



JPB Board of Directors
Meeting of December 4, 2025

Correspondence as of November 7, 2025

<u>#</u>	<u>Subject</u>
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|----|--|
| 1. | Re: Train track decimals are high – <i>Staff response</i> |
| 2. | Re: Caltrain App Discontinuation – <i>Staff response</i> |
| 3. | Re: Caltrain from Gilroy to Madera – <i>Staff response</i> |
| 4. | Re: Poem About Bay Area Public Transit – <i>Staff response</i> |
| 5. | 10/9 JPB Board Follow Up - Imperfect correlation between ridership growth and fare revenue |
| 6. | Morgan Hill Station |
| 7. | Bayshore Elevator & thank you to the conductors of #628 on November 1 st |
| 8. | Item 6 Public comment re oncall contracts and BEMU update |

From: [Caltrain BOD Public Support](#)
To: ria1200@msn.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Train track decimals are high
Date: Wednesday, November 5, 2025 2:02:16 PM

Dear Robert Silva,

Thank you for sharing the video link and we appreciate your efforts in helping us monitor the situation.

We do have a curve greaser at this location to help reduce the noise from trains navigating the curve. We will have an inspector visit the site to ensure that the lubricator is functioning properly.

Please note that even with the greaser in place, some level of noise is unfortunately unavoidable due to the trains moving through curves. However, your feedback is valuable, and we will continue to do what we can to minimize the impact.

Thank you again for reaching out.

Best regards,

Your Caltrain BOD Public Support Team

From: Robert Silva <ria1200@msn.com>
Sent: Thursday, October 30, 2025 2:21:24 AM (UTC+00:00) Monrovia, Reykjavik
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Re: Train track decimals are high

Some people who received this message don't often get email from ria1200@msn.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Please tap link below to view video indicating location of trains squeaking loudly nearby the SAP center.

The parking garage below for the Vespaio apartments is much louder, concert walls, when the train passes by.

https://www.dropbox.com/scl/fi/uncsp3br3xuw91luvm0cy/VID_20251029_185819300-2.mp4?rlkey=a11z2utbhs6nb3dfgedlzd360&st=8agp6nf5&dl=0

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From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Thursday, October 23, 2025 11:58:43 AM
To: ria1200@msn.com <ria1200@msn.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Re: Train track decimals are high

Dear Robert Silva,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thank you for reaching out and sharing your concern. Without a photo we cannot confirm with 100% certainty that this is our track. However, based on your description of the area ("coming and going near SAP"), it is most likely a mix of Caltrain and Union Pacific (UPRR) tracks.

For reference:

- **MT-1** is owned and maintained by **UPRR**
- **MT-2 and MT-3** are owned and maintained by **Caltrain**

I have shared your feedback with our maintenance team to investigate the condition of Caltrain-owned tracks in that area. If you are able to provide a photo, that would help us further confirm the exact location and ownership so we can coordinate accordingly.

Thank you again for bringing this to our attention.

Best regards,

Your Caltrain BOD Public Support Team

From: Robert Silva <ria1200@msn.com>
Sent: Thursday, October 16, 2025 8:33 PM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Train track decimals are high

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ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Greetings,

I live nearby the Diridon Station, the tracks bend a bit coming and going near the SAP arena. The train tracks squeak so loud and would like to request oiling or greasing them, appreciate your assistance on this matter.

R,

Robert

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From: [Caltrain BOD Public Support](#)
To: [Ben Gelb](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Caltrain App Discontinuation
Date: Wednesday, November 5, 2025 2:13:00 PM

Dear Ben Gelb,

Thank you for your feedback and for your patience. We're happy to share that the ParkMobile app is now available for daily parking at Caltrain stations. You can use it to conveniently pay for parking from your mobile device without needing to visit a ticket machine.

For more details and instructions on how to get started, please visit:
<https://www.caltrain.com/rider-information/parking>

We appreciate your understanding as we worked to restore app-based parking payment options, and we're glad to offer this more convenient solution again.

Best regards,

Your Caltrain BOD Public Support Team

From: Ben Gelb <ben@gelbnet.com>
Sent: Sunday, November 2, 2025 6:21 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Re: Caltrain App Discontinuation

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

It seems that ParkMobile is not yet available. When will it be available? it is extremely inconvenient that there is no app based payment method for daily parking. Most parking spots are very far from the small number of machines at my local station.

I suggest offering free daily parking until your payment situation is resolved.

On Wed, Oct 8, 2025 at 2:29 PM Caltrain BOD Public Support
<CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Ben Gelb,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thank you for contacting Caltrain.

We understand your concern about the upcoming retirement of our Caltrain Mobile app, and we have logged your feedback for the proper parties to review.

However, please note that, beginning **October 31, 2025**, Caltrain will retire the Caltrain Mobile

App currently used for mobile tickets and parking payments. All [Caltrain Mobile Ticket Refund](#) requests should be submitted as soon as possible, but no later than **October 31, 2025**.

As part of this transition, ParkMobile will be introduced soon after as the new way to pay for parking at all applicable Caltrain stations. Caltrain Ticket Vending Machines (TVMs) will continue to be available at every station for parking payments and fare purchases. Riders can also use the machines to load cash value to Clipper cards or purchase Adult Clipper cards.

Stay up to date and find out more info at caltrain.com/fares/how-buy

Kind regards,
Your Caltrain BOD Public Support Team

-----Original Message-----

From: Ben Gelb <ben@gelbnet.com>
Sent: Tuesday, September 30, 2025 8:10 AM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Caltrain App Discontinuation

[Some people who received this message don't often get email from ben@gelbnet.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

To whom it may concern:

I have heard you are discontinuing the Caltrain app for purchasing tickets. This is horrible. I use it every day to pay for parking at Sunnyvale station. I have a Clipper BayPass from my employer (OpenAI) that covers fares, but I have to pay for parking daily. Having to use the machine every day will be hugely annoying. Can you please reconsider discontinuing app-based payment or providing some alternative efficient means of paying for parking? This is truly an enormous step backwards in terms of service.

I would be very happy to pay for a Monthly parking permit and this would make using the machine much more palatable!! But I am currently not allowed to do so because I use Clipper BayPass rather than a Caltrain monthly pass. If you can allow me to purchase a monthly permit that would be wonderful.

Thanks,

Ben Gelb
Sunnyvale
703-472-0211

From: [Caltrain BOD Public Support](#)
To: courtneyksf@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Caltrain from Gilroy to Madera
Date: Wednesday, November 5, 2025 2:39:24 PM

Dear Courtney Kane,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thanks for reaching out to Caltrain and for your feedback. Unfortunately, there are no plans to extend Caltrain service to Madera County as it is not part of our service area. Caltrain is governed by the Peninsula Corridor Joint Powers Board (PCJPB), which consists of agencies from the three counties served by Caltrain: San Francisco, San Mateo, and Santa Clara.

We appreciate your thoughtful suggestions and your interest in expanding regional rail connectivity in California.

Thanks again for your input.

Best regards,

Your Caltrain BOD Public Support Team

From: Courtney A Kane <courtneyksf@gmail.com>
Sent: Thursday, October 2, 2025 5:58:08 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Caltrain from Gilroy to Madera

Some people who received this message don't often get email from courtneyksf@gmail.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Sirs:

I would like you to consider having service extended from Gilroy to Madera.

Yes CHSRA is thinking about developing service to Gilroy, but I don't see that being accomplished until 2085.

You guys have proven the abilities to get the job done from San Francisco to Gilroy. Take it the next step and connect to Madera.

When you get to Madera, CHSRA can go straight to Sacramento, then loop back along I-80 and create a new crossing over/under San Francisco Bay to San Francisco.

Which direction CHSRA gets to downtown San Francisco? Does it matter you are already there.

Thank you for your time.

Courtney Kane

Courtneyksf@gmail.com

1770 Post Street 111

San Francisco, CA 94115

From: [Caltrain BOD Public Support](#)
To: erol.cetinok@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Poem About Bay Area Public Transit
Date: Wednesday, November 5, 2025 3:13:56 PM

Dear Erol Cetinok,

Thank you so much for sharing your beautiful poem, *California Re-Public*, with us. We're honored that your experience inspired such a creative piece, and we appreciate you taking the time to send it our way.

Wishing you many more memorable trips!

Best regards,

Your Caltrain BOD Public Support Team

-----Original Message-----

From: Erol Cetinok <erol.cetinok@gmail.com>
Sent: Friday, October 3, 2025 2:39 PM
To: contact@goldengate.org; Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Poem About Bay Area Public Transit

[Some people who received this message don't often get email from erol.cetinok@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hi!

My name is Erol, and I am a high schooler from the South Bay. Recently, my friend and I decided to take a day trip to Sausalito and we took both the Caltrain and the Ferry to Sausalito. I decided to write a poem about our trip and thought it would be worth sharing. Enjoy!

Thanks,
Erol Cetinok

California Re-Public

The clicking of the track wakes the sleepy city.
The city opens one eye then the other.
We ride its breath, we ride its pulse, we ride its metal bones— Commuters sit idle, sit sleepy, sit

alert, all riding the steel-backed serpent into the day.

The motorcyclist is dozing, slouched in his chair.

The Olympian is wounded, her glory resting in a sling.

The student types with fury, deadlines pounding in his chest.

The mother and daughter whisper softly, faces shadowed in the morning light.

The ticket attendant paces—forward, back, and forward again.

The cyclist reads the news while staring through the window.

These travelers, these strangers, these stories—ride the train to the city, Ride the train to the start of their days.

The flap sign clicks like a metronome—click, click, click— And time shifts forward effortlessly.

They drink coffee, fumble for clipper cards, adjust scarves, and speak softly— Their voices hushed by the Monday fog.

The businessman is gazing, bag clutched, asking the bay for answers.

The artist is color embodied, block earrings dangling.

The bikepacker is silent, already elsewhere, The runner passes without slowing, The fisherman flicks his line again and again and again.

The orange-vested technicians kneel on the roof, speaking to the machines.

The all wait for the ferry,

The ferry that waits for no one but carries everyone.

The ferry hums.

The whirl vibrates through soles, through knees, through spines.

The captain, dressed in formal dress, glides us forward.

The ferry attendant smiles and untethers us—gently— And we go gently.

The water pushes us back but we push harder Behind us, the Port of San Francisco slides farther away, Seagulls wheel like spinning dreidels, Alcatraz drifts past—its silence louder than the engine.

Grey clouds hang low—

The city a ship itself, swallowed by its own wake.

The couples giggle, their joy brushing off on strangers.

The finance guy readjusts his hat, seeking warmth, The engineer types, the ferry his office, The pondering man beside me says nothing, But we are thinking the same.

The ferry carries us,

And we carry it,

Each a small fragment of the whole,

Each tide in this sea of perpetual motion.

The sun lifts, indifferent and gentle

Diesel and sea air mingle—

A flag ripples, and no one salutes it,

But all look at it.

Behind us,

The billboards sell future, the gull that flies aimlessly Ahead, Angel Island waits like a dream, a distant past Sausalito warms in the rising light.

And later—

They will all do the same in reverse,

Retrace their paths in the golden light of afternoon, Return to homes they left while still dark.

They will descend into their homes once more, Folding into apartments, houses, empty chairs, And rest— Briefly, silently— Before their journey begins again.

From: [Jason Dayvault](#)
To: [Burt, Pat \[Pat.burt@cityofpaloalto.org\]](#); [Pat Burt \[pat@patburt.org\]](#)
Cc: [Michelle Bouchard](#); [Casey Fromson](#); [Harrison, James \[JHarrison@olsonremcho.com\]](#); [Li Zhang](#); [Oscar Quintanilla Lopez](#); [Board \(@caltrain.com\)](#)
Subject: 10/9 JPB Board Follow Up - Imperfect correlation between ridership growth and fare revenue
Date: Wednesday, November 5, 2025 4:45:27 PM

Director Burt,

At the October 9, 2025, JPB Board Meeting you requested information regarding the imperfect correlation between increases in ridership and fare revenue. Staff reviewed our ridership and fare revenue trends and between FY2024 and FY2025 Total Ridership grew by 47%, from 6.2M to 9.1M, while total farebox revenue increased by only 24%, from \$46.9M to \$58.0M. This mismatch between ridership and farebox recovery growth rates is explained by two main factors:

- a. Between FY2024 and FY2025, GoPass Ridership grew by an estimated 24%, primarily from existing GoPass participants. GoPass riders represented about 18% of total FY2025 riders, thus limiting the potential farebox revenue growth. During that same period, total GoPass revenue decreased by 6%, from \$16.5M to \$15.4M, as some companies did not renew their participation in the program. We are observing strong ridership growth from existing GoPass pass holders, but new company signups remain limited. We are expanding our efforts of promoting GoPass participation among companies and institutions along our corridor, which is also supported by return-to-office requirements.
- b. For non-GoPass riders, ridership grew by an estimated 52%, with significant growth in Monthly Pass rides (55%), Day Pass rides (62%), and riders utilizing the new Youth Fare product (+500,000). While it's difficult to estimate the revenue impact of increased utilization of individual fare products, together they explain the other portion of our ridership-revenue growth rate mismatch.

We appreciate your continued engagement and support as we address our fiscal challenges. Please let us know if you have additional questions or would like to discuss further.

Oscar Quintanilla Lopez, Director of Budgets & Financial Analysis

1250 San Carlos Ave. San Carlos, CA 94070

Cell: (650) 730-0465 Email: quintanillalopezo@caltrain.com

All the best,
Jason

Jason Dayvault, Business Operations Project Manager (he/him)

1250 San Carlos Ave, San Carlos, CA 94070

Cell: 650.730.7415 Email: dayvaultj@caltrain.com

Website: [Caltrain](#)

Caltrain logo with Safety Tagline



From: [jkelly5762](#)
To: [Board \(@caltrain.com\)](#)
Subject: Morgan Hill Station
Date: Wednesday, November 5, 2025 5:14:21 PM

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Dear Caltrain board,

I ride your trains two days a week from Morgan Hill to Millbrae, and then hop on Bart to my job at SFO.

I'd like to bring to your attention an annoying issue at the Morgan Hill station. For regular riders, it's not an issue, but for people new to the area, it could be puzzling. I like Caltrain to be completely professional, and I'm sure this would bother you, as well.

If you stand at the boarding area and look across the tracks to the signs posted on the fence, you will see one that reads "San Francisco, North," with an arrow pointing north. That's perfect. But below that it reads "San Jose, Gilroy, South," with an arrow pointing south.

Of course, San Jose should be north, not south, as your sign states. If you need a picture, I can take one and send to you.

I've brought this up a couple of times with no response. I think I wrote to the guy who sends out your newsletter.

Anyway, thanks for listening.

John Kelly

Sent via the Samsung Galaxy S25 Ultra, an AT&T 5G smartphone

From: [C Florkowski](#)
To: [Public Comment; Board \(@caltrain.com\)](#)
Subject: Bayshore Elevator & thank you to the conductors of #628 on November 1st
Date: Thursday, November 6, 2025 1:21:54 AM

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To the Caltrain Board of Directors,

On October 25th, I road my bike to the Bayshore station. There were no elevator alerts posted, but I observed a man attempt to use the elevator on the northbound platform. After failing to get it to operate, he gave up and walked up the stairs. As he walked up, I noticed the elevator doors close and the elevator went up to the second floor. A few minutes later, I observed the same thing happen with another person. At 11:33, I called Caltrain Customer support and reported that the NB elevator was slow in responding. Shortly afterward, my train arrived and I traveled to SFK.

Later that same day, I boarded the #626 to return. On arriving at Bayshore (and after tapping off) I discovered that the SB platform elevator would not respond. With my 65 lb. e-bike, I was stuck. I called Customer Support. The woman I spoke with could only suggest that I take the next train to SSF and take a train back to Bayshore. (This adds an hour to an otherwise nine-minute trip.) I asked if there was any possible way to depart out of the SB platform. She offered to let me speak to someone who might know the station well enough to make a recommendation. "Sure," I said.

She connected me with a fellow who let me know there was no way out of the SB platform (except the stairs or elevator.) He asked me where I started my journey and I said, Fourth and King. He then suggested that I might want 'to take the T-line instead'. Of course, this suggestion did me no good from where I was standing. And Muni trams only allow folding bikes on board anyway. And, I want to take Caltrain. I simply want the elevators to work. Or the alerts to be up to date so I can manage the situation when necessary.

(I subscribe to alerts for Bayshore. These are only moderately useful. I might - if I am lucky - learn that the Bayshore elevator is down, but I will not get an update when it is back in service.)

The fellow I was speaking with said that the alerts showed the Bayshore elevator down. He was looking at https://www.caltrain.com/?active_tab=service_alerts_tab

I was looking at the new alerts page (which this fellow did not seem to know about) which includes an 'Elevator Status' table. There was no report of any issue with the SB platform elevator on this page. <https://www.caltrain.com/alerts>

[caltrain.com/alerts](https://www.caltrain.com/alerts) has two areas where elevator status might appear. Sometimes there is disagreement as to the elevator status on these two sections. And on this particular day, there was disagreement with the '[service alerts tab](#)' as well.

I ended up paying another fare to catch the #628 to SSF. During the short trip, I chatted with the conductor, sharing my tale of woe.

On November 1st, I once again took my bike to the city via Caltrain. After my errands, I returned to 4th and King. While boarding the #628, I recognized the conductor that I had chatted with the week prior and asked about the status of the Bayshore elevators. His partner checked and said there were no issues. When we arrived at Bayshore, the conductors even paused to check that the SB elevator was working!

Please extend my thanks to the conductors.

While the SB platform elevator was working, unfortunately, the NB was not. The floor of the elevator was about 8" lower than the level of the 2nd level platform. The doors would not close. The elevator would not operate. I called Customer Support to report it.



On Tuesday, while I was in a meeting, Caltrain Customer Support left a voicemail message for me:

"I'm calling you back from Caltrain responding to a report we received - this was on November 1st about the elevator at the Bayshore station not working and the doors are stuck open. I wanted to let you know we forwarded that to our facilities department and they have checked the elevator it's been tested twice and they say it is in working order with no issues as of today. I do apologize for any inconvenience and wanted to thank you for taking the time to report to us. Thank you."

If I am interpreting that message correctly, it seems to be telling me there was nothing wrong with the elevator. But as my photo shows, clearly something was amiss with the elevator. And I would not have awkwardly and treacherously dragged my heavy bike down the stairs of the northbound platform on Saturday if I could have avoided it.

A couple of points.

1. We really need an alternative to the elevators at Bayshore. They make the station unreliable.
2. Caltrain alerts still do not function well where they are most needed. There is no single source of truth for elevator status. This is a problem.
3. Can the feedback tool be updated to allow riders to send images? Rather than trying to explain a problem with a VMS or a display on the train, or an elevator that has slipped down, it would be much easier to send a photo.

thank you,
Chris Florkowski

11:33am

2:06 pm

publiccomment@caltrain.com

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [cacsecretary \[@caltrain.com\]](#); [Baltao, Elaine \[board.secretary@vta.org\]](#); [SFCTA Board Secretary](#); [SFCTA CAC](#); [Christina@tamcmonterey.org](#)
Subject: Item 6 Public comment re oncall contracts and BEMU update
Date: Thursday, November 6, 2025 5:23:40 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[On-call consultant contracts.pdf](#)

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Dear Chair Heminger and Directors,

I would like to attract your attention to 2 items in your supplemental reading file (<https://www.caltrain.com/media/36026/download>)

First, the authorized on-call contract capacity has increased from \$275,250,000 to \$361,478,400 dollars in the last quarter (attached for your convenience)

Please note that this increase does not include a **\$72M typo** in table 1 on page 36 of the report, specifically that the remaining contract capacity for the Design Review Services Contract is \$7,964,300, not \$79,964,300.

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	\$8,000,000
Exercised:	7.0	\$8,000,000
Work Directives Issued:		\$35,700
Remaining Exercised Capacity:		\$79,964,300

Last but not least, the so-called BEMU project, having spent \$18.55M in the last two years (page 5) has been delayed by at least 6 months (page 4) because analysis revealed that the existing cab car carshell design cannot possibly support the weight of the additional batteries and will have to be redesigned.

3. Cost – Spend vs Budget with Actuals and Accruals through September 30, 2025

Project 100782 BEMU - Budget and Cost (As of September 30, 2025)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 60.98	\$ 0.56	\$ 61.54	\$ 18.24	\$ 43.30	\$ 61.54	\$ -	29.64%
Other Contracts	\$ 1.31	\$ 0.06	\$ 1.38	\$ -	\$ 1.38	\$ 1.38	\$ -	0.00%
Program Mngt. & Admin Costs	\$ 9.64		\$ 9.64	\$ 0.30	\$ 9.22	\$ 9.52	\$ 0.12	3.19%
Project Contingency	\$ 7.47	\$ (0.63)	\$ 6.84		\$ 6.77	\$ 6.77	\$ 0.08	0.00%
ICAP	\$ 0.60		\$ 0.60	\$ 0.01	\$ 0.78	\$ 0.80	\$ (0.20)	1.43%
Total BEMU Project	\$ 80.00	\$ -	\$ 80.00	\$ 18.55	\$ 61.45	\$ 80.00	\$ (0.00)	23.19%

Note:

- 1). Expended and Accruals To-Date is through September 30, 2025;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;
- 3). Other Contracts includes \$1M for Wayside Upgrades;

Key Project Activity	NTP + months estimated in Change Order	Planned Completion (Baseline)	Progress as of 09/30/2025	Progress On Track?	Notes
Stadler Notice to Proceed	0	08/25/23	Completed	Completed	
Approval of Master Program schedule	3	04/22/24	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/25	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/25	12/15/2025	Delayed	Delay due to carbody redesign
Final Design Review (FDR)	20	12/12/25	In Planning	Delayed to 6/2026	Delay due to carbody redesign
Battery First Article Inspection	30	04/10/26	In Planning	Delayed to 6/2026	Delay due to carbody redesign
Completed Carshells	40	05/01/26	In Planning	Delayed (date TBD)	Delay due to carbody redesign
Authorization to Ship to Transportation Test Center	45	06/25/27	In Planning	On Track	
Completion of Testing at TTC	50	12/10/27	In Planning	On Track	
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/28	In Planning	On Track	
Final Acceptance	60	11/20/28	In Planning	On Track	

Respectfully presented for your consideration.

Roland Lebrun