Amended 10/24/25 at 5:35 pm –Materials added for Item 8

AMENDED AGENDA

Peninsula Corridor Joint Powers Board

Finance Committee Meeting

October 27, 2025, 2:30 pm

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

Committee Members: David J. Canepa (Acting Chair), David Cohen

Members of the public may participate remotely via Zoom at **https://us02web.zoom.us/j/81843266625?pwd=aDExTGltUUJSOUc5TkNnbU1QMTRHUT09** or by entering Webinar ID: **# 818 4326 6625,** Passcode: **249080,** 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, 1250 San Carlos Avenue, Bacciocco Auditorium - Second Floor, San Carlos, CA, or any other noticed location.

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Finance Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Finance Committee correspondence reading file, posted online at: https://www.caltrain.com/about-caltrain/meetings

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

Each public comment is limited to two minutes. The Committee Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

October 27, 2025 - Monday 2:30 pm

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

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

1. Call to Order

2. Roll Call

3. Pledge of Allegiance / Safety Briefing

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

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

   5.a. Approval of Meeting Minutes for September 29, 2025 — Motion

   5.b. Adopt 2026 Meeting Calendar — Motion

6. Accept Statements of Revenues and Expenses for the Periods Ending June 30, 2025, and August 31, 2025 — Motion

7. Receive Quarterly Financial Report: Fiscal Year 2025 Quarter 4 Results — Informational

8. Amend and Increase the Fiscal Year 2026 Capital Budget from $66,491,608 to $95,141,608 and the Fiscal Year 2027 Capital Budget from $23,026,000 to $25,526,000 — Motion

9. Conduct Public Hearing and Adopt Proposed Fare Structure and Caltrain Charter Train, Bike Locker, and Parking Fee Document Changes — Motion

10. Authorize Amendment 2 to Contract with Olson Remcho LLP for General Counsel and Other Legal Services* — Motion

11. Committee Member Requests

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

12. Date/Time of Next Regular Finance Committee Meeting: Monday, November 17, 2025 at 2:30 pm.
    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.

13. Adjourn

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

Information for the Public

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

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

Date and Time of Board and Committee Meetings
JPB Board of Directors: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm. JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

Location of Meeting
Members of the Public may attend this meeting in person or remotely via Zoom. 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. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Finance Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Finance Committee correspondence reading file, posted online at: https://www.caltrain.com/about-caltrain/meetings.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. 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 Committee Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation
Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records
All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

Peninsula Corridor Joint Powers Board
Finance Committee

1250 San Carlos Avenue, San Carlos, CA 94070
DRAFT Minutes September 29, 2025

Members Present:	David Cohen, Monique Zmuda (Chair)
Members Absent:	David Canepa (Vice Chair)
Staff Present:	M. Bouchard, D. Covarrubias, N. Fogarty, J. Harrison, M. Jones, L. Ko, L. Lumina-Hsu

1. **Call to Order**
   Chair Zmuda called the meeting to order at 2:30 pm.

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

3. **Pledge of Allegiance / Safety Briefing**
   Chair Zmuda led the Pledge of Allegiance and delivered the safety briefing.

4. **Public Comment on Items not on the Agenda**
   Roland commented on Campus Burger’s interest in the San Carlos station tenancy.

5. **Consent Calendar**
   5.a. Approval of Meeting Minutes for August 25, 2025
   Motion/Second: Cohen/Zmuda
   Ayes: Cohen, Zmuda
   Noes: None
   Absent: Canepa

6. **Accept Statement of Revenues and Expenses for the Period Ended July 31, 2025**
   David Covarrubias, Deputy Chief Financial Officer, provided the presentation that included the following:
   - Statistics in staff report
   - Increased transparency to grants section (Low Carbon Fuel Standard/LCFS, Low Carbon Transit Operations Program/LCTOPS, State Rail Assistance/SRA)
   - Net surplus and deficit predicted unfavorable balance of $6.3 million; $3.6 favorable result

   The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments about budget reserves and the categorization of items.

Motion/Second: Cohen/Zmuda
Ayes: Cohen, Zmuda
Noes: None
Absent: Canepa

7. **Authorize Executive Director to Enter Into a Lease Agreement with CKA Architects at Menlo Park Depot***

Nadine Fogarty, Director, Real Estate and Transit-Oriented Development (TOD), provided the presentation that included the following:

- CKA Architects office space; $88,000 for tenant improvements and compatibility with Rail Corridor Use Policy
- Lease income $377,066, with broker commission to be $30,200

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments renovation to on market timeline and open leasing spaces at other stations.

Motion/Second: Cohen/Zmuda
Ayes: Cohen, Zmuda
Noes: None
Absent: Canepa

Public Comment
Roland supported the agreement and commented on tenant outreach, broker commission, and open tenant spots.

8. **Award a Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for a Total Not-To-Exceed Amount of $3 Million for a Five-Year Base Term with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $1.3 Million**

Mr. Covarrubias provided the presentation that included the following:

- $500,000 to $650,000 and ala carte pricing for Loomis, compared to a fixed price of $822,000 for Brinks
- Shifting current approved budget from Brinks to Loomis

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included community cash service needs, maintenance of machines, and alignment with fare policy.

Motion/Second: Cohen/Zmuda
Ayes: Cohen, Zmuda
Noes: None
Absent: Canepa

Public Comment
Rolland commented on Loomis cost savings and cash usage.

9. Receive Update Regarding Proposed Fare Structure Changes

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

- Caltrain Fare Strategy Study new pricing structure and products with Clipper 2 implementation
- Clipper 2 pilot and launch timeline, improvements, and transfer/pass discounts
- Fare change considerations: annual deficit, regional funding measure, ridership momentum, price elasticity of demand, economic uncertainty
- May 2025 Budget Workshop goals – increase fare revenue, ridership, and accessibility, while supporting advancement of the potential regional funding measure
- Zone-based pricing system, with incremental increases over time
- Fare structure adjustment and removal of discount for Clipper
- Fare Policy considerations: financial sustainability, customer experience, ridership and operations, and equity
- Proposed implementation timeline

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

- Station-to-station pricing
- Fare Strategy Study presumptions
- Customer experience feedback
- Revenue projection and taxation
- San Jose to Gilroy ridership and zone cost implications
- Tap-to-pay feature
- Fare increases at competing transit agencies

Public Comment
Roland commented on transit connectivity issues, with the inability to find a successful solution.

10. Committee Member Requests - There were none.

11. Date/Time of Next Regular Finance Committee Meeting: Monday, October 27, 2025, at 2:30 pm.

12. Adjourn - The meeting adjourned at 3:28 pm.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Finance Committee
Through:	Michelle Bouchard, Executive Director
From:	Margaret Tseng, JPB Secretary
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Adopt 2026 Meeting Calendar**

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

Purpose and Recommended Action

Staff recommend the JPB Finance Committee approve the attached meeting calendar for 2026.

Discussion

The JPB Finance Committee meetings are scheduled for the Monday, two weeks prior to the JPB Board Meeting of each month at 2:30 pm, with the exception of November and December due to the Thanksgiving and Christmas holidays, respectively.

Budget Impact

There is no impact on the budget.

Prepared By:	Margaret Tseng	JPB Secretary	10/14/2025

JPB Finance Committee
2026 Meeting Calendar

Monday, Two Weeks Prior to JPB Board Meeting* – 2:30 PM
January 26
February 23
March 23
April 27
May 18*
June Recess – ***No Meeting***
July 27
August 24
September 21
October 26
November 16*
December 14*

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

Meetings are conducted in-person at Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA, or noticed location, and remotely via Zoom. Dates or location may be subject to change. Beginning July 2026 or later, meetings will be conducted in-person at 166 Rollins Avenue, Millbrae, CA 94030. Any changes to the July 2026 meeting will be posted in advance in compliance to the Brown Act.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Finance Committee
Through:	Michelle Bouchard, Executive Director
From:	Kate Jordan Steiner, Chief Financial Officer
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Accept Statement of Revenues and Expenses for the Period Ending June 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 June 30, 2025.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through June 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 June 30, 2025, total revenues were $207.5 million, compared to the adopted budget of $208.7 million, resulting in an unfavorable variance of $1.3 million (0.6 percent).

The primary drivers of the unfavorable variance include:

- **Low Carbon Fuel Standard (LCFS)/Low Carbon Transit Operations Program (LCTOP)/ State Rail Assistance (SRA), Rail Operator Service, etc.:** ($11.6 million) unfavorable to budget (79.8 percent), primarily due to timing delays in LCFS and SRA revenue recognition. While the LCTOP grant has been received, LCFS and SRA funds are pending verification and administrative processing.
    - **State Rail Assistance (SRA):** ($6.9 million) unfavorable (95.7 percent), driven by delayed State Rail Assistance (SRA), partially offset by $0.3 million of FY24 revenues booked in FY25. Per a July 2025 letter from the California State Transportation Agency, $7.2 million in SRA revenue will be recorded in FY26.

    - **Low Carbon Fuel Standard (LCFS):** ($4.7 million) unfavorable (100.0 percent) as credits remain pending processing, with no revenue recorded in FY25 and now anticipated in FY26.

- **Operating Grants**: ($1.0 million) unfavorable (8.4 percent), due to overall statewide decreases in State Transit Assistance (STA) funding for transit operators compared to initial budget estimates.
- **Go Pass**: ($1.0 million) unfavorable (6.0 percent), due to reduced program participation.

The shortfalls were partially offset by favorable performance in:

- **Caltrain Fare Revenue:** $6.5 million favorable (17.7 percent), driven by stronger ridership post full electrification and higher-than-expected fare collection.
- **Measure RR:** $2.4 million favorable (2.0 percent), driven by artificial intelligence (AI) related growth in Santa Clara County.
- **Other Income (Investment Earnings)**: $2.2 million favorable (55.1 percent), reflecting $1.7 million above budget interest income mainly due to higher-than-expected interest rates and investment balances, and $0.5 million above budget advertising revenue driven by the strong ridership post-electrification.
- **Parking Revenue:** $1.1 million favorable (53.0 percent), reflecting strong ridership following full electrification.

Total Expenses:
As of June 30, 2025, total expenses were $229.2 million, compared to the adopted budget of $238.1 million, resulting in a favorable variance of $8.7 million (3.7 percent).

Key favorable variances include:

- **Rail Operator Service:** $3.2 million favorable to budget (2.6 percent), reflecting $3.3 million in reduced expenses due to year-end adjustment for actual parts inventory usage.
- **Facilities and Equipment Maintenance:** $2.7 million favorable (27.1 percent), due to cost savings across contract services.
- **Professional Services**: $2.0 million favorable (15.4 percent), driven by reduced consulting fees.

Offsetting these savings:

- **Insurance**: ($0.9 million) unfavorable (7.4 percent), with additional insurance expense recorded in June, shifting the variance from favorable to unfavorable.
- **Fuel and Lubricants:** ($0.3 million) unfavorable (9.3 percent), driven by higher diesel consumption for yard operations than expected following downward budget revision post electrification.

Other Information:
JPB prepares its monthly financial statements using the modified accrual basis, recognizing only material revenues and expenses. Full accrual adjustments are made at fiscal year-end.

Budget Impact
Acceptance of the month of June 2025 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Li Saunders	Accountant II	10/15/2025
	Danny Susantin	Financial Reporting, Manager	10/15/2025

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

(In Thousands)

Preliminary

	YEAR-TO-DATE JULY TO JUNE				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
REVENUE					
OPERATIONS:					
Caltrain Fares	$ 36,682	$ 43,163	$ 6,481	17.7%	$ 36,682
Go Pass	16,400	15,417	(983)	(6.0%)	16,400
Parking Revenue	2,103	3,217	1,114	53.0%	2,103
Rental Income	1,500	1,529	29	1.9%	1,500
Other Income	4,015	6,227	2,212	55.1%	4,015
TOTAL OPERATING REVENUE	**60,700**	**69,552**	**8,852**	**14.6%**	**60,700**
CONTRIBUTIONS:					
Operating Grants	11,942	10,944	(999)	(8.4%)	11,942
Measure RR	120,610	123,058	2,448	2.0%	120,610
Member Agency (VTA - Gilroy)	987	987	-	0.0%	987
LCFS, LCTOP/SRA	14,489	2,926	(11,563)	(79.8%)	14,489
TOTAL CONTRIBUTED REVENUE	**148,028**	**137,914**	**(10,114)**	**(6.8%)**	**148,028**
GRAND TOTAL REVENUE	**$ 208,728**	**$ 207,466**	**$ (1,262)**	**(0.6%)**	**$ 208,728**

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

(In Thousands)

Preliminary

	YEAR-TO-DATE JULY TO JUNE				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
EXPENSE					
DIRECT EXPENSE:					
Rail Operator Service*	$ 123,381	$ 120,202	3,179	2.6%	$ 123,381
OCS/TPS Maintenance	8,099	7,651	448	5.5%	8,099
Security Services	9,042	8,450	592	6.5%	9,042
Shuttle Services	80	69	11	14.1%	80
Fuel and Lubricants**	3,562	3,893	(332)	(9.3%)	3,562
Electric Charges for Power Traction	11,774	11,503	271	2.3%	11,774
Timetables and Tickets	95	53	42	44.1%	95
Insurance	11,800	12,670	(870)	(7.4%)	11,800
Claims, Payments, and Reserves	3,274	2,766	507	15.5%	3,274
Facilities and Equipment Maintenance	10,116	7,376	2,741	27.1%	10,116
Utilities	3,526	3,422	104	3.0%	3,526
Maint & Services-Bldg & Other	1,875	2,188	(313)	(16.7%)	1,875
TOTAL DIRECT EXPENSE	**186,624**	**180,244**	**6,380**	**3.4%**	**186,624**
ADMINISTRATIVE EXPENSE					
Wages and Benefits	20,453	20,512	(59)	(0.3%)	20,453
Managing Agency Admin OH Cost	4,289	3,950	339	7.9%	4,289
Board of Directors	20	21	(1)	(2.7%)	20
Professional Services	12,940	10,943	1,997	15.4%	12,940
Communications and Marketing	630	549	81	12.8%	630
Other Expenses and Services****	5,179	4,768	410	7.9%	5,179
TOTAL ADMINISTRATIVE EXPENSE	**43,510**	**40,742**	**2,768**	**6.4%**	**43,510**
TOTAL OPERATING EXPENSE	**230,135**	**220,986**	**9,149**	**4.0%**	**230,135**
Governance	240	22	218	90.8%	240
Debt Service Expense	**7,763**	**8,204**	**(440)**	**(5.7%)**	**7,763**
GRAND TOTAL EXPENSE	**$ 238,138**	**$ 229,212**	**$ 8,708**	**3.7%**	**$ 238,138**
Projected Contribution to Reserve	**6,812**				6,812
NET SURPLUS / (DEFICIT)	**$ (36,222)**	**$ (21,746)**	**$ 14,477**	**40.0%**	**(36,222)**
Draw from Measure RR Reserve for PCEP	36,222				36,222
ADJUSTED NET SURPLUS / (DEFICIT)	**-**	**$ (21,746)**	**$ 14,477**	**0.0%**	**-**
Reserve, Beginning Balance * **					**26,879**
Projected Contribution to Reserve					**6,812**
Claims, Payments, and Reserve					
Reserve, Ending Balance					**33,691**

***Rail Operator Service expenses were reduced by $3,321k to reflect actual parts inventory usage.**
**** Fuel and Lubricants costs were increased by a realized loss of $44k from the fuel hedge progr**
***** The reserve is part of the FY24 Unrestricted Balance.**
****** Payment of $4,093k related to a breach of lease contract is excluded from operating expenses, as it is associated with the capital disposition of locomotives and railcars.**

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JUNE 30, 2025

		TYPE	INTEREST RATE	Balance 6/30/2025
Unrestricted:				
Local Agency Investment Fund (LAIF)	*	Liquid Cash	4.269%	397,497
California Asset Mgmt Program (CAMP)		Liquid Cash	4.400%	13,962,024
County Pool		Liquid Cash	3.983%	613,757
Bank Accounts		Liquid Cash	4.253%	98,215,874
Unrestricted Total:				**113,189,152**
Restricted				
Bank Accounts	**	Liquid Cash	4.039%	**131,806,801**
Total Restricted + Unrestricted				**$ 244,995,952**

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

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

Purpose and Recommended Action

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

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through August 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 August 31, 2025, total revenues were $34.5 million compared to $31.6 million in the adopted budget, resulting in a favorable variance of $2.9 million (9.2 percent).

The favorable revenue variance was primarily driven by the following:

- **Caltrain Fare Revenue:** $2.5 million (31.8 percent) favorable to budget. The favorable variance is mostly driven by strong Clipper sales partially offset by lower than budget Ticket Vending Machine revenue. This reflects (1) a continued recovery in ridership, which reached 63.0 percent of pre-pandemic levels in August (or 66.8 percent year over year); and (2) Clipper as the favored mode of purchase.
- **Other Income:** $0.6 million (181.9 percent) favorable to budget. The favorable variance is primarily driven by the insurance refund for the FY25 insurance premium payment due to the transfer of Rolling Stock to Peru that prompted a decrease in the insured value, and insurance legal defense reimbursements.
- **Interest Revenue:** $0.3 million (85.9 percent) favorable to budget. The favorable variance is mainly due to favorable account balances and higher than anticipated interest rates.

The favorable revenue variance was partially offset by the following:

- **Low Carbon Fuel Standard (LCFS) Revenue:** $0.4 million (34.1 percent) unfavorable to budget. The unfavorable variance is due to timing difference since LCFS Revenue is recognized when cash is received and anticipated to be resolved in Q1.

Total Expenses:
As of August 31, 2025, total expenses were $37.9 million compared to $42.2 million in the adopted budget, resulting in a favorable variance of $4.2 million (10.0 percent).

The favorable expense variance was primarily driven by the following:

- **Professional & Contracted Services**: $1.4 million (87.1 percent) favorable to budget. The variance is largely due to the timing of invoices and processing activity. These items are expected to align closer to budget as remaining invoices are received and processed in subsequent quarters.
- **Insurance & Risk Management:** $1.1 million (36.6 percent) favorable to budget. The variance is primarily due to timing difference. Actuals for Claims Expense is expected to be resolved by year end while Insurance Premium Amortization is expected to resolve in September.
- **Maintenance & Facilities**: $0.6 million (20.2 percent) favorable to budget. The variance is mainly due to timing difference in Other Contract Services and Building Maintenance. It is expected that expenditure will increase in subsequent periods as invoices are received and processed.
- **Wages & Benefits**: $0.4 million (7.6 percent) favorable to budget. The variance is mainly due to less hours being charged to Caltrain Operating by the Shared Services staff.
- **Administrative & Office Expenses**: $0.2 million (26.5 percent) favorable to budget. The variance is driven by timing difference from Software Maintenance. Expenditures are expected to increase as invoices are received and processed by Q2.
- **Managing Agency Administrative Overhead Cost**: $0.3 million (32.7 percent) favorable to budget. The variance is due to a lower rate applied for August (1.82 percent) than what was budgeted (2.29 percent). FY26 internal cost allocation plan is still in progress; hence the FY25 rate of 1.82 percent is still being used. Once approved, a true-up will be implemented.

The favorable expense variance was partially offset by the following:

- **Electric Charges for Power Traction:** $0.4 million (14.6 percent) unfavorable to budget. The unfavorable variance is due to under accrued FY25 expenses being recorded in FY26.

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

Budget Impact

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

Prepared By:	Zoey Jiang	Budget Analyst III	10/13/2025
	Claudette Valbuena	Budget Manager	10/13/2025

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR
AS OF AUGUST 31, 2025

(In Thousands)

	YEAR-TO-DATE AUGUST				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
OPERATING REVENUE:					
Caltrain Fares	7,712	10,164	2,452	31.8%	45,302
Go Pass	2,469	2,320	(150)	(6.1%)	15,200
Parking Revenue	633	706	73	11.5%	3,207
Rental Income	269	259	(10)	(3.6%)	1,612
Interest Revenue	400	744	344	85.9%	2,441
Other Income	316	891	575	181.9%	1,895
TOTAL OPERATING REVENUE	**11,799**	**15,084**	**3,284**	**27.8%**	**69,657**
CONTRIBUTED REVENUE:					
Operating Grants	-	-	-	0.0%	35,702
Measure RR	18,681	18,681	-	0.0%	119,500
Member Agency (VTA - Gilroy)	-	-	-	0.0%	3,318
Operating Grants (STA)-LCFS	1,106	728	(378)	(34.1%)	6,633
Operating Grants (STA)-LCTOP	-	-	-	0.0%	2,500
Operating Grants (STA)-SRA	-	-	-	0.0%	5,900
LCFS, LCTOP/SRA	1,106	728	(378)	(34.1%)	15,033
TOTAL CONTRIBUTED REVENUE	**19,786**	**19,409**	**(378)**	**(1.9%)**	**173,553**
TOTAL SOURCES	**31,585**	**34,492**	**2,907**	**9.2%**	**243,210**

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR
AS OF AUGUST 31, 2025

(In Thousands)

	YEAR-TO-DATE AUGUST				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
USES					
DIRECT OPERATING EXPENSE:					
Rail Operations	21,377	21,344	33	0.2%	128,517
Maintenance & Facilities	2,808	2,239	568	20.2%	16,846
Security & Safety	1,544	1,467	77	5.0%	9,833
Fuel & Lubricants	197	221	(24)	(12.3%)	1,179
Electric Charges for Power Traction	2,791	3,199	(408)	(14.6%)	16,747
Insurance & Risk Management	3,124	1,980	1,145	36.6%	18,745
Revenue Collection & Customer Service	321	211	111	34.4%	1,928
Utilities & Telecommunications	620	612	8	1.2%	3,718
TOTAL DIRECT OPERATING EXPENSE	**32,782**	**31,273**	**1,509**	**4.6%**	**197,514**
ADMINISTRATIVE & OVERHEAD EXPENSE					
Wages & Benefits	5,128	4,737	391	7.6%	22,910
Professional & Contracted Services	1,657	214	1,442	87.1%	9,970
Legal Services	438	303	135	30.8%	2,627
Other Financing Expense	169	107	62	36.6%	1,013
Administrative & Office Expense	924	680	245	26.5%	5,546
Board of Directors	22	2	20	91.8%	129
Communications & Marketing	96	12	84	87.6%	577
Training & Employee Development	38	5	33	86.7%	227
TOTAL ADMIN & OVERHEAD EXPENSES	**8,471**	**6,059**	**2,412**	**28.5%**	**42,998**
MANAGING AGENCY ADMIN OH COST					
Managing Agency Admin OH Cost	915	616	299	32.7%	5,488
TOTAL OPERATING EXPENSE	**42,167**	**37,947**	**4,220**	**10.0%**	**245,999**
DEBT SERVICE EXPENSE	-	-	-	0.0%	13,033
TOTAL USES	**42,167**	**37,947**	**4,220**	**10.0%**	**259,032**
NET SURPLUS / (DEFICIT)	**(10,582)**	**(3,455)**	**7,127**	**67.3%**	**(15,822)**
Draw from Measure RR Reserve for PCEP					30,022
Measure RR for Capital (SOGR)					(14,200)
ADJUSTED NET SURPLUS / (DEFICIT)	**(10,582)**	**(3,455)**	**7,127**	**67.3%**	**-**
Reserve, Beginning Balance					**26,879**
Projected Contribution to Reserve					**-**
Claims, Payments, and Reserve					
Reserve, Ending Balance					**26,879**

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF August 31, 2025

TYPE OF SECURITY		**INTEREST RATE**	**MARKET RATE**
			8/31/2025
Local Agency Investment Fund (LAIF) *(Unrestricted)*	*	4.258%	401,852
California Asset Mgmt Program (CAMP) *(Unrestricted)*		4.400%	14,066,753
County Pool *(Unrestricted)*		3.926%	619,960
Other *(Unrestricted)*		4.201%	84,334,069
Other *(Restricted)*	**	3.999%	124,347,381
			$ 223,770,015

* 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 Finance

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

For: November 2025 JPB Board of Directors Meeting

Subject: **Amend and Increase the Fiscal Year 2026 Capital Budget from $66,491,608 to $95,141,608 and the Fiscal Year 2027 Capital Budget from $23,026,000 to $25,526,000**

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

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) amend the Fiscal Year 2026 (FY26) Capital Budget in the amount of $32,661,458, from $66,491,608 to $95,141,608 and the FY27 Capital Budget in the amount of $2,500,000, from $23,026,000 to $25,526,000.

Discussion

Staff proposes:

- An amendment to the FY26 Capital Budget to include:
  - $22.5 million in member contributions for the Guadalupe River Bridges Replacement Project.
  - $0.95 million in Santa Clara Valley Transportation Authority (VTA) Measure B funding for the Grade Crossing Safety Enhancement Program.
  - $5.2 million for the disposal of the legacy diesel fleet, fully reimbursed by recipient.
- And an amendment to the FY27 Capital Budget to include:
  - $2.5 million in member contributions from San Francisco County Transportation Authority (SFCTA) for the Guadalupe River Bridges Replacement Project.

Guadalupe River Bridges Replacement
Project delays have affected both schedule and cost for the Guadalupe River Bridges Replacement. The revised estimate increases the project budget by $107.69 million, bringing the total cost to $171.39 million. At the June 2025 Board Meeting, staff recommended adopting the new project budget and adding $67.69 million to cover increased construction costs for the project.

Since then, Caltrain resumed construction to extend and replace the two bridges over the Guadalupe River. Staff have worked with the VTA, SFCTA and San Mateo County Transportation Authority (SMCTA) to secure $30 million toward the remaining $40 million needed to complete construction. Both VTA and SMCTA are contributing $10 million each, representing their FY26 and FY27 member contributions, provided as a single allocation in FY26. SFCTA is contributing $2.5 million per year over the next four years toward the project, with $5 million included in this amendment.

Staff will continue to work with the three member agencies and return to the Board to request another capital budget amendment once the remaining $10 million is secured.

Palo Alto Four (4) At-grade Crossings Safety Enhancements ("Rapid Deployment Improvements")
This project includes the delivery of at-grade crossing safety enhancements at four vehicular at-grade railroad crossings including Palo Alto Avenue, Churchill Avenue, East Meadow Drive, and Charleston Road. The safety enhancements are included in the Corridor Crossing Strategy. These enhancements are funded by the VTA and being delivered by Caltrain.

Disposal of Legacy Diesel Fleet
Caltrain donated 90 retired gallery cars and 19 diesel locomotives to the Municipality of Lima. Caltrain is estimated to expend $5.2 million to cover the cost of getting the surplus equipment ready for the transfer and will be fully reimbursed for these expenses.

<u>Budget Impact</u>
The funding for this budget amendment is described in Table 1 below. The proposed amendment increases the FY26 Capital Budget from $66,491,608 to $95,141,608 and the FY27 Capital Budget from $23,026,000 to $25,526,000.

Table 1. Funding Sources of the Capital Budget Amendment

Project	Source	FY26 Capital Budget Amendment Request	FY27 Capital Budget Amendment Request
Guadalupe River Bridges Replacement	SFCTA	$2.50M	$2.50M
	SMCTA – *subject to SMCTA board action (11/6/2025)*	$10.00M	-
	VTA	$10.00M	-
Palo Alto Four (4) At-grade Crossings Safety Enhancements	VTA	$0.95M	-
Disposal of Legacy Diesel Fleet	Municipality of Lima	$5.20M	-
Total Budget Amendment		**$28.65M**	**$2.50M**

Prepared By:	Oscar Quintanilla Lopez	Director of Budgets and Financial Analysis	10/16/2025
	Lyne-Marie Bouvet	Principal Planner, Capital Improvement Plan	10/16/2025

Resolution No. 2025-

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

* * *

Amend and Increase the Fiscal Year 2026 Capital Budget from $66,491,608 to $95,141,608 and the Fiscal Year 2027 Capital Budget from $23,026,000 to $25,526,000

Whereas, pursuant to Resolution No. 2025-29 adopted on June 5, 2025, the Peninsula Corridor Joint Powers Board (JPB) adopted the Fiscal Year 2026 (FY26) Capital Budget for a total authorized budget of $34,831,992 and the Fiscal Year 2027 (FY27) Capital Budget for a total authorized budget of $23,026,000; and

Whereas, pursuant to Resolution No. 2025-45 adopted on September 4, 2025, the Peninsula Corridor Joint Powers Board (JPB) authorized amendment 1 to Caltrain's FY26 Capital Budget, increasing the total adopted Capital Budget to $66,491,608; and

Whereas, in June 2025, staff presented a revised budget, schedule, and funding plan for the Guadalupe Bridge Replacement project; and

Whereas, staff has identified $25,000,000 of the $107,691,005 required to fully fund the project from Caltrain Member Agency capital contributions, consisting of $22,500,000 in FY26 and $2,500,000 in FY27.

Whereas, the Santa Clara Valley Transportation Authority (VTA) has agreed to provide $950,000 in Measure B funds for FY26 to support grade crossing safety enhancements at four at-grade crossings in Palo Alto.

Whereas, the JPB adopted Resolutions Nos. 2024-04 and 2024-52 to dispose of surplus fleet, including 90 retired gallery cars and 19 diesel locomotives that were transferred to the Municipality of Lima.

Whereas, Caltrain is being reimbursed for the cost of preparing and conditioning the gallery cars and the locomotives for the transfer.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes an amendment to Caltrain's FY26 Capital Budget from $66,491,608 to $95,141,608 and the Caltrain's FY27 Capital Budget from $23,026,000 to $25,526,000.

Regularly passed and adopted this 6th day of November, 2025 by the following vote:

Ayes:

Noes:

Absent:

____
Chair, Peninsula Corridor Joint Powers Board

Attest:

____
JPB Secretary

Caltrain

FY2026 CAPITAL BUDGET AMENDMENT 2

	Project Identification			FY26 Funding Source (in millions)												
	Project #	CIP Priority	Project Name	FY2026 ADOPTED CAPITAL BUDGET	Amendment 1	Amendment 2	FY2026 AMENDED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
I. Mandates and Compliance																
1	100912	Mandate	Storm Water Management Program[9]	.401			.401	.000	.000	.000	.000	.000	.000	.000	.401	.000
			Subtotal	**.401**	**.000**	**.000**	**.401**									
II. Maintain Core Services																
Projects																
2	100762	High	San Francisquito Creek Bridge Bank Stabilization[9]	.400			.400	.000	.000	.000	.000	.000	.000	.000	.400	.000
3	100696	High	Fiber Optic Permanent Repair [1]	1.500			1.500	.000	.000	.000	.000	.000	.000	.000	1.500	.000
4	100913	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500			1.500	.300	.000	.000	1.200	.000	.000	.000	.000	.000
5	100914	High	Headquarters Relocation – Furnitures, Fixtures, IT and Moving Cost [2]	3.583			3.583	.000	.000	.000	.000	.000	.000	.000	3.583	.000
18	002113	High	Guadalupe River Bridges Replacement [11]	.000		22.500	22.500	2.500	10.000	10.000	.000	.000	.000	.000	.000	.000
Recurring Programs																
6	100915	High	SOGR Program - Stations	1.000			1.000	.000	.000	.000	.800	.200	.000	.000	.000	.000
7	100429	High	SOGR Program - MOW Tracks [3]	6.252			6.252	1.000	.000	.000	5.000	.000	.000	.000	.252	.000
8	100435	High	SOGR Program - CEMOF	2.000			2.000	.200	.000	.000	1.600	.000	.000	.200	.000	.000
9	100779	High	SOGR Program - Track Equipment	1.800			1.800	1.000	.000	.000	.000	.800	.000	.000	.000	.000
10	100428	High	SOGR Program - Bridges and Structures	1.715			1.715	.000	.000	.000	1.372	.343	.000	.000	.000	.000
11	100695	High	SOGR Program - ROW and ROW Fencing	1.500			1.500	.000	.000	.000	1.000	.400	.000	.100	.000	.000
			Subtotal	**21.250**	**.000**	**22.500**	**43.750**									
III. Provide a Safe and Secure Railroad																
19	*NEW*	High	Grade Crossing Safety Enhancement [12]			.950	.950	.000	.000	.000	.000	.000	.000	.000	.950	.000
			Subtotal	**.000**	**.000**	**.950**	**.950**									
IV. Enhance Service and Customer Experience																
12	100916	High	Platform Improvements for Bike Loading (All Stations)[9]	.080			.080	.000	.000	.000	.000	.000	.000	.000	.080	.000
			Subtotal	**.080**	**.000**	**.000**	**.080**									
V. Deliver the Long-Range Service Vision																
13	100570	High	Redwood City Four-Track Station and Grade Separation [4]	.250			.250	.000	.000	.000	.000	.000	.000	.000	.250	.000
			Subtotal	**.250**	**.000**	**.000**	**.250**									
VI. Contribute to the Region's Economic Vitality																
14	100568	n/a	Diridon Station - Environmental Clearance [5][10]	2.000	31.660		33.660	.000	.000	.000	.000	.000	.000	.000	33.660	.000
15	100687	n/a	DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center [6]	5.531			5.531	.000	.000	.000	.000	.000	.000	.000	5.531	.000
			Subtotal	**7.531**	**31.660**	**.000**	**39.190**									
VII. Partner with Local Jurisdictions																
16	100482	n/a	Rengstorff Avenue Grade Separation [7]	4.000			4.000	.000	.000	.000	.000	.000	.000	.000	4.000	.000
			Subtotal	**4.000**	**.000**	**.000**	**4.000**									
VIII. Capital Contingency Funds																
17	002121 002122 002124	n/a	Capital Contingency Funds [8]	1.320			1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
			Subtotal	**1.320**	**.000**	**.000**	**1.320**									
IX. Recollectible																
20	100928	n/a	Disposal of Legacy Diesel Fleet [13]	.000		5.200	5.200	.000	.000	.000	.000	.000	.000	.000	5.200	.000
			Subtotal	**.000**	**.000**	**5.200**	**5.200**									
			Total	**34.832**	**31.660**	**28.650**	**95.142**	**5.000**	**10.000**	**10.000**	**10.972**	**1.743**	**.000**	**.300**	**55.806**	**1.320**

FY2026 CAPITAL BUDGET AMENDMENT 2

Project Identification			FY26 Funding Source (in millions)												
Project #	CIP Priority	Project Name	FY2026 ADOPTED CAPITAL BUDGET	Amendment 1	Amendment 2	FY2026 AMENDED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded

Notes:

[1] Funded by settlement agreement for the repair of the Fiber Optic.
[2] Other sources of funding includes $1,109,710 of project saving from project 100565 funded by the General Capital Funds and $2,473,581 of project cost saving in the Contingency Fund.
[3] Funding for $252,000 is project savings from prior years' San Francisco County Transportation Authority (SFCTA) allocation
[4] Funded by an agreement with the City of Redwood City
[5] Funded by an agreement with the Valley Transportation Authority (VTA) Measure B
[6] Funded by an agreement with the Transbay Joint Power Authority (TJPA)
[7] Funded by an agreement with the City of Mountain View.
[8] Funding for the Contingency funds have yet to be finalized.
[9] Funding is from prior years' San Mateo Country Transportation Authority (SMCTA) allocation released during the TIRCP bond proceeds fund swap
[10] Increased by $31,659,616, $4 million from Measure B agreeement with VTA and $27,659,616 from Regional Measure 3 agreement with VTA
[11] The SMCTA and VTA contributions represent two years of member funding.
[12] Funded by an agreement with VTA Measure B
[13] Funded by the Municipality of Lima, Peru.

FY2027 CAPITAL BUDGET AMENDMENT 1

Attachment B
Amendment 1
November 2025

	Project Identification			FY27 Funding Source (in millions)											
	Project #	CIP Priority	Project Name	FY2027 ADOPTED CAPITAL BUDGET	Amendment 1	FY2027 AMENDED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
I. Mandates and Compliance															
1	100912	Mandate	Storm Water Management Program	.570		.570	.000	.000	.000	.270	.000	.000	.300	.000	.000
			Subtotal	**.570**	**.000**	**.570**									
II. Maintain Core Services															
Projects															
2	100696	High	Fiber Optic Permanent Repair	1.350		1.350	.350	.000	.000	1.000	.000	.000	.000	.000	.000
3	100913	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500		1.500	.300	.000	.000	1.200	.000	.000	.000	.000	.000
4	100427	High	San Francisquito Creek Bridge Replacement	3.375		3.375	.000	.000	.000	2.700	.675	.000	.000	.000	.000
5	100919	Medium	Control Center Power Resiliency - *UPS Procurement*	.625		.625	.000	.000	.000	.500	.125	.000	.000	.000	.000
14	002113	High	Guadalupe River Bridges Replacement	.000	2.500	2.500	2.500	.000	.000	.000	.000	.000	.000	.000	.000
Recurring Programs															
6	100915	High	SOGR Program - Stations	1.875		1.875	.375	.000	.000	1.500	.000	.000	.000	.000	.000
7	100429	High	SOGR Program - MOW Tracks	6.250		6.250	1.250	.000	.000	5.000	.000	.000	.000	.000	.000
8	100428	High	SOGR Program - Bridges and Structures	1.750		1.750	.000	.000	.000	1.400	.350	.000	.000	.000	.000
9	100695	High	SOGR Program - ROW and ROW Fencing	1.286		1.286	.000	.000	.000	1.036	.250	.000	.000	.000	.000
10	100920	High	SOGR Program - Communication/System Technologies	.625		.625	.125	.000	.000	.500	.000	.000	.000	.000	.000
11	100727	High	SOGR Program - Signal	.500		.500	.100	.000	.000	.400	.000	.000	.000	.000	.000
			Subtotal	**19.136**	**2.500**	**21.636**									
III. Provide a Safe and Secure Railroad															
			None												
			Subtotal	**.000**	**.000**	**.000**									
IV. Enhance Service and Customer Experience															
			None												
			Subtotal	**.000**	**.000**	**.000**									
V. Deliver the Long-Range Service Vision															
			None												
			Subtotal	**.000**	**.000**	**.000**									
VI. Contribute to the Region's Economic Vitality															
12	100917	n/a	Diridon Station - Environmental Clearance [1]	2.000		2.000	.000	.000	.000	.000	.000	.000	.000	2.000	.000
			Subtotal	**2.000**	**.000**	**2.000**									
VII. Partner with Local Jurisdictions															
			None												
			Subtotal	**.000**	**.000**	**.000**									
VIII. Capital Contingency Funds															
13	002121 002122 002124	n/a	Capital Contingency Funds	1.320		1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
			Subtotal	**1.320**	**.000**	**1.320**									
			Total	**23.026**	**2.500**	**25.526**	5.000	.000	.000	15.506	1.400	.000	.300	2.000	1.320

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

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Finance Committee

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

For: November JPB Board of Directors Meeting

Subject: **Conduct Public Hearing and Adopt Proposed Fare Structure and Caltrain Charter Train, Bike Locker, and Parking Fee Document Changes**

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

Purpose and Recommended Action

Staff recommends that the Peninsula Corridor Joint Powers Board (Board) adopt three updated documents.

1. A Pre-Clipper Next Generation Fare Structure, effective 1/1/2026 (Attachment 1).

2. A Post-Clipper Next Generation Fare Structure, effective upon the Metropolitan Transportation Commission's execution of Clipper Next Generation (Attachment 2).

3. A Caltrain Charter Train, Bike Locker, and Parking Fee Document effective upon Board approval (11/7/2025) (Attachment 3).

The documents include the following changes:

- Removal of the Clipper Discount from the base fare ($0.55), effective 1/1/2026
- A zone upgrade increase of $0.25, effective 1/1/2027
- An increase to the base fare of $0.25, effective 1/1/2028
- A zone upgrade increase of $0.25, effective 1/1/2029
- An increase to the base fare of $0.25, effective 1/1/2030
- Delegating authority to the executive director to set Charter Train rates

Discussion

In May 2025, the Board held a special budget workshop that included extensive discussion about Caltrain's financial challenges, including its projected average annual deficit of $75 million over the next ten years. The discussion also focused on Caltrain's fares, and the Board concluded the workshop with a request for staff to return with recommended changes to Caltrain's Fare Structure that would increase revenue.

Caltrain's existing Fare Structure includes a schedule of price increases that were adopted in 2023:

- 7/1/25 (FY26) – Increase of $0.25 to Base Fare (already implemented)
- 7/1/26 (FY27) – Increase of $0.25 to Zone Upgrade Fare
- 7/1/27 (FY28) – Increase of $0.25 to Base Fare

Caltrain staff have undertaken a study to analyze and develop a recommended Fare Structure with an updated schedule of fare increases. The analysis was guided by four primary goals:

1. Given Caltrain's projected deficit and ongoing uncertainty surrounding future economic conditions, federal funding, and travel behavior, recommended fare changes should strive to increase fare revenue.

2. After increasing fare revenue, recommended fare changes should also strive to increase ridership.

3. While it is important for Caltrain to consider the potential impact of proposed fare changes to ridership and revenue, the agency should also strive to ensure the system is accessible to passengers at a broad range of income levels.

4. Lastly, Caltrain's fare changes should support the agency's efforts to advance a potential regional funding measure.

The outcome from this study is a recommendation for Caltrain to increase its fares gradually over the next five years and to implement the change on January 1 of each year, as follows in Table 1.

Table 1 – Recommended Changes to Fare Structure

Timing	Proposed Change	Change in Adult Pricing
FY26 –1/1/26	Remove Clipper Discount from Base Fare ($0.55 discount)	$3.45 to $4.00
FY27 1/1/27	Zone Upgrade increases by $0.25	$2.25 to $2.50
FY28 – 1/1/28	Base Fare increases by $0.25[1]	$4.00 to $4.25
FY29 – 1/1/29	Zone Upgrade increases by $0.25[1]	$2.50 to $2.75
FY30 – 1/1/30	Base Fare increases by $0.25	$4.25 to $4.50

For additional information on the price changes, please see the appendices. Appendix 1 shows the schedule of fare changes (Clipper prices) for the existing Fare Structure prices (adopted in 2023) as well as the recommended Fare Structure prices (to be proposed for adoption in 2025); and Appendix 2 shows the 1-, 3-, and 6-Zone fare prices (Clipper) for the existing Fare Structure prices (adopted in 2023) as well as the recommended Fare Structure prices (to be proposed for adoption in 2025).

These recommended changes are expected to achieve the above goals set out in the study. These recommendations are generally consistent with Caltrain's Fare Policy[2], which sets high-level goals for the agency to achieve through its fare-related decision-making, as well as the agency's Strategic Financial Plan and FY26 Operating Budget.

These proposed changes are expected to contribute to the agency's ongoing financial health by providing additional operating revenue. Additionally, the proposed changes closely match projected inflation and ensure that Caltrain's fares are increased in a predictable, gradual, consistent manner. By aligning Clipper and Ticket Vending Machine (TVM) fares, the resulting Fare Structure price chart will be greatly simplified, bringing improved legibility and enhanced customer experience. Caltrain remains committed to making sure that its service is accessible to all customers by providing fare options; this includes continuing to participate in Clipper START (the region's low-income fare discount program), providing $1 Youth fares, and administering Pass Forward (Caltrain's equity program to provide a Go Pass to qualified riders via a partnership with community serving organizations).

In addition to the Fare Structure document changes, staff recommend the delegation of authority to the Executive Director, or designee, to set Charter Train rates. Caltrain has

[1] Increase only applies to Full Fares due to rounding rules for discounted fares (Eligible Discount, Clipper START, and Youth fares).
[2] Caltrain Fare Policy: https://www.caltrain.com/media/1609/download?inline

chartered trains in the past for special events, including sporting events, whereby sponsors of these trains must pay Caltrain to operate the trains at a fixed-rate. The Board last updated the rate Caltrain charges for Charter Trains in 2001 pursuant to Resolution 2001-124. Caltrain has had minimal Charter Train activity under the existing fixed-rate structure, and granting flexibility in pricing is intended to support efforts to build this service as a revenue source. This delegation will be accompanied by safeguards to ensure transparency and accountability. The Executive Director will provide bi-annual reports to the Board on Charter Train pricing activity. In setting rates, the Executive Director will aim to ensure prices recover the full cost of service including direct staff time, train operations, and associated indirect expenses. Prices must also reflect the customer's specific service/event needs and support the agency's financial and revenue generation objectives.

Staff presented the Fare Structure recommendations as informational items to the JPB Finance Committee on September 29, 2025, to the Board on October 9, 2025, and the Citizens Advisory Committee on October 15, 2025. Notices for this public hearing have been provided as required by law.

Under Title VI of the Civil Rights Act of 1964, Caltrain is required to perform a Title VI Equity Analysis in conjunction with fare changes to assess whether the changes would result in disparate impacts or disproportionate burdens on minority and low-income populations. Based on the overall benefits of the proposed fare program, there is no finding of disparate impact or disproportionate burden on minority and low-income populations. A draft of the Title VI Equity Analysis report evaluating the impacts of the fare proposals is attached as Appendix 3 in the Supplemental Reading File. All public comments received will be added to the final Title VI analysis after the Citizens Advisory Committee meeting on October 15, 2025, and public hearing on October 27, 2025.

Budget Impact

The budget impact is expected to be positive; however, full impact is unknown due to uncertainty with riders' price elasticity of demand, future ridership trends, and economic conditions.

Prepared By:	Melissa Jones	Deputy Director, Caltrain Policy Development	10/15/2025
	Bruce Thompson	Manager of Fare Programs	10/15/2025
	Wendy Lau	Deputy Director, Office of Civil Rights	10/15/2025

Appendix 1: Existing Fare Structure (adopted 2023) vs. Recommended Fare Structure Schedule of Fare Changes (Clipper Prices)

*Note: Clipper prices shown throughout. The schedule of increases for the Existing Fare Structure ends in FY28 (7/1/27).

Table Appendix 2A

Existing, 2023 Adopted Fare Structure		7/1/25	7/1/26	7/1/27	7/1/28	7/1/29	7/1/30
Maintain current schedule of already-adopted increases through FY28, to change on July 1 each year	Base Fare	**$3.45** ***+$0.25***	$3.45	**$3.70** ***+$0.25***	$3.70	$3.70	$3.70
	Zone Upgrade	$2.25	**$2.50** ***+$0.25***	$2.50	$2.50	$2.50	$2.50

Table Appendix 2B

Recommended Fare Structure for Adoption		7/1/25	1/1/26	1/1/27	1/1/28	1/1/29	1/1/30
Extend increases through FY30; change prices on January 1 each year. Remove Clipper Discount, 2x Zone Fare Increase, 2x Base Fare Increase	Base Fare	**$3.45**	$4.00 ***+$0.55***	$4.00	**$4.25** ***+$0.25***	$4.25	**$4.50** ***+$0.25***
	Zone Upgrade	$2.25	$2.25	**$2.50** ***+$0.25***	$2.50	$2.75 ***+$0.25***	$2.75

Appendix 2: Existing vs. Recommended Fare Changes 1-, 3-, and 6-Zone Fare Prices (Clipper Prices)

*Note: Clipper prices shown throughout. The schedule of increases for the Existing Fare Structure ends in FY28 (7/1/27).

Table Appendix 2A

Existing, 2023 Adopted Fare Structure	Zones	7/1/25	7/1/26	7/1/27	7/1/28	7/1/29	7/1/30
Maintain current schedule of already-adopted increases through FY28, to change on July 1 each year	1-Zone	**$3.45**	**$3.45**	**$3.70**	$3.70	$3.70	$3.70
	3-Zone	**$7.95**	**$8.45**	**$8.70**	$8.70	$8.70	$8.70
	6-Zone	**$14.70**	**$15.95**	**$16.20**	$16.20	$16.20	$16.20

Table Appendix 2B

Recommended Fare Structure for Adoption	Zones	7/1/25	1/1/26	1/1/27	1/1/28	1/1/29	1/1/30
Extend increases through FY30; change prices on January 1 each year. Remove Clipper Discount, 2x Zone Fare Increase, 2x Base Fare Increase	1-Zone	$3.45	**$4.00**	$4.00	**$4.25**	$4.25	**$4.50**
	3-Zone	$7.95	**$8.50**	**$9.00**	**$9.25**	**$9.75**	**$10.00**
	6-Zone	$14.70	**$15.25**	**$16.50**	**$16.75**	**$18.00**	**$18.25**

Resolution No. 2025-

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

* * *

Adopting Revised Fare Structure and Caltrain Charter Train, Bike, Locker and Parking Fee Document

Whereas, in May 2025, the Peninsula Corridor Joint Powers Board (Board) held a special budget workshop that included extensive discussion about Caltrain's financial challenges, including its projected average annual deficit of $75 million over the next ten years. The Board requested that staff return with recommended changes to Caltrain's Fare Structure that would increase revenue; and

Whereas, Caltrain's existing Fare Structure includes a schedule of price increases that were adopted in 2023:

- 7/1/25 (Fiscal Year 2026/FY26) – Increase of $0.25 to Base Fare (already implemented)
- 7/1/26 (FY27) – Increase of $0.25 to Zone Upgrade Fare
- 7/1/27 (FY28) – Increase of $0.25 to Base Fare; and

Whereas, Caltrain staff have undertaken a study to analyze and develop a recommended Fare Structure with an updated schedule of fare increases; and

Whereas, the outcome from this study is a recommendation for Caltrain to increase its fares gradually over the next five years and to implement the change on January 1 of each year, as follows:

- 1/1/26 (FY26) – Remove Clipper Discount from Base Fare ($0.55 discount)
- 1/1/27 (FY27) – Zone Upgrade increases by $0.25

- 1/1/28 (FY28) – Increase of $0.25 to Base Fare
- 1/1/29 (FY29) – Zone Upgrade increases by $0.25
- 1/1/30 (FY30) – Increase of $0.25 to Base Fare; and

Whereas, these recommendations are generally consistent with Caltrain's Fare Policy; and

Whereas, these proposed changes are expected to contribute to the agency's ongoing financial health by providing additional operating revenue; and

Whereas, the proposed changes closely match projected inflation and ensure that Caltrain's fares are increased in a predictable, gradual, consistent manner; and

Whereas, the proposed Fare Structure still retains fare options that ensure Caltrain service remains accessible to all customers, including participation in Clipper START, offering Youth Fares, and administering the Pass Forward program; and

Whereas, staff recommend adoption of the proposed Fare Structure documents, one applicable prior to implementation of Clipper Next Generation (Attachment 1), and one applicable after Clipper Next Generation is implemented (Attachment 2) ; and

Whereas, in addition to the Fare Structure changes, staff recommend the delegation of authority to the Executive Director, or designee, to set Charter Train rates for sponsors to pay Caltrain to operate for a special event or purpose; and

Whereas, Caltrain has had minimal Charter Train activity under the existing fixed-rate structure, and granting flexibility in pricing is intended to support efforts to build this service as a revenue source; and

Whereas, the proposed delegation will require the Executive Director to provide bi-annual reports to the Board on Charter Train pricing activity; and

Whereas, in setting rates, the Executive Director will aim to ensure prices recover the full cost of service including direct staff time, train operations, and associated indirect expenses; and

Whereas, prices must also reflect the customer's specific service/event needs and support the agency's financial and revenue generation objectives; and

Whereas, staff presented the Fare Structure recommendations as informational items to the JPB Finance Committee on September 29, 2025, to the Board on October 9, 2025, and the Citizens Advisory Committee on October 15, 2025. Notices for the public hearing on October 27, 2025, have been provided as required by law; and

Whereas, staff conducted a Title VI Equity Analysis in conjunction with fare changes and found that the changes would not result in disparate impacts or disproportionate burdens on minority and low-income populations.

Now, Therefore, Be It Resolved that the Board of Directors hereby:

1. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the fare changes enacted hereby will not have a disparate impact on minority populations or a disproportionate burden on low-income populations;
2. Adopts an updated Fare Structure to be effective January 1, 2026, as detailed in Attachment 1 (Pre-Clipper Next Generation Fare Structure), including the following changes:
    a. 1/1/26 (FY26) – Remove Clipper Discount from Base Fare

   b. 1/1/27 (FY27) – Zone Upgrade increases by $0.25
   c. 1/1/28 (FY28) – Increase of $0.25 to Base Fare
   d. 1/1/29 (FY29) – Zone Upgrade increases by $0.25
   e. 1/1/30 (FY30) – Increase of $0.25 to Base Fare;

3. Adopts an updated Fare Structure to be effective upon the Metropolitan Transportation Commission's execution of Clipper Next Generation, as detailed in Attachment 2 (Post-Clipper Next Generation Fare Structure), including the following changes:
   a. 1/1/26 (FY26) – Remove Clipper Discount from Base Fare
   b. 1/1/27 (FY27) – Zone Upgrade increases by $0.25
   c. 1/1/28 (FY28) – Increase of $0.25 to Base Fare
   d. 1/1/29 (FY29) – Zone Upgrade increases by $0.25
   e. 1/1/30 (FY30) – Increase of $0.25 to Base Fare; and
4. Adopts a revised Caltrain Charter Train, Bike Locker, and Parking Fee Document effective immediately upon adoption as detailed in Attachment 3, delegating authority to the Executive Director to set Charter Train rates for sponsors of special event trains.

Be It Further Resolved that the Board of Directors directs the Executive Director, or designee, to sign any agreements or other documents, or take any other actions required, to give effect to this resolution.

Regularly passed and adopted this 6th day of November, 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 Finance Committee
Through:	Michelle Bouchard, Executive Director
From:	Casey Fromson, Chief of Staff
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Authorize Amendment 2 to Contract with Olson Remcho LLP for General Counsel and Other Legal Services***

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

Purpose and Recommended Action

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

1. Authorize Amendment No. 2 to Agreement 21-J-P-020 for General Counsel and Other Legal Services to:

    a. Extend the contract for an additional five years from May 10, 2026, to May 9, 2031.

    b. Increase the capacity amount by $14,000,000, from $12,000,000 to a new not-to-exceed amount of $25,000,000.

2. Authorize the Executive Director or designee to execute the contract amendment with Olson Remcho LLP in a form approved by legal counsel.

Discussion

In August 2020, the Board adopted Resolution 2020-42, requiring the appointment of an independent counsel by January 31, 2021, consistent with the 1996 Joint Powers Agreement. To fulfill this requirement, an Ad Hoc Committee was established to oversee the selection process. Following the committee’s direction, staff issued a Request for Proposals (RFP) in December 2020 for general legal counsel services for a term not to exceed ten (10) years.

In May 2021, the JPB awarded the contract to Olson Remcho LLP, which had previously served as special counsel. The firm provides comprehensive legal services, including advising the Board on governance matters, managing legal services, and coordinating with outside counsel on various legal issues. The original agreement provided for a three-year base term with two one-year options, as well as a capacity increase approved in April 2024. The proposed amendment would extend the agreement for an additional five years through May 2031, thereby achieving the ten-year service term contemplated in the original RFP. The extension at this time would also ensure that there is sufficient capacity for the legal team to continue to provide support to Caltrain and the Board.

Extending the contract with Olson Remcho LLP is recommended to ensure continuity, stability, and consistency in the delivery of legal services. One of the key objectives of the original selection process was to "ensure the integrity, quality, and continuity of legal support for the JPB's programs and operations." Olson Remcho has successfully met these objectives since assuming the role of General Counsel in May 2021. Continuing their engagement avoids the disruption, cost, and learning curve associated with transitioning to a new firm, ensuring uninterrupted legal support for the Board and staff.

Olson Remcho's responsibilities include oversight and coordination of other specialized legal services in areas such as construction law, environmental compliance, federal and state grant requirements, litigation, and public and private finance. The proposed capacity increase is necessary to cover anticipated costs associated with these services over the extended term, particularly as the JPB undertakes new capital projects and navigates increasingly complex legal and regulatory requirements.

Budget Impact

Staff previously conducted a value and pricing analysis of Olson Remcho's proposed fee structure and determined that the firm's rates are consistent with market rates and comparable to fees charged to similar public agencies. Olson Remcho's rates remain fair and reasonable.

Sufficient funding for this contract is available in the current adopted operating budget and will be included in future operating budgets.

Under the initial five-year term, the average annual expenditure was approximately $2,400,000 ($12,000,000 total). Staff recommends increasing the average annual capacity to $2,800,000, reflecting an increase of $400,000 per year, for a total of $14,000,000 over the proposed five-year extension. The Board would continue to receive quarterly updates on legal expenditures moving forward.

Prepared By:	Adam Elsibai	Contract Administrator	10/08/2025

Resolution No. 2025-

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

* * *

Authorize Amendment 2 to Contract with Olson Remcho LLP for General Counsel and Other Legal Services

Whereas, pursuant to Resolution No. 2024-27, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) authorized the Amendment 1 to Contract 21-J-P-020 to add $1,000,000 of capacity to the base contract and an additional $500,000 to each of the two one-year option terms; and

Whereas, pursuant to Resolution No. 2021-27, the Board of the JPB awarded a contract to Olson Remcho LLP to provide General Counsel and Other Legal Services for a three-year term for a total contract amount of $6,000,000; and authorized up to two, additional one-year option terms for an additional not-to-exceed total of $2,000,000 per option term, if deemed in the best interest of the JPB and approved by the Board; and

Whereas, staff recommends that the Board authorize an amendment to increase the not-to-exceed contract capacity amount by $14,000,000, from $12,000,000 to $26,000,000, and extend the contract term for an additional five-year term.

Now, Therefore, Be It Resolved that the Board the JPB hereby authorizes the execution of Amendment 2 to Contract 21-J-P-020 adding $14,000,000 of capacity to the contract and extension of the contract for an additional five-year term; and

Be It Further Resolved that the Board the JPB authorizes the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Regularly passed and adopted this 6th day of November, 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 Finance Committee
Through:	Michelle Bouchard, Executive Director
From:	Kate Jordan Steiner, Chief Financial Officer
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Receive Quarterly Financial Report: Fiscal Year 2025 Quarter 4 Results**

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

Purpose and Recommended Action

The Board will receive an update on the preliminary financial results for Fiscal Year 2025 (FY25) Quarter 4 (Q4). This is an informational item.

Discussion

FY25 Q4 Year-end

Caltrain ended FY25 Q4 with a preliminary result of a deficit of $21.7 million, which is $7.7 million favorable compared to the budgeted deficit of $29.4 million. A planned reserve contribution of $6.8 million was not funded; if included, the total budgeted deficit would have been $36.2 million, resulting in a $14.5 million favorable.

This favorable position reflects stronger than expected revenue performance from ridership recovery and investment income, along with targeted expense reduction efforts. Caltrain's reserve levels remain within the Board-adopted policy thresholds.

Sources: Total sources were $207.5 million which is below the budgeted target of $208.7 million by $1.3 million (0.6 percent). Major contributing factors include:

- **LCFS/LCTOP/SRA, Rail Operator Service, etc.:** ($11.6 million) unfavorable to budget (79.8 percent), primarily due to timing delays in LCFS and SRA revenue recognition.
  - **State Rail Assistance (SRA):** ($6.9 million) unfavorable (95.7 percent), driven by delayed State Rail Assistance (SRA), partially offset by $0.3 million of FY24 revenues booked in FY25. Per a July 2025 letter from the California State Transportation Agency, $7.2 million in SRA revenue will be recorded in FY26.

    - **Low Carbon Fuel Standard (LCFS):** ($4.7 million) unfavorable (100.0 percent) as credits remain pending processing, with no revenue recorded in FY25 and now anticipated in FY26.
- **Operating Grants**: ($1.0 million) unfavorable (8.4 percent), due to overall statewide decreases in State Transit Assistance (STA) funding for transit operators compared to initial budget estimates.
- **Go Pass**: ($1.0 million) unfavorable (6.0 percent), due to reduced program participation, staff are actively working to revamp this program to better align it with customer demands.

These unfavorable variances were partially offset by:

- **Caltrain Fares:** $6.5 million favorable (17.7 percent above budget), driven by strong ridership recovery post-electrification. Ridership surpassed 1 million riders per month in June 2025 and total year ridership increased 47 percent over FY24.
- **Measure RR:** $2.4 million favorable (2.0 percent) as one-time investments related to artificial intelligence bolstered Santa Clara County receipts, helping offset anticipated declines in sales tax revenues.
- **Other Income (Investment Earnings):** $2.2 million favorable (55.1 percent), with favorable balances and interest rates driving increased investment income and $0.5 million due to increasing advertising revenue.
- **Parking Revenue:** $1.1 million favorable (53.0 percent), reflecting increased demand and tracking along increased ridership.

Uses: Total uses were $229.2 million compared to the budgeted value of $238.1 million resulting in an $8.7 million (3.7 percent) favorable variance. Much of this variance is related to reductions in professional and contracted services with main drivers being:

- **Rail Operator Service:** $3.2 million favorable to budget (2.6 percent), reflecting $3.3 million in reduced expenses due to year-end adjustment for actual parts inventory usage.
- **Facilities and Equipment Maintenance:** $2.7 million favorable (27.1 percent), due to cost savings across contract services.
- **Professional Services**: $2.0 million favorable (15.4 percent), driven by reduced consulting fees.

These favorable variances were partially offset by:

- **Insurance**: ($0.9 million) unfavorable (7.4 percent), with additional insurance expense recorded in June associated with receipt of additional insurable assets. Caltrain anticipates a future reimbursement related to the disposal of the diesel fleet sometime in FY26 which will serve to offset a portion of this variance.
- **Fuel and Lubricants:** ($0.3 million) unfavorable (9.3 percent), driven by higher diesel consumption for yard operations than expected following downward budget revision post electrification.

Budget Impact

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

Prepared By: Kate Jordan Steiner Chief Financial Officer 10/17/2025