196,684,631	238,948,549	259,032,356	20,083,807	8.4%
48 PROJECTED CONTRIBUTION TO RESERVE	-	-	-	-	0.0%
50 NET SURPLUS/(DEFICIT)	1,112,231	(29,977,635)	(15,822,316)	14,155,319	-47.2%
51 Draw from Measure RR Reserve	-	29,977,635	30,022,365	44,730	
52 Measure RR for Capital (SOG)	-	-	(14,200,049)	(14,200,049)	
53 ADJUSTED NET SURPLUS/(DEFICIT)	1,112,231	-	-	-	
Operating Reserve, Beginning Balance	26,878,850	26,878,850	26,878,850		
Operating Reserve Set Aside	-	-	-		
Operating Reserve, Ending Balance	26,878,850	26,878,850	26,878,850		



FY2026 PROPOSED CAPITAL BUDGET

Item #11.

6/5/2025

Attachment B  
June 2025

Project Identification				FY26 Funding Source (in millions)								
Project #	CIP Priority	Project Name	Total	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
<b>Mandates and Compliance</b>												
1	*NEW*	Mandate	Storm Water Management Program <sup>[9]</sup>	.401	.000	.000	.000	.000	.000	.000	.401	.000
			<b>Subtotal</b>	<b>.401</b>								
<b>Maintain Core Services</b>												
<b>Projects</b>												
2	100762	High	San Francisquito Creek Bridge Bank Stabilization <sup>[9]</sup>	.400	.000	.000	.000	.000	.000	.000	.400	.000
3	100696	High	Fiber Optic Permanent Repair <sup>[1]</sup>	1.500	.000	.000	.000	.000	.000	.000	1.500	.000
4	*NEW*	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500	.300	.000	.000	1.200	.000	.000	.000	.000
5	*NEW*	High	Headquarters Relocation – Furnitures, Fixtures, IT and Moving Cost <sup>[2]</sup>	3.583	.000	.000	.000	.000	.000	.000	3.583	.000
<b>Recurring Programs</b>												
6	*NEW*	High	SOG Program - Stations	1.000	.000	.000	.000	.800	.200	.000	.000	.000
7	100429	High	SOG Program - MOW Tracks <sup>[3]</sup>	6.252	1.000	.000	.000	5.000	.000	.000	.000	.252
8	100435	High	SOG Program - CEMOF	2.000	.200	.000	.000	1.600	.000	.000	.200	.000
9	100779	High	SOG Program - Track Equipment	1.800	1.000	.000	.000	.800	.000	.000	.000	.000
10	100428	High	SOG Program - Bridges and Structures	1.715	.000	.000	.000	1.372	.343	.000	.000	.000
11	100695	High	SOG Program - ROW and ROW Fencing	1.500	.000	.000	.000	1.000	.400	.000	.100	.000
			<b>Subtotal</b>	<b>21.250</b>								
<b>Provide a Safe and Secure Railroad</b>												
			<i>Funded through local partnerships - In Progress</i>									
			<b>Subtotal</b>	<b>.000</b>								
<b>Enhance Service and Customer Experience</b>												
12	*NEW*	High	Platform Improvements for Bike Loading (All Stations) <sup>[9]</sup>	.080	.000	.000	.000	.000	.000	.000	.080	.000
			<b>Subtotal</b>	<b>.080</b>								
<b>Deliver the Long-Range Service Vision</b>												
13	100570	High	Redwood City Four-Track Station and Grade Separation <sup>[4]</sup>	.250	.000	.000	.000	.000	.000	.000	.250	.000
			<b>Subtotal</b>	<b>.250</b>								
<b>Contribute to the Region's Economic Vitality</b>												
14	*NEW*	n/a	Diridon Station - Environmental Clearance <sup>[5]</sup>	2.000	.000	.000	.000	.000	.000	.000	2.000	.000
15	100687	n/a	DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center <sup>[6]</sup>	5.531	.000	.000	.000	.000	.000	.000	5.531	.000
			<b>Subtotal</b>	<b>7.531</b>								
<b>Partner with Local Jurisdictions</b>												
16	100482	n/a	Rengstorff Avenue Grade Separation <sup>[7]</sup>	4.000	.000	.000	.000	.000	.000	.000	4.000	.000
			<b>Subtotal</b>	<b>4.000</b>								



FY2026 PROPOSED CAPITAL BUDGET

Item #11.

6/5/2025

Attachment B  
June 2025

Project Identification			FY26 Funding Source (in millions)									
Project #	CIP Priority	Project Name	Total	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
<b>Capital Contingency Funds</b>												
17 002121 002122 002124	n/a	Capital Contingency Funds <sup>[8]</sup>	1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
		<b>Subtotal</b>	<b>1.320</b>									
		<b>Total</b>	<b>34.832</b>	2.500	.000	.000	10.972	1.743	.000	.300	17.997	1.320

**Notes:**

[1]	Funded by settlement agreement for the repair of the Fiber Optic.
[2]	Other sources of funding includes \$1,109,710 of project saving from project 100565 funded by the General Capital Funds and \$2,473,581 of project cost saving in the Contingency Fund.
[3]	Funding for \$252,000 is project savings from prior years' San Francisco County Transportation Authority (SFCTA) allocation
[4]	Funded by an agreement with the City of Redwood City
[5]	Funded by an agreement with the Valley Transportation Authority (VTA)
[6]	Funded by an agreement with the Transbay Joint Power Authority (TJPA)
[7]	Funded by an agreement with the City of Mountain View.
[8]	Funding for the Contingency funds have yet to be finalized.
[9]	Funding is from prior years' San Mateo Country Transportation Authority (SMCTA) allocation released during the TIRCP bond proceeds fund swap

Project Identification				FY27 Funding Source (in millions)									
Project #	CIP Priority	Project Name		Total	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
Mandates and Compliance													
1	*NEW*	Mandate	Storm Water Management Program	.570	.000	.000	.000	.270	.000	.000	.300	.000	.000
		Subtotal		.570									
Maintain Core Services													
Projects													
2	100696	High	Fiber Optic Permanent Repair	1.350	.350	.000	.000	1.000	.000	.000	.000	.000	.000
3	*NEW*	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500	.300	.000	.000	1.200	.000	.000	.000	.000	.000
4	100427	High	San Francisquito Creek Bridge Replacement	3.375	.000	.000	.000	2.700	.675	.000	.000	.000	.000
5	*NEW*	Medium	Control Center Power Resiliency - UPS Procurement	.625	.000	.000	.000	.500	.125	.000	.000	.000	.000
Recurring Programs													
6	*NEW*	High	SOGR Program - Stations	1.875	.375	.000	.000	1.500	.000	.000	.000	.000	.000
7	100429	High	SOGR Program - MOW Tracks	6.250	1.250	.000	.000	5.000	.000	.000	.000	.000	.000
8	100428	High	SOGR Program - Bridges and Structures	1.750	.000	.000	.000	1.400	.350	.000	.000	.000	.000
9	100695	High	SOGR Program - ROW and ROW Fencing	1.286	.000	.000	.000	1.036	.250	.000	.000	.000	.000
10	*NEW*	High	SOGR Program - Communication/System Technologies	.625	.125	.000	.000	.500	.000	.000	.000	.000	.000
11	100727	High	SOGR Program - Signal	.500	.100	.000	.000	.400	.000	.000	.000	.000	.000
		Subtotal		19.136									
Provide a Safe and Secure Railroad													
		None											
		Subtotal		.000									
Enhance Service and Customer Experience													
		None											
		Subtotal		.000									
Deliver the Long-Range Service Vision													
		None											
		Subtotal		.000									
Contribute to the Region's Economic Vitality													
12	*NEW*	n/a	Diridon Station - Environmental Clearance <sup>[1]</sup>	2.000	.000	.000	.000	.000	.000	.000	.000	2.000	.000
		Subtotal		2.000									
Partner with Local Jurisdictions													
		None											
		Subtotal		.000									
Capital Contingency Funds													
13	002121 002122 002124	n/a	Capital Contingency Funds	1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
		Subtotal		1.320									
		Total		23.026	2.500	.000	.000	15.506	1.400	.000	.300	2.000	1.320

[1] Funded by an agreement with the Valley Transportation Authority (VTA)

Attachment C

PENINSULA CORRIDOR JOINT POWERS BOARD  
STATEMENT OF REVENUE AND EXPENSE  
PROJECTED OPERATING BUDGET  
FISCAL YEAR 2027

	FY2027 PROJECTION (in Millions)
<b>SOURCES</b>	
OPERATIONS:	
1 Caltrain Fares	52.1
2 Go Pass	15.2
3 Parking Revenue	3.6
4 Rental Income	1.7
5 Other Income	4.2
6 <b>TOTAL OPERATING REVENUE</b>	<b>76.8</b>
CONTRIBUTIONS:	
9 Operating Grants (STA)	10.1
10 Measure RR	123.5
11 Member Agency Contribution	0.0
12 Member Agency (VTA - Gilroy)	3.5
13 LCFS, LCTOP, SRA	15.0
14 <b>TOTAL CONTRIBUTED REVENUE</b>	<b>152.1</b>
15	
16 <b>GRAND TOTAL REVENUE</b>	<b>228.9</b>
<b>USES</b>	
OPERATING EXPENSE:	
20 Rail Operator Service( incl OCS)	143.4
21 Security Services	10.3
22 Shuttle Services	0.2
23 Fuel and Lubricants	1.3
24 Electricity	17.6
25 Timetables and Tickets	0.1
26 Insurance	15.3
27 Claims, Payments, and Reserves	4.7
28 Facilities and Equipment Maintenance	10.3
29 Utilities	3.8
30 Maint & Services-Bldg & Other	1.9
31 <b>TOTAL OPERATING EXPENSE</b>	<b>208.9</b>
ADMINISTRATIVE EXPENSE	
34 Wages and Benefits	25.4
35 Managing Agency Admin OH Cost	5.7
36 Board of Directors	0.1
37 Professional Services	10.6
38 Communications and Marketing	0.5
39 Technology, Rent and Other	6.4
40 <b>TOTAL ADMINISTRATIVE EXPENSE</b>	<b>48.7</b>
41	
42 Governance	0.2
43	
44 Debt Service Expense	13.0
45	
46 <b>GRAND TOTAL EXPENSE</b>	<b>270.9</b>
47	
48 <b>PROJECTED CONTRIBUTION TO RESERVE</b>	<b>0.0</b>
49	
50 <b>NET SURPLUS/(DEFICIT)</b>	<b>(42.0)</b>
51 Draw from Measure RR Reserve	0.0
52 Measure RR for Capital (SOG)	(15.0)
53 <b>ADJUSTED NET SURPLUS/(DEFICIT)</b>	<b>(57.0)</b>

**Resolution No. 2025-**

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

\* \* \*

**Adopt the Fiscal Year 2026 Operating Budget in the Amount of \$259,032,356 and the  
Fiscal Year 2026 and the Fiscal Year 2027 Capital Budgets in the Amount of  
\$34,831,992 and \$23,026,000 Respectively**

**Whereas,** the Joint Powers Agreement of the Peninsula Corridor Joint Powers Board (JPB) requires the Board of Directors (Board) to approve annual Operating and Capital Budgets; and

**Whereas,** the adoption of an Operating Budget is necessary for obtaining both Federal and State funds to support the Peninsula Commute Service operation known as Caltrain; and

**Whereas,** the adoption of a Capital Budget complements the JPB's strategic planning process; and

**Whereas,** the Staff recommends that the Board adopt the Fiscal Year 2026 (FY26) Operating Budget shown as Attachment A, and the FY26 and Fiscal Year 2027 (FY27) Capital Budgets shown as Attachment B; and

**Whereas,** the local match funding component of the FY26 and FY27 Capital Budget, as proposed, includes funds from the JPB's three member agencies (the City and County of San Francisco, the San Mateo County Transit District and Santa Clara Valley Transportation Authority); and

**Whereas,** the FY26 and FY27 Capital Budgets include funds from the Senate Bill (SB) 1 State of Good Repair (SOGRA) Program; and



**Whereas,** the amount of anticipated funding from the SB 1 SOGR Program or the FY26 and FY27 Capital Budgets are estimated to be \$1,743,200 and \$1,400,000, respectively; and

**Whereas,** per JPB Resolution No. 2020-42, a majority vote is required to approve the expenditure of up to \$40 million of Measure RR revenue for JPB's operation or capital requirements; and

**Whereas,** this budget expends an amount in excess of \$40 million of Measure RR revenue which requires the approval of at least six (6) members of the JPB Board.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the FY26 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment A, in the amount of \$259,032,356; and

**Be It Further Resolved** that the Board adopts the FY26 and FY27 Capital Budgets in the amount of \$34,831,992 and \$23,026,000, attached hereto and incorporated herein as Attachment B, with the understanding that the three JPB member agencies will allocate funds for the FY26 and FY27 Capital Budgets; and

**Be It Further Resolved** that the Executive Director, or designee, is requested to forward a copy of the FY26 Operating and FY26 and FY27 Capital Budgets to the JPB member agencies at the earliest practicable date; and

**Be It Further Resolved** that the Executive Director, or designee, is directed to submit these budgets to the Metropolitan Transportation Commission, together with a copy of this resolution, at the earliest practical date; and

**Be It Further Resolved** that the Board of Directors approves the SB 1 SOGR Program projects included in the FY26 and FY27 Capital Budgets as shown in Attachment B; and

**Be It Further Resolved** that the Board of Directors (1) authorizes the Executive Director, or designee, to submit a request for SB 1 SOGR and to execute any related grant applications, forms, and agreements and (2) agrees to comply with all conditions and requirements set forth in the Certification and Assurances and applicable statutes, regulations, and guidelines for all SOGR-funded transit capital projects; and

**Be It Further Resolved** that the Board authorizes the Executive Director, or designee, to take such additional actions as may be necessary to give effect to this resolution, including executing funding agreements and amendments, and submitting required documents to granting agencies to receive the funding identified in the Capital Budgets.

Regularly passed and adopted this 5th day of June 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: Li Zhang, Chief of Commercial & Business Development  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Authorize the Executive Director to Execute a Reimbursement Agreement with the San Mateo County Transit District for the Peninsula Corridor Joint Powers Board's (JPB) Share of Furnishing, Information, Communications, and Technology (ICT) Infrastructure, and Other Costs in Connection with Relocating to 166 N. Rollins Road in Millbrae, California\*\***



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 execute a Reimbursement Agreement between the San Mateo County Transit District (“District”) and JPB to cover JPB’s share of the Furniture, Fixtures & Equipment (FF&E) contract between the District and KBM Office Equipment, Inc., as well as information, communications and technology (ICT) infrastructure and moving costs in connection with the new SamTrans and JPB headquarters at 166 N. Rollins Road, in the City of Millbrae, California.

**Discussion**

In December 2024, the JPB authorized the Executive Director to execute an agreement and take other actions necessary to sublease a portion of the Gateway at Millbrae Station, located at 166 N. Rollins Road in Millbrae, California from the San Mateo County Transit District. As part of that agreement, JPB agreed to cover its share of costs to purchase FF&E, moving services, and IT costs associated with JPB’s subleased spaces.

The table below outlines the estimated cost of JPB’s share of costs not covered by Tenant Improvement Allowances. In May 2025, the District awarded a contract to KBM Office Equipment, Inc., to provide FF&E purchase and design services in connection with 166 N. Rollins Road. In addition, JPB and the District will incur costs for ICT infrastructure such as cabling and audio-visual equipment, as well as moving related costs.

Scope of Work	JPB's Estimated Cost Share
Furniture, Fixtures & Equipment (FF&E)	\$ 1,968,272
Information, Communications & Technology (ICT)	\$ 1,328,316
Moving Services, Move Management, Equipment & Furniture Disposal	\$ 286,704
<b>Total</b>	<b>\$ 3,583,292</b>

To realize efficiencies and savings, staff recommend that the Board authorize the Executive Director to enter into an agreement to reimburse the District for the purchase of JPB's FF&E, ICT, and moving related expenses as outlined in the Reimbursement Agreement.

**Budget Impact**

Staff proposes to include \$3.6 million from savings from project closeout and general capital funds in the FY26 & FY27 Capital Budget to cover costs associated with this agreement. Costs beyond this estimate will be subject to future additional budget authorizations.

Prepared By:	Li Zhang	Chief, Commercial and Business Development	05/13/2025
	Oscar Quintanilla Lopez	Director of Budgets and Financial Analysis	05/13/2025

**Resolution No. 2025-**

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

**\* \* \***

**Authorize the Executive Director to Execute a Reimbursement Agreement with  
the San Mateo County Transit District for JPB's Share of Furnishing, ICT  
Infrastructure, and Other Costs in connection with relocating to 166 N. Rollins  
Road in Millbrae, California**

**Whereas**, the San Mateo County Transit District ("District") executed a lease-to-purchase agreement for the "Gateway at Millbrae Station" office building, located at 166 N. Rollins Road in Millbrae, California; and

**Whereas**, in December 2024, the Peninsula Corridor Joint Powers Board ("JPB") authorized the Executive Director to execute an agreement between the District and JPB and take other actions necessary to lease a portion of the Gateway at Millbrae Station; and

**Whereas**, the parties agreed that each will experience costs above and beyond the cost of building occupancy and tenant improvements, including costs to purchase furniture, finishings, fixtures and equipment ("FF&E"), to install information, communications and technology (ICT) infrastructure and furnish IT (information technology) equipment, and to prepare for and actually move and that a joint procurement would be the most cost-effective way to proceed; and

**Whereas**, in May 2025, the District awarded a contract to provide furniture, fixtures, equipment, and services in connection with moving to the Gateway at Millbrae Station which includes the purchase of the FF&E for JPB use in the sublease premises; and

**Whereas**, the District has proposed a Reimbursement Agreement, pursuant to which JPB will reimburse the District for JPB's share of the costs of FF&E, ICT, and moving; and

**Whereas**, costs associated with the Reimbursement Agreement will be included in the JPB Fiscal Year 2026 and Fiscal Year 2027 Capital Budget.

**Now, Therefore, Be It Resolved,** that the Board of Directors authorize the Executive Director, or designee, to execute a Reimbursement Agreement with the San Mateo County Transit District for JPB's share of FF&E, ICT infrastructure, and other costs in connection with relocating to 166 N. Rollins Road in Millbrae, California

Regularly passed and adopted this 5th day of June, 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: Casey Fromson, Chief of Staff  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Receive State and Federal Legislative Update and Consider Positions on Legislation: Assembly Bill 810 (Irwin) and Senate Bill 545 (Cortese)**



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 consider for position:

1. Assembly Bill (AB) 810 (Irwin) Local government: internet websites and email addresses.
2. Senate Bill (SB) 545 (Cortese) High-speed rail: economic opportunities.

**Discussion**

The update will discuss updates at the federal level and relevant state legislation.

The Board is asked to consider a position on state legislation, AB 810 (Irwin), regarding a requirement to change web addresses for public special districts to .gov addresses.

The Board is also asked to consider a position on state legislation, SB 545 (Cortese), regarding a study on economic opportunities along the corridor of the California High-Speed Rail project.

**Budget Impact**

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	05/28/2025
	Isabella Conferti	Government and Community Affairs Specialist	05/28/2025



May 28, 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 – June 2025**

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***General Update***

As has been highlighted in previous reports, state legislators introduced approximately 2,350 bills in the first year of the 2025-2026 Legislative Session. Throughout the spring, bills have been heard in legislative policy committees. Most bills that pass policy committees were referred to the appropriations committees. Bills determined to have a modest fiscal impact on the state are referred to the appropriations committees' suspense files. The deadline for the fiscal committees to move bills to the floor of each house is May 23; thus, we expect the appropriations committees' suspense file hearings to be held on May 23. Bills that advance to the Assembly or Senate Floor have until June 6 to pass (House of Origin Deadline). For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

***Governor, Legislative Leaders Lay Groundwork for Cap-and-Trade Re-Authorization***

On April 15, Governor Newsom, Senate President pro Tempore Mike McGuire and Assembly Speaker Robert Rivas officially announced they will work to extend California's Cap-and-Trade program in 2025. The program is currently set to sunset in 2030, but state officials argue extending the program in the near-term will offer the market greater certainty and stability in light of the Trump Administration's recent threats to further roll back climate action, including by targeting California's Cap-and-Trade program. Reauthorization of the program and a strong Cap-and-Trade market are critical, as revenues from the Cap-and-Trade program provide ongoing funding to the competitive Transit and Intercity Rail Capital Program and formula Low Carbon Transit Operations Program.

To move this commitment forward, the Assembly and Senate are beginning to hold hearings on Cap-and-Trade reauthorization. The Assembly held its first hearing on April 30 in the Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation and the Senate held a joint hearing – between the Senate Environmental Quality Committee and Senate Budget Subcommittee No. 2 on Resources, Environmental Protection and Energy – on May 8.

***Governor Releases May Revise***

On May 14, the Governor released the May Revise to the FY 2025-26 budget. The May Revise serves as the Governor's mid-year update to his Proposed Fiscal Year 2025-26 budget, which was released on January 10. You may recall that the Governor's proposed budget in January presented a balanced budget with a modest surplus of \$363 million. Since the release of the Governor's proposed budget, the



state has experienced a series of significant events, which are expected to impact the state's budget outlook. The Los Angeles Fires, for example, resulted in the state spending \$2 billion in unplanned expenditures for fire clean-up and abatement activities and devastated a core base of California taxpayers, impacting state tax collection and revenues. Additionally, the Trump Administration's positioning on federal funding for core programs – across a variety of essential services – is expected to result in the state expending additional resources in the upcoming fiscal year to backfill for lost federal funding. What's more, the volatility created in the stock market by the Trump Administration's tariff policy has impacted state capital gains revenue, a key source of funding for the state's General Fund.

The May Revision now projects an estimated state budget deficit of \$12 billion. Concerningly, while the Governor stated a focus on extending the state's Cap and Trade program, it is his desire to eliminate all current GGRF expenditures and programs starting in FY 2025-26 and work with the Legislature to rebuild the GGRF expenditure program from the ground up. This would eliminate future continuous appropriations to the Low Carbon Transit Operations Program (LCTOP) and the Transit Intercity Rail and Capital Program (TIRCP), which are major programs for Caltrain and other transit agencies. It would also eliminate \$188 million in FY 2025-26 funding for the formula TIRCP and \$690 million in out-year funding for the Zero-Emission Transit Capital Program (ZETCP) beginning in 2026-27 through 2027-28. Caltrain has budgeted at minimum \$10.4M from this program to balance its FY 2026 budget. The Administration has stated its intent to continue to fund transit, but it is subject to budget negotiations. Caltrain sent a letter to state leadership and its delegation regarding potential impacts of these revisions.

#### ***Caltrain-Sponsored Legislation – AB 1372 (Papan)***

In the final week of April, AB 1372 (Papan) – sponsored by Caltrain – was made into a two-year bill. AB 1372 would 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. This would be facilitated through a net billing tariff on Caltrain's investor-owned utilities and community choice aggregators. The bill was set to be heard on April 30 in the Assembly Utilities and Energy Committee. Since the bill's introduction, Caltrain, its state advocates, and Assemblymember Papan and her staff have worked closely with the investor-owned utilities, community choice aggregators, and the Utilities and Energy Committee. In the final run up to the hearing, PG&E sent an opposition letter against the bill citing issues with federal preemption. Caltrain and Assemblymember Papan's office sent a detailed explanation of why this federal issue did not apply in this case. PG&E withdrew the opposition letter the following day. However, the Committee Chair (Assemblymember Cottie Petrie-Norris) determined more time was needed to work with the Committee and the bill was not given a hearing. Several other bills dealing with net billing tariffs were also held in the committee. ***This is now a 2-year bill.***

#### ***Continued SB 30 Engagement***

Caltrain and its state advocates have taken the lead in working with California's other rail agencies to engage with Senator Cortese and secure changes to his SB 30, a bill introduced in response to Caltrain's recent transfer of trainsets to Peru. As a reminder, this bill 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 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. After significant engagement with the Senate Environmental Quality Committee, the bill was amended to create a path for Tiers II, III, and IV locomotives to be transferred or sold. While certainly a step in the right direction, Caltrain and its state advocates continue to seek amendments to create a path for Tier 0 and 1

locomotives from the transfer ban, should a study demonstrate that any such transfer would have net air quality benefits. The bill is awaiting a Senate Floor vote.

***Governor Newsom Appoints New CARB Member***

On April 25, Governor Newsom announced the appointment of Riverside Mayor Patricia Lock Dawson to the California Air Resources Board (CARB). Dawson will serve as the board's member from the South Coast Air Quality Management District, replacing attorney Gideon Kracov, who stepped down from CARB and SCAQMD earlier this month. Dawson was picked by cities in Riverside County to represent their region on SCAQMD in March 2023. She previously ran a consulting firm and was a wildlife biologist at the Bureau of Land Management.

***CalSTA Holds Tenth Transit Transformation Task Force Meeting***

The California State Transportation Agency's Transit Transformation Task Force met for its tenth time in San Francisco on April 25. The meeting included a new discussion on the process and timeline for completing the Task Force's report to the Legislature by October 30, 2025, and afforded Task Force members the opportunity to review the draft staff reports on recommendations for Transportation Development Act reform, new transit funding, and improving transit capital construction costs and timelines.

As we have highlighted for you in our last few reports, 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 next Task Force meeting will take place on June 10 in Los Angeles.

***Bills with Recommended Action***

**SB 545 (Cortese) – RECOMMEND SUPPORT**

This bill requires the State's Office of Land Use and Climate Innovation to study economic opportunities along the High-Speed Rail Corridor. The study will examine strategies such as land value capture, development incentives, and public-private partnerships. This will help ensure California maximizes the economic potential of the HSR project and its station areas. In addition, SB 545 requires an infrastructure district that uses its revenues to finance the construction of the HSR project to dedicate a majority of its revenue to infrastructure projects *within* the jurisdiction of the local agencies that established the district.

**AB 810 (Irwin) Internet Website Requirements – RECOMMEND OPPOSE**

This bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a ".gov" or ".ca.gov" domain. These entities would have until January 1, 2031 to comply with this requirement. While these domains themselves are free, the associated downstream costs for local agencies and districts are very concerning. These include added costs to migrate to the new domain and corresponding email addresses, implementing network login changes, multi-factor authentication, encryption, website redesign, and updating public materials, social media, and more. This would result in significant costs and staff time, for arguably marginal benefits.

***Bills with Positions***

**SB 63 (Wiener and Arreguín) Bay Area Regional Measure – SUPPORT**

SB 63 seeks to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure. The bill would authorize a citizens' initiative, which may only require a simple majority vote, for a sales tax of one-half cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco County. These taxes would be applied for 10-15 years. As noted, the bill is currently a three-county measure (Alameda, Contra Costa, San Francisco), but provides a path for San Mateo and Santa Clara counties to opt-in before August 11, 2025 (this date was amended in Senate Appropriations Committee from July 31, 2025). The bill would allocate revenues to AC Transit, BART, Caltrain, and Muni, and may only be used for transit operations. The measure would also provide up to 10 percent of the revenues for transit transformation to be controlled by the Metropolitan Transportation Commission (MTC) and up to 1 percent of revenues for administration for MTC. Any remaining funds could be used for East Bay bus operators that provide feeder service to BART. The bill will also require performance audits of the four major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), and provisions for stronger regional network management by, amongst other provisions, authorizing a regional network manager to implement the network management framework in exchange for access to SB 63 funds. Caltrain has adopted a Support position on SB 63, requesting that any findings of non-compliance and as a result, the withholding of funds, be decided by a 2/3 vote of the MTC Board and include a grace period to correct any issues.

SB 63 was heard in the Senate Transportation Committee on April 22, passing the committee on an 11-3 vote, and the Senate Revenue and Taxation Committee on April 23, passing the committee on a 4-1 vote, and the Senate Appropriations Committee on May 23, passing the committee on a 4-1 vote.

#### **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 expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 would further empower agencies to seek a court-issued temporary restraining order against a perpetrator for a violation of Penal Code Section 243.3, and specifies that the restraining order may apply across the entirety of the transit system where the offense occurred. The Amalgamated Transit Union, Teamsters, and SMART-TD are co-sponsors of this bill.

#### **AB 476 (M. González) Metal Theft – SUPPORT**

Co-sponsored by the City of San Jose, this bill seeks to combat the theft of copper wire – an increasing problem affecting infrastructure, construction, and transit projects. The bill would require junk dealers and recyclers to collect more detailed transaction records and provide access to these records to law enforcement. The bill also requires that people selling copper obtain a state license and increases the fine for junk dealers or recyclers who fail to follow the law.

#### ***Bills of Interest***

**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 667 (Archuleta) Railroads, Wayside Detectors, Train Length, Emergency Vehicle Crossing**

This bill would require a railroad, including passenger and commuter rail agencies, to install and operate a network of wayside detector systems on or adjacent to its tracks. SB 667 would also prohibit certain trains with a total length of 7,500 feet from operating on any part of a main line or branch line and would also require a train, rolling stock, or other on-track equipment that is stopped and blocking an at-grade railroad crossing to be moved to clear the railroad crossing upon the approach of an emergency vehicle. Caltrain, along with other California rail agencies, had expressed concerns with the bill’s impacts on rail scheduling and availability. In late April, the Author announced he would make SB 667 a two-year bill and work on addressing these concerns. ***This is now a 2-year bill.***

## Caltrain Bill Matrix as of Friday, May 09, 2025

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 12</a> <a href="#">Wallis</a> R  Low-carbon fuel standard: regulations.	This is a two-year bill.	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
<a href="#">AB 23</a> <a href="#">DeMaio</a> R  The Cost-of-Living Reduction Act of 2025.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 61 Pacheco D</a> Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This bill is on the Assembly Appropriations Suspense File.	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 repeal these provisions on January 1, 2032.	Watch
<a href="#">AB 99 Ta R</a> Electrical corporations: rates.	This bill is on the Assembly Appropriations Suspense File.	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 a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if 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.	Watch
<a href="#">AB 267 Macedo R</a> Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.	This is a two-year bill.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 273</a> <a href="#">Sanchez</a> R  Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	This is a two-year bill.	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.	Watch
<a href="#">AB 314</a> <a href="#">Arambula</a> D  Affordable Housing and Sustainable Communities Program: project eligibility.	This bill is in the Assembly Appropriations Committee.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 339</a> <a href="#">Ortega D</a> Local public employee organizations: notice requirements.	This bill is on the Assembly Appropriations Suspense File.	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.	Watch



Bill ID/Topic	Location	Summary	Position
<a href="#">AB 340</a> <a href="#">Ahrens</a> D Employer-employee relations: confidential communications.	This bill is on the Assembly Appropriations Suspense File.	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.	Watch
<a href="#">AB 370</a> <a href="#">Carrillo</a> D California Public Records Act: cyberattacks.	Pending referral to policy committee in the Senate.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 377</a> <a href="#">Tangipa</a> R High-Speed Rail Authority: business plan: Merced to Bakersfield segment.	Pending referral to policy committee in the Senate.	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.	Watch
<a href="#">AB 394</a> <a href="#">Wilson</a> D Public transportation providers.	This bill is on the Assembly Appropriations Suspense File.	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, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 421</a> <a href="#">Solache</a> D  Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.	This bill is in the Assembly Public Safety Committee.	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, on 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.	Watch
<a href="#">AB 476</a> <a href="#">González, Mark</a> D  Metal theft.	This bill is in the Assembly Appropriations Committee.	Existing law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as “junk.” Existing law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Existing law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver’s license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. Existing law makes a violation of the recordkeeping requirements a misdemeanor. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed and would require the statement to include specified information, including the legal name, date of birth, and place of residence of the seller. The bill would prohibit a junk dealer or recycler from purchasing nonferrous metals from a person under 18 years of age. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 541</a> <a href="#">DeMaio</a> R California Public Records Act Ombudsperson.	This bill is on the Assembly Appropriations Suspense File.	Existing law, the California Public Records Act, requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.	Watch
<a href="#">AB 555</a> <a href="#">Jackson</a> D Air resources: regulatory impacts: transportation fuel costs.	This bill is on the Assembly Appropriations Suspense File.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 810</a> <a href="#">Irwin D</a>  Local government: internet websites and email addresses.	This bill is on the Assembly Appropriations Suspense File.	Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a “.gov” domain name or a “.ca.gov” domain name no later than January 1, 2029. Existing law defines “local agency” for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term “local agency” from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a “.edu” domain to satisfy these requirements, and would specify that these requirements do not apply to a K–12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 939</a> <a href="#">Schultz D</a>  The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	This bill is in the Assembly Transportation Committee.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 941</a> <a href="#">Zbur</a> D California Environmental Quality Act: electrical infrastructure projects.	This bill is in the Assembly Appropriations Committee.	<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, to correct those deficiencies, 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>	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 942</a> <a href="#">Calderon D</a> Net energy metering: eligible customer- generators: tariffs.	This bill is in the Assembly Appropriations Committee.	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are generally under the direction of their governing boards. Existing law requires each electrical utility, including each electrical corporation, local publicly owned electric utility, electrical cooperative, or other entity that offers electrical service, except as specified, to develop a standard contract or tariff that provides for net energy metering (NEM), which, among other things, compensates each eligible customer-generator, as defined, for the electricity it generated during a preceding 12-month period that exceeds the electricity supplied by the electrical utility through the electrical grid to the eligible customer-generator during that same period, as provided. Existing law requires each electrical utility to make the contract or tariff available to eligible customer-generators, upon request, on a first-come-first-served basis until the time that the total rated generating capacity used by those eligible customer-generators exceeds 5% of the electrical utility's aggregate customer peak demand, except as specified. This contract or tariff is commonly known as NEM 1.0. Existing law requires the commission to develop an additional standard contract or tariff, which may include NEM, for eligible customer-generators that are customers of large electrical corporations, as defined. Existing law requires each large electrical corporation to offer this standard contract or tariff to its eligible customer-generators beginning July 1, 2017, or before that date if ordered to do so by the commission because it has reached the above-mentioned 5% NEM 1.0 program limit, and prohibits limiting the amount of generating capacity or the number of new eligible customer-generators entitled to receive service pursuant to this standard contract or tariff, as specified. This contract or tariff is commonly known as NEM 2.0. Existing law authorizes the commission to revise the standard contract or tariff as appropriate to achieve specified objectives. Pursuant to its authority, the commission adopted Decision 22-12-056 (December 19, 2022), commonly known as the net billing tariff, that creates a successor tariff to the NEM 1.0 and 2.0 tariffs and includes specified elements, including, among other things, retail export compensation rates based on hourly avoided cost calculator values averaged across days in a month, as specified, and an avoided cost calculator plus adder, based on cents per kilowatt-hour exported, available during the first 5 years of the successor tariff, as specified, known as the avoided cost calculator plus glide path. This bill would, on and after January 1, 2026, for a customer that becomes a new eligible customer-generator by purchasing real property that contains a renewable electrical generation facility upon which a prior eligible customer-generator took service, require the new eligible customer-generator to take service under the then-current applicable tariff adopted by the commission after December 1, 2022, would disqualify the new eligible customer-generator from eligibility for the avoided cost calculator plus glide path, as specified, and would require the new eligible customer-generator to pay all nonbypassable charges that are applicable to customers that are not eligible customer-generators.</p>	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1058</a> <a href="#">Gonzalez, Jeff</a> R  Motor Vehicle Fuel Tax Law: suspension of tax.	This bill is in the Assembly Transportation Committee.	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.	Watch



Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1067</a> <a href="#">Quirk-Silva</a> D  Public employees' retirement: felony convictions.	This bill is on the Assembly Appropriations Suspense File.	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. Existing law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Existing law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct 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 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 governing forfeiture described above. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1070</a> <a href="#">Ward D</a>  Transit districts: governing boards: compensation: nonvoting members.	This is a two-year bill.	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 require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, 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.	Watch
<a href="#">AB 1132</a> <a href="#">Schiavo D</a>  Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This bill is on the Assembly Appropriations Suspense File.	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, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, 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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1167</a> <a href="#">Berman D</a>  Public utilities: inspection of accounts: electrical corporations and gas corporations: rate recovery: political activities and promotional advertising.	This bill is in the Assembly Appropriations Committee.	Existing law authorizes the Public Utilities Commission to fix the rates and charges for public utilities, including electrical corporations and gas corporations, and requires those rates and charges to be just and reasonable. Under existing law, a regulated public utility is prohibited from using ratepayer funds for advocacy-related activities that are political or do not otherwise benefit ratepayers. This bill would prohibit, except as provided, an electrical corporation or gas corporation from recording various expenses associated with political influence activities, as defined, or with promotional advertising, as defined, to accounts that contain expenses that the electrical corporation or gas corporation recovers from ratepayers. The bill would require electrical corporations and gas corporations to clearly and conspicuously disclose in all of its public messages whether the costs of the public messages are paid for by the corporation's shareholders or ratepayers. The bill would require an electrical corporation or gas corporation, on or before April 30, 2026, and annually thereafter, to provide the commission with a report of expenses from the previous calendar year and would require that, for each business unit of the corporation that performs work associated with political influence activities or promotional advertising, the report contain specified information. The bill would require the commission to make the report publicly available and would authorize the commission to redact information that the commission deems to be confidential in the report. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1198</a> <a href="#">Haney D</a> Public works: prevailing wages.	This bill is on the Assembly Appropriations Suspense File.	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.	Watch
<a href="#">AB 1207</a> <a href="#">Irwin D</a> Climate change: market-based compliance mechanism: price ceiling.	This bill is on the Assembly Floor.	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. Existing law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1218</a> <a href="#">Soria D</a> Copper theft.	This is a two-year bill.	<p>Under existing law it is grand theft to steal copper materials valued at more than \$950. A violation of this provision is punishable either as a misdemeanor or a felony by imprisonment in county jail and specified fines. This bill would make it a crime to unlawfully possess copper materials, as specified. The bill would define what it means to “unlawfully possess” copper materials to include possessing without documentation proving lawful possession. The bill would prescribe the information that constitutes proof of lawful possession, as specified, including the identity of the seller and the date of the transaction. By expanding the scope of a crime, this bill would impose a state-mandated local program. The bill would also prohibit a person from falsifying any record intending to show proof of lawful possession. By creating a new crime, this bill would impose a state-mandated local program. Existing law prohibits any collector or dealer of metals to purchase certain junk metals, as specified, without first ascertaining that the seller legally possesses the materials. Existing law also requires the dealer to obtain evidence of the identity of the seller, including, but not limited to, the seller’s name and address. This bill would require any collector or dealer of metals to ascertain the location from which the purchased material was obtained. Existing law makes it a crime for a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal to possess certain items that have been stolen or obtained by theft or extortion, as specified, and requires that the person knew or reasonably should have known that the property was stolen or failed to report possession of the items, as specified. This bill would additionally prohibit a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal, as specified, from possessing certain items knowing that those items were possessed without proof of lawful possession. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	Watch
<a href="#">AB 1222</a> <a href="#">Bauer-Kahan D</a> Public utilities: judicial review.	This bill is in the Assembly Appropriations Committee.	<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 on the grounds that the final decision substantially deviated from a proposed decision of a commission administrative law judge, the bill would require the court to presume the final decision to be arbitrary and unlawful unless the commission can demonstrate to the satisfaction of the court that the deviations were necessary to comply with state or federal law. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1243</a> <a href="#">Addis D</a> Polluters Pay Climate Superfund Act of 2025.	This bill is in the Assembly Judiciary Committee.	The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources 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. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1268</a> <a href="#">Macedo</a> R Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill is in the Assembly Transportation Committee.	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.	Watch
<a href="#">AB 1290</a> <a href="#">Wilson</a> D High-Speed Rail Authority: Senate confirmation.	This bill is in the Assembly Transportation Committee.	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.	Watch
<a href="#">AB 1331</a> <a href="#">Elhawary</a> D Workplace surveillance.	This bill is in the Assembly Appropriations Committee.	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 off-duty areas, as specified. The bill would provide workers with the right to disable or leave behind workplace surveillance tools that are on their person or in their possession during off-duty hours, as specified. This bill would subject an employer who violates the bill to a civil penalty of \$500 per employee for each violation and would authorize an employee and a public prosecutor to bring specified enforcement actions.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1337</a> <a href="#">Ward D</a> Information Practices Act of 1977.	This bill is on the Assembly Appropriations Suspense File.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 1340</a> <a href="#">Wicks D</a> Transportation network company drivers: labor relations.	This bill is on the Assembly Appropriations Suspense File.	Existing law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Existing law, the Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Existing law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Existing case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Existing law also establishes the Labor and Workforce Development Agency in state government under the supervision of the Secretary of Labor and Workforce Development, and charges the agency with oversight of specified departments, boards, and panels. This bill, the Transportation Network Company Drivers Labor Relations Act, would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the Labor and Workforce Development Agency to enforce these provisions. The bill would define various terms for purposes of the act and would make related legislative policy statements.	Watch



Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1372</a> <a href="#">Papan</a> D  Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Sponsor February 2025
<a href="#">AB 1410</a> <a href="#">Garcia</a> D  Public utilities: service outages and updates: alerts.	This bill is in the Assembly Appropriations Committee.	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 they do not wish to receive, except as provided. The bill would require each public utility to provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information by email or telephone. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 1421</a> <a href="#">Wilson</a> D  Vehicles: Road Usage Charge Technical Advisory Committee.	This is a two-year bill.	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.	Watch
<a href="#">AB 1472</a> <a href="#">Hart</a> D  California Sea Level Rise State and Regional Support Collaborative.	Pending referral to policy committee.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 30</a> <a href="#">Cortese</a> D Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill is in the Senate Appropriations Committee.	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. The bill would exempt the sale, donation, or transfer of that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment.	Concerns March 2025
<a href="#">SB 63</a> <a href="#">Wiener</a> D San Francisco Bay area: local revenue measure: transportation funding.	This bill is in the Senate Appropriations Committee.	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 establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvented directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 71</a> <a href="#">Wiener</a> D  California Environmental Quality Act: exemptions: transit projects.	This bill is on the Senate Appropriations Suspense File.	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.	Support  April 2025
<a href="#">SB 79</a> <a href="#">Wiener</a> D  Local government land: public transit use: housing development: transit-oriented development.	This bill is in the Senate Appropriations Committee.	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 related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 272</a> <a href="#">Becker</a> D  San Mateo County Transit District: job order contracting: pilot program.	This bill is at the Assembly Desk.	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.	Watch
<a href="#">SB 348</a> <a href="#">Hurtado</a> D  State Air Resources Board: Low Carbon Fuel Standard.	This bill is in the Senate Appropriations Committee.	Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the state board to adopt standards, rules, and regulations necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. 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. 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 its authority, the state board has adopted the Low Carbon Fuel Standard regulations to reduce the carbon intensity of transportation fuels used in California, as specified. This bill would require the state board, beginning no later than January 31, 2026, to reconsider and revise the Low Carbon Fuel Standard to reduce the program's financial burden on drivers in the state, including by taking specified actions.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 400</a> <a href="#">Cortese</a> D  Road Maintenance and Rehabilitation Account: University of California: California State University: reports.	This bill is at the Assembly Desk.	Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified. This bill would require the University of California Institute of Transportation Studies and the California State University Transportation Consortium, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing the expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.	Watch
<a href="#">SB 445</a> <a href="#">Wiener</a> D  Transportation: planning: complete streets facilities: sustainable transportation projects.	This bill is on the Senate Floor.	Existing law requires the Department of Transportation to improve and maintain the state's highways. Existing law authorizes the department to issue encroachment permits and requires the department to either approve or deny an application from an applicant for an encroachment permit within 60 days of receiving a completed application, as provided. Existing law also requires the department, on or before January 1, 2027, to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency. This bill would instead require the department to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 496</a> <a href="#">Hurtado D</a>  Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This bill is on the Senate Appropriations Suspense File.	Existing 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. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. 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.	Watch
<a href="#">SB 506</a> Committee on Transportation  Transportation: omnibus bill.	This bill is at the Assembly Desk.	(1)Existing law requires that each application for an original or a renewal of a driver's license contain certain information, including the applicant's true full name, age, mailing address, and gender. Existing law also provides that if a driver's license is lost, destroyed, or mutilated, or if a new true full name is acquired, the person to whom the driver's license was issued shall obtain a duplicate if the person provides satisfactory proof of the loss, destruction, or mutilation. A violation of these provisions is an infraction. This bill would authorize a person who submits a change of address, as specified, to apply for a duplicate driver's license. The bill would require the applicant who receives a duplicate through this process to immediately destroy the license containing the prior mailing address. By creating a new crime, this bill would impose a state-mandated local program.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 544</a> <a href="#">Laird D</a>  Railroad crossings: permit applications: review.	This bill is at the Assembly Desk.	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.	Watch
<a href="#">SB 545</a> <a href="#">Cortese D</a>  High-speed rail: economic opportunities.	This bill is in the Senate Appropriations Committee.	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, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2027, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 559</a> <a href="#">Stern</a> D Electricity: deenergization events: communications.	This bill is on the Senate Appropriations Suspense File.	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, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, 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, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. 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.	Watch
<a href="#">SB 578</a> <a href="#">Smallwood-Cuevas</a> D California Workplace Outreach Program.	This bill is on the Senate Appropriations Suspense File.	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



Bill ID/Topic	Location	Summary	Position
<a href="#">SB 642</a> <a href="#">Limón</a> D Employment: payment of wages.	This bill is in the Senate Appropriations Committee.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that is made in good faith. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 667</a> <a href="#">Archuleta</a> D Railroads: safety: wayside detectors: train length: emergency vehicle crossing.	This is a two-year bill.	The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to (1) establish a process for freight train crews to receive alerts from wayside detectors, (2) create standards for freight train inspections to be conducted following the receipt of an alert from a wayside detector, as provided, and (3) adopt rules necessary to implement these provisions. This bill contains other related provisions.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 707</a> <a href="#">Durazo</a> D  Open meetings: meeting and teleconference requirements.	This bill is on the Senate Floor.	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 2-way telephonic service or a 2-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that the city council or county board of supervisors encourage residents to participate in public meetings, as specified. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 714</a> <a href="#">Archuleta</a> D  Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	Pending referral to policy committee.	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.	Watch
<a href="#">SB 735</a> Committee on Local Government  Validations.	This bill is at the Assembly Desk.	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.	Watch
<a href="#">SB 741</a> <a href="#">Blakespear</a> D  Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This bill is on the Senate Floor.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 752</a> <a href="#">Richardson D</a> Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill is in the Senate Revenue & Taxation Committee.	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.	Watch

## Caltrain Federal Report May 2025

### *Congressional Update*

#### House Begins Budget Reconciliation Markups

- Last week, the U.S. House of Representatives Committees on Armed Services; Financial Services; Judiciary; Oversight & Government Reform; and Transportation & Infrastructure conducted markups on their respective portions for the reconciliation package. Markups in the Agriculture; Ways & Means; and Energy & Commerce Committees were pushed to next week due to complexities surrounding the proposed spending cuts and tax provisions.
- The House Transportation & Infrastructure (T&I) Committee approved their respective package by a party-line vote of 36-30 on April 30. With instructions to cut about \$10 billion, the committee is responsible for one of the smaller components of the final bill. In contrast, the Ways & Means and Energy & Commerce Committees are tasked with generating the bulk of the cuts and tax measures.
- The bill includes a new \$250 fee for electric vehicles (EVs) and a \$100 fee for hybrid vehicles. The final text dropped a \$20 registration fee for passenger vehicles, after a number of Republican members expressed opposition to the fee. Funding generated from these new annual fees would be deposited in the Highway Trust Fund to help keep its solvency. Members also allocated more than \$21 billion for air traffic control tower and terminal radar approach control facility replacements and more than \$21 billion for the Coast Guard.
- Below is the House's reconciliation markup schedule:

Committee	Date	Instructions	Status
<a href="#">Armed Services</a>	April 29	Spend up to \$100 billion	Approved 35-21 on 4/29
<a href="#">Education &amp; Workforce</a>	April 29	Cut at least \$330 billion	Approved 21-14 on 4/29

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<a href="#">Homeland Security</a>	April 29	Spend up to \$90 billion	Approved 18-14 on 4/29
<a href="#">Financial Services</a>	April 30	Cut at least \$1 billion	Approved 30-22 on 4/30
<a href="#">Judiciary</a>	April 30	Spend up to \$110 billion	Approved 23-17 on 4/30
<a href="#">Oversight</a>	April 30	Cut at least \$50 billion	Approved 22-21 on 4/30
<a href="#">Transportation &amp; Infrastructure</a>	April 30	Cut at least \$10 billion	Approved 36-30 on 4/30
<a href="#">Natural Resources</a>	May 6	Cut at least \$1 billion	Approved on 5/6
Energy & Commerce	Week of May 12	Cut at least \$880 billion	
Agriculture	Week of May 12	Cut at least \$230 billion	
Ways & Means	Week of May 12	Spend up to \$4.5 trillion, can increase debt limit by \$4 trillion	

## *Administration Update*

### White House Releases "Skinny" FY 2026 Budget Request

- On May 2, the Trump Administration released a "[Skinny" FY 2026 budget request summary](#), with the full, detailed budget request expected later this month. The summary calls on Congress to reduce nondefense discretionary spending by 17 percent through cuts to most agencies and by eliminating dozens of programs. It calls for \$557 billion in

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nondefense spending next year, which represents a cut of \$163 billion from current levels.

- The request, which Congress is not required to enact, signals the administration's priorities and marks the first step in the appropriations process for FY 2026, which begins October 1, 2025. Appropriators heard from some administration officials this week ahead of drafting and debating the 12 annual funding bills.
- According to a memorandum released on May 2, 2025, the White House is requesting a nearly \$893 billion defense budget, which stops short of the \$1 trillion that the President vowed to provide. This budget outline also factors in the \$113 billion in proposed reconciliation funding, but Congress has yet to pass the bill.
- While light on details, the budget calls for an increase of \$400 million over enacted levels for rail safety and infrastructure grants. The budget document cites the derailment in East Palestine, Ohio and asks for “\$500 million for Rail Safety and Infrastructure grants, a 400-percent increase over 2025 levels, to improve the safety of America’s railways and to protect their neighboring communities.”
- The request was received coldly by top Republican appropriators, signaling that they intend to chart their own path on FY26 funding.

## DOT Secretary Issues Letter to Federal Funding Applicants

- U.S. Department of Transportation (DOT) Secretary Sean Duffy released a [letter](#) reminding recipients of federal financial assistance from DOT of certain requirements the Department expects entities to abide by. Duffy informs that recipients of federal assistance enter into partnership with the federal government and are expected “to comply fully with all applicable Federal laws and regulations.”
- On immigration, Duffy stated that recipients of federal grant dollars are to cooperate generally with Federal authorities “in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law.”
- Duffy clarifies that under the Trump Administration, officials view diversity, equity, and inclusion programs as illegal. As a result, applicants are expected to follow federal laws and remove hiring preferences and other actions that could be considered DEI.

## President Trump Signs Executive Orders Targeting Sanctuary Cities

- President Trump signed two executive orders targeting sanctuary jurisdictions, in an effort to compel localities to cooperate and assist with federal immigration enforcement. “[Strengthening and Unleashing America’s Law Enforcement to Pursue Criminals and Protect Innocent Citizens](#)” and “[Protecting American Communities from Criminal Aliens](#)” would direct

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the Attorney General and Department of Homeland Security (DHS) Secretary to take new action to identify and punish sanctuary cities.

- The Attorney General and DHS Secretary will publish a list of state and local jurisdictions that obstruct the enforcement of federal immigration laws. The purpose of this list is to openly identify jurisdictions out of line with Trump Administration policy. President Trump has also directed the Attorney General to pursue legal action against state or local officials obstructing criminal or immigration law enforcement. The executive order cites the withholding of federal funding as a measure that the Trump Administration could also utilize when taking action against these localities.

## FRA Administrator Nominee to Receive Confirmation Hearing

- David Fink, the President's nominee to lead the Federal Railroad Administration (FRA) will receive a [confirmation hearing](#) before the Senate Commerce, Science, and Transportation Committee on May 13. Frink will appear alongside several individuals, including a nominee for the Amtrak Board of Directors.
- Fink served as CEO Pan Am Railways as it was acquired by CSX and began his career with General Motors.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Marian Lee, Director, Diridon Program  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Accept Recommended Diridon Station Alternative and Diridon Program of Projects for Environmental Review**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

The purpose of this report is to share progress on the Diridon Project since the previous update at the March Advocacy and Major Projects (AMP) Committee meeting. On May 21, 2025, the Diridon Steering Committee met on the following agenda items:

- Recommended Diridon Station Alternative and Program for Environmental Review
- Diridon Program Budget and Funding for Three Years
- Long-Term Governance Review

Staff proposes the Committee recommend to the Board acceptance of the Diridon Steering Committee approval of the recommended At-Grade Station Alternative and Diridon Program for environmental review. This decision will set the course for what will be built at the Diridon Station. It is important for the Peninsula Corridor Joint Powers Board (JPB), as one of the project agency partners and more importantly as the station owner, to take action on this recommendation.

The Diridon Program budget and funding and long-term governance items are informational and will be included in the JPB reading file.

**Discussion**

*Recommended Diridon Station Alternative and Program for Environmental Review*

See *Attachment A* for Diridon Station Steering Committee staff report and PowerPoint presentation. At the March Steering Committee meeting, key findings from the constructability analysis of two station design alternatives (Elevated and At-Grade) were presented. The Elevated Alternative was found to have a fatal flaw. Short of making a decision on the station alternatives based on the findings, additional community engagement was desired to discuss the findings with the community as well as continue to solicit their input on the remaining viable At-Grade Alternative. With conceptual engineering efforts and community engagement now complete for this phase of the project, staff requested Steering Committee approval of the recommended At-Grade Station Alternative and Diridon Program for environmental review.



Staff will make a presentation that highlights the attached information from the Steering Committee.

*Diridon Program Budget and Funding for Three Years*

See *Attachment B* for Diridon Station Steering Committee staff report and PowerPoint presentation. The three-year budget request is for \$41 million. The funding sources are City of San Jose, VTA (Santa Clara Valley Transportation Authority) Measure B for Caltrain purposes, and MTC (Metropolitan Transportation Commission) RM3 (Regional Measure 3) for Diridon Project purposes. Staff is continuing to seek other sources of funding to reduce the demand on local sources.

*Long-Term Governance Review*

See *Attachment C* for Diridon Station Steering Committee staff report and PowerPoint presentation. This item focused on review of previous work with the new Steering Committee members.

**Budget Impact**

There is no impact on budget.

Prepared By:	Marian Lee	Director, Diridon Program	5/15/2025
	Liz Scanlon	Diridon Station Support	5/15/2025

***Attachment A: Staff Report and Presentation to Diridon Steering Committee  
Recommended Alternative and Community Engagement***

## **Memorandum**

**TO:** Diridon Station Steering Committee

**FROM:** Marian Lee, Caltrain Diridon Director  
Jessica Zenk, City of San Jose Director

**DATE:** May 21, 2025

**SUBJECT:** Diridon Station Recommended Alternative and Community Engagement

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### **FOR ACTION**

#### **INTRODUCTION**

At the March Steering Committee meeting, staff presented key findings from the constructability analysis of two station design alternatives (Elevated and At-Grade). The Elevated Alternative was found to have a fatal flaw. Short of making a decision on the station alternatives based on the findings, additional community engagement was recommended to discuss the findings with the community as well as continue to solicit their input on the remaining viable At-Grade Alternative.

With conceptual engineering efforts and community engagement now complete for this phase of the project, staff is seeking Steering Committee approval of the recommended At-Grade Station Alternative and Diridon Program of Projects for environmental review.

#### **DISCUSSION**

##### ***Background***

The Diridon Partners are working together to plan for the transformation of San José's downtown transit hub (Diridon Station). Diridon Station currently serves Caltrain, Capitol Corridor, Altamont Corridor Express (ACE), and Amtrak passenger rail, as well as VTA light rail (LRT) and bus services. Diridon Station must also accommodate increased services as well as future services, including new California High Speed Rail (HSR), Bay Area Rapid Transit (BART), and San José Airport Connector service. To effectively accommodate planned and future services, Diridon Station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and interconnectivity for passengers.

In 2020, the Diridon Integrated Station Concept (DISC) process produced a vision for redeveloping Diridon station. Based on the vision, station design alternatives were developed with the goal of reducing impacts and costs while continuing to prioritize customer experience. Initially three station alternatives were developed to meet established visions, goals, and objectives. Using a robust evaluation process, three alternatives were reduced to two for further investigation.

The two alternatives are the At-Grade Alternative and the Elevated Alternative. The At-Grade

Alternative rebuilds the station with the tracks and platforms at approximately street level, which is where they are today. The Elevated Alternative rebuilds the station with the tracks above street level. For both alternatives, the main concourse level is located just below the rail tracks and platforms. Access to LRT and the future BART tunnel is below the concourse level.

In 2024, both alternatives were discussed with the community at-large to solicit input and feedback. Staff and consultants also undertook further technical work, including engineering and constructability analysis.

### ***Constructability Analysis***

The table below summarizes the Constructability Analysis key findings for the At-Grade and Elevated Alternatives.

<b>Considerations</b>	<b>At-Grade Alternative</b>	<b>Elevated Alternative</b>
<b>Construction Period &amp; Rail Service Impacts</b>	7-10 years	10-12 years
<b>Cost (\$2023)</b>	\$3B-\$6B	\$5B-\$10B
<b>Existing Rail Corridor</b>	Modest encroachments outside existing corridor	Significant encroachments outside existing corridor
<b>Caltrain Maintenance Facility</b>	Maintains access	Loses access

Overall, compared to the At-Grade Alternative, the Elevated Alternative has a substantially higher cost, longer construction duration, and more significant encroachment outside of the existing Caltrain rail right-of-way. Additionally, and most importantly, the Elevated Alternative has a fatal flaw related to the Caltrain Maintenance Facility: the elevated tracks cannot descend quickly enough to connect with the southern entrance to the maintenance facility, given required track slopes and curvatures.

The At-Grade Alternative preserves and adapts the main Historic Depot and essentially avoids the PG&E Substation site. Further engineering will be prepared near the PG&E site to confirm this finding and establish an appropriate construction buffer. This is a particularly complex area where multiple tracks at the station merge to few.

Regarding rail crossings, unlike the Elevated Alternative, the At-Grade does not, by design, require new or replace existing grade separations. However, given the condition of existing infrastructure, desire for better connectivity across the tracks (particularly for people walking and bicycling), and future train traffic levels, the following needed crossing improvements have been identified beyond those required by the station/track improvements:

- **Park Avenue:** Alter the roadway and improving multimodal connectivity, in line with the Diridon Station Area Plan.
- **San Carlos Street:** Replace the existing, aging roadway bridge with a new, multimodal bridge.
- **Auzerais Avenue:** Create a new grade separation by lowering the roadway under the rail track, reprofile the roadway, add new pedestrian and bike facilities, and address neighborhood access.

- **West Virginia Street:** Close the road to vehicles and create a new pedestrian and bike undercrossing with associated neighborhood access improvements.

Additional associated improvements include noise/sound barriers. The locations and design for the noise/sound barriers will need to be developed. And lastly, the reconfiguration of Stockton Avenue/The Alameda, a critical intersection just west of the station connecting to Santa Clara Street, will need to be evaluated. The intersection, which currently does not function optimally, will need to be rebuilt given the lower roadway profile required by the at-grade station. Other opportunities to improve functionality, including for the bus and passenger drop off facility, will also be explored.

### ***Community Engagement***

Given the findings from the constructability analysis, additional community outreach was conducted in March and April. Community engagement included three events held on March 13<sup>th</sup>, April 1<sup>st</sup>, and April 2<sup>nd</sup>. The engagement focused on key findings of the constructability analysis, as well as access, connectivity, and design treatments in the neighborhoods near West Virginia Street and Auzerais Avenue, and the station/neighborhood interface along the western edge of the station.

There was broad support for the station design and program. Additionally, the following primary feedback was received:

- The project brings big regional mobility benefits. It could also bring big local benefits if it is well-designed and has the right amenities with in it.
- The impacts of the project are likely to be felt more locally; it will be critical to address safety, noise, and connectivity as part of the program to create a neighborhood and citywide asset, rather than a liability.
- The blend of historic and modern is successful in both alternatives. Arrival experience at the station, both by train and from downtown, is improved over status quo.
- Appreciate that spaces closest to rail concourses are devoted to pedestrians.
- Appreciate transparency that this is a big project with impacts that will cost a lot of money and take a long time to build.
- Appreciate broad and thoughtful public engagement process conducted to date.

The following feedback regarding construction was received:

- Increased rents and business displacement are concerning.
- Reliable access to businesses by all modes of transportation, both during construction and afterwards, for customers should be provided.
- Reliable loading, building servicing should be provided.
- Lessons from past transit construction projects like Alum Rock BRT should be applied.
- Clear communication, including signage, appropriate for all modes, whether those on foot, bike, or car during construction and permanent is needed.
- Affordable rents, partnerships and support during construction phase are needed.

Additional access studies and discussions with targeted neighborhoods will continue related to grade crossing improvements at West Virginia Street and Auzerais Avenue and station interfaces in the central station area, particularly related to Plant 51 and Laurel Grove Lane.

### **STAFF RECOMMENDATION**

Based on conceptual design, findings of the constructability analysis, and community engagement, staff recommends approval of the recommended At-Grade Station Alternative and Diridon Program of Projects for environmental review, the next phase of work.

The Diridon Program of Projects for environmental review includes:

- At-Grade Station Alternative (platforms, tracks, historic station, concourse, plazas, bus facility, light rail station, other effected improvements)
- West Virginia Street closure and new pedestrian and bike undercrossing
- Auzerai Avenue grade separation
- San Carlos Street bridge replacement
- Park Avenue reconfiguration
- Noise/sound barriers at select crossings/locations
- Stockton Avenue/The Alameda reconfiguration

### **NEXT STEPS:**

The environmental review process is expected to take up to three years to complete. This summer, we are scheduled to select and award the environmental consulting contract. During the following approximately 12-month period, additional technical work will be prepared and community engagement continued to support preparation of the environmental “project definition”. Particular technical efforts include: neighborhood access studies; developing construction strategies to reduce impacts; developing program phasing options; and assessing project delivery options.





May 21, 2025

# Recommended Alternative and Community Engagement





# Context







## 2020 *Vision*

### **2021-2022** *Momentum*

- Station Area Plan and Google Downtown West Development
- HSR Environmental Clearance

### **2023-2024** *Alternatives Development*

- Engineering feasibility and cost containment
- Minimize land use impact
- Continued community engagement

# Goals

## ***The Surrounding Community:***

An anchor for economic & community development



## ***The Passenger Experience:***

A connected, multi-modal and passenger-friendly station

## ***Partners & Key Stakeholders:***

Achieving strategic aims and optimizing benefits for Partners and key stakeholders

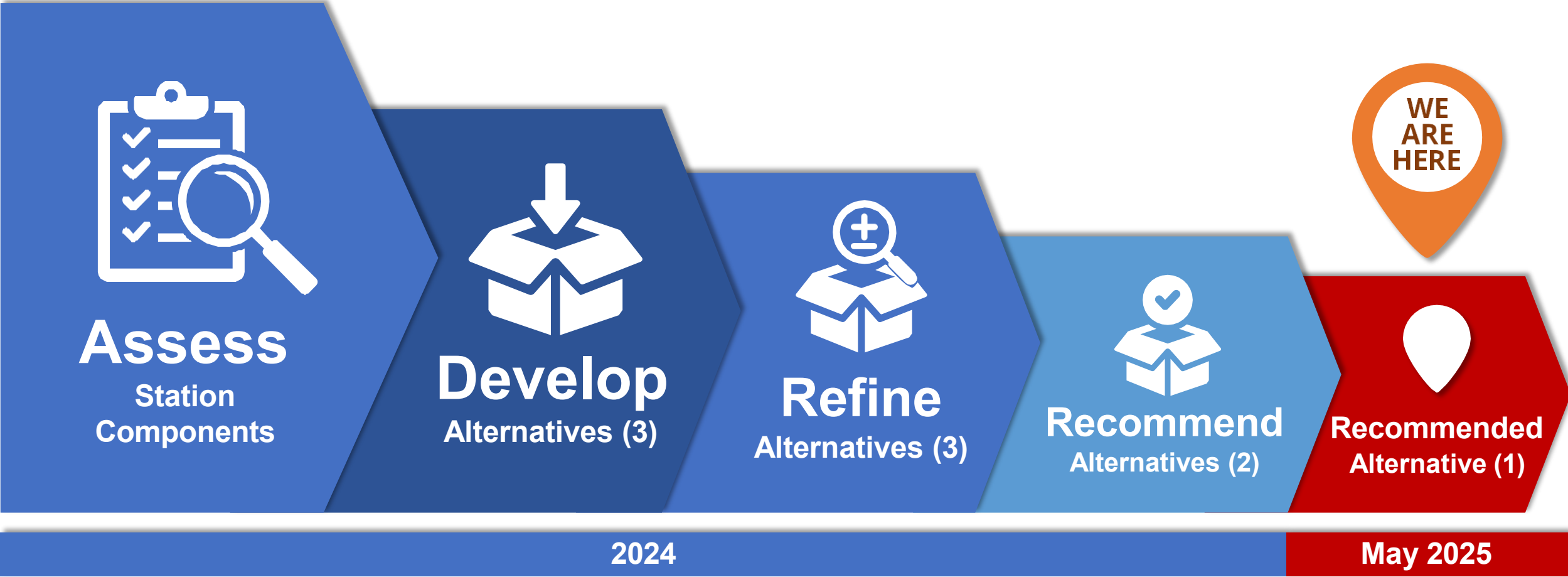
## ***Safe Transit Operators & Operations:***

Providing sufficient capacity, facilitating safe, integrated and reliable transit operations

## ***The Station Building:***

A sustainable, future-proof and resilient station

# Visioning and Alternatives Development



# Today's Focus

- 1 Alternatives Recap
- 2 Community Engagement
- 3 Next Steps
- 4 Staff Recommendation



# Alternatives Recap



# Constructability Analysis Key Findings

Considerations	At-Grade	Elevated
Construction Period & Rail Service Impacts	7 – 10 Years	10 – 12 Years
Cost (\$2023)	\$3B-\$6B	\$5B-\$10B
Existing Rail Corridor	Modest encroachments outside existing corridor	Significant encroachments outside existing corridor
Caltrain Maintenance Facility (CEMOF)	Maintains access to CEMOF	<b>FATAL FLAWS</b> Loses access to CEMOF during construction and permanently



# Constructability Analysis Key Findings

Considerations	At-Grade	Elevated
Historic Building	Preserves depot and façade of Annex	Preserves depot and façade of Annex
PG&E Facility	Does not encroach (Buffer TBD)	Encroaches and may require relocation
San Carlos Bridge	Not impacted by station/track construction (Bridge replacement needed)	Rebuild road
Auzerais Rail Crossing	Grade separation road below rail (Land use / street circulation impact)	Rail above road (Land use impact)
W. Virginia Rail Crossing	Road closure (Street circulation impact)	Road closure (Street circulation impact)



# Community Engagement



# Community Engagement Recap

## At-Grade

### + *Pros*

- Improved station experience
- Appealing reuse of historic station
- Lower costs
- Lower construction impacts

### – *Cons*

- Property impacts at Auzerais, West Virginia, and Stockton
- Quality access across tracks

## Elevated

### + *Pros*

- Improved local connections for people walking, biking, and rolling, as well as for emergency vehicles
- Neighborhood reconnected

### – *Cons*

- Visual impacts of elevated tracks
- Concerns about maintenance and programming for space under elevated tracks

# Community Engagement Events



**Community  
Meeting**  
at Gardner  
Community Center



**Public Meeting  
& Virtual  
Walking Tour**  
at Gardner  
Community Center



**Meeting &  
Walking Tour**  
w/ Plant 51 Residents

## Community likes?



- Improved station experience, potential for station to become icon of San José
- Vastly improved regional and statewide connectivity
- Preservation of historic assets with modifications to the historic station to improve functionality
- Designs blending historic and modern features

## Community concerns?



- Noise, vibration, and visual impacts
- Impacts to property & mature trees
- Station/neighborhood integration
- Grade crossings and neighborhood connectivity
- Flooding in underpasses
- Informal pick-up/drop-off (e.g. double-parking)
- Bicycle circulation / conflicts

## Community concerns?



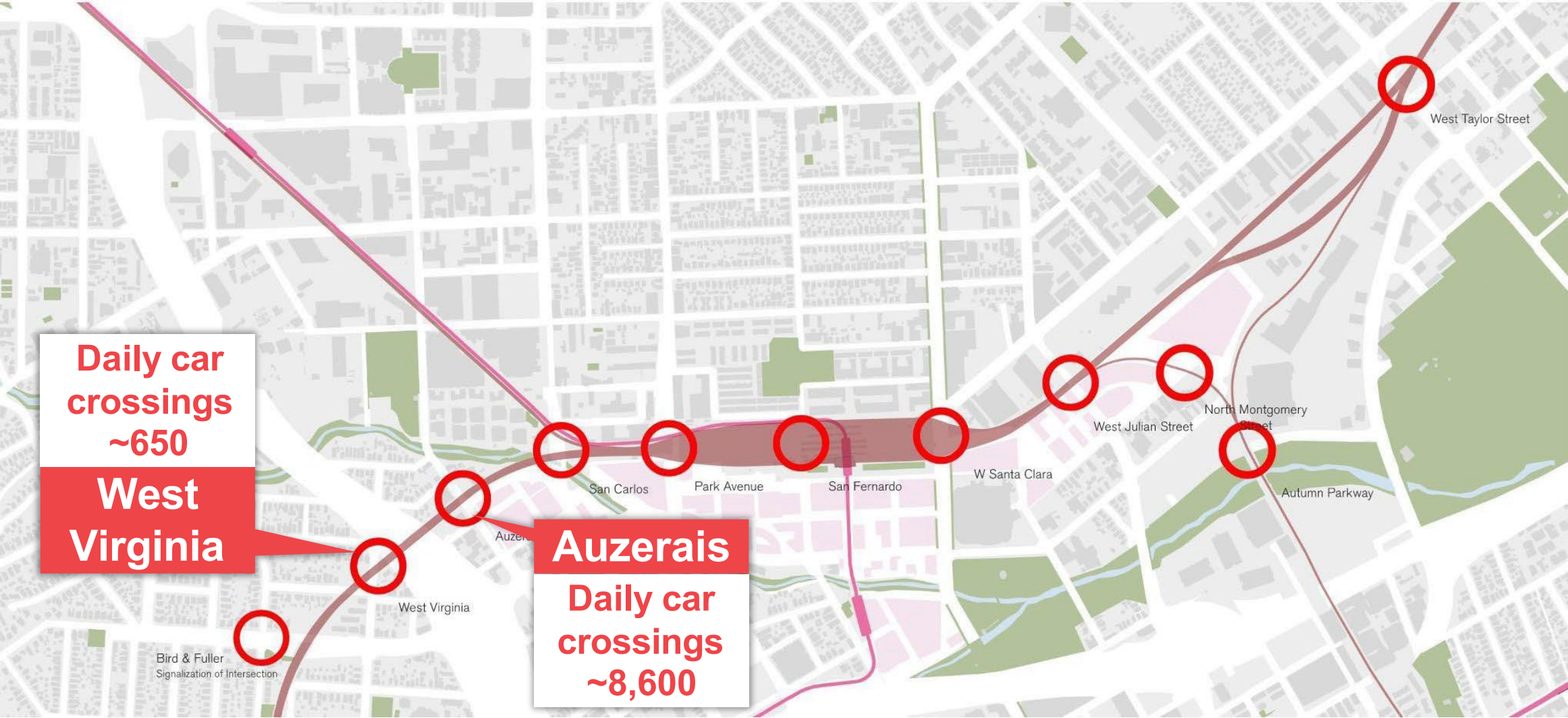
- Increasing rents / business displacement
- Reliable access to businesses by all modes, both during construction and afterwards, for customers
- Need for reliable loading, building servicing
- Clear communication, including signage, to explain construction activities and interim access

## Community requests?



- Apply lessons from past transit construction projects like Alum Rock BRT
- Need for clear communication, including signage, appropriate for all modes, whether those on foot, bike, or car
- Need for affordable rents, partnerships + support during construction phase

# Grade Crossings Overview





# West Virginia Street

## Existing Condition Looking West Along West Virginia Street

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION





# West Virginia Street

## Potential Condition Looking West Along West Virginia Street

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION



**NOTE: Screening options under review. Safety and operations considerations to be reviewed.**

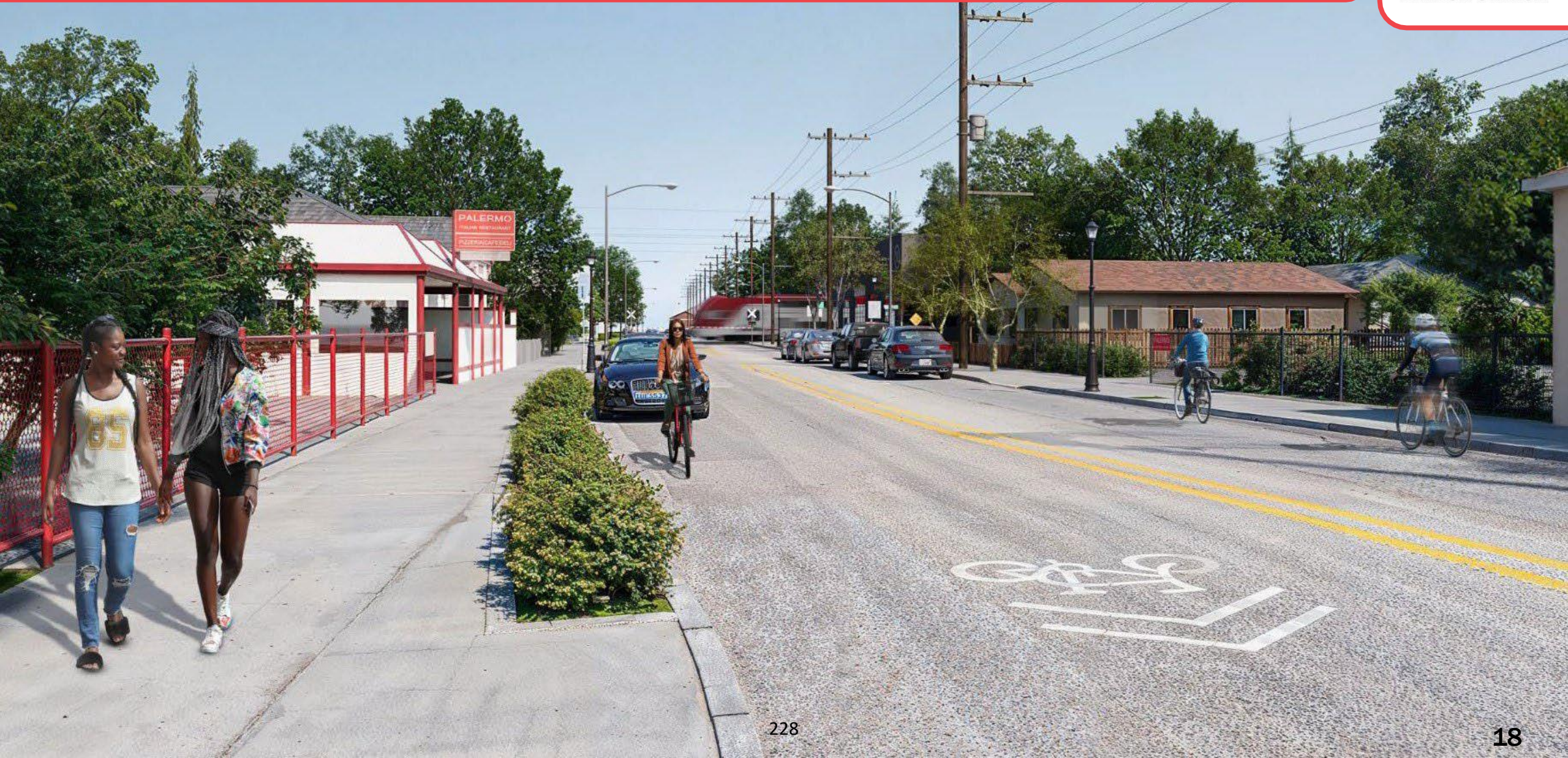


# Auzerais Avenue

## Existing Condition – Looking East from Los Gatos Creek

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION





# Auzerais Avenue

## Option 1 – Looking East from Los Gatos Creek

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION



NOTE: Screening options under review. Safety and operations considerations to be reviewed.



# Auzerais Avenue

## Option 2 – Pedestrians/Bike Path on North, with Neighborhood Access

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION



NOTE: Screening options under review. Safety and operations considerations to be reviewed.



# Laurel Grove Lane

## *Existing Condition – Looking East from Bush Street*

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION





# Laurel Grove Lane

*Potential Condition – Looking East on Laurel Grove Lane from Bush Street*

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION





## Continued Coordination



**Conduct access study** focusing on changes to West Virginia and Auzerais

- Study to focus both on everyday and emergency access
- Study to a range of options



**Further study station/neighborhood interfaces** in central station area, especially at Plant 51 and Laurel Grove Lane

# Staff Recommendation

# Staff Recommendation

Approve:

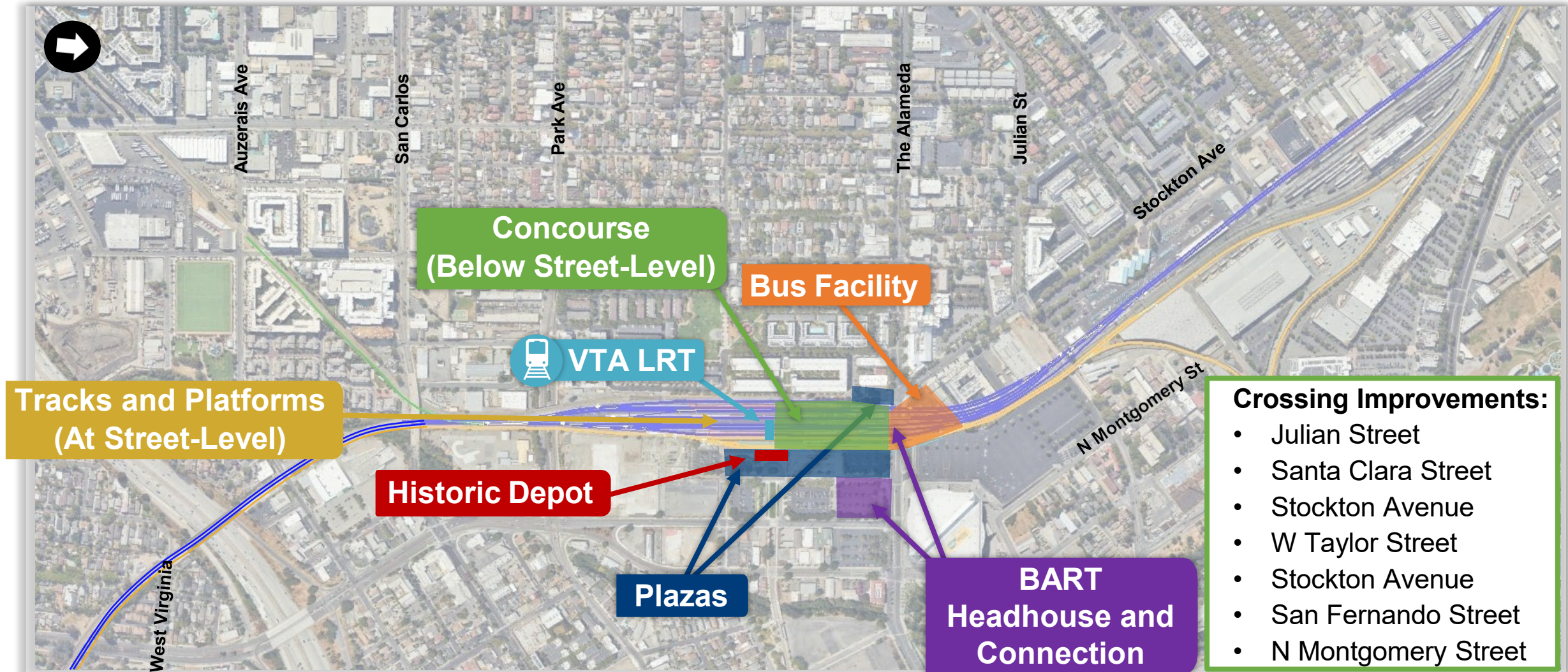
- Recommended At-Grade Station Alternative and
- Diridon Program of Projects for Environmental Review



# At Grade Station Project Elements

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION





# Diridon Program of Projects

Item #14.  
6/5/2025

**SAN JOSÉ**  
DIRIDON STATION





## Next Steps



- Partner agencies actions: Recommended station design alternative and program of projects for environmental review
- Select and award environmental consulting contract (Caltrain procurement)
- Additional environmental technical work:
  - Follow-up community engagement
  - Construction impact strategies/phasing
  - Project delivery options
  - Project definition



# Discussion

***Attachment B: Staff Report and Presentation to Diridon Steering Committee  
3-Year (FY25-FY28) Budget Request***

# Memorandum

**TO:** Diridon Station Steering Committee

**FROM:** Marian Lee, Caltrain Diridon Director  
Michael Tree, VTA Diridon Director

**DATE:** May 21, 2025

**SUBJECT:** Diridon Program Three-Year Work Scope, Budget, and Funding

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## **FOR ACTION**

### **INTRODUCTION:**

The Diridon Partners (Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), the City of San José, Metropolitan Transportation Commission (MTC), and California High Speed Rail Authority (CHSRA)) are expected to complete the pre-environmental phase of the project and identify a recommended station design alternative by summer 2025.

For the next phase of program advancement, work scopes and budgets for National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) environmental review, long-term governance, and funding and advocacy strategies have been developed. A funding plan has also been prepared which includes recruiting and hiring the Program Director, a priority identified last year by the Diridon Station Joint Policy Advisory Committee.

Staff is seeking Steering Committee approval of the recommended work scope, budget and funding.

### **DISCUSSION:**

#### ***Background***

The Diridon Partners are working together to plan for the transformation of San José's downtown transit hub (Diridon station). It currently serves Caltrain, Capitol Corridor, Altamont Corridor Express (ACE), and Amtrak passenger rail, as well as VTA light rail (LRT) and bus services. Diridon station must accommodate increased services as well as future services, including new CHSRA, Bay Area Rapid Transit (BART), and San José Airport Connector. To effectively accommodate planned and future services, Diridon station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and interconnectivity for passengers.



### *Three-Year Work Scopes*

#### Federal and State Environmental Review

Caltrain is leading this effort. As owner of Diridon station, Caltrain will be the local lead agency. The federal lead agency is to be determined. The environmental scope of work includes preparation of the following:

- Alternatives Analysis
- Project Description
- Public Meetings and Input
- Engineering and Design Services to Support Environmental Analysis
- Methodologies/Technical Studies/Reports
- Administrative Drafts and Drafts of Environmental Documents
- Final Documents and Response to Comments

See **Attachment A** for more detailed information about the environmental and additional program management support scope of work. The scope includes hiring the Project Director and program staff as needed.

The schedule is programmed for approximately three years. Given that this environmental review will include multiple projects as described in the Station Design Alternative Recommendation, the schedule may increase by 6 – 12 months. The environmental schedule and key milestones will be finalized once the environmental consultant contract is awarded summer 2025. Project Director hiring and contract award are subject to this budget approval.

#### Long-Term Governance and Funding Strategy

VTA is leading this effort and continuing to advance setting up a long-term governance entity to ultimately deliver the project and prepare funding and advocacy strategies.

The long-term governance scope of work includes:

- Identifying issues requiring future deliberation and decision-making
- Drafting and initiating partner agreements and term sheets
- Identifying legislative partners and drafting enabling legislation
- Developing an initial operating plan for a new delivery authority (e.g., bylaws, procedures, and policies)
- Operationalizing the new organization

See **Attachment B** and **Attachment C** for more detailed information about the long-term governance and funding/financing work plans.



### ***Three-Year Budget and Funding Plan***

The total proposed budget for FY25/26 – FY27/28 is \$41M. The itemized cost by fiscal year is as follows:

	FY25-26	FY26-27	FY27-28	Total
<b>Program Director</b>	\$ .800M	\$ .824M	\$ .849	\$2.473M
<b>Agency Partner Staff/Consultant Support</b>	\$ .117M	\$1.460M	\$1.499M	\$3.075M
<b>Environmental, Engineering, 3rd-Party Review</b>	\$11.765M	\$9.094M	\$3.830M	\$24.688M
<b>Long-Term Governance; Funding &amp; Advocacy Plan</b>	\$ .950M	\$ .750M	\$ .750M	\$2.450M
<b>Program Management and Project Controls</b>	\$1.275M	\$1.650M	\$1.650M	\$4.575M
<b>Contingency (10%)</b>	\$1.491M	\$1.378M	\$ .858M	\$3.726M
<b>Total (Rounded)</b>	<b>\$16.4M</b>	<b>\$15.2M</b>	<b>\$9.4M</b>	<b>\$41.0M</b>

*Note: Sum discrepancies due to rounding.*

The biggest effort relates to additional engineering needed for environmental review. Targeted design related to the station beyond 10% design and design development for street crossing projects need more time and effort to inform the “project description” and technical studies used for environmental review. It is important to note that this budget does not include funding for complete preliminary engineering (35% design), or operationalization of the new long-term governance organization.

The funding plan for the proposed \$41M budget is as follows:

<b>Funding Source</b>	<b>Amount</b>
City of San José	\$500K
VTA Measure B (Caltrain)	\$6M
MTC RM3 (Diridon)*	\$34.5M

*Note: Sum discrepancies due to rounding.*

*\*100M RM3 dedicated for Diridon Program. Remaining balance after above request is ~\$35.5M*

The identified sources are local and regional. This year, state and federal sources did not materialize. However, looking forward, the project team will continue to pursue other regional, state and federal sources to provide relief on local funding demand. The other pursuits include:

- Federal Member Designated Spending
- FRA Corridor ID Program / Fed-State Partnership
- State Cap and Trade
- New Regional Measure

- Caltrans Bridge Program
- Project Development TIRCP

**STAFF RECOMMENDATION:**

Staff recommends approval of the work scope, budget and funding for the next phase of work. Completion of this next phase of work will result in a program of projects that will have environmental clearance, improving project competitiveness for capital funding and establishing a new delivery organization that will be able to better manage program risks and advance the project efficiently.

**NEXT STEPS:**

Subject to approval, the program team will seek budget and funding agreement approvals from the appropriate partner agencies. The program team will also be able to move forward with Project Director recruitment and awarding the environmental consultant contract.



## **Caltrain 3-Year Work Plan**

During the next 3 years, Caltrain will hire the Project Director and dedicated staff as needed. Caltrain will also complete the state and federal environmental review process concluded with a Certification by the state and a Record of Decision at the federal level. This environmental effort will require additional engineering and design and public outreach. Below are key elements of the work scope.

Environmentally evaluating a program of multiple projects will require more time than processing a single project. The 3-year timeframe and schedule will be updated with the environmental consultants and reflected in the service agreement to be approved in summer.

### **FY25-26**

- Recruit and hire the Project Director
- Provide Program Management and Project Controls support
- Conduct Environmental Review. Key tasks include:
  - Project Kickoff and Finalization of Scope of Services
  - Prepare Alternatives Analysis Report
  - Share designs with 3<sup>rd</sup> parties and obtain comments
  - Develop Project Description
  - Prepare needed engineering and design
  - Prepare technical studies

### **FY26-27**

- Recruit and hire dedicated Program staff
- Provide Program Management and Project Controls support
- Conduct Environmental Review. Key tasks include:
  - Conduct public participation and community engagement
  - Continue developing Project Description
  - Continue preparing needed engineering and design
  - Continue preparing technical studies
  - Issue Notice of Intent / Notice to Proceed

### **FY27-28**

- Dedicated Program Staff
- Program Management and Project Controls
- Environmental Review
  - Conduct CEQA and NEPA Public Outreach
  - Prepare and circulate Admin Draft, Draft EIS/EIR
  - Prepare Response to comments and Final EIS/EIR and circulate
  - Obtain Certification and Record of Decision

April 2025

## Diridon Governance | 2025 - 2027 Workplans

During the next 3 years, VTA will advance long-term governance solutions to support program development and construction functions. The goal is to set up and operationalize a long-term governance organization before completion of the environmental review process. This effort will require development and approval of state enabling legislation and execution of multiple agreements between the new organization, the station owner, tenant operators and project agency partners.

Completing this scope of work in 3 years is aggressive. Yearly monitoring will be needed and milestones updated to align with region and state support.

### 2025

- **Draft Enabling Legislation to create the Diridon Station Construction Authority**  
**2025 Goal: Finalize legislation, identify legislative sponsors, and determine appropriate foundational funding request.**
  - Identify and frame issues requiring further deliberation and decisions (e.g., board composition, powers and authorities, interagency agreements, applicable governing legislation, dissolution of authority or continued purpose, etc.)
  - Strategize potential foundational funding ask of the State
  - Develop comprehensive draft of enabling legislation
  - Legal review and advocacy planning
  - Socialize with Partner Agency Executives & Project Directors
  - Determine legislative sponsors
- **Begin Drafting Partner Agreements with the Authority**  
**2025 Goal: Complete Draft Partner Agreements**
  - Identify issues that need to be addressed in each individual agreement, including the approach to continuous and safe system operations
    - Engage with leaders of other major station projects who have navigated construction while maintaining operations
    - Review contractual documents to understand provisions and stipulations that support operational safety during construction
    - Install operational expectations and metrics in procurement processes
    - Coordinate with legal staff to advance agreements with these principles in mind
  - Develop conceptual term sheets that frame issues and priorities
  - Engage in discussions with Partner Agencies
  - Finalize term sheets and draft Partner agreements

### 2026

- **Approval of Enabling Legislation to create Diridon Station Construction Authority**  
**2026 Goal: State Legislature and Governor approve enabling legislation**
  - Provide materials, representation, and advocacy necessary to assist the legislative sponsor in moving enabling legislation through Assembly and State Senate.

- Coordinate with Governor's Office through legislative sponsor to prepare for approval.
- **Create Operational Plan for the Diridon Station Construction Authority**  
**2026 Goal: Complete draft operational plan.**
  - Organize recommended timeline for authority start-up and evolution
  - Develop Authority staffing plan
    - o FTE Staff (e.g., direct hires, staff loaned from Partner Agencies)
    - o Consultant use
    - o Phasing of staff/consultants
  - Develop Board Bylaws and Authority Policy and Procedures
  - Develop Authority operating budget

## 2027

- **First Meetings of the Diridon Station Construction Authority**  
**2027 Goal: New Construction Authority begins meeting**
  - First meeting of new Diridon Station Construction Authority in quarter one of 2027
  - Selection of Chair/Vice Chair and Committees
  - Approval by Construction Authority of agency bylaws, budget, policies/procedures
  - Continued refinement of governance documents

April 2025

## Diridon Funding/Finance Plan| 2025 - 2027 Workplans

During the next 3 years, VTA will advancing short-term and long-term funding and finance solutions for the Diridon Program. Needed advocacy strategies will also be developed in coordination with agency partners. The funding and finance plan workstreams are as follows:

### 2025

- **Short-term: FY26 - FY28 Budgets for Development Activities**  
**2025 Goal: Early in 2025 establish the plan for funding for the next three fiscal years**
  - Collaborate with FRA, FTA, Caltrans, MTC and partner agencies to identify and secure funding sources sufficient for development activities, to include preliminary engineering and environmental work, and operating funds to advance other workplans
- **Mid- to Long-term: Funding/Finance Planning for Construction Budget**  
**2025 Goal: Throughout 2025 develop the funding and financing plan for construction**
  - Procure an expert in development of financial strategy to deliver megaprojects
  - Identify mid- to long-term funding and financing opportunities and their likelihood, such as the Fed-State Partnership program with FRA, TIFIA and RRIF opportunities to finance the project, Cap N' Trade funding and CHSR funding through the State, the potential for joint developments within the project area, possibilities for a community facilities district/tax increment financing, and the potential for inclusion in a regional measure
  - Development of an advocacy plan to educate about the project, funding and finance needs
- **Planning for Operation and Maintenance (O&M) Budget**  
**2025 Goal: Led by Caltrain, work with Partner Agencies and achieve high-level agreement on new Diridon Station operation and maintenance (O&M) model**
  - Identify precedent models for station O&M arrangements to determine best practices applicable to the new Diridon Station
  - Coordinate with Partner Agency leaders to determine O&M needs
  - Outline station O&M model for Partner Agency leadership review
  - Create draft operation and maintenance budget and identify operational funding gaps and evaluate opportunities to resolve.

### 2026 and 2027

- **Continued Planning on Funding/Finance Planning and O&M Budget**  
**2026/27 Goal: Continue to develop funding sources for construction and O&M budget**
  - Continued collaboration with FRA, FTA, Caltrans, CHSR, MTC and partner agencies and developers to identify/secure funding sources sufficient for construction phases of the new Grand Central Station of the West.





May 21, 2025

# Diridon Station Steering Committee

## *3-Year Budget and Funding Plan*





# 3-Year Work Scope

- Hire Program Director
- NEPA\* and CEQA\* environmental review and public outreach
  - 3-year timeframe to be updated
  - Additional time needed to evaluate program of projects
- Set up long-term governance organization
- Prepare and implement funding and advocacy plans

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*\*Note:*

- *NEPA federal lead agency: TBD.*
- *CEQA lead agency: Caltrain.*

# Key Milestones

Work Program	FY25-26	FY26-27	FY27-28
<b>Environmental Review, Public Outreach</b>	<ul style="list-style-type: none"> <li>Alternatives Analysis Report</li> <li>Additional Engineering</li> <li>Project description</li> <li>Technical studies</li> </ul>	<ul style="list-style-type: none"> <li>Year 1 continued</li> <li>Notice of Intent / Notice of Preparation</li> </ul>	<ul style="list-style-type: none"> <li>Administrative Draft EIS/EIR</li> <li>Comments and Final EIS/EIR</li> <li>Certification / Record of Decision</li> </ul>
<b>Long-Term Governance</b>	<ul style="list-style-type: none"> <li>Partner Agency agreement terms</li> <li>Approve enabling legislation</li> <li>Advocacy</li> </ul>	<ul style="list-style-type: none"> <li>Develop and execute Agreements</li> <li>Operationalization plan</li> </ul>	<ul style="list-style-type: none"> <li>Set up organization</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>Capital funding plan</li> <li>O/M funding plan</li> <li>Advocacy</li> </ul>	<ul style="list-style-type: none"> <li>Update and Implement</li> <li>Advocacy</li> </ul>	<ul style="list-style-type: none"> <li>Update and Implement</li> <li>Advocacy</li> </ul>

# Budget Total and by Fiscal Year

	FY25-26	FY26-27	FY27-28	Total
<b>Program Director</b>	\$ .800M	\$ .824M	\$ .849M	\$2.473M
<b>Agency Partner Staff/Consultant Support</b>	\$ .117M	\$1.460M	\$1.499M	\$3.075M
<b>Environmental, Engineering, 3rd-Party Review</b>	\$11.765M	\$9.094M	\$3.830M	\$24.688M
<b>Long-Term Governance; Funding &amp; Advocacy Plan</b>	\$ .950M	\$ .750M	\$ .750M	\$2.450M
<b>Program Management and Project Controls</b>	\$1.275M	\$1.650M	\$1.650M	\$4.575M
<b>Contingency (10%)</b>	\$1.491M	\$1.378M	\$ .858M	\$3.726M
<b>Total (Rounded)</b>	<b>\$16.4M</b>	<b>\$15.2M</b>	<b>\$9.4M</b>	<b>\$41.0M</b>

*Note: Sum discrepancies due to rounding. Budget does not include funding for preliminary engineering, and operationalization of long-term governance organization.*

# Funding Plan

- 3-year program cost: \$41M
- Funding sources:
  - \$500K from City of San José
  - \$6M from VTA Measure B (Caltrain)
  - \$34.5M from MTC RM3 (Diridon)\*
- Other pursuits Federal, State, and Regional TBD
  - Member Designated Spending
  - FRA Corridor ID Program / Fed-State Partnership
  - State Cap and Trade
  - New regional measure
  - Caltrans Bridge Program
  - Project Development TIRCP

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*\*\$100M RM3 dedicated for Diridon Program. Remaining balance after above request is ~\$35.5M.*

# Recommendation and Next Steps

## Recommendation

- Approve recommended budget and funding plan

## Next Steps

- Obtain budget and funding agreement approvals (MTC, VTA, Caltrain, City)
- Proceed with budget and funding approval dependent actions:
  - Program Director job posting
  - Select and award EIS/EIR consultant contract

***Attachment C: Staff Report and Presentation to Diridon Steering Committee  
Long-term Governance Update***

# Memorandum

**TO:** Diridon Station Steering Committee

**FROM:** Michael Tree, VTA Governance Lead

**DATE:** May 13, 2025

**SUBJECT:** Governance for Project Delivery

---

## **FOR INFORMATION ONLY**

### **INTRODUCTION**

This agenda item will review the governance work to date for the benefit of the Steering Committee and discuss the next steps.

### **DISCUSSION**

#### ***Governance Progress Timeline***

VTA is the member agency of the Diridon Station Steering Committee partner agencies delegated the responsibility for researching and recommending a governance model for the construction of the Diridon Station redevelopment project. To this end, VTA contracted with the consulting firm HR&A to lead this work in parallel with initial station design work led by Arcadis and Bentham Crouwel. HR&A completed analysis of 11 international transit station mega project case studies and began initial review of the Partner Agencies' assets and capacities before the COVID-19 pandemic delayed the project.

In 2023, HR&A was subsequently engaged as part of the Mott MacDonald team to continue its focus on governance as part of the Business Case for Diridon Station and evaluate potential funding and financing opportunities to support project planning and development. As the project evolved, it became clear that a governance solution would require (1) an interim multi-agency agreement to support short-term decision-making through environmental reporting and design and (2) a longer-term approach to governance that would carry the project through construction. As the Consultant Team pursued this "parallel path," HR&A focused specifically on long-term governance, specifically relates to the construction of the Diridon Station facility, and have worked under the direct oversight of VTA staff, who were delegated this task by the Partner Agencies.



### ***Governance Objectives***

Drawing from case studies of domestic and international transit station megaprojects, and incorporation of input and feedback from Partner agency leadership, HR&A confirmed the following objectives for a long-term governance entity:

- ***Accountability:*** ensures clear accountability for project advancement; clear, binding, and enforced roles, responsibilities and rules
- ***Authority:*** possesses necessary authorities and capacities to deliver the project; has ability to assume and manage risk
- ***Decision-making:*** capable of executing a fair process for making decisions; provides timely decision-making
- ***Focus:*** able to drive project progress during construction without compromising competing priorities
- ***Funding:*** has strong capacity and credibility to attract funding
- ***Integration:*** drives coordination and influence to ensure projects in the Station Area align with the vision; clearly established processes for coordination
- ***Leadership:*** provides trusted and capable executive leadership for project and staff
- ***Legitimacy:*** is recognized and entrusted by Partner Agencies and their public leaders

### ***Partner Agency Assets & Capacities***

HR&A evaluated each Partner Agency, cataloging its powers and authorities, capacities, available funding tools, budgetary constraints, major capital project experience, and ongoing capital and operational demands to understand whether any of the Partner Agencies were well-positioned to lead project planning and delivery. The analysis determined that while existing Partner Agencies have the authority and experience necessary to deliver the planning and environmental-related tasks, they do not currently have the funding or staff resources to deliver the project.

### ***New Entity Analysis***

In parallel with analysis of Partner Agency capacities and authorities, HR&A also evaluated new entity types including Joint Powers Authorities, State-Chartered Entities, Transit Districts, Transportation Commissions (as allowable by State law), and 501(C)(3) Development Corporations. Ultimately, HR&A recommended further investigation of the Transit District/Transportation Commission entity type. In particular, Partner Agency leaders noted the relevance of the “Construction Authority” model when established through state legislation, equipped with the necessary powers and authorities to best suit the needs of the project.

### ***Construction Authority Model***

HR&A analyzed the Construction Authority model and compared it to the potential for an existing agency to serve as the project lead. Ultimately, the Construction Authority model was deemed to be the preferable approach. Given that the authority may ultimately be responsible for overseeing preliminary station design, determining the delivery approach, pursuing funding, procuring construction partners, and possibly participating in future operations (in addition to construction) this option is further described as a **Construction Authority**.

The Construction Authority is envisioned to have a Board of Directors (still to be determined) with a small, but engaged board of 5-7 members comprised of both elected and non-elected officials who meet regularly to provide guidance and oversight for the project, making key decisions to ensure the project continues moving forward.

HR&A compared the Construction Authority model with the alternative of an existing agency and found that the Construction Authority provides more desired governance features than an existing agency. In particular, the Construction Authority was better suited in the areas of Focus (singular purpose), Decision-making (timely, nimble decision-making), Leadership (dedicated board and executive as project champions), and Legitimacy (partners recognize need for new entity.)

### ***Enabling Legislation***

Pursuing state legislation to form the Diridon Delivery Authority would clearly confirm the new authority's powers and allow for independence from the Partner Agencies. Enabling legislation can formalize the entity's mission, authorities, leadership structure, and funding/financing abilities. Additional contractual agreements would be required between the Partner Agencies to ensure their needs are met, allow for utilization of agencies' assets, and provide oversight. The consultant team has compiled the enabling legislation used to create the three precedent construction authorities in southern California: Metro Expo Line, Metro Gold Line, and Alameda Corridor-East (San Gabriel Valley). These can be used to inform the drafting of the Construction Authority's enabling legislation.

### **NEXT STEPS**

The Governance Work Plan for 2025 is anticipated to include the following elements:

- a. Advance enabling legislation by finalizing the draft enabling legislation, identifying legislative sponsors, and determining the appropriate foundational funding request.
- b. Create organizational and operating plans for the Construction Authority.
- c. Develop Master Co-Op Agreement with member agencies and partners to ensure a high level of coordination, efficiency and safety in the development and construction of project.

# Memorandum

**TO:** Diridon Station Steering Committee

**FROM:** Michael Tree, VTA Governance Lead

**DATE:** May 13, 2025

**SUBJECT:** Governance for Project Delivery

---

## **FOR INFORMATION ONLY**

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### **NEXT STEPS**

The Governance Work Plan for 2025 is anticipated to include the following elements:

- a. Advance enabling legislation by finalizing the draft enabling legislation, identifying legislative sponsors, and determining the appropriate foundational funding request.
- b. Create organizational and operating plans for the Construction Authority.
- c. Develop Master Co-Op Agreement with member agencies and partners to ensure a high level of coordination, efficiency and safety in the development and construction of project.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Chief, Rail Planning  
For: June 2025 JPB Board of Directors Meeting  
Subject: **Receive Proposed Changes to Long-Range Service Vision Update**

<input type="checkbox"/> Finance Committee Recommendation	<input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation	<input type="checkbox"/> Advocacy and Major Projects Committee Recommendation
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**Purpose and Recommended Action**

Staff will present proposed changes to Caltrain's Long-Range Service Vision for the Board's review and discussion. This report is for informational purposes only. Looking ahead, staff plan to incorporate feedback and return in August with an updated Long-Range Service Vision that could be adopted by the Board.

**Discussion**

This presentation will provide Board members with an overview of staff's proposed changes to Caltrain's Long-Range Service Vision policy document. Content will focus on two categories of changes: adjustments to policy direction and improvements to policy functionality. Attached to this report are both the full text of the current (2019) adopted Service Vision and a marked-up redline version of that policy highlighting proposed edits for Board review.

Caltrain's current Long-Range Service Vision was adopted by the Peninsula Corridor Joint Powers Board (JPB) in fall 2019, following a multi-year technical planning and community engagement process known as the Caltrain Business Plan. Conducted from approximately 2017-2020, with final documentation published in 2022, the Business Plan built internal technical knowledge across a range of disciplines, reviewed organizational changes required for Caltrain's transition to electrified service, and cultivated alignment across staff, partners, and the public regarding the railroad's future. The Board's 2019 adoption of the Long-Range Service Vision remains the central and most durable policy output of the Business Plan. It is important to note that staff are currently refreshing the policy document of Caltrain's Long-Range Service Vision, not revisiting the Caltrain Business Plan process.

The Long-Range Service Vision sets a high-level target for the future development of the railroad's service. It outlines specific minimum hourly service levels, service patterns, and associated supporting infrastructure needed to achieve this Caltrain service. The Vision also explicitly references JPB's existing agreements with current and future tenant operators—including the California High Speed Rail Authority—as well as planned State and regional

partner projects that will enable and inform future service on the corridor. Since 2019, it has provided foundational guidance for plans, projects, and policies related to the long-term development of the railroad and management of JPB-owned assets.

The adopted Long-Range Service Vision directs staff to provide periodic updates approximately every five years, reaffirming and refining the railroad’s future direction. In this update, staff propose targeted adjustments to policy direction and improvements to policy functionality, as outlined below.

Staff propose two primary adjustments in policy direction. First, staff recommend confirming the Core Service Vision as JPB’s goal for future rail service on the corridor (eight Caltrain plus four High Speed Rail Authority trains, for a total of 12 trains per hour per direction in the peak hours between San Francisco and San Jose). Second, staff recommend removing language that directs planning for Expanded Growth in service, beyond the Core Service Vision (service levels greater than 12 total trains per hour per direction in the peak hours between San Francisco and San Jose). Staff believe these proposed changes will clarify for Caltrain, its partners, and corridor communities that the future service goal between San Francisco and San Jose is to grow from the current four trains per peak hour per direction to an ultimate 12 total trains per peak hour per direction—comprising eight Caltrain trains and four California High Speed Rail Authority trains.

Beyond these policy adjustments, staff have identified key areas for further improvement to enhance the policy’s functionality for Caltrain and its partners in the years to come. Staff suggest clarifying requirements regarding potential future regional and State rail connections on the Caltrain corridor. Furthermore, staff recommend removing the 2040 horizon date and shifting away from the implementation focus on the Caltrain Business Plan processes. Updates put forward by staff would also shift the implementation emphasis toward near-term planning for financial stability and developing interpretive guidance on applying the Long-Range Service Vision in both planning and capital project contexts.

The update process for the Long-Range Service Vision began in spring 2025. These proposed changes represent an important milestone leading to the presentation of a draft updated policy for Board adoption in late summer or early fall 2025.

#### **Budget Impact**

This project has no impact on the budget.

Prepared By:	Dahlia Chazan	Chief, Rail Planning	05/09/2025
	Melissa Jones	Deputy Director, Caltrain Policy Development	05/09/2025



## THE CALTRAIN 2040 LONG RANGE SERVICE VISION

*The following "Caltrain 2040 Long Range Service Vision" has been adopted by the Peninsula Corridor Joint Powers Board to guide the long-range development of the Caltrain rail service and supporting plans, policies and projects. This Long Range Service Vision has been based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018 and 2019. This Long Range Service Vision will be periodically reaffirmed and updated by the Board as described in section 4.*

- 1) Caltrain's Long Range Service Vision directs the railroad to plan for substantially expanded rail service that, by 2040, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide;
  - A. A mixture of express and local Caltrain services operated in an evenly spaced, bi-directional pattern
  - B. Minimum peak hour frequencies of:
    - 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center at such time as the Downtown Extension is completed
    - 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
    - 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights
  - C. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand
  - D. Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements
  - E. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include:
    - i. Investments in rail systems including a new, high performance signal system

- ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience
  - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet
  - iv. A series of short, 4-track stations and overtakes at various points throughout the corridor
  - v. Completion of key regional and state partner projects including:
    - 1. The Downtown Extension to the Salesforce Transit Center
    - 2. The reconstruction of Diridon Station and surrounding rail infrastructure
    - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station
    - 4. Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
    - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.
- 2) Caltrain's Long Range Service Vision further directs the railroad to continue its planning for a potential "higher" growth level of service as well as potential new regional and mega-regional connections. Specifically, the Long Range Service Vision directs the railroad to:
- A. Work with regional and state partners to collectively plan for and study the feasibility of higher levels of service as well as expanded regional and mega-regional rail connections. This work includes planning related to the Dumbarton Rail Corridor, a potential second Transbay Crossing, the potential for expanded Altamont Corridor Express and Capitol Corridor services, a potential extension of rail service to Monterey county, and ongoing planning related to the California High Speed Rail system.
  - B. To take certain specific actions to anticipate and, where feasible and financially practicable, facilitate, such higher levels of service and connections as they specifically relate to:
    - i. The planning of rail terminals and related facilities
    - ii. The sale or permanent encumbrance of JPB land
    - iii. The design of grade separations in areas where 4-track segments may be required
    - iv. The sizing of future maintenance facilities and storage yards

- C. To return to the Board with a recommendation regarding any formal expansion of the Long Range Service Vision at such a time as clear regional and state policy commitments are in place, the financial, operational and physical feasibility of such an option on the corridor has been confirmed, and community impacts have been assessed and affected communities have been consulted.
- 3) Caltrain's Long Range Service Vision directs the railroad to prepare for the implementation of the Vision by:
  - A. Completing the Caltrain Business Plan including additional analyses of issues related to funding, connectivity and access, and equity as well as the identification of a detailed implementation program of next steps and follow on work
  - B. Evolving the organization in a manner that best prepares the railroad to deliver the service vision by deliberately and transparently addressing the issues of service delivery, internal organization and governance
  - C. Seeking the new and dedicated sources of funding that will be needed to sustain the railroad's operation and to incrementally implement the long range service vision
- 4) Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur:
  - A. At a regular intervals of no less than 5 years
  - B. In response to significant changes to JPB or partner projects that materially influence the substance of the Long Range Service Vision

*Note: This draft document provides “redlined” changes that could be made to Caltrain’s Long-Range Service Vision. This draft focuses on potential substantive changes that could be made (minor changes to grammar, etc. are not included but may be incorporated later). Policy changes are at the discretion of the Caltrain Board and any official policy update must be adopted by the Board.*

## THE CALTRAIN 2040 LONG RANGE SERVICE VISION

Adopted October 2019

[Note: Preamble updates are forthcoming] The following "Caltrain 2040 Long Range Service Vision" has been adopted by the Peninsula Corridor Joint Powers Board to guide the long-range development of the Caltrain rail service and supporting plans, policies and projects. This Long Range Service Vision has been based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the “Caltrain Business Plan” process during 2018 and 2019. This Long Range Service Vision will be periodically reaffirmed and updated by the Board as described in section 4.

1. Caltrain’s Long Range Service Vision directs the railroad to plan for substantially expanded rail service that, by 2040 over the coming decades, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide;
  - a. A mixture of express and local Caltrain services operated in an evenly spaced, bidirectional pattern
  - b. Minimum peak hour frequencies of:
    - i. 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center at such time as the Downtown Extension is completed
    - ii. 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
    - iii. 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights
  - c. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand

- d. Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements
  - e. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include:
    - i. Investments in rail systems including a new, high performance signal system
    - ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience
    - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet
    - iv. A series of short, 4-track stations and overtakes at various points throughout the corridor
    - v. Completion of key regional and state partner projects including:
      - 1. The ~~Portal Downtown Extension~~ to the Salesforce Transit Center
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      - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station
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      - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.
2. Caltrain's Long Range Service Vision further directs the railroad to consider new regional and megaregional connections that may result in changes to rail service on the corridor. continue its planning for a potential "higher" growth level of service as well as potential new regional and mega-regional connections. Specifically, the Long-Range Service Vision directs the railroad to:
- a. Work with regional and state partners to collectively consider the feasibility of expanded regional and megaregional rail connections that either extend or interact with Caltrain's service and corridor. plan for and study the feasibility of higher levels of service as well as expanded regional and megaregional rail connections. This work could include engaging in planning efforts ~~includes planning~~ related to

the Dumbarton Rail Corridor, the Link21 program, a potential second Transbay Crossing, the potential for expanded Altamont Corridor Express and Capitol Corridor services, a potential extension of rail service to Monterey county, and ongoing planning related to the California High Speed Rail system.

~~b. To take certain specific actions to anticipate and, where feasible and financially practicable, facilitate, such higher levels of service and connections as they specifically relate to:~~

- ~~i. The planning of rail terminals and related facilities~~
- ~~ii. The sale or permanent encumbrance of JPB land~~
- ~~iii. The design of grade separations in areas where 4 track segments may be required~~
- ~~iv. The sizing of future maintenance facilities and storage yards~~

b. To return to the Board with a recommendation regarding any formal expansion or modification of the Long-Range Service Vision to explicitly include such connections at such a time as:

- i. The financial, operational, and physical feasibilities of such connections have been confirmed;
- ii. The JPB's role in the advancement, funding, delivery, and operation of any such connections has been defined and agreed to by the Board and other relevant parties;
- iii. There are formal policy and funding commitments supporting such connections; and,
- iv. The community impacts associated with such connections have been assessed and affected communities have been consulted.

~~c. clear regional and state policy commitments are in place, the financial, operational and physical feasibility of such an option on the corridor has been confirmed, and community impacts have been assessed and affected communities have been consulted.~~

3. Caltrain's Long Range Service Vision directs the railroad to work toward ~~prepare for the~~ implementation of the Vision by:

a. Developing a Plan for Caltrain's Next Decade that lays out a plan for future service that is as financially sustainable as possible and that includes:

- i. Assessment of demand for rail service relative to the financial and operational capacities of the JPB,
- ii. Confirmation of Caltrain's near-, medium-, and longer-term plans for future service levels across the corridor, as well as corresponding required infrastructure investments,
- iii. Gate-downtime analysis for at-grade crossings, and,

- iv. Consistency with Caltrain's Capital Improvement Plan;
    - b. Ensuring that management of JPB assets and the planning and design of JPB and partner capital projects accommodate the Long-Range Service Vision;
    - c. Developing interpretative guidance that specifies how to apply the Long-Range Service Vision in planning and capital project contexts as is needed; and,
    - d. Seeking new dedicated sources of funding and revenues needed to sustain the railroad's operation and to incrementally implement the Long-Range Service Vision in a financially prudent manner.
    - ~~a. Completing the Caltrain Business Plan including additional analyses of issues related to funding, connectivity and access, and equity as well as the identification of a detailed implementation program of next steps and follow on work~~
    - ~~b. Evolving the organization in a manner that best prepares the railroad to deliver the service vision by deliberately and transparently addressing the issues of service delivery, internal organization and governance~~
    - ~~e.e. Seeking the new and dedicated sources of funding that will be needed to sustain the railroad's operation and to incrementally implement the long range service vision~~
- 4. Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur:
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**Citizens Advisory Committee (CAC)  
Peninsula Corridor Joint Powers Board (JPB)  
San Mateo County Transit District Administrative Building  
Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070**

**Draft Minutes of May 21, 2025**

**Members Present:** D. Albohm, R. Kutler, K. Linquist, R. Sarathy (arrived at 6:07 pm),  
P. Leung (Acting Chair), A. Kulkarni (Alternate) (arrived at 5:47 pm),  
M. Pagee (Alternate), P. Wickman (Alternate)

**Members Absent:** A. Brandt (Chair)

**Staff Present:** J. Brook, J. Hogan, T. Huckaby, M. Jones

**1. Call to Order**

Acting Chair Patricia Leung called the meeting to order at 5:41 pm.

**2. Roll Call**

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

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

Acting Chair Leung led the Pledge of Allegiance and delivered the Safety Briefing.

**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 April 16, 2025**

Motion/Second: Pagee/Kutler

Ayes: Albohm, Kutler, Linquist, Pagee, Wickman, Leung

Absent: Brandt, Kulkarni, Sarathy

**6. Public Comment for Items Not on the Agenda**

Jeff Carter, Millbrae, spoke in support of students riding Caltrain to the San Francisco Giants game and service to Sunday's Bay to Breakers event.

Roland commented on passing tracks and expanded site storage.

**7. Report of the Chair – There was none.**

*Member Ashish Kulkarni arrived at 5:47 pm.*

## **8. Service Vision Update**

Melissa Jones, Deputy Director, Policy Development, provided the presentation, which included the following:

- Service vision is key output of Caltrain business plan process; used for decision-making by Caltrain and partners
- Plan for next decade; adoption planned for late summer or early fall 2025
- Removing expanded growth – improves viability of railyard development, saves capital costs for Caltrain and partners
- Adjusting policy direction to improve functionality of policy; continue with strategic planning efforts

*Member Rohit Sarathy arrived at 6:07 pm.*

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

- Prudent to change direction at this time – Caltrain struggling financially with expanded vision
- Removing targeted dates from plan
- Number of four-tracked stations reduced from expanded growth plan
- 4<sup>th</sup> and King station – will not be four-tracked; no room for fleet required to provide expanded service; fewer opportunities for joint railyard project

### Public Comment

Jeff Carter spoke in support of not giving up right of way for sake of development, continued funding, and four-tracked stations.

Doug DeLong, Mountain View, commented on ridership growth and spoke in support of compensation for Caltrain's easement and removing expanded growth from the service vision.

Roland commented on offsite storage for trains with expanded service and passing tracks.

## **9. Caltrain Marketing Plan**

Taylor Huckaby, Deputy Chief, Communications, provided the presentation, which included the following:

- Success of digital communications
- Go Faster Go Caltrain campaign – segmented customers by type, developed targeted advertising
- Website, digital billboards on US 101, Spotify, social media
- Passenger Information systems on new trains – San Francisco Giants ads; 30 percent discounted Giants tickets for Caltrain and SamTrans employees
- Partnerships with Bay FC (Bay Football Club) and Golden State Valkyries; Outfront Media, Inc. developing branded exterior/internal train wraps/ads
- Summer activations campaigns – specially branded train cars (Singers SZA and Kendrick Lamar, Lady Gaga, Wu-Tang Clan)

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

- Time comparisons between driving and riding the train; train frequency; post-game service
- First and last mile options
- Timing of billboard ads to maximize exposure
- Partnerships with sports teams; Bike to Work Day; Spotify ads
- Partnerships with bars and restaurants along the corridor – coordinate with individual cities
- Humor in ad campaigns sticks with people

#### Public Comment

Jeff Carter, Millbrae, commented on increased weekend service, marketing for events near stations.

### **10. Staff Report**

#### **11.a. Customer Experience Task Force Update**

John Hogan, Chief Operating Officer, provided the staff report, which included the following:

- RailSentry
- Mechanical delays down
- One trespasser strike
- Received sustainability award; working with PG&E (Pacific Gas and Electric) on regenerative braking compensation
- Fare enforcement – to improve with Clipper 2 and new Clipper readers
- New classes of conductors graduating – will now be two conductors per train
- Difficulty collecting fares – working with transit police
- Bay to Breakers event May 18 – crowd control at 4<sup>th</sup> and King challenging; likely bring back express train for 2026 event
- APC (automated passenger counters) testing
- Guadalupe bridge work to start June 16, projected to last 16 months. Terminus will be Diridon; Tamien service will stop

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

- Employee safety
- Escalation training for conductors; conductors need to acknowledge Go Pass holders
- New onboard Clipper readers with longer-lasting batteries coming out next week

#### Public Comment

Roland commented on intrusion detection systems and PTC (positive train control).

Mr. Hogan responded that RailSentry could potentially be tied to PTC, noting that there are other intrusion detection systems that could be connected.

John commented on Caltrain's focus on safety and marketing, partnering with community, train noise, and quiet zones.

Mr. Hogan responded that Caltrain does not control quiet zones, which are controlled by the FRA (Federal Rail Administration); decibel level has been lowered to the lowest level allowed by the FRA.

**11.b. JPB CAC Work Plan Update** – There was none.

**11. Committee Member Comments**

- Member Kulkarni requested to increase to four cars per train to accommodate increased ridership

Mr. Hogan responded that Caltrain has cars available to accommodate ridership.

Public Comment

Roland commented on three-car EMUs (electric multiple units) and decibel level of train noise.

**12. Date / Time / Location of Next Regular Meeting**

June 18, 2025, at 5:40 pm, via Zoom teleconference or at the Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA.

**13. Adjourn** - The meeting adjourned at 7:18 pm.

Motion/Second: Linquist/Albohm

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

Absent: Brandt