

Revised 8/4/2025 at 5:00pm – Item 9 updated based on the August 4, 2025 JPB Finance Committee meeting outcome

Amended 8/1/2025 at 11:15am – Added Item 7 Closed Session



**BOARD OF DIRECTORS 2025**

STEVE HEMINGER, CHAIR  
RICO E. MEDINA, VICE CHAIR  
MARGARET ABE-KOGA  
PAT BURT  
DAVID J. CANEPA  
DAVID COHEN  
JEFF GEE  
SHAMANN WALTON  
MONIQUE ZMUDA

MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

## **REVISED AND AMENDED AGENDA**

### **Peninsula Corridor Joint Powers Board**

Board of Directors Meeting

August 07, 2025, 9:00 am

Bacciocco Auditorium, 2nd Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/87581188408?pwd=OFNUYTVFdExlOXRkR2tQOENXQUhhUT09> or by entering Webinar ID: **875 8118 8408**, Passcode: **033088** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>

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

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

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

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.

**August 07, 2025 - Thursday**

**9:00 am**

*All items to which [Government Code section 84308](#) applies have been marked with an asterisk.*

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

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

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances
5. Request to Change Order of Business
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.

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

7. Closed Session: Conference with Legal Counsel – Existing Litigation (§ 54956.9(d)(1)): [Merlino, et al vs. Peninsula Corridor Joint Powers Board, et al, San Mateo Superior Court Case No. 23-CIV-00572]

**PART III OF MEETING (REGULAR SESSION): 9:30 am estimated**

~~7~~8. Report of the Executive Director Informational

~~8~~9. Consent Calendar

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

- ~~8~~9.a. Approval of Meeting Minutes for Motion
  - May 29, 2025 Special Meeting
  - June 5, 2025 Regular Meeting
  - July 23, 2025 Special Meeting

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

**Pending Approval by the August 4, 2025 JPB Finance Committee  
Approved by the Finance Committee**

- |  |                      |
|--|----------------------|
| 8-9.b. Accept Statement of Revenues and Expenses for the Period Ending April 30, 2025 and Accept Statement of Revenues and Expenses for the Period Ending May 31, 2025   | Motion               |
| 8-9.c. Authorize the Submittal of an Application for San Mateo County Transportation Authority Cycle 3 Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program Funding  | Motion<br>Resolution |
| 8-9.d. Approve and Ratify Fiscal Year 2026 Insurance Program   | Motion<br>Resolution |
| 8-9.e. Authorize Executive Director to Exercise an Option to Extend the Term of the Current Agreement with the San Mateo County Sheriff's Office for Law Enforcement Services for Five Years at an Estimated Cost of \$41,076,586                              | Motion<br>Resolution |
| 8-9.f. Adopt Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2026-2028 for Federal Transit Administration-Assisted Projects  | Motion<br>Resolution |
| 8-9.g. Award a Cooperative Purchasing Contract to Convergent Technologies LLC to Provide Closed-Circuit Television Equipment for a Total Not-To-Exceed Amount of \$273,307*  | Motion<br>Resolution |
| 8-9.h. Award Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$2.1 million for a Three-Year Base Term, with up to Two Additional One-Year Option Terms* | Motion<br>Resolution |
| 8-9.i. Award a Master Service Agreement of Radio Dispatch System to Penta Corporation for a Total Not-To-Exceed Amount of \$850,000 for a Four-Year Term*  | Motion<br>Resolution |
| 8-9.j. Authorize the Executive Director to Execute an Agreement for the Use of Diridon Station with Capitol Corridor Joint Powers Authority  | Motion<br>Resolution |

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

- |   |                      |
|---|----------------------|
| 8-9.k. Authorize Executive Director to Execute Two Memoranda of Understanding with San Mateo County Transportation Authority (TA) and City of Burlingame for Broadway Burlingame Grade Separation** | Motion<br>Resolution |
|---|----------------------|

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

- |  |               |
|--|---------------|
| <del>9</del> -10. Receive Update on Capital Project Cost Growth  | Informational |
| <del>10</del> -11. Receive State and Federal Legislative Update and Consideration of Positions on Legislation: Senate Bill 30 (Cortese)  | Informational |
| <del>11</del> -12. Reports (Verbal)  |               |
| <del>11</del> -12.a. Report of the Citizens Advisory Committee   | Informational |
| <del>11</del> -12.b. Report of the Chair   | Informational |
| <del>11</del> -12.c. Report of the Local Policy Maker Group (LPMG)   | Informational |
| <del>11</del> -12.d. Report of the Transbay Joint Powers Authority (TJPA)  | Informational |
| <del>12</del> -13. Correspondence  |               |
| <del>13</del> -14. Board Member Requests   |               |
| <del>14</del> -15. Date / Time / Location of Next Regular Meeting: Thursday, September 4, 2025 at 9:00 am.<br>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. |               |
| <del>15</del> -16. 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: July 2025

Executive Director Michelle Bouchard

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



# Table of Contents

	Safety and Security	4
	Performance at a Glance	8
	On-Time Performance	9
	Delays and Cancellations	10
	Ridership and Revenue	11
	Maintenance Performance	18
	Service and Program Updates	21
	Communications and Marketing	23
	Capital Projects Update	27

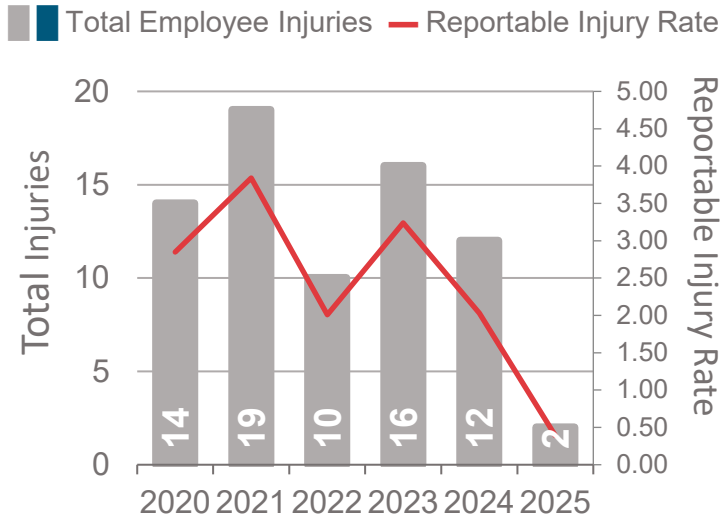






# Safety Updates – Injuries and Accidents

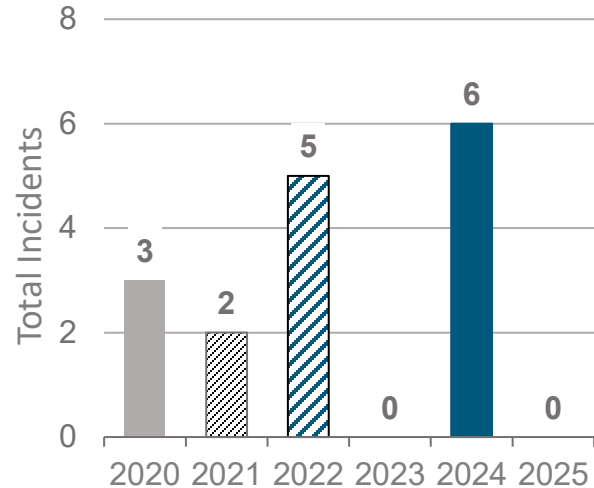
## Reportable Injury Trends



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 0.39.

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

## Reportable Rail Equipment Incidents



Reportable railroad accidents/incidents are divided into three groups: (1) Highway-Rail Grade Crossing; (2) 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 7/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,861	5/27/2020
Operations	265	10/9/2024
Maintenance of Equipment	286	9/18/2024
Maintenance of Way	11	6/20/2025
Other	1,861	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 July 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
- Safety Roadshows are ongoing – May 28 at CEMOF Maintenance Facility, Jun 25 at Menlo Park, and most recently July 30 at SFK 4th & King.

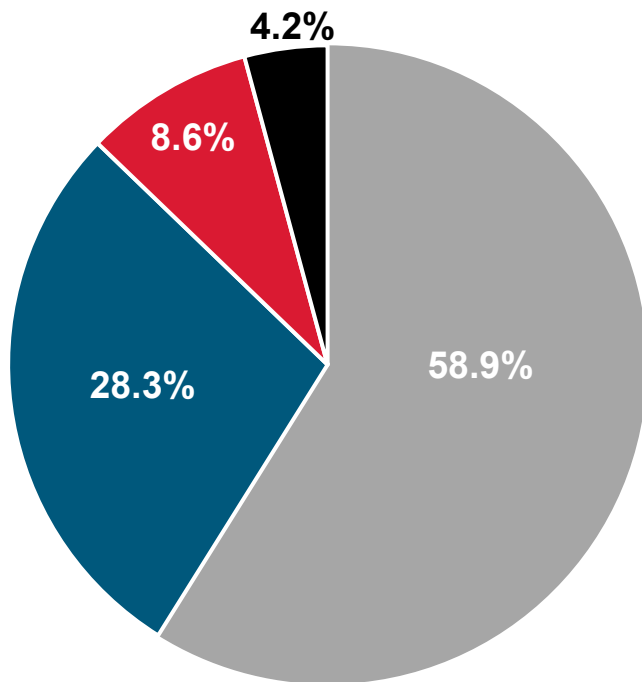




# Security Update

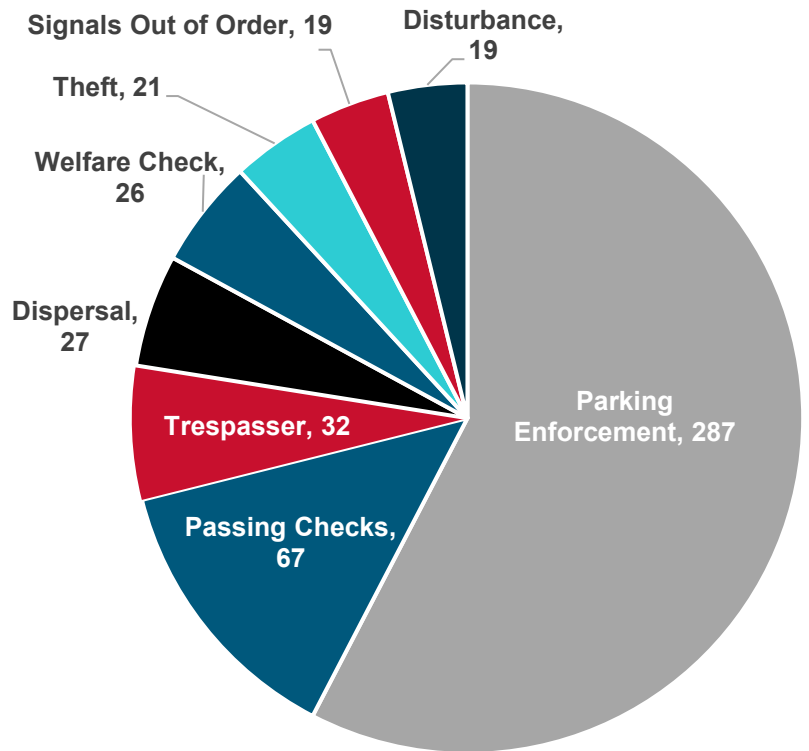
The San Mateo County Sheriff’s Office Transit Police Bureau is Caltrain’s contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, rights-of-way and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

### Calls for Service by County June 2025



- San Mateo
- Santa Clara
- San Francisco
- Unknown

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



### June 2025 Service Call Data

Overall Average Response Time: **19:47**

Average Response Time for **Priority 1** Calls\*: **9:20**

Average Response Time for **Priority 2** Calls\*\*: **17:38**

\*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 662 in June across 20 categories. The pie chart shows the top 8 categories representing 498 calls or 75% of the total.

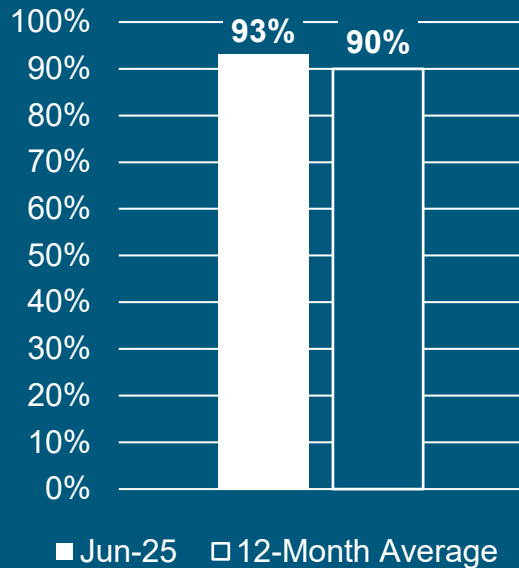




# Performance at a Glance

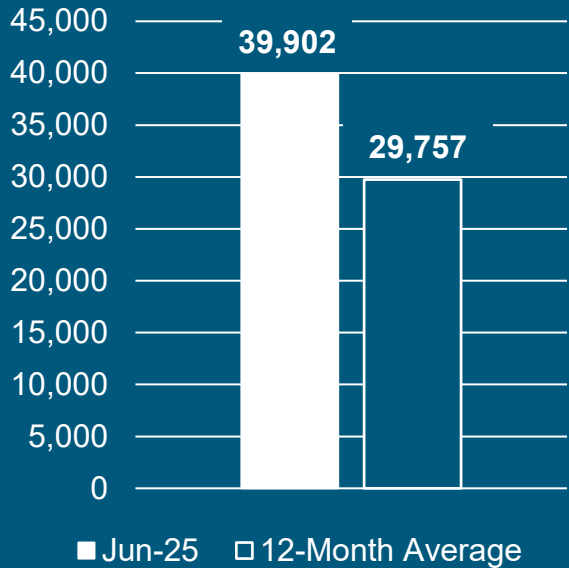
## On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



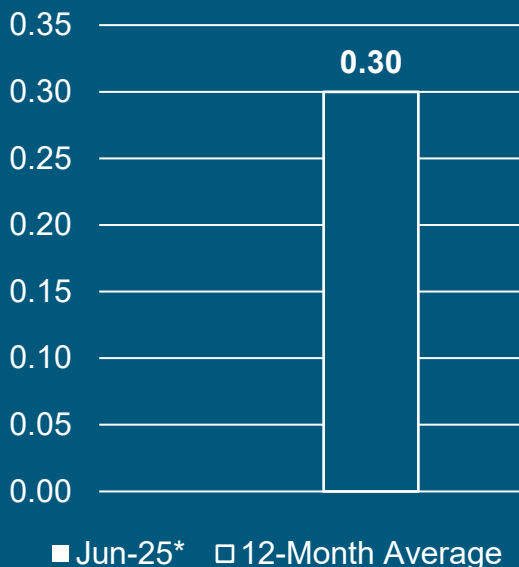
## Average Daily Ridership

Average estimated weekday ridership



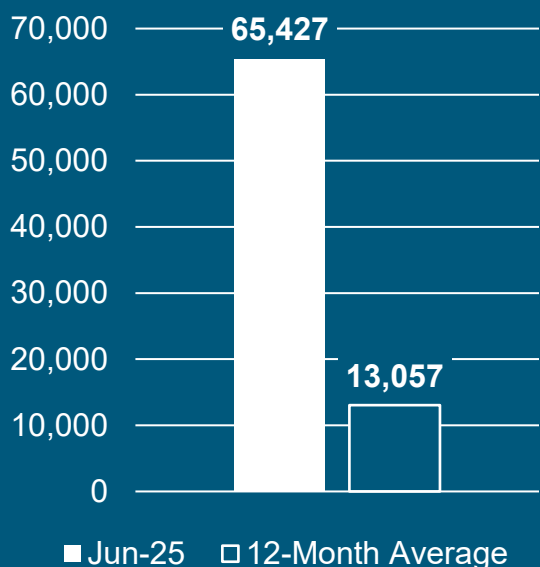
## Farebox Recovery Ratio\*

Ratio of fare revenue to operating costs



## Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required

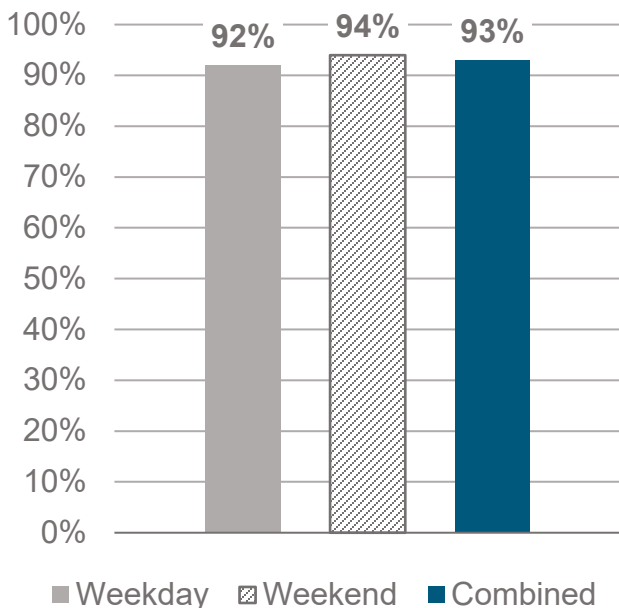


\*Farebox Recovery Ratio is temporarily unavailable due to Fiscal Year End Close. Metric to be updated next month.



# On-Time Performance

## Performance This Month (Jun-25)

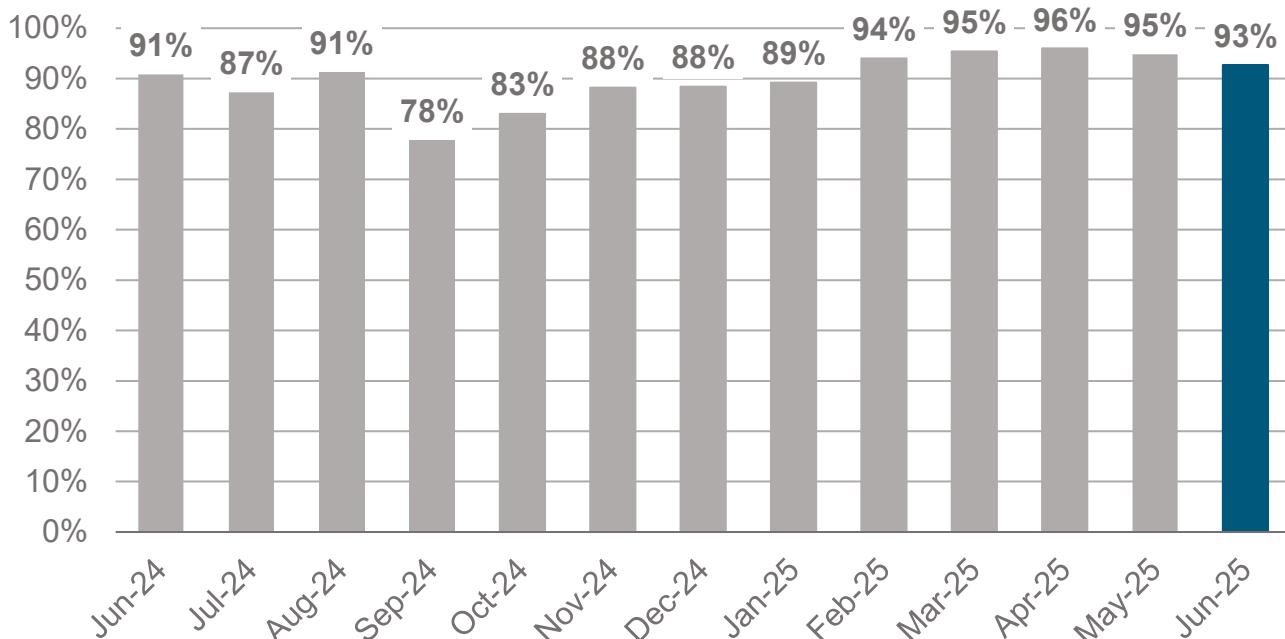


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of June was 92.7%; this interrupts our three-month streak of hitting 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

Apr-25

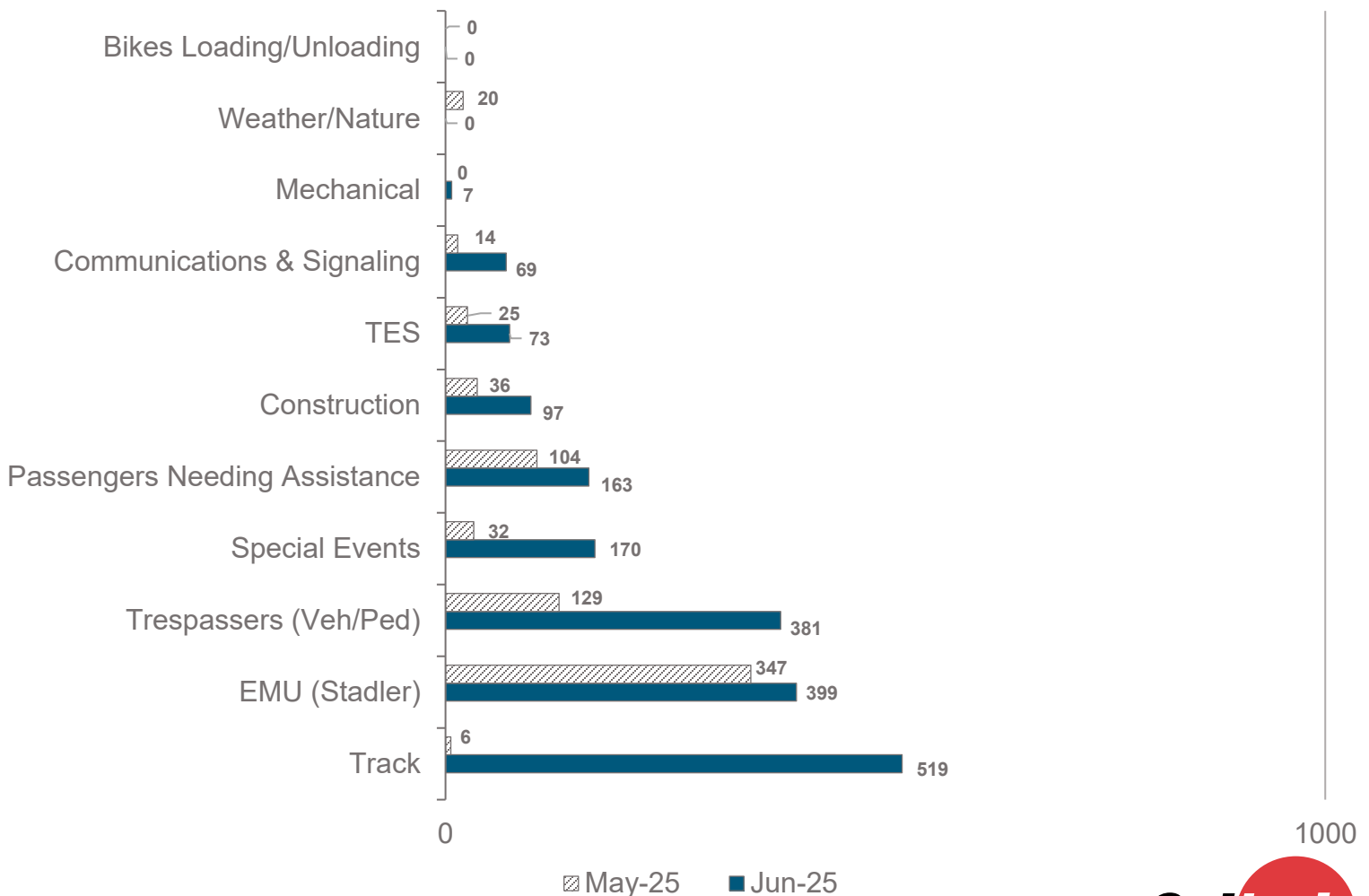
May-25

Jun-25

<b>Number of Late Trains</b>	121	156	214
<b>Average Minutes Late for Late Trains</b>	13	13	12
<b>Number of Cancelled Trains</b>	9	6	6

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.

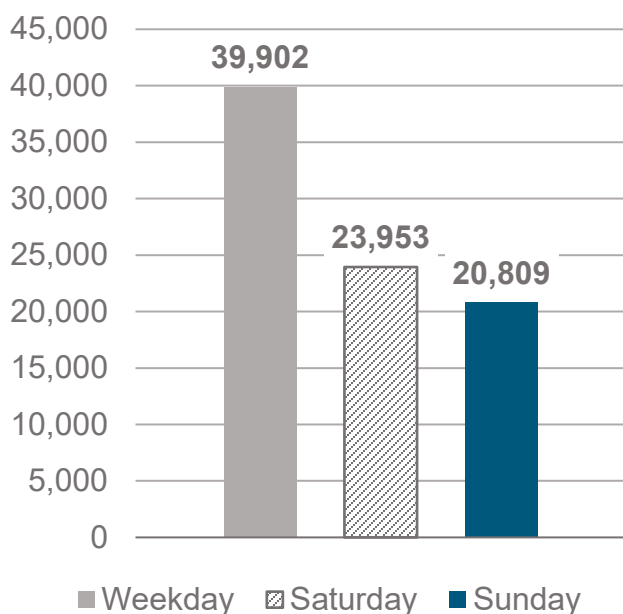
## Reasons for Train Delays, by Minutes of Delay





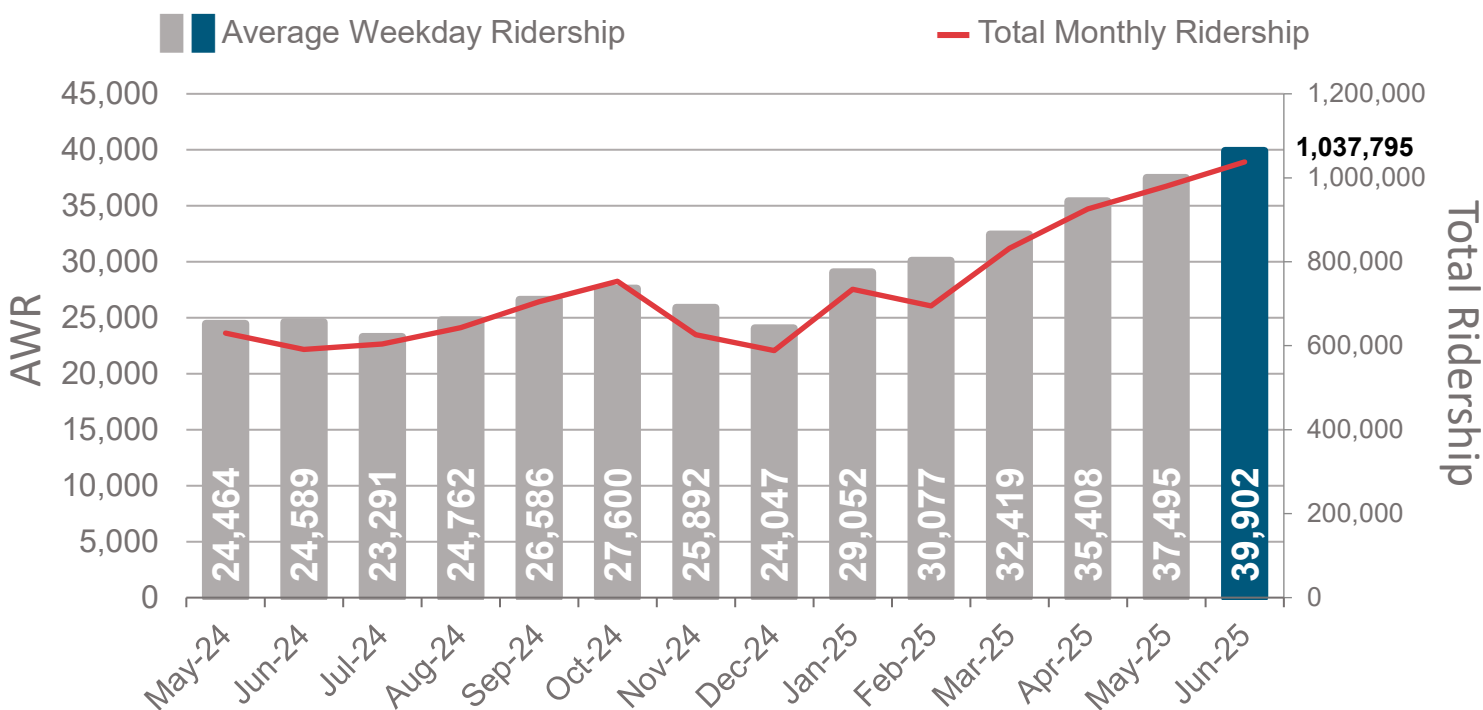
# Ridership and Revenue

## Average Daily Ridership (Jun-25)



Average weekday ridership (AWR) increased by approximately 62 percent compared to June 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.

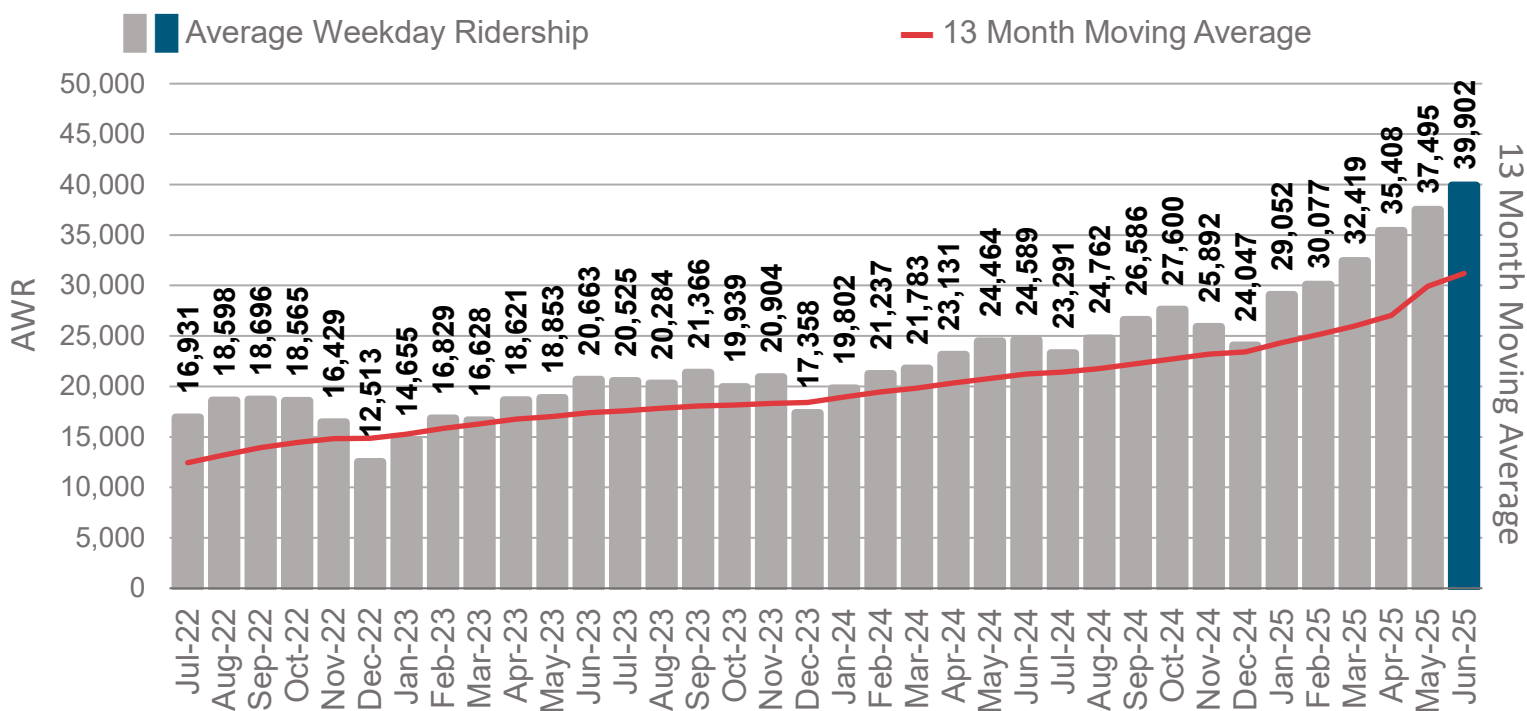






# Ridership and Revenue

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



**Year Over Year AWR Increase**  
**(June 2024 vs. June 2025)** : **62%**





# Ridership and Revenue

## Special Service Ridership Report

### San Francisco Station

- Total event-day ridership at San Francisco Station in June was 180,811, a 93% increase compared to 2024 (93,727) and a 42.1% increase from 2019 (127,266).
  - In June 2025, there were 28 events (16 Giants regular season games, 8 Valkyries regular season games, Shakira, and Pride Weekend) compared to 16 in 2024 and 15 in 2019.

### Palo Alto Station

- Total event-day ridership at Palo Alto Station in June was 8,137.
  - In June 2025, there were 2 events (Coldplay, Earthquakes game). There were no events counted in 2019 or 2024.

### Santa Clara Station

- Total event-day ridership at Santa Clara Station in June was 2,282.
  - In June 2025, there were 4 events (4 Gold Cup games). There were no events counted in 2019 or 2024.

### Mountain View Station

- Total event-day ridership at Mountain View Station in June was 1,554, a 186.2% increase compared to 2024 (543).
  - In June 2025 there were 2 events (2 Metallica concerts) compared to 1 in 2024.
  - There were no events counted in 2019.

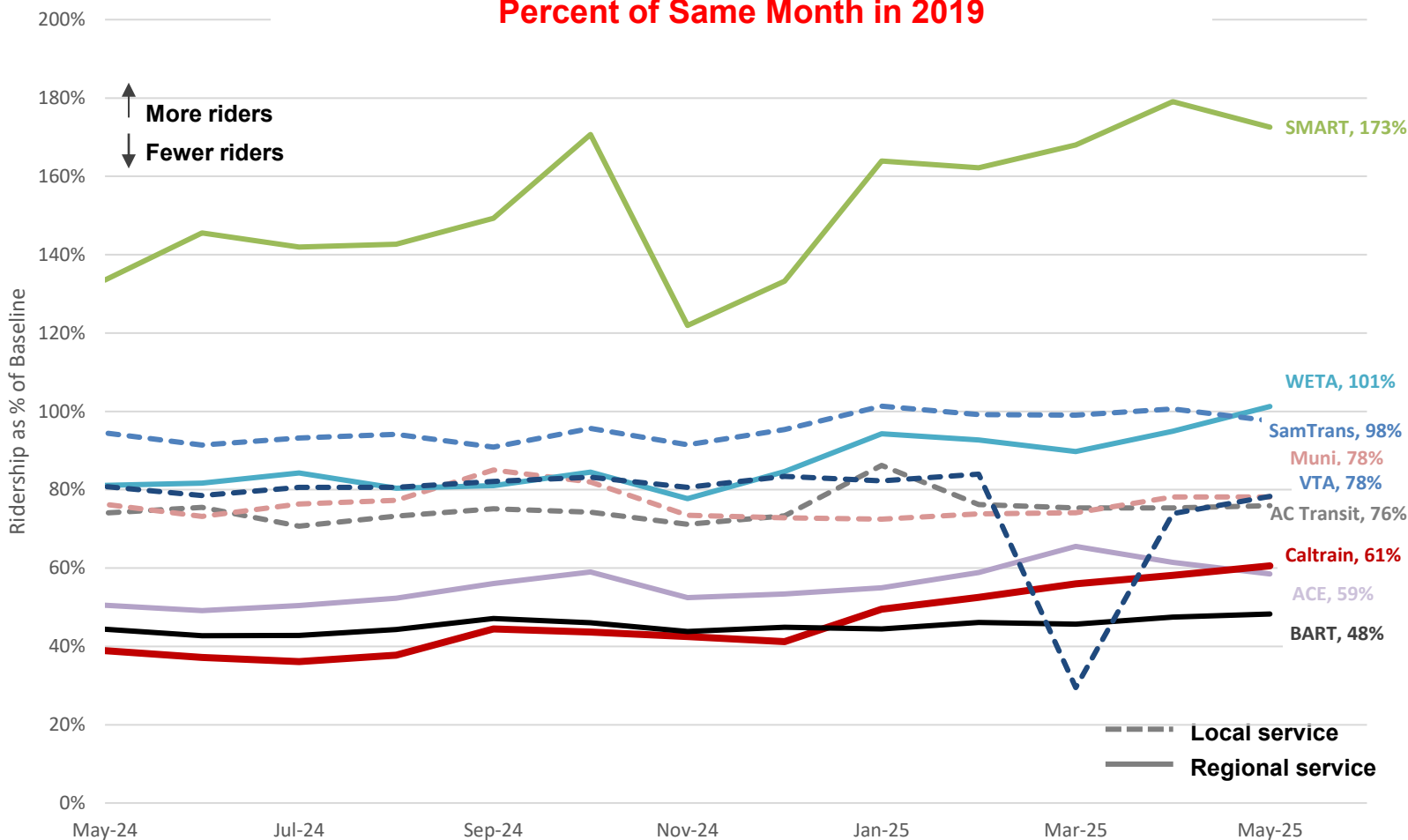




# Public Transit Ridership Recovery in the Bay Area

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.

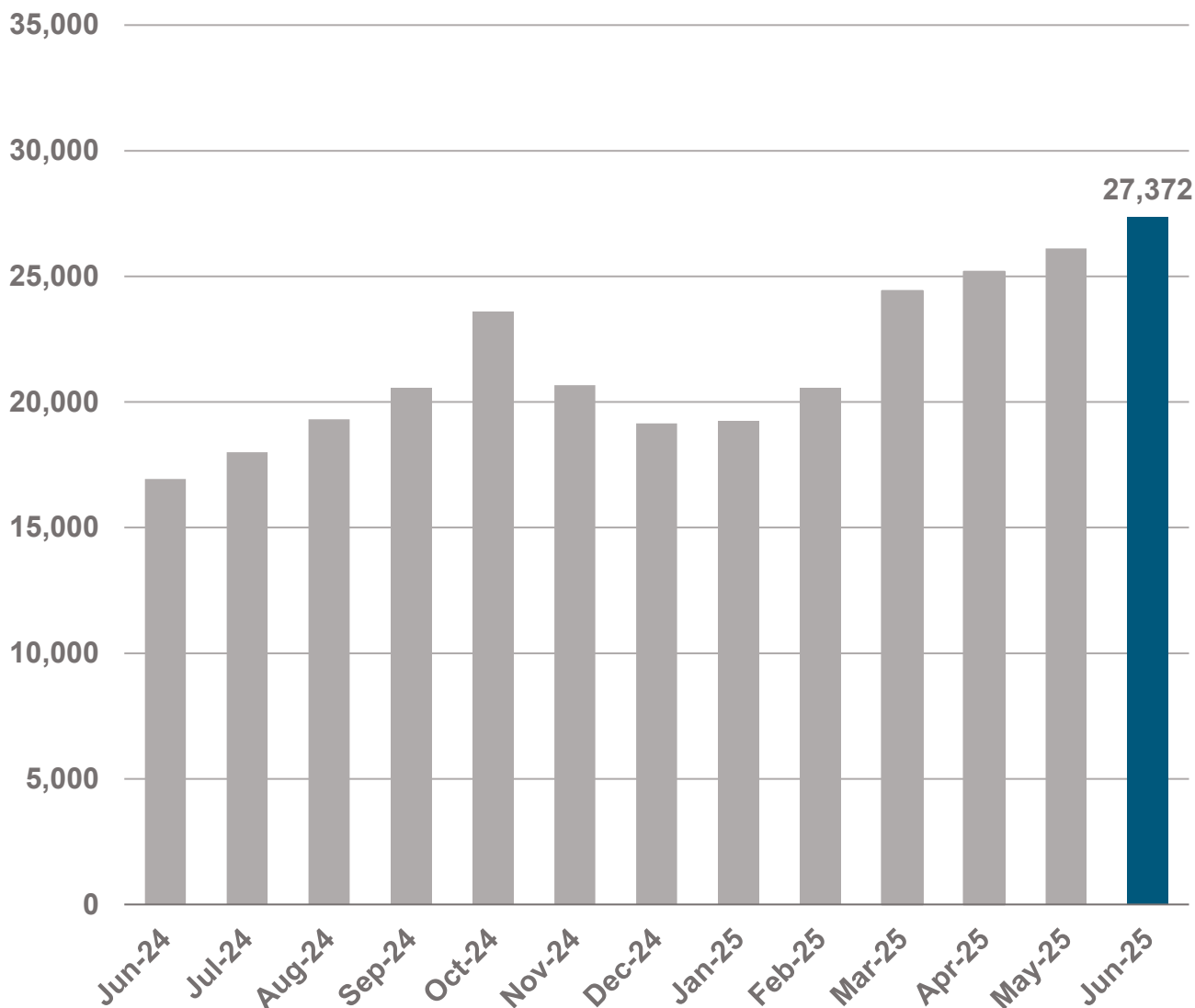
## Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May
Muni	14,601	13,279	13,811	14,521	14,579	14,401	13,043	12,978	13,668	12,608	13,980	14,678	14,947
BART	4,918	4,562	4,659	4,963	5,085	5,349	4,373	4,289	4,597	4,464	4,897	5,244	5,345
AC Transit	3,492	3,071	3,092	3,498	3,678	3,923	3,229	3,118	3,788	3,173	3,502	3,575	3,579
VTA	2,545	2,238	2,345	2,519	2,595	2,871	2,427	2,379	2,420	2,250	908	2,250	2,465
SamTrans	957	795	813	948	962	1,068	881	865	929	823	960	948	989
Caltrain	630	591	604	643	704	754	626	588	735	695	832	926	980
WETA	217	224	247	276	267	237	263	184	181	205	181	215	280
SMART	85	81	89	93	94	98	79	78	94	83	98	108	111
ACE	71	55	62	70	70	84	60	54	70	67	82	81	83



# Ridership and Revenue

## Monthly BART Transfers at Millbrae in the Past Year



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

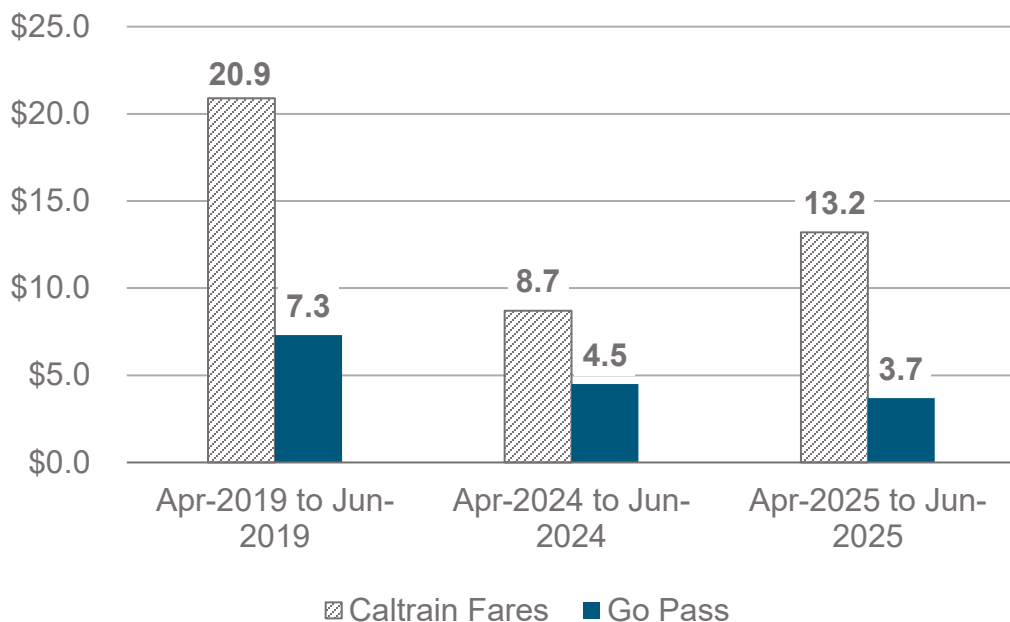
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





# Ridership and Revenue

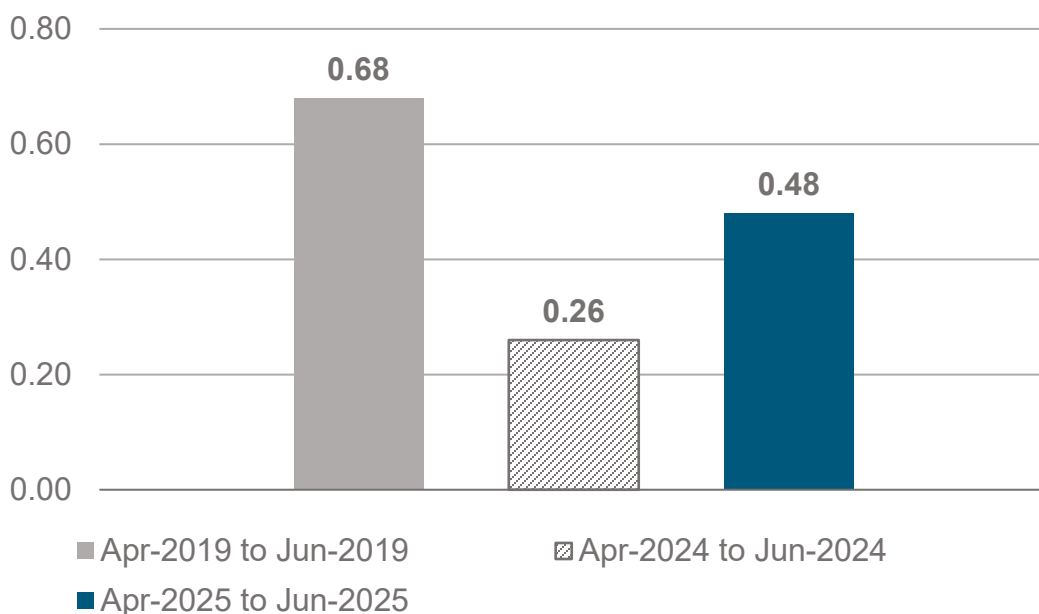
## Total Fare Revenues (\$M) - Past 3 Months Comparison



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

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

## Farebox Recovery Ratio (3-Month Rolling Average)



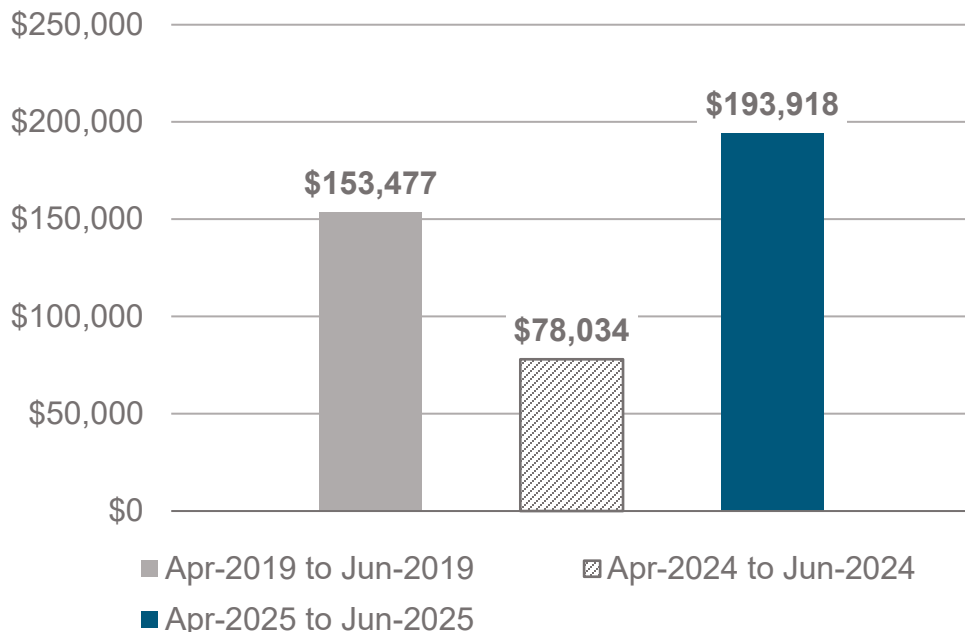
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





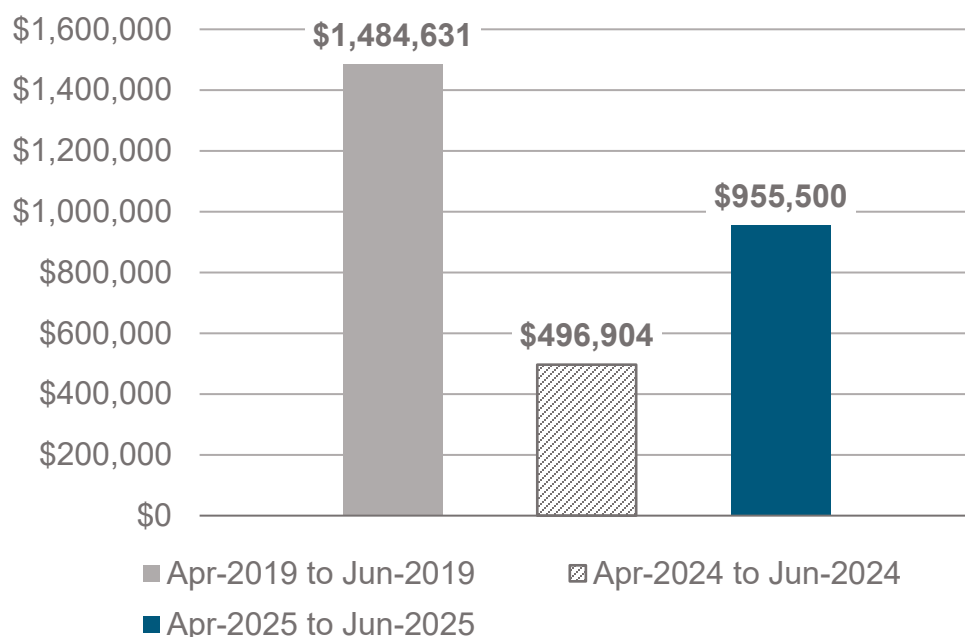
# Ridership and Revenue

## Advertising Revenue (3-Month Rolling Average)



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

## Parking Revenue (3-Month Rolling Average)



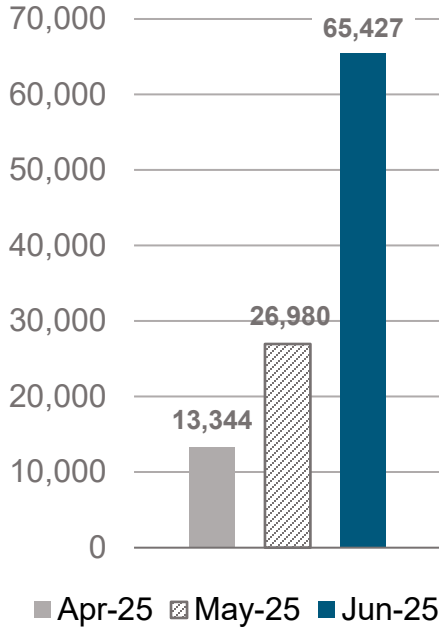
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



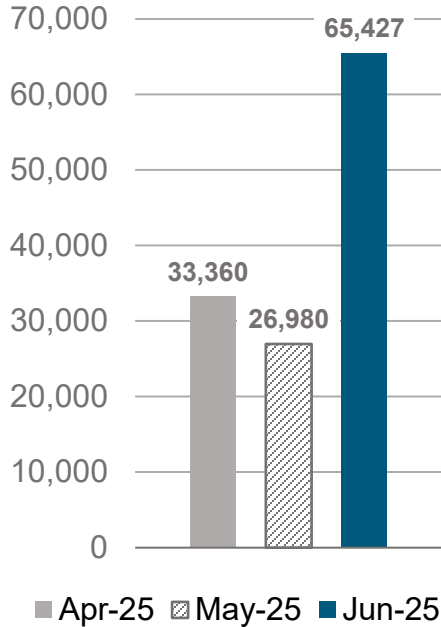


# Maintenance Performance (EMU Fleet)

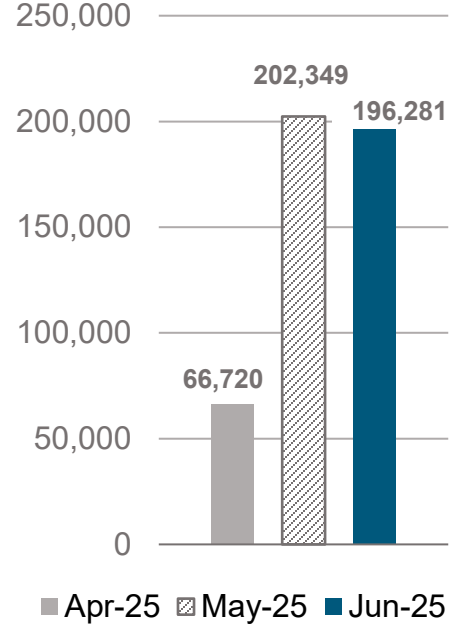
Mean Distance Between Failure (EMU Locomotives)



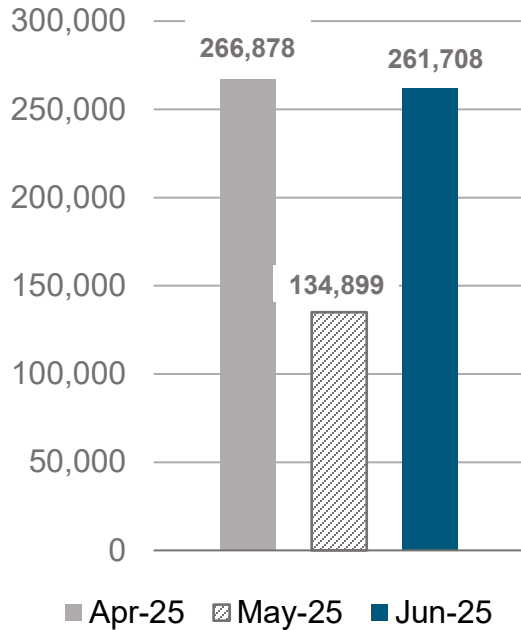
Mean Distance Between Failure (EMU Cab Cars)



Mean Distance Between Failure (EMU Coach Cars)



Mean Distance Between Failure (EMU Bike Cars)



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

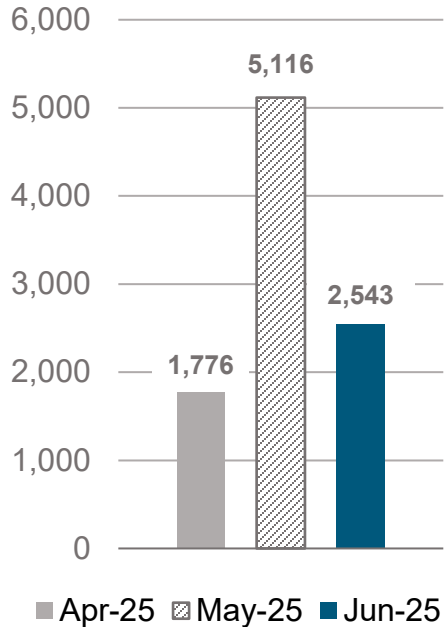
The graphs on this page represent MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the following page.



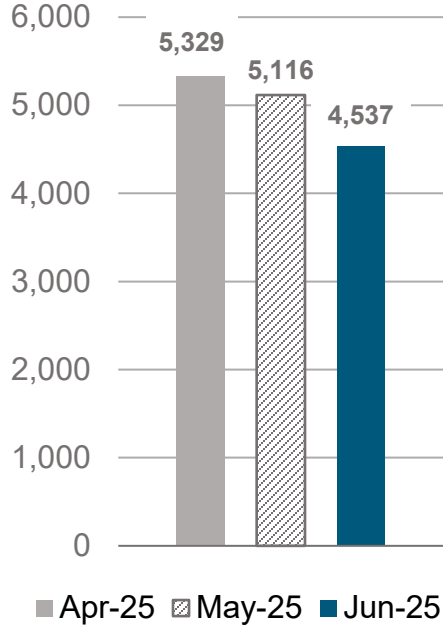


# Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



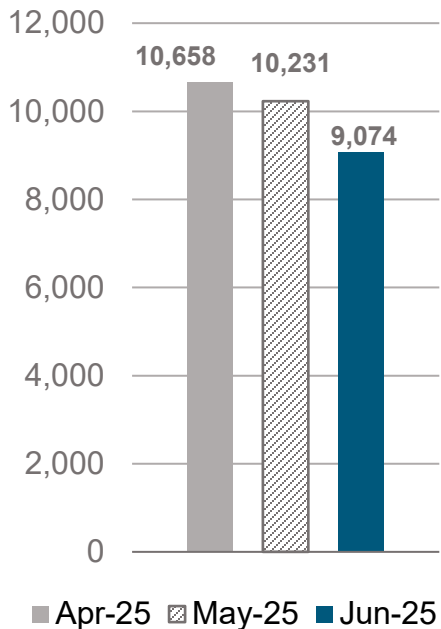
Mean Distance Between Failure (Cab Cars)



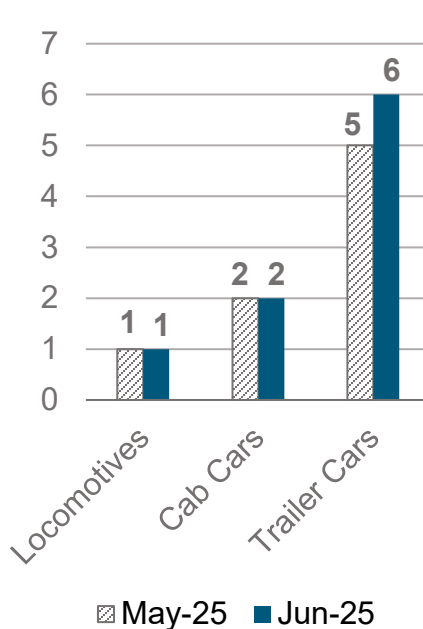
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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

Mean Distance Between Failure (Trailer Cars)



Equipment in Maintenance/Repair



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

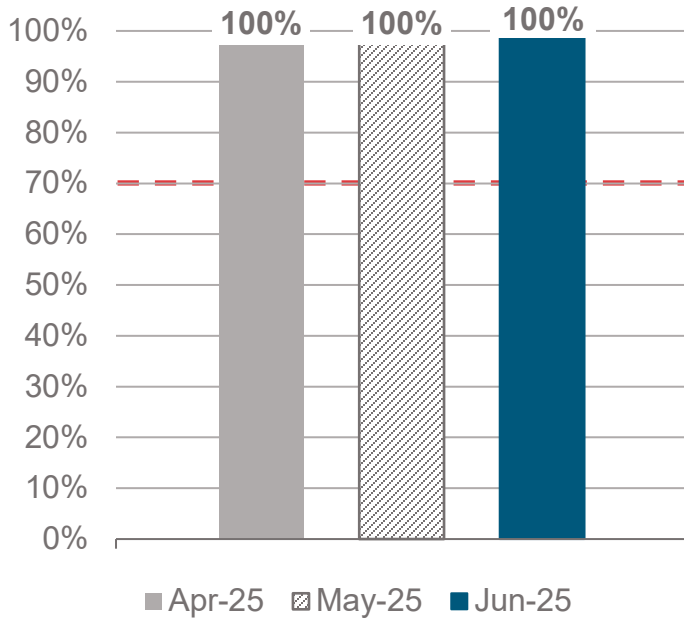






# Maintenance Performance

## Equipment Availability (EMUs)

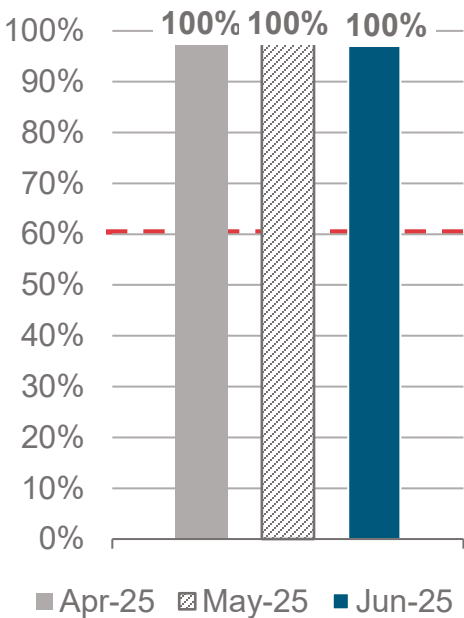


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

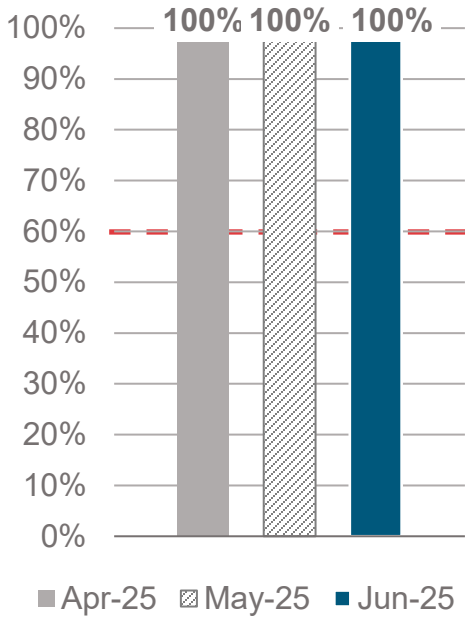
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain’s mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

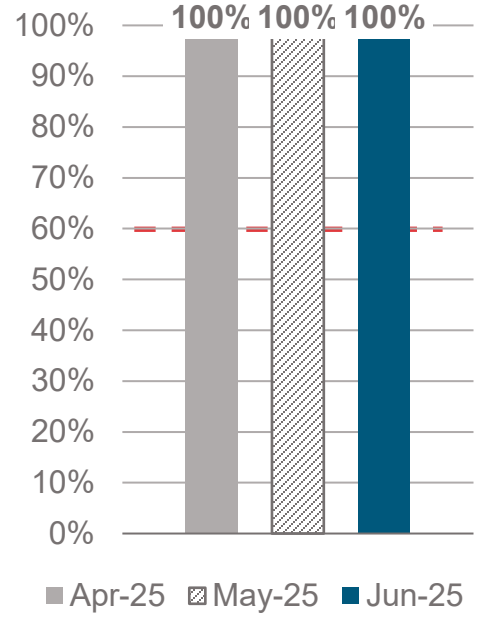
## Equipment Availability (Diesel Locomotives)



## 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 Wins 2025 Commuter Rail Safety Gold Award

Caltrain has received the 2025 Commuter Rail Safety Gold Award from the American Public Transportation Association (APTA) in recognition of the many efforts the agency has undertaken to make the railroad safer.

This award is presented to one agency each year that has demonstrated the best overall safety achievement. The award prioritizes agencies with a demonstrated commitment to the development and implementation of innovative safety initiatives that have proven benefits for operators, pedestrians and passengers, and that can also be replicated by other agencies.

After launching a systemwide effort to strengthen its safety culture in 2022, Caltrain has demonstrated its commitment to safety by developing and utilizing groundbreaking technologies at various crossings up and down the corridor, while also implementing several internal initiatives to ensure the agency's top priority remains safety. New AI-based technology has been installed at the Broadway crossing in Burlingame, Churchill Avenue crossing in Palo Alto and 16th Street crossing in San Francisco to provide an additional level of security. This new technology uses a combination of LiDAR and cameras to monitor each crossing and alert railroad operations when it detects lingering vehicles or other objects. Crossings throughout the Caltrain corridor will receive additional safety enhancements throughout the course of the year to reduce vehicle speeds and help drivers safely navigate intersections.

Caltrain's efforts have resulted in a 25% reduction in worker injuries year over year. The agency redefined its governance structure to allow the Executive Director greater oversight of safety functions, made safety central in its mission statement, and established an Executive Safety Committee while also creating a new Chief Safety Officer role. The agency has also expanded its internal communications around safety to increase transparency and make it easier for employees to report concerns, and to recognize employee contributions, Caltrain launched a Safety Champions Program that celebrates safety achievements across the organization. Incident reviews now occur more frequently and focus on a data-driven analysis to help prevent repeat occurrences.





## Service and Program Updates

### **Camp Caltrain Introduces Kids to the Wonderful World of Rail**

Caltrain hosted Camp Caltrain on Wednesday, Aug. 6, offering parents a fun, free rail-themed family event at Santa Clara Station. The event featured the South Bay Historical Railroad Society's model railroad, free shaved ice from Kona Ice, arts, crafts, facepainting, and complimentary swag from Bay FC. The event, which will run from 11 a.m. to 2 p.m., is part of Caltrain's summer "Go Explore" campaign, a series of events at Caltrain Stations in order to attract more riders to the system.

### **Caltrain Increases Base Fare 25 Cents**

As of July 1, Caltrain has raised its base fare by 25 cents.

In 2022, Caltrain adopted an updated Fare Structure that included a schedule of fare increases and changes. Two of those fare increases, a 50-cent base fare increase and an increase of the Monthly Pass Trip Multiplier from 24 trips to 30, were planned to go into effect July 1, 2023. Those increases were delayed in order to avoid discouraging riders from getting on board during the post-quarantine recovery.

Caltrain is projecting an average annual deficit of close to \$75 million between FY2027 and FY2035. Without an injection of funding from a regional sales tax measure or other external sources, Caltrain will need to explore drastic service reductions, station closures and administrative cost reductions. The agency is reducing internal costs and exploring new revenue strategies to address the funding deficit, as well as working closely with regional and state partners to secure external funding.





# Communications and Marketing Update

## Press Releases & Earned Media

### Press Releases:

- Caltrain Board of Directors Approves Budget for FY2026
- Caltrain Suspending Electric Train Service Between San Jose Diridon and Tamien to Repair Guadalupe Bridge
- Caltrain is the go-to ride for the 2025 CONCACAF Gold Cup at PayPal Park
- Caltrain installs 500<sup>th</sup> Bike Locker
- Caltrain to operate regular weekday service on Juneteenth
- Caltrain Hosts Themed Car for Wu-Tang Clan Show at Chase Center
- 'Mama Said' take Caltrain to the Metallica concert this weekend
- Ride Caltrain to Pride Celebrations this weekend
- Caltrain is the smart play for the Earthquakes vs. LA Galaxy Cali Clasico match this Saturday
- Caltrain Increases Base Fare 25 Cents

### Earned Media:

- [High-speed rail was supposed to signal S.F.'s downtown renaissance. Now it feels like a mirage](#) - SF Chronicle
- [California budget includes \\$750-million loan for Bay Area transit agencies](#) - KTVU
- [Push underway to restore weekday service to Burlingame Caltrain station amid growth](#) - KPIX
- [Coldplay at Stanford Stadium: Prepare for traffic, fireworks and big crowds](#) - SF Chronicle
- [Bay Area public transit fares, Golden Gate Bridge toll increase go into effect Tuesday](#) - ABC7
- [San Mateo County leaders calling for more public transportation funding](#) - ABC7
- [Railway Track & Structures 2025 Top Projects](#) - Railway Track and Structures





# Communications and Marketing Update

## Digital Communications Activities

### Caltrain Digital Marketing Messaging

**Electrification:** Caltrain suspended electric train service for the next eight months, between San Jose Diridon and Tamien, to repair the Guadalupe Bridge.

**Events:** Women's History Month

### Messaging Highlights:

- Go Campaign - Summer Events
  - Mr. Softee at Sunnyvale
- Valkyries Season Kick Off
- Thrive @ Five, at Thrive City
- Celebrated the 500<sup>th</sup> bike locker installation





# 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.

JUNE 2025	JUNE 2024
Impressions: 644,719	Impressions: 1,475,488
Engagements: 12,862	Engagements: 72,143
Post Link Clicks: 3,288	Post Link Clicks: 9,362

*\*Please note we have had a significant drop in retention due to a loss of followers. Also, in May of last year we were hosting the San Carlos Electrification event. Currently Instagram and TikTok are the only platforms uptrending, and X is our biggest loss. The above does not include any web metrics.*

## Marketing Activities

### Giants Promotion

- Provided a sweepstakes for four tickets to the July 11 game as part of Giants promotional activities, directing passengers to submit email to build out the marketing list. Small paid promotions accompanied; 158 additional emails captured.
- The first “Driving is for Dodgers Fans” campaign ad dropped as the Giants take on the Dodgers, outperforming any Caltrain videos to date on TikTok. The video currently has more than 262,000 views, over 36,000 likes and 433 comments. [View the video here.](#)

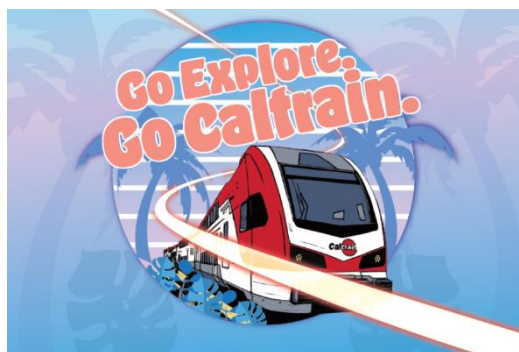




# Communications and Marketing Update

## Go Explore Summer Campaign

- Go Caltrain: Ads continue to run across the regional digital landscape, from social media to popular websites and apps.
  - Web pageviews to Go-related pages: 64,598
  - YouTube Views: 134,000+
- A slate of activation marketing tactics occurred in June, including:
  - June 18 – Social media sweepstakes (Bay FC tickets)
  - June 24 – Yuri Kye Classical Violinist at SFK, 7-9 a.m.
  - June 24 – Wu-Tang Clan themed train.
  - June 26 – Free Ice Cream at Sunnyvale, 4:30-6 p.m.
  - June 28 – San Francisco Pride
- **Concert Promotions**
  - In June, Comms promoted the Wu-Tang Clan concert with video and social advertisements. Comms is also promoting organic social posts to Spanish-language concerts in San Jose at SAP Center.
- **Beverage Coasters**
  - Staff are distributing over 10,000 beverage coasters to event venues, dining establishments, and bars up and down the corridor to promote service and the “Go Explore” theme.





# Capital Projects Update

## Project: Broadband Wireless Communications

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

### Project Phase: 7 – Start-up/Turnover

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	30,441	27,079	26,480	08/30/2025
Percentages	100.00%	89.0%	87.0%	

### Project Highlights – Recent and Upcoming Work

**June:** Repaired the damaged radio site at the Linden grade crossing in San Bruno and the radio is working as intended. Installed 2 additional radio antennas in the San Mateo area to improved the radio coverage.

**July:** Conduct the Final Acceptance Test with a test train.

**Schedule:** The schedule is delayed due to the discovery of 2 locations with weak radio coverage that required 2 new radio antenna installation in the San Mateo area.

**Note:** The Capital Projects information is current as of June 25, 2025, and is subject to change prior to the Aug 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.	●	●	●	●
<b>Project Phase: 6 – Construction/Implementation</b>				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	2,520	1,544	1,470	08/29/2025
Percentages	100.00%	61.3%	58.3%	
<b>Project Highlights – Recent and Upcoming Work</b>				
<p><b>June:</b> Successfully cutover the new advance signal preemption with the city of Palo Alto on the weekend of June 6-8. Everything is working as intended.</p> <p><b>July:</b> Begin project closeout.</p>				

**Note:** The Capital Projects information is current as of June 25, 2025, and is subject to change prior to the Aug 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.	●	●	●	●

**Project Phase: 6 – Construction/Implementation**

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	5,472	4,989	4,954	08/29/2025
Percentages	100.00%	91.2%	90.5%	

### Project Highlights – Recent and Upcoming Work

**June:** TASI installed the fiber cable to the new signal house at 4th Ave. Successfully cutover the new signal house at 4th Ave on June 13, 2025. New quad gates at 4th Ave was put into service.

**July:** Clean up the sites and perform punchlist items.

**Note:** The Capital Projects information is current as of June 25, 2025, and is subject to change prior to the Aug 2025 Board meeting.

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





# Capital Projects Update

## Project: San Francisquito Creek Bank Stabilization

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

### Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	8,988	2,492	2,331	02/13/2026
Percentages	100.00%	27.7%	25.9%	

### Project Highlights – Recent and Upcoming Work

**June:** Temporary Shoring: Completed top-of-bank geotechnical borings, conducted in-stream hand augering, and held biweekly workshops to advance design. Environmental Compliance: Received CDFW permit approval. NMFS submitted condensed biological opinion to USACE. Onboarded subconsultant to develop Phytosphthora BMPs. RWQCB In-Kind Mitigation: Advancing riparian enhancement design in coordination with City of Palo Alto. Cities Coordination: Verified tree status and developed advanced tree removal scope and plan for coordination meeting with the cities next month. Procurement Preparation: Received approvals and finalized WDPR to onboard consultant for detailed construction schedule and cost estimate. Coordinating with internal stakeholders on Division 1 specifications.

**July:** Temporary Shoring: Receive geotechnical report based on field investigations and continue biweekly workshops to finalize shoring design. Environmental Compliance: Obtain final permit approvals from RWQCB and USACE. RWQCB In-Kind Mitigation: Continue to advance riparian enhancement design. Cities Coordination: Meet with both cities to discuss advanced tree removal and trimming work, expanded construction staging and access plan, and community outreach strategies. Procurement Preparation: Develop a detailed construction schedule and cost estimate; initiate constructability review.

**Schedule:** The project is postponed to the 2026 dry season, with permit approvals expected by July 2025. Rebaseline will be requested once the total project cost estimate is finalized.

**Note:** The Capital Projects information is current as of June 25, 2025, and is subject to change prior to the Aug 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	6,125	5,150	05/22/2026
Percentages	100.00%	84.2%	70.8%	

### Project Highlights – Recent and Upcoming Work

**June:** Continued efforts to confirm TASI's cost proposal for the completion of Belmont and Tamien Stations. Reviewing A&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&R.

**July:** Confirm TASI's cost proposal to proceed with the completion of Belmont and Tamien Stations. Review and respond to A&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&R.

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

**Note:** The Capital Projects information is current as of June 25, 2025, and is subject to change prior to the Aug 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	9,401	9,211	10/31/2025
Percentages	100.00%	92.8%	90.9%	

### Project Highlights – Recent and Upcoming Work

**June:** Construction closeout continues. Maintenance MOU draft submitted to the City

**July/August:** Construction closeout and turnover will continue. Maintenance MOU discussion with the City to reach agreements on the roles and responsibilities.

**Schedule:** The coordination efforts for maintenance agreement, especially the agreement on the roles and responsibility is ongoing. Expected to be executed by the end of September 2025.

**Note:** The Capital Projects information is current as of June 25, 2025, and is subject to change prior to the Aug 2025 Board meeting.

**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  
Reanna McGregor, Intern

## **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 Special Meeting / Board Workshop**

**1250 San Carlos Avenue, San Carlos, CA 94070**

**DRAFT Minutes of May 29, 2025**

**Members Present:** Pat Burt, David J. Canepa, David Cohen, Jeff Gee, Shamann Walton, Monique Zmuda, Rico E. Medina (Vice Chair), Steve Heminger (Chair)

**Members Absent:** Margaret Abe-Koga

**Staff Present:** L. Aldrete, M. Bouchard, A. Burnett (Bell Burnett & Associates), D. Covarrubias, C. Fromson, J. Harrison, M. Jones, K. Jordan Steiner, L. Lumina-Hsu, L. Millard-Olmeda, J. Passmann, O. Quintanilla Lopez, M. Stewart, M. Tseng, L. Zhang,

**1. Call to Order**

Chair Heminger called the meeting to order at 9:30 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. Receive Updates Regarding Caltrain's Financial Outlook and Strategies to Regain Financial Resiliency**

Chair Heminger provided opening remarks on the Board Workshops purpose addressing the upcoming fiscal cliff in Fiscal Year (FY) 2027.

**a. Workshop Stage and Goal Setting**

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

- \$67 million operating deficit anticipated for FY27
- Workshop goals: strategies to regain financial stability and resiliency, balance FY27 operating budget, Board priorities long term financial outlook, and effects on policy and resources

Li Zhang, Chief, Rail Commercial and Business, explained the assessment exercise on Caltrain staff and funding resources prioritizations: grow ridership, increase fare revenue, generate non-fare revenue, cost containment/reductions, funding advocacy efforts, and member agency contributions.

**b. Receive Updates on Fiscal Years 2026 and 2027 Operating Budgets and 10-Year**

Kate Jordan Steiner, Chief Financial Officer, Ladi Millard-Olmeda, Director, Budget and Financial Analysis, Alex Burnett, Principal, Bell Burnett & Associates, David Covarrubias, Deputy Chief Financial Officer, and Casey Fromson, Chief of Staff, provided the presentation that included the following:

- Projected operating deficits versus 10-year outlook for Strategic Financial Plan (SFP)
- Reduction efforts in FY26 operating expenses in labor and non-labor led to \$259 million proposed budget (0.03 percent unfavorable to SFP)
- Operating budget risks included increasing insurance premiums and claims, reduced sales tax recovery, electricity and fuel costs, Federal and California budgets and reduced funding for public transit
- Insurance underwriters confirmed Caltrain as an attractive candidate for insurance thus obtained favorable insurance rates
- Goal address funding shortfall while growing ridership and maintaining customer experience: cost containment, grow revenue (fare and parking fare increases), seek bridge funding
- Review Senate Bill (SB) 63 (Regional Transit Funding Measure) scenarios of measure succeeds, measure fails and get external support, and measure fails and no external funding
- SFP assumes service increases in FY29 and FY31
- Average annual deficit FY27 to FY35 is \$74 million; one-time \$55 million funding use in FY26 to balance budget will be exhausted
- SFP key revenue drivers are Measure RR and farebox which is 75 percent of total revenue; limited growth for revenue drivers except for farebox
- Measure RR funding agencies and their capacities to absorb a potential increase of Measure RR tax rates
- SFP key expense drivers increased in rail operations, wages and benefits, insurance and claims, and no increase in professional services
- Move away from reliance on professional services and increase self-performance; build in-house expertise
- Potential service cuts would negatively affect farebox revenue: decrease to hourly service estimated to decrease ridership by 30 to 50 percent with \$330 to \$550 million loss in farebox revenue
- Increased service increased ridership and farebox revenue



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

- Discussed scenario if SB63 measure succeeds but held in legal limbo; what is the agency's ability to borrow against revenue stream; bridge loans and assistance from agencies and State; internal cash flow adjustments; line of credit
- Discuss Regional Measure 3 (RM3) with Metropolitan Transportation Commission (MTC) for lessons learned; litigation; funds in holding
- Measure RR funds usage for capital budget
- Clarification on budget reduction around labor vacancies - not layoffs
- Project prioritization to balance budget; impacts on projects; contained capital program and State of Good Repair (SOG) projects next couple years
- Consultant contracts savings: staff reviewed work directives (WD), refined WD for more accurate estimates
- Federal government waiver allows Caltrain to now run extra service with electrification, waiver expires at end of 2027 and on ridership levels and actuals; assumption level of service remains same
- No current usage of reserves; using excess funding
- Fare increases paused through 2028; will restart and return to Board with new review of fare increases
- Member contributions and ability to absorb increases in contributions
- Self-insurance consideration; better level of protection by pooling risk through insurance outside agency
- Collective Bargaining Agreement with national railroads unions; assumption is two conductors per train set; fare enforcement, rider safety, ADA assistance, and bicycles; consideration of single conductor per train set, when savings would be realized, and negative consequences
- Increase in insurance premiums and claims; improved safety to mitigate insurance costs
- Increased service led to increase in ridership; seven-car train sets and potential reduction to four-car train sets
- Definition of weekend service; ridership levels on Mondays and Fridays; look at commute ridership levels and redefine commute service

**c. Receive Updates on Strategies to Address the Operating Shortfall**

Ms. Zhang; Ms. Fromson; Melissa Jones, Deputy Director, Caltrain Policy Development; Oscar Quintanilla Lopez, Director, Budgets and Financial Analysis; John Passman, Manager, Energy; and Laura Aldrete, Hatch Consultant, provided the presentation that included the following:

- Short-term strategies will not address near-term budget deficits
- Fare revenue
  - Pre-pandemic - farebox was 72 percent of revenue whereas today at 25 percent

- Base fare and zone upgrade fare increases upcoming in next three FY; increases included in budget
- Fare increases affect on equity and access
- Six-month lead time to implement additional fare changes
- Ridership growth
  - Weekend ridership highest in Caltrain history; first time having half hour service
  - Go Pass Program revitalization
  - Marketing and special event promotions: themed concert cars, partnership and promotions, marketing campaigns
  - City partnerships toolkits including station access, parking management, transit oriented developments
- Non-fare revenue strategies
  - Short term: special events; advertising and naming rights
  - Medium term: solar, energy storage systems, electric vehicle charging leasing; fiber optic cable and telecommunications leasing
  - Long term: transit oriented developments; commercial leasing
- Clipper 2.0 rollout; ability to accept different forms of payment

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

- Transit agency policies for yearly fare increases
- Polling ridership on effect of fare increases; last data of fare increases was pre-pandemic; data needed for total dollar value increase means to JPB revenue, effect on riders who travel across multiple zones
- Fare options: zone-based, station-to-station, distance-based; equity; fare enforcement
- Upcoming ridership data from Clipper 2.0

**d. Receive Updates on Fiscal Years 2026 and 2027 Capital Budget and Funding Strategy**

Due to time constraints, this subitem was not heard.

**e. Discussion and Next Steps**

Ms. Bouchard shared the timelines for strategy updates returning to the Board.

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

- Caltrain presentations to member agencies on a regular schedule
- Caltrain presentation to member agencies prior to Senate Bill 63 considerations

*Director Gee left the meeting at 12:00 pm.*

*Director Canepa left the meeting at 12:02 pm.*

Public Comment

Aleta Dupree, Team Folds, commented on fare revenue, ridership numbers, and rider safety.

Roland commented on Federal Transit Administration train seating capacity requirement, operating shorter trains with less conductors, farebox recovery, and solar energy capture.

Adina Levin commented on Clipper 2.0 payment system, increased ridership opportunities, ability to use credit or debit cards, cost reduction opportunity, usage of shared services staffing, and ridership demographics.

- 6. Adjournment** – The meeting adjourned at 12:04 pm.

DRAFT

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

**Bay Area Metro Center, 375 Beale St., 1st Floor, Yerba Buena Room, San Francisco, CA 94105  
DRAFT Minutes of June 5, 2025**

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

**Members Absent:** David Cohen, Jeff Gee

**Staff Present:** J. Baker, M. Bouchard, A. Brandt, J. Brook, S. Bullock, D. Covarrubias, C. Fromson, J. Harrison, M. Jones, M. Lee, O. Quintanilla Lopez, M. Tseng, L. Zhang, J. Zenk (City of San Jose)

**1. Call to Order**

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

**2. Roll Call**

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

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

Chair Heminger led the Pledge of Allegiance

**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 was none.**

**6. Public Comment for Items Not on the Agenda**

Aleta Dupree, Team Folds, commented on the SamTrans Pride resolution and Clipper 2.0.

Malcolm Robinson commented on the ease of using multimodal travel on transport systems outside the Bay Area.

Jeff Carter commented on distance-based fares.

**7. Report of the Executive Director**

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

- Continue to roll out safety program at grade crossings; successful installation of RailSentry at Broadway station has prevented track incursions; emergency drills conducted to ensure first responders sync with railroad
- Achieved 95 percent on-time performance. Long-range service vision. Guadalupe creek bridge project will lead to service changes in southern end of service territory

- Apprenticeship program presented to Technology, Operations, Planning, and Safety (TOPS) Committee. On path to introduce program for overhead line workers. Looking to expand throughout corridor for all crafts
- Service for special events bringing large amounts of riders
- Provided presentation and train tour to California Transportation Commission on May 15 with state and regional transportation leaders
- Anticipating grade crossing safety workshop, electric train tours at American Public Transportation Association (APTA) Rail Conference coming to San Francisco at the end of the month
- Two awards received from California Transportation Foundation and Construction Management Association of America for electrification program

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

- Apprentice program introduced for overhead line workers – will become TransitAmerica Services, Inc. (TASI) employees

#### Public Comment

Aleta Dupree, Team Folds, commented on the electrification awards, Caltrain partnerships, and increasing ridership.

Jeff Carter commented on leadership on safety efforts, the apprenticeship program, the Board workshop survey, San Francisco Pride service, and the automatic passenger counter system.

### **8. Consent Calendar**

**8.a. Approval of Meeting Minutes for May 1, 2025**

**8.b. Appointment of the Citizens Advisory Committee San Francisco County Representatives**

**8.c. Appointment of the Citizens Advisory Committee San Mateo County Representatives**

**8.d. Appointment of the Citizens Advisory Committee Santa Clara County Representative**

**8.e. Authorize Contingent Budget Authority for Fiscal Year 2025 Operating Budget Increasing the Budget from \$238.1 Million to \$240.5 Million – *Approved by Resolution No. 2025-18***

**8.f. Authorize the Submission of Grant Applications to the Regional Transit Connection Program (RTC) Program**

**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\*\* – *Approved by Resolution No. 2025-19***

- 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\*\* – Approved by Resolution No. 2025-20**
- 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\*\* – Approved by Resolution No. 2025-21**
- 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\*\* – Approved by Resolution No. 2025-22**
- 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\* – Approved by Resolution No. 2025-23**
- 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\* – Approved by Resolution No. 2025-24**
- 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\* – Approved by Resolution No. 2025-25**
- 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\* – Approved by Resolution No. 2025-26**
- 8.k. Accept Statement of Revenues and Expenses for the Period Ending March 31, 2025**

Motion/Second: Medina/Zmuda

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

Noes: None

Absent: Cohen, Gee

Public Comment

Aleta Dupree, Team Folds, commented on the chairmanship of the JPB Citizens Advisory Committee (CAC) and Caltrain funding.

9. **Guadalupe River Bridge Replacement Project - Approved by Resolution No. 2025-27**
  - 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\***

Sherry Bullock, Program Director, Caltrain Modernization Program, provided the presentation that included the following:

- All permits will be received by June 15 - start of construction day
- Request Board approval of budget, change order, bus bridge agreement, contract for legal services
- Project updates since May 1 – permits, Environmental Protection Agency (EPA) compliance, construction
- Project schedule per season
- Project risks and mitigations: change order includes \$4 million risk allowance; additional \$4.5 million contingency to cover unknown risks
- Estimated cost breakdown at completion
- Change order with Walsh Construction; extend HDR Engineering Consultant Design Services, Troutman Pepper Lock LLC contracts
- De-energizing Tamien Station, replacing with Santa Clara Valley Transportation Authority (VTA) bus bridge; providing staff at stations for wayfinding
- Oversight at project and program level – monthly progress reports to Board, regular updates to TOPS Committee

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

- HDR Engineering, Inc. contract awarded October 2022, original builder
- Successful partnership with VTA coordinating bus bridges
- Timing of transfer from Diridon to southbound diesel service
- Cost overrun concerns - design is complete, contingency plans in place, program leadership changed to identify gaps in delivery, more transparency in holding Caltrain accountable to taxpayers

*Director Walton left the meeting at 9:56 am.*

- Projects to be deferred – not deferring projects crucial to safety, closely managing State of Good Repair (SOGR) program
- Weekend shutdowns and alternatives

Public Comment

Roland commented three bridges were needed.

Adina Levin commented project approach could help Clipper 2 project progress.

Motion/Second: Zmuda/Abe-Koga

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

Noes: None

Absent: Cohen, Gee, Walton

**10. Amend and Increase the Fiscal Year 2025 Capital Budget from \$169,118,158 to \$236,809,163 and the Guadalupe River Bridge Replacement Project Budget from \$63,698,593 to \$171,389,598 - Approved by Resolution No. 2025-28**

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

- Sources to fund the cost increase and deferrals of capital projects
- Working with county transportation authorities to secure additional funding, then seek formal Board approval summer/fall 2025

Motion/Second: Medina/Abe-Koga

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

Noes: None

Absent: Cohen, Gee, Walton

Item 16.b was heard before Item 11.

**11. Adopt Fiscal Year 2026 Proposed Operating Budget and Fiscal Years 2026 and 2027 Proposed Capital Budgets - Approved by Resolution No. 2025-29**

Dave Covarrubias, Deputy Chief Financial Officer, provided the presentation that included the following:

- Operating budget sources trends over time, measure contributions stopped with passage of Measure RR
- Exhaust external funds by Fiscal Year (FY) 2027
- Uses: proposals to reduce or defer expenses; reductions in labor and non-labor expenses
- Capital budget – added projects since preliminary budget, strategic initiations of 10-year capital improvement plan, maintain core service and SOGR
- Sources – some risk in SOGR at federal level
- Operating and capital risk mitigation; sunseting fuel hedging program

The Board Members had a robust discussion, and staff provided further clarification in response to the following question from Director Medina regarding concerns if forecasted ridership growth does not reach 10 percent.



Public Comment

Aleta Dupree, Team Folds, commented on fare evasion, electricity costs, and fare increases.

Motion/Second: Zmuda/Medina

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

Noes: None

Absent: Cohen, Gee, Walton

*Director Canepa left the meeting at 10:53 am.*

**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\*\***  
*- Approved by Resolution No. 2025-30*

Li Zhang, Chief, Rail Commercial and Business Development, provided the presentation that included the following:

- Provide SamTrans assurance that Caltrain will pay once services and purchases for Caltrain fulfilled
- Proposes including \$3.6 million in savings from project closeout

The Board Members had a robust discussion, and staff provided further clarification in response to the following question from Director Medina regarding proposal coming in under original estimate; staff to provide regular progress updates to Board.

Motion/Second: Heminger/Medina

Ayes: Abe-Koga, Burt, Zmuda, Medina, Heminger

Noes: None

Absent: Canepa, Cohen, Gee, Walton

**13. Receive State and Federal Legislative Update and Consider Positions on Legislation: Assembly Bill 810 (Irwin) and Senate Bill 545 (Cortese)**

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

- House passed reconciliation bill; White House released budget proposal for Fiscal Year (FY) 2026
- Executive Order targeting sanctuary cities on Caltrain corridor: Menlo Park, Mountain View, San Jose, and San Francisco
- Governor's May revised budget does not include \$2 billion for transit
- Senate Bill (SB) 79 – staff tracking for transit-oriented development (TOD) projects
- Assembly Bill (AB) 1372 – regenerative braking is now a two-year bill; still working through legislature; staff working to obtain reimbursement

- SB 30 – prevent transfer or sale of diesel locomotives – had amendments to allow some categories of locomotives to be transferred
- SB 63 – August 11 is new County opt-in deadline
- SB 545 – recommend support for high-speed rail economic opportunity study
- AB 810 – changed to a two-year bill – no action recommended

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

- Governor’s budget cuts
- Support of SB 545 – proposed by Senator Cortese, supportive of projects along corridor – needs further discussion before supporting
- Extension of cap and trade (cap and invest) program – essential to secure new funding

The Board made no motion to consider positions on AB 810 (Irwin) and SB 545 (Cortese).

#### Public Comment

Aleta Dupree, Team Folds, commented on the uncertainty of state and federal funds, AB 1372, and SB 30.

Roland spoke in opposition to AB 1372 and commented on energy storage.

Adina Levin commented on calls from Move California organizations and allies to reverse the claw back of state funding and Caltrain’s past support of SB 63.

Aaron Posternack spoke in support of SB 63 and sales tax contributions to Caltrain funding.

Katherine Dumont, Menlo Park, spoke in support of Caltrain’s position on SB 63 and commented on federal and state budget cuts.

#### **14. Accept Recommended Diridon Station Alternative and Diridon Program of Projects for Environmental Review**

Marian Lee, Consultant, Rail Administration, and Jessica Zenk, Deputy Director, Department of Transportation, City of San Jose, provided the presentation that included the following:

- Significant redevelopment opportunity
- Oversight provided by Steering Committee since 2024
- Community engagement – led by City of San Jose
- Project vision set in 2020
- Recommended alternative based on two years of research
- Existing station design limits future development
- Future station – proposed realignment of VTA light rail station; retail operations, connection to future Bay Area Rapid Transit (BART) station
- Program of projects outside station will enhance station project

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

- Projected increase of daily trips based on high-speed rail, doubling of Caltrain service, Concerns around projected increase of daily trips based on high-speed rail, doubling of Caltrain service, and BART being added
- Projections up for discussion every year

Motion/Second: Abe-Koga/Heminger

Ayes: Abe-Koga, Burt, Zmuda, Medina, Heminger

Noes: None

Absent: Canepa, Cohen, Gee, Walton

#### Public Comment

Roland spoke in opposition to the proposed station design.

Jeff Carter expressed concerns about the design having only two platforms for Caltrain, and requested a breakdown of the \$100,000 by county.

### **15. Receive Proposed Changes to Long-Range Service Vision Update**

Melissa Jones, Deputy Director, Policy Development, provided the presentation that included the following:

- Policy originated out of the business plan
- Core service vision – eight Caltrain trains and four high-speed rail trains per hour per direction; expanded service beyond core service vision – high-growth scenario
- Caltrain service vision also important for Caltrain’s partners
- Removing language on expanded growth of service on corridor – reduce planning, design, and construction costs; resources are now more constrained
- Develop new service vision for next decade and upgrade rail corridor use policy and TOD policy

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

- Unrealistic service plan – further market analysis needed due to shifting ridership base
- Plan provides clarity for high-speed rail and projects external to Caltrain along corridor
- Reduce cap to eliminate unnecessary banking of land for four-tracking

#### Public Comment

Aleta Dupree, Team Folds, commented on Caltrain’s limited capacity, high-speed rail, number of trains per hour, and the risk of over-investing.

Roland commented on Monterey service.

Adrian Brandt commented on the difficulty of predicting future demand, mode share change, and preserving right of way.

Jeff Carter commented on having a more conservative service vision and BART service duplication.

Adina Levin spoke in support of the capital program, funding of passing station in Redwood City, level boarding, and service frequency with high reliability.

## 16. Reports

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

- Service vision update– preserve right of way, flexibility to accommodate future growth
- Marketing plan overview
- Public comment on increased weekend service
- Staff report on sustainability award, regenerative braking, Clipper 2 readers, new automatic passenger counters (APCs) being evaluated

**16.b. Report of the Chair** - Chair Heminger reported:

- Governance Ad Hoc Committee report-out: member agency contributions, managing agency role, impact of California Public Employees Retirement System (CalPERS) requirements on debt, salary ordinance, and employment policies
- SB 63 working through Legislature - authors of SB 63 expect JPB member agencies to reach agreement on allocation of Caltrain’s anticipated deficit among member agencies by mid-August; Ad Hoc Committee proposing formula for member agency contributions
- Circulate a term sheet to Board and stakeholders

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

- Member agencies have not contributed since Measure RR adoption; Ad Hoc Committee has attempted to reconcile member agencies’ obligations to contribute; Caltrain will require additional funding sources, including member agency contributions as set forth in Joint Powers Agreement
- Largest ridership percentage is in Santa Clara County
- Board work collaboratively to make system work and provide service
- Distribution will be based on net operating deficit based on all-day boardings

### Public Comment

Roland commented on tax measure funding and the cost of the proposed VTA bus bridge.

**16.c. Report of the Local Policy Maker Group (LPMG)** - Chair Burt reported on the following:

- Received presentation on service vision
- Update on corridor crossing strategy

**16.d. Report of the Transbay Joint Powers Authority (TJPA)** - The item was deferred.

**17. Correspondence** – Available online.

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

**19. Date/Time/Location of Next Regular Meeting: Thursday, August 7, 2025 at 9:00 am at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.**

Chair Heminger noted the Board of Directors special meeting to be held on July 23.

**20. Adjourn** – The meeting adjourned at 12:24 pm.

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

**1250 San Carlos Avenue, San Carlos, CA 94070  
DRAFT Minutes of July 23, 2025**

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

**Members Absent:** David Cohen, Shamann Walton

**Staff Present:** M. Bouchard, C. Fromson, J. Harrison, L. Lumina-Hsu, M. Tseng

**1. Call to Order**

Chair Heminger called the meeting to order at 3:30 pm.

**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. Discussion Regarding Senate Bill 63 and Potential Regional Transit Measure, including Consideration of Potential Terms for the Allocation of Regional Transit Measure Funds Earmarked for Caltrain among the Member Agencies**

Chair Heminger provided opening remarks and spoke on the complexity of regional transit measure, previous right-of-way acquisition and electrification experiences, Measure RR funding for Caltrain services, and the letter from Senators Scott Wiener and Arreguín.

Michelle Bouchard, Executive Director, and James Harrison, General Counsel, provided the presentation that included the following:

- Governance Ad Hoc Committee discussed how funds earmarked for Caltrain under Senate Bill (SB) 63 would be allocated amongst the member agencies
- Senators Wiener and Arreguín proposed allocation of 7 percent or \$75 million to Caltrain in regional transit measure
- Ad Hoc Committee recommendations for regional transit measure allocation terms included:
  - Funding target: \$75 million

- Allocation formula: \$32.5 million for Santa Clara County (SCC), \$32.5 million for San Mateo County (SMC), and \$10 million for City and County of San Francisco
- Allocation formula limits: limited to measure; does not set precedent or potential Joint Powers Agreement (JPA) amendments
- Future JPA discussions: resume discussions to resolve inconsistencies, ambiguities, duplication; goal is single agreement
- Commitment to new path forward: recognition of San Mateo County Transit District (SamTrans) investment and commit to partnership

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

- Clarification on allocation formula for recommendation
- Number of citizens and riders per county being reflected in each agency's share of allocated funds
- Two main formulas discussed: one based on boardings, one based on comparative measure RR contributions
- SCC's Measure RR allocation is much higher portion than boardings (pays 55 percent of Measure RR)
- Several formulas considered but no single consensus; ad hoc committee worked on holistic compromise to balance contributions from all agencies
- Giving voters decision to choose future of public transportation in Bay Area
- Collaboration and partnership of the three regions served by Caltrain
- Recognizing role of SamTrans leadership in agency's creation, survival, vision, funding, and administration services
- Measure meets SMC and SCC needs to address operational deficit, member agency contribution, bus services restoration; does not meet all of City and County of San Francisco needs

Motion/Second: Abe-Koga/Gee

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

Noes: None

Absent: Cohen, Walton

#### Public Comment

Sebastian Petty commented on funding for all regional transit systems and Caltrain, relationships, and agreements between public agencies.

Don Cecil, San Mateo County Economic Development Association (SAMCEDA), commented on transit agencies relationships and securing funding for public transit.

Jenny Michel spoke in support of the regional transit funding measure, and commented on reliance on public transit, language for contingency funds for climate impacts, and SB 79 to bring revenue streams for Caltrain.

Emily Loper, Bay Area Council, spoke in support of funding allocation formula and SB 63.

Adrian Brandt spoke in support of SB 63 and agency compromise.

Cody Vaughn spoke in support of SB 63, and commented on transit agency integration, equitable funding, transit coordination, measure transparency, and vision for regional transit system.

Katherine Dumont commented on the proposed funding allocation formula and spoke in support of SB 63.

Roland spoke in support of compromise between agencies and SB 63.

Adina Levin, Friends of Caltrain and Seamless Bay Area, commented on ridership levels, schedule coordination enabled by consistent and frequent service due to electrification, and spoke in support of SB 63 and agency compromise.

Caleb Zerger, spoke in support of agency compromise and SB 63, and commented on frequency of service and potential service cuts impact on community.

Cliff Bargar, commented on regional transit coordination growing, federal funding, and value of compromise.

Jordan Grimes, Greenbelt Alliance, spoke in support of SB 63, and commented on transit ridership and unity amongst regional transit agencies.

**6. Adjournment** – The meeting adjourned at 4:35 pm.



**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: August 2025 JPB Board of Directors Meeting  
Subject: **Accept Statement of Revenues and Expenses for the Period Ending  
April 30, 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 April 30, 2025.

**Discussion**

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through April 30, 2025. The attachment provides a comparison of current year-to-date (YTD) actuals to the YTD budget, including dollar and percentage variances.

**Total Revenues:**

As of April 30, 2025, total revenues were \$166.9 million compared to \$172.3 million in the adopted budget, resulting in an unfavorable variance of \$5.4 million (3.1 percent).

The unfavorable revenue variance was primarily driven by the following:

- **LCFS (Low Carbon Fuel Standard)/LCTOP (Low Carbon Transit Operations Program)/SRA (State Rail Assistance):** (\$8.9 million) unfavorable to budget (75.2 percent) with:
  - (\$5.7 million) driven by \$6.0 million in delayed SRA, partially offset by \$0.3 million of Fiscal Year (FY) 2024 revenues booked to FY25. This delay in receipt of funds may cross into FY26.
  - (\$3.7 million) from delayed LCFS credit sales due to administrative and verification requirements. Revenue is expected to be recorded when received but may not materialize this fiscal year.

- **Measure RR:** (\$1.8 million) unfavorable to budget (1.8 percent), driven by lower-than-expected sales tax receipts in alignment with recent regional sales tax declines.

These variances are partially offset by the following:

- **Caltrain Fare Revenue:** \$3.9 million favorable to budget (13.2 percent). Strong Clipper demand reflects continued recovery in ridership, which reached 58.1 percent of pre-pandemic levels in April (or 49.5 percent YTD). Year-over-year ridership is up 60.1 percent in April with YTD increases 42.5 percent when compared to this period last year.
- **Other Income (Investment Earnings):** \$2.2 million favorable to budget (67.0 percent). This was driven by increased interest income associated with favorable investment performance year-to-date which we anticipate continuing through year-end.

**Total Expenses:**

As of April 30, 2025, total expenses were \$177.4 million compared to \$194.1 million in the adopted budget, resulting in a favorable variance of \$16.6 million (8.5 percent).

The favorable expense variance was primarily driven by the following:

- **Professional Services:** \$4.1 million favorable to budget (39.8 percent). This variance reflects delayed vendor invoicing and is projected to decline as outstanding invoices are received.
- **Facilities and Equipment Maintenance:** \$2.6 million favorable to budget (29.9 percent). Favorability is primarily driven by delayed contractor invoices. While the trend is expected to continue through the fiscal year-end, the magnitude of favorability will likely decrease.
- **Overhead Contact System/Traction Power Supply (OCS/TPS) Maintenance:** \$2.5 million favorable to budget (38.2 percent). The variance is due to the timing of invoices and reduced consultant needs for rail support. Favorability is expected to persist through year-end but will likely decline below \$1.0 million.
- **Other Expenses and Services:** \$1.1 million favorable to budget (25.6 percent). Favorability is attributed to lower software maintenance costs, reduced recruitment expenses, and timing differences for financial fees. While currently favorable, we project this variance to become unfavorable by year-end due to unanticipated financial service fees.

The favorable expense variance was partially offset by the following:

- **Fuel and Lubricants:** (\$0.7 million) unfavorable to budget (22.1 percent). The budget was reduced mid-year, but diesel usage exceeded projections, partly due to electric multiple unit (EMU) rescue shuttles supporting operations at Centralized Equipment Maintenance and Operations Facility (CEMOF).


**Other Information:**


The Peninsula Corridor Joint Powder Board (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 April 2025 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Li Saunders	Accountant II	05/12/2025
	Danny Susantin	Financial Reporting, Manager	05/12/2025

	<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b> STATEMENT OF REVENUE AND EXPENSE FISCAL YEAR 2025 AS OF APRIL 2025					(In Thousands)
	YEAR-TO-DATE JULY TO APRIL				ANNUAL	
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
<b>REVENUE OPERATIONS:</b>						
Caltrain Fares	\$ 29,723	\$ 33,645	\$ 3,922	13.2%	\$ 36,682	
Go Pass	13,667	12,915	(752)	(5.5%)	16,400	
Parking Revenue	1,862	2,561	699	37.5%	2,103	
Rental Income	1,250	1,367	117	9.3%	1,500	
Other Income	3,346	5,588	2,242	67.0%	4,015	
<b>TOTAL OPERATING REVENUE</b>	<b>49,848</b>	<b>56,075</b>	<b>6,228</b>	<b>12.5%</b>	<b>60,700</b>	
<b>CONTRIBUTIONS:</b>						
Operating Grants	9,952	9,377	(575)	(5.8%)	11,942	
Measure RR	99,837	98,068	(1,768)	(1.8%)	120,610	
Member Agency (VTA - Gilroy)	823	470	(353)	(42.9%)	987	
Operating Grants (STA) Fund LCFS	3,656	-	(3,656)	(100.0%)	4,700	
Operating Grants (STA)-LCTOP	2,183	2,620	437	20.0%	2,620	
Operating Grants (STA)-SRA	5,974	306	(5,668)	(94.9%)	7,169	
LCFS, LCTOP/SRA	11,813	2,926	(8,887)	(75.2%)	14,489	
<b>TOTAL CONTRIBUTED REVENUE</b>	<b>122,424</b>	<b>110,841</b>	<b>(11,583)</b>	<b>(9.5%)</b>	<b>148,028</b>	
<b>GRAND TOTAL REVENUE</b>	<b>\$ 172,272</b>	<b>\$ 166,916</b>	<b>\$ (5,356)</b>	<b>(3.1%)</b>	<b>\$ 208,728</b>	

	<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b>				
	STATEMENT OF REVENUE AND EXPENSE				
	FISCAL YEAR 2025 AS OF APRIL 2025				
	(In Thousands)				
	YEAR-TO-DATE JULY TO APRIL				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>EXPENSE</b>					
DIRECT EXPENSE:					
Rail Operator Service	\$ 102,382	\$ 101,774	608	0.6%	\$ 123,316
OCS/TPS Maintenance	6,538	4,043	2,495	38.2%	8,099
Security Services	7,535	7,043	492	6.5%	9,042
Shuttle Services	67	57	10	14.3%	80
Fuel and Lubricants*	2,961	3,615	(655)	(22.1%)	3,045
Electric Charges for Power Traction	9,547	9,359	188	2.0%	12,274
Timetables and Tickets	79	53	26	32.9%	95
Insurance	9,833	9,209	625	6.4%	11,800
Claims, Payments, and Reserves	2,728	2,261	467	17.1%	3,274
Facilities and Equipment Maintenance	8,652	6,063	2,589	29.9%	10,275
Utilities	2,918	2,610	307	10.5%	3,501
Maint & Services-Bldg & Other	1,562	946	616	39.4%	1,875
<b>TOTAL DIRECT EXPENSE</b>	<b>154,801</b>	<b>147,034</b>	<b>7,767</b>	<b>5.0%</b>	<b>186,676</b>
ADMINISTRATIVE EXPENSE					
Wages and Benefits	16,941	16,704	237	1.4%	20,589
Managing Agency Admin OH Cost	3,574	3,119	455	12.7%	4,289
Board of Directors	17	16	1	6.0%	20
Professional Services	10,419	6,271	4,148	39.8%	12,924
Communications and Marketing	528	396	132	24.9%	633
Other Expenses and Services	4,178	3,110	1,068	25.6%	5,004
<b>TOTAL ADMINISTRATIVE EXPENSE</b>	<b>35,657</b>	<b>29,617</b>	<b>6,041</b>	<b>16.9%</b>	<b>43,458</b>
<b>TOTAL OPERATING EXPENSE</b>	<b>190,458</b>	<b>176,650</b>	<b>13,808</b>	<b>7.2%</b>	<b>230,135</b>
Governance	180	9	171	94.9%	240
Debt Service Expense	3,473	700	2,773	79.8%	7,763
<b>GRAND TOTAL EXPENSE</b>	<b>\$ 194,111</b>	<b>\$ 177,359</b>	<b>\$ 16,581</b>	<b>8.5%</b>	<b>\$ 238,138</b>
Projected Contribution to Reserve					6,812
<b>NET SURPLUS / (DEFICIT)</b>	<b>\$ (21,839)</b>	<b>\$ (10,443)</b>	<b>\$ 11,396</b>	<b>52.2%</b>	<b>(36,222)</b>
Draw from Measure RR Reserve for PCEP					36,222
<b>ADJUSTED NET SURPLUS / (DEFICIT)</b>	<b>\$ (21,839)</b>	<b>\$ (10,443)</b>	<b>\$ 11,396</b>	<b>52.2%</b>	<b>-</b>
Reserve, Beginning Balance **					26,879
Projected Contribution to Reserve					6,812
Claims, Payments, and Reserve					33,691
Reserve, Ending Balance					<b>33,691</b>

\* 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 APRIL 30, 2025

TYPE OF SECURITY				MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
	<u>M/M</u>	<u>Q/Q</u>	<u>Y/Y</u>				4/30/2025
Local Agency Investment Fund (LAIF) <i>(Unrestricted)</i>	1.10%	1.10%	5.78% *	Liquid Cash	4.313%	397,497	397,497
California Asset Mgmt Program (CAMP) <i>(Unrestricted)</i>	0.37%	1.10%	-82.10%	Liquid Cash	4.450%	13,859,594	13,859,594
County Pool <i>(Unrestricted)</i>	0.00%	0.94%	3.89%	Liquid Cash	3.888%	607,783	607,783
Other <i>(Unrestricted)</i>	19.12%	203.34%	316.58%	Liquid Cash	3.746%	124,066,165	124,066,165
Other <i>(Restricted)</i>	-0.97%	-5.88%	332.62% **	Liquid Cash	4.020%	131,704,978	131,704,978
	7.41%	38.41%	95.23%			\$ 270,636,017	\$ 270,636,017

\* 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.

\*\*\* This is the Mar balance and rate. April is not available yet

**Peninsula Corridor Joint Powers Board  
Staff Report**

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

**Discussion**

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

**Total Revenues:**

As of May 31, 2025, total revenues were \$187.4 million compared to \$190.9 million resulting in an unfavorable variance of \$3.5 million (1.8 percent).

The primary drivers of the unfavorable variance include:

- **LCFS (Low Carbon Fuel Standard)/LCTOP (Low Carbon Transit Operations Program)/SRA (State Rail Assistance):** (\$10.2 million) unfavorable to budget (77.8 percent) driven by:
  - (\$6.3 million) driven by \$7.2 million in delayed SRA partially offset by \$0.3 million of Fiscal Year (FY) 2024 revenues booked to FY25. Per a July 2025 letter from the California State Transportation Agency, this \$7.2 million in SRA revenue will be recorded in FY26.
  - (\$4.2 million) from delayed LCFS credit sales due to administrative and verification requirements. These credits may not be processed this fiscal year.
- **Operating Grants:** (\$0.5 million) unfavorable due to timing of State Transit Assistance (STA) funds. This is expected to resolve by year end.

The shortfalls were partially offset by favorable performance in:

- **Caltrain Fare Revenue:** \$4.8 million favorable to budget (14.4 percent) reflecting strong Clipper sales and sustained ridership recovery. May ridership reached 60.4 percent of pre-pandemic levels (50.7 percent year-to-date), with year-over-year growth of 55.3 percent in May, and 43.9 percent growth year-to-date.
- **Other Income (Investment Earnings):** \$2.6 million favorable (69.9 percent) driven by stronger than expected investment earnings. We expect favorability to remain through year-end.

**Total Expenses:**

As of May 31, 2025, total expenses were \$196.2 million compared to \$213.7 million in the adopted budget, resulting in a favorable variance of \$17.3 million (8.1 percent).

The favorable expense variance was primarily driven by the following:

- **Professional Services:** \$4.6 million favorable to budget (39.4 percent). This variance reflects delayed vendor invoicing and is projected to meet or exceed budget by year-end.
- **Facilities and Equipment Maintenance:** \$2.8 million favorable to budget (29.7 percent) primarily from invoice timing and cost savings across various contract services. A favorable year-end variance of \$1.0 to \$1.5 million is expected.
- **Overhead Contact System/Traction Power Supply Maintenance (OCS/TPS):** \$2.0 million favorable to budget (27.7 percent). The variance is due to the timing of invoices and reduced consultant needs. Year-end favorability is projected at \$0.5 to \$0.8 million.
- **Rail Operator Service:** \$1.8 million favorable to budget (1.6 percent). Current forecasts project expenses to align within one percent of budget, though year-end inventory adjustments may increase this variance.
- **Debt Interest Expense:** \$1.7 million favorable to budget (49.0 percent), this is driven by timing of principal payments.
- **Other Expenses and Services:** \$1.2 million favorable to budget (25.6 percent) due to lower software maintenance costs, reduced recruitment expenses, and timing differences for financial fees. We project this variance to become unfavorable by year-end attributable to unanticipated financial services fees.



Offsetting these savings:

- **Fuel and Lubricants:** (\$0.7 million) unfavorable to budget (24.0 percent). The budget was reduced mid-year, but diesel usage exceeded projections, partly due to electric multiple unit (EMU) rescue shuttles supporting operations at Centralized Equipment Maintenance and Operations Facility (CEMOF).


**Other Information:**


The Peninsula Corridor Joint Powers Board (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's actual and the budget may show noticeable variances due to the timing of expenses.

**Budget Impact**

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

Prepared By:	Li Saunders	Accountant II	06/13/2025
	Danny Susantin	Financial Reporting, Manager	06/13/2025

	<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b>				
	STATEMENT OF REVENUE AND EXPENSE				
	FISCAL YEAR 2025 AS OF MAY 2025				
					(In Thousands)
	YEAR-TO-DATE JULY TO MAY				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>REVENUE OPERATIONS:</b>					
Caltrain Fares	\$ 33,203	\$ 37,987	\$ 4,785	14.4%	\$ 36,682
Go Pass	15,033	14,260	(773)	(5.1%)	16,400
Parking Revenue	1,983	2,871	888	44.8%	2,103
Rental Income	1,375	1,495	120	8.7%	1,500
Other Income	3,681	6,254	2,573	69.9%	4,015
<b>TOTAL OPERATING REVENUE</b>	<b>55,274</b>	<b>62,866</b>	<b>7,592</b>	<b>13.7%</b>	<b>60,700</b>
<b>CONTRIBUTIONS:</b>					
Operating Grants	10,947	10,446	(501)	(4.6%)	11,942
Measure RR	110,650	110,703	53	0.0%	120,610
Member Agency (VTA - Gilroy)	905	470	(435)	(48.1%)	987
Operating Grants (STA) Fund LCFS	4,178	-	(4,178)	(100.0%)	4,700
Operating Grants (STA)-LCTOP	2,401	2,620	218	9.1%	2,620
Operating Grants (STA)-SRA	6,572	306	(6,266)	(95.3%)	7,169
LCFS, LCTOP/SRA	13,151	2,926	(10,225)	(77.8%)	14,489
<b>TOTAL CONTRIBUTED REVENUE</b>	<b>135,652</b>	<b>124,545</b>	<b>(11,108)</b>	<b>(8.2%)</b>	<b>148,028</b>
<b>GRAND TOTAL REVENUE</b>	<b>\$ 190,926</b>	<b>\$ 187,411</b>	<b>\$ (3,515)</b>	<b>(1.8%)</b>	<b>\$ 208,728</b>

	<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b> STATEMENT OF REVENUE AND EXPENSE FISCAL YEAR 2025 AS OF MAY 2025					(In Thousands)
	YEAR-TO-DATE JULY TO MAY				ANNUAL	
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
<b>EXPENSE</b>						
DIRECT EXPENSE:						
Rail Operator Service	\$ 112,276	\$ 110,431	1,846	1.6%	\$ 123,316	
OCS/TPS Maintenance	7,319	5,290	2,028	27.7%	8,099	
Security Services	8,288	7,812	476	5.7%	9,042	
Shuttle Services	73	63	10	14.2%	80	
Fuel and Lubricants*	3,044	3,775	(731)	(24.0%)	3,127	
Electric Charges for Power Traction	10,911	10,723	188	1.7%	12,274	
Timetables and Tickets	87	53	34	39.0%	95	
Insurance	10,817	10,052	765	7.1%	11,800	
Claims, Payments, and Reserves	3,001	2,327	674	22.5%	3,274	
Facilities and Equipment Maintenance	9,371	6,587	2,784	29.7%	10,116	
Utilities	3,222	2,853	369	11.5%	3,526	
Maint & Services-Bldg & Other	1,718	986	732	42.6%	1,875	
<b>TOTAL DIRECT EXPENSE</b>	<b>170,127</b>	<b>160,951</b>	<b>9,176</b>	<b>5.4%</b>	<b>186,624</b>	
ADMINISTRATIVE EXPENSE						
Wages and Benefits	19,064	18,938	125	0.7%	20,453	
Managing Agency Admin OH Cost	3,932	3,584	347	8.8%	4,289	
Board of Directors	18	17	1	7.5%	20	
Professional Services	11,653	7,060	4,593	39.4%	12,940	
Communications and Marketing	581	425	155	26.8%	633	
Other Expenses and Services	4,674	3,475	1,199	25.6%	5,176	
<b>TOTAL ADMINISTRATIVE EXPENSE</b>	<b>39,921</b>	<b>33,500</b>	<b>6,422</b>	<b>16.1%</b>	<b>43,510</b>	
<b>TOTAL OPERATING EXPENSE</b>	<b>210,048</b>	<b>194,451</b>	<b>15,598</b>	<b>7.4%</b>	<b>230,135</b>	
Governance	210	19	191	91.2%	240	
Interest Expense						
530010	3,473	1,770	1,703	49.0%	7,763	
Debt Service Expense	3,473	1,770	1,703	49.0%	7,763	
<b>GRAND TOTAL EXPENSE</b>	<b>\$ 213,731</b>	<b>\$ 196,239</b>	<b>\$ 17,300</b>	<b>8.1%</b>	<b>\$ 238,138</b>	
Projected Contribution to Reserve					6,812	
<b>NET SURPLUS / (DEFICIT)</b>	<b>\$ (22,805)</b>	<b>\$ (8,828)</b>	<b>\$ 13,976</b>	<b>61.3%</b>	<b>(36,222)</b>	
Draw from Measure RR Reserve for PCEP					36,222	
<b>ADJUSTED NET SURPLUS / (DEFICIT)</b>	<b>\$ (22,805)</b>	<b>\$ (8,828)</b>	<b>\$ 13,976</b>	<b>61.3%</b>	<b>-</b>	
Reserve, Beginning Balance **					26,879	
Projected Contribution to Reserve					6,812	
Claims, Payments, and Reserve					33,691	
Reserve, Ending Balance					<u>33,691</u>	
* Fuel and Lubricants costs were increased by a realized loss of \$44k from the fuel hedge program.						
** The reserve is part of the FY24 Unrestricted Balance.						



**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 MAY 31, 2025**

TYPE OF SECURITY		MATURITY DATE	PURCHASE PRICE	MARKET RATE
				5/31/2025
Local Agency Investment Fund (LAIF) (Unrestricted)	*	Liquid Cash	397,497	397,497
California Asset Mgmt Program (CAMP) (Unrestricted)		Liquid Cash	13,911,657	13,911,657
County Pool (Unrestricted)		Liquid Cash	613,757	613,757
Other (Unrestricted)		Liquid Cash	92,879,146	92,879,146
Other (Restricted)	**	Liquid Cash	141,911,707	141,911,707
			\$ 249,713,763	\$ 249,713,763

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

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

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Li Zhang, Chief of Commercial and Business Development  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Authorize the Submittal of an Application for San Mateo County  
Transportation Authority Cycle 3 Measure A Alternative Congestion Relief and  
Measure W Transportation Demand Management Program Funding**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

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

1. Supporting application to the San Mateo County Transportation Authority (TA) for Cycle 3 Measure A Alternative Congestion Relief (ACR) and Measure W Transportation Demand Management (TDM) Funding for \$500,000 for the Expanding Access to Caltrain Through Updated Institutional Pass Program.
2. Committing matching funds of \$75,000.
3. Authorizing the Executive Director to execute funding agreements or other documents required for the JPB to receive the Measure A ACR and/or Measure W TDM funding awarded.
4. Directing staff to commence work on funded projects within one year of receiving an award.

**Discussion**

In June 2025, TA released a call for projects for the Measures A ACR and Measure W TDM Program. This program funds strategies that encourage the use of sustainable transportation options and enhance mobility across San Mateo County. Eligible projects must provide congestion relief, increase sustainable transportation options, promote sustainability and health, encourage economic development opportunities, and invest funding equitably.

JPB is seeking funding to support the implementation of its updated GoPass program. GoPass is an institutional transit pass that provides unlimited Caltrain rides to employees, students, and

residents affiliated with participating organizations. The program has historically generated significant fare revenue and played a central role in supporting mode shifts away from single-occupancy vehicle trips.

In April 2025, the Board approved a redesigned GoPass program. Funding from this grant will be used to offer a one-time discount for new and returning organizations that left the program at least two years ago. To be eligible for this incentive, the organizations need to be in San Mateo County. The goal is to reduce upfront cost barriers and support wider adoption of the new structure. The grant will also be utilized to offset the cost or potential revenue loss of student passes provided to students in San Mateo County through the updated education-focused components, offering free student passes for educational institutions that sign all staff. In addition to direct incentives, the funding will support marketing, outreach, and technical assistance to help bring new or returning clients into the program.

The proposed program supports TA's TDM goals by helping reduce vehicle trips, improving access to transit for priority populations, and encouraging long-term transit use among students and new riders.

**Budget Impact**

Adoption of the proposed resolution has no immediate budget impact. If funding is awarded, staff will return to the Board to request the necessary budget authority.

Prepared By: Michelle Stewart

Director, Grants and Fund  
Management

07/23/2025

**Resolution No. 2025 –**

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

\* \* \*

**Authorize the Submittal of an Application for San Mateo County Transportation Authority  
Cycle 3 Measure A Alternative Congestion Relief and Measure W Transportation Demand  
Management Program Funding**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) has developed the Expanding Access to Caltrain Through Updated Institutional Pass Program to support the implementation of its redesigned GoPass program; and

**Whereas**, the San Mateo County Transportation Authority (TA) issued a Call for Projects for the Measure A Alternative Congestion Relief and Measure W Transportation Demand Management (ACR/TDM) Program on June 5, 2025; and

**Whereas**, a Primary Grant Agreement between the District and the TA was executed on March 6, 2025; and

**Whereas**, the JPB now desires to apply for ACR/TDM \$500,000 in funds; and

**Whereas**, the TA requires the JPB's governing board to adopt a resolution:

1. Supporting the Project and authorizing the filing of funding applications;
2. Committing to the completing funded Project, including with use of matching funds;
3. Certifying that any funds awarded by the TA will be used to supplement existing funds for ACR/TDM program activities, and will not replace existing funds or resources;

4. Authorizing the Executive Director, or designee, to sign project supplements with the TA for ACR/TDM Program funding and to take any other actions necessary to give effect to this resolution; and
5. Committing to commence work on the Projects, if funds are awarded, within one year of the TA Board of Directors allocating 2025 Cycle 3 ACR/TDM Program funding.

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

1. Directs staff to submit an application for TA Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program funds in the amount of \$500,000 for Expanding Access to Caltrain Through Updated Institutional Pass Program.
2. Authorizes the Executive Director, or designee, to execute a project supplement with the TA for ACR/TDM Program funding and to take any other actions necessary to give effect to this resolution
3. Commits to the completion of the Projects for the proposed phases and contribution of matching funds of \$75,000.
4. Certifies that any funds awarded by the TA will be used to supplement exiting funds for the Projects and will not replace existing funds or resources.
5. Commits to commencing work on the Projects, if funds are awarded, within one year of the TA Board of Directors allocating the 2025 Cycle 3 ACR/TDM Program funds.



Regularly passed and adopted this 7<sup>th</sup> day of August, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, Peninsula Corridor Joint Powers Board

Attest:

---

JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Approve and Ratify Fiscal Year 2026 Insurance Program**

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

**Purpose and Recommended Action**

Staff recommends the Board ratify the binding of commitments for the Peninsula Corridor Joint Powers Board's (JPB) insurance program for Fiscal Year (FY) 2026 including:

- Renew \$198 million Railroad Liability, Commercial General Liability and Excess Automobile Liability coverage with a \$2 million self-insured retention. The total premium for \$200 million liability coverage, inclusive of terrorism coverage, is \$5,190,756; and
- Satisfy the Department of Transportation's Rail Passenger Liability Cap adjustment notice of February 2021 to \$323 million by adding \$23 million in excess of the combined JPB and TransitAmerica Services, Inc. (TASI) \$300 million for a total of \$323 million railroad liability coverage. The premium for the additional \$23 million railroad liability coverage is \$156,961; and
- Renew blanket Railroad Protective Liability coverage subject to a zero self-insured retention at an annual premium of \$44,941 for various coverage levels of \$2 million to \$10 million; and
- Renew Federal Employees Liability Act Insurance (FELA) coverage with \$100 million limit, and \$2 million self-insured retention, at a premium of \$2,782,194; and
- Renew \$400 million limits for real and personal property insurance with a \$500,000 deductible (\$750,000 deductible applies to rolling stock and fiber optics) for an annual premium of \$4,214,755. Coverage extends to Centralized Equipment Maintenance and Operations Facility (CEMOF) property, stations, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock. Coverage satisfies the State of California boiler

and machinery inspection requirements against perils and provides for coverage against terrorism; and

- Renew the \$15 million Public Officials Liability policy with a deductible of \$75,000 at an annual premium of \$155,897; and
- Renew Special Events and Emergency Drill Liability policy with a \$2 million limit and deductible of \$25,000 for a premium of \$36,750; and
- Renew Accidental Death and Dismemberment (AD&D) insurance with limits of \$100,000 and \$25,000 deductible at an annual premium of \$1,499.

### **Discussion**

Despite the hardening insurance market over the past few years and ongoing nuclear verdicts that insurance carriers are paying, the FY26 insurance program provides the JPB with coverage levels similar to those in the FY25 insurance program.

Railroad Liability, Commercial General Liability and Excess Automobile Liability coverage remains the same at \$198 million with a \$2 million self-insured retention (SIR) – litigation legal fees are reimbursable above the \$2 million SIR calculated in a formula proportional to the settlement. TASI procures an additional \$100 million. The JPB added an additional \$23 million in excess of TASI's \$100 million to satisfy the federal government's 2021 \$323 million liability cap. This measure taken by the JPB satisfies contractual obligations with certain vendors that require that the JPB maintain limits equal to or higher than the federal government's liability cap.

It is anticipated that in late FY26 the federal government may increase the existing liability cap from \$323 million to as high as \$400 million. The JPB has budgeted for this likely increase.

The Federal Employers' Liability Act (FELA) insurance limit remains the same at a \$100 million limit with an increased \$2 million self-insured retention. We increased the SIR from \$1 million to \$2 million given JPB's exceptional loss experience and the significant premium savings achieved by increasing the SIR.

Securing Rail Liability coverage remains a challenge. Available capacity in the insurance market has improved somewhat and the JPB's long-term relationship with carriers and underwriters has helped ensure coverage levels are met. Liability premiums increased approximately 15 percent from \$4,631,568 FY25 to \$5,347,717 FY26. Below is an overview and comparison of the JPB's FY25 and FY26 premiums.

Premium Element (\$)	FY25	FY26
Liability: Railroad, Commercial General, Excess Automobile	4,631,568	5,347,717
FELA Insurance	2,798,708	2,782,194
Property Insurance	4,051,257	4,214,755
Pollution Liability (2-year policy term)	79,047	-
Public Officials, AD&D, Special Events and Railroad Protective Liability	239,460	239,088
<b>Totals</b>	<b>\$11,800,040</b>	<b>\$12,583,754</b>

### Background

The JPB’s liability limits will remain at \$323 million. This amount is equivalent to the first \$200 million purchased by the JPB, an additional \$100 million purchased by TASI, and another \$23 million purchased by the JPB to satisfy the Department of Transportation’s current Passenger Rail Liability Cap requirement of \$323 million.

The JPB’s FELA program limits remain the same at \$100 million with the increased \$2 million self-insured retention.

Limits on Property also remain unchanged at \$400 million with a dedicated \$500,000 deductible for real and personal property and a \$750,000 deductible for rolling stock and claims associated with fiber optic. The older rolling stock purchased by Peru is in the process of being shipped. The JPB will no longer be responsible for the rolling stock that has been sold once they depart JPB property.

Limits on the JPB’s Public Officials Liability program remain the same with limits of \$15 million and a self-insured retention of \$75,000. The JPB will renew the annual Special Events and Emergency Drill Liability policy with a limit of \$2 million. This coverage includes a \$25,000 self-insured retention and protects the JPB during what are sometimes higher hazard operations for its annual special train events and emergency training exercises. The JPB procures AD&D insurance for the volunteers working at these special events. The JPB will continue to carry the Railroad Protective Liability insurance program designed specifically for construction activities along the JPB right-of-way.

### Summary

The JPB’s insurance program remains largely unchanged FY25, except as noted below, along with the following noteworthy highlights:

- 7 percent overall increase in premiums.
- Maintain \$323 million liability coverage and a \$2 million SIR.

- Renew \$100 million FELA insurance coverage, with an increased SIR from \$1 million to \$2 million.
- Robust property insurance program with \$2.3 billion in property values that includes the electrification infrastructure and electric multiple units (EMUs).
- \$500,000 deductible applies to real and personal property.
- \$750,000 deductible applies to rolling stock and fiber optics.

**Budget Impact**

Funding for the payment of premiums associated with the recommended program is included in the FY26 Operating Budget.

Prepared By: Marshall Rush Insurance and Claims Administrator 07/17/2025

**Resolution No. 2025 –**

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

\* \* \*

**Approve and Ratify Fiscal Year 2026 Insurance Program**

**Whereas**, the Executive Director of the Peninsula Corridor Joint Powers Board (JPB) has approved an insurance program for Fiscal Year (FY) 2026 with premiums totaling \$12,583,754; and

**Whereas**, in conjunction with the expiration of the JPB's existing insurance program on June 30, 2025, JPB staff renewed its insurance program for FY26 based on the plan approved by the Executive Director, with the following significant elements:

1. A self-insured retention in the amount of \$2 million.
2. Railroad Liability, Commercial General Liability and Excess Automobile Liability policies, including Terrorism (TRIA) coverage, with a total limit of \$198 million, in excess of the \$2 million self-insured retention, at an annual premium of \$5,190,756. The JPB also procures \$23 million in excess of \$300 million additional policy limits so as to satisfy the federal government's new \$323 million Rail Passenger Liability Cap, as well as meet contractual requirements that the JPB maintain limits up to the rail liability cap, for an annual premium of \$156,961.
3. Railroad Protective Liability coverage with an annual premium of \$44,941.
4. Federal Employees Liability Act Insurance (FELA) coverage with \$100 million limit, and \$2 million self-insured retention and a premium \$2,782,194.

5. Property insurance, including Special Risk property policies, at an annual premium of \$4,214,755 with limits of \$400 million and a \$500,000 deductible (\$750,000 deductible applies to rolling stock and fiber optic cables) to cover real and personal property, including stations, the Centralized Equipment Maintenance and Operations Facility, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock, as well as Boiler and Machinery insurance sufficient to meet the State of California inspection requirements.
6. Public Officials Liability coverage with \$15 million limits at an annual premium of \$155,897.
7. Environmental Liability coverage with \$10 Million limits at a 2-year pre-paid premium of \$79,047.
8. Annual Special Events and Emergency Drill liability with a \$2 million limit at a premium of \$36,750.
9. Volunteers AD&D for a premium of \$1,499; and

**Whereas**, staff recommend that the Board approve and ratify the renewal of the JPB's insurance program for FY26, as delineated above.

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Powers Board hereby approves and ratifies the renewal of the JPB's insurance program for FY26, including the types of coverage, limits and premiums recited above and authorizes the Executive Director or designee to take all actions necessary to implement the program.

Regularly passed and adopted this 7<sup>th</sup> day of August, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, Peninsula Corridor Joint Powers Board

Attest:

---

JPB Secretary



Excess Liability	Rail Liability Expiring 7-1-24/25 Double Agg 1st layer/ \$2M SIR	Rail Liability Renewal 7-1-25/26 Double Agg 1st layer/ \$2M SIR	Premium Change
\$1,000,000 occ/ \$2,000,000 agg Limit xs. SIR	Apollo 66.67%, Aegis 33.33%	Apollo 66.67%, Aegis 33.33%	
Self-Insured Retention (SIR)	\$2,000,000	\$2,000,000	
TRIA	<u>Included</u>	<u>Included</u>	
<b>Total Premium</b>	<b>\$370,000</b>	<b>\$379,250</b>	2.5%
\$22,000,000 xs. \$3,000,000 Limit NO DROP DOWN	Lexington (London) 22.7272%, AXA XL (London) 22.5%, Gemini (Boston) 10.2386%, Aegis 10.2386%, Apollo 4.75%, QBE 11.3636%, MAP 6.8182%, Inigo 6.8182%, Argenta 4.5454%	Lexington (London) 22.7272%, AXA XL (London) 22.5%, Aegis 11.3863%, Apollo 4.75%, QBE 11.3636%, MAP 6.8182%, Inigo 6.8182%, Argenta 4.5455%, Sevanta 4.5454%, Rokstone 4.5455%	
<b>Total Premium</b>	<b>\$1,955,605</b>	<b>\$2,316,610</b>	18.5%
\$25,000,000 xs \$25,000,000 Limit	Canopus 12%, Gemini (Boston) 30%, Hannover Re 10%, Aspen 14%, Vantage 20%, Inigo 14%	Canopus 12%, Gemini (Boston) 30%, Hannover Re 10%, Aspen 14%, Vantage 20%, Inigo 8%, MAP 6%	
<b>Total Premium</b>	<b>\$555,775</b>	<b>\$639,141</b>	15.0%
\$50,000,000 xs. \$50,000,000 Limit Renewal and \$55,000,000 xs \$50,000,000 Limit Expiring	Lexington (London) 10%, Argo Re (London) 10%, Sompo 27%, Apollo 20%, QBE 6.6%, MAP 7%, Munich Re 9.4%, First Specialty 10%	Lexington (London) 10%, Argo Re (London) 10%, Sompo 27%, Apollo 15.4%, QBE 5%, MAP 3.2%, Munich Re 9.4%, First Specialty 10%, Gemini 10%	
<b>Total Premium</b>	<b>\$698,500</b>	<b>\$803,275</b>	15.0%
\$100,000,000 xs. \$100,000,000 Limit Renewal and \$95,000,000 xs \$105,000,000 Limit Expiring	AXA XL (Bermuda) 28.2%, Argo (Bermuda) 15%, Aspen 9%, Liberty 7.5%, Canopus 7%, Hiscox 5%, Ascot 2.5%, AWAC 5%, Inigo 10.6%, Helix 5.8%, Aegis 4.4%	AXA XL (Bermuda) 20%, Argo (Bermuda) 15%, Aspen 9%, Liberty 7.5%, Canopus 7%, Hiscox 5%, Ascot 2.5%, AWAC 5%, Inigo 15%, Helix 5.8%, Aegis 4.2%, Rokstone 3%, Sevanta 1%	
<b>Total Premium</b>	<b>\$915,200</b>	<b>\$1,052,480</b>	15.0%
Limit	<b>Total \$200M</b>	<b>Total \$200M</b>	
<b>Total Premiums including TRIA</b>	<b>\$4,495,080</b>	<b>\$5,190,756</b>	15.5%
<b>Premium Change \$</b>	<b>\$772,558</b>	<b>\$695,676</b>	
TASI LAYER \$100,000,000 xs \$200,000,000 Limit	AXA XL (London) 15%, AWAC 15%, Hamilton Re 13.25%, Markel 10%, Hiscox 10%, Munich Re 13%, Liberty 7.5%, Ascot 8.25%, First Specialty 3%, Convex 5%	AXA XL (London) 11.25%, AWAC 15%, Hamilton Re 15%, Markel 10%, Hiscox 10%, Munich Re 15%, Liberty 7.5%, Ascot 8.25%, First Specialty 3%, Convex 5%	
<b>Total Premium</b>	<b>\$735,059</b>	<b>\$845,318</b>	15.0%
JPB Layer \$23,000,000 xs \$300,000,000 Limit	Ascot 19.5652%, Ark 32.6087%, Helix 47.8261%	Ascot 19.5652%, Ark 32.6087%, Helix 47.8261%	
<b>Total Premium</b>	<b>\$136,488</b>	<b>\$156,961</b>	15.0%

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Tabby Davenport, Director of Safety and Security  
Kate Jordan Steiner, Chief Financial Officer  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Authorize Executive Director to Exercise an Option to Extend the Term of the Current Agreement with the San Mateo County Sheriff's Office for Law Enforcement Services for Five Years at an Estimated Cost of \$41,076,586**

Finance Committee  
Recommendation

Technology, Operations, Planning,  
and Safety Committee  
Recommendation

Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Authorize exercise of an option to extend the term of the contract with the San Mateo County Sherriff's Office (SMCSO) for Law Enforcement Services by five years at an estimated cost to the JPB of \$41,076,586.
2. Authorize the Executive Director or designee to execute contract documents required to exercise the option, in conformity with the terms and conditions of the current contract, and in a form approved by legal counsel.

**Discussion**

In 2020, the San Mateo County Transit District and the JPB entered into a contract with SMCSO to provide services, including, but are not limited to, patrol services within the District and JPB's service areas, coordination of all requests for police service, collision investigations, and police reports. Additionally, explosive-detecting police dog (K9) units, crime scene investigation and criminal forensics, coroner's services, coverage for special events and backup personnel are provided as required. Costs for the contract are allocated between the JPB and the District based on service calls. The contract, which had a term of five years, included an option to extend the contract by an additional five years.

The proposed exercise of a five-year contract option would ensure continuity of law enforcement services for the JPB through June 2030.

**Budget Impact**

The JPB's \$41,076,586 share of the total cost of the services is and will be included in current and future year operating budgets. The District separately budgets for and pays its share of the Services at an estimated cost of \$11,585,704 for the five-year option term.

Prepared By: Scott Kirkpatrick

Deputy Director, Safety and  
Security/Project Manager

06/30/2025

**Resolution No. 2025 –**

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

\* \* \*

**Authorize Executive Director to Exercise an Option to Extend the Term of  
Agreement with the San Mateo County Sheriff's Office for Law  
Enforcement Services for Five Years at an Estimated Cost of \$41,076,586**

**Whereas**, the San Mateo County Sheriff's Office (SMCSO) has been providing law enforcement services (Services) for the Peninsula Corridor Joint Powers Board (JPB) since 2004, currently under a contract awarded by the Board of Directors (Board) for the JPB on June 3, 2020, for a five-year base term, with a single five-year option term; and

**Whereas**, the transit police services provided by the SMCSO cover all JPB's services and facilities and include, but are not limited to, patrol services within the District's service area, coordination of all requests for police service, collision investigations, and police reports, as well as explosive-detecting police dog (K9) units, crime scene investigation and criminal forensics, coroner's services, coverage for special events and backup personnel; and

**Whereas**, the Executive Director recommends that the Board of Directors exercise its contractual option for a five-year extension in the agreement with the SMCSO for an estimated amount of \$41,076,586 through June 2030.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes exercise of an option to extend the term of the contract with the San Mateo County Sherriff's Office for Law Enforcement Services by five years at an estimated cost of \$41,076,586.

**Be it Further Resolved** that the Executive Director or designee is authorized to execute contract documents required to exercise the option, in conformity with the terms and conditions of the current contract, and in a form approved by legal counsel.

Regularly passed and adopted this 7th day of August, 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: Nate Kramer, Chief People Officer  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Adopt Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2026-2028 for Federal Transit Administration-Assisted Projects**

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

**Purpose and Recommended Action**

Staff proposes that the Committee recommend the Peninsula Corridor Joint Powers Board (Board) approval of the following:

1. Establish a proposed overall Disadvantaged Business Enterprise (DBE) race/gender-neutral goal of 10 percent applicable to Federal Transit Administration (FTA) assisted contracts for Federal Fiscal Years (FFY) 2026-2028; and
2. Authorize the Executive Director, or designee, to submit the overall DBE goal to the FTA by September 1, 2025, if no further consideration or modifications to the proposed goal are warranted.

**Discussion**

The United States Department of Transportation (DOT) regulations require DOT grantees to establish a DBE overall goal as a percentage of all FTA funds expected to be expended in the three forthcoming FFYs. Pursuant to the goal-setting methodologies set forth in federal regulations and guidance, staff proposes a DBE overall goal of 10 percent for FTA-assisted contracts, as detailed in the Overall DBE Goal Calculation for FFYs 2026-2028.

**Methodology for Setting the Overall DBE Goal**

The DOT regulations pertaining to the DBE Program, 49 Code of Federal Regulations (CFR) Part 26 (Regulations), require DOT grantees to establish an overall triennial goal for DBE participation in federally assisted contracts and prescribe various methods for doing so. For the next three federal fiscal years, Caltrain expects to award approximately \$669,509,584 in federal funds for construction, project management, and rail operations. It is also expected that FTA-assisted contracts will be issued in the next three years that cannot, at this time, be identified.

Staff determined the proposed overall DBE goal by way of a two-step process in accordance with the Regulations. In Step One, staff determined a Base Figure of relative availability of “ready, willing, and able” DBEs in Caltrain’s geographic market area (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties) in all work categories for each federally assisted contract anticipated in FFYs 2026-2028. Data sources used to calculate the relative DBE availability included the Census Bureau’s County Business Pattern database and the California Unified Certification Program database. The agency’s Step One Base Figure goal was 10 percent.

In Step Two, staff examined all other evidence available in Caltrain’s jurisdiction, such as past participation, to determine whether adjustments to the Step One Base Figure would be appropriate and necessary.

For FFYs 2023-2025, the overall DBE goal was 12.8 percent of awarded federal funds. However, approximately 8.6 percent of federal funds went to DBE primes and subcontractors due to limited contracting and DBE opportunities. Federally funded contracts issued in FFYs 2023-2025 focused on professional services (60 percent of all awarded federal funds) and rail operations (33 percent of all awarded federal funds). By contrast, the federal awards anticipated for FFYs 2026-2028 are expected to be distributed 46 percent construction, 25 percent rail operations, and 25 percent services.

Based on the Step Two considerations, staff have determined that past rates of DBE participation would not be an accurate reflection of DBE capacity for work for the upcoming triennial period. Therefore, staff made no adjustments to the Step One Base Figure and, consistent with the Regulations and DOT guidance, staff proposes a 10 percent overall DBE goal.

#### **Race/Gender-Neutral Measures to Achieve the Overall DBE Goal**

The Regulations require that the maximum feasible portion of the annual overall DBE goals be achieved using race/gender-neutral means. Race/gender-neutral DBE participation includes any time a DBE wins a prime contract through customary competitive procurement procedures or is awarded a subcontract on a prime contract that carries a DBE contract goal. These efforts include utilizing the Small Business Enterprise program that consists of providing technical assistance, outreach, and dissemination of contracting information to small businesses. Staff recommend using race/gender-means to achieve its DBE overall goal for FFYs 2026-2028.

Staff will actively monitor the Agency’s FTA funded awards in compliance with 49 CFR § 26.51(f) and may implement race/gender-conscious contract goals if it becomes necessary to meet the overall goal on an annual basis.

#### **Public Participation**

The Regulations require Caltrain to consult with “minority, women’s and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged

businesses, the effects of discrimination on opportunities for DBEs, and (Caltrain's) efforts to establish a level playing field for the participation of DBEs."

Staff participated in five public consultation events in 2025: two online meetings sponsored by the Business Outreach Committee (BOC) on May 7, a BOC-sponsored in-person meeting at the Metropolitan Transportation Commission on May 13, a Caltrain/SamTrans-hosted in-person meeting on June 17, and a Santa Clara Valley Transportation Authority (VTA)-hosted in-person meeting on June 26. More than 200 representatives from DBEs, non-DBEs, small business owners, advocacy organizations, general contractors, professional services contractors, trade association groups, community organizations, and other officials or organizations attended these events. Staff presented information about Caltrain's anticipated projects, DBE participation opportunities, and requested comments on the availability of DBEs, the effects of discrimination on opportunities for DBEs, and efforts made to level the playing field.

The proposed overall goal was published on Caltrain's website on May 23, 2025, for public comment. Prior to formal adoption of the proposed goal, Caltrain will consider all public comments that it receives, including those that may result from its publication of the proposed goal.

With the Board's approval, the proposed FFY 2026-2028 overall DBE goal of 10 percent and the methodology used to develop that goal will be submitted for approval by the FTA. If changes to the goal are warranted, staff will return to the Board with a revised recommendation. The deadline for Caltrain to submit the proposed FFY 2026-2028 overall DBE goal to the FTA is September 1, 2025.

**Budget Impact**

The proposed DBE goal will have no impact on the budget.

Prepared By: Mike Wozniak                      Manager, Civil Rights Programs                      07/18/2025



**Resolution No. 2025 –**

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

\* \* \*

**Adopting a 10 Percent Overall Disadvantaged Business  
Enterprise Goal for Federal Fiscal Years 2026-2028 for Federal  
Transit Administration-Assisted Projects**

**Whereas**, the United States Department of Transportation (DOT) regulations pertaining to the Disadvantaged Business Enterprise (DBE) Program, 49 Code of Federal Regulations (CFR) Part 26 (Regulations), require that recipients of DOT financial assistance establish an overall goal for DBE participation in federally assisted contracts every three fiscal years for each operating administration from which the recipient receives financial assistance; and

**Whereas**, the Regulations prescribe a methodology for setting overall goals based on the availability of ready, willing and able DBEs in particular trades in the relevant market area; and

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) receives financial assistance from the Federal Transit Administration (FTA); and

**Whereas**, pursuant to the methodology set forth in the Regulations, staff has proposed a DBE utilization goal of 10 percent of contract dollars for FTA-assisted contracts for Federal Fiscal Years (FFY) 2026-2028; and

**Whereas**, the JPB did not meet its DBE overall goals for FFY 2023-2024; and

**Whereas**, staff proposes the utilization of race-/gender-neutral means for the entire 10 percent; and

**Whereas**, on June 17, 2025, the JPB participated in direct consultation with DBE contractors, trade associations, and interested members of the public regarding the goal setting process; and

**Whereas**, the proposed overall goal was published on the JPB's website on May 23, 2025, for public comment; and

**Whereas**, the proposed goal will continue to be published in JPB's website upon submission of the DBE Goal to the FTA by September 1, 2025; and

**Whereas**, the Finance Committee recommends, and the Staff Coordinating Council concurs, that the Board of Directors adopt the proposed 10 percent DBE overall goal for FTA funds for FFY 2026-2028, in accordance with the methodology set forth in the Regulations and direct the Executive Director or designee to submit the proposed DBE overall goal and related material to the FTA by September 1, 2025.

**Now, Therefore, Be It Resolved**; the Board of Directors adopts the DBE overall goal set forth above for FFY 2026-2028 applicable to FTA-assisted contracts; and

**Be It Further Resolved**, the Board of Directors directs the Executive Director or designee to submit the DBE overall goal for FFY 2026-2028 to the FTA by September 1, 2025.

Regularly passed and adopted this 7<sup>th</sup> day of August, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, Peninsula Corridor Joint Powers Board

Attest:

---

JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Michael Meader, Chief Safety Officer  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Award a Cooperative Purchasing Contract to Convergent Technologies LLC to Provide Closed-Circuit Television Equipment for a Total Not-To-Exceed Amount of \$273,307\***

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

Award of this proposed contract will provide the Peninsula Corridor Joint Powers Board (JPB) with Closed-Circuit Television (CCTV) Equipment to replace old, unreliable, and in some cases non-functional cameras at the San Francisco Caltrain Station, San Jose Diridon Station, and Centralized Equipment Maintenance & Operations Facility. The current CCTV system no longer meets the JPB's standards for image quality, security, or network integration. While a larger enterprise CCTV project is underway, this upgrade will improve safety and security in the meantime by enhancing coverage, supporting quicker incident response, and ensuring the system works with the existing network.

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

1. Award a contract to Convergent Technologies LLC of Pleasanton, California (Convergent) to provide the CCTV Equipment for a total not-to-exceed amount of \$273,307.
2. Authorize the Executive Director or designee to execute a cooperative purchasing contract with Convergent in full conformity with the terms and conditions of the Master Agreement for Security and Fire Protection Services (Master Agreement No. 99SWC-NV23-16262) between the State of Nevada Department of Administration and Convergent, and in a form approved by legal counsel.

**Discussion**

The JPB requires CCTV for stations and facilities along the Caltrain Corridor. The JPB's Procurement Manual allows the JPB to utilize cooperative purchasing agreements for procurement of common goods and services to save time and resources, and to leverage collective buying power and ensure favorable pricing based on economies of scale.

On May 5, 2023, on behalf of the National Association of State Procurement Officials (NASPO) ValuePoint Cooperative Purchasing Program, the State of Nevada Department of Administration entered into the Master Agreement for Security and Fire Protection Services with Convergent. The Master Agreement allows all state agencies, institutions of higher education, political subdivisions, and other eligible entities in the State of California to utilize its terms and conditions, including pricing.

Staff reviewed the Master Agreement with Convergent and found that it was competitively solicited and awarded in accordance with public procurement standards, ensuring transparency, fairness, and legal compliance. Staff further determined that the solicitation conducted by the State of Nevada satisfies the JPB's competitive procurement requirements.

**Budget Impact**

The Board of Directors included the CCTV Phase 1 project in the Fiscal Year 2025 Caltrain Capital Budget, with \$7,543,181 in Transit and Intercity Rail Capital Program (TIRCP) funds. This project budget has sufficient funds to support the contract.

Prepared By:	Manny Caluya	Procurement Administrator III	07/15/2025
	Michael Meader	Chief Safety Officer	07/15/2025

**Resolution No. 2025 –**

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

\* \* \*

**Award a Cooperative Purchasing Contract to Convergent Technologies LLC to Provide Closed-Circuit Television Equipment for a Total Not-To-Exceed Amount of \$273,307**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) requires Closed-Circuit Television (CCTV) to replace old, unreliable, and in some cases non-functional cameras at San Francisco Caltrain Station, San Jose Diridon Station, and Centralized Equipment Maintenance and Operations Facility (CEMOF); and

**Whereas**, per the JPB's Procurement Manual, to foster greater economy and efficiency, the JPB may utilize cooperative purchasing agreements for procurement of common goods and services to consolidate the purchasing needs of participating agencies and secure prices generally available to only large-volume buyers; and

**Whereas**, on May 5, 2023, on behalf of the National Association of State Procurement Officials (NASPO) ValuePoint Cooperative Purchasing Program, the State of Nevada Department of Administration entered into a Master Agreement for Security and Fire Protection Services (Master Agreement No. 99SWC-NV23-16262) with Convergent Technologies LLC of Pleasanton, California (Convergent); and

**Whereas**, this NASPO Master Agreement was competitively solicited and awarded in accordance with public procurement standards, ensuring transparency, fairness, and legal compliance, thereby satisfying the JPB's competitive procurement requirements; and

**Whereas**, staff recommends that the Board of Directors (Board) award a cooperative purchasing contract to Convergent to provide CCTV Equipment for a total not-to-exceed amount of \$273,307.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a cooperative purchasing contract to Convergent Technologies LLC to provide CCTV Equipment for a total not-to-exceed amount of \$273,307; and

**Be It Further Resolved** that the Board authorizes the Executive Director or designee to execute a contract with Convergent in full conformity with the terms and conditions of Master Agreement No. 99SWC-NV23-16262, and in a form approved by legal counsel.

Regularly passed and adopted this 7<sup>th</sup> day of August, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, Peninsula Corridor Joint Powers Board

Attest:

---

JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Emily Beach, Chief Communications Officer  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Award Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$2.1 million for a Three-Year Base Term, with up to Two Additional One-Year Option Terms\***

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

**Purpose and Recommended Action**

Award of the proposed contracts for On-Call Market Research and Survey Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with a bench of qualified and experienced firms to conduct rider and non-rider research, ridership count projects, passenger satisfaction, and polling surveys on a project-by-project basis. Through these Services, the JPB aims to gain deeper insights into enhancing customer satisfaction and overall experience, ultimately improving service effectiveness and advancing its goal of providing safe and accessible rail transportation along the Peninsula.

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

1. Award contracts to Corey, Canapary & Galanis of San Francisco, California (CC&G) and EMC Research, Inc. of Oakland, California (EMC) to provide the Services on an as-needed basis for an aggregate not-to-exceed amount of \$2.1 million for a three-year base term, with up to two additional one-year option terms.
2. Authorize the Executive Director or designee to execute contracts with CC&G and EMC in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in forms approved by legal counsel.
3. Authorize the Executive Director or designee to exercise up to two additional one-year option terms, if deemed in the best interest of the JPB.



**Discussion**

On March 17, 2025, 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-018 for the Services. The RFP was advertised on the Agencies’ eProcurement website. Twenty-six potential proposers downloaded the RFP. The Agencies received three proposals, all of which were found to be responsive to the requirements of the solicitation documents. A Selection Committee (Committee), composed of staff from the Agencies, reviewed, evaluated, and scored the proposals in accordance with the evaluation criteria set forth in the RFP.

<b>Evaluation Criteria</b>	<b>Maximum Points</b>
Company Qualifications, Experience and References	25 Points
Qualifications and Experience of Key Personnel	25 Points
Project Understanding and Management Plan	25 Points
Cost Proposal	25 Points
Small Business Enterprise (SBE) Preference (not applicable to the TA)	5 Points
<b>Total</b>	<b>105 Points</b>

The Committee determined that CC&G and EMC were the highest-ranked firms. Staff determined these two firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents.

CC&G and EMC are certified SBEs and received five points for the SBE Preference.

Staff successfully negotiated contract terms, including prices, with each of the two 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 for similar work in the Bay Area.

The proposed contracts are for a total aggregate not-to-exceed amount of \$2.1 million for a three-year base term, with up to two additional one-year option terms. Staff will issue Work Directives (WDs) for specific needs during the contract term on an as-needed basis. If it is in the interest of the JPB, it may elect to compete any given WD amongst the two firms on the bench. 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 either of the firms under the awarded contracts.

**Budget Impact**

Funds for this contract are included in the JPB's current Operating Budget and will be included in future years' operating budgets.

Prepared By:	Pooja Mehra	Procurement Administrator II	06/23/2025
	Julian Jest	Manager, Market Research	06/23/2025

**Resolution No. 2025-**

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

\* \* \*

**Award Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for  
On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed  
Amount of \$2.1 Million for a Three-Year Base Term, with up to Two Additional  
One-Year Option Terms**

**Whereas**, on March 17, 2025, 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-018 for On-Call Market Research and Survey 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 three proposals, all of which were found 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 that the following two firms were the highest-ranked:

- Corey, Canapary & Galanis of San Francisco, California (CC&G), and
- EMC Research, Inc. of Oakland, California (EMC); and

**Whereas**, the Committee determined that CC&G and EMC possess the requisite experience and qualifications required to successfully perform the Services; and

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

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

**Whereas**, staff recommends that the Board of Directors (Board) award contracts to a bench of firms that consists of CC&G and EMC to provide the Services for an aggregate not-to-exceed amount of \$2.1 million for a three-year base term, with up to two additional one-year option terms.

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

- Corey, Canapary & Galanis of San Francisco, California, and
- EMC Research, Inc. of Oakland, California

to provide On-Call Market Research and Survey Services for an aggregate not-to-exceed amount of \$2.1 million for a three-year base term, with up to two additional one-year option terms; and

**Be It Further Resolved** that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with CC&G and EMC in full conformity with the terms and conditions of the RFP and negotiated agreements, and in forms 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 7<sup>th</sup> day of August, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, Peninsula Corridor Joint Powers Board

Attest:

---

JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Sherry Bullock, Interim Chief, Design and Construction  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Award a Master Service Agreement of Radio Dispatch System to Penta Corporation for a Total Not-To-Exceed Amount of \$850,000 for a Four-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 Master Service Agreement (MSA) to Penta Corporation of New Orleans, Louisiana, (Penta) will provide the Peninsula Corridor Joint Powers Board (JPB) with a comprehensive support service for one of the key components of Caltrain’s Train Dispatch System. Penta holds proprietary ownership and licensing rights for the Radio Dispatch System (RDS). Penta is the sole vendor able to provide technology refresh and deliver specialized support and services to ensure continued maintenance and operational availability of RDS.

The scope of the MSA include Technology Refresh, Maintenance, and Support Services, and Additional As-Needed Services (collectively “Services”).

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

1. Award a sole source MSA to Penta for the provision of the Services for a total not-to-exceed amount of \$850,000.00, which includes \$484,694.50 for technology refresh, \$250,694.50 for annual maintenance and support services, and \$114,611.00 for additional as-needed services for a four-year term.
2. Authorize the Executive Director or designee to execute an MSA with Penta in full conformity with the terms and conditions of the negotiated agreement, and in a form approved by legal counsel.

**Discussion**

In 2016, JPB entered an agreement, 10-PCJPB-T-021, with Parsons Transportation Group (PTG) and acquired the software license for RDS from Penta, a software supplier to PTG. With the acquisition of the Penta Software License, the JPB was able to use the software which supports the integrated dispatching system and communications consoles for the Central Control Facility and Back-up Central Control Facility.

ARINC, Inc. of Annapolis, Maryland, (ARINC) installed and implemented the RDS, and in turn, ARINC subcontracted with Penta in 2019 under contract 19-J-T-110 to provide the maintenance and support services for JPB. Penta has been providing maintenance and support services and updates as needed to JPB through purchase orders issued to the prime contractor, ARINC, who is responsible for the rail operations control system.

ARINC’s Surface Transportation business was acquired by Wabtec Transportation System, LLC, of Pittsburgh, Pennsylvania (Wabtec), effective on June 9, 2022. The JPB consented to the assignment by ARINC and assumption by Wabtec of all the rights and obligations under the agreements in accordance with the terms and conditions to continue Services prior to the contract expiration date of August 31, 2025.

With the expiration of the Wabtec contract, the JPB intends to procure RDS support services directly through a separate MSA to facilitate reduction of overhead costs and thus provide savings for the JPB. The new MSA also includes a technology upgrade in the first year to refresh obsolete hardware and software that has not been upgraded since RDS was first installed. Technology refresh is the process of upgrading technological equipment and software to bring them to the current standard which is crucial to maintain the functionality and improve safety to the rail system.

Staff determined that a sole source contract award is justified because Penta has a unique capability to perform the service needed, its Intellectual Property (IP) rights preclude competition, and the contract is for continued development of a highly specialized system like RDS.

As a result, staff requested a proposal from Penta to provide Services, including technology refresh, maintenance and support services, and additional as-needed services for the RDS for a four-year term. Penta proposal is listed below:

SCOPE OF SERVICES	
Software and Hardware Upgrade	\$ 484,694.50
Annual Fixed-Fee Hosting and Maintenance and Support Services	\$ 250,694.50
Additional As-Needed Services	\$ 114,611.00
<b>Total Penta Contract</b>	<b>\$ 850,000.00</b>

The four-year hosting, maintenance, and support service breakdown as listed below:

<b>HOSTING, MAINTENANCE AND SUPPORT SERVICES</b>	
Year 1: Existing System Support for Penta and Stancil/Westek	\$ 106,876.50
Year 2: Post Hardware Refresh. Warranty support for Penta Media Exchange (PMx) and Dialogic	\$ 37,656.00
Year 3: Penta+ Dialogic/Enghouse support + escrow	\$ 51,109.00
Year 4: Penta+ Dialogic/Enghouse support+ escrow	\$ 55,053.00
<b>Four-Year Total</b>	<b>\$ 250,694.50</b>

A Selection Committee (Committee), composed of qualified staff from Railroad Systems Engineering, reviewed Penta’s submitted proposal and conducted a few rounds of requests for clarification with Penta, including but not limited to the technology specifications, support services and training program. The Committee determined Penta provides the best technological refreshing solutions to the JPB and concluded that Penta possesses the requisite depth of experience and qualifications to perform the scope of services.

Staff conducted a price analysis and determined Penta’s prices to be fair and reasonable.

By breaking out the RDS support services as a separate Agreement, independent from Wabtec, who subcontracted with Penta (same contract setup as 19-J-T-110), JPB achieved a significant savings for the same maintenance support services.

<b>4-Yr Maintenance and Support Service Cost Comparison</b>					
	Year 1	Year 2	Year 3	Year 4	Total
Penta	\$ 106,876.50	\$ 37,656.00	\$ 51,109.00	\$ 55,053.00	\$ 250,694.50
Wabtec	\$ 148,361.00	\$ 155,779.05	\$ 163,568.00	\$ 171,746.40	\$ 639,454.46
Cost Saving					\$ 388,759.96

**Budget Impact**

There is \$850,000 in contract authority requested for a term of four years. \$591,571 is budgeted for Radio Dispatch Service under Project 100615 (Digital Radio Dispatch System). For future fiscal years, budget will be included in the annual Systems Engineering Operating Budget.

Prepared By: Terry Loo	Procurement Administrator	06/30/2025
John Hale	Deputy Director, System Engineering	06/30/2025



**Resolution No. 2025 –**

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

\* \* \*

**Award a Master Service Agreement of Radio Dispatch System to Penta Corporation for a Total Not-To-Exceed Amount of \$850,000 for a Four-Year Term**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) requires a Master Service Agreement, which includes technology refresh, maintenance and support services at an annual fixed price, and additional as-needed services (collectively “Services”) for Caltrain’s Radio Dispatch System (RDS); and

**Whereas**, RDS operates using proprietary software from Penta Corporation of New Orleans, Louisiana (Penta); and

**Whereas**, Penta is the only vendor able to provide technology refresh, and deliver specialized support and services for the RDS; and

**Whereas**, JPB intended to break out the RDS support services as a separate Master Service Agreement (MSA), independent from Wabtec, who subcontracted with Penta to provide the services in the past, to achieve a reduction in overhead cost and to obtain significant savings for the Services; and

**Whereas**, the JPB requested a proposal from Penta to provide the Services, including technology refresh, maintenance and support services and additional services on an as-needed basis for the system for a four-year term; and

**Whereas**, a Selection Committee (Committee), composed of qualified staff from Railroad Systems Engineering, reviewed Penta’s proposal and determined that Penta provided the best technological refreshing solutions to the JPB; and

**Whereas**, the Committee concluded Penta possesses the requisite depth of experience and qualifications to successfully perform the scope of services; and

**Whereas**, staff recommends that the Board of Directors (Board) award a contract to Penta for the Services for a total not-to-exceed amount of \$850,000 for a four-year term.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a sole source Master Service Agreement to Penta Corporation for a total not-to-exceed amount of \$850,000, which includes \$484,694.50 for technology refresh, \$250,694.50 for annual maintenance and support services, and \$114,611.00 for additional as-needed services for a four-year term; and

**Be it Further Resolved** that the Board authorizes the Executive Director or designee to execute an MSA with Penta in full conformity with the terms and conditions of the negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 7<sup>th</sup> day of August, 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 and Business Development  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Authorize the Executive Director to Execute an Agreement for the Use of Diridon Station with Capitol Corridor Joint Powers Authority**

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

**Purpose and Recommended Action**

Execution of the proposed Station Use Agreement for the Diridon Station with the Capitol Corridor Joint Powers Authority (CCJPA) is crucial for the following reasons:

- Address necessary updates identified as part of the agency-wide agreement review and update effort;
- Ensure adequate resources to maintain and operate Diridon station on behalf of Caltrain, Capitol Corridor, Amtrak, and Altamont Corridor Express (ACE); and
- Bring the costs of station maintenance to current rates with annual adjustments.

Staff recommends the Finance Committee recommend the Board of Directors (Board) to authorize the Executive Director, or designee, to execute the Station Use Agreement for a four-year and 10-month term for an estimated value of \$816,808.68, with the option to extend for an additional five years.

**Discussion**

The CCJPA is the administrative agency responsible for the operation of the Capitol Corridor Service, which runs a rail route from Auburn to San Jose (the “Capitol Corridor”). CCJPA’s contractor, the National Railroad Passenger Corporation (Amtrak), currently operates certain intercity rail passenger trains in the Capitol Corridor under an agreement with the Union Pacific Railroad Company (UPRR), utilizing the rights held by UPRR to operate intercity passenger service under its 1991 Trackage Rights Agreement with the Peninsula Corridor Joint Powers Board (JPB).<sup>1</sup>

---

<sup>1</sup> The JPB and UPRR are parties to the December 20, 1991 Trackage Rights Agreement – Peninsula Main Line and Santa Clara/Lick Line (“1991 Trackage Rights Agreement”). The 1991 Trackage Rights Agreement gives UPRR retains a perpetual and exclusive easement in trackage rights over certain JPB property, including the right of way that passes next to the Diridon Station, for the provision of intercity rail passenger service.

In 1996, Amtrak and the JPB entered into an agreement, later amended, to allow for Amtrak's nightly storage and turnaround of Capitol Corridor Service locomotives and coaches at the Cahill Yards facility, adjacent to the Diridon Station.<sup>2</sup> To streamline operations and consolidate agreements, the JPB and CCJPA now intend to enter into this new Station Use Agreement. This agreement will permit CCJPA to use the station in exchange for an annual fee and will supersede Amtrak's previous agreements with the JPB for station use by the Capitol Corridor Service. Under this new arrangement, CCJPA will assume responsibility for payments to the JPB for both equipment storage and station use, with current rates and annual adjustments. CCJPA will also be responsible for maintaining adequate insurance coverage for the station's use.

**Budget Impact**

Operating revenue for Fiscal Year 2026 will increase by \$100,594.90. Revenues in future fiscal years will be adjusted with annual Consumer Price Index (CPI).

Prepared By: Lawrence Leung      Rail Contracts and Budget Manager      07/12/2025

---

<sup>2</sup> Amtrak also currently operates intercity rail passenger trains that stop at the Diridon Station ("Coast Starlight Service") and Amtrak and the JPB are parties to a 1998 Interim Agreement (the "Interim Agreement"), as amended, providing for Amtrak's use of the Diridon Station for the Coast Starlight Service and the Capitol Corridor Service. Staff anticipates entering into an updated agreement with Amtrak for Amtrak's use of the Station for the Coast Starlight Service.

**Resolution No. 2025 –**

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

\* \* \*

**Authorize the Executive Director to Execute the Station Use Agreement for the Diridon  
Station with Capitol Corridor Joint Powers Authority (CCJPA)**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) and the Union Pacific Railroad Company (UPRR) are parties to the December 20, 1991, Trackage Rights Agreement – Peninsula Main Line and Santa Clara/Lick Line (1991 Trackage Rights Agreement), whereby the UPRR retains a perpetual and exclusive easement in trackage rights over certain JPB property, including the right of way that passes next to the Diridon Station, for the provision of intercity rail passenger service; and

**Whereas**, the Capitol Corridor Joint Powers Authority's (CCJPA) contractor, National Railroad Passenger Corporation (Amtrak), currently operates certain intercity rail passenger trains in the Capitol Corridor (Capitol Corridor Service) pursuant to an agreement with the UPRR to utilize the rights held by UPRR to operate intercity passenger service under the Trackage Rights Agreement, and pursuant to a state-supported annual operating contract with the CCJPA, the administrative agency responsible for the capital funding and operation of the Capitol Corridor Service; and

**Whereas**, Amtrak and the JPB are parties to the July 2, 1996, Equipment Storage Agreement, as amended, providing for Amtrak's nightly storage and turnaround of Capitol Corridor Service locomotives and coaches at the Cahill Yards facility adjacent to the Diridon Station; and

**Whereas**, the JPB and CCJPA desire to execute the Station Use Agreement to replace the 1996 Equipment Storage Agreement; and

**Whereas**, execution of this Station Use Agreement will allow uninterrupted entry and equipment storage of the Capitol Corridor Service, and update station use costs to current rates with annual adjustments; and

**Whereas**, staff recommends that the Board of Directors (Board) authorize the Executive Director, or designee, to execute the Station Use Agreement for a four-year and 10-month term for an estimated value of \$816,808.68, with the option to extend for five years.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or designee, to execute the Station Use Agreement for a four-year and 10-month term for an estimated value of \$816,808.68, and to exercise the option to extend for five years, if deemed to be in the best interests of the JPB.

Regularly passed and adopted this 7<sup>th</sup> day of August, 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: Sherry Bullock, Interim Chief, Design and Construction  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Authorize Executive Director to Execute Two Memoranda of Understanding with San Mateo County Transportation Authority (TA) and City of Burlingame for Broadway Burlingame Grade Separation**

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

**Purpose and Recommended Action**

The Broadway at-grade rail crossing in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission’s (CPUC) Grade Separation Priority List. The Project also is part of the San Mateo County Transportation Authority’s (TA) grade separation pipeline of projects. In March 2025, the City of Burlingame, the TA, and the Peninsula Corridor Joint Powers Board (JPB or Caltrain) agreed that the Project should be redesigned to pursue a more cost-effective option, which includes removing the new Broadway Caltrain Station from the design. Staff recommend the Board of Directors (Board) of the JPB:

1. Authorize the Executive Director to execute separate Memoranda of Understanding (MOU) with the TA and the City of Burlingame that formalize each party’s roles and financial responsibilities as the Project is redesigned to the 65 percent design milestone.
2. Authorize Caltrain’s contribution of **\$3.83 million**, which represents twenty-five percent of the agreed **\$15.3 million** redesign budget; and
3. Authorize the Executive Director to accept conveyance of two TA-owned parcels in Burlingame—Assessor Parcel Numbers 026-131-230 and 026-234-020—at a cost of **\$635,125**, so that essential right-of-way is in Caltrain’s control well in advance of construction.

**Discussion**

***65 Percent Redesign and Funding Plan***

The Broadway Grade Separation Project reached 65 percent design in 2022 under a scope that included an elevated Broadway Station, new center platform, temporary shoofly track, and significant utility and creek relocations. At that time, the total project cost was estimated at approximately \$316 million. However, updated construction estimates prepared in 2024 by both the Construction Manager/General Contractor (CMGC) and an independent estimator

indicate significantly higher costs — potentially exceeding \$800 million. The cost escalation is primarily driven by:

1. Extended construction durations required to comply with strict environmental regulations and to safely build around live, electrified rail infrastructure.
2. Post-pandemic market conditions, including high inflation impacting labor and material costs.
3. Design changes and scope refinements since 2022.

In response, Caltrain, the TA, and the City of Burlingame have collaboratively identified the need to pursue a redesign that focuses on cost-effective delivery while preserving the Project's core safety and operational objectives. As part of this redesign, the parties have agreed to reassess key design elements, including the Broadway Station, shoofly configurations, vertical alignment, and construction phasing. The goal of the redesign is to reduce complexity, minimize long-lead risks, and improve the Project's readiness for external funding.

Total cost of the 65 percent redesign and right-of-way (ROW) support effort is \$15.3 million, and the parties have agreed to a 50 percent (TA)-25 percent (JPB)-25 percent (City) cost-sharing structure.

- **Caltrain Funding Contribution:** \$3.83 million.

This one-time contribution supports reaching the 65 percent design phase. Caltrain will cover 25 percent of the total \$15.3 million design cost. This contribution will cover Caltrain staff costs/overhead (\$1.825 million) and ROW support (\$2 million). San Mateo County Measure A (2008) funds or original Measure A (1988) funds will cover the \$3.83 million.

- **City Funding Contribution:** \$3.83 million.

The City of Burlingame will contribute up to 25 percent of the total \$15.3 million design cost.

- **TA Funding Contribution:** \$7.65 million.

The TA will contribute up to 50 percent of the total \$15.3 million design cost.

### ***Right-of-Way Agreement***

To support the Project's future delivery, Caltrain will acquire two parcels of land located along the railroad right-of-way in Burlingame. These parcels, identified by Assessor Parcel Numbers 026-131-230 and 026-234-020, were originally acquired by the TA in 1996 and are currently occupied by private tenants. The TA has deemed these properties "exempt surplus land" under Government Code Section 54221(f)(1)(D), allowing for their direct transfer to another public agency.

The current planned use for these properties is to support the Broadway Burlingame Grade Separation (BBGS) Project. Should the Project not move forward, or if the properties are not



needed under a redesigned alternative, the JPB will reconsider their uses for a broad range of potential purposes that could support new opportunities in Burlingame or other railroad capital and operating needs.

The TA Board approved a valuation of \$635,125 for both properties based on a “make whole” methodology reflecting the TA’s original purchase price plus inflation. This approach was supported by an Ad Hoc Advisory Committee of the TA Board. The acquisition will be funded through the Original Measure A Caltrain Improvements category, and the parcels will be incorporated into the Project as needed for construction staging, ROW access, or permanent facilities.

Together, the 65 percent redesign, the related MOUs, and the early ROW transfer enable the partners to refine the project scope before committing to construction, while maintaining eligibility for external funding programs focused on rail safety and grade separation improvements.

**Budget Impact**

Caltrain’s \$3.83 million share of the \$15.3 million redesign effort will be funded using available revenues in the San Mateo County Measure A (2008) Caltrain Improvements category. The property acquisition cost of \$635,125 will also be funded through the Original Measure A (1988) and does not require additional appropriations. These investments are consistent with Caltrain’s strategic goals to advance shovel-ready projects, leverage regional partnerships, and improve systemwide safety and grade separation outcomes.

Prepared By: Roland Mouawad

Project Manager

July 15, 2025

**Resolution No. 2025-**

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

\* \* \*

**Authorize Executive Director to Execute Two Memoranda of Understanding  
with SMCTA and City of Burlingame for Broadway Burlingame Grade  
Separation**

**Whereas**, the Broadway at-grade rail crossing in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission's (CPUC) Grade Separation Priority List; and

**Whereas**, the Project also is part of the San Mateo County Transportation Authority's (TA) grade separation pipeline of projects; and

**Whereas**, the Broadway Grade Separation Project reached 65 percent design in 2022 under a scope that included an elevated Broadway Station, new center platform, temporary shoofly track, and significant utility and creek relocations; and

**Whereas**, the total project cost was estimated at approximately \$316 million. However, updated construction estimates prepared in 2024 by both the Construction Manager/General Contractor (CMGC) and an independent estimator indicate significantly higher costs — potentially exceeding \$800 million; and

**Whereas**, the cost escalation is primarily driven by:

1. Extended construction durations to comply with strict environmental regulations and to safely build around electrified rail infrastructure.
2. Post-pandemic market conditions, including high inflation impacting labor and material costs.
3. Design changes and scope refinements since 2022.

**Whereas**, in March 2025, the City of Burlingame, the TA and the Peninsula Corridor Joint Powers Board (JPB) agreed that the Project should be redesigned to pursue a more cost-effective option, which includes removing the new Broadway Caltrain Station from the design; and

**Whereas**, the parties have also agreed to reassess key design elements such as shoofly configurations, vertical alignment, and construction phasing; and

**Whereas**, total cost of the 65 percent redesign and right-of-way (ROW) support effort is \$15.3 million, and the parties have agreed to a 50 percent (TA)-25 percent (JPB)-25 percent (City) cost-sharing structure; and

**Whereas**, the Caltrain Funding Contribution of \$3.83 million will cover Caltrain staff costs/overhead (\$1.825 million) and ROW support (\$2 million). The funds are sources from San Mateo County Measure A (2008) funds or original Measure A (1988) funds; and

**Whereas**, to support the Project's future delivery, Caltrain will acquire two parcels of land located along the railroad right-of-way in Burlingame (Assessor Parcel Numbers 026-131-230 and 026-234-020), which were originally acquired by the TA in 1996 and are currently occupied by private tenants; and

**Whereas**, the TA has deemed these properties "exempt surplus land" under Government Code Section 54221(f)(1)(D), allowing for their direct transfer to another public agency; and

**Whereas**, the TA Board approved a valuation of \$635,125 for both properties based on a "make whole" methodology reflecting the TA's original purchase price plus inflation; and

**Whereas**, the acquisition will be funded through the Original Measure A Caltrain Improvements category, and the parcels will be incorporated into the Project as needed for construction staging, ROW access, or permanent facilities.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or designee, to execute separate Memoranda of Understanding (MOU) with the TA and the City of Burlingame to formalize each party's roles and financial responsibilities as the Project is redesigned to the 65 percent design milestone; and

**Be It Further Resolved** that the Board of Directors hereby authorizes Caltrain's contribution of \$3.83 million, which represents twenty-five percent of the agreed \$15.3 million redesign budget; and

**Be It Further Resolved** that the Board of Directors hereby authorizes the Executive Director to accept conveyance of two TA-owned parcels in Burlingame—Assessor Parcel Numbers 026-131-230 and 026-234-020—at a cost of **\$635,125**, so that essential right-of-way is in Caltrain's control well in advance of construction.

Regularly passed and adopted this 7<sup>th</sup> day of August, 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: Sherry Bullock, Interim Chief, Rail Design and Construction, and CalMod Program Director  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Receive Update on Capital Project Cost Growth**

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

**Purpose and Recommended Action**

Staff recommends the Board receive a presentation on Capital Project Cost Growth. It is being presented to the Board for informational purposes and is intended to better inform the Board of capital project cost growth nationally and locally.

**Discussion**

Staff worked with Peter Rogoff, Principal and Managing Partner of The Contorta Group, to provide background information on cost increase challenges that are impacting all major infrastructure areas. The presentation will provide information on key cost drivers, summarize the results of these market conditions on costs and estimating certainty, provide information on cost trends for California projects, provide examples of national cost trends with sample transit projects, and provide information and recommendations on potential solutions.

**Budget Impact**

There is no budget impact.

Prepared By: Sherry Bullock      Interim Chief, Rail Design and Construction, and CalMod Program Director      05/07/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
For: August 2025 JPB Board of Directors Meeting  
Subject: **Receive State and Federal Legislative Update and Consideration of Positions on Legislation: Senate Bill 30 (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. Senate Bill (SB) 30 (Cortese) – Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.

**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, SB 30 (Cortese) which would prevent public agencies from selling, donating, or transferring diesel on track equipment.

**Budget Impact**

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	650.730.6172
	Isabella Conferti	Government and Community Affairs Specialist	650.647.3498

## Caltrain Federal Report July 2025

### *Congressional Update*

#### President Trump Signs Reconciliation Bill

- Senators returned to Washington over the June 28<sup>th</sup> weekend to resume consideration and vote on the “One Big, Beautiful Bill,” which cuts taxes and domestic spending, while allocating additional resources for defense and immigration/border enforcement. Vice President JD Vance broke a 50-50 tie in the Senate to send the bill to the House for final passage. Republican Senators Rand Paul (R-KY), Susan Collins (R-ME), and Thom Tillis (R-NC) joined all Democrats in voting against the measure.
- On July 3, the U.S. House of Representatives passed the “One Big, Beautiful Bill” by a vote of 218-214, sending the bill to the President’s desk for signature. Two Republicans joined all Democrats in voting against the bill in the House. President Trump signed the legislation on July 4 during a signing ceremony.
- Holland & Knight has prepared a comprehensive analysis of the legislation, which can be viewed [here](#).

#### Chairman Graves Op-Ed Previews a Return to Basics in Next Surface Transportation Reauthorization

- On June 26, House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) released his focus for the next surface transportation reauthorization bill. His [press release](#) focused heavily on restructuring the permitting process to make projects more efficient and less costly.
- Rep. Graves pointed to what he believes is bloat in the current surface transportation programs, which he stated has diluted the efficiency of the program and favored progressive political projects. He also stated that the House reauthorization bill would reestablish the role that states have in meeting their unique transportation and infrastructure needs.
- Another focus would be reforming the Highway Trust Fund (HTF). The HTF is based upon a user-pays principle. However, many believe the gas tax is no longer a sufficient funding source given the increasing fuel efficiency of vehicles and increased usage of electric vehicles (EVs).

## *Administration Update*

### Federal Judge Rules Against DOT Directive to Make DOT Grant Funding Contingent on Cooperation with Federal Immigration Operations

- On June 20, Judge John McConnell Jr. (U.S. District Court for Rhode Island) temporarily halted the Trump Administration’s attempt to withhold Department of Transportation (DOT) funding from states that don’t comply with its immigration enforcement policies. A coalition of 20 states, mostly led by Democratic governors and attorneys general, [sued the Administration last month](#), arguing it was overstepping its authority by tying transportation federal funds to immigration policy compliance.
- Judge McConnell issued a [preliminary injunction](#) stating that the Administration’s actions violate the U.S. Constitution and federal statutes. He wrote, "Congress did not authorize or grant authority to the Secretary of Transportation to impose immigration enforcement conditions on federal dollars specifically appropriated for transportation purposes."
- Transportation Secretary Sean Duffy posted his reaction to the judge’s ruling, stating, “I directed states who want federal DOT money to comply with federal immigration laws. But, no surprise, an Obama-appointed judge has ruled that states can openly defy our federal immigration laws. This is judicial activism pure and simple, and I will continue to fight in the courts.”

### DOT Announces New NEPA Implementing Procedures

- On June 30, DOT Secretary Sean Duffy released new revisions to the Department’s National Environmental Policy Act (NEPA) implementing procedures. The revisions announced by Duffy aim to reduce project costs, shorten delays, and cut DOT’s NEPA procedures in half overall.
- The reforms will implement deadlines and page limits on environmental reviews, provide clarification that NEPA does not apply to every action that a Federal agency takes, and ensure an expeditious process to create categorical exclusions (CEs). The specific updates to NEPA implementing procedures are [Department-wide Order 5610.1D](#); and (2) [Joint FHWA, FRA, and FTA procedures](#), 23 CFR Part 771.
- The press release emphasized that NEPA implementing procedures have not been modernized in the past 45 years. Duffy cites the President’s [Unleashing American Energy](#) Executive Order as context for his actions to reduce NEPA-related requirements.



800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564  
Holland & Knight LLP | www.hklaw.com

## DOT Intergovernmental Affairs Team Provides Update on Future Grant Announcements

- The DOT Intergovernmental Affairs team held a call with stakeholders to update them on future department actions. During the call, the team alerted listeners that the award deadline for FY25 BUILD grants had been postponed following the signing of the FY25 continuing resolution (CR).
- Additionally, the Department expects to release the SMART Stage 2 (implementation) NOFO in August. Officials also reminded listeners that applications for the Low/No Bus and Bus Facilities grants are due July 14, and the Large Bridge Grants deadline is August 1.

## DOT to Release Surface Transportation Reauthorization Priorities

- On July 17, DOT Secretary Sean Duffy will release his department's priorities for the upcoming Surface Transportation Reauthorization. Duffy will also appear a day earlier to testify before the House Transportation & Infrastructure Committee on DOT policies and its FY26 budget request.
- A livestream of the hearing can be viewed [here](#).

## DOT Announces TIFIA Update

- DOT's Build America Bureau [announced](#) an update to the [Transportation Infrastructure Finance and Innovation Act \(TIFIA\)](#) credit program that will allow all types of transportation infrastructure projects to finance up to 49 percent of eligible costs as authorized by TIFIA legislation. Previously, only a limited number of projects could be financed up to 49 percent, and most were capped at 33 percent.
- With this change, DOT aims to simplify, expedite, and reduce the cost of building infrastructure. The TIFIA credit program offers flexible, long-term, low-interest loans that enable public and private project sponsors to accelerate infrastructure delivery at lower financing costs.

## FTA Administrator-Designate Molinaro Assumes Advisor Role at Transportation Department

- Former Rep. Marc Molinaro (R-NY), President Donald Trump's pick to be the next Federal Transit Administration (FTA) Administrator, is working as a senior adviser to Transportation Secretary Sean Duffy on transit issues. Molinaro has served as a senior adviser since June 16 as he waits for a final confirmation vote by the U.S. Senate.
- Molinaro's nomination was advanced in April by the Senate Banking, Housing, and Urban Affairs Committee, but his nomination has not been scheduled for a vote. Deputy Administrator Tariq Bokhari continues to serve as Acting Administrator while Molinaro's nomination remains pending.



July 23, 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 – August 2025**

---

### ***General Update***

The Legislature had until June 6 to pass bills introduced in the first year of the 2025-26 Legislative Session to their second house to meet the “House of Origin” deadline.

Following this deadline, the Legislature entered a busy period of policy committee hearings, which concluded on July 18. The Legislature then adjourned for summer recess on July 18 and will return to Sacramento on August 18. Once they reconvene from Summer Recess, the Legislature will have until August 29 to hear and pass bills from their fiscal committees to the floor of each house. The Legislature will recess the first year of the two-year 2025-26 Legislative Session on September 12.

For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

### ***State Budget Agreement***

In late June, the Governor and Legislative Leaders announced that they had reached an agreement on a final budget for the Fiscal Year (FY) 2025-26. This is the culmination of more than a month of work between the Newsom Administration and the Legislature since the Governor announced in his May Revision that the State was unexpectedly facing a \$12 billion state budget deficit for FY 2025-26. As a reminder, the Governor had proposed a variety of spending reductions, delays, fund shifts, and withdrawals from the State’s ‘rainy day fund’ to address this shortfall, including significant proposed cuts to vital transit programs.

In response to the Governor’s proposal, the California Transit Association and its members (including Caltrain) mobilized to defend transit investments and aggressively lobby against the proposed cuts. This advocacy was successful; in early June, Legislative leadership in the Assembly and Senate announced their counter proposal, which rejected most of the Governor’s proposed cuts to transit out of hand.

Finally, on June 24, the Governor and Legislative Leaders announced that they had reached a “three-party agreement” on the FY 2025-26 budget. The Legislature subsequently passed two budget bill “juniors” (bills that amend the main spending bills) and more than a dozen budget trailer bills (bills that contain policy proposals implementing the budget) on June 27, which were then signed into law by the Governor. All told, the Budget Act of 2025 comprises \$321.1 billion in total spending, and contains total reserves of \$15.7 billion.

Of significance to Caltrain, the FY 2025-26 budget staves off cuts initially proposed by the Governor in the May Revise and maintains \$1.078 billion in Greenhouse Gas Reduction Fund (GGRF) commitments for the SB 125 Transit Intercity Rail and Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP) funds and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$188M for SB 125 - TIRCP
- FY 2025-26: \$180M for TIRCP Cycle 6
- FY 2026-27: \$230M for SB 125 - ZETCP
- FY 2027-28: \$460M for SB 125 - ZETCP

As a technical matter, the preservation of this funding is not reflected in appropriations from the GGRF just yet. Those appropriations will be made later this summer as part of the larger Cap-and-Trade Expenditure Plan.

The budget also appropriates \$1.196 billion in General Fund for SB 125 - TIRCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$812M for SB 125-TIRCP (note that this investment, combined with the commitment above, fully funds SB 125 - TIRCP)
- FY 2025-26: \$384M for TIRCP Cycle 6 (note that this investment, combined with the commitment above, fully funds TIRCP Cycle 6)

In addition, the budget includes a \$750 million emergency loan program from the General Fund for select Bay Area transit agencies (AC Transit, BART, Caltrain, and SF Muni) "as they work through fiscal challenges until local revenues stabilize." This loan was included in the budget in lieu of the \$2 billion ask for new transit monies championed by Senator Jesse Arreguín (D-Berkeley) and Assemblymember Mark Gonzalez (D-Los Angeles). The Budget Act conditions this funding on several things, including that agencies have approved repayment plans and that SB 63 (Wiener and Arreguín) is signed by the Governor.

### ***Cap-and-Trade Update***

The Legislature largely punted taking action on the Cap-and-Trade program and its corresponding Greenhouse Gas Reduction Fund (GGRF) proceeds. As a refresher, while announcing his May Revise, the Governor also proposed to extend the Cap-and-Trade program an additional 15 years and make major changes to the GGRF:

- \$1 billion a year for the high-speed rail project
- \$1.5 billion for CAL FIRE (which, as an essential government agency, has always previously been funded through the General Fund)
- Reset all other expenditures, including continuous LCTOP and TIRCP funding

The Legislature beat back some of his proposed changes (the \$1.078 billion in restored transit funding, as detailed above), acquiesced on others (by appropriating \$1.25 billion from the GGRF for CAL FIRE for FY 2025-26), but left most issues to deal with later this Summer.

These issues include high-speed rail funding, continuous TIRCP and LCTOP funding, and all additional programs that receive GGRF monies. The stakes for reaching an agreement are high: there are concerns that the next Cap-and-Trade auction, scheduled for August, may again produce tepid proceeds. The last

auction, in May, was the worst performing since 2021. These proceeds directly fund the GGRF, and thus, the pot of money the Legislature, the Governor, and advocates are fighting over.

### ***Bay Area Regional Measure***

The Bay Area Regional Measure, ensconced in SB 63 (Wiener and Arreguín), continues to move through the legislative process. This bill seeks to generate additional revenue to support the Bay Area's public transit systems. After passing the Senate Floor on June 2, the bill passed to the Assembly, where it was heard in its first policy committee – the Assembly Transportation Committee – on July 7. The bill passed the Committee on a party-line vote of 11-4, with Assembly Member Papan supporting. However, before passing, the author accepted Committee amendments that prioritize the operations of the San Francisco Bay Ferry (WETA) service and the East Bay bus systems over funding for transit transformation, while also reducing the transit transformation pot from 10 percent to 5 percent. Additionally, because the legislation is not in its final form, the author and the Chair agreed that the bill would again be heard in the Committee before the end of the Legislative Session, which is September 12.

The bill was then heard at the Assembly Revenue and Taxation Committee on July 14. The bill passed and will move to the Assembly Appropriations Committee and then to the Assembly Floor. Once on the Assembly Floor, it will be pulled back to the Assembly Transportation Committee for a hearing on the substance.

The bill, as currently drafted, 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 could be applied for 10-15 years. 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.

The bill now proposes to allocate revenues to AC Transit, BART, Caltrain, Muni, County Connection, Tri Delta Transit, LAVTA, Union City Transit, WestCAT and SF Bay Ferry, and those revenues may only be used for transit operations. The measure would also provide up to 5 percent (down from 10 percent) of the revenues for transit transformation to be controlled by MTC and up to 1 percent of revenues for administration of the regional measure for the Transportation Revenue Measure District Board. The bill also currently requires performance audits of the major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), as well as provisions for stronger regional network management and authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds. **Caltrain is in support of SB 63, and voted on July 23 to endorse the allocation of regional transit measure funds intended for Caltrain at the deficit target of \$75M per year with annual allocation of these regional funds among the Caltrain member agencies, consistent with the bill author's expenditure plan, to be approximately: \$32.5M for Santa Clara County, \$32.5M for San Mateo County, and \$10M for the City and County of San Francisco.** (Letter attached.)

### **CARB Repeals In-Use Locomotive Regulation**

On June 26, the California Air Resources Board voted to repeal the In-Use Locomotive Regulation, which aimed to reduce emissions from diesel-powered passenger and freight locomotives. The regulation was adopted by CARB in November 2024.

You may recall that, in the lead-up to the regulation's adoption, Caltrain worked through the California Transit Association, and in partnership with passenger rail and commuter rail agencies statewide, to secure significant amendments to the regulation. These amendments created a third compliance option, the Alternative Fleet Milestone Option, that minimized impacts on passenger rail operations.

CARB voted to repeal the regulation, because it ultimately failed to secure an authorization from the United States Environmental Protection Agency in 2025 to enforce the regulation and to provide clarity about its status.

### **CARB LCFS Amendments Take Effect**

On July 1, the California Air Resources Board's amendments to the Low Carbon Fuel Standard went into effect, following approval by the Office of Administrative Law. These amendments were adopted by CARB in November 2025 to strengthen the program, which aims to reduce the carbon intensity of the state's transportation fuel supply. Among other things, the program provides transit and rail agencies in the state the opportunity to generate credits for their use of low and no emission fuels, like electricity, which can be sold to create revenue that supports zero-emission operations.

### ***Bills with Recommended Action***

#### **SB 30 (Cortese) Diesel On-Track Equipment Resale and Transfer Restrictions – OPPOSE UNLESS AMENDED**

This bill would restrict passenger rail agencies from selling, donating or transferring decommissioned diesel-powered on-track equipment. This restriction would only apply to public agencies and not apply to freight rail or private industry which hold 99% of diesel on-track equipment in the state of California.

Caltrain has worked 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 agreement to transfer trainsets to Peru last Fall. Last month, the California Transit Association adopted an **Oppose Unless Amended** position (letter attached) on the bill and has actively worked to secure favorable amendments to the legislation. As written, the bill presents numerous concerns to rail transit agencies and the State at-large – most pertinently, it would significantly impact existing rail service, disincentivize agencies from transferring older equipment and upgrading to cleaner technology and fails to account for the significant reduction in vehicle miles traveled provided by passenger rail services.

The bill was amended in the Assembly Transportation Committee to allow for the exemption of locomotives Tier 2 and higher but would still impact all of Caltrain's remaining diesel fleet of six Tier 1+ and three Tier 0+ locomotives. Caltrain invested over \$20M in the overhaul and updating of this fleet with the last unit updated as recently as 2024. Combined with the current values and potential lease value for these units, the inability to lease or sell the remaining diesel fleet would cost Caltrain substantially. It would also prevent the transfer of locomotives regardless of the environmental benefits of doing so, which could include reduced vehicle miles traveled and improved air quality.

**Staff are recommending an Oppose Unless Amended Position consistent with the California Transit Agency's position and recommend the following amendments:**

- **For Tier I and lower vehicles, require an air quality and greenhouse gas reduction benefit analysis in advance of the sale of decommissioned diesel locomotives in order to ensure that there will be quantifiable benefits to the transfer. Should this analysis demonstrate quantifiable benefits, exempt the transfer.**
- **Change requirement of "engine removal" to "permanent disablement" in order to allow for transfers to museums, and other institutions which do not have intent to operate the locomotive engines.**

### ***Bills with Positions***

#### **SB 63 (Wiener) Regional Measure – SUPPORT**

This bill seeks to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure.

**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.

**SB 545 (Cortese) High-Speed Rail Economic Opportunity Study**

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.

## Caltrain Bill Matrix as of Friday, July 11, 2025

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 12</a> <a href="#">Wallis R</a></p> <p>Low-carbon fuel standard: regulations.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations 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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 23</a> <a href="#">DeMaio</a> R</p> <p>The Cost of Living Reduction Act of 2025.</p>	<p>This bill is in the Assembly Utilities &amp; Energy Committee.</p>	<p>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.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 61</a> <a href="#">Pacheco</a> D</p> <p>Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate’s Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions to 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.</p>	<p>Watch</p>
<p><a href="#">AB 99</a> <a href="#">Ta</a> R</p> <p>Electrical corporations: rates.</p>	<p>This is a two-year bill.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing 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.</p>	<p>Watch</p>
<p><a href="#">AB 102</a> <a href="#">Gabriel</a> D</p> <p>Budget Act of 2025.</p>	<p>This bill was signed by the Governor on June 27, 2025.</p>	<p>The Budget Act of 2025 would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would amend the Budget Act of 2025 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 259</a> <a href="#">Rubio, Blanca D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is in the Senate Judiciary Committee.</p>	<p>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. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 267</a> <a href="#">Macedo</a> R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.</p>	<p>Watch</p>
<p><a href="#">AB 273</a> <a href="#">Sanchez</a> R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 314</a> <a href="#">Arambula D</a></p> <p>Affordable Housing and Sustainable Communities Program: project eligibility.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 339</a> <a href="#">Ortega D</a></p> <p>Local public employee organizations: notice requirements.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 60 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 after receiving the written notice, the bill would require the public agency and recognized employee organization to meet and confer in good faith within a reasonable time, as specified. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 340</a> <a href="#">Ahrens D</a></p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Senate Judiciary Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 370</a> <a href="#">Carrillo</a> D</p> <p>California Public Records Act: cyberattacks.</p>	<p>This bill has been ordered to Engrossing and Enrolling.</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 377</a> <a href="#">Tangipa R</a></p> <p>High-Speed Rail Authority: business plan: Merced to Bakersfield segment.</p>	<p>This bill is on the Assembly Floor for concurrence.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. The act requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.</p>	<p>Watch</p>
<p><a href="#">AB 394</a> <a href="#">Wilson D</a></p> <p>Public transportation providers.</p>	<p>This bill is in the Senate Judiciary Committee.</p>	<p>Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, 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.</p>	<p>Support April 2025</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 421</a> <a href="#">Solache D</a></p> <p>Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, or in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 476</a> <a href="#">González, Mark D</a></p> <p>Metal theft.</p>	<p>This bill is in the Senate Public Safety Committee.</p>	<p>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. This bill contains other related provisions and other existing laws.</p>	<p>Support April 2025</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 541</a> <a href="#">DeMaio</a> R</p> <p>California Public Records Act Ombudsperson.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p><a href="#">AB 555</a> <a href="#">Jackson</a> D</p> <p>Air resources: regulatory impacts: transportation fuel costs.</p>	<p>This is a two-year bill.</p>	<p>Existing law vests the State Air Resources Board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards. This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 810</a> <a href="#">Irwin D</a></p> <p>Local government: internet websites and email addresses.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 939</a> <a href="#">Schultz D</a></p> <p>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.</p>	<p>Watch</p>

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

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 942</a> <a href="#">Calderon D</a></p> <p>Net energy metering: eligible customer-generators: tariffs.</p>	<p>This bill is in the Senate Energy Utilities, &amp; Communications Committee.</p>	<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 large electrical corporation customer that becomes a new eligible</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
		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, disqualify the new eligible customer-generator from eligibility for the avoided cost calculator plus glide path, as specified, and require the new eligible customer-generator to pay all nonbypassable charges that are applicable to customers that are not eligible customer-generators. This bill contains other related provisions and other existing laws.	
<p><a href="#">AB 1058</a> <a href="#">Gonzalez, Jeff R</a></p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill is in Assembly Transportation Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1067</a> <a href="#">Quirk-Silva D</a></p> <p>Public employees' retirement: felony convictions.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. 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, if the investigation indicates that the public employee may have committed a crime. 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, and would then authorize the public employer to close the investigation. 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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1070</a> <a href="#">Ward D</a></p> <p>Transit districts: governing boards: compensation: nonvoting members.</p>	<p>This is a two-year bill.</p>	<p>Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would 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.</p>	<p>Watch</p>
<p><a href="#">AB 1132</a> <a href="#">Schiavo D</a></p> <p>Department of Transportation: climate change vulnerability assessment: community resilience assessment.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1167</a> <a href="#">Berman D</a></p> <p>Electrical corporations and gas corporations: rate recovery: political activities and promotional advertising.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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, as specified. 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 May 31, 2026, and annually thereafter, to include, as part of a specified statement to the commission, certain information. The bill would require the commission to make the report publicly available, as provided. This bill would require the commission to assess a civil penalty, based on the severity of the violation, against an electrical corporation or gas corporation that violates the prohibition described above, or that neglects to comply with any part or provision of any order, decision, decree, rule, direction, demand, or requirement of the commission related to implementing that prohibition, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1198</a> <a href="#">Haney D</a></p> <p>Public works: prevailing wages.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1207</a> <a href="#">Irwin D</a></p> <p>Climate change: market-based compliance mechanism: price ceiling.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. 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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1218</a> <a href="#">Soria D</a></p> <p>Copper theft.</p>	<p>This is a two-year bill.</p>	<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>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1222</a> <a href="#">Bauer-Kahan D</a></p> <p>Public utilities: judicial review.</p>	<p>This is a two-year bill.</p>	<p>Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued. This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission 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>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1243</a> <a href="#">Addis D</a></p> <p>Polluters Pay Climate Superfund Act of 2025.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>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.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1268</a> <a href="#">Macedo R</a></p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1290</a> <a href="#">Wilson D</a></p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>This is a two-year bill.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1331</a> <a href="#">Elhawary D</a></p> <p>Workplace surveillance.</p>	<p>This bill is in the Senate Judiciary Committee.</p>	<p>Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to 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 a public prosecutor to bring specified enforcement actions.</p>	<p>Watch</p>
<p><a href="#">AB 1337</a> <a href="#">Ward D</a></p> <p>Information Practices Act of 1977.</p>	<p>This bill is in the Senate Judiciary Committee.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1340</a> <a href="#">Wicks D</a></p> <p>Transportation network company drivers: labor relations.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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 Public Employment Relations Board in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Existing law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (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 board to enforce these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1372</a> <a href="#">Papan D</a></p> <p>Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Sponsor February 2025</p>
<p><a href="#">AB 1410</a> <a href="#">Garcia D</a></p> <p>Utilities: service outages and updates: alerts.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, gas corporations, and water corporations, while local publicly owned electric utilities are under the direction of their governing boards. 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 electrical corporation, gas corporation, water corporation, or local publicly owned electric utility, on or before March 1, 2026, to automatically enroll its 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 of those utilities to annually provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information on the utility's internet website or by telephone. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1421</a> <a href="#">Wilson D</a></p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.</p>	<p>Watch</p>
<p><a href="#">AB 1472</a> <a href="#">Hart D</a></p> <p>California Sea Level Rise State and Regional Support Collaborative.</p>	<p>This is a two-year bill.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.</p>	<p>Watch</p>
<p><a href="#">SB 30</a> <a href="#">Cortese D</a></p> <p>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. 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.</p>	<p>Concerns March 2025  Recommend Oppose Unless Amended</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 63</a> <a href="#">Wiener D</a></p> <p>San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>This bill is in the Assembly Revenue &amp; Taxation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would 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 Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies for operating expenses, and would require the remaining proceeds to be subvned directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.</p>	<p>Support July 2025</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 71</a> <a href="#">Wiener D</a></p> <p>California Environmental Quality Act: exemptions: environmental leadership transit projects.</p>	<p>This bill is in the Assembly Natural Resources Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support April 2025</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 79</a> <a href="#">Wiener D</a></p> <p>Housing development: transit-oriented development.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a land use element and a housing element. Existing law requires that the land use element designate the proposed general distribution and general location and extent of the uses of the land, as specified. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires each local government to revise its housing element in accordance with a specified schedule. Existing law, the Housing Accountability Act, among other things, requires a local agency that proposes to disapprove a housing development project, as defined, or to impose a condition that the project be developed at a lower density to base its decision on written findings supported by a preponderance of the evidence that specified conditions exist if that project complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time that the application was deemed complete. The act authorizes the applicant, a person who would be eligible to apply for residency in the housing development project or emergency shelter, or a housing organization to bring an action to enforce the act's provisions, as provided, and provides for penalties if the court finds that the local agency is in violation of specified provisions of the act. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions shall be deemed consistent, compliant, and in</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
		<p>conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, as provided. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements, and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 101</a> <a href="#">Wiener D</a> Budget Act of 2025.</p>	<p>This bill was signed by the Governor on June 27, 2025.</p>	<p>This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 131</a> Committee on Budget and Fiscal Review  Public Resources.</p>	<p>This bill was signed by the Governor on June 30, 2025.</p>	<p>Existing law establishes the Homeless Housing, Assistance, and Prevention program, administered by the Interagency Council on Homelessness, with respect to rounds 1 to 5, inclusive, of the program, and the Department of Housing and Community Development, with respect to round 6 of the program, for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill would establish round 7 of the program. The bill would authorize the Department of Finance to augment Item 2240-001-0001 of the Budget Act of 2025 by \$8,000,000 from the General Fund to prepare to administer round 7 of the program, as specified. The bill would require the Department of Finance to provide notification of any augmentation within 10 days to the Joint Legislative Budget Committee. The bill would, effective July 1, 2026, appropriate \$500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care, and that the city, county, tribe, or continuum of care has obligated at least 50% of its total round 6 award. The bill would state the intent of the Legislature to enact future legislation that specifies the parameters for round 7 of the program, as specified. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 272</a> <a href="#">Becker D</a></p> <p>San Mateo County Transit District: job order contracting: pilot program.</p>	<p>This bill is on the Assembly Floor.</p>	<p>The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 348</a> <a href="#">Hurtado D</a></p> <p>State Air Resources Board: Low Carbon Fuel Standard.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 400</a> <a href="#">Cortese D</a></p> <p>Labor: elective compensation under the Inflation Reduction Act of 2022.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law, with certain exceptions, establishes 8 hours as a day’s work and a 40-hour workweek, and requires payment of prescribed overtime compensation for additional hours worked. Existing law requires a person who unlawfully withholds wages due an employee, as provided, to be subject to specified civil penalties. Existing law charges the Labor Commissioner with enforcement of these provisions. Existing law makes every person who fails to pay the wages of each employee subject to a specified penalty. Existing law requires the penalty to either be recovered by an employee as a statutory penalty or by the Labor Commissioner as a civil penalty, as prescribed. Existing law defines “public works,” for purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a violation of this requirement. Existing law provides that for the purposes of provisions of law relating to the payment of prevailing wages, “public works” includes specified types of construction, alteration, demolition, installation, and repair work. Existing law, the Labor Code Private Attorneys General Act of 2004, authorizes an aggrieved employee to recover through a civil action a civil penalty that may be assessed and collected by the Labor and Workforce Development Agency, as specified. This bill would, until January 1, 2029, authorize a taxpayer, employer, contractor, or subcontractor to make an elective or retroactive wage payment, as defined, to workers who performed work on a qualified renewable clean energy facility pursuant to the Inflation Reduction Act of 2022 (Public Law 117-169) if certain requirements are met, including, among others, that the facility is not a public works project, as defined, and would not otherwise be subject to the Davis-Bacon Act, as specified. The bill would specify that those provisions do not apply to, among others, violations of any other provision of law unrelated to the payment of retroactive prevailing wage correction payments in connection with the application for federal tax benefits pursuant to the Inflation Reduction Act of 2022. The bill would limit that authorization to renewable energy facility construction or repairs commenced on or after January 1, 2023, that were completed on or before December 31, 2024. The bill would make related findings and declarations.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 445</a> <a href="#">Wiener D</a></p> <p>High-speed rail: third-party permits and approvals: regulations.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before January 1, 2026, to develop and adopt regulations setting forth requirements governing third-party permits and approvals that are necessary to deliver the high-speed rail project. The bill would require the authority to ensure that the regulations, among other things, identify the circumstances under which the authority would be required to seek to enter into a cooperative agreement with a third party, which the bill would define as a local agency or utility, that identifies who is responsible for specific utility relocations and the costs associated with those relocations. The bill would require the authority to consult with specified entities in developing the regulations and would require the authority to hold at least 2 public hearings regarding the proposed regulations. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 496</a> <a href="#">Hurtado D</a></p> <p>Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 506</a> Committee on Transportation  Transportation: omnibus bill.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Existing law requires the authority’s governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority’s governing board. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 544</a> <a href="#">Laird D</a>  Railroad crossings: permit applications: review.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Under current law, the Public Utilities Commission has the exclusive power to, among other things, determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Existing law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 545</a> <a href="#">Cortese D</a></p> <p>High-speed rail: economic opportunities.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>Existing law establishes the Governor’s Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. 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 Governor’s Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, 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, 2028, 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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 559</a> <a href="#">Stern D</a></p> <p>Electricity: deenergization events: communications.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, 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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 578</a> <a href="#">Smallwood-Cuevas D</a></p> <p>California Workplace Outreach Program.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing 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, until January 1, 2031, 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. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">SB 642</a> <a href="#">Limón D</a></p> <p>Employment: payment of wages.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>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 an employer reasonably expects to pay for the position upon hire and is made in good faith. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 667</a> <a href="#">Archuleta D</a></p> <p>Railroads: safety: wayside detectors: train length: emergency vehicle crossing.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 707</a> <a href="#">Durazo</a> D</p> <p>Open meetings: meeting and teleconference requirements.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>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 an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, 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, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 714</a> <a href="#">Archuleta</a> D</p> <p>Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California’s workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.</p>	<p>Watch</p>
<p><a href="#">SB 735</a> Committee on Local Government</p> <p>Validations.</p>	<p>This bill is on the Governor’s desk.</p>	<p>This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 741</a> <a href="#">Blakespear D</a></p> <p>Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>This bill is in the Assembly Natural Resources Committee.</p>	<p>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.</p>	<p>Watch</p>
<p><a href="#">SB 752</a> <a href="#">Richardson D</a></p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>This bill was held on the Suspense File in the Senate Appropriations Committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.</p>	<p>Watch</p>



BOARD OF DIRECTORS 2025

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

MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

July 24, 2025

The Honorable Scott Wiener  
California State Senate  
1021 O Street, Suite 6630  
Sacramento, CA 95814

The Honorable Jesse Arreguín  
California State Senate  
1021 O Street, Suite 6710  
Sacramento, CA 95814

**Subject: Support for SB 63 (Wiener) Caltrain Allocation and Expenditure Plan**

Dear Senators Wiener and Arreguín,

On behalf of Caltrain, we want to thank you for your continued efforts to authorize a regional revenue measure (SB 63) that would support public transit in our region. At a special Board meeting on July 23, 2025, and with the benefit of the information contained in your letter of the same date, the Peninsula Corridor Joint Powers Board (JPB) voted 7-0 to endorse the following terms for the allocation of regional transit measure funds intended for Caltrain. These terms are consistent with the expenditure plan outlined in your July 23<sup>rd</sup> letter.

1. The funding target for Caltrain in the regional transit measure should be approximately \$75 million, which Caltrain will use to fund its operating expenses, and which will serve as a cap on operating contributions from the regional transit measure and member agencies for the duration of the measure.
2. The annual allocation of these regional funds among the Caltrain member agencies should be approximately: \$32.5 million for Santa Clara County, \$32.5 million for San Mateo County, and \$10 million for the City and County of San Francisco. The precise amounts will be specified in the bill text. This allocation between member agencies is for the sole use of SB 63 and will not set a precedent for future allocations.
3. This allocation formula should be limited to the term of the regional transit measure and should not set a precedent regarding potential amendments to the Joint Powers Agreement (JPA).
4. The member agencies will resume discussions concerning potential JPA amendments with the goal of resolving inconsistencies and ambiguities and eliminating duplicative agreements.

**PENINSULA CORRIDOR JOINT POWERS BOARD**

1250 San Carlos Avenue  
San Carlos, CA 94070 (650) 508-6200


5. The JPB recognizes SamTrans investment in the acquisition of the right-of-way, its leadership during times of crisis, and the challenges the member agencies have faced as a partnership. The JPB is committed to finding a new path forward where we can work better together on behalf of our riders.

The allocation described in the second term is the result of a compromise among the members of the JPB Ad Hoc Governance Committee, which had discussed multiple options for a formula to allocate member agency responsibility for Caltrain's operating deficit. Faced with divergent positions from the Santa Clara Valley Transportation Authority and the San Mateo County Transit District and understanding San Francisco's financial limitations, the Ad Hoc Committee agreed to put the rationale for their respective formula positions to the side and compromise on an allocation that had an even split between VTA and SamTrans (see term 2). In addition, the Ad Hoc Committee agreed that this decision would not establish a precedent for future discussions concerning the JPA.

During the Caltrain Board meeting on July 23, members of the JPB unanimously supported the proposed terms listed above and acknowledged the significance of the regional transit measure for Caltrain. They also recognized SamTrans's leadership in the acquisition of the right-of-way and the administration of Caltrain. The three-county Board reaffirmed their collective commitment to working together in close partnership to forge a path forward – one that strengthens Caltrain and better serves its riders and the region.

We deeply appreciate your leadership in authoring SB 63 and ensuring a promising future not just for Caltrain's riders but also for the broader region. We look forward to working with you on the successful enactment of SB 63.

Sincerely,



Steve Heminger  
Chair, Caltrain Board of Directors

cc: Caltrain State Delegation  
Peninsula Corridor Joint Powers Board of Directors  
San Francisco County Transportation Authority Board of Directors  
San Francisco Municipal Transportation Agency Board of Directors  
San Mateo County Transit District Board of Directors  
San Mateo County Transportation Authority Board of Directors  
Santa Clara County Valley Transportation Authority Board of Directors





Connecting us.

July 22, 2025

The Honorable Buffy Wicks  
Chair, Assembly Appropriations Committee  
1021 O St, Suite 8220  
Sacramento, CA 95814

**Re: SB 30 (Cortese) Diesel-Powered On-Track Equipment Decommissioning and Transfer Restrictions – OPPOSE UNLESS AMENDED**

Dear Assemblymember Wicks,

On behalf of the California Transit Association, I write to express our **OPPOSITION** to **SB 30 (Cortese)**, as amended on July 14, and request further amendments to the bill that would address our Association's concerns. These amendments would clarify the ability of our state's passenger rail operators to lease Tier 0 and I to other passenger rail operators and permit lease-to-own arrangements for equipment that would not be taken out of service. Additionally, we continue to maintain that if an agency wishing to "sell, donate, or transfer" a Tier 0 or I locomotive can demonstrate that the sale, donation or transfer would result in air quality and mobility benefits, then it should be permitted.

The California Transit Association represents 220 organizations, including 85 local transit agencies across our State. The Association's eight inter-city and commuter rail agency members move millions of people annually, keeping cars off the road and improving local air quality. Their work supports the buildout of a statewide network of intercity and commuter rail service and contributes greatly to the State's greenhouse gas reduction goals. Rail agencies across California have taken aggressive steps to upgrade their fleets to the cleanest technology in the United States, including Tier IV locomotives and trainsets, as well as electric and hydrogen fuel cell trainsets. Rail agencies have taken these steps in response to elective board policy and in the absence of any regulatory mandate – often at significant cost.

As amended, SB 30 now permits Tier II, Tier III, Tier IV, or any emissions-equivalent diesel locomotive to be sold or transferred if a public hearing. However, the bill maintains the prohibition on transferring any Tier 0 or Tier I diesel equipment unless the engine is removed. The continued prohibition for Tier 0 or I locomotives would impact existing rail services in the state by limiting the ability of the state's rail operators to source equipment from one another. Due to a scarcity of passenger rail vehicles in California and throughout the United States, lower tier locomotives are at times the only available and affordable option available.

SB 30 may also encourage agencies to retain and use older equipment longer than necessary, rather than facilitating timely transitions to cleaner, more efficient technology because of the potential revenue loss attributed to the inability to sell older, still-functioning equipment to help offset the cost of new locomotives. Additionally, the engine removal requirement for Tier 0 and

Tier I locomotives means these locomotives could not be donated to museums or preservation groups that would no longer operate the locomotives but would instead display or maintain them for educational purposes.

We welcome the opportunity to discuss our suggested changes that would achieve the state's emissions reduction goals without unduly burdening public agencies and compromising passenger rail services.

Thank you for your time and consideration. Should you have any questions, please feel free to contact me at (916) 446-4656 or michael@caltransit.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'MP', with a long horizontal flourish extending to the right.

Michael Pimentel  
Executive Director