



**BOARD OF DIRECTORS 2024**

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STEVE HEMINGER, VICE CHAIR  
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PAT BURT  
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MONIQUE ZMUDA

MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

Board of Directors Meeting

August 01, 2024, 9:00 am

Bacciocco Auditorium, 2nd Floor  
1250 San Carlos Ave., San Carlos, CA

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

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

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

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

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

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

**August 01, 2024 - Thursday**

**9:00 am**

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*All items to which [Government Code section 84308](#) applies have been marked with an asterisk. A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)((9), this relationship is considered to be a noninterest but it must be disclosed.*

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

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances

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

4. General Counsel Report – Closed Session: Conference with Real Property Negotiator (Gov. Code § 54956.8)
  - 4.a. Property: 375 Beale Street, San Francisco, CA  
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel  
Negotiating parties: Bay Area Headquarters Authority  
Matter under negotiation: Price and terms of payment
  - 4.b. Property: 166 N. Rollins Road, Millbrae, CA  
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel  
Negotiating parties: San Mateo County Transit District  
Matter under negotiation: Price and terms of payment
  - 4.c. Property: 153 Townsend Street, San Francisco, CA  
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel  
Negotiating parties: Ellis Partners and China Basin Ballpark Company, LLC  
Matter under negotiation: Price and terms of payment

- 4.d. Property: 801 Gateway Blvd, South San Francisco, CA  
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel  
Negotiating parties: The Health Plan of San Mateo  
Matter under negotiation: Price and terms of payment
- 4.e. Property: 305 Main Street, Redwood City, CA  
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel  
Negotiating parties: Brugger Corporation  
Matter under negotiation: Price and terms of payment
- 5. Closed Session: Public Employee Performance Evaluation (Gov. Code § 54957(b)(1)) Title: Executive Director

**PART III OF MEETING (REGULAR SESSION): 10:35 am estimated**

- 6. General Counsel Report – Report Out from Above Closed Session (Verbal)
- 7. Public Comment for Items Not on the Agenda  
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
- 8. Report of the Executive Director Informational
- 9. Consent Calendar  
Members of the Board may request that an item under the Consent Calendar be considered separately.
- 9.a. Meeting Minutes of June 6, 2024 Motion

**Approved by the Finance Committee**

- 9.b. Accept Statement of Revenues and Expenses for the Period Ended May 31 and June 30, 2024 Motion
- 9.c. Approve and Ratify Fiscal Year 2025 Insurance Program Resolution
- 9.d. Terminate Findings of an Emergency Regarding the North Channel Embankment of the San Francisquito Creek Bridge Due to Erosion Pursuant to Public Contract Code §22050\* Resolution
- 9.e. Award of Contracts for On-Call Professional Support Services\* Resolution

- |      |  |            |
|------|--|------------|
| 9.f. | Adopt Proposed Fare Structure Changes  | Resolution |
| 9.g. | Allocation of the TIRCP (Transit and Intercity Rail Capital Program) Reimbursed Funds and Amendment to Fiscal Year 2025 Capital Budget | Resolution |
| 9.h. | Clipper BayPass Pilot Program Participation Agreement Amendment* **  | Resolution |
| 9.i. | Allocation of State Rail Assistance Funding for Operating Assistance   | Resolution |

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

- |      |   |            |
|------|---|------------|
| 9.j. | Award Pre-Construction Contract for Construction Manager General Contractor (CMGC) Services for Rengstorff Avenue Grade Separation Project* | Resolution |
| 9.k. | Adopt Policy Regarding Trees on or Adjacent to the Caltrain Right of Way  | Resolution |

**Approved by the Advocacy and Major Projects (AMP) Committee**

- |       |   |               |
|-------|---|---------------|
| 9.l.  | State and Federal Legislative Update and Approval of Legislative Proposal: Support SB 925 (Wiener)  | Motion        |
| 10.   | Appointment of the Citizens Advisory Committee Alternate for San Francisco County   | Motion        |
| 11.   | Naming Rights Policy  |               |
| 11.a. | Adopt Amended Naming Rights Policy  | Resolution    |
| 11.b. | Name EMU (Electric Multiple Unit) Train In Recognition of Extraordinary Contribution to Caltrain by: (i) Representative Anna Eshoo and (ii) Speaker Emerita Nancy Pelosi and former Representative Jackie Speier Upon the Announcement of Their Retirement from Elective Office | Motion        |
| 12.   | PCEP (Peninsula Corridor Electrification Project) Monthly Progress Report   | Informational |
| 13.   | Reports (Verbal)  |               |
| 13.a. | Report of the Citizens Advisory Committee   | Informational |

- |  |               |
|--|---------------|
| 13.b. Report of the Chair                                  | Informational |
| 13.b.i. Proclamation in Appreciation for Dora Seamans      | Motion        |
| 13.c. Report of the Local Policy Maker Group (LPMG)        | Informational |
| 13.d. Report of the Transbay Joint Powers Authority (TJPA) | Informational |
14. Correspondence
15. Board Member Requests
16. Date/Time of Next Regular Meeting: Thursday, September 5, 2024 at 9:00 am.  
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.
17. Adjourn

## Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at [www.caltrain.com](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto:board@caltrain.com).

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

### **Date and Time of Board and Committee Meetings**

JPB Board: First Thursday of the month, 9:00 am; JPB TOPS and AMP Committee: Two Wednesdays before the Board meeting, 1:30 pm and 3:30 pm respectively. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

### **Location of Meeting**

Members of the Public may attend this meeting in person or remotely via Zoom. \*Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

### **Public Comment\***

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

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

### **Accessible Public Meetings/Translation**

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

### **Availability of Public Records**

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



# Executive Director's Monthly Report: July 2024

Executive Director Michelle Bouchard

*Report prepared for August Board meeting; data current through June 2024.*

## Who We Are and What We Do










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

**Caltrain Vision:** To be a vital link in the statewide rail network by improving connectivity to other transit systems, contributing to the region's economic vitality, and partnering with local communities to ensure that diverse constituencies receive a world-class travel experience.





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# Safety Updates – Injuries and Incidents

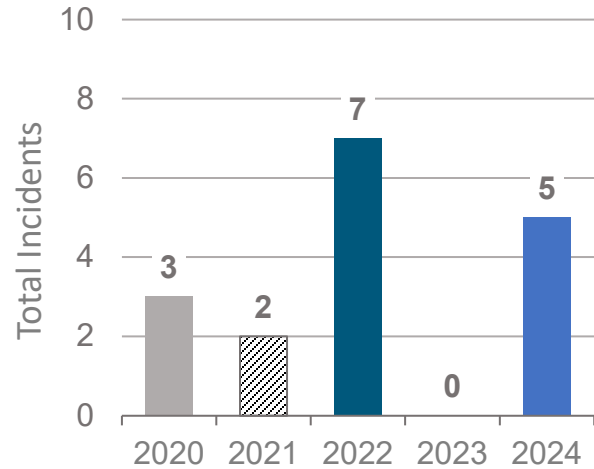
## Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain’s cumulative RIR for calendar year 2024 is 2.23.

Strains or sprains constitute the majority (51%) of reportable injuries for Caltrain’s operator.

## Reportable Rail Equipment Incidents



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

Reportable Rail Equipment Incidents from recent years peaked in 2022. There were no reportable incidents in 2023 but there have been 4 incidents thus far in 2024.

## Days without a Reportable Injury as of 6/30/2024

Department	Days Without Injury	Date of Last Injury
Dispatch	1,495	5/27/2020
Operations	32	5/29/2024
Maintenance of Equipment	133	2/18/2024
Maintenance of Way	137	2/14/2024
Other	1,495	5/27/2020





## Safety Culture Engagement Efforts

### Ongoing Safety Culture Transformation

- Caltrain recently onboarded a new cohort of Safety Champion volunteers to partner with the Safety Department and executives on the Safety Culture Steering Committee to promote, improve, and sustain a proactive safety culture. Safety Champions help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers.
- Chief Safety Officer issues regular correspondence to Caltrain employees about the importance of continuing to put Safety First and Always. Recent messages covered topics such as learning culture and safety moments.
- Caltrain recently launched a “Safety Leaders of the Quarter” recognition program to acknowledge and celebrate employees who are actively contributing to a positive safety culture. A new group of Safety Leaders (the third cohort thus far) was selected and recognized in July 2024.

### Recent Engagement Activities

- Attended APTA Mid-Year Safety and Risk Seminar
- Participated in Commuter Rail Safety Committee – presented Caltrain efforts on Roadway Worker Protection, Safety Culture and Grade Crossings
- Engaging cities along corridor to advance tree mitigation efforts
- Attended safety symposium in Pittsburgh, PA to present on Caltrain’s safety culture transformation and discuss best practices with industry peers
- Met with technology companies to discuss GPS navigation safety enhancements for grade crossing areas
- Launched internal “Safety First and Always” campaign for employees to share at least one photo and story demonstrating the importance of Going Home Safely, Every Day
- Electric train environment communication

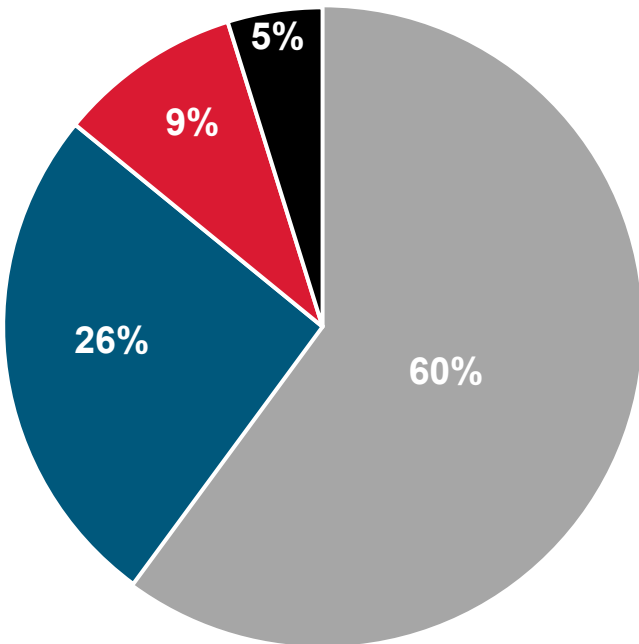




# Security Update

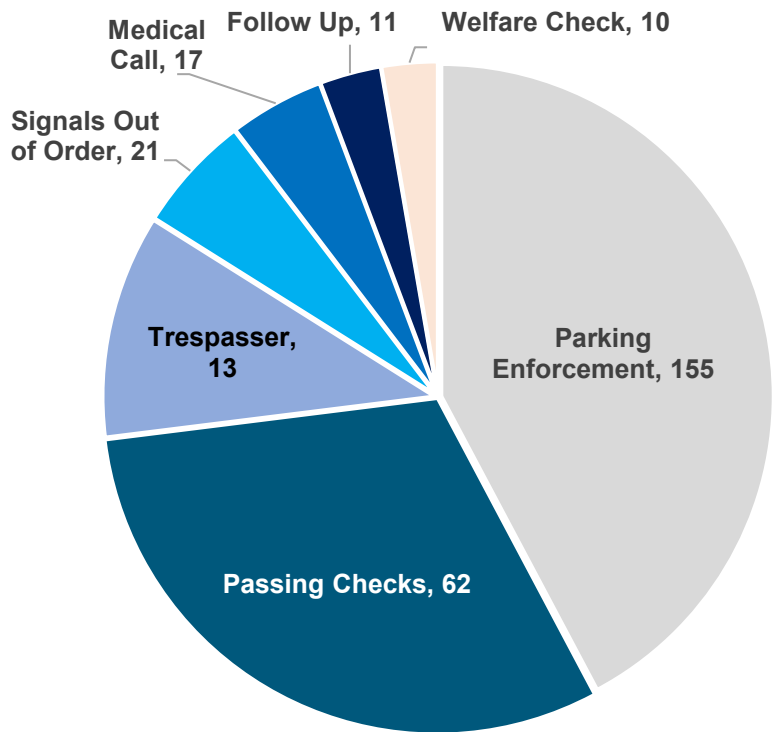
The San Mateo County Sheriff’s Office Transit Police Bureau is Caltrain’s contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, right-of-ways and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

### Calls for Service by County June 2024



- San Mateo
- Santa Clara
- San Francisco
- Unknown

### Number of Calls by Category June 2024<sup>1</sup>



### April 2024 Service Call Data

Overall Average Response Time: **20:27**  
 Average Response Time for **Priority 1\***: **N/A**  
 Average Response Time for **Priority 2\*\***: **20:01**

\*Priority 1 Calls: *In Progress – Crimes Against Persons*  
 \*\*Priority 2 Calls: *Just Occurred – Crimes Against Persons/ In Progress – Property Crimes*

Footnote 1: Total calls for service totaled 470 in June across 17 categories. The pie chart shows the top 8 categories representing 289 calls or 61% of the total.

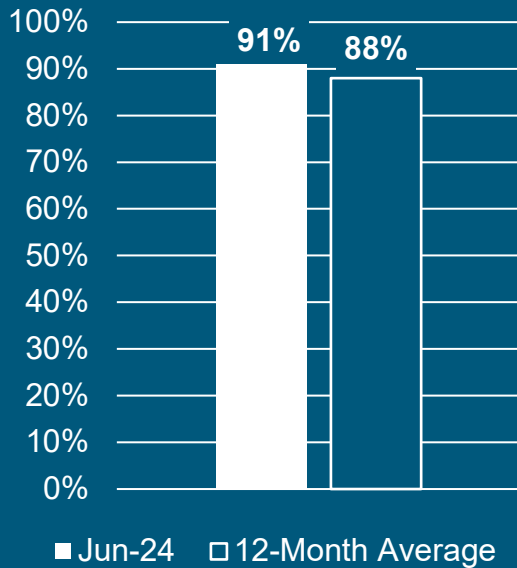




# Performance at a Glance

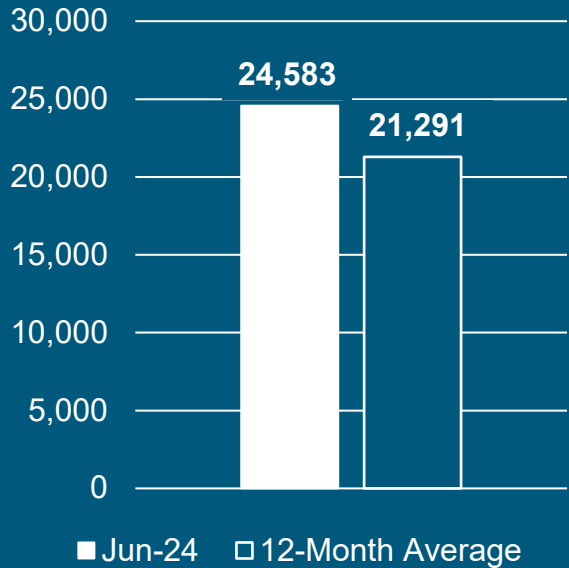
## On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



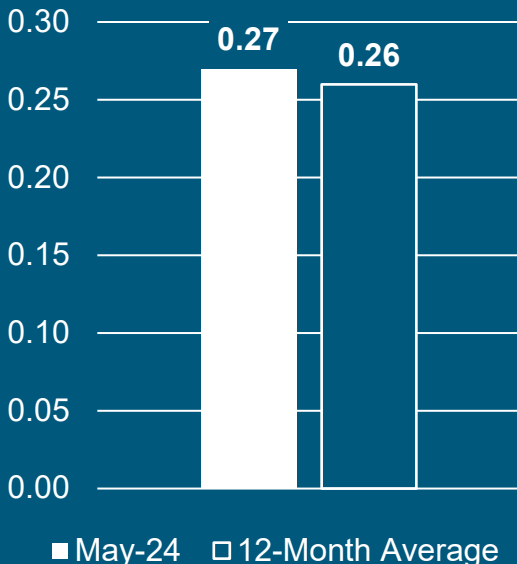
## Average Daily Ridership

Average estimated weekday ridership



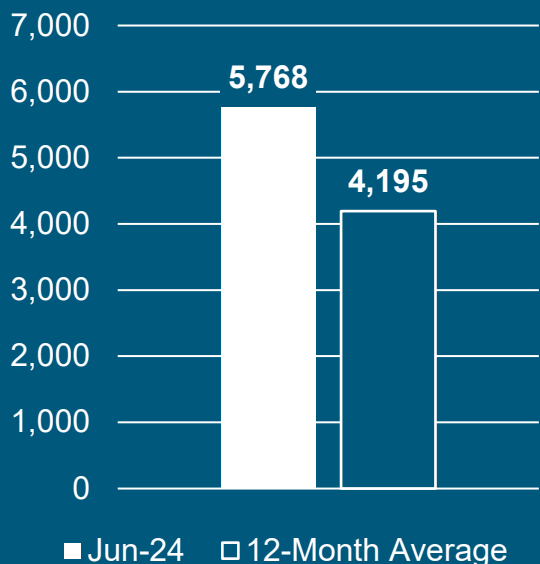
## Farebox Recovery Ratio

Ratio of fare revenue to operating costs



## Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required

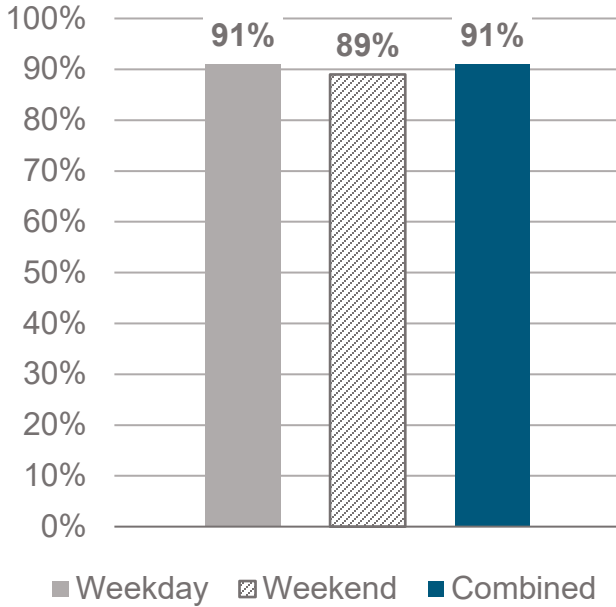


Note: June financials are not yet available due to ongoing year end close out activities for FY 2024.



# On-Time Performance

## Performance This Month (Jun-24)

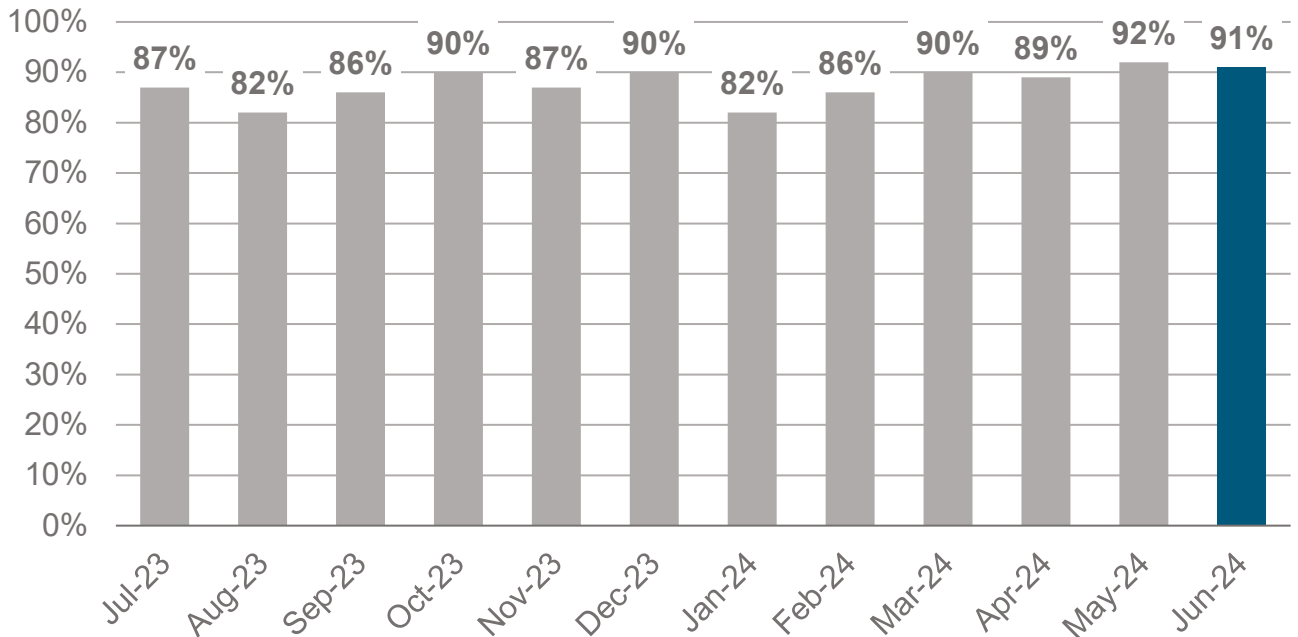


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95 percent. Combined OTP for the month of June was 91%.

Note that weekend OTP includes holidays.

## Monthly On-Time Performance in the Past Year





# Delays and Cancellations

Apr-24

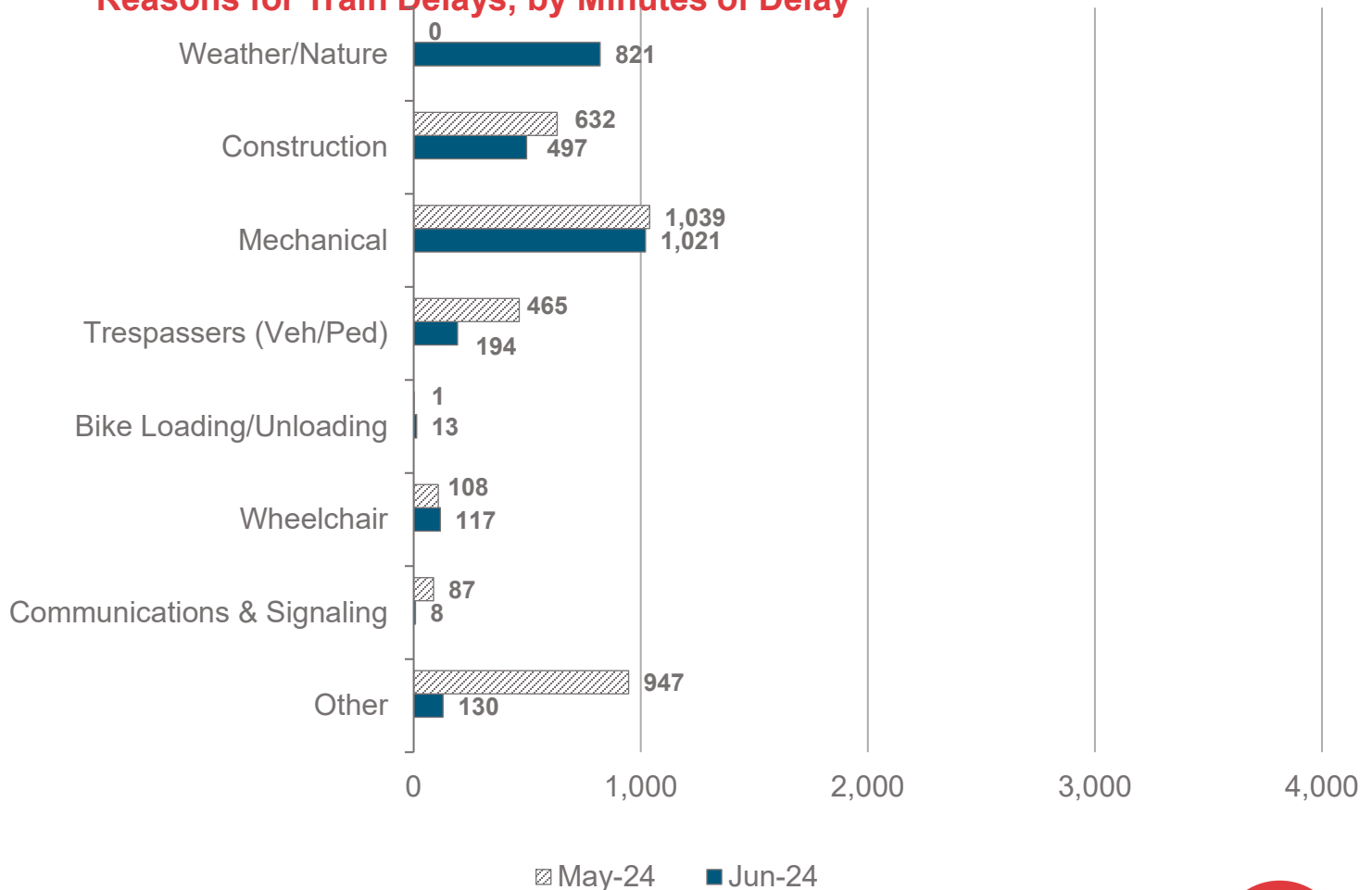
May-24

Jun-24

<b>Number of Late Trains</b>	270	200	215
<b>Average Minutes Late for Late Trains</b>	18	17	21
<b>Number of Cancelled Trains</b>	16	11	6

Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run, as well as those that are annulled before they begin to operate.

## Reasons for Train Delays, by Minutes of Delay



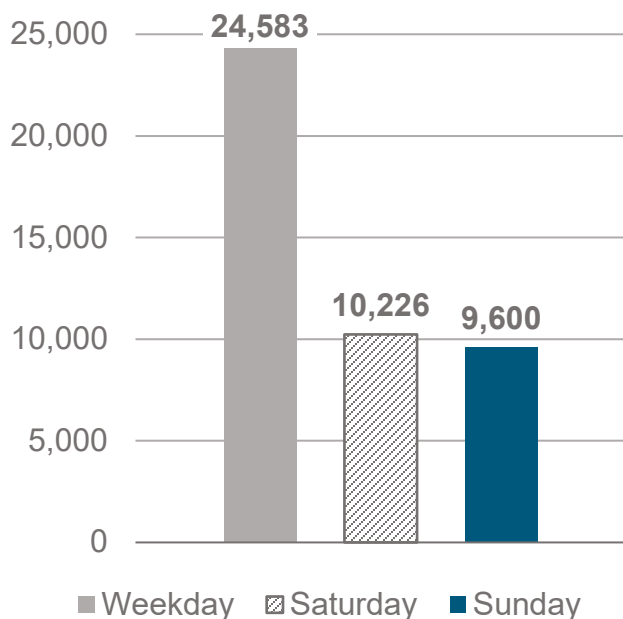
Note: "Other" includes special events and track defects.





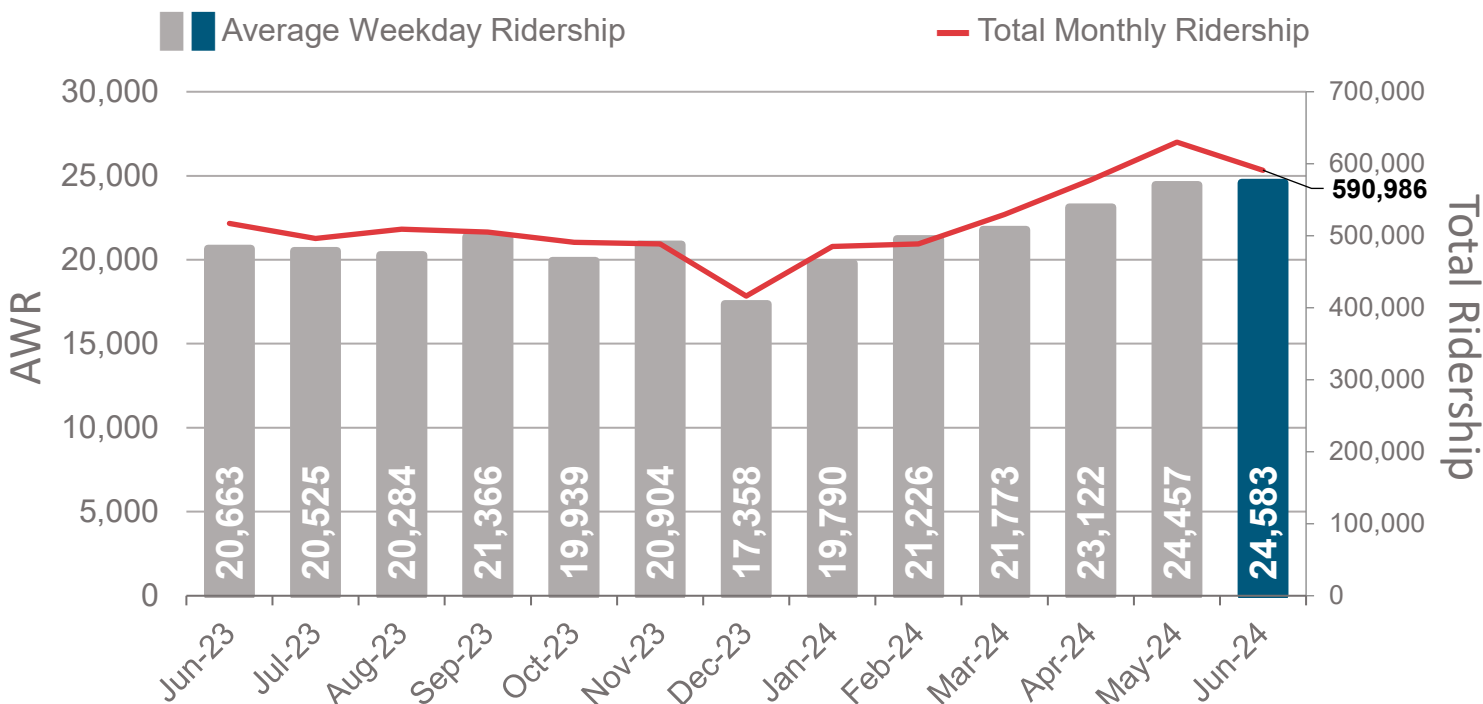
# Ridership and Revenue

## Average Daily Ridership (Jun-24)



Average weekday ridership (AWR) increased by approximately 19 percent compared to the same month in the prior year as riders continue to return to the Caltrain system for increased work and leisure travel.

## Ridership in the Past Year



April 2020 through October 2023: Due to pandemic-induced changes in travel patterns, ridership estimates were calculated using a combination of Clipper tap data and limited conductor counts.

November 2023 on: Caltrain implemented a ridership estimation model that is based entirely on fare media sales data.



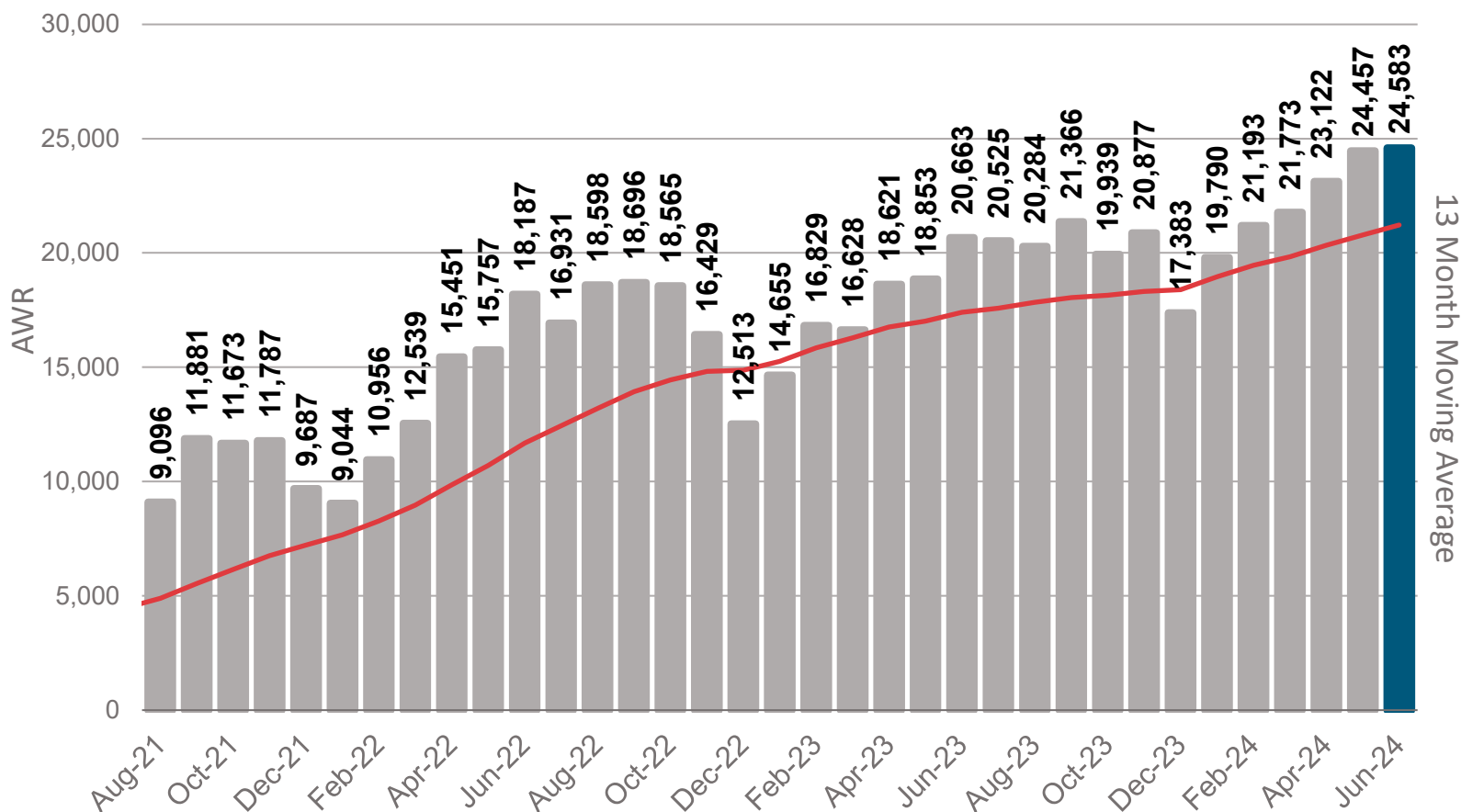




# Ridership and Revenue

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

■ Average Weekday Ridership      — Total Monthly Ridership



**Year Over Year AWR Increase  
(June 2023 vs. June 2024) : 19%**





# Ridership and Revenue

## Special Service Ridership Report \*

### San Francisco Station

- San Francisco Giants
  - 15 regular season games in June.
  - Season-to-date ridership at San Francisco station was 240,605, a 14.2% increase compared to 2023 (210,744) and a 25.4% decrease from 2019 (322,633).
- SF Pride Parade
  - Four pre-event special trains.
  - Pre-event ridership was 5,618, a 12.1% decrease compared to 2023 (6,390) and a 6.7% decrease from 2019 (6,019).

### Stanford Station

- San Jose Earthquakes vs LA Galaxy
  - One California Classico game at Stanford Stadium, regular weekend service stopped at Stanford Stadium Station.
  - Gross ridership was 508, a 62.7% decrease compared to 2023 (1,363), and a 48.5% decrease from 2019 (987).

### Mountain View Station

- Copa America: Ecuador vs Venezuela
  - One soccer game at Levi's Stadium.
  - Gross ridership was 543.

\* Methodology Change: Prior to November 2023, special event ridership was reported in terms of "additional riders." With the rollout of a new fare media sales-based estimation methodology, special event ridership is now reported in terms of total (gross) ridership on trains before and/or after special events. Gross ridership estimates are available for special events for which additional ridership was previously reported.

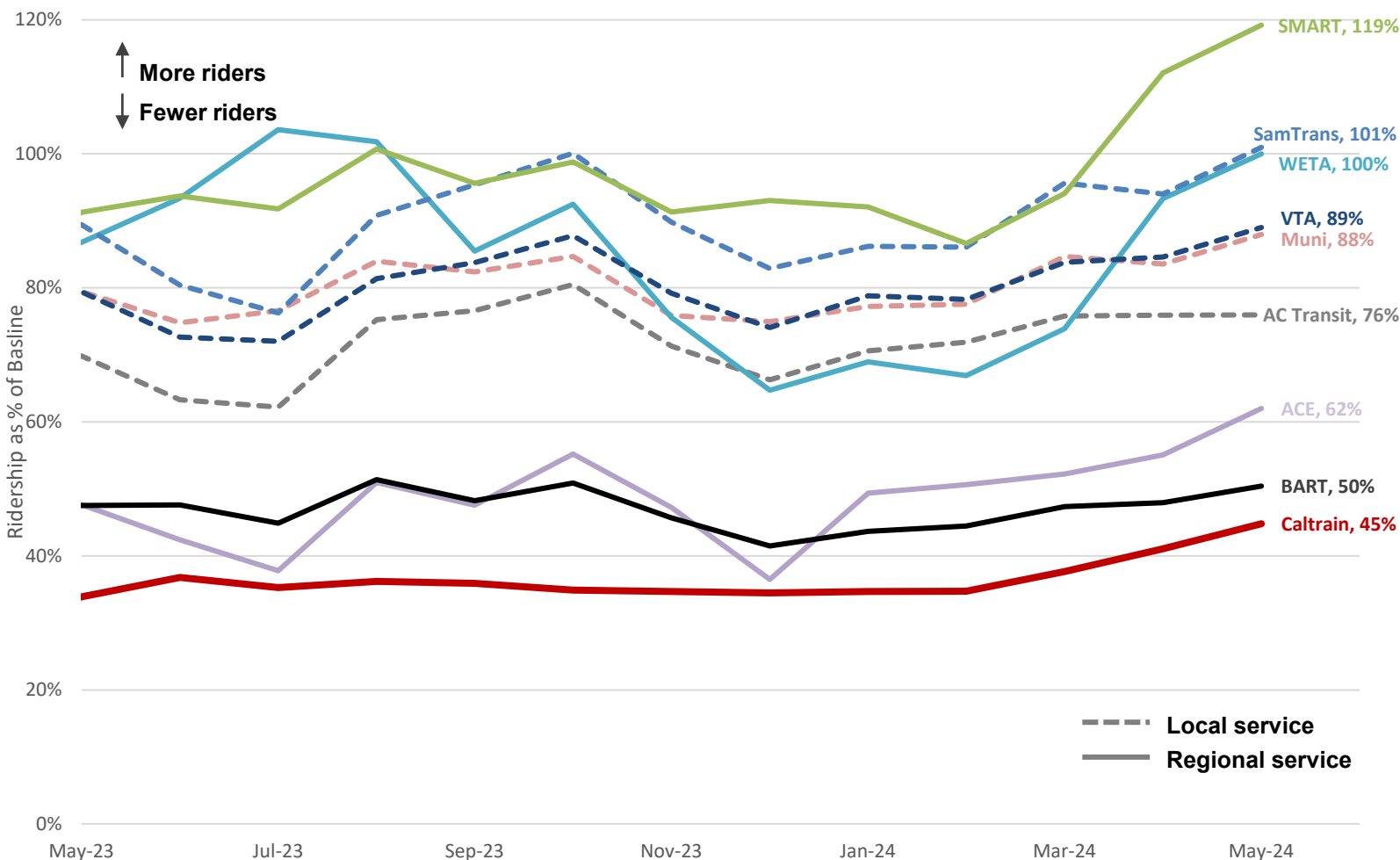




# Public Transit Ridership Recovery in the Bay Area

The below chart represents total monthly ridership as a percentage of baseline (defined as total monthly ridership reported in February 2020).

## Total Monthly Ridership as a Share of Pre-Pandemic Levels



### Sources:

- Starting in November 2023, Caltrain ridership estimates use a fare media sales-based model. Prior to then, Caltrain ridership estimates were based on a combination of conductor counts & Clipper data
- Ridership data for all other agencies retrieved from the National Transit Database

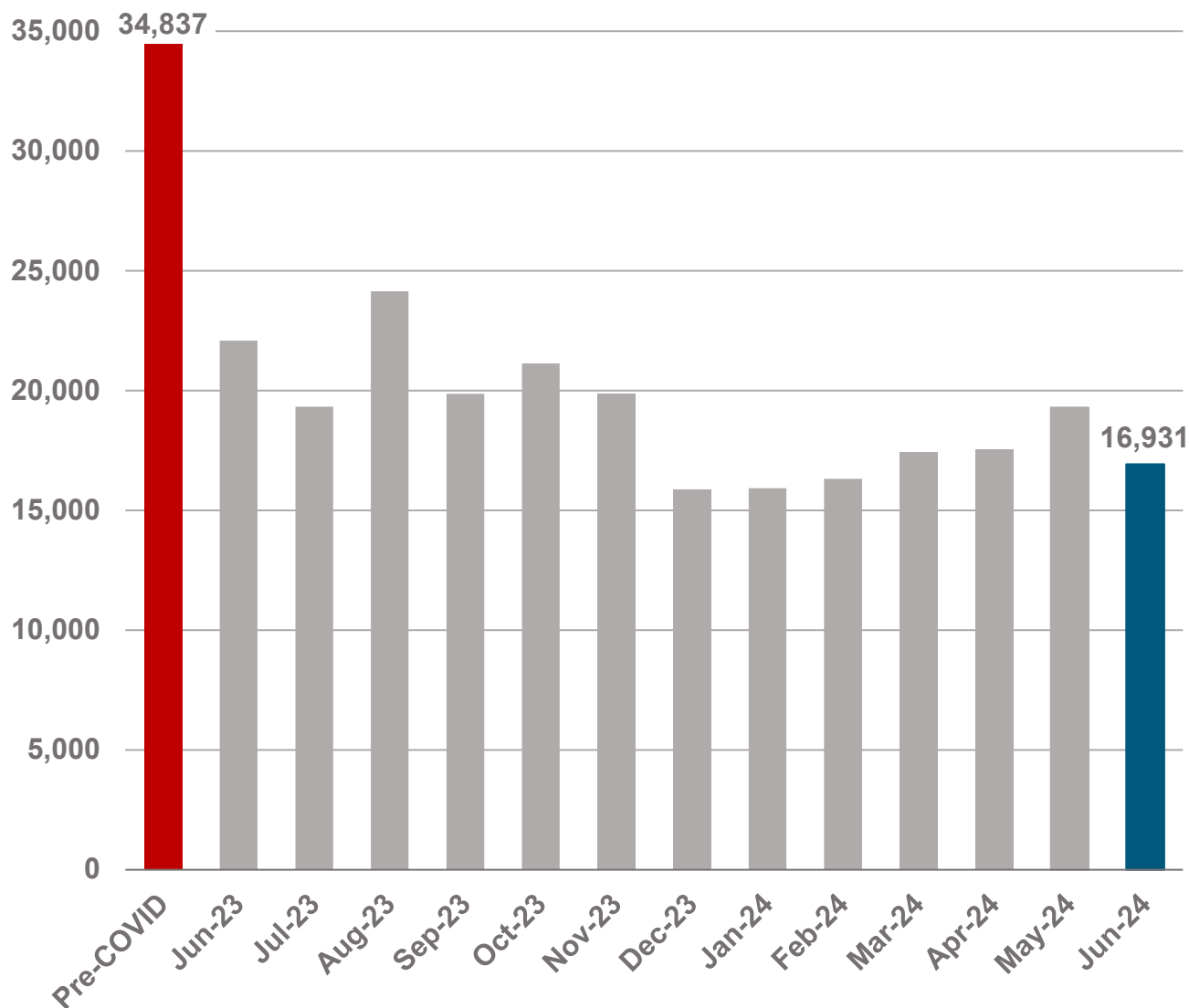
## Total Monthly Ridership Estimates (in thousands)

Transit Operator	23-May	23-Jun	23-Jul	23-Aug	23-Sep	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May
Muni	13,078	12,316	12,611	13,824	13,561	13,942	12,492	12,338	12,718	12,770	13,942	13,755	14,484
BART	4,635	4,645	4,376	5,010	4,706	4,963	4,456	4,046	4,258	4,338	4,617	4,677	4,918
AC Transit	3,209	2,909	2,859	3,458	3,521	3,699	3,278	3,045	3,245	3,303	3,484	3,490	3,492
VTA	2,270	2,077	2,060	2,326	2,395	2,511	2,264	2,118	2,253	2,238	2,397	2,419	2,545
SamTrans	848	762	723	861	904	949	851	786	817	816	906	891	957
Caltrain	418	477	517	496	509	505	491	488	485	488	489	530	578
WETA	192	201	216	240	236	198	214	175	150	160	155	171	216
SMART	65	67	66	72	69	71	65	67	66	62	67	80	85
ACE	55	49	43	59	55	63	54	42	57	58	60	63	71



# Ridership and Revenue

## Monthly BART Transfers at Millbrae in the Past Year



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

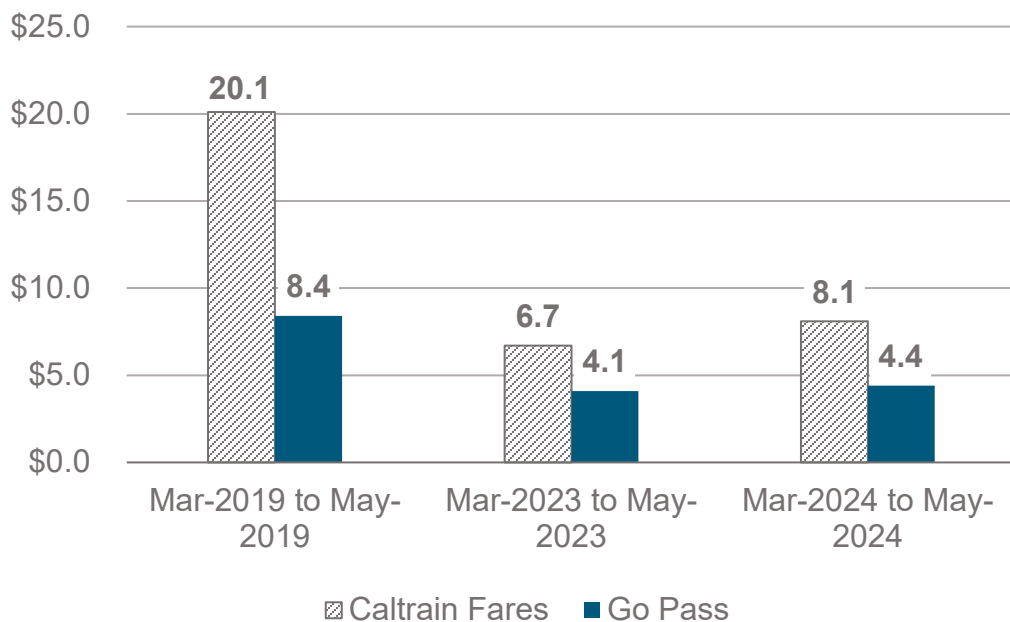
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





# Ridership and Revenue

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

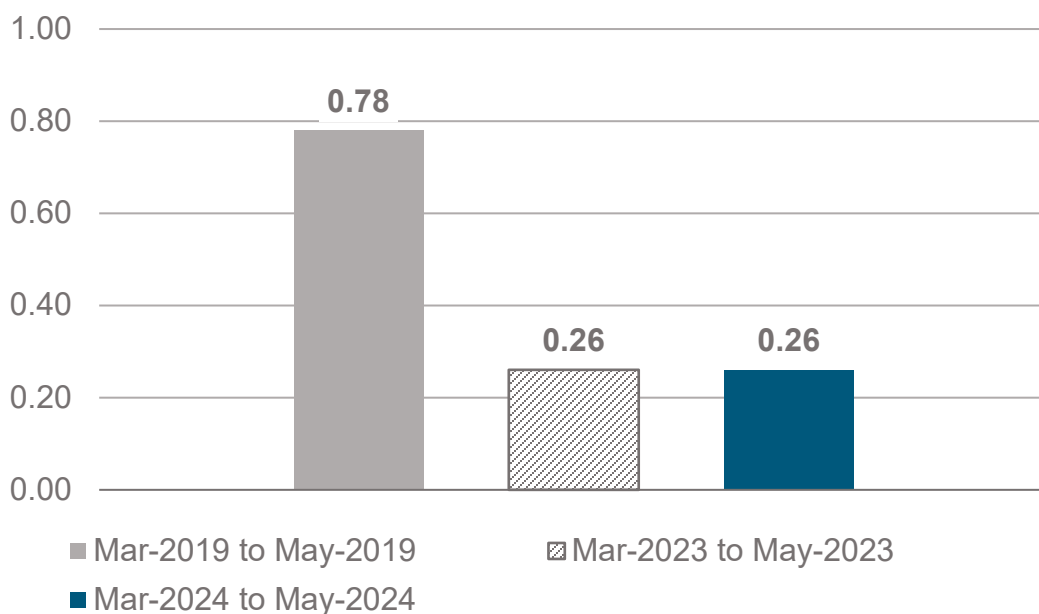


Note: June financials are not yet available due to ongoing year end close out activities for FY 2024.

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

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

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



Note: June financials are not yet available due to ongoing year end close out activities for FY 2024.

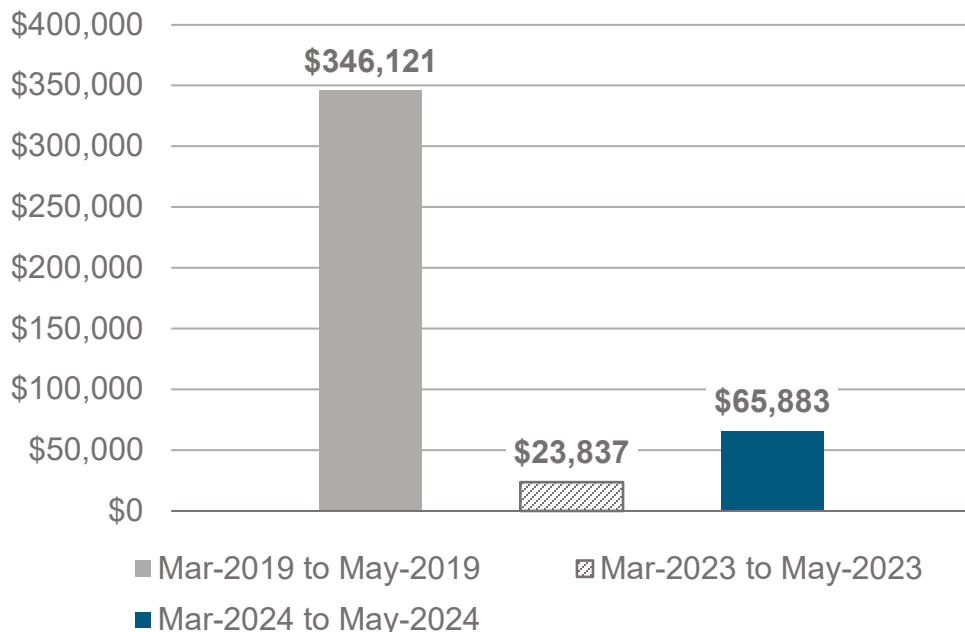
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





# Ridership and Revenue

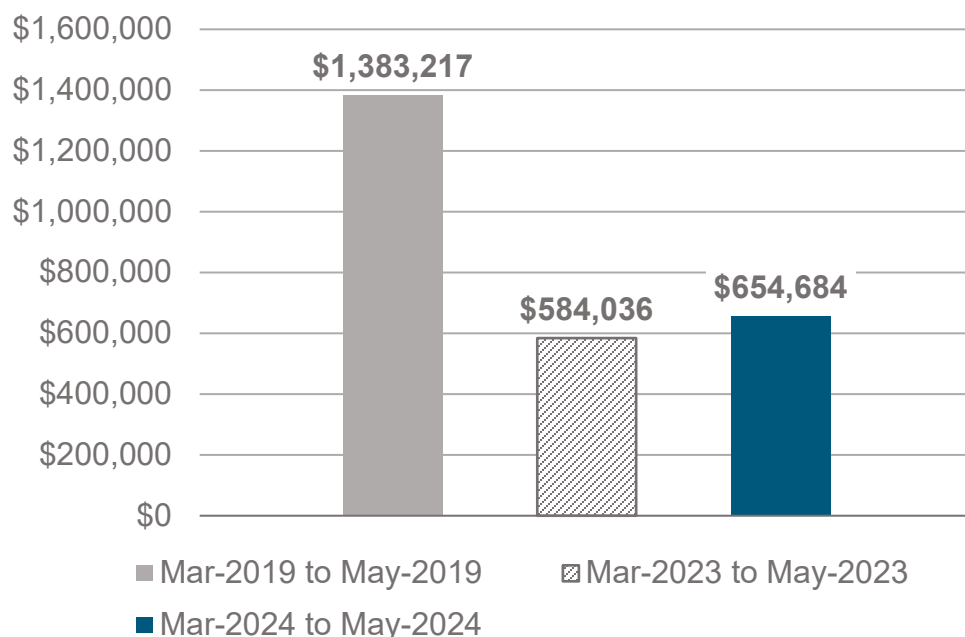
## Advertising Revenue (3-Month Rolling Average)



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

Note: June financials are not yet available due to ongoing year end close out activities for FY 2024.

## Parking Revenue (3-Month Rolling Average)



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

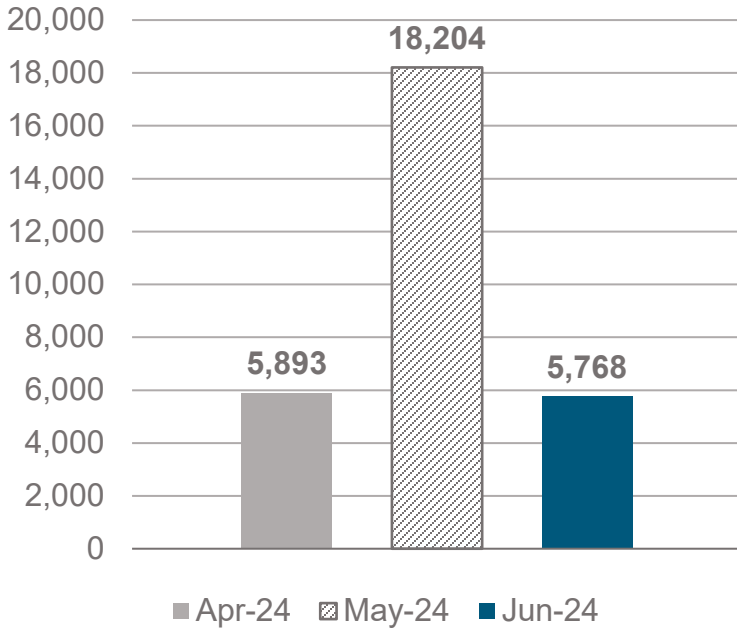
Note: June financials are not yet available due to ongoing year end close out activities for FY 2024.





# Maintenance Performance

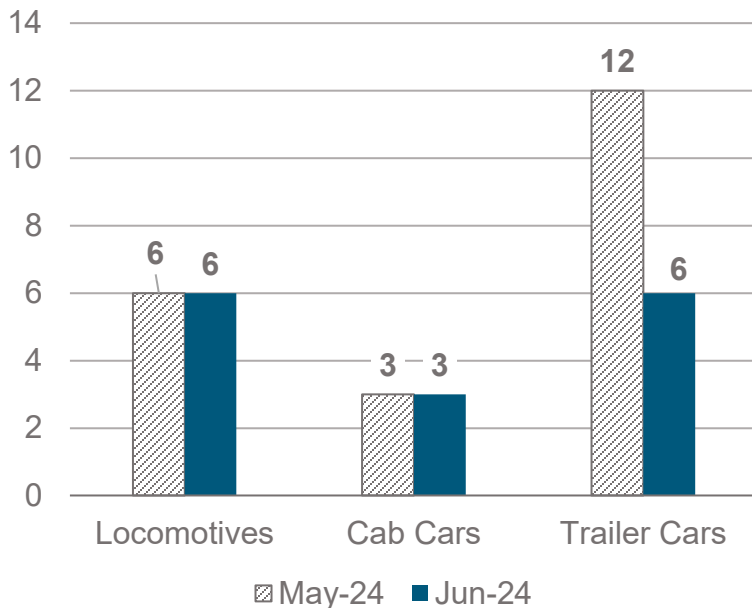
## Mean Distance Between Failure (Locomotives)



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

The graph to the left represents MDBF for all passenger locomotives in Caltrain’s fleet.

## Equipment in Maintenance/Repair



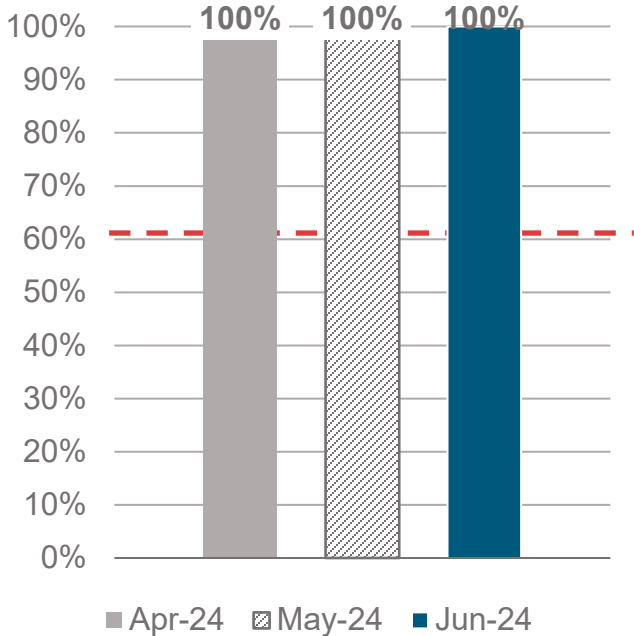
Equipment in Maintenance/Repair represents the number of locomotives and cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs.





# Maintenance Performance

## Equipment Availability (Locomotives)

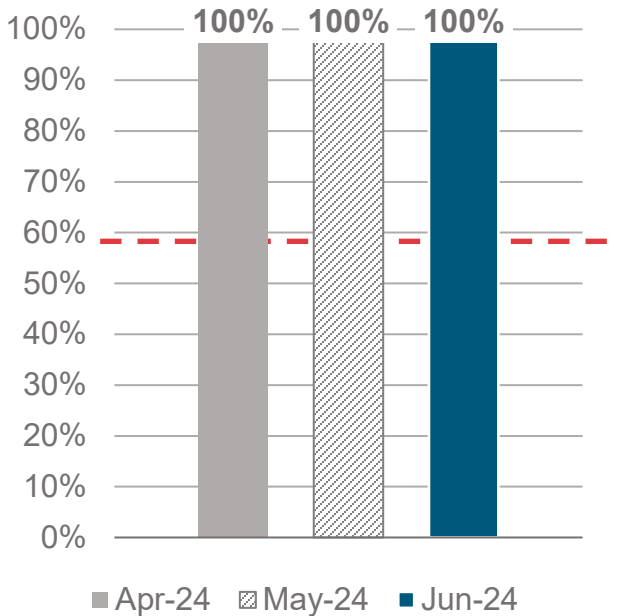


Equipment Availability is the number of cars or locomotives available for service on an average day each month as a percentage of the daily equipment required to run base service.

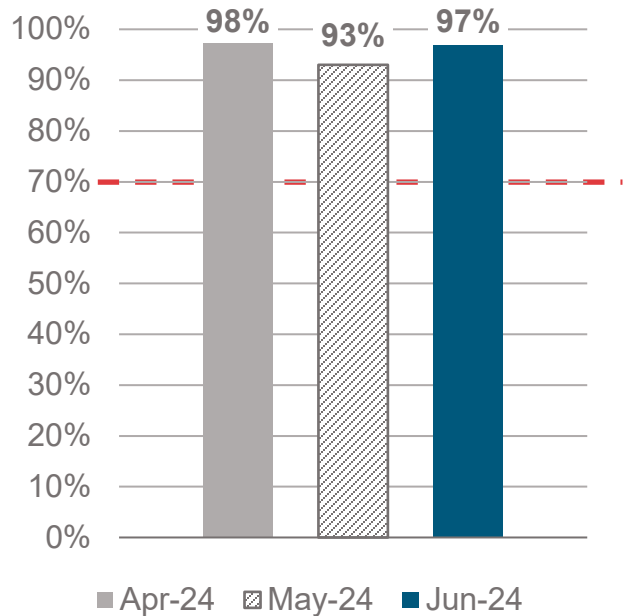
Caltrain currently owns 29 passenger locomotives, with 18 required daily; 36 cab cars, with 21 required daily; and 98 trailer cars, with 69 required daily.

The high average age of Caltrain's current fleet, with around two-thirds being at the end of its useful life, significantly affects availability.

## Equipment Availability (Cab Cars)



## Equipment Availability (Trailer Cars)



Note: The dotted red line ( - - - - ) on each graph represents the target line (i.e., the percentage of each equipment type required to run base service on an average weekday).







## Service and Program Updates

### Caltrain Runs Eight Trains Simultaneously on Newly Completed Corridor

In June, Caltrain conducted a successful test of eight trains running simultaneously on its electrified corridor, marking the final corridor wide test before the launch of electrified service in September.

Caltrain plans on launching its electric service on September 21, which will feature a San Francisco to San Jose trip in under an hour, peak hour trains every 15-20 minutes at 16 stations and trains every half hour during mid-day, evenings and weekends.

After the successful substantial completion of Electrification infrastructure on the 51-mile corridor between San Francisco and San Jose, Caltrain, Stadler and design-build contractor Balfour Beatty could safely conduct the eight-train power contingency test to stress the electrical power system and simulate real time September full EMU service schedule. The successful completion ensures that eight EMU trainsets can properly perform under various power configurations.

### Customized Alerts Available to Caltrain Customers

As of July 8, Caltrain is offering new and improved service alerts, allowing riders to get personalized updates regarding their commute via text and email.

Caltrain riders can sign up at [www.caltrain.com/textalerts](http://www.caltrain.com/textalerts). From there, they can choose to receive alerts via phone or email, and select the train number, stops and timeframe they are interested in. Riders can personalize and save multiple alerts, making it easy to get separate notifications for their commute, trips to sports games and concerts, or any other trip they rely on Caltrain for.

Caltrain developed this new tool in partnership with SimplifyTransit, which focuses on passenger-centric transit communication tools. The automated platform pulls in real-time alerts published in Caltrain's real-time transit information system and distributes those alerts to subscribers via text and email.





# Communications and Marketing Update

## Press Releases & Earned Media

### Press Releases:

- Caltrain Provides Service to San Jose Earthquakes vs LA Galaxy
- Ride Caltrain to SF Pride Parade and Celebration
- Caltrain Runs Eight Trains Simultaneously on Newly Completed Corridor

### Earned Media:

- Railway Track and Structures: Caltrain Announces Start Date for Revenue Electric Service
- Mountain View Voice: Caltrain passes final corridor test, announces full electrification date
- San Mateo Daily Journal: Caltrain eyes new HQ options
- CBS: New electric fleet set to move Caltrain into a green future

## Communications Activities

### Events

SF Pride was Caltrain's largest customer-facing event in the month of June. The celebration occurred on June 30<sup>th</sup> with a theme of "*Love, It's Electrifying.*" A welcome party was held at San Francisco Station, complete with DJ sets and drag performances. Staff were there to greet customers on their way to the SF Pride Parade and Festival and to give out "Ride with Pride" swag.

### Communications

A new text and email alert system was soft launched to riders on July 8<sup>th</sup>, allowing customers to get personalized updates regarding their commutes via text and email. Previously this work had been completed manually by members of the Digital Media Team, providing updates on Twitter (x).





# Communications and Marketing Update

## Messaging Highlights:

- Full weekend closure
- SF Pride
- Giants Baseball
- Text and email alerts were soft launched mid-June
- Juneteenth
- New digital signs placed in Diridon station
- Social Giveaway with Stanford Live for Dom Dolla Event
- Copa America at Levi's Stadium
- Electric train vs Diesel video was shared to show difference of both vehicles
- California Clásico
- Dodgers came back to the Bay vs. Giants

## Social Metrics: (Year to Year)

Metric	June 2024	June 2023
Impressions	833,624	793,869
Engagements	47,533	42,435
Post Link Clicks	9,221	5,785

*Note: An impression is anytime our content is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment. These data do not include any web metrics.*





# Capital Projects Update

## Project: Guadalupe River Bridge Replacement

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
JPB has extended the MT-2 railroad bridge and will replace the MT-1 railroad bridge over the Guadalupe River in San Jose. The project is located north of Willow Street and east of State Route (SR) 87 between Tamien and San Jose Diridon stations.	<span style="color: green;">●</span>	<span style="color: red;">●</span>	<span style="color: red;">●</span>	<span style="color: red;">●</span>

### Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	63,699	32,767	31,371	12/31/26
Percentages	100.00%	51.4%	49.2%	

### Project Highlights – Recent and Upcoming Work

In June 2024, to prepare for demolition, the JPB installed bird nesting deterrent measures on the old MT-1 bridge, continued fabrication of precast girders for the new MT-1 bridge, and continued discussions with environmental permitting authorities to achieve consistency between environmental permits.

In July 2024, JPB staff will continue discussions with environmental permitting authorities to enable MT-1 bridge demolition in 2024 and to obtain permit amendments for construction in 2025 and 2026. Based on these discussions, JPB staff will prepare an updated project schedule and estimated cost projections.

**Schedule** - To adapt the project’s construction approach to align with new environmental permits, prior environmental permits must be amended for consistency. The resulting construction approach, allowable work hours, and resulting project schedule are the subject of ongoing discussions with environmental permitting authorities. JPB staff will continue to work with environmental permitting authorities to determine the revised project approach and will provide an updated schedule to the Board.

**Budget** – Preliminary forecasts indicate that environmental permitting challenges are likely to increase project costs above the approved project budget. Anticipated cost drivers are construction delays and extended overhead, including JPB’s costs for oversight of construction and environmental compliance.

**Funding** - The approved funding plan for the project relies on multiple sources, including State of Good Repair (SOG) Federal grants. The projected timing for receipt and availability of funds from each source is anticipated to support the ongoing progress and timely completion of the project. The "Funding" status light will remain "Red" until FY24 funding appropriated by the Board in June 2023 is made available to the project.

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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





# Capital Projects Update

## Project: MP-36 Locomotive Mid-Life Overhaul Project

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>This project involves performing mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul includes complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work is occurring off-site at the contractor's facility location. The 6 locomotives to be overhauled are Locomotive #'s 923, 924, 925, 926, 927 &amp; 928. In order to maintain daily service, only 1 to 2 of these locomotives are released at a time for overhaul work that is expected to take approximately 8 months per locomotive. Due to this restriction, the overall completion of this work is expected to take approximately 4 years.</p>	●	●	●	●

### Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	14,833	12,916	11,082	12/30/24
Percentages	100%	87.1%	74.7%	

### Project Highlights – Recent and Upcoming Work

June: Started testing the main engine, generator, and HEP engine of Locomotive 928.

July: Complete exterior painting and remaining tests of Locomotive 928 and prepare it for shipment.

A potential budget shortfall has been identified. Requested a \$622,888 supplemental funding as part of the FY25 budget amendment.

Note: The schedule and budget were re-baselined based on Management Committee approval of an updated Work Plan in June 2024.

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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





# Capital Projects Update

## Project: Bayshore Station Bridge Painting

Project Description		Status Summary			
		Safety	Schedule	Budget	Funding
<p>This project will perform rehabilitation of the coatings of the existing steel pedestrian overpass bridge at the Bayshore Station in Brisbane. The bridge's paint coatings need rehabilitation due to surface rust. This work combined with a complete repainting of the bridge will bring the structure to a state of good repair.</p>		●	●	●	●
<b>Project Phase: 7 – Start-up/Turnover</b>					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	6,870	5,948	5,716		12/31/2024
Percentages	100.00%	86.6%	82.2%		
<b>Project Highlights – Recent and Upcoming Work</b>					
<p>June: Continued to work with the team in completing final punch list items. In addition, continued to work with legal team to identify next steps and schedule for close-out phase.</p> <p>July: Continue to work with the team in completing final punch list items. In addition, continue to work with legal team to identify next steps and schedule for close-out phase.</p>					

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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





# Capital Projects Update

## Project: Broadband Wireless Communications

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

### Project Phase: 6 – Construction/Implementation

### Project Costs (in thousands of dollars)

	Current Budget	Committed to Date	Expended + Accruals	Estimated Completion
Totals	30,441	23,615	22,079	
Percentages	100.00%	77.2%	69.9%	

### Project Highlights – Recent and Upcoming Work

June: A total of 13 EMU trains have been equipped with the Broadband equipment by Stadler to date. Nomad has validated the Stadler installation for 8 trains and have commissioned 4 trains. Nomad completed the construction for all 4 segments and is done with the civil work. Completed the fiber splicing and connections for all the trackside radios. Nomad conducted the Factory Bench Test except for 3 features. The 3 features will be tested next month.

July: Complete the factory bench test for system functionalities. Perform the static and dynamic system test. Complete any punch list items from the trackside civil work.

Funding: The remaining activated funds are insufficient to cover the remaining construction phase of the project. Expecting final board action in August on the use of bond funds in place of SRA funds for the Broadband project. As a result, the "Funding" status light will remain "Red" until the remaining funds are made available to the project.

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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





# Capital Projects Update

## Project: San Mateo Grade Crossing Improvements

Project Description		Status Summary			
		Safety	Schedule	Budget	Funding
<p>This project will design and implement safety improvements including quad gates or exit gates at the 4th and 5th Ave grade crossings in San Mateo. This project will make the two grade crossings safer for the train, motorist and pedestrians.</p>		●	●	●	●
<p><b>Project Phase: 6 – Construction/Implementation</b></p>					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	5,471	4,582	1,854		12/04/2024
Percentages	100.00%	83.8%	33.9%		
<p><b>Project Highlights – Recent and Upcoming Work</b></p>					
<p>June: TASI work on the Grade Crossings has been suspended in the month of June while they are directed to perform work for Caltrain on other projects. Bi-Weekly progress meetings are being held with TASI to understand schedule for remaining work. SWI trackwork was completed under single tracking outages weekend of May 31st- June 2nd.</p> <p>July: TASI will remobilize to complete civil work that is delaying SWI. SWI schedule has been impacted by TASI inability to complete their scope and will require a contract extension.</p> <p>Delay in schedule were attributed to delays in completion of predecessor scope of work required by TASI. Additional delays are not anticipated as the TASI crews are now being committed to the project.</p>					

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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







# Capital Projects Update

## Project: Churchill Avenue Grade Crossing

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill Avenue grade crossing in Palo Alto. Implement a total of 17 seconds of advance signal preemption time.	●	●	●	●
<b>Project Phase: 6 – Construction/Implementation</b>				
<b>Project Costs (in thousands of dollars)</b>				<b>Estimated Completion</b>
	Current Budget	Committed to Date	Expended + Accruals	
Totals	2,520	1,639	937	11/21/2024
Percentages	100.00%	65.0%	37.2%	
<b>Project Highlights – Recent and Upcoming Work</b>				
<p>June: Stacy and Witbeck, Inc. work is currently on hold awaiting completion of City of Palo Alto work that is a predecessor to JPB work. CM Team is holding progress meetings as needed during this delay. Ongoing bi-weekly progress meetings being held with TASI for signal construction scope.</p> <p>July: Stacy and Witbeck, Inc. work is currently on hold awaiting completion of City of Palo Alto work that is a predecessor to JPB work. Work is not likely to resume until late July or early August of 2024, pending further updates from the City of Palo Alto. Project team will work with SWI on a contract extension.</p>				

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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





# Capital Projects Update

## Project: Next Generation Visual Messaging Sign (VMS)

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
Full replacement of existing obsolete VMS at 22 selected stations between San Francisco and Tamien. The current VMS signs are no longer supported by the manufacturer and the predictive arrival and departure system (PADS) is becoming obsolete. Research will be done to determine whether it's best to replace the signs that will work with the current predictive arrival and departure system (PADS) or replace signs for the next generation passenger information system.	●	●	●	●
<b>Project Phase: 6 – Construction/Implementation</b>				
<b>Project Costs (in thousands of dollars)</b>				<b>Estimated Completion</b>
	Current Budget	Committed to Date	Expended + Accruals	
Totals	6,800	2,779	1,963	06/15/2025
Percentages	100.00%	40.9%	28.9%	
<b>Project Highlights – Recent and Upcoming Work</b>				
<p>June: SSWP for Option 1 and Option 2 stations are approved. VMS replacement at Palo Alto station is completed. Half of the signs from Base stations are replaced.</p> <p>July: Complete base stations VMS replacement and continue the option 1 and option 2 stations.</p> <p>The “Funding” status light is yellow as there are insufficient activated funds to cover the entire construction phase. Activate the FY25 approved budget.</p>				

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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





# Capital Projects Update

## Project: San Francisquito Creek Emergency Bank Stabilization

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

### Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	8,988	3,554	1,643	12/30/2025
Percentages	100.00%	39.5%	18.3%	

### Project Highlights – Recent and Upcoming Work

June: JPB team monitored the confirmed the adequate performance of the temporary stabilization measures.

July: due to the success of the temporary stabilization measures, JPB staff will recommend that the JPB Finance Committee consider discontinuing the emergency declaration for the San Francisquito Creek Bridge. In parallel, JPB staff will continue to coordinate with the US Army Corps of Engineers (USACE) to facilitate the issuance of a Section 404 Permit for the permanent stabilization project to be constructed in 2025.

Note: Milestone schedule was re-baselined based on Management Committee approval of an updated Work Plan in June 2024.

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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





# Capital Projects Update

## Project: San Mateo Replacement Parking Track

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave. Grade Separation Project. The track, which will be located between 10th and 14th Aves., will be accessed from 9th Ave., approximately 1,000 feet in length and have a single switch.</p> <p>Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.</p>	●	●	●	●

### Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	10,128	3,539	3,242	05/31/2025
Percentages	100.00%	34.9%	32.0%	

### Project Highlights – Recent and Upcoming Work

June: SWI Continues with Construction Activities. Budgets/Grants continues to work with Caltrans on Program Supplement (PS) for \$3.77M in LPP funds, will proceed with requesting Pre-approval spending authority (PASA) until PS is executed and funds are activated.

July: Grants team will continue to work with Caltrans to execute program supplement agreement for LPP funds. SWI will continue sound wall construction and grading will begin for setout track.

Note: Additional funding is required to be activated to cover construction phase of the project. \$3.77M in LPP funds still need to be activated. Grants staff are working on the Program Supplement with Caltrans, will proceed with requesting Pre-approval Spending Authority (PASA).

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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





# Capital Projects Update

## Project: Mini-High Platforms

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified.</p> <p>Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.</p>	●	●	●	●
<b>Project Phase: 6 – Construction/Implementation</b>				
<b>Project Costs (in thousands of dollars)</b>				<b>Estimated Completion</b>
	Current Budget	Committed to Date	Expended + Accruals	
Totals	6,693	1,249	779	09/17/2025
Percentages	100.00%	18.7%	11.6%	
<b>Project Highlights – Recent and Upcoming Work</b>				
<p>June: Submit shop drawings for platforms and handrails.</p> <p>July: Complete pre-coordination with UPRR to line up flagging. Begin pre-casting the platforms.</p>				

**Note:** The Capital Projects information is current as of June 30, 2024, and is subject to change prior to the August 2024 Board meeting.

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



# Acknowledgements

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

## **Caltrain Planning**

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

## **Communications Division**

Tasha Bartholomew, Manager, Media Relations  
Robert Casumbal, Director, Marketing & Research  
Jeremy Lipps, Manager, Digital Communications  
Stephanie Torres, Social Media Specialist

## **Finance Administration**

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

## **Rail Administration / Rail Operations & Maintenance**

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

## **Rail Design & Construction**

Rob Barnard, Chief  
Jonathan Tillman, Director Capital Programs Management  
Robert Cheung, Project Controls Deputy Director  
Sowmya Karipe, Project Controls Specialist

## **Additional Support**

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



**Peninsula Corridor Joint Powers Board  
Board of Directors Meeting  
1250 San Carlos Avenue, San Carlos, CA 94070  
DRAFT Minutes of June 6, 2024**

**Members Present:** Margaret Abe-Koga, Pat Burt, Jeff Gee, Rico E. Medina, Shamann Walton, Monique Zmuda

**Members Absent:** Ray Mueller, Steve Heminger (Vice Chair), Devora “Dev” Davis (Chair)

**Staff Present:** J. Baker, M. Bouchard, S. Bullock, D. Chazan, M. Clendennen, N. Fogarty, C. Fromson, J. Harrison, K. McCoy (Balfour Beatty Infrastructure, Inc.), L. Peabody, G. Rogers, D. Ryan, D. Seamans, B. Shaw, M. Tseng

**1. Call to Order/Pledge of Allegiance**

Acting Chair Gee called the meeting to order at 9:02 am and Director Abe-Koga led the Pledge of Allegiance.

**2. Roll Call**

District Secretary Dora Seamans called the roll and confirmed a Board quorum was present.

**3. Public Comment on Items not on the Agenda – There were none.**

**4. Closed Session: Conference with Legal Counsel – Pending Litigation (§ 54956.9(d)(1)) [Rogers v. Peninsula Corridor Joint Powers Board, San Mateo County Superior Court, Case No. 23-CIV-03335]**

**5. General Counsel Report – Report Out from Above Closed Session**

Legal Counsel James Harrison noted that there were no reportable actions.

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

Aleta Dupree commented on how to find wayfinding and timeline for electrification as well as using Clipper 2 test card and how the last with bus bridge shutdown went well.

Jeff Carter commented on the efficiency of wayfinding at Millbrae station and appreciated the open house event in San Carlos on May 11.

**7. Report of the Executive Director**

Michelle Bouchard, Executive Director, provided updates, which included the following:

- May 11 San Carlos electrification event had the highest attendance with 5,000 people. Received support from a delegation of Board Members and other officials
- Final electrification train testing this weekend. Future events include a soft launch through August, a new schedule launch, and community events throughout corridor

- APTA (American Public Transportation Association) Rail Conference was held in Cleveland, Ohio, where Sam Sargent, Director of Strategy and Policy, spoke about ridership growth and Graham Rogers, Business Operations Project Manager, spoke about the zero-emission future, and Ms. Bouchard spoke about organizational safety culture and the electrification program
- June is Pride Month. Supported South City Pride. Second annual event will be in San Francisco on June 30<sup>th</sup>
- SB (Senate Bill) 1031 was withdrawn for consideration for this year

#### Public comments

Aleta Dupree commented on interest in what soft launch will look like, having an all electric fleet sooner is better, and looking forward to Ride with Pride.

Jeff Carter commented on whether random electric trains will be running during soft launch details, capacity issues during Pride weekend as it is a well-attended event that may have full and unavailable parking lots.

Adina Levin noted being thrilled to hear about the electrification start and soft launch date and the need to work on communication plan.

### **8. Consent Calendar**

**8.a. Meeting Minutes of May 2, 2024**

**8.b. Accept Statement of Revenues and Expenses for the Period Ending April 30, 2024**

**8.c. Accept Financial Audit and Citizens Advisory Committee's Report of Measure RR Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2023**

**8.d. Renew Findings of an Emergency Regarding the North Channel Embankment of the San Francisquito Creek Bridge Due to Erosion Pursuant to Public Contract Code §22050\* *Approved by Resolution 2024-34***

**8.e. Fiscal Year 2025 Capital Budget Amendment (Authorizing use of PCEP Reimbursements for Eligible Capital Projects) *Approved by Resolution 2024-37***

**8.f. Authorize the Executive Director to Execute a Memorandum of Understanding (MOU) With the City of Menlo Park for Activities Undertaken in Support of the Middle Avenue Undercrossing Project\* *Approved by Resolution 2024-35***

**8.g. Authorize the Fourth Amendment of the Use, Operating and Maintenance (UOM) Agreement for the Millbrae Intermodal Station (with BART)\* *Approved by Resolution 2024-41***

**8.h. Approve Title VI Analysis for September 2024 JPB Electrification Service Changes *Approved by Resolution 2024-36***

**8.i. Authorize Execution of Funding Agreements with VTA for Use of Measure B and Regional Measure 3 Funds for Phase 2 of the Diridon Station Business Case\* \*\* *Approved by Resolution 2024-40***

**8.j. Award of Contract for Federal Legislative Advocacy Services\* *Approved by Resolution 2024-38***



**8.k. Award of Contract for State Legislative Advocacy Services\* Approved by Resolution 2024-39**

Motion/Second: Medina/Abe-Koga

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

Noes: None

Absent: Mueller, Heminger, Davis

**9. Appointment of the Citizens Advisory Committee Representative and Alternate for San Mateo County**

The Board first approved Amit Lohe as the regular member and Melody Pagee as an alternate member, with each term expiring on June 30, 2027 as the San Mateo County CAC representatives.

Motion/Second: Medina/Walton

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

Noes: None

Absent: Mueller, Heminger, Davis

**10. Appointment of the Citizens Advisory Committee Representative for San Francisco County**

The Board approved Rohit Sarathy as the regular member with a term expiring June 30, 2027, as the San Francisco City/County representative.

Motion/Second: Medina/Walton

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

Noes: None

Absent: Mueller, Heminger, Davis

**11. State and Federal Legislative Update and Consideration of Position on SB (Senate Bill) 1031: The Connect Bay Area Act of 2024**

Casey Fromson, Chief of Staff and Devon Ryan, Government Affairs Officer, provided the presentation that included the following information:

- Support position on HR7039 to authorize \$20 billion annually for public transportation operating expenses for four years in federal funds
- Senator Padilla is advancing requests for funding for the South County, Santa Clara County Wi-Fi project – for Wi-Fi on the remaining diesel fleet running from Gilroy to Tamien to San Jose
- \$5.1 billion dollars reserved in State budget for transit package – \$25 million allocated to Caltrain through MTC (Metropolitan Transportation Commission) in FY (fiscal year) 2026, but cuts \$114 million to three grade separation projects on the corridor in Burlingame, Mountain View, and Palo Alto
- SB1031 is not moving forward and will need external sources. Hoping for first \$36 million will be reduced by state funds from MTC

- Continue to review cost control measures, such as fares, service, FTEs (full-time equivalent), and operating contract deficiencies

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

- AB817 did not pass, therefore, non-advisory committee must meet in person
- MTC special meeting scheduled next Wednesday to discuss legislation
- Concerns with costs that make it challenging for any city to do grade separations alone

#### Public comments

Vaughn Wolff commented about SB1031 and consider building a network of trains and not individual projects.

Aleta Dupree, Team Folds, commented on \$20 billion from federal will help a lot of agencies and SB1031 is still evolving.

Jeff Carter commented about SB1031, transit should be funded same as highway and road. Look at making use of rail lines to help people that are commuting.

Adina Levin acknowledged that Caltrain have funding challenges ahead with the continuing and gradual increase in ridership, encouraged to reset and look at central main points and goals are for regional funding measure.

## **12. Receive Update on Evaluation of Caltrain's Options for Headquarters Space**

Nadine Fogarty, Director of Real Estate and TOD, provided the presentation that included the following information:

- Caltrain may co-locate with SamTrans or establish a separate headquarters location
- Initial exploration of options was completed in January, which led to the Board's recommendation to pursue two parallel paths: move forward with negotiations with SamTrans and engage in a search process to explore other options
- RFI (Request for Information) included refined space program, received five responses, and secured a broker to assist with evaluation and help supplement responses
- Continued conversations regarding co-locating and space planning efforts
- Searching for 27,000 – 30,000 square feet location with possible additional space if needed
- Two staff surveys were conducted to gather input for future headquarters office. Results show shorter commutes, better transit connections, and higher quality office space are all important and would help encourage staff to return to office
- Current costs for headquarters in this building is very low and expected to increase in future scenarios. Costs expected to increase \$2 million to \$3 million annually with shared services
- Reviewed summary of evaluation framework with three main categories: cost, staff retention and recruitment, and building suitability

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

- Confirmed amount of square footage needed and telework policy in place
- Clarified square footage in current building and request for leadership to send an email to the Board with details of the proposed framework
- Timeline to bring co-locating decision to SamTrans as soon as possible and make decision by August with final decision in September
- Return with quantified square feet for the current building since some space cannot be utilized
- Mutual services are completed in an expeditious and fair way. Co-locate option preferred

#### Public comments

Aleta Dupree, Team Folds, advocated to share building with SamTrans and encouraged to tour BART (Bay Area Rapid Transit) building.

Doug DeLong, Mountain View resident, commented that square footage should include a board room and other factors about existing building that are not reflected on any of these evaluation criteria.

Jeff Carter commented that co-locating with SamTrans would be more efficient and there would be more costs to share at the new building.

### **13. Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report**

Sherry Bullock, Program Director, CalMod and Rail Integration, Keith McCoy, Project Director, BBI (Balfour Beatty Infrastructure, Inc), and Casey Fromson, Chief of Staff, provided the presentation that included the following information:

- Project budget – have \$89,000 drawn from shared risk pool and \$9.27 million from project contingency pool
- Project reached a significant milestone on May 3<sup>rd</sup> with substantial completion
- Eight EMU (electric multiple unit) running simultaneously for stress tests
- Fully ready for soft launch in August and eventually in the full service in September
- Still facing ongoing theft of impedance bond cables. Started permanent solution on technical level. Hope to have final solution recommendation by end of month
- Focus now is closing out punch list items and documentation before final acceptance
- Last weekend shutdown scheduled for June 8 - 9 between San Francisco and San Jose. Replacement bus service at high ridership stations (Millbrae, Palo Alto, and San Jose)
- More training on traction power to happen in June and July

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

- Timeline for sorting out project's remaining funds after completion

- Cities to help get the word out. Need to stress safety as trains will be quieter and running during the day

#### Public comments

Aleta Dupree, Team Folds, commented on her first attendance to Caltrain meeting was seven years ago and the need to focus on impedance bonds theft.

Jeff Carter commented on looking forward to tests this weekend, impedance bond issue can be solved and signage needed at overpass at Millbrae Avenue as the electrical infrastructure appears close.

#### **14. Receive Update on Rail Activation Management Program**

Graham Rogers, Business Operations Project Manager, and Mark Clendennen, Director of Rail Activation and Transitioning, provided the presentation that included the following information:

- Operationally prepared for seamless launch of electrified service upon PCEP completion
- Focused on areas, such as pre-revenue operations planning, Safety and security plans, risk management, back-office technology, data management and integration
- Mid-August to introduce the first electric train to the existing service schedule and replace one of the diesel locomotives. Preceded by a small VIP celebration event and VIP EMU train ride
- Gradually introduce additional EMUs into service each week, ramping up electric train service over a four-to-six-week period before the September launch of the new schedule
- Soft launch benefits include alleviating storage constraints, improved reliability, staggered maintenance, demonstrate traction electrification system capabilities, and smooth transition
- Marketing campaign spearheaded by Communication team. Working with marketing agency, Celtis, to develop and implement a comprehensive campaign that will highlight new trains and improve service for current and potential customers
- Will have large a community celebration with events and activities at stations along the corridor in September

#### **15. Receive Update on Customer Experience and Retention Strategy**

Lisa Peabody, Director of Customer Experience, provided the presentation that included the following information:

- Provided average monthly numbers for Customer Service team, communications collateral (signage, handouts, temporary wayfinding), community outreach with ambassadors, distribution team deliveries, and ticket sales or group/special events sales
- 2023 customer satisfaction survey had 78 percent satisfaction rate, especially regarding feeling safe on board
- Created Customer Task Force – made of up many teams, including Systems Engineering, Rail Administration and Planning, Government Affairs, IT (Information Technology),

Accessibility, Capital Planning, and more to help address challenges to improve the customer experience

- Implementing measurable programs that can help grow customer retention, diversify customer base, and help customers, such as physical improvements (wayfinding, communication, and outreach) and digital improvements

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

- Concerns with second highest boarding station at University Avenue in Palo Alto and plans for activation
- Participate in a board policy on use of AI (artificial intelligence) as well as some guidelines on use of the Discord social media platform

*Director Walton left the meeting at 11:19 am*

#### Public comment

Adina Levin, Friends of Caltrain and Seamless Bay Area, commented that 40 percent of those going to/from Caltrain uses bicycle and other public transportation and hope Millbrae station will be in next pilot phase for regional wayfinding project.

## **16. Reports**

### **16.a. Report of the Citizens Advisory Committee**

Brian Shaw, Chair, provided an update on CAC discussions, which included the following:

- Received update on SB1031
- Discussion on wayfinding and asked staff to create video on how to best ride Caltrain, create regional mapping and wayfinding hub for user testing before implementing any new signage, and consider costs of the regional mapping wayfinding project
- Received update on electrification and upcoming wireless broadband for the railroad
- Request for more information on full shutdown in June and environmental benefits of electrification, bike capacity with growing use of bikes on railroad, and rail crossing optimization
- Need to approve the Measure RR report and staff advised to create subcommittee to help with feedback

**16.b. Report of the Chair** - Acting Chair Gee had nothing to report.

**16.c. Report of the Local Policy Maker Group (LPMG)** - Chair Burt reported that the last meeting focused on High-Speed Rail updates and received update on the latest business plan.

**16.d. Report of the Transbay Joint Powers Authority (TJPA)** - Chair Gee reported that approval was received to enter into engineering for DTX (downtown extension) project. It came with \$3.4 billion in federal funding and a press conference was held on May 20<sup>th</sup> at Salesforce Transit Center. It came with the commitment that by July 2027, they will need to come up with local matching funds.

**17. Correspondence** – Available online

**18. Board Member Requests**

Director Abe-Koga requested to name two of the EMU trains after Congresswoman Anna Eshoo and Speaker Nancy Pelosi and for staff to return with an updated naming policy.

Director Medina also requested to add Congresswoman Jackie Speier.

**19. Date/Time of Next Regular Meeting: Thursday, August 1, 2024 at 9:00 am**

**20. Adjourn** – The meeting adjourned at 11:38 am

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Accept Statement of Revenues and Expenses for the Period Ending May 31, 2024**



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 of the Peninsula Corridor Joint Powers Board (JPB) accepts and enters into the record the Statement of Revenues and Expenses for the Period Ending May 31, 2024.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through May 31, 2024. The statement has been designed to follow the Agency-wide line-item rollup as included in the approved budget. The columns have been designed to provide an easy comparison of year-to-date actuals to the budget including dollar and percentage variances.

**Year-to-Date Revenues:** As of May year-to-date actual, the Grand Total Revenue (page 1, line 17) is \$4.1 million higher than the adopted budget. This is primarily driven by the increase in Measure RR (page 1, line 11) and Rental Income (page 1, line 4), which is partially offset by Other Income (page 1, line 5).

**Year-to-Date Expenses:** As of May year-to-date actual, the Grand Total Expense (page 2, line 51) is \$2.2 million lower than the adopted budget. This is primarily driven by the decrease in Other Office Expenses and Services (page 2, line 41), Professional Services (page 2, line 39), and Maintenance & Services-Building & Other (page 2, line 31), which is partially offset by the increases in Claims, Payments, and Reserves (page 2, line 28).

**Annual Forecast:** The annual forecast was derived by examining historical actual revenue and expense trends, and then analyzing trends and reviewing details with business unit divisions and cost centers. Overall, a surplus of \$0.5 million is projected for FY 2024, compared to a surplus of \$2.0 million projected in the Adopted FY 2024/2025 Budget. The most significant component in the negative change of \$1.5 million from budget is related to the above-budget Claims expense due to recent large losses.

**Forecast Revenues:** Total Revenue (page 1, line 17) is forecasted to be \$0.6 million above budget. The significant components that drive the forecast and budget variances are summarized below:

1. \$0.9 million favorable Measure RR sales tax revenue (page 1, line 11), driven by above budget inflation and consumer spending.
2. \$0.8 million favorable Rental Income (page 1, line 4), driven by back rents and new leases.

The above revenue increases are offset by:

1. \$0.3 million unfavorable Go Pass revenue (page 1, line 2), driven by clients leaving the program.
2. \$0.7 million unfavorable Other Income (page 1, line 5), driven by below budget interest and advertising revenue.

**Forecast Expenses:** Total Expense (page 2, line 51) is forecasted to be \$2.2 million above budget, mainly driven by the following cost increases in several line items:

1. \$2.9 million unfavorable Claims, Payments, and Reserves (page 2, line 28), due to recent large losses.
2. \$1.0 million unfavorable Professional Services (page 2, line 39), due to increasing needs in consulting services and legal support for major projects.

The above cost increases are partially offset by:

1. \$0.9 million favorable Wages and Benefits (page 2, line 36), due to vacancy cost saving.
2. \$0.8 million favorable Other Office Expenses and Services (page 2, line 41), mainly driven by savings in bank fees with earning credit rates.
3. \$0.4 million favorable Rail Operator Services (page 2, line 22), due to vacancy cost saving.

**Budget Impact**

There is no budget impact for the acceptance of the May 2024 Statement of Revenues and Expenses.

Prepared By:	Li Saunders	Accountant II	650.622.7848
	Danny Susantin	Financial Reporting, Manager	650.622.8073



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Accept Statement of Revenues and Expenses for the Period Ending June 30, 2024**

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

**Action**

This item is for information only. No action required.

**Significance**

The Finance Division engages in many activities following the end of the June 30th to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses. Consequently, the staff is expected to present the June Statement of Revenues and Expenses at the September 23rd meeting of the Finance Committee. The auditors, Brown Armstrong Accountancy Corporation, are expected to finish the audit in late September. We expect to have the Annual Comprehensive Financial Report finalized in early November 2024.

**Budget Impact**

There is no impact to budget.

Prepared By:	Li Saunders	Accountant II	650.622.7848
	Danny Susantin	Financial Reporting, Manager	650.622.8073

<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b>							
<b>STATEMENT OF REVENUE AND EXPENSE</b>							
<b>Fiscal Year 2024</b>							
<b>May 2024</b>							
<b>% OF YEAR ELAPSED 91.7%</b>							
	<b>JULY TO MAY</b>				<b>ANNUAL</b>		
	<b>ADOPTED BUDGET</b>	<b>CURRENT ACTUAL</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>	<b>APPROVED BUDGET</b>	<b>FORECAST</b>	<b>\$ VARIANCE</b>
<b>REVENUE</b>							
<b>OPERATIONS:</b>							
1 Caltrain Fares	27,103,341	27,415,426	312,085	1.2%	29,936,000	29,936,000	-
2 Go Pass	15,367,000	15,190,685	(176,315)	(1.1%)	16,764,000	16,461,719	(302,281)
3 Parking Revenue	1,746,261	1,849,254	102,993	5.9%	1,905,015	1,829,440	(75,575)
4 Rental Income	940,951	1,604,988	664,037	70.6%	1,026,489	1,800,000	773,511
5 Other Income	5,996,155	5,366,406	(629,749)	(10.5%)	6,541,260	5,835,506	(705,754)
6							
7 <b>TOTAL OPERATING REVENUE</b>	<b>51,153,708</b>	<b>51,426,759</b>	<b>273,051</b>	<b>0.5%</b>	<b>56,172,764</b>	<b>55,862,665</b>	<b>(310,099)</b>
8							
9 <b>CONTRIBUTIONS:</b>							
10 Operating Grants	11,734,195	11,877,112	142,917	1.2%	12,800,936	12,800,936	-
11 Measure RR	105,604,000	109,319,348	3,715,348	3.5%	118,400,000	119,300,000	900,000
12 Member Agency (VTA - Gilroy)	430,837	430,833	(4)	(0.0%)	470,000	470,000	-
13 LCTOP/SRA	6,332,788	6,332,978	190	0.0%	6,908,503	6,908,503	-
14							
15 <b>TOTAL CONTRIBUTED REVENUE</b>	<b>124,101,820</b>	<b>127,960,271</b>	<b>3,858,451</b>	<b>3.1%</b>	<b>138,579,439</b>	<b>139,479,439</b>	<b>900,000</b>
16							
17 <b>GRAND TOTAL REVENUE</b>	<b>175,255,528</b>	<b>179,387,030</b>	<b>4,131,502</b>	<b>2.4%</b>	<b>194,752,203</b>	<b>195,342,104</b>	<b>589,901</b>
18							

**PENINSULA CORRIDOR JOINT POWERS BOARD****STATEMENT OF REVENUE AND EXPENSE****Fiscal Year 2024****May 2024****% OF YEAR ELAPSED 91.7%**

	JULY TO MAY				ANNUAL		
	ADOPTED BUDGET	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE
19 <b>EXPENSE</b>							
20							
21 <b>DIRECT EXPENSE:</b>							
22 Rail Operator Service	95,763,456	96,129,077	(365,621)	(0.4%)	104,889,704	104,456,834	432,870
23 Security Services	7,596,945	7,383,625	213,320	2.8%	8,287,745	8,287,745	-
24 Shuttle Services	73,337	61,758	11,579	15.8%	80,000	80,000	-
25 Fuel and Lubricants*	13,943,699	13,860,642	83,057	0.6%	15,211,316	15,211,316	-
26 Timetables and Tickets	87,076	15,076	72,000	82.7%	95,000	117,725	(22,725)
27 Insurance	9,377,225	9,427,755	(50,530)	(0.5%)	10,229,703	10,225,000	4,703
28 Claims, Payments, and Reserves	1,210,000	3,649,029	(2,439,029)	(201.6%)	1,320,000	4,248,000	(2,928,000)
29 Facilities and Equipment Maintenance	7,476,613	8,172,682	(696,069)	(9.3%)	8,186,535	8,338,759	(152,224)
30 Utilities	2,483,162	2,518,032	(34,870)	(1.4%)	2,708,900	2,823,345	(114,445)
31 Maint & Services-Bldg & Other	1,635,887	635,092	1,000,795	61.2%	1,784,600	1,802,118	(17,518)
32							
33 <b>TOTAL DIRECT EXPENSE</b>	<b>139,647,400</b>	<b>141,852,767</b>	<b>(2,205,367)</b>	<b>(1.6%)</b>	<b>152,793,503</b>	<b>155,590,842</b>	<b>(2,797,339)</b>
34							
35 <b>ADMINISTRATIVE EXPENSE</b>							
36 Wages and Benefits	16,121,584	15,395,962	725,621	4.5%	17,315,281	16,451,065	864,216
37 Managing Agency Admin OH Cost	3,268,342	3,110,456	157,886	4.8%	3,565,453	3,565,453	-
38 Board of Directors	57,629	16,154	41,475	72.0%	62,875	62,875	-
39 Professional Services	9,495,275	8,357,878	1,137,397	12.0%	10,554,391	11,560,114	(1,005,723)
40 Communications and Marketing	395,988	271,571	124,417	31.4%	427,961	465,141	(37,180)
41 Other Office Expenses and Services	3,949,480	2,565,957	1,383,523	35.0%	4,307,066	3,463,850	843,216
42							
43 <b>TOTAL ADMINISTRATIVE EXPENSE</b>	<b>33,288,298</b>	<b>29,717,978</b>	<b>3,570,319</b>	<b>10.7%</b>	<b>36,233,027</b>	<b>35,568,498</b>	<b>664,529</b>
44							
45 <b>TOTAL OPERATING EXPENSE</b>	<b>172,935,698</b>	<b>171,570,745</b>	<b>1,364,952</b>	<b>0.8%</b>	<b>189,026,530</b>	<b>191,159,339</b>	<b>(2,132,809)</b>
46							
47 Governance	206,250	217,792	(11,542)	(5.6%)	225,000	225,000	-
48							
49 Debt Service Expense	3,181,860	2,373,863	807,997	25.4%	3,471,125	3,502,000	(30,875)
50							
51 <b>GRAND TOTAL EXPENSE</b>	<b>176,323,808</b>	<b>174,162,401</b>	<b>2,161,407</b>	<b>1.2%</b>	<b>192,722,655</b>	<b>194,886,339</b>	<b>(2,163,684)</b>
52							
53 Projected Contribution to Reserve					2,029,548		(2,029,548)
54							
55 <b>NET SURPLUS / (DEFICIT)</b>	<b>(1,068,280)</b>	<b>5,224,630</b>	<b>6,292,909</b>	<b>589.1%</b>	<b>-</b>	<b>455,765</b>	<b>455,765</b>
56							
57 Reserve, Beginning Balance		26,878,850			26,878,850		
58 Projected Contribution to Reserve		-			2,029,548		
59 Reserve, Ending Balance		<u>26,878,850</u>			<u>28,908,398</u>		
60							
61 * Fuel and Lubricants costs were decreased by a realized gain of \$707,380 from the fuel hedge program.							
62							



BOARD OF DIRECTORS 2024

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 STEVE HEMINGER, VICE CHAIR  
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**PENINSULA CORRIDOR JOINT POWERS BOARD**

**INVESTMENT PORTFOLIO**

**AS OF MAY 31, 2024**

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (LAIF) <i>(Unrestricted)</i>	*	Liquid Cash	4.332%	379,804	379,804
California Asset Management Program (CAMP) <i>(Unrestricted)</i>		Liquid Cash	5.430%	57,714,550	57,714,550
County Pool <i>(Unrestricted)</i>		Liquid Cash	3.843%	591,514	591,514
Other <i>(Unrestricted)</i>		Liquid Cash	5.217%	41,036,209	41,036,209
Other <i>(Restricted)</i>	**	Liquid Cash	5.011%	32,195,418	32,195,418
				\$ 131,917,495	\$ 131,917,495

Interest Earnings for May 2024 \$ 510,929.35  
 Cumulative Earnings FY2024 3,586,316.72

\* 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.

Forebox Revenues by Ticket Type	PENINSULA CORRIDOR JOINT POWERS BOARD																
	Previous Years					FY2024											
REVENUE	FY2019	FY2020	FY2021	FY2022	FY2023	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	FY2024 Total YTD
OPERATIONS:																	
401400 (TVM)	18,431,265	11,165,620	2,458,837	6,836,440	6,838,317	701,507	580,909	427,973	542,427	429,650	414,419	409,800	398,044	482,837	474,370	714,279	5,576,215
401410 (Clipper)	54,621,910	37,970,696	2,924,987	7,764,755	15,493,238	1,584,242	1,688,849	1,283,054	1,964,018	1,537,081	1,331,257	1,526,512	1,563,600	1,574,020	1,697,477	1,846,861	17,596,970
401420 (Central)	64,908	20,799	309,748	39,911	58,267	1,068	-	7,861	8,407	2,619	251	2,732	4,123	4,327	3,520	3,646	38,554
401430 (Mobile App)	4,716,955	5,689,776	830,051	2,808,795	3,501,791	289,934	353,887	285,899	332,212	307,863	242,542	278,638	278,385	258,148	317,034	509,860	3,454,403
401500 (Gilroy)	1,903,941	1,542,171	178,759	449,281	706,203	58,850	58,850	75,084	64,261	64,261	64,261	64,261	61,705	79,096	75,160	83,494	749,285
401700 (Go-Pass)	22,929,136	19,705,372	25,737,533	15,337,175	16,728,021	1,362,537	1,337,709	1,370,632	1,375,408	1,349,604	1,426,899	1,256,768	1,264,651	1,267,045	1,908,398	1,271,034	15,190,685
total Forebox Revenue	102,668,114	76,094,433	32,439,915	33,236,357	43,325,839	3,998,139	4,020,204	3,450,502	4,286,733	3,691,078	3,479,630	3,538,712	3,570,507	3,665,474	4,475,959	4,429,173	42,606,112
Less: Go-Pass																	
401700 (Go-Pass)	22,929,136	19,705,372	25,737,533	15,337,175	16,728,021	1,362,537	1,337,709	1,370,632	1,375,408	1,349,604	1,426,899	1,256,768	1,264,651	1,267,045	1,908,398	1,271,034	15,190,685
Revenues without Go-Pass	79,738,978	56,389,061	6,702,382	17,899,182	26,597,817	2,635,602	2,682,496	2,079,870	2,911,325	2,341,474	2,052,731	2,281,944	2,305,856	2,398,429	2,567,561	3,158,139	27,415,426
Tickets Sold						Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Total
TVM	2,354,393	1,465,876	315,378	755,674	802,158	78,363	74,658	69,149	55,296	52,840	51,726	52,299	47,968	53,472	65,303	73,352	674,426
Clipper	3,521,066	2,620,816	339,753	1,227,757	1,975,206	194,041	214,425	208,775	207,849	191,852	165,395	195,218	197,154	216,465	223,416	248,713	2,263,303
Central	9,167	5,044	-	4,032	6,440	100	231	484	717	-	478	231	349	756	581	410	4,337
Mobile	543,920	661,515	111,394	381,441	428,741	40,439	41,483	39,565	37,168	33,606	29,903	33,356	34,991	39,217	45,461	52,653	427,842
# of tickets sold (without go-pass)	6,428,546	4,753,251	766,525	2,368,904	3,212,545	312,943	330,797	317,973	301,030	278,298	247,502	281,104	280,462	309,910	334,761	375,128	3,369,908
AVG Revenue Per Ticket						Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Total
TVM	\$ 7.83	\$ 9.05	\$ 7.80	\$ 9.05	\$ 8.52	\$ 8.95	\$ 7.78	\$ 6.19	\$ 9.81	\$ 8.13	\$ 8.01	\$ 7.84	\$ 8.30	\$ 9.03	\$ 7.26	\$ 9.74	\$ 8.27
Clipper	\$ 15.51	\$ 6.32	\$ 8.61	\$ 6.32	\$ 7.84	\$ 8.16	\$ 7.88	\$ 6.15	\$ 9.45	\$ 8.01	\$ 8.05	\$ 7.82	\$ 7.93	\$ 7.27	\$ 7.60	\$ 7.43	\$ 7.77
Central	\$ 7.08	\$ 9.90	\$ -	\$ 9.90	\$ 9.05	\$ 10.68	\$ -	\$ 16.24	\$ 11.72	\$ -	\$ 0.53	\$ 11.83	\$ -	\$ 5.72	\$ 6.06	\$ 8.89	\$ 8.89
Mobile	\$ 8.67	\$ 7.36	\$ 7.45	\$ 7.36	\$ 8.17	\$ 7.17	\$ 8.53	\$ 7.23	\$ 8.94	\$ 9.16	\$ 8.11	\$ 8.35	\$ 7.96	\$ 6.58	\$ 6.97	\$ 9.68	\$ 8.07
Total	\$ 12.40	\$ 11.86	\$ 8.74	\$ 7.56	\$ 8.28	\$ 8.42	\$ 8.11	\$ 6.54	\$ 9.67	\$ 8.41	\$ 8.29	\$ 8.12	\$ 8.22	\$ 7.74	\$ 7.67	\$ 8.42	\$ 8.14

Farebox Revenues by Ticket Type	PENINSULA CORRIDOR JOINT POWERS BOARD							
	July to May						Annual Budget	
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2024	% of Budget
<b>REVENUE</b>								
401400 (TVM)	16,496,391	10,602,627	1,996,747	5,913,954	5,760,150	5,576,215		
401410 (Clipper)	50,008,189	39,603,124	2,471,947	6,653,494	14,535,865	17,596,970		
401420 (Central)	40,434	42,569	-	34,298	55,025	38,554		
401430 (Mobile App)	4,162,826	5,669,514	638,873	2,398,808	3,102,738	3,454,403		
401500 (Gilroy)	1,748,610	1,531,864	149,932	367,557	638,488	749,285		
401700 (Go-Pass)	22,355,021	18,444,142	24,543,521	14,279,763	15,478,171	15,190,685		
total Farebox Revenue	94,811,471	75,893,840	29,801,021	29,647,874	39,570,438	42,606,112	46,700,000	91%
Less: Go-Pass								
401700 (Go-Pass)	22,355,021	18,654,468	24,417,029	14,331,664	15,321,431	15,190,685	16,764,000	91%
Revenues without Go-Pass	72,456,450	57,239,372	5,383,992	15,316,210	24,249,007	27,415,426	29,936,000	92%
<b>Tickets Sold</b>								
TVM	2,143,113	1,445,491	264,067	663,466	726,064	674,426		
Clipper	3,211,812	2,603,440	278,221	1,067,201	1,776,681	2,263,303		
Central	8,081	5,044	-	3,765	6,201	4,337		
Mobile	470,048	655,811	90,490	334,780	386,453	427,842		
# of tickets sold (without go-pass)	5,833,054	4,709,786	632,778	2,069,212	2,895,399	3,369,908		
<b>AVG Revenue Per Ticket</b>								
TVM	\$ 7.70	\$ 7.33	\$ 7.56	\$ 8.91	\$ 7.93	\$ 8.27		
Clipper	\$ 15.57	\$ 15.21	\$ 8.88	\$ 6.23	\$ 8.18	\$ 7.77		
Central	\$ 5.00	\$ 8.44	\$ -	\$ 9.11	\$ 8.87	\$ 8.89		
Mobile	\$ 8.86	\$ 8.65	\$ 7.06	\$ 7.17	\$ 8.03	\$ 8.07		
Total	\$ 12.42	\$ 12.15	\$ 8.51	\$ 7.40	\$ 8.38	\$ 8.14		

REVISED following 7.22.24 Finance Committee Meeting

**Peninsula Corridor Joint Powers Board  
Staff Report**

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

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

**Purpose and Recommended Action**

Staff recommends the Board ratify the binding of commitments for the Peninsula Corridor Joint Powers Board's (JPB) insurance program for Fiscal Year (FY) 2025 including:

- Renew \$198 million Railroad Liability, Commercial General Liability and Excess Automobile Liability coverage with a \$2 million self-insured retention. The total premium for \$200 million liability coverage, inclusive of terrorism coverage, is \$4,495,080; and
- Satisfy the Department of Transportation’s Rail Passenger Liability Cap adjustment notice of February 2021 to \$323 million by adding \$23 million in excess of the combined JPB/TASI \$300 million for a total of \$323 million railroad liability coverage. The premium for the additional \$23 million railroad liability coverage is \$136,488; and
- Renew blanket Railroad Protective Liability coverage subject to a zero self-insured retention at an annual premium of \$44,941 for various coverage levels of \$2 million to \$10 million; and
- Renew Federal Employees Liability Act Insurance (FELA) coverage with \$100 million limit, and \$1 million self-insured retention, at a premium of \$2,798,708; and
- Renew \$400 million limits for real and personal property insurance with a \$500,000 deductible (\$750,000 deductible applies to rolling stock and fiber optics) for an annual premium of \$4,051,257. Coverage extends to Centralized Equipment Maintenance and Operations Facility (CEMOF) property, stations, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock. Coverage satisfies the State of California boiler and machinery inspection requirements against perils and provides for coverage against terrorism; and
- Renew the \$15 million Public Officials Liability policy with a deductible of \$75,000 at an annual premium of \$154,607; and
- Renew the 2-year pre-paid insurance program for Pollution Liability insurance for a pre-paid premium of \$79,047. The policy limit is \$10 million with a \$50,000 self-insured retention; and

REVISED following 7.22.24 Finance Committee Meeting

- Renew Special Events and Emergency Drill Liability policy with a \$2 million limit and deductible of \$25,000 for a premium of \$38,413; and
- Renew Accidental Death & Dismemberment (AD&D) insurance with limits of \$100,000 and \$25,000 deductible at an annual premium of \$1,499.

**Discussion**

Despite the hardening insurance market over the past few years and uncertainty surrounding Covid-19, the FY2025 insurance program provides the JPB with coverage levels similar to those in the FY2024 insurance program. The most significant change has been a substantial increase of \$1 billion in assets on the Property insurance program with the addition of EMUs and the new electrical infrastructure. Total insurable values will have increased from \$1.7 billion FY2024 to nearly \$2.7 billion FY2025 once the remaining EMU’s have been received.

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

The FELA insurance limit remains the same at a \$100 million limit with a \$1 million self-insured retention.

Securing Rail Liability coverage remains a challenge. Available capacity in the insurance market has improved somewhat and the JPB’s long-term relationship with carriers and underwriters has helped ensure coverage levels are met. Liability premiums increased approximately 12% from \$4,119,330 FY2024 to \$4,631,568 FY2025. Total premiums increased approximately 22% from \$9,709,545 FY2024 to \$11,800,040 FY2025. Below is an overview and comparison of the JPB’s FY2024 and FY2025 premiums.

Premium Element	FY2024	FY2025
Liability: Railroad, Commercial General, Excess Automobile	4,119,330	4,631,568
FELA Insurance	2,493,875	2,798,708
Property Insurance	2,858,602	4,051,257
Pollution Liability (2-year policy term)	0	79,047
Public Officials, AD&D ,Special Events & Railroad Protective Liability	237,738	239,460
<b>Totals</b>	<b>\$9,709,545</b>	<b>\$11,800,040</b>



## Background

The JPB's liability limits will remain at \$200 million with an additional \$100 million provided by TASI. In addition, the JPB will maintain an additional \$23M to satisfy the Department of Transportation's Passenger Rail Liability Cap requirement for a total of \$323 million of limits.

The JPB's FELA program limits remain the same at \$100 million with the same \$1 million self-insured retention.

Limits on Property also remain unchanged at \$400 million with a dedicated \$500,000 deductible for real and personal property. The deductible for rolling stock, however, has increased from \$500,000 to \$750,000 as a result of much higher values associated with the new EMU's. Initially, underwriters would only quote a \$1 million deductible for rolling stock and claims associated with fiber optic. Through negotiation, this carveout deductible for rolling stock and fiber optic has been lowered to \$750,000.

Alternatives to insure the older rolling stock, in particular those being stored at SMART, at actual cash value rather than replacement cost has been agreed upon with underwriters. The savings realized in lowering older rolling stock values offsets any premium increase experienced by lowering the property deductible from \$1 million to \$750,000. Of note, coverage for both Property and Liability insurance extends to rolling stock stored at SMART.

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

## Summary

The JPB's insurance program remains largely unchanged FY2025 with the following noteworthy highlights:

- 22% overall increase in premiums.
- Maintain \$323 million liability coverage and a \$2 million SIR.
- Renewal of a 2-year, pre-paid environmental pollution policy.
- \$1 billion increase in property values with the addition of electrification infrastructure and new EMU's.
- \$500,000 deductible applies to real and personal property.
- \$750,000 deductible applies to rolling stock and fiber optics.

REVISED following 7.22.24 Finance Committee Meeting

**Finance Committee**

The Finance Committee met on July 22, 2024, to consider the staff recommendation. Members of the Finance Committee requested that staff include a summary of Caltrain's insurance coverage as part of the presentation to the Board. Please see the attached addendum -JPB \$323 Million Liability Tower

**Budget Impact**

Funding for the payment of premiums associated with the recommended program is included in the FY2025 Operating Budget.

Prepared By: Marshall Rush Insurance and Claims Administrator 650.508.7742

**Resolution No. 2024-**

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

\* \* \*

**Approve and Ratify Fiscal Year 2025 Insurance Program**

**Whereas**, the Executive Director of the Peninsula Corridor Joint Powers Board (JPB) has approved an insurance program for Fiscal Year (FY) 2025 with premiums totaling \$11,800,040; and

**Whereas**, in conjunction with the expiration of the JPB's existing insurance program on June 30, 2024, JPB staff renewed its insurance program for FY2025 based on the plan approved by the Executive Director, with the following significant elements:

1. A self-insured retention in the amount of \$2 million.
2. Railroad Liability, Commercial General Liability and Excess Automobile Liability policies, including Terrorism (TRIA) coverage, with a total limit of \$198 million, in excess of the \$2 million self-insured retention, at an annual premium of \$4,495,080. The JPB also procures \$23 million in excess of \$300 million additional policy limits so as to satisfy the federal government's new \$323 million Rail Passenger Liability Cap, as well as meet contractual requirements that the JPB maintain limits up to the rail liability cap, for an annual premium of \$136,488.
3. Railroad Protective Liability coverage with an annual premium of \$44,941.
4. Federal Employees Liability Act Insurance (FELA) coverage with \$100 million limit, and \$1 million self-insured retention and a premium \$2,798,708.
5. Property insurance, including Special Risk property policies, at an annual premium of \$4,051,257 with limits of \$400 million and a \$500,000 deductible (\$750,000 deductible applies to rolling stock and fiber optic cables) to cover real and personal property, including stations, the Centralized Equipment Maintenance and Operations Facility, tunnels, bridges, culverts, signals, railroad equipment, and

rolling stock, as well as Boiler and Machinery insurance sufficient to meet the State of California inspection requirements.

6. Public Officials Liability coverage with \$15 million limits at an annual premium of \$154,607.
7. Environmental Liability coverage with \$10 Million limits at a 2-year pre-paid premium of \$79,047.
8. Annual Special Events and Emergency Drill liability with a \$2 million limit at a premium of \$38,413.
9. Volunteers AD&D for a premium of \$1,499; and

**Whereas**, staff recommend that the Board approve and ratify the renewal of the JPB's insurance program for FY2025, as delineated above.

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Powers Board hereby approves and ratifies the renewal of the JPB's insurance program for FY2025, including the types of coverage, limits and premiums recited above and authorizes the Executive Director or designee to take all actions necessary to implement the program.

Regularly passed and adopted this 1<sup>st</sup> day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

# JPB Rail Liability Quotations

Excess Liability	Rail Liability-Expiring 7-1-23/24 Double Agg 1st layer/ \$2M SIR	Rail Liability Renewal 7-1-24/25 Double Agg 1st layer/ \$2M SIR	Premium Change
\$1,000,000 occ/ \$2,000,000 agg Limit xs. SIR	Apollo 66.67%, Aegis 33.33%	Apollo 66.67%, Aegis 33.33%	
Self-Insured Retention (SIR)	\$2,000,000	\$2,000,000	
<b>Total Premium</b>	<b>\$300,000</b>	<b>\$370,000</b>	23.3%
\$22,000,000 xs. \$3,000,000 Limit NO DROP DOWN	Lexington (London) 22.7272%, AXA XL (London) 22.5%, Gemini (Boston) 10.2386%, Aegis 10.2386%, Apollo 4.75%, QBE 11.3636%, MAP 6.8182%, Inigo 6.8182%, Argenta 4.5454%	Lexington (London) 22.7272%, AXA XL (London) 22.5%, Gemini (Boston) 10.2386%, Aegis 10.2386%, Apollo 4.75%, QBE 11.3636%, MAP 6.8182%, Inigo 6.8182%, Argenta 4.5454%	
<b>Total Premium</b>	<b>\$1,723,000</b>	<b>\$1,955,605</b>	13.5%
\$25,000,000 xs \$25,000,000 Limit	Canopus 12%, Gemini (Boston) 30%, Hannover Re 10%, Aspen 14%, Vantage 20%, Inigo 14%	Canopus 12%, Gemini (Boston) 30%, Hannover Re 10%, Aspen 14%, Vantage 20%, Inigo 14%	
<b>Total Premium</b>	<b>\$505,250</b>	<b>\$555,775</b>	10.0%
\$50,000,000 xs. \$50,000,000 Limit Renewal and \$55,000,000 xs \$50,000,000 Limit Expiring	Lexington (London) 10%, Argo Re (London) 20%, Sompo 30%, Apollo 26.4%, QBE 6.6%, MAP 7%	Lexington (London) 10%, Argo Re (London) 10%, Sompo 27%, Apollo 20%, QBE 6.6%, MAP 7%, Munich Re 9.4%, First Specialty 10%	
<b>Total Premium</b>	<b>\$635,000</b>	<b>\$698,500</b>	10.0%
\$100,000,000 xs. \$100,000,000 Limit Renewal and \$95,000,000 xs \$105,000,000 Limit Expiring	AXA XL (Bermuda) 28.2%, Argo (Bermuda) 15%, Aspen 11.5%, Liberty 7.5%, Canopus 7.5%, Hiscox 5%, Ascot 2.5%, AWAC 5%, Inigo 7.6%, Helix 5.8%, Aegis 4.4%	AXA XL (Bermuda) 28.2%, Argo (Bermuda) 15%, Aspen 9%, Liberty 7.5%, Canopus 7%, Hiscox 5%, Ascot 2.5%, AWAC 5%, Inigo 10.6%, Helix 5.8%, Aegis 4.4%	
<b>Total Premium</b>	<b>\$832,000</b>	<b>\$915,200</b>	10.0%
<b>Limit</b>	<b>Total \$200M</b>	<b>Total \$200M</b>	
<b>Total Premiums including TRIA Premium Change \$</b>	<b>\$3,995,250</b>	<b>\$4,495,080</b> <b>\$499,830</b>	12.5%
TASI LAYER \$100,000,000 xs \$200,000,000 Limit	AXA XL (London) 15%, AWAC 15%, Hamilton Re 13.25%, CV Starr 10%, Markel 10%, Hiscox 10%, Munich Re 11%, Liberty 7.5%, Ascot 8.25%	AXA XL (London) 15%, AWAC 15%, Hamilton Re 13.25%, Markel 10%, Hiscox 10%, Munich Re 13%, Liberty 7.5%, Ascot 8.25%, First Specialty 3%, Convex 5%	
JPB Layer \$23,000,000 xs \$300,000,000 Limit	Ascot 19.5652%, Ark 32.6087%, Helix 47.8261%	Ascot 19.5652%, Ark 32.6087%, Helix 47.8261%	
<b>Total Premium</b>	<b>\$124,080</b>	<b>\$136,488</b>	10.0%

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Robert Barnard, Chief, Rail Design & Construction  
Subject: **Terminate Findings of an Emergency Regarding the North Channel Embankment of the San Francisquito Creek Bridge Due to Erosion Pursuant to Public Contract Code §22050**

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. Terminate the declaration of an emergency at the San Francisco Creek Bridge, which was based on findings previously adopted by the Board pursuant to California Public Contract Code section 22050(c)(2) (Resolution No. 2023-19) on March 29, 2023, and renewed at its subsequent meetings on May 4, 2023 (Resolution 2023-23), June 1, 2023 (Resolution 2023-38), August 3, 2023 (Resolution 2023-46), September 7, 2023 (Resolution 2023-56), October 5, 2023 (Resolution 2023-62), November 2, 2023 (Resolution 2023-68), December 7, 2023 (Resolution 2023-74), January 4, 2024 (Resolution 2024-01), February 1, 2024 (Resolution 2024-13), March 7, 2024 (Resolution 2024-17), April 4, 2024 (Resolution 2024-26), May 2, 2024 (Resolution 2024-31), and June 6, 2024 (Resolution 2024-34) that an emergency existed at the north channel embankment of the San Francisquito Creek Bridge due to erosion and scouring caused by winter storms, and that immediate action was necessary to respond to the emergency.

**Discussion**

**Background Regarding Previous Findings Authorizing Emergency Repairs:** The JPB owns and maintains the San Francisquito Creek Bridge, which is located in Menlo Park and Palo Alto between Control Points Alma (MP 29.98) and Mayfield (MP 33.50). In early January 2023, after a week of heavy rain, Caltrain Engineering staff inspected the Bridge and discovered that storms had eroded the soil on the creek bank supporting the northern abutment of the Bridge. Further investigation showed that additional erosion resulting from future storms could undermine the abutment, bridge, and tracks.

The JPB has the authority to undertake emergency repairs pursuant to California Public Contract Code section 22050, which requires that the Board, by a four-fifths vote, make

findings based on substantial evidence that the emergency will not permit delay resulting from a competitive solicitation of bids, and that action is necessary to respond to the emergency. Public Contract Code section 1102 defines an emergency as “sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services.” The Board made these findings at its March 29, 2023, meeting (Resolution 2023-19) and renewed these findings at its subsequent meetings on May 4, 2023 (Resolution 2023-23), June 1, 2023 (Resolution 2023-38), August 3, 2023 (Resolution 2023-46), September 7, 2023 (Resolution 2023-56), October 5, 2023 (Resolution 2023-62), November 2, 2023 (Resolution 2023-68), December 7, 2023 (Resolution 2023-74), January 4, 2024 (Resolution 2024-01), February 1, 2024 (Resolution 2024-13), March 7, 2024 (Resolution 2024-17), April 4, 2024 (Resolution 2024-26), May 2, 2024 (Resolution 2024-31), and June 6, 2024 (Resolution 2024-34). Section 22050(c) requires the Board to review the emergency action at its next regularly scheduled meeting and at every subsequent regularly scheduled meeting until the action is terminated.

November 18, 2023, Emergency Declaration: On November 16, 2023, a team of three registered California professional engineers, including a fluvial geomorphologist experienced with the San Francisquito Creek, completed a technical memorandum titled "Overview of Temporary Emergency Stabilization Measures," which stated that, in regard to the creek bank supporting the north abutment of Caltrain’s rail bridge, "the existing bank is likely to erode and would not be stable during/after a large storm event."

On November 18, 2023, the Executive Director issued an emergency declaration, which concluded:

- a. The situation at that time necessitated immediate action because anticipated winter storms threatened the integrity of the bridge, creating the potential for a catastrophic failure of the bridge and the subsequent risks to public safety, infrastructure, and the environment; and
- b. The dry condition of the creek bed created a narrow window during which the JPB could implement emergency stabilization repairs to ensure the integrity of the bridge without risking the safety of workers or endangering aquatic life; and
- c. Given a prediction of severe winter storms and a risk of flash flooding and high creek flows at the San Francisquito Creek, attempting any work during the rainy season would have presented a substantial risk to the safety of workers, threatened endangered species, and increased the risk of a failed stabilization effort and a catastrophic failure of the bridge; and
- d. The situation at that time required that Caltrain take action within a time period less than the normal time needed to process regulatory applications under standard procedures.

Based on these findings, the Executive Director declared an emergency situation for the San Francisquito Creek Bridge and directed that all necessary and appropriate actions be taken to address the emergency, including the mobilization of resources and implementation of

temporary creek bank stabilization measures. From November 20<sup>th</sup> to 22<sup>nd</sup>, 2023, Caltrain's contractor undertook and completed emergency stabilization efforts.

Staff subsequently determined that the temporary stabilization measures ameliorated the risk of the immediate collapse of the embankment. However, in light of long-term predictions of a "strong" El Nino winter for 2023-2024, JPB staff determined that a continued risk existed and monitored the bridge and embankment throughout the wet season. Upon the conclusion of the wet season, staff conducted further assessments and determined that the temporary stabilization measures are adequate to protect the bridge until permanent repairs can be undertaken during the dry season in 2025.

#### Proposed Termination of the Emergency Declaration:

Under state law, the Board must continue to review the situation at each meeting and renew findings until the emergency is resolved. Based on the success of the emergency stabilization measures, staff recommend that the Board terminate the emergency declaration at the San Francisquito Creek Bridge. Staff will continue to monitor the bridge and embankment and will report back to the Board should conditions change prior to the implementation of permanent stabilization measures. Staff will prepare to re-procure a construction contract, draft amendments to the Memorandum of Understanding with the City of Menlo Park and City of Palo Alto and prepare a proposed budget amendment for the Board's consideration at a future meeting or meetings.

#### Current Status

As of the date of this staff report:

1. An executed trilateral project agreement is in place between the JPB, the City of Menlo Park, and the City of Palo Alto.
2. JPB has 100% final construction drawings and specifications for the permanent bank stabilization design, which has been reviewed by all relevant stakeholders.
3. JPB staff has obtained the following permits:
  - a. California Department of Fish and Wildlife Streambed Alteration Agreement
  - b. Regional Water Quality Control Board Section 401 Water Quality Certification Permit
  - c. City of Palo Alto Encroachment Permit for the permanent stabilization project
  - d. City of Menlo Park Encroachment Permit for the permanent stabilization project
  - e. City of Palo Alto Noise Exception Permit for the permanent stabilization project
  - f. City of Menlo Park Heritage Tree Permit
  - g. City of Menlo Park Encroachment Permit for the temporary stabilization measures

JPB staff submitted a timely application for a Section 404 permit to the U.S. Army Corps of Engineers. As part of their ongoing review, the U.S. Army Corps of Engineers has determined it is necessary to seek the review of relevant historic preservation issues and approval from the State Historic Preservation Officer prior to issuing the permit. Staff continue to work with the U.S. Army Corps of Engineers to obtain the permit in time to undertake the work during the dry season in 2025.



4. Temporary stabilization measures are in place to protect Caltrain’s San Francisquito Creek Bridge until permanent measures can be implemented.

Ongoing and Future Activities

In the months ahead:

1. JPB staff will continue to coordinate closely with the U.S. Army Corps of Engineers to facilitate the issuance of the Section 404 permit for construction of the permanent bank stabilization during the 2025 dry season.
2. JPB staff will continue to monitor conditions around the foundations of the Caltrain rail bridge.
3. JPB staff will update the project cost estimate, funding plan, and contracts to reflect the planned implementation of permanent stabilization measures in 2025.
4. During the 2025 dry season, the JPB will remove the temporary bank stabilization measures and replace them with the permanent bank stabilization measures designed under the joint project between JPB, the City of Menlo Park, and the City of Palo Alto.
5. The JPB will re-procure a construction contract and will present any required amendments to the Memorandum of Understanding with the City of Menlo Park and City of Palo Alto and a proposed budget amendment to the Board at a future meeting or meetings.
6. JPB staff will report regularly to the Board regarding the status of the project.

**Budget Impact**

The San Francisquito Creek Emergency Bank Stabilization Project has an approved budget of \$8,988,347 funded in part by Capital Contingency Funds, the San Mateo County Transportation Authority (SMCTA), the Cities of Palo Alto and Menlo Park, and project savings from recently completed projects. A separate item for an amendment to the FY25 budget amendment is being presented to the Board at the August 1, 2024, meeting in order to identify the proposed funding source for \$2,520,222 of the \$8,988,347 budget. Staff intend to bring a future item to the Board for approval that addresses additional costs and budget increase to reflect the delay in implementation of the permanent repairs.

Prepared By:	Robert Barnard	Chief, Rail Design & Construction	650.508.7783
	Mike Boomsma	Project Manager	808.208.2355

**Resolution No. 2024-**

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

\* \* \*

**Terminate Findings of an Emergency Regarding the North Channel  
Embankment of the San Francisquito Creek Bridge Due to Erosion Pursuant to  
Public Contract Code §22050**

**Whereas**, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) previously authorized repair pursuant to California Public Contract Code section 22050 by a four-fifths vote of the Board on March 29, 2023 (Resolution 2023-19), making findings that: there was an emergency to repair the north channel embankment of the San Francisquito Creek Bridge due to erosion that threatened the integrity of the structure supporting the JPB's tracks; that the emergency did not permit a delay that would have resulted from a formal solicitation for bids; and that action is necessary to respond to the emergency; and

**Whereas**, Resolution 2023-19 also authorized emergency repairs of the north channel embankment of the San Francisquito Creek Bridge without adopting plans and specifications or giving notice to potential bidders; and

**Whereas**, California Public Contract Code Section 1102 defines an emergency as a "sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services"; and

**Whereas**, California Public Contract Code section 22050 authorizes the JPB to repair and take other immediate actions required to address an emergency, and requires that findings based on substantial evidence must be made that the emergency will not permit delay resulting

from a competitive solicitation of bids, and that the action is necessary to respond to the emergency, by a four-fifths vote of the Board; and

**Whereas**, Resolution 2023-19 delegated to the Executive Director, or designee the authority: to approve all plans and/or designs; to execute a contract with Walsh Construction II, LLC, to undertake emergency repairs of the north channel embankment at the San Francisquito Creek Bridge at a price that staff has determined is fair and reasonable; and to take all other actions required to respond to said emergency, provided that the Executive Director reports such actions to the Board at each monthly Board meeting until the emergency situation is resolved, with a final report to be made at the first Board meeting after the emergency is resolved; and

**Whereas**, pursuant to Public Contract Code section 22050(c), the Board must review the emergency action at its next regularly scheduled meeting and affirm by the passage of a four-fifths vote at every subsequent regularly scheduled meeting until the action is terminated to determine that there is a need to continue the action; and

**Whereas**, the Board most recently renewed its findings via Resolution 2024-26 at its April 4, 2024, Board meeting; and

**Whereas**, following months of heavy rain in January 2023, assessments of the condition of the north embankment supporting the San Francisquito Creek Bridge Main Track 1 (MT-1) and Main Track (MT-2) by the Peninsula Corridor Joint Powers Board (JPB) revealed significant erosion on the slope of the embankment, threatening the integrity of the north approaching track structure; and

**Whereas**, the JPB consulted with the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board, and the California Department of Fish and Wildlife concerning environmental permits for restoration activities to preserve the integrity of MT-1 and MT-2 tracks in light of the significant erosion of the northern embankment; and

**Whereas**, on November 16, 2023, a team of three registered California professional engineers, including a fluvial geomorphologist experienced with the San Francisquito Creek, completed a technical memorandum, which stated that, in regard to the creek bank supporting the north abutment of Caltrain's rail bridge, "the existing bank is likely to erode and would not be stable during/after a large storm event;"

**Whereas**, on November 18, 2023, the Executive Director issued an emergency declaration, which concluded:

1. The situation at that time necessitated immediate action because anticipated winter storms threatened the integrity of the bridge, creating the potential for a catastrophic failure of the bridge and the subsequent risks to public safety, infrastructure, and the environment; and
2. The dry condition of the creek bed created a narrow window during which the JPB could implement emergency stabilization repairs to ensure the integrity of the bridge without risking the safety of workers or endangering aquatic life; and
3. Given a prediction of severe winter storms and a risk of flash flooding and high creek flows at the San Francisquito Creek, attempting any work during the rainy season would have presented a substantial risk to the safety of workers, threatened

endangered species, and increased the risk of a failed stabilization effort and a catastrophic failure of the bridge; and

4. The situation at that time required that Caltrain take action within a time period less than the normal time needed to process regulatory applications under standard procedures.

Based on these findings, the Executive Director declared an emergency situation for the San Francisquito Creek Bridge and directed that all necessary and appropriate actions be taken to address the emergency, including the mobilization of resources and implementation of temporary creek bank stabilization measures; and

**Whereas**, Caltrain's contractor performed the emergency repairs from November 22-24, 2003. Although the temporary stabilization measures ameliorated the risk of immediate collapse of the embankment, JPB staff determined that a continued risk existed in light of the predictions of a "strong" El Nino winter for 2023-2024 and continued to monitor the bridge and embankment throughout the wet season; and

**Whereas**, upon the conclusion of the wet season, staff conducted further assessments and determined that the temporary stabilization measures, based on their performance during the 2024 wet season, are adequate to protect the bridge until permanent repairs can be undertaken during the dry season in 2025; and

**Whereas**, accordingly, action is no longer necessary to respond to this continued and ongoing emergency to prevent or mitigate loss or damage to life, health, property, or essential public services; and

**Whereas**, staff will continue to monitor the bridge and embankment and will report back to the Board should conditions change prior to the implementation of permanent stabilization measures; and

**Whereas**, staff will prepare to re-procure a construction contract, draft amendments to the Memorandum of Understanding with the City of Menlo Park and City of Palo Alto, and prepare a proposed budget amendment for the Board's consideration at a future meeting or meetings.

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

1. Terminates the declaration of an emergency at the San Francisco Creek Bridge, which was based on findings previously adopted by the Board pursuant to California Public Contract Code section 22050(c)(2) (Resolution No. 2023-19) on March 29, 2023, and most recently renewed on June 6, 2024 (Resolution 2024-34), that an emergency existed at the north channel embankment of the San Francisquito Creek Bridge due to erosion and scouring caused by winter storms, and that immediate action was necessary to respond to the emergency.
2. Terminates the delegation to the Executive Director, or designee, the authority to take action pursuant to California Public Contract Code section 22050(c)(2).

Regularly passed and adopted this 1st day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: David Covarrubias, Deputy Chief Financial Officer  
Subject: **Award of Contracts for On-Call Professional Support Services**

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

**Purpose and Recommended Action**

The award of these On-Call Professional Support Services (Services) contracts will provide the Peninsula Corridor Joint Powers Board (JPB) with qualified and experienced firms to support Planning, Engineering, Construction, and Safety and Quality on an as-needed basis. The Services consist of, but are not limited to, support for various building, bridge, and station/guideway construction projects on property owned or controlled by the JPB.

Staff recommends that the Board of Directors (Board) of the JPB:

1. Award a bench of contracts for On-Call Professional Support Services for an aggregate total not-to-exceed amount of \$42 million for a five-year base term contract, with up to two one-year option terms to:
  - a. Mott MacDonald Group, Inc. of San Jose, CA (Mott MacDonald),
  - b. RSE Corporation of Belmont, CA (RSE), and
  - c. WSP USA, Inc. of San Francisco, CA (WSP).
2. Authorize the Executive Director or designee to execute contracts with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the Executive Director or designee to exercise up to two one-year option terms with the above firms, if deemed in the best interest of the JPB.

**Discussion**

The JPB contracts with consultants to provide the Services in support of capital projects. Approval of the above actions will provide the JPB with a bench of qualified and experienced firms available to provide the Services on an as-needed basis for successful completion of current and future capital projects.

Award of these contracts will not obligate the JPB to purchase any specific level of service from the contracted firms. The Services will be performed under qualification-based competitive processes using Work Directives (WDs) that will be issued on an as-needed, project-by-project



basis. Staff will evaluate WD proposals in accordance with federal and state laws governing the procurement of architectural and engineering services.

On February 28, 2024, the JPB issued Request for Proposals (RFP) number 24-J-P-055 for the Services. The RFP was advertised on the JPB’s e-procurement website. Staff held a pre-proposal conference on March 7, 2024; 20 potential proposers and 27 potential subconsultants attended.

By the April 11, 2024 due date, the JPB received proposals from six firms:

1. Jacobs Program Management Company, San Francisco, CA
2. Kaygen, Inc., Irvine, CA
3. Mott MacDonald Group, Inc., San Jose, CA
4. RSE Corporation, Belmont, CA
5. United ECM, Oakland, CA
6. WSP USA, Inc., San Francisco, CA

In accordance with federal and state laws governing the procurement of architectural and engineering services, proposals were evaluated, scored, and ranked solely on a qualification-based selection process, with price being negotiated only with the highest-ranked proposers. A Selection Committee (Committee), composed of qualified staff from the Rail Development and the Office of Civil Rights departments, reviewed, scored, and ranked the proposals in accordance with the following weighted criteria:

<b>Evaluation Criteria</b>	<b>Maximum Points</b>
Company Qualifications, Experience & References	30 Points
Qualifications and Experience of Program Management Team and Proposed Personnel	35 Points
Approach to Providing Services and Management Plan	25 Points
Quality Management Plan	10 Points
Small Business Enterprise (SBE) Preference	5 Points
<b>Total</b>	<b>105 Points</b>

After the initial screening of proposal submittals, staff determined that all six proposals were responsive to the requirements in the RFP. The Committee scored and ranked the six proposals and found Mott MacDonald, RSE, and WSP to be the highest-ranked firms. The Committee determined that oral interviews were not needed because the interviews would not change the ranking outcome. The three highest-ranked firms possess the requisite experience and qualifications required for successful performance of the scope of services as defined in the solicitation documents.

Staff successfully negotiated contract terms, including prices, with the three highest-ranked firms. Staff performed a price analysis and determined the prices to be fair, reasonable, and

consistent with those currently paid by the JPB and other public agencies in the Bay Area for similar services.

Staff performed pre-bid outreach to certified Disadvantaged Business Enterprises (DBE) and SBEs. Mott MacDonald, RSE, and WSP committed to utilizing SBEs for this contract, and each firm received the full five-point SBE preference. The JPB may assign DBE goals to federally funded WDs.

**Budget Impact**

WDs issued under these contracts will be funded by a mix of federal, state, regional, and/or local funds from approved and future operating and/or capital budgets.

Prepared By:	Terry Loo	Procurement Administrator II	650.508.7730
	Bin Zhang	Deputy Director, Infrastructure Engineering	650.508.7999

**Resolution No. 2024-**

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

\* \* \*

**Awarding Contracts to Mott MacDonald Group, Inc., RSE Corporation, and WSP USA, Inc. for On-Call Professional Support Services for an Aggregate Total Not-to-Exceed Amount of \$42 Million for a Five-Year Base Term, with up to Two Additional One-Year Option Terms**

**Whereas**, on February 28, 2024, the Peninsula Corridor Joint Powers Board (JPB) issued Request for Proposals (RFP) number 24-J-P-055 for On-Call Professional Support Services (Services); and

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

**Whereas**, staff found all six proposals to be responsive to the requirements in the RFP; and

**Whereas**, a Selection Committee (Committee) composed of qualified JPB staff from the Rail Development and the Office of Civil Rights departments evaluated, scored, and ranked all six proposals in accordance with the evaluation criteria set forth in the RFP, and found three of the six firms to be in the competitive range; and

**Whereas**, the Committee determined that the following three highest-ranked firms possess the requisite experience and qualifications required for successful performance of the scope of services in the RFP:

- Mott MacDonald Group, Inc. of San Jose, CA (Mott MacDonald),
- RSE Corporation of Belmont, CA (RSE), and
- WSP USA, Inc. of San Francisco (WSP); and

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

**Whereas**, staff performed a price analysis and determined that the negotiated prices with all three firms are fair, reasonable, and consistent with those currently paid by the JPB and other public agencies in the Bay Area for similar services; and

**Whereas**, staff and legal counsel determined that the proposals submitted by the three highest-ranked firms comply with the requirements of the solicitation documents; and

**Whereas**, staff recommends that the Board of Directors (Board) award a bench of contracts to Mott MacDonald, RSE, and WSP to provide the Services for an aggregate not-to-exceed amount of \$42 million for a five-year base term, and up to two one-year option terms.

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

- Mott MacDonald Group, Inc. of San Jose, CA,
- RSE Corporation of Belmont, CA, and
- WSP USA, Inc. of San Francisco

to provide On-Call Professional Support Services for an aggregate not-to-exceed amount of \$42 million for a five-year base term, and up to two one-year option terms; and

**Be It Further Resolved** that the Board authorizes the Executive Director or designee to execute contracts with Mott MacDonald, RSE, and WSP in full conformity with the terms and conditions of the RFP and negotiated agreements, and in a form approved by legal counsel; and

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

Regularly passed and adopted this 1st day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Adopt Proposed Fare Structure 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 Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) adopt two updated Fare Structures:

1. A Pre-Clipper Next Generation Fare Structure, effective 9/1/2024 upon Board approval (Attachment 1).
2. A Post-Clipper Next Generation Fare Structure, effective upon MTC Clipper Next Generation execution (Attachment 2).

**The recommended Fare Structures include the following changes for Youth riders:**

Pre-Clipper Next Generation Fare Structure - Effective 9/1/2024:

- Implement a \$1 All Zone One-way fare available on all platforms.
- Introduce a \$2 All Zone Day Pass available on Ticket Vending Machines (TVMs) and Mobile App (while available).

Post-Clipper Next Generation Fare Structure - Effective upon Clipper Next Generation Execution:

- Implement a \$24 All Zone Monthly Pass available on Youth Clipper Card.

**Discussion**

In September 2023, Caltrain introduced four promotional products to provide enhanced value and promote additional ridership. While the 3-Day Pass, Family Day Pass, and Group Day Pass saw modest adoption, the \$1 All Zone One-way Youth fare, available only on Youth Clipper cards, resulted in a 43% year-over-year increase in Youth Clipper utilization compared to overall ticket sales growth of 18%.

To build on this success and promote further ridership increases, staff recommends providing an expanded permanent discounted fare program for Youth. This program will provide Youth the opportunity to purchase \$1 one-way fares through Caltrain TVMs, Caltrain Mobile, and Youth Clipper cards; \$2 Day passes at TVMs and Caltrain mobile; and \$24 monthly passes on Youth Clipper cards upon Clipper Next Generation execution. This expanded program has multiple purchase options that make youth ridership much more affordable, easy to understand, and more accessible, promoting current and future ridership growth and frequency.

Staff presented the recommended youth fare changes to the Caltrain Citizens Advisory Committee (CAC) on Wednesday June 19, 2024, and held a public hearing at the Finance Committee on July 22, 2024.

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 they will 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 youth populations. A draft Title VI Analysis report evaluating the impacts of the fare proposals is attached.

#### **Budget Impact**

Analyzing 2024 historical data, the implementation of this Youth fares program could reduce short term fare revenue by an estimated range of \$100,000 to \$530,000. However, in the long term, the expectation will be that the new youth riders will become full fare customers and support Caltrain's financial health in the years to come.

Prepared By: Bruce Thompson Manager of Fare Programs Operations (650) 551-6106

**Resolution No. 2024-**

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

\* \* \*

**Adopt Proposed Fare Structure Changes**

**Whereas**, Caltrain introduced four promotional products in September 2023 to provide enhanced value and promote additional ridership: the 3-Day Pass, Family Day Pass, Group Day Pass, and the \$1 All Zone One-way Youth fare; and

**Whereas**, while the 3-Day Pass, Family Day Pass, Group Day Pass saw modest adoption, \$1 All Zone One-way Youth fare resulted in a 43% year-over-year increase in Youth Clipper utilization compared to overall ticket sales growth of 18%; and

**Whereas**, to build on this success and promote further ridership increases, staff recommends providing an expanded permanent discounted fare program for Youth, and has presented two Fare Structures to the Board for adoption, one to take effect on September 1, 2024 (Pre-Clipper Next Generation Fare Structure, Attachment 1), and the other to take effect upon execution of Clipper Next Generation (Post-Clipper Next Generation Fare Structure, Attachment 2); and

**Whereas**, this program will provide Youth the opportunity to purchase upon Board adoption \$1 one-way fares through Caltrain TVMs, Caltrain Mobile, and Youth Clipper cards, and \$2 day passes at TVMs and Caltrain mobile. Moreover, \$24 monthly passes on Youth Clipper cards will become available to Youth upon Clipper Next Generation execution; and



**Whereas**, this expanded program has multiple purchase options in an effort to make youth ridership much more affordable, easy to understand, and more accessible, and to promote current and future ridership growth and frequency; and

**Whereas**, staff presented the recommended Youth fare changes to the Caltrain Citizens Advisory Committee (CAC) on June 19, 2024, and a public hearing was held on July 22, 2024, as required by law; and

**Whereas**, 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 they will result in disparate impacts or disproportionate burdens on minority and low-income populations; and

**Whereas**, a finding of disparate impact or disproportionate burden on minority and low-income youth populations is not anticipated given the benefits of the proposed fare program; and

**Whereas**, Federal Transit Administration guidance permits transit agencies to complete a Title VI analysis within six months of a fare change; and

**Whereas**, a complete Title VI Analysis report evaluating the impacts of the fare proposals will be presented to the Board for approval in September 2024; and

**Whereas**, analysis of 2024 historical data shows the implementation of this Youth fares program could reduce fare revenue by up to and estimated \$750,000. However, it is likely that the price reductions could incentivize incremental ridership by both youth and families and frequency of ridership, which can potentially offset the reduction of fare revenue by \$220,000 to \$650,000.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the two recommended Fare Structures (Attachments 1 &2) to be effective on the following dates and making the following changes:

1. Pre-Clipper Next Generation Fare Structure - Effective 9/1/2024:
  - Implementing a \$1 All Zone One-way Youth fare available on all platforms; and
  - Introducing a \$2 All Zone Youth Day Pass available on Ticket Vending Machines (TVMs) and Mobile App (while available).
  
2. Post-Clipper Next Generation Fare Structure - Effective upon Clipper Next Generation Execution:
  - Implementing a \$24 All Zone Youth Monthly Pass available on Youth Clipper Card.

Regularly passed and adopted this 1st day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

Pre-Clipper Next Generation Fare Structure

Adopted – May 6, 1992

Last Revised – January 1, 2024

Effective – September 1, 2024

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

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**CALTRAIN FARE STRUCTURE**

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

**I. FARE CATEGORIES**

**A. Full Fare**

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

**B. Eligible Discount Fare**

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

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

**C. Youth Fare**

Youth Fares apply to those aged 18 years or younger.

**D. Clipper START Means-Based Fare Program**

Caltrain's participation in the Regional Means based Clipper Start program, administered by the Metropolitan Transportation Commission (MTC), provides discounted fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit [www.clipperstartcard.com](http://www.clipperstartcard.com). Customers

- qualifying for a Clipper START Fare receive at least a 50% discount compared to Clipper full fares.
- E. Clipper Bay Pass Pilot Program - Regional All Agency Pass**  
Available to passengers who are selected to participate in the Clipper Bay Pass Pilot Program, part of the Regional Fare Coordination and Integration Study administered by the Bay Area Integration Task Force. Clipper Bay Pass is managed by MTC and Bay Area Rapid Transit (BART) in close coordination with regional transit operators and Caltrain.
  - F. Sworn Peace Officers**  
Uniformed and non-uniformed, sworn peace officers showing proper identification are allowed to ride Caltrain without paying a fare.
  - G. Children Four Years or Younger**  
One child aged four years or younger accompanied by a paying adult, including GoPass users, may ride Caltrain without paying a fare. Additional children traveling with the same adult are required to pay a fare.
  - H. Special Promotional Fares**  
From time to time, the Executive Director may authorize the establishment of special or promotional fares.
  - I. Group Travel Discount**  
A 10 percent discount on regular cash fares is provided to fare-paying groups of 15 or more passengers that pre-purchase through the Caltrain Group Travel program.

## II. FARE TYPES

- A. One-Way Ticket**  
Valid for use within four hours of the date and time sold. One-way Tickets are honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone(s) indicated on such tickets.
- B. Day Pass**  
Valid for use on a single day, through the last train on the service day on which sold. Day passes are honored for unlimited travel within the zone(s) indicated on the ticket.
- C. Monthly Pass**  
Valid for use for the calendar month for which issued. Monthly Passes are honored for unlimited weekday trips between the zone(s) indicated on such passes. On Saturdays, Sundays and holidays, Monthly Passes are honored for unlimited trips between all zones.
- D. Zone Upgrade Ticket**  
Valid for use within four hours of the date and time sold. Zone Upgrade Tickets are valid only when accompanying a Monthly Pass or a valid paper One-way Ticket or Day Pass and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits. The Zone Upgrade Ticket's validity period does not supersede the original ticket's validity period.

**E. GoPass**

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

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

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

**III. FARE PAYMENT**

**A. Ticket Vending Machines**

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

**B. Mobile Ticketing Application Program**

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

**C. Clipper**

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

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

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

**IV. DESCRIPTION OF ZONES**

The zone designations for Caltrain service are:

<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone 3</u>
San Francisco	Millbrae	Menlo Park
22 <sup>nd</sup> Street	Broadway*	Palo Alto
Bayshore	Burlingame	Stanford Stadium^
South San Francisco	San Mateo	California Avenue
San Bruno	Hayward Park	San Antonio

	Hillsdale Belmont San Carlos Redwood City	Mountain View Sunnyvale
<u>Zone 4</u> Lawrence Santa Clara College Park# San Jose Diridon	<u>Zone 5</u> Capitol# Blossom Hill#	<u>Zone 6</u> Morgan Hill# San Martin# Gilroy#

\* Weekend service only

^ Football/Other Select Levi Stadium events only

# Weekday service only

## V. GENERAL CONDITIONS

### A. **Conditions of Use**

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

### B. **Enforcement**

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

### C. **Stopovers/Transfers**

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

### D. **Delays**

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public enemy so that the validity period of a passenger's ticket has expired, such ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

### E. **Refunds**

#### 1. One-way, Day Pass, and Zone Upgrade Tickets

One-Way, Day Pass and Zone Upgrade Tickets are not subject to refund.

#### 2. GoPasses

Fees paid for GoPasses are subject to refund only in case of termination of a contract between the JPB and the GoPass participant. The JPB will refund the pro-rated portion of the GoPass fee paid by the participating entity (equivalent to the number of unused months), less an administration fee, within 30 days of the contract termination date, provided that within 10 working days of the effective

termination date, all undistributed GoPasses issued to the participating entity are returned to the JPB and the participating entity verifies in writing that it has made every good faith effort to collect or destroy all GoPasses that it distributed.

3. Monthly Passes

Unused Monthly Passes may be returned for a full refund prior to the date the passes first become valid.

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

**VI. FARE PRICES**

Zones Travelled	Fare Type	Payment Option	Category	Current	Changes	\$.25 Base Fare Increase	.25 zone Upgrade Increase	\$.25 Base Fare Increase on Adult
					Eff 9/1/24	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
1	One-way	Ticket Machine, Mobile App	Adult	\$3.75	\$3.75	\$4.00	\$4.00	\$4.25
			Eligible Discount	\$1.75	\$1.75	\$2.00	\$2.00	\$2.00
		Clipper	Adult	\$3.20	\$3.20	\$3.45	\$3.45	\$3.70
			Clipper START, Eligible Discount	\$1.60	\$1.60	\$1.70	\$1.70	\$1.70
	Day Pass	Ticket Machine, Mobile App	Youth	Varies	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$7.50	\$7.50	\$8.00	\$8.00	\$8.50
			Eligible Discount	\$3.75	\$3.50	\$4.00	\$4.00	\$4.00
	Monthly Pass	Clipper	Youth	\$3.50	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$76.80	\$76.80	\$82.80	\$82.80	\$88.80
			Eligible Discount, Youth	\$38.40	\$38.40	\$40.80	\$40.80	\$40.80
2	One-way	Ticket Machine, Mobile App	Adult	\$6.00	\$6.00	\$6.25	\$6.50	\$6.75
			Eligible Discount	\$2.75	\$2.75	\$3.00	\$3.25	\$3.25
		Clipper	Adult	\$5.45	\$5.45	\$5.70	\$5.95	\$6.20
			Clipper START, Eligible Discount	\$2.60	\$2.60	\$2.70	\$2.95	\$2.95
	Day Pass	Ticket Machine, Mobile App	Youth	Varies	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$12.00	\$12.00	\$12.50	\$13.00	\$13.50
			Eligible Discount	\$5.50	\$5.50	\$6.00	\$6.50	\$6.50
	Monthly Pass	Clipper	Youth	\$5.50	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$130.80	\$130.80	\$136.80	\$142.80	\$148.80
			Eligible Discount, Youth	\$62.40	\$62.40	\$68.40	\$70.80	\$70.80
3	One-way	Ticket Machine, Mobile App	Adult	\$8.25	\$8.25	\$8.50	\$9.00	\$9.25
			Eligible Discount	\$3.75	\$3.75	\$4.00	\$4.50	\$4.50
		Clipper	Adult	\$7.70	\$7.70	\$7.95	\$8.45	\$8.70
			Clipper START, Eligible Discount	\$3.60	\$3.60	\$3.70	\$4.20	\$4.20
	Day Pass	Ticket Machine, Mobile App	Youth	Varies	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$16.50	\$16.50	\$17.00	\$18.00	\$18.50
			Eligible Discount	\$7.50	\$7.50	\$8.00	\$9.00	\$9.00
	Monthly Pass	Clipper	Youth	\$7.50	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$184.80	\$184.80	\$190.80	\$202.80	\$208.80
			Eligible Discount, Youth	\$86.40	\$86.40	\$92.40	\$100.80	\$100.80
4	One-way	Ticket Machine, Mobile App	Adult	\$10.50	\$10.50	\$10.75	\$11.50	\$11.75
			Eligible Discount	\$4.75	\$4.75	\$5.00	\$5.75	\$5.75
		Clipper	Adult	\$9.95	\$9.95	\$10.20	\$10.95	\$11.20
			Clipper START, Eligible Discount	\$4.60	\$4.60	\$4.70	\$5.45	\$5.45
	Day Pass	Ticket Machine, Mobile App	Youth	Varies	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$21.00	\$21.00	\$21.50	\$23.00	\$23.50
			Eligible Discount	\$9.50	\$9.50	\$10.00	\$11.50	\$11.50
	Monthly Pass	Clipper	Youth	\$9.50	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$238.80	\$238.80	\$244.80	\$262.80	\$268.80
			Eligible Discount, Youth	\$110.40	\$110.40	\$116.40	\$130.80	\$130.80
5	One-way	Ticket Machine, Mobile App	Adult	\$12.75	\$12.75	\$13.00	\$14.00	\$14.25
			Eligible Discount	\$5.75	\$5.75	\$6.00	\$7.00	\$7.00
		Clipper	Adult	\$12.20	\$12.20	\$12.45	\$13.45	\$13.70
			Clipper START, Eligible Discount	\$6.10	\$5.60	\$5.70	\$6.70	\$6.70
	Day Pass	Ticket Machine, Mobile App	Youth	Varies	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$25.50	\$25.50	\$26.00	\$28.00	\$28.50
			Eligible Discount	\$11.50	\$11.50	\$12.00	\$14.00	\$14.00
	Monthly Pass	Clipper	Youth	\$11.50	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$292.80	\$292.80	\$298.80	\$322.80	\$328.80
			Eligible Discount	\$134.40	\$134.40	\$140.40	\$160.80	\$160.80
6	One-way	Ticket Machine, Mobile App	Adult	\$15.00	\$15.00	\$15.25	\$16.50	\$16.75
			Eligible Discount	\$6.75	\$6.75	\$7.00	\$8.25	\$8.25
		Clipper	Adult	\$14.45	\$14.45	\$14.70	\$15.95	\$16.20
			Clipper Start, Eligible Discount	\$6.60	\$6.60	\$6.70	\$7.95	\$7.95
	Day Pass	Ticket Machine, Mobile App	Youth	Varies	\$1.00	\$1.00	\$1.00	\$1.00
			Adult	\$30.00	\$30.00	\$30.50	\$33.00	\$33.50
			Eligible Discount	\$13.50	\$13.50	\$14.00	\$16.50	\$16.50
	Monthly Pass	Clipper	Youth	\$13.50	\$2.00	\$2.00	\$2.00	\$2.00
			Adult	\$346.80	\$346.80	\$352.80	\$382.80	\$388.80
			Eligible Discount, Youth	\$158.40	\$158.40	\$164.40	\$190.80	\$190.80



Zone Upgrade Table

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

GoPass Pricing

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

## Post-Clipper Next Generation Fare Structure

Adopted – May 6, 1992

Last Revised – September 1, 2024

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

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

\* \* \*

### **CALTRAIN FARE STRUCTURE**

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

#### **I. FARE CATEGORIES**

##### **A. Full Fare**

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

##### **B. Eligible Discount Fare**

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

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

##### **C. Youth Fare**

Youth Fares apply to those 18 years and younger

##### **D. Clipper START Means-Based Fare Program**

Caltrain's participation in the Regional Means based Clipper START program, administered by the Metropolitan Transportation Commission (MTC), provides

discounted fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit [www.clipperstartcard.com](http://www.clipperstartcard.com). Customers qualifying for a Clipper START Fare receive at least a 50% discount compared to Clipper full fares.

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

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

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

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

**G. Sworn Peace Officers**

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

**H. Children Four Years or Younger**

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

**I. Special Promotional Fares**

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

**J. Group Travel Discount**

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

**II. FARE TYPES**

**A. One-Way Ticket**

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

**B. Day Pass**

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

**C. Monthly Pass**

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

**D. Zone Upgrade Ticket**

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

**E. GoPass**

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

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

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

**III. FARE PAYMENT**

**A. Ticket Vending Machines**

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

**B. Mobile Ticketing Application Program\***

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

**C. Clipper**

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

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

**D. Open Payments**

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

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

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

**IV. DESCRIPTION OF ZONES**

The zone designations for Caltrain service are:

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

\* Weekend service only

^ Football/Other Select Levi's Stadium events only

# Weekday service only

**V. GENERAL CONDITIONS**

**A. Conditions of Use**

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

**B. Enforcement**

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

**C. Stopovers/Transfers**

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

**D. Delays**

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public enemy so that the validity period of a passenger's ticket has expired, such ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

**E. Refunds**

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

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

**VI. FARE PRICES**

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027	
				Changes	\$.25 Base Fare Increase	.25 zone Upgrade Increase	\$.25 Base Fare Increase on Adult	
1	One-way	Ticket Machine, Mobile App	Adult	\$3.75	\$4.00	\$4.00	\$4.25	
			Eligible Discount	\$1.75	\$2.00	\$2.00	\$2.00	
		Clipper, Open Payment	Adult	\$3.20	\$3.45	\$3.45	\$3.70	
			Clipper	Clipper Start / Eligible Discount	\$1.60	\$1.70	\$1.70	\$1.70
	Day Pass	Ticket Machine, Mobile App, Clipper	Adult	\$7.50	\$8.00	\$8.00	\$8.50	
			Eligible Discount	\$3.50	\$4.00	\$4.00	\$4.00	
		Monthly Pass	Clipper	Adult	\$76.80	\$82.80	\$82.80	\$88.80
				Clipper Start / Eligible Discount	\$38.40	\$40.80	\$40.80	\$40.80
	2	One-way	Ticket Machine, Mobile App	Adult	\$6.00	\$6.25	\$6.50	\$6.75
				Eligible Discount	\$2.75	\$3.00	\$3.25	\$3.25
			Clipper, Open Payment	Adult	\$5.45	\$5.70	\$5.95	\$6.20
				Clipper	Clipper Start / Eligible Discount	\$2.60	\$2.70	\$2.95
Day Pass		Ticket Machine, Mobile App, Clipper	Adult	\$12.00	\$12.50	\$13.00	\$13.50	
			Eligible Discount	\$5.50	\$6.00	\$6.50	\$6.50	
		Monthly Pass	Clipper	Adult	\$130.80	\$136.80	\$142.80	\$148.80
				Clipper Start / Eligible Discount	\$62.40	\$68.40	\$70.80	\$70.80
3		One-way	Ticket Machine, Mobile App	Adult	\$8.25	\$8.50	\$9.00	\$9.25
				Eligible Discount	\$3.75	\$4.00	\$4.50	\$4.50
			Clipper, Open Payment	Adult	\$7.70	\$7.95	\$8.45	\$8.70
				Clipper	Clipper Start / Eligible Discount	\$3.60	\$3.70	\$4.20
	Day Pass	Ticket Machine, Mobile App, Clipper	Adult	\$16.50	\$17.00	\$18.00	\$18.50	
			Eligible Discount	\$7.50	\$8.00	\$9.00	\$9.00	
		Monthly Pass	Clipper	Adult	\$184.80	\$190.80	\$202.80	\$208.80
				Clipper Start / Eligible Discount	\$86.40	\$92.40	\$100.80	\$100.80
	4	One-way	Ticket Machine, Mobile App	Adult	\$10.50	\$10.75	\$11.50	\$11.75
				Eligible Discount	\$4.75	\$5.00	\$5.75	\$5.75
			Clipper, Open Payment	Adult	\$9.95	\$10.20	\$10.95	\$11.20
				Clipper	Clipper Start / Eligible Discount	\$4.60	\$4.70	\$5.45
Day Pass		Ticket Machine, Mobile App, Clipper	Adult	\$21.00	\$21.50	\$23.00	\$23.50	
			Eligible Discount	\$9.50	\$10.00	\$11.50	\$11.50	
		Monthly Pass	Clipper	Adult	\$238.80	\$244.80	\$262.80	\$268.80
				Clipper Start / Eligible Discount	\$110.40	\$116.40	\$130.80	\$130.80
5		One-way	Ticket Machine, Mobile App	Adult	\$12.75	\$13.00	\$14.00	\$14.25
				Eligible Discount	\$5.75	\$6.00	\$7.00	\$7.00
			Clipper, Open Payment	Adult	\$12.20	\$12.45	\$13.45	\$13.70
				Clipper	Clipper Start / Eligible Discount	\$5.60	\$5.70	\$6.70
	Day Pass	Ticket Machine, Mobile App, Clipper	Adult	\$25.50	\$26.00	\$28.00	\$28.50	
			Eligible Discount	\$11.50	\$12.00	\$14.00	\$14.00	
		Monthly Pass	Clipper	Adult	\$292.80	\$298.80	\$322.80	\$328.80
				Clipper Start / Eligible Discount	\$134.40	\$140.40	\$160.80	\$160.80
	6	One-way	Ticket Machine, Mobile App	Adult	\$15.00	\$15.25	\$16.50	\$16.75
				Eligible Discount	\$6.75	\$7.00	\$8.25	\$8.25
			Clipper, Open Payment	Adult	\$14.45	\$14.70	\$15.95	\$16.20
				Clipper	Clipper Start / Eligible Discount	\$6.60	\$6.70	\$7.95
Day Pass		Ticket Machine, Mobile App, Clipper	Adult	\$30.00	\$30.50	\$33.00	\$33.50	
			Eligible Discount	\$13.50	\$14.00	\$16.50	\$16.50	
		Monthly Pass	Clipper	Adult	\$346.80	\$352.80	\$382.80	\$388.80
				Clipper Start / Eligible Discount	\$158.40	\$164.40	\$190.80	\$190.80



Zone Upgrade Table

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

Go Pass Pricing

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

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Allocation of the TIRCP (Transit and Intercity Rail Capital Program)  
Reimbursed Funds and Amendment to Fiscal Year 2025 Capital Budget**

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 the allocation of the remaining \$119.5 million (M) in Transit and Intercity Rail Capital Program funding, which was used to reimburse Caltrain for Peninsula Corridor Electrification Project expenditures originally paid for through the issuance of \$150M in tax-exempt bonds in March 2022, including a fund swap of up to \$44.4M and use of \$47.5M, to satisfy prior funding commitments; and
2. Amend the Fiscal Year 2025 (FY25) Capital Budget in the amount of \$27,563,436, from \$105,139,217 to \$132,702,653.

**Discussion**

**Background**

In December 2021, the JPB adopted a total budget of \$2.44 billion for the Peninsula Corridor Electrification Project (PCEP) with a \$410M funding shortfall disclosed.

In April of 2023, Caltrain presented a strategic financial plan at the Board Finance Workshop. This plan described the funds that Caltrain had been awarded to close the \$410M funding gap in the PCEP project:

1. \$367M in Transit and Intercity Rail Capital Program (TIRCP) funding (January 2023)
2. \$43M in Federal Funding (\$33M in FTA Capital Investment Grants plus \$10M in Community Project Requests from Senators Feinstein and Padilla; both FY23 Federal Budget)

To ensure timely delivery of PCEP before the receipt of these funds, Caltrain temporarily funded the \$410M gap through the items listed in Section 1, below.

Caltrain is on track to complete PCEP before the end of 2024.

### **Section 1: Short-Term PCEP Funding Strategies**

To bridge the \$410M funding gap while the JPB sought additional state and federal funding, the JPB leveraged \$310M of short-term temporary funding strategies:

1. Issued \$150M tax-exempt bonds backed by Measure RR sales tax revenue, March 2022 (“bond proceeds”)
2. Secured \$100M tax-exempt line of credit, August 2023 (“LOC”)
3. Transferred \$60M in Measure RR sales tax revenue from the operating budget to the capital budget

### **Section 2: Permanent PCEP Funding Solutions**

While the above short-term solutions ensured no disruption in PCEP’s progress, these funds are needed for other critical operating and capital needs. As outlined in the background section above, the JPB ultimately secured \$410M in state and federal funding to cover the project shortfall through the following awards:

1. In January 2023, the California Department of Transportation (Caltrans) awarded the JPB \$367M of TIRCP funds
2. In 2022 for FY23, Caltrain secured \$43M in Capital Investment Grants and earmark funding (detailed in Background section above)

With the above \$410M secured for PCEP, staff aims to reallocate the short-term funding to critical needs.

### **Section 3: Reallocating Short-Term PCEP Funding**

Upon being awarded the \$410M for permanent PCEP funding, the JPB replaced the \$310M temporary funding measures, including the \$150M Measure RR Bond funds as noted above, with TIRCP funds, as allowed by Caltrans.

At the June 2024 Board Meeting, the Board approved an allocation of \$30.5M of TIRCP reimbursed funds to projects that were in most urgent need to ensure the ongoing success of electrification. These projects are identified in Table 1. Because Caltrain used the TIRCP funds to reimburse itself for expenditures paid for with bond proceeds, the TIRCP funds are subject to the same limitations as the original bond proceeds.

**Table 1. Project List for \$30.5M TIRCP Reimbursed Bond Proceeds**

Project Name	FY25 Capital Budget Amendment Request
EMU Front Masks	\$624,000
CCTV Phase 1	\$7,543,181
Mini High Platform (South County)	\$2,432,318
<b>Rail Activation Start Up:</b>	
Maintenance of Equipment	\$4,143,903
Maintenance of Way	\$6,000,000
Traction Electrification System Vehicles	\$2,500,000
Overhead Catenary System Improvements	\$2,288,000
Enterprise Asset Management System	\$5,000,000
<b>Total Amendment Request</b>	<b>\$30,531,402</b>

Staff recommends the remaining \$119.5M of reimbursed bond expenditures be allocated to high priority projects related to safety, compliance with mandatory requirements, and the launch of electrified service (see Table 2). Identified projects are grouped into the following categories:

- **Fund Swap:** \$44.4M is recommended for a fund swap, which involves replacing planned funding using more flexible funds, such as Measure RR, with TIRCP reimbursement funds. The fund swap, subject to final grantor approval, will free up a total of \$44.4M for critical operating and other capital needs.
- **Prior Funding Commitment:** \$47.5M will fund prior commitments approved by the Board in anticipation of the TIRCP funding.
- **Funding Shortfall:** \$27.6M will fund projects that will be included in an amendment to the FY25 Capital Budget (detailed in the Appendix), resulting in an increase from \$105,139,217 to \$132,702,653.

Bond counsel and the grantor (Caltrans) confirmed that the proposed allocations are allowable under the TIRCP guidelines, subject to the following spending criteria required by the original Measure RR Bond Funds:

1. Expend funds by approximately March 2027
2. Fund capital projects with overall useful life consistent with the 2022 Bonds (16.5+ years in aggregate)

**Table 2. Project List for \$119.5M TIRCP Reimbursed Bond Proceeds**

Project Name	Fund Swap	Prior Funding Commitment*	Funding Shortfall	TIRCP Reimbursed Bond Proceeds
Guadalupe Bridge Replacement	\$21,534,704	-	-	\$21,534,704
FY2019 Broadband Communication	\$16,315,586	-	-	\$16,315,586
EMUs Option 1 (37 EMUs)	-	\$2,635,234	-	\$2,635,234
EMUs Option 2 (28 EMUs)	-	\$44,000,000	-	\$44,000,000
Next Gen Visual Message Sign (VMS)	\$2,700,000	-	-	\$2,700,000
Predictive Arrival and Departure (PADS) New	-	-	\$4,536,455	\$4,536,455
Predictive Arrival and Departure (PADS) Gap Coverage	\$2,100,000	-	-	\$2,100,000
Mini High Platform	\$1,762,000	-	\$578,000	\$2,340,000
Broadband Wireless Communication System (Diesel Trains)	-	-	\$3,967,571	\$3,967,571
VoIP (Radio Dispatch System)	-	-	\$971,000	\$971,000
MP-36 Overhaul	-	-	\$622,888	\$622,888
CEMOF Modifications	-	-	\$4,212,035	\$4,212,035
San Francisquito Creek Emergency Bank Stabilization	-	-	\$2,520,347	\$2,520,347
San Francisquito Creek Bridge Conceptual Design and Community Engagement	-	-	\$3,472,074	\$3,472,074
San Francisquito Creek Bridge Acoustic Monitoring System	-	\$857,638	\$1,171,066	\$2,028,704
San Mateo Parking Track OCS	-	-	\$5,512,000	\$5,512,000
<b>TOTAL</b>	<b>\$44,412,290</b>	<b>\$47,492,872</b>	<b>\$27,563,436</b>	<b>\$119,468,598</b>

\*Prior funding commitment with the anticipation of TIRCP funds.

### Next Steps

Staff will work on implementing the fund swap (\$44.4M), which will free up funds for critical operating and other capital needs and will bring operating/project expenditure recommendations back to the Board for review and approval in the future. Staff will also work with project managers and bond counsel to ensure that all reimbursed bond proceeds assigned to various projects will be spent timely and in accordance with the original bond fund requirement.

### Budget Impact

The Board approved the FY25 Capital Budget in the amount of \$74,607,815 (Resolution # 2023-45) and an increase in the FY25 Capital Budget to \$105,139,217 on June 6, 2024 (Resolution #2024-37). The requested amendment to the capital budget is limited to \$27.6M (identified in

the “Funding Shortfall” column in Table 2, above) because the Board previously approved the expenditures identified in the “Fund Swap” and “Prior Funding Commitment” columns. The proposed budget amendment will add \$27,563,436 of TIRCP reimbursed funds to the FY25 Capital Budget, increasing the total capital budget from \$105,139,217 to \$132,702,653.

Prepared By:	Claudette Valbuena	Manager, Budgets	650-508-6237
	Cleo Liao	Manager, Budgets	650-508-7756
	Li Zhang	Chief, Rail Commercial & Business	650-632-6800
	Kate Jordan Steiner	Chief Financial Officer	650-647-3504

**Resolution No. 2024-**

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

\* \* \*

**Allocation of the Remaining \$119.5M TIRCP Reimbursed Bond Proceeds and Amendment of  
the Fiscal Year 2025 Capital Budget from \$105,139,217 to \$132,702,653**

**Whereas**, pursuant to Resolution No. 2023-45 adopted on June 1, 2023, the Peninsula Corridor Joint Powers Board (JPB) adopted the Fiscal Year 2025 (FY25) Capital Budget for a total authorized budget of \$74,607,815; and

**Whereas**, pursuant to Resolution No. 2024-37 adopted on June 6, 2024, the Peninsula Corridor Joint Powers Board (JPB) approved the allocation of \$30,531,402 of projects against the \$150 million (M) tax-exempt bonds backed by Measure RR sales tax revenue issued in March 2022, which were reimbursed with Transit and Intercity Rail Capital Program (TIRCP) funding, and adopted the Amended FY25 Capital Budget for a total authorized budget of \$105,139,217; and

**Whereas**, in December 2021, the JPB adopted a total budget of \$2.44 billion for the Peninsula Corridor Electrification Project (PCEP) with a \$410M funding shortfall disclosed. In April 2023, Caltrain presented the Strategic Financial Plan at the Board Finance Workshop. This plan included both short- and long-term measures to close the \$410M gap; and

**Whereas**, to bridge the \$410M funding gap in the short term while the JPB sought additional state and federal funding, the JPB leveraged \$310M of temporary funding strategies:

1. Issued \$150M tax-exempt bonds backed by Measure RR sales tax revenue, March 2022 (“bond proceeds”)
2. Secured \$100M tax-exempt line of credit, August 2023 (“LOC”)

3. Transferred \$60M in Measure RR sales tax revenue from the operating budget to the capital budget; and

**Whereas**, while the above short-term solutions ensured no disruption in PCEP project progress, Caltrain needed these funds for other critical operating and capital needs. Therefore, the JPB secured \$410M in state and federal funding to cover the project shortfall in the long term through the following awards:

1. \$367M in Transit and Intercity Rail Capital Program (TIRCP) funding (January 2023)
2. \$43M in Federal Funding (\$33M in FTA Capital Investment Grants plus \$10M in Community Project Requests from Senators Feinstein and Padilla; both FY23 Federal Budget)

With the above \$410M secured for PCEP, staff aims to reallocate the short-term funding to other critical needs; and

**Whereas**, upon being awarded the \$410M permanent PCEP funding above, Caltrain replaced the \$310M temporary funding measures noted above and will allocate the remaining \$119.5M of the reimbursed bond expenditures to identified projects listed in Table 2; and

**Whereas**, of the \$119.5M in TIRCP reimbursed funds being allocated, \$44.4M will be used for a fund swap, which will free up funds to support other critical operating and capital needs subject to final grantor approval; \$47.5M will be used to satisfy prior funding commitments; and \$27.6M will be included in an amendment to the FY25 Capital Budget; and

**Whereas**, bond counsel and the grantor (Caltrans) confirmed the above allocations are allowable under the TIRCP guidelines and federal bond and tax law. The projected



reimbursement of the \$210M of advanced local funds was identified in the Strategic Financial Plan presented to the Board in the April 6, 2023, Board Finance Workshop. Caltrain intends to apply the reimbursed bond proceeds to fund projects meeting criteria established by bond counsel:

1. Expend funds by approximately March 2027
2. Fund capital projects with overall useful life consistent with the 2022 Bonds (16.5+ years in aggregate)

**Whereas**, Staff recommends that the Board approves the allocation of the remaining \$119.5M of the TIRCP reimbursed funds as follows: \$44.4M for a fund swap, subject to final grantor approval; \$47.5M to satisfy prior funding commitments; and \$27,563,436 to increase the FY25 Capital Budget from \$105,139,217 to \$132,702,653.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the allocation of the remaining \$119.5M of the TIRCP reimbursed funds as follows: \$44.4M for a fund swap, subject to final grantor approval; \$47.5M to satisfy prior funding commitments; and \$27,563,436 to increase the FY25 Capital Budget from \$105,139,217 to \$132,702,653.

Regularly passed and adopted this 1<sup>st</sup> day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Appendix**

**FY2025 CAPITAL BUDGET AMENDMENT  
\$27,563,436**

1. Predictive Arrival and Departure System (PADS) New - \$4,536,455  
This project is to upgrade and replace the existing PADS with more dependable predictions for train arrival and departure, integrated with the Visual Message Sign (VMS) system, thereby offering increased flexibility in train operations. The scope of the project encompasses: 1) implementation of PADS Mod, which utilize GPS data as primary data source supplemented by track circuit data as secondary or backup source to enhance prediction accuracy; and 2) establishment of a connection between the existing Rail Operations Control Systems (ROCS) and the new PADS.
2. Mini High Platform - \$578,000  
This project will include installation of precast platforms and modifications to existing infrastructure, as needed, to accommodate the installation. Grounding and bonding will be required at all the stations within the areas that will be electrified. Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs. In addition, the project will encompass the construction of five (5) additional platforms at Capital, Blossom Hill, Morgan Hill, San Martin, and Gilroy. The completion of these five platforms will significantly enhance Caltrain's Gilroy Services in multiple ways: 1) improve accessibility for patrons using wheelchairs; 2) enhance on-time performance by reducing dwell times; 3) alleviate responsibilities on onboard train staff, affording them more time to attend to the needs of passengers; and 4) reduce maintenance costs as platform maintenance typically proves more cost-effective than lift maintenance.
3. Broadband Wireless Communication System (Diesel Trains) - \$3,967,571  
This project is to provide passengers Wi-Fi service on the existing diesel trains. This will enhance the passenger experience by providing internet service on the diesel trains from and to Gilroy where there is no Overhead Catenary System (OCS) poles or fiber network.
4. Voice over Internet Protocol (VoIP) Radio Dispatch System - \$971,000  
The existing voice dispatch center implemented in 2012 operates on analog technology and has become obsolete. It lacks the capacity to accommodate the updated digital voice radio system. There is a pressing need to replace the legacy architecture with a newer platform that aligns with current industrial and cybersecurity standards.
5. MP-36 Overhaul - \$622,888  
This project will perform a mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul includes complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine

**Appendix**

**FY2025 CAPITAL BUDGET AMENDMENT  
\$27,563,436**

components, and replacement of Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels, and electrical components shall be reconditioned to like-new condition or replaced with new material.

6. CEMOF Modifications - \$4,212,035  
This project is to modify the Central Equipment Maintenance Operations Facility (CEMOF) to meet the maintenance requirements of 7-car EMU train sets. These modifications may encompass building expansion, the addition of a mezzanine level to facilitate access to the tops of vehicles, and the extension of existing maintenance pits. Further developments will be determined based on thorough research and information gathered during the feasibility study.
7. San Francisquito Creek Emergency Bank Stabilization - \$2,520,347  
This project is to stabilize, protect, and prevent erosion at the undermining northern abutment of Caltrain's existing San Francisquito Creek Bridge.
8. San Francisquito Creek Bridge Conceptual Design and Community Engagement - \$3,472,074  
The purpose of this project is to conduct a comprehensive alternative analysis of the aging San Francisquito Creek Bridge. The analysis will provide three options include assessing whether to strengthen the bridge, replace it completely, or opt for no-build but restrict train traffic. The analysis will evaluate environmental factors, initial and life cycle costs, as well as impacts on the community and operations. The Bridge is approaching the end of its useful life due to the age of the structure, a low rating capacity of its main members, and an unstable slope at the north abutment. The Bridge currently rates below American Railway Engineering and Maintenance-of-Way Association's (AREMA) Normal Freight Live Loading requirements.
9. San Francisquito Creek Bridge Acoustic Monitoring System - \$1,171,066  
San Francisquito Creek Bridge has a "negative remaining fatigue life" with an increased risk for cracking. Funds will be used to implement a new rule and/or instruction to restrict train movement, increase the cadence of detailed inspections in addition to the annual TASI inspections, and install continuous acoustic emissions monitoring system to enhance risk management by providing more timely notice of potential cracks or damage on the truss, chord, and main verticals.

**Appendix**

**FY2025 CAPITAL BUDGET AMENDMENT  
\$27,563,436**

10. San Mateo Parking Track OCS - \$5,512,000

This project is to enact an update to the San Mateo parking track OCS from the existing environmental clearance report and complete the final design for a "set out track" to replace the one removed in the Bay Meadows area to facilitate the construction of the 25th Avenue Grade Separation Project. Positioned between 10th and 14th Avenues and accessible from 9th Avenue, the track will span approximately 1,000 feet and incorporate a single switch.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Sam Sargent, Director, Strategy and Policy

Subject: **Clipper BayPass Pilot Program Participation Agreement Amendment**



Finance Committee  
Recommendation



Technology, Operations,  
Planning, and Safety  
Committee Recommendation



Advocacy and Major  
Projects Committee  
Recommendation

**Purpose and Recommended Action**

Clipper BayPass is an all-transit agency institutional pass pilot created in 2022 under the direction of the Metropolitan Transportation Commission (“MTC”) Fare Integration Task Force.

The BayPass Phase 1 pilot launched in 2022 with five participating educational institutions and affordable housing properties. BayPass Phase 2 launched in January 2024, focusing on private employers, transportation management associations (TMA), and property managers. BayPass Phase 2 also includes capacity for continuing Phase 1 participants.

The Peninsula Corridor Joint Powers Board (JPB) authorized execution of a Clipper BayPass Participation Agreement in October 2023. Staff recommend that the Board of Directors authorize the Executive Director, or designee, to execute a Participation Agreement Amendment between the Peninsula Corridor Joint Powers Board (JPB) and MTC to support advancement of the BayPass Phase 2 pilot.

**Discussion**

Clipper BayPass Phase 1 pilot launched in 2022 with 50,000 all-agency passes and five participating educational institutions and affordable housing properties, including San Jose State University and MidPen Housing in the Caltrain service area. Phase 1 was fully funded by MTC, with reimbursements made to operators on a per trip basis. Less than 1-percent of the 2 million Phase 1 trips were made on Caltrain, limiting the positive or negative impact of the program on the railroad.

Clipper BayPass Phase 2 discussions began in early 2023. The JPB authorized execution of a Clipper BayPass Participation Agreement in October 2023. In light of the importance of GoPass to Caltrain's operating revenue, Caltrain staff negotiated risk mitigation language in the Participation Agreement whereby only existing Go Pass customers within three miles of the Caltrain corridor in San Mateo and Santa Clara counties may participate in the Phase 2 pilot. Existing Go Pass customers may participate in Phase 2 through a separate BayPass contract.

To date, 9,500 of the available 20,000 Phase 2 all-agency passes have been distributed to five unsubsidized customers: UCSF, San Francisco State University, and OpenAI in San Francisco; the City of Menlo Park, a current Go Pass customer, in San Mateo County; and the Alameda TMA in Alameda County. MTC staff have requested execution by participating transit operators of a Participation Agreement Amendment that includes the following:

- Phase 1 participants, currently subsidized by MTC, would be eligible for Phase 2 unsubsidized all-agency passes without impacting the 20,000 cap.
- During Phase 2, Clipper BayPass can be sold as a limited-duration all-agency pass to organizers of large special events (e.g., conventions, sports events, festivals). Revenue collected from the passes will be reimbursed to transit operators on a per-trip basis.
- San Francisco International Airport (SFO) is excluded from the San Mateo County three-mile Go Pass zone. SFO employees currently participate in a BART SFO Employee Pass Program, which will now be expanded into BayPass.
- Phase 1 was originally intended to end on July 31, 2024, but will be extended to July 31, 2025 to allow Phase 1 subsidized participants time to purchase Phase 2 all-agency passes for residents or students.

Caltrain staff have worked closely with MTC staff to limit any potential financial impact to the railroad while actively participating in this regional coordination program. Caltrain staff recommend that the JPB authorize execution of the Participation Agreement Amendment.

**Budget Impact:** no budget impact.

Prepared By: Sam Sargent Director, Strategy and Policy, Caltrain 650-730-6223

**Resolution No. 2024 –**  
**Board of Directors, Peninsula Corridor Joint Powers Board**  
**State of California**

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**Authorizing Execution of a Clipper BayPass Pilot Program Participation Agreement  
Amendment**

**WHEREAS**, Clipper BayPass is an all-transit agency institutional pass pilot created in 2022 under the direction of the Metropolitan Transportation Commission (“MTC”) Fare Integration Task Force; and

**WHEREAS**, Clipper BayPass Phase 1 pilot launched in 2022 with five participating institutions and Phase 2 launched in 2024 with five institutions currently participating in the nine county region, including institutions in San Francisco, San Mateo County, and Santa Clara County; and

**WHEREAS**, the Peninsula Corridor Joint Powers Board (“Caltrain”) executed a standard BayPass Participation Agreement in October 2023 prior to the Phase 2 launch; and

**WHEREAS**, Caltrain staff and the MTC project management team negotiated language in the Participation Agreement to ensure that Caltrain and the existing Go Pass institutional pass program are protected from financial risks created by the BayPass Phase 2 pilot; and

**WHEREAS**, Caltrain staff and the MTC project management team negotiated language in an MTC-requested Participation Agreement Amendment to expand the Phase 2 pilot and continue to protect Caltrain from financial risks; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors authorize the Executive Director, or designee, to execute a Participation Agreement to support advancement of the BayPass Phase 2 pilot.



Regularly passed and adopted this 1<sup>st</sup> day of August 2024 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Allocation of State Rail Assistance Funding for Operating Assistance**

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

**Purpose and Recommended Action**

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

1. Authorize the Executive Director, or designee, to submit an application to the California State Transportation Agency (CalSTA) for State Rail Assistance (SRA) funds in the amount of \$17.8 million for Fiscal Year (FY) 2024-25 to FY2027-28 Caltrain Operations; and
2. Authorize the Executive Director, or designee, to submit a Correct Action Plan to the California State Transportation Agency (CalSTA) to reallocate State Rail Assistance (SRA) funds in the amount of \$5.5 million from the Broadband Communications project for FY2024-25 to FY2027-28 Caltrain Operations; and
3. Authorize the Executive Director, or designee to take any other actions as may be required to receive funds, including to execute and file Certifications and Assurances and Authorized Agent forms as well as any amendments and furnish any additional information as may be required of SRA recipients.

**Discussion**

SRA funding is part of Senate Bill 1 (SB1) and is directed to commuter rail and intercity rail. Public Utility Code (PUC) Section 99312.3 continuously appropriates the revenue received from a ½ percent sales and use tax on diesel fuel to SRA. Cycle 2 SRA funds are made available to rail operators from FY2020-21 to FY2024-25 and may be used for both operations and capital improvements. These funds must be expended within 4 years of the original allocation date.

The Board previously approved \$5.5 million and \$5.6 million in SRA funds in December 2022 and December 2023 respectively for the Broadband Communications project. As operating costs are anticipated to continue rising and ridership remains well below pre-pandemic levels, operating needs are a higher priority at this time and staff recommends that these funds be

allocated for operating assistance instead. Staff will need to submit a Corrective Action Plan to CalSTA for the reallocation of the \$5.5 million from the Broadband project to operating assistance.

In addition, staff recommends requesting the remaining SRA Cycle 2 funds that are available to the JPB for operating assistance as well. Including the \$5.6 million originally approved for the Broadband Communications project, the total amount of remaining SRA funds that can be requested in Cycle 2 is \$17.8 million.

**Budget Impact**

The SRA funds will provide \$23.3 million for the Operating Budget between FY 2024-25 to FY2027-28. These funds will help defray any operating deficits and fund operating cost increases in the current or future operating budgets.

Prepared By: Evelyn Ng

Director, Grants and Fund  
Management

650-399 5869

**Resolution No. 2024 -**

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

\* \* \*

**Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the State Rail Assistance (SRA), and for the Execution of State Rail Assistance for Operating Assistance**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project sponsor and may receive state funding from State Rail Assistance (SRA) now or sometime in the future for transit projects; and

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

**WHEREAS**, Senate Bill 1 (2017) named the California State Transportation Agency (CalSTA) as the administrative agency for SRA; and

**WHEREAS**, CalSTA has developed guidelines for the purpose of administering and distributing SRA funds to eligible project sponsors (local agencies); and

**WHEREAS**, the JPB wishes to submit a Corrective Action Plan to reassign \$5.5 million of SRA funds, originally received in May 2023 for the Broadband Communications capital project, to Operating Assistance; and

**WHEREAS**, the JPB wishes to submit an allocation request for the remaining funds in the FY2020-21 to FY2024-25 SRA program, estimated to be \$17.8 million, for Operating Assistance; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Peninsula Corridor Joint Powers Board (Board) that the fund recipient agrees to comply with all conditions and requirements set forth in the Certifications and Assurances and the Authorized Agent documents and applicable statutes, regulations, and guidelines for all SRA funded transit projects; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Executive Director, or designee, to take such additional actions as may be necessary to give effect to this resolution, including executing all documents of the SRA program and any Amendments thereto with the California Transportation Agency.

**BE IT FURTHER RESOLVED** that the Board authorizes the reallocation of \$5.5 million of SRA funds from the Broadband Communications project to Operating Assistance; and

**BE IT FURTHER RESOLVED** that the Board authorizes the allocation request of the remaining funds in the FY2020-21 to FY2024-25 SRA program, estimated to be \$17.8 million, to CalSTA for Operating Assistance.

Regularly passed and adopted this 1<sup>st</sup> day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: David Covarrubias, Deputy Chief Financial Officer  
Subject: **Award Pre-Construction Contract for Construction Manager General Contractor (CMGC) Services for Rengstorff Avenue Grade Separation Project**

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

**Purpose and Recommended Action**

The Rengstorff Avenue Grade Separation Project (Project) was conceived to address safety and traffic operational issues at the Project site. The Project will eliminate the at-grade crossing at Rengstorff Avenue, which creates congestion, trip delays, air quality impacts, impacts on local and regional businesses, and unsafe situations that arise at the crossing on a daily basis, and replace it with a grade separation to separate the railroad from all vehicular, pedestrian, and bicycle traffic.

Rengstorff Avenue is a major arterial connecting several business districts to US-101 and the Central Expressway. Currently, 104 Caltrain commuter trains pass through the Rengstorff Avenue at-grade crossing daily. The Peninsula Corridor Joint Powers Board (JPB) requires a qualified firm to provide Construction Manager General Contractor (CMGC) Pre-Construction Services (Services) for the final design of the Project.

Staff recommends that the Board of Directors (Board) of the JPB:

1. Award a contract to Atkinson/Clark Joint Venture of San Francisco, California (Atkinson/Clark) to serve as the CMGC and provide the Services for the Project for an amount of \$2,314,429.
2. Authorize the Executive Director or designee to execute a contract with Atkinson/Clark in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

**Discussion**

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

More specifically, during the pre-construction services phase, the CMGC will work closely with the JPB, Santa Clara Valley Transportation Authority (VTA), the City of Mountain View (City) and Designer to:

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

On May 4, 2023, pursuant to Resolution 2023-31, the JPB adopted CMGC Findings and authorized the use of CMGC project delivery method pursuant to Public Utilities Code Section 103395 for the Rengstorff Avenue Grade Separation Project.

On January 31, 2024, the JPB issued Request for Proposals (RFP) No. 24-J-C-071 for the Services, which was advertised in a newspaper of general circulation and on the JPB's procurement website. Staff held a pre-proposal video conference on February 7, 2024, and nine potential proposers attended.

By the April 2, 2024, due date, the JPB received four proposals as follows:

1. Atkinson/Clark Joint Venture, San Francisco, CA
2. Flatiron West, Inc., Concord, CA
3. Kiewit Infrastructure West Co., Fairfield, CA
4. Stacy and Witbeck/Myers Joint Venture, Alameda, CA

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

Item #	Evaluation Criteria	Max Points
B	SBE Preference	5
C-1	Team Organization and Management	5
C-2	Company Qualifications, Experience, and References	20
C-3	Qualifications and Experience of Key Personnel	20

Item #	Evaluation Criteria	Max Points
C-4	Understanding the Required Scope of Services	30
C-5	Traffic Management and Staging Plan to Maintain Two Lanes each way of Traffic on Central Expressway	30
C-6	Construction Scheduling Utilizing P6 to Complete the Construction Phase within Two Years	30
C-7	Plans	20
D	Cost Proposal	40
<b>Total Possible Points</b>		<b>200</b>

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

- CSX Virginia Avenue Tunnel, Jacksonville, FL;
- East Link E-335 Bellevue Light Rail, Seattle, WA;
- Dulles Corridor Metro Phase 2, Washington, D.C.; and
- San-Ysidro Land Port of Entry Phase 3, San Francisco, CA.

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

**Budget Impact**

The Project was approved by the Board in Fiscal Year (FY) 2019 for \$3.5 million, funded by the City of Mountain View. Amendments in FY 2023 increased the Project’s budget by \$18.5 million, funded by VTA’s Measure B, resulting in a total project budget of \$22 million. The proposed contract to Atkinson/Clark will be covered by this approved Project budget.

Prepared By:	Ehab Azab	Procurement Administrator III	650.508.7732
	Arul Edwin	Project Manager	650.339.8845



**Resolution No. 2024-**

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

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**Awarding a Contract to Atkinson/Clark Joint Venture for  
Construction Manager General Contractor Pre-Construction Services for the Rengstorff Avenue  
Grade Separation Project for \$2,314,429**

**Whereas**, on May 4, 2023, pursuant to Resolution No. 2023-31, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) authorized the use of the Construction Manager General Contractor (CMGC) project delivery method for the Rengstorff Avenue Grade Separation Project (Project); and

**Whereas**, on January 31, 2024, the JPB issued Request for Proposals (RFP) No. 24-J-C-071 for CMGC Pre-Construction Services for the Project; and

**Whereas**, on February 7, 2024, the JPB held a pre-proposal conference, and nine potential proposers attended; and

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

**Whereas**, a Selection Committee (Committee), composed of qualified staff from the JPB's Capital Program Delivery and Engineering Departments, Santa Clara Valley Transportation Authority, and the City of Mountain View, scored and ranked the proposals in accordance with the weighted evaluation criteria set forth in the RFP; and

**Whereas**, the Committee completed its evaluation process and determined Atkinson/Clark Joint Venture of San Francisco, California (Atkinson/Clark) to be the highest-ranked proposer, and that Atkinson/Clark possesses the necessary qualifications and requisite experience to successfully perform the scope of services defined in the RFP; and

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

**Whereas**, staff and legal counsel have reviewed Atkinson/Clark's proposal and have determined that it complies with the requirements of the RFP; and

**Whereas**, staff recommends that the Board award a contract to Atkinson/Clark for CMGC pre-construction services for the Project for an amount of \$2,314,429.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Atkinson/Clark Joint Venture of San Francisco, California for Construction Manager General Contractor Pre-Construction Services for the Rengstorff Avenue Grade Separation Project for an amount of \$2,314,429; and

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

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

Regularly passed and adopted this 1<sup>st</sup> day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

REVISED FOLLOWING 7.22.24 TECHNOLOGY, OPERATIONS, PLANNING, AND SAFETY COMMITTEE (REVISED 7.29.24)

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Michael Meader, Chief Safety Officer  
Subject: **Adopt Policy Regarding Trees on or Adjacent to the Caltrain Right of Way**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

In 2023 and 2024, winter storms caused at least 30 trees and dozens of branches to fall on Caltrain’s Right of Way (ROW), damaging Caltrain’s infrastructure and threatening the safety of the railroad’s staff and the public. This safety risk will be more pronounced as Caltrain transitions to electrified service, due to the potential damage to the overhead catenary system (OCS). To address the risk, Caltrain has assessed the health of trees along its Corridor and undertaken a program to mitigate the risk from trees in its right of way (ROW) that threaten Caltrain service and public safety.

Caltrain has also worked with municipalities and the owners of private property adjacent to Caltrain’s ROW to identify trees on their property that present a dangerous condition. In line with these efforts, staff recommend that the Board of Directors (Board) of the JPB adopt a policy regarding trees on property adjacent to the Caltrain ROW that present a dangerous condition, included as Attachment 1 to this report and discussed in greater detail below. The policy provides regular tree assessments, notification to adjacent property owners of trees that pose a risk to public safety, and coordination with municipalities to prune or remove dangerous trees, including an incentive to plant replacement trees.

**Discussion**

**Background and Necessity for Adoption of Policy**

Intense winter storms in 2023 and 2024 presented unprecedented challenges to Caltrain. These storms caused trees along the ROW to fall, resulting in construction and service delays and damage to Caltrain infrastructure. Large trees with shallow root systems and unhealthy trees present the greatest risk of falling.

Falling trees along the ROW present inherent risks to the transit riding public, particularly when considering Caltrain’s transition to an electrified system. For example, during a February 2024 storm, a tree fell across two tracks and took down the OCS wires as a train was arriving near Burlingame Station. The wires wrapped around the train and necessitated the safe evacuation of all passengers and crew. Caltrain had to make immediate repairs to the OCS, the train, and

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other infrastructure, and also had to pay to remove the fallen tree from the ROW. Similar damage to the OCS wires would create a safety hazard and result in service delays when electric trains are in operation.

Accordingly, Caltrain has undertaken a tree risk assessment and maintenance program along the ROW, including the pruning or removal of trees that Caltrain's arborist determined presented a high risk to public safety. Caltrain plans to conduct regular assessments, including a Corridor-wide assessment by an arborist every three years and staff have identified a need to have regular inspections from arborists. In addition, at Caltrain's direction, TASI has established an on-call bench of emergency tree removal contractors in the event a tree falls.

While Caltrain has the authority to assess and mitigate risk from trees on its own property as needed for public safety, it may not do so on private and municipal property adjacent to the ROW without the coordination or consent of the property owners. Thus, staff have engaged with municipalities to coordinate tree assessments and the removal of dangerous trees adjacent to the ROW. Staff anticipate meeting with all 18 municipalities on the alignment by the end of summer 2024. These meetings create relationships and foster dialogue regarding the respective tree policies of Caltrain and each city. Moreover, Caltrain Government Affairs staff are working with the cities to conduct outreach and inform the public regarding the need to assess, prune, and potentially remove dangerous trees adjacent to Caltrain's ROW.

**Proposed Policy**

The main purpose of the policy is to address potential safety risks posed by trees on property adjacent to Caltrain's property that present a dangerous condition and threaten Caltrain service and public safety by coordinating with municipalities and private property owners to assess tree risk along the Corridor and ensure that dangerous trees are pruned or removed, providing notice of dangerous trees to adjacent property owners, and offering an incentive to plant replacement trees.

First, the policy provides that Caltrain will contract with arborists to continue its ongoing efforts to assess trees along the corridor as well as those outside the ROW that could impact the ROW or other facilities, with a primary focus on tree species that pose the greatest risk. These assessments will occur every three years and comply with Caltrain's August 2023 Vegetation Management Plan. To address trees outside of the ROW, Caltrain arborists will also coordinate with the arborists of municipalities or other government entities along the ROW to identify high risk trees. Thereafter, Caltrain will work with local governments and private landowners to develop joint mitigation plans that include identified trees, responsible party, and target dates for removal or pruning.

Second, Caltrain will notify local governments and private owners in writing regarding trees determined to pose a high risk to Caltrain's infrastructure, including the potential for liability for damage to Caltrain's infrastructure and public safety, if the property owner fails to address those risks.

Third, Caltrain will work with landowners to safely remove such trees, including through incentives for replacing trees at Caltrain's request in the amount of \$250 per tree. This incentive will only be available if the replacement trees comply with Electrical Safety Zone

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requirements in the Vegetation Management Plan and are planted in a location that does not pose a risk to Caltrain infrastructure. Adjacent property owners will be responsible for removing and pruning trees on their property, including complying with state and federal law. Caltrain will coordinate with local governments and private property owners to mitigate risk of harm to Caltrain infrastructure and public safety and may subsidize the cost of removal or mitigation when necessary to reduce risk to Caltrain and public safety.

**TOPS Committee**

The TOPS Committee met on July 24, 2024, to consider the staff recommendation. Members of the TOPS Committee requested that Caltrain revisit the proposed \$250 per tree replacement incentive and potentially increase the incentive amounts to help encourage swift action when parties are notified of trees on their property that pose a safety risk to Caltrain operations. Staff explained that the incentives are one component of a broader outreach effort which also includes notification to property owners of their potential liability for damage to Caltrain’s infrastructure and public safety if the property owner fails to address those risks.

Based on direction from the TOPS committee, staff propose a tree incentive replacement program with a range of \$250 to \$1,000 per tree, to be implemented at staff’s discretion based on the type and health of the tree to be replaced and any other relevant factors. In addition, staff will return to the TOPS Committee in approximately one year to revisit the policy based on initial outcomes, observations, and lessons learned.

**Budget Impact**

Regular tree assessment and maintenance efforts are included in Caltrain’s existing operating budget. The proposed policy would authorize Caltrain to offer a \$250 incentive for tree replacement for each tree removed at Caltrain’s request on property adjacent to the ROW. The budget impact will turn on: (1) the number of trees on property adjacent to the ROW that are identified as posing a risk to public safety; (2) of those trees that are deemed to pose a safety risk, the number of trees that Caltrain requests be removed, rather than pruned; and (3) of the trees that are removed, the number of replacement trees planted that comply with the tree policy.

In addition, the proposed policy authorizes Caltrain to subsidize the pruning or removal of trees where necessary to ensure public safety. Staff estimate that total removal costs could be \$5,000 to \$10,000 per tree. Because Caltrain does not have data regarding tree replacement or tree pruning or replacement subsidies, staff propose an initial budget cap of \$100,000 for FY 2025 for incentives and subsidies, to be re-evaluated based on data collected after the first year the policy is in effect.

Prepared By:	Mike Meader	Chief Safety Officer	650.632.6821
	Robert Scarpino	Director, Rail Maintenance	650.508.7780

**Resolution No. 2024-**

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

\* \* \*

**Adopt Policy Regarding Trees Adjacent to the Caltrain Right of Way**

**Whereas**, intense winter storms in 2023 and 2024 presented unprecedented challenges to Caltrain; and

**Whereas**, these storms caused trees along the Right of Way (ROW) to fall, resulting in construction and service delays and damage to Caltrain infrastructure. Caltrain's transition to an electrified system heightens the risks to the transit riding public; and

**Whereas**, a February 2024 storm exposed this safety risk, when extreme rain and wind caused a tree to fall across two tracks and take down the Overhead Catenary System (OCS) wires as a train was arriving near Burlingame Station. The wires wrapped around the train and necessitated the safe evacuation of all passengers and crew; and

**Whereas**, similar damage to the OCS wires could result in dayslong service delays when electric trains are in operation; and

**Whereas**, Caltrain has undertaken a tree risk assessment and maintenance program along the ROW, including the pruning or removal of trees that Caltrain's arborist determined presented a high risk to public safety; and

**Whereas**, Caltrain plans to conduct regular assessments, including a Corridor-wide assessment by an arborist every three years and staff have identified a need to have regular inspections from arborists. In addition, at Caltrain's direction, TASI has established an on-call bench of emergency tree removal contractors in the event a tree falls; and

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**Whereas**, Caltrain may not assess, maintain, or remove trees as needed for public safety on private or municipal property adjacent to the ROW without the coordination or consent of the property owners; and

**Whereas**, staff have engaged with municipalities to coordinate tree assessments and the removal of dangerous trees adjacent to the ROW; and

**Whereas**, staff anticipate meeting with all 18 municipalities on the alignment will have met with Caltrain staff by the end of summer 2024; and

**Whereas**, Caltrain Government Affairs staff are working with the cities to inform the public regarding the need to assess, prune, and potentially remove dangerous trees adjacent to Caltrain's ROW; and

**Whereas**, staff have drafted a proposed policy (Attachment 1), formalizing this proactive approach and providing greater detail on how Caltrain will address potential safety risks posed by trees adjacent to the ROW; and

**Whereas**, Caltrain shall provide written notice to property owners regarding risks trees on adjacent property pose to the public; and

**Whereas**, Caltrain will contract with arborists to continue to assess trees along the corridor and outside of the ROW that could impact Caltrain infrastructure. Such assessments will be on a minimum of a three-year cycle and shall comply with Caltrain's August 2023 Vegetation Management Plan; and

**Whereas**, Caltrain arborists will also coordinate with the arborists of municipalities or other government entities along the ROW to identify high risk trees; and



REVISED FOLLOWING 7.22.24 TECHNOLOGY, OPERATIONS, PLANNING, AND SAFETY COMMITTEE (REVISED 7.29.24)

**Whereas**, Caltrain will work with local governments and private landowners to develop joint mitigation plans that include identified trees, responsible party, and target dates for removal or pruning; and

**Whereas**, Caltrain will notify local governments and private owners in writing regarding trees determined to be a high risk to Caltrain's infrastructure, and will work with landowners to safely remove such trees; and

**Whereas**, Caltrain may use incentives to encourage removal of trees that pose a risk, in the amount of \$250 to \$1,000 per tree, at the discretion of staff based on the type and health of the tree and any other relevant factors, for replacement trees for each tree removed at Caltrain's request, so long as the replacement trees comply with Electrical Safety Zone requirements in the Vegetation Management Plan and are planted in a location that does not pose a risk to Caltrain infrastructure; and

**Whereas**, adjacent property owners will be responsible for removing and pruning trees on their property and compliance with state and federal law; and

**Whereas**, Caltrain will coordinate with local governments to mitigate risk of harm to Caltrain infrastructure, and may subsidize the cost of removal or mitigation when necessary to reduce risk to Caltrain; and

**Whereas**, the budget impact of this policy will turn on several factors, namely the number of trees needing replacement and pruning and the number of removals that will require replacement subsidies. However, staff estimate that total removal costs could be \$5,000 to \$10,000 per tree; and

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**Whereas**, because Caltrain does not have the necessary data to effectively budget for the tree replacement incentives or subsidies, staff propose an initial budget cap of \$100,000 for FY 2025 for incentives and subsidies, to be re-evaluated based on data collected after the first year the policy is in effect.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board adopt the proposed policy regarding trees adjacent to the Caltrain Right of Way, attached to this resolution as Attachment 1.

**Be it Further Resolved** that an initial budget cap of \$100,000 shall apply for FY 2025 for incentives and subsidies, to be re-evaluated based on data collected after the first year the policy is in effect.

Regularly passed and adopted this 1st day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Draft - Caltrain Tree Risk Mitigation Policy [8.1.24]**

**REVISED FOLLOWING 7.22.24 TECHNOLOGY, OPERATIONS, PLANNING, AND SAFETY COMMITTEE  
(REVISED 7.29.24)**

**Purpose of Policy – Safety First and Always**

Safety first and always is one of Caltrain’s core values. To ensure the safety of Caltrain’s employees, contractors, and passengers, Caltrain will conduct ongoing assessments of the risk posed by trees on property adjacent to the Right of Way ROW and address those risks pursuant to the policy set forth below.

The purpose of this policy is to address the potential safety risk posed by trees adjacent to Caltrain’s property and over which Caltrain does not have jurisdiction. Caltrain will work proactively with municipalities and private property owners, including by using financial incentives, to eliminate the risk posed by trees falling on Caltrain’s electrification infrastructure. Caltrain will also protect itself against potential liability by providing written notice to property owners regarding the risks posed by trees on property adjacent to Caltrain’s ROW if the property owner fails to address those risks.

**I. Tree Risk Assessment and Evaluation**

Caltrain will contract with licensed, experienced arborists to conduct assessments of the trees along the Caltrain corridor on Caltrain property and outside Caltrain’s ROW if the trees have the potential to impact Caltrain’s ROW or facilities. Caltrain will initially schedule tree risk assessments on a three-year cycle. The Caltrain-contracted arborist will conduct the assessment in accordance with section 2.2.2 of Caltrain’s Vegetation Management Plan dated August 2023 (Attachment A). The arborist will also coordinate with the designated arborists of any municipalities or other relevant government entities along the ROW to identify high risk trees. Once these assessments are completed, Caltrain will work with local governments and private landowners to develop joint mitigation plans that include identified trees, responsible party, and target dates for removal or pruning. Caltrain’s primary focus will be on eucalyptus, gum, and acacia trees, as they pose the greatest risk.

**II. Removal and Pruning of Trees**

Caltrain will notify local governments and private parties in writing regarding trees determined by the contracted arborist to pose a high risk to Caltrain’s infrastructure. Caltrain will work with adjacent landowners to safely remove high risk trees, including through incentives for replacing trees, discussed below.

Adjacent property owners, including local governments and municipalities, will be responsible for the removal or pruning of trees on their property, and Caltrain will coordinate with local governments to mitigate the risk of trees harming Caltrain infrastructure. Adjacent property owners are responsible for ensuring that any removal or pruning complies with all applicable state and federal laws, including environmental and permitting requirements. Where necessary to reduce risk to public safety, Caltrain may subsidize the cost of tree removal or mitigation.

**III. Tree Replacement**

Caltrain will communicate with the owners of property adjacent to Caltrain’s ROW to identify the trees that pose a significant risk to Caltrain’s infrastructure and safe operations. In order to incentivize

**Draft - Caltrain Tree Risk Mitigation Policy [8.1.24]**

REVISED FOLLOWING 7.22.24 TECHNOLOGY, OPERATIONS, PLANNING, AND SAFETY COMMITTEE  
(REVISED 7.29.24)

adjacent property owners to address trees that pose a significant risk to Caltrain’s ROW, Caltrain will offer \$250 to \$1,000 per tree, at staff’s discretion based on the type of health of the tree and any other relevant factors, to replace each tree that is removed at Caltrain’s request.

For the subsidy to apply, replacement trees shall comply with Electrical Safety Zone requirements in Section 5 of the Vegetation Management Plan, Tree Planting for a Resilient ROW. In addition, replacement trees must be planted in a location determined not to pose a risk to Caltrain infrastructure.

Attachment A: Caltrain Vegetation Management Program (August 2023)

DRAFT

## Draft Caltrain Vegetation Management Program

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### Caltrain Right-of-way San Francisco to San Jose

**PREPARED FOR:**  
Caltrain & ICF Jones and Stokes

**PREPARED BY:**  
HortScience | Bartlett Consulting  
2550 Ninth Street Suite #112  
Berkeley, CA

**August 2023**

**Revision 2**



## Draft Caltrain Vegetation Management Program

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### Appendix

Vegetation Illustrations

Pruning Standards

## DRAFT Caltrain Tree Risk Management Program

### **Introduction and Overview**

ICF Jones and Stokes (ICF) is working with the Peninsula Corridor Joint Powers JPB to implement environmental work throughout the ROW as it relates to the electrification project. HortScience | Bartlett Consulting, Divisions of The F.A. Bartlett Tree Expert Company (H|BC), is a subcontractor to ICF.

As a part of the environmental work, it became apparent that the JPB needed to develop a framework for tree risk assessment and mitigation for trees along 52 miles of track from San Francisco to San Jose. IFC and H|BC were asked to lead this work. The corridor encompasses 17 municipal jurisdictions and two unincorporated county jurisdictions and thousands of trees. Trees of certain species and/or sizes may be protected by local ordinances and specific rules vary by jurisdiction. Any tree, no matter its location, that could either fall into the ROW or onto energized conductors is subject to risk assessment and management. Trees of concern may be located 1) within the Caltrain ROW, 2) on private property, or 3) on public land.

### **Purpose**

This Vegetation Management Plan includes guidelines for planting, pruning, and removal of trees and shrubs along the ROW owned or operated by Caltrain.

## **1. Scope of Work – Vegetation Management**

### **1.1 Policy Statement**

Caltrain strives to operate safely along its ROW. The vegetation management program employs best management practices as defined in the American National Standards Institute A300 (Part 9) Tree Risk Assessment and Utility Tree Risk Assessment manage vegetation that is within or has the potential to fail on to the tracks or Overhead Contact System (OCS) lines.

### **1.2 Inspection Interval**

Caltrain will initially schedule tree risk assessments on a three-year cycle. Inspections shall assess the need for: a) scheduled maintenance for ESZ clearance; b) enhanced tree risk-based management; and c) mid-cycle pruning. The inspectors must consider the variables including tree species, condition, growth rate, and location.

### **Definitions**

Term	Definition
ROW	Caltrain owned right-of-way.
OCS	Overhead Contact System
ESZ	Electrical Safety Zone. 10 ft. from an electrified component
Side Clearance	10 feet side clearance shall be measured from the conductor
Downward Vertical Clearance	No branches shall be below the ESZ
Brush and Vine Clearance	Remove any vines growing up poles or guy wires. Remove any brush exceeding 4 feet in height within a 5-foot-zone of any pole footing, guy wire footing, or other infrastructure
Overhead Vertical Clearance	No branches shall be above the ESZ

Arboriculturally Sound Tree Management

Remove trees if live foliage removal from obtaining required clearance cannot comply with the most recent edition of ANSI A300 Standard Part 1: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Pruning).

Cycle Breaking Non-compliant Trees

Pruning for 3-year clearance may not be possible for all trees, particularly those prone to vigorous watersprout or sucker growth following pruning. Trees that cannot hold compliance shall be removed or scheduled for mid-cycle pruning (see section 2.3.1 *Mid-Cycle Pruning*).

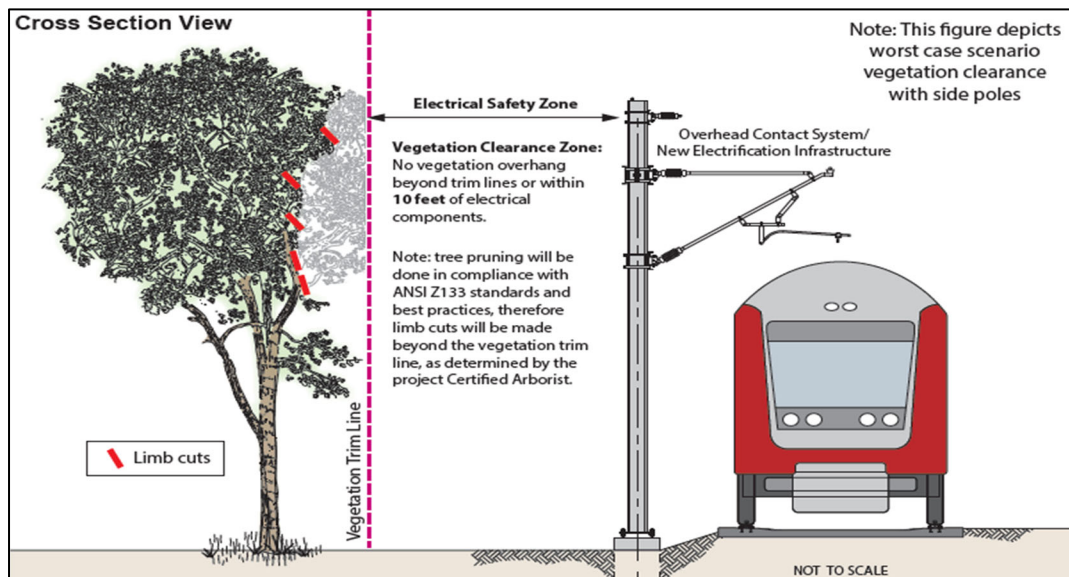
## 2.1 Scheduled Maintenance Pruning

### 2.1.1 – Electrical Safety Zone (ESZ) Clearance

The Electrical Safety Zone clearance relative to the typical line position is shown in Figure 1. Branches within the clearance zone shall be removed. Watersprouts and suckers shall be removed back to the parent branch and not sheared. Trees shall be pruned so that new growth will not encroach within the ESZ clearance within the 3-year inspection interval.

All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).

All tree work shall comply with the Migratory Bird Treaty Act as well as California Fish and Wildlife code 3503-3513 to not disturb nesting birds. To the extent feasible tree pruning and removal should be scheduled outside of the breeding season. Breeding bird surveys should be conducted prior to tree work. Qualified biologists should be involved in establishing work buffers for active nests.



**Figure 1:** Cross-section view of Electrical Safety Zone clearance (*Peninsula Corridor Electrification project*).



## 2.2 Enhanced Tree Risk-Based Management

### 2.2.1 Tree Risk Policy Statement

Caltrain conducts risk-based hazard analysis as a regular part of every operation's safety approach. A risk-based tree management program is vital to Caltrain's effective and safe management of the 52 miles of track.

The JPB recognizes the inherent risk that trees pose to the right-of-way and acknowledges the importance of managing the tree resource to maintain the resilience of the Caltrain system. The JPB also recognizes the inherent benefits that the tree resource provides to the communities that Caltrain services including but not limited to noise and emission screening, carbon sequestration, aesthetic value, and ambient cooling. The JPB is committed to working with a combination of staff and contractors to manage the trees to lower the risk they pose while preserving the benefits they provide.

Failure of apparently defect-free trees does occur, especially during storm events. Wind forces, for example, can exceed the strength of defect-free wood causing branches and trunks to break. Rain can saturate soils, reducing its ability to hold roots. When coupled with strong winds, the saturated soil may cause defect-free trees to blow over. Although it is not possible to predict all tree failures, identifying those trees with observable defects is a critical component of enhancing public safety and safety throughout the ROW.

### 2.2.2 Risk Assessment Methodology

Tree Risk Assessments shall follow the methodology described in the current editions of the International Society of Arboriculture's Tree Risk Assessment Manual and the ISA Best Management Practices: Tree Risk Assessment and the recent edition of the ANSI A300 Standard Part 9: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Tree Risk Assessment a. Tree Failure).

A level 1 limited visual shall be performed from the Caltrain right-of-way (ROW). Assessment of risk shall be limited to trees with the potential to impact the ROW or Caltrain's facilities. Both trees outside of the ROW and trees inside of the ROW shall be assessed. Level 1 limited visual assessment of the trees from the Caltrain right-of-way will identify observable tree parts with a probable or imminent likelihood of failure and a moderate or high likelihood of impact to tracks or electrical lines.

If the level 1 inspection reveals an important defect in structure, a basic level 2 inspection shall be performed. During the Level 2 basic assessment for the identified trees, the consequences of a failure and impact will be evaluated to determine the risk associated with a certain tree part. The reference document for our assessment was the **Tree Risk Assessment Best Management Practices** (2nd Ed., International Society of Arboriculture, 2017). For both level 1 and level 2 risk assessments, the time frame shall be three years.

Tree risk assessment considers the likelihood of a tree failure striking people or property and the consequences of that failure. For each assessment, the following shall be performed:

1. Identifying the tree species.
2. Measuring the trunk diameter at a point 54 inches above grade.
3. Evaluating the health and structural condition using a scale of 1 – 5:
  - 5 - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
  - 4 - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.

**3** - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.

**2** - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.

**1** - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.

4. Commenting on the presence of defects in structure, insects or diseases and other aspects of development.
5. Identify the part of the tree most likely to fail and rate the likelihood for failure (improbable, possible, probable, imminent).
6. Identify what would be struck if that part failed (targets: Caltrain facilities).
7. Rate the likelihood that a target (Caltrain facilities) would be present at the time of failure (very low, low, medium, and high). This assessment considers the frequency with which a target is present, i.e., occupancy rate. Electrical conductors and the tracks themselves are considered to have a constant occupancy rate. The likelihood that the lines would be present at the time of a failure is high.
8. Assess the likelihood of the tree failure impacting the specific target (unlikely, somewhat likely, likely, very likely). **See Figure 2.**
9. Rate the consequences if a target were struck by that tree part (negligible, minor, significant, severe).
10. Assess tree risk by combining ratings for likelihood of failure and striking the target with those for the consequences of the failure (low, moderate, high, extreme). **See Figure 3.**
11. Describe treatments (i.e., pruning, tree removal) that would reduce the risk and assess the residual risk that would remain if that treatment were applied.
12. Where appropriate, recommend advanced assessments to inspect tree conditions that were not visible from a ground survey. Possible advanced treatments include internal decay detection, aerial inspection, and root collar excavation and inspection.

Matrix 1. Likelihood matrix.

Likelihood of Failure	Likelihood of Impact			
	Very low	Low	Medium	High
Imminent	Unlikely	Somewhat likely	Likely	Very likely
Probable	Unlikely	Unlikely	Somewhat likely	Likely
Possible	Unlikely	Unlikely	Unlikely	Somewhat likely
Improbable	Unlikely	Unlikely	Unlikely	Unlikely

Figure 2: Matrix for assessing likelihood of failure and impact as a function of likelihood of failure (rows) and likelihood of impact (columns).

Matrix 2. Risk rating matrix.

Likelihood of Failure & Impact	Consequences of Failure			
	Negligible	Minor	Significant	Severe
Very likely	Low	Moderate	High	Extreme
Likely	Low	Moderate	High	High
Somewhat likely	Low	Low	Moderate	Moderate
Unlikely	Low	Low	Low	Low

Figure 3: Matrix for assessing tree risk rating as a function of likelihood of failure & impact (rows) and consequences of failure (columns).

Abatement work to reduce assessed tree risk may be combined with Scheduled Maintenance Pruning (see section 2.1), or Mid-Cycle Pruning (see section 2.3). Abatement work timelines, described below, will supersede scheduled or mid-cycle timelines.

**2.2.2.1 Management of Low-Risk Trees**

Trees with *low* assessed risk may still require Scheduled Maintenance Pruning (see section 2.1), or Mid-Cycle Pruning (see section 2.3).

**2.2.2.2 Management of Moderate-Risk Trees**

Trees with *moderate* assessed risk must be abated to bring the residual risk to *low*. Abatement must be completed within a specified timeframe from the time reported. They may still require Scheduled Maintenance Pruning (see section 2.1), or Mid-Cycle Pruning (see section 2.3).

If required work to reduce the residual risk to *low* cannot comply with the most recent edition of ANSI A300 Standard Part 1: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Pruning), the tree must be removed.

**2.2.2.3 Management of High-Risk Trees**

Trees with *high* assessed risk must be abated to bring the residual risk to *low*. Abatement must be completed within 1 month of reporting. They may still require

Scheduled Maintenance Pruning (see section 2.1), or Mid-Cycle Pruning (see section 2.3).

If required work to reduce the residual risk to *low* cannot comply with the most recent edition of ANSI A300 Standard Part 1: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Pruning), the tree must be removed.

#### 2.2.2.4 Management of Extreme-Risk Trees

Trees with *extreme* assessed risk must be abated to bring the residual risk to *low*. Abatement must be completed as soon as possible. The assessor may not leave the site until the risk is abated or Caltrain personnel arrive to monitor the situation. They may still require Scheduled Maintenance Pruning (see section 2.1), or Mid-Cycle Pruning (see section 2.3).

If required work to reduce the residual risk to *low* cannot comply with the most recent edition of ANSI A300 Standard Part 1: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Pruning), the tree must be removed.

#### 2.2.3 Dead and Dying Trees

Dead and dying trees tall enough to strike Caltrain facilities may present an elevated risk. Regardless of assessed risk level, dead and dying trees with line or track strike potential shall be removed or reduced to a height where the strike potential is eliminated.

### 2.3 Mid-Cycle Pruning

#### 2.3.1 Vigorous Resprouting Trees

Pruning for 3-year clearance may not be possible for all trees, particularly those prone to vigorous watersprout or sucker growth. Trees that cannot hold compliance for 3 years shall either be removed or scheduled for mid-cycle pruning.

##### 2.3.1.1 Inspection

Inspect and assess conditions of identified trees along the entire track 3 years into the Scheduled Maintenance Pruning Cycle (see section 2.1). Prioritize pruning and removals based on tree conditions or assessed risk.

##### 2.3.1.2 Vigorous Resprouting Trees

Prune trees that will not hold ESZ clearance compliance until the next scheduled pruning cycle to the clearances defined in section 2.1.

##### 2.3.1.3 Moderate, High, or Extreme Risk Trees

If a tree is identified during the Mid-Cycle Pruning Inspection that may present an elevated level or risk, a Tree Risk Assessment shall be conducted in accordance with the most recent standard of ANSI A300 Standard Part 9: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Tree Risk Assessment a. Tree Failure).

Abate any *extreme*, *high*, or *moderate*, risk trees as described in section 2.2 *Enhanced Risk Based Management*.

## 2.4 New Business, Electrification, and Capital Construction

### 2.4.1 New Construction for Electrification

Caltrain is expanding the electrification infrastructure along the 52 miles of track. Expansion of infrastructure has required pruning for clearance during installation and subsequently Scheduled Maintenance Pruning.

#### 2.4.1.1 New Construction

Prune all branches for equipment clearance during construction. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).

Pruning shall not be conducted by construction personnel.

#### 2.4.1.2 Scheduled Maintenance Pruning

Prune trees near new construction hold ESZ clearance compliance (if applicable) until the next scheduled pruning cycle to the clearances defined in section 2.1 or schedule for Mid-Cycle Pruning as described in section 2.3.

#### 2.4.1.3 Moderate, High, or Extreme Risk Trees

If a tree is identified during construction that may present an elevated level or risk, a Tree Risk Assessment shall be conducted in accordance with the most recent standard of ANSI A300 Standard Part 9: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Tree Risk Assessment a. Tree Failure).

Abate any *extreme*, *high*, or *moderate*, risk trees as assessed to lower the residual risk to *low* as described in section 2.2 *Enhanced Risk Based Management*.

## 2.5 Tree Removal

### 2.5.1 Tree Removal

Remove trees where prescribed pruning cannot comply with the most recent edition of ANSI A300 Standard Part 1: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Pruning).

Trees to be removed shall be felled to fall away from Caltrain infrastructure, nearby trees, and to avoid pulling or breaking roots of trees to remain.

## 2.6 Stump Management

### 2.6.1 Stump Height

All stumps shall be cut as close to the ground as safely possible. Stump faces shall be cut parallel to the ground to avoid sharp points on the stumps.

### 2.6.2 Wildlife Snags

Snags are important habitat for wildlife and can be aesthetically incorporated into a landscape. Where they pose low risk to Caltrain infrastructure, neighboring property, and people, trees identified for removal may be preserved as snags. Wildlife snags must be approved by a Caltrain representative and monitored over time.

### 2.6.3 Herbicide Use on Resprouting Trees

Some species resprout from the base following tree removal. These sprouts are weakly attached, and may have a higher likelihood of failure in the future as the sprouts grow.

Vigorous resprouting cut stumps (all *Eucalyptus* species, all *Acacia* species, *Ailanthus altissima*, and vines) shall be treated with a Caltrain and JMP approved herbicide mixture in accordance with label directions and the most recent regulatory requirements.

## 3. Substation Perimeter Clearing

This section describes how vegetation will be managed around substations.

### 3.1 Brush Removal

#### 3.1.1 Non-visually sensitive or non-landscaped substations

Remove all brush within 10 feet of the substation fence.

#### 3.1.2 Visually sensitive or landscaped substations

Clear as far from the fence as practical as directed by a representative of Caltrain.

### 3.2 Tree pruning

Prune all branches to a minimum of 10 feet from the fence. Follow ESZ clearance guidelines for electrified equipment (see section 2.1).

### 3.3 Ornamental Screens and Landscaping

Ornamental trees and shrubs planted to provide visual screening shall not be removed.

## 4. Wood and Chip Disposal

### 4.1 Policy Statement

The contractor shall make every effort to minimize the amount of wood and wood chip disposal that requires hauling away from the site. This can be accomplished by; making agreements with property owners to leave logs and larger limbs at the site for use as firewood, blowing chips onto the ground in rural and unimproved natural locations with approval, and offering chips to property owners for use as mulch. All debris shall be disposed of in accordance with all local laws and regulations.

The tree contractor shall not sell any unwanted logs or chips.

### 4.2 Chips

Smaller limbs, branches, or cut brush shall be chipped, normally by chipping into a truck mounted chip box. In unimproved natural locations, chips may be blown on the ground to a depth no greater than 3 inches. Brush too small to be chipped may be lopped and scattered by cutting it into small pieces (less than 12 inches in length and 3 inches in diameter) and distributing it widely over the ground to a depth no greater than 12 inches. Lopped and scattered brush shall not present access issues to trees or infrastructure after distribution.

### 4.3 Logs

Logs from the tree trunks and larger limbs shall be cut into convenient handling lengths. No logs shall be split.

#### 4.4 Debris Disposal

The tree owner shall be given first preference to utilize logs and / or chips. This agreement shall be made when work is scheduled.

##### 4.4.1 Chips

Where chips cannot be left on-site, they shall be delivered to the nearest appropriate disposal site.

##### 4.4.2 Logs

Logs shall be left at the work site in a safe location, not to pose a hazard to anyone, for a maximum of seven days. Any logs remaining after seven days shall be delivered to the appropriate disposal site.

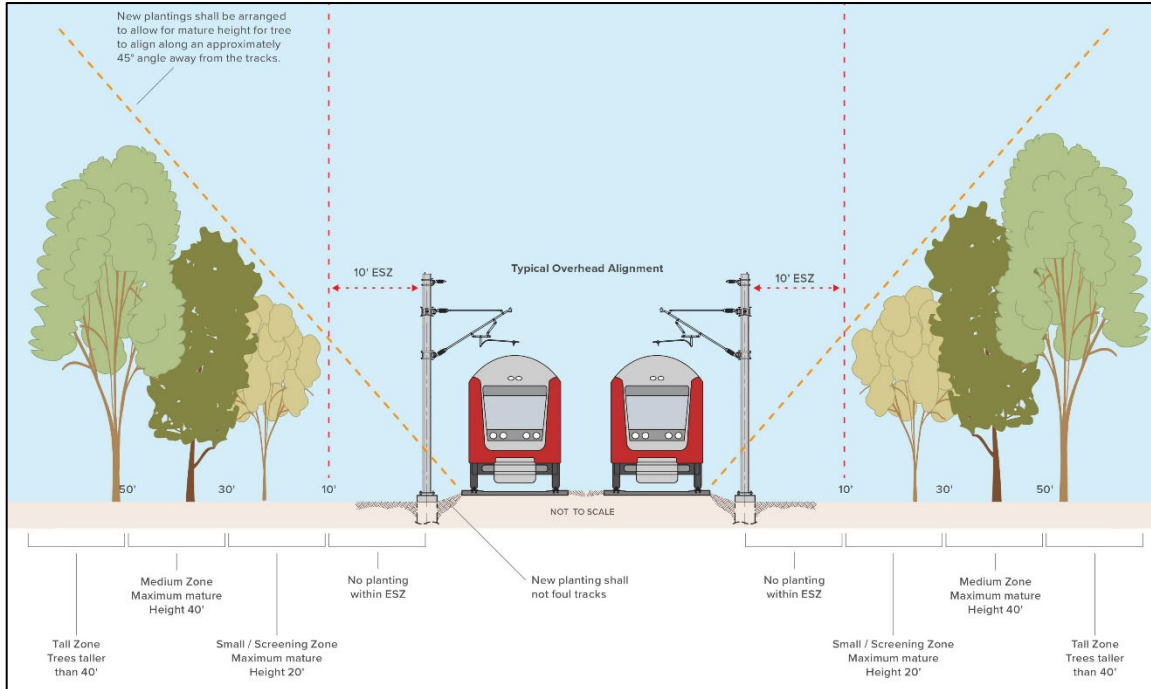
## 5. Tree Planting for a Resilient ROW

### 5.1 Policy Statement

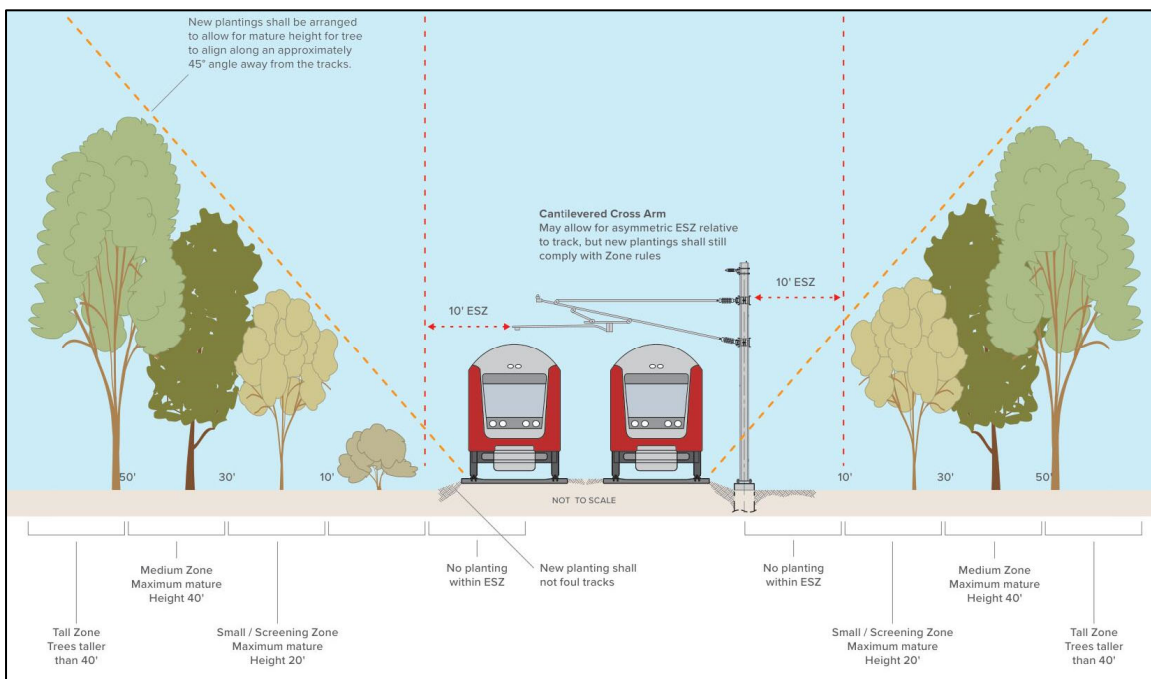
As Caltrain moves forward in creating and implementing the vision for the ROW, there is an opportunity to install trees better matched with the site and infrastructure. These trees will benefit the ROW in several ways including decreasing overall maintenance costs, complying with Caltrain's goal of a low-risk ROW, and providing benefits to the local communities in which they grow.

A key aspect in building a resilient urban tree population is a diverse plant palette composed of a wide range of species. Future planting efforts for the ROW must carefully select species, focusing on diversity and matching the trees with the program goals for the site itself. Caltrain will plant based on the following criteria (Illustrated in Figures 4, 5, and 6 and in the **Appendix**).

1. No tree planting within or under the ESZ.
  - a. The ESZ encompasses a 10-foot zone around any electrified element, including 10 feet horizontal on the ground, and all overhanging space within that area.
  - b. No trees shall be planted within 10 horizontal feet of the electrified element of OCS poles.
  - c. Where OCS poles are on the opposite side of the tracks, the limit would be defined by the 10 feet from the overhead power line over the track.
2. No tree planting where the mature tree height would fall on the OCS lines or the tracks.
  - a. Nominally, this means a tree 30 feet from the edge of the track should be 30 feet or less at maturity.
  - b. Functionally, this is defined as a 45-degree angle from the edge of track.
  - c. Since the track is often elevated above ground at various heights, the height of the zone defined by the 45-degree standard varies along the route.
  - d. Tree species should be selected that are compatible with the maximum height of the zone at their location.

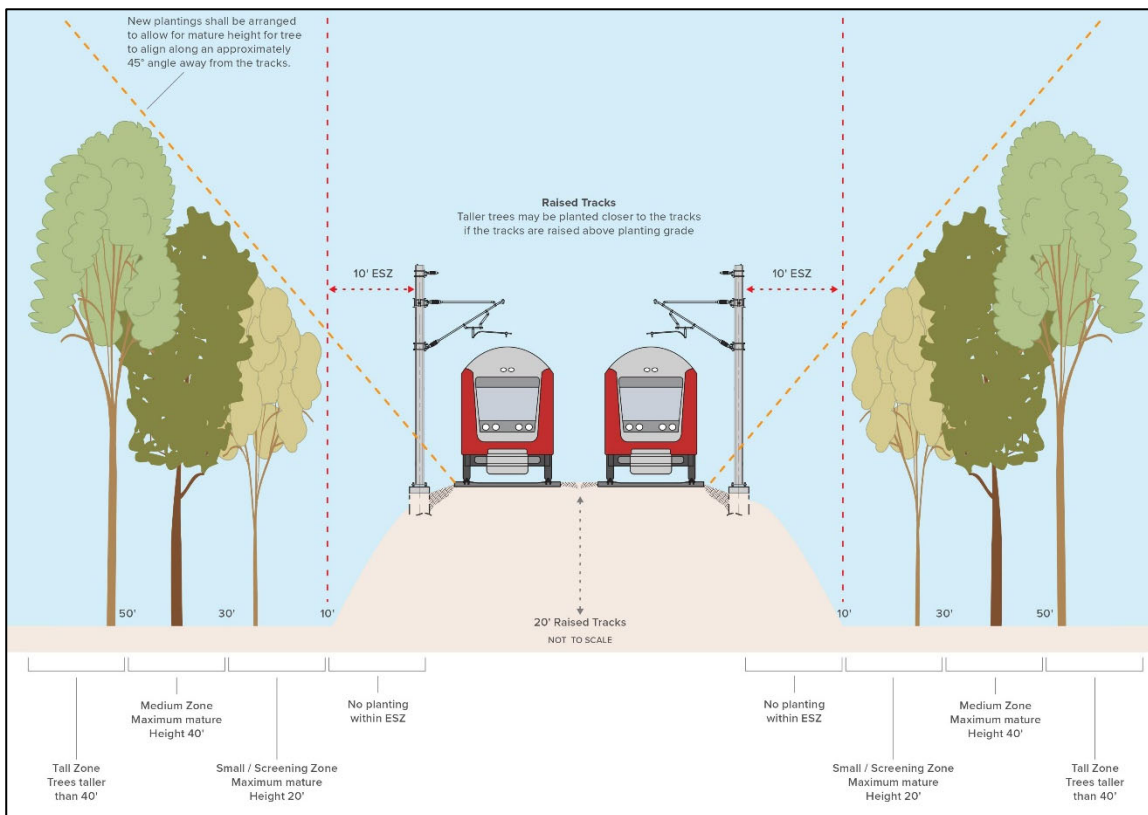


**Figure 4.** Cross-section view of Electrical Safety Zone planting distances and mature tree heights.



**Figure 5:** Visualization of ESZ and proposed mature planting heights near cantilevered crossarm alignment. Note asymmetric ESZ.





**Figure 6.** Cross-section view of Electrical Safety Zone planting distances and mature tree heights near raised tracks. Note that taller trees may be permitted near raised tracks.

A sustainable landscape is designed to be harmonious with its environment, resulting in a healthy ecosystem that supports social interaction and wildlife. Selection must match the mature size, species characteristics, and cultural requirements to the space available for their growth.

### 5.1.1 Tree Size

Choosing a species that will be too large for its space results in extensive pruning to control growth, large amounts of green waste, and a higher potential for conflict with nearby infrastructure. Common species in the ROW now, such as blue gum, red ironbark, or red river gum, are examples of species that are too large and should not be replanted.

Selecting a species too small for the available space misses an opportunity to have large trees and limits the benefits the tree will provide. There are several places along the ROW that may accommodate medium or large-maturing trees.

### 5.1.2 Species Characteristics and Cultural Requirements

Tree species selected for each planting location in the ROW should consider species characteristics and cultural requirements, including the following:

- Heat and cold
- Exposure (sun and shade)
- Soil drainage and aeration
- Soil pH, salinity
- Water requirements and drought tolerance

- Pest resistance
- Maintenance needs, especially pruning and irrigation
- Objectionable fruit/seed litter
- Invasiveness potential

Caltrain's ROW is a part of a dynamic urban forest over the entire extent of the San Francisco Peninsula, the needs of which are in flux and changing over time. Observing changes in how plants are performing over time and responding to those changes is fundamental to urban forest management. As new species are chosen for planting in the ROW, periodic monitoring will help tree managers to make key decisions regarding the success of the plantings.

## **6. Public Engagement**

Caltrain is committed to cooperation with public and private stakeholders in the management of the trees in and near the ROW. Stakeholders include people who live and work in the communities and local government agencies. The following list provides options for consideration regarding public engagement.

- Engage with community members to educate on the need for tree removal and replacement and to gain an understanding of the process. This will help to build community support.
- Respond to maintenance inquiries.
- Provide information to neighbors on how to help care for trees near the ROW; allow them to lend a hand to a tree in need.
- Make information on the ROW management available on the web.
- Link to [trees are good](#) where general tree care information is available, and qualified arborists can be found.

These strategies may enhance participation in and commitment to maintaining risk associated with trees in and near the ROW into the future.



Darya Barar, Managing Consulting Urban Forester  
ISA Certified Arborist No. WE-6757A & ISA Tree Risk Assessment Qualified  
Registered Consulting Arborist #693



Ryan Suttle, Consulting Arborist & Urban Forester  
ISA Board Certified Master Arborist, Utility Specialist No. WE-12647BU  
ISA Tree Risk Assessment Qualified  
ASCA Registered Consulting Arborist #813

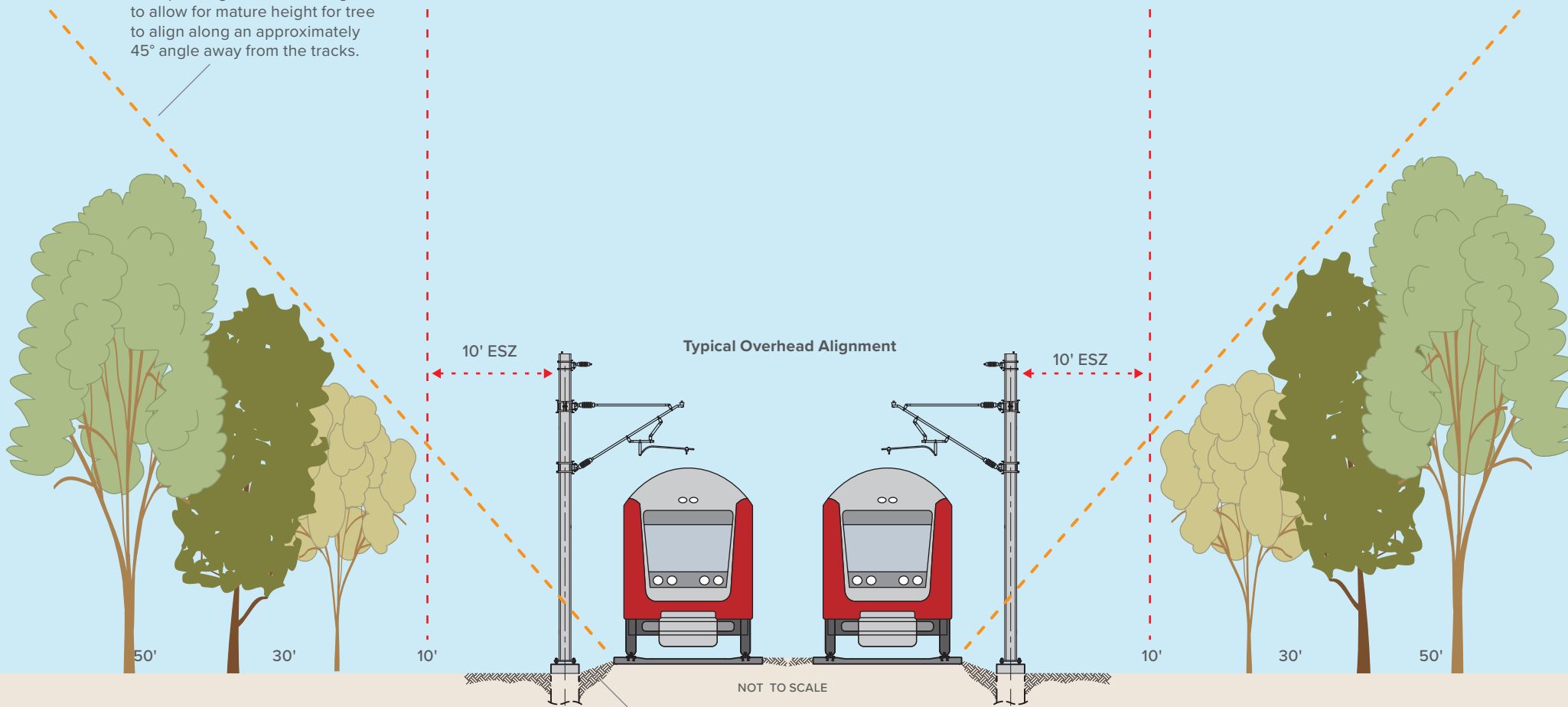
## Attachments

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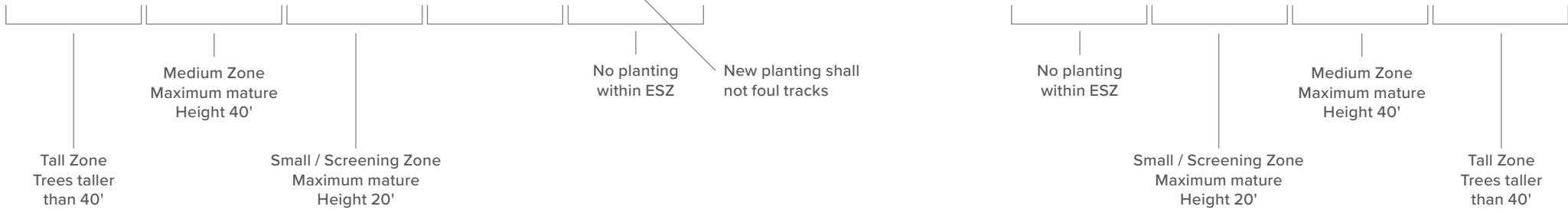
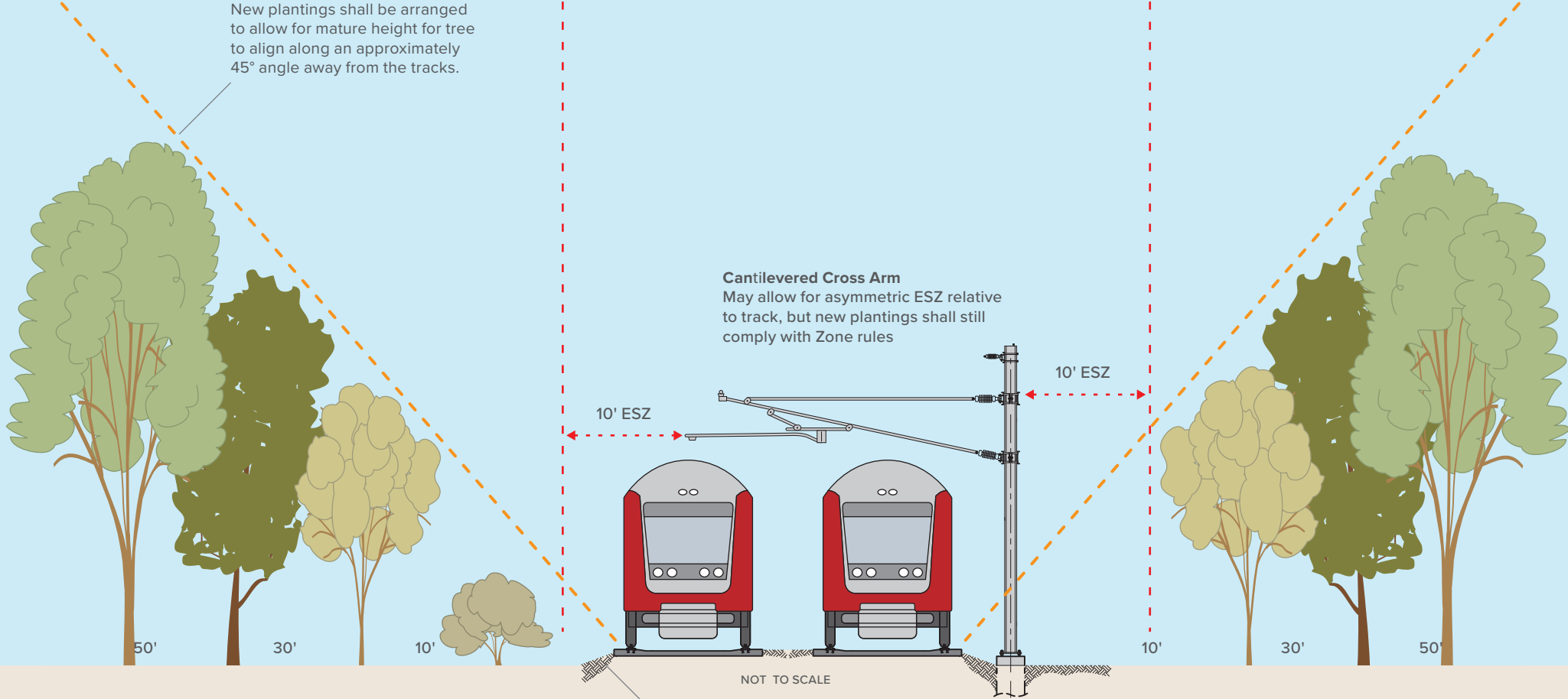
**Vegetation Illustrations**

**Tree Pruning Specifications**

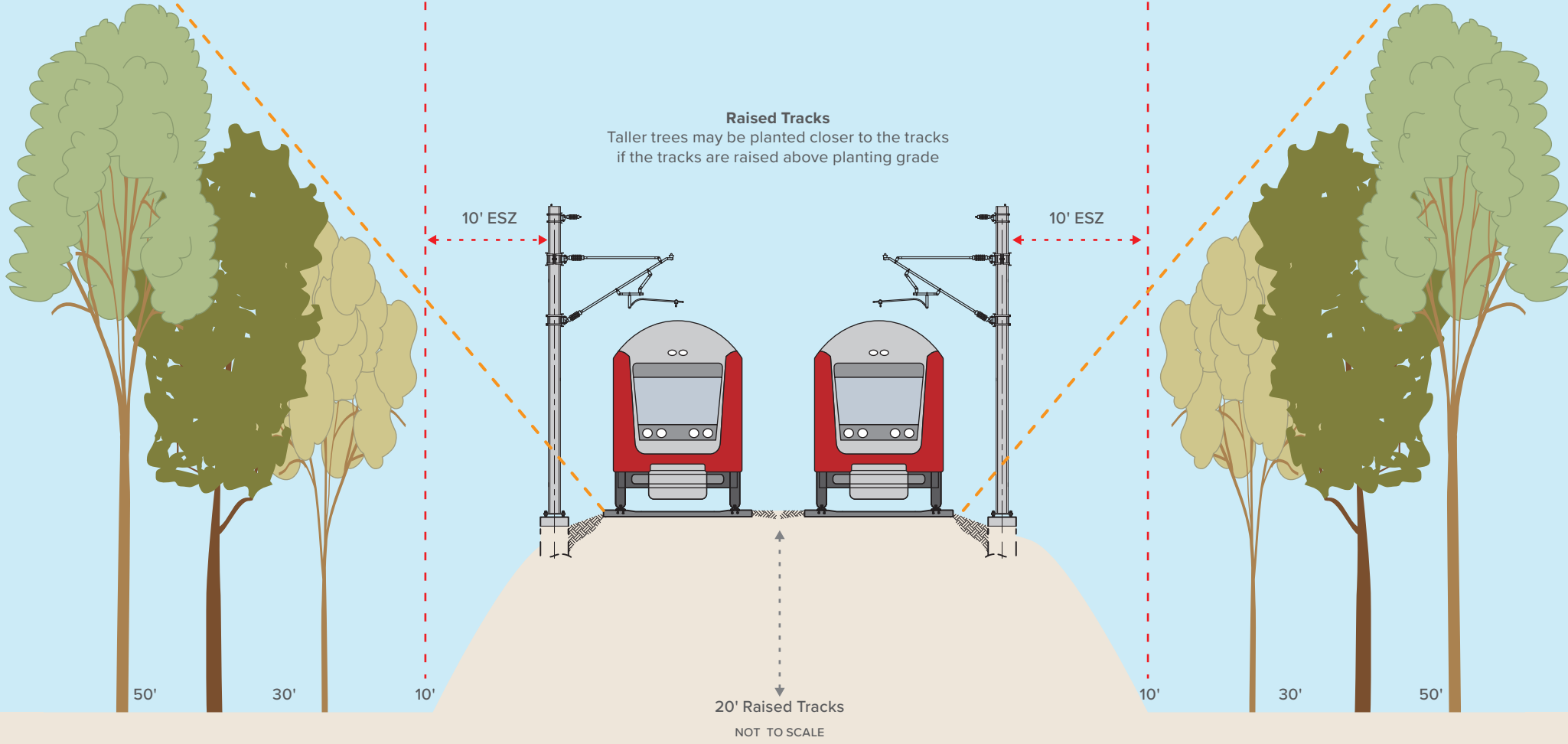
New plantings shall be arranged to allow for mature height for tree to align along an approximately 45° angle away from the tracks.



New planting shall not foul tracks



New plantings shall be arranged to allow for mature height for tree to align along an approximately 45° angle away from the tracks.



**Raised Tracks**  
Taller trees may be planted closer to the tracks if the tracks are raised above planting grade

10' ESZ

10' ESZ

50'

30'

10'

20' Raised Tracks

NOT TO SCALE

10'

30'

50'

Medium Zone  
Maximum mature  
Height 40'

No planting  
within ESZ

Small / Screening Zone  
Maximum mature  
Height 20'

No planting  
within ESZ

Medium Zone  
Maximum mature  
Height 40'

Small / Screening Zone  
Maximum mature  
Height 20'

Tall Zone  
Trees taller  
than 40'

Tall Zone  
Trees taller  
than 40'



## Tree Pruning Guidelines

Caltrain Vegetation Management Plan  
August 2023

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### Qualifications

An ISA (International Society of Arboriculture) Certified Arborist or Tree Worker is to perform or supervise the pruning and must be present at all times. Tree care contractors must have a State of Calif. Contractor's License for Tree Service (C61-D49) and provide proof of workman's compensation and general liability insurance. Employees working in the Caltrain right-of-way must be RWP qualified and be wearing Caltrain-approved PPE.

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### Objectives

The following are general objectives:

1. Establish clearance from the Electrical Safety Zone (ESZ), defined as:
  - a. **ESZ:** Ten (10) feet in all directions from any electrified equipment.
  - b. **Side Clearance:** Ten (10) feet side clearances shall be measured from the electrified component.
  - c. **Downward Vertical Clearance:** No branches shall be below the ESZ.
  - d. **Overhead Vertical Clearance:** No branches shall be above the ESZ.
2. Maintain clearance described in item #1 for three years until the next inspection cycle. Actual clearance distances pruned must factor in response growth of trees, which may require additional clearance. If a three-year clearance is not obtainable while observing the below specifications, the tree must either be identified for mid-cycle pruning (*see Vegetation Management Plan section 2.3 Mid-cycle Pruning*) or removed.
3. Abate an elevated assessed level of risk to Caltrain facilities (*moderate, high, or extreme*) to a residual risk level of *low*. If residual risk is unable to be reduced to *low*, the tree must be removed.

Refer to the Caltrain Vegetation Management Program for additional information.

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### Specifications

1. All pruning shall be in accordance with the most recent editions of the Best Management Practices for Pruning (International Society of Arboriculture) and the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300). The natural pruning system shall be used.
2. Interior branches shall not be stripped out, commonly known as lion's tailing.
3. Pruning of more than 25% of live foliage is discouraged, as that can cause damage to the tree. If more than 25% of the crown must be removed to clear the ESZ, the tree can be preserved if it does not present an elevated risk to Caltrain facilities.
4. Trees shall not be climbed with spurs for clearance or risk abatement pruning. Spurs may only be used when a tree will be removed.
5. Branch removal or reduction cuts are to be employed rather than heading cuts. Trees shall not be topped. Heading cuts shall only be employed in two situations:

- a. When removal or reduction cuts require entering a property in which permission to enter has been denied.
  - b. Removal or reduction cuts would require the removal of a tree.
6. Pruning operations shall be conducted in a manner that does not damage surrounding understory plants and structures.
7. Brush and logs shall be disposed of as described in the Caltrain Vegetation Management Program (see *section 4. Wood and Chip Disposal*).
8. Vehicles and equipment such as chain saws will be serviced and fueled only on paved surfaces, not on turf or other landscape material.
9. Where possible while in the tree, the arborist shall perform an aerial inspection to identify any defects in structure that require treatment. Any additional work needed shall be reported to Caltrain.



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
Subject: **State and Federal Legislative Update and Approval of Legislative Proposal:  
Support SB 925 (Wiener)**

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

**Purpose and Recommended Action**

The 2024 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Staff proposes the Committee recommend the Board:

1. Receive the attached State and Federal Legislative Updates
2. Approve Legislative Proposal:
  - a. Support SB 925 (Wiener)

**Discussion**

SB 925 (Wiener), City and County of San Francisco Merchandising Sales, would authorize the City and County of San Francisco to adopt an ordinance prohibiting the sale of specified merchandise on public property without a permit, if the ordinance includes specified written findings, including that there has been a significant pattern of merchandise being the subject of retail theft and then appearing for sale on public property. The bill would also authorize the ordinance to provide that selling merchandise without a permit is punishable as an infraction, and that subsequent violations after 2 prior convictions is an infraction or a misdemeanor punishable by imprisonment in the county jail not exceeding 6 months. Staff is recommending the Committee take a support position on this bill.

**Budget Impact**

None.

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



July 12, 2024

TO: Board of Directors, Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel, and Alchemy Graham, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – August 2024**

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### ***General Update***

July 3 marked the last day for policy committees to hear bills in the final year of the 2023-24 Legislative Session. Upon adjournment of session on July 3, the Legislature entered its Summer Recess. This break in the legislative session will afford legislators with the opportunity to return to their districts for regional and local events and to participate in domestic and international study missions on issues of importance to Californians. During this break, no bill hearings or floor votes will be held. The Legislature will reconvene from Summer Recess on August 5.

Upon the Legislature's return to the Capitol, hearings in the Legislature's fiscal committees will resume; these committees will have until August 16 to hear and report bills to the floors of each house. After the fiscal deadline and two weeks of Floor session, the Legislature will break for its Final Recess of the 2023-24 Legislative Session on August 31. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

### ***State Budget and Spending Freeze Update***

On June 29, Governor Newsom signed [SB 108 \(Wiener\) \[Chapter 35, Statutes of 2024\]](#), the Budget Bill Jr. of 2024, and a series of trailer bills to implement policy provisions related to the budget. SB 108 amends [AB 107 \(Gabriel\) \[Chapter 22, Statutes of 2024\]](#), the earlier budget bill sent to the Governor by the Legislature on June 13 and signed on June 26, to reflect final negotiations and agreement between Governor Newsom and the Legislature. Additionally, on July 2, the Governor signed [AB 173 \(Gabriel\) \[Chapter 53, Statutes of 2024\]](#), the transportation trailer bill, which includes language prioritizing funding for previously awarded grade separations projects as well as language establishing new reporting requirements for agencies to be eligible for SB 125 funds in future budget years, and language authorizing additional opportunities for CalSTA to update the SB 125 guidelines.

Together, these bills represent the Budget Act of 2024. The Budget Act of 2024 contains \$46.8 billion in budget solutions to close the deficit gap through Fiscal Year 2025-26 and makes minor technical changes to the accountability language in [SB 125 \(Skinner\) \[Chapter 54, Statutes of 2023\]](#).

Relative to investments in transportation, the Budget Act of 2024:

- **Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
  - **\$2 billion** is appropriated in FY 2023-24;
  - **\$1 billion** is appropriated in FY 2024-25; and

- **\$1 billion** is approved for appropriation in FY 2025-26.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$4 billion for the formula-based TIRCP as follows: \$2 billion in FY 2023-24 and \$2 billion in FY 2024-25.

- **Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
  - **\$190 million** is appropriated in FY 2023-24;
  - **\$220 million** is appropriated in FY 2024-25;
  - **\$230 million** is approved for appropriation in FY 2026-27; and
  - **\$460 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$1.1 billion for the formula-based ZETCP as follows: \$410 million in FY 2023-24; \$230 million in FY 2024-25; \$230 million in FY 2025-26; and \$230 million in FY 2026-27.

- **Maintains \$148 million in TIRCP Cycle 6 funding for Southern California and the LOSSAN Corridor and maintains all funding commitments to TIRCP Cycle 6 projects as approved in the Budget Act of 2022.**

In doing so, the Budget Act of 2024 rejects the May Revise's proposed \$148 million cut to the program, consistent with the Joint Budget Agreement.

- **Provides \$211 million for the State-Supported Intercity Passenger Rail Agencies**, as follows:
  - **\$66 million** is appropriated in FY 2024-25;
  - **\$72 million** is approved for appropriation in FY 2026-27; and
  - **\$73 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 accepts the May Revise's proposed \$211 million investment in the program, consistent with the Joint Budget Agreement.

- **Provides \$6.9 million for the California Integrated Mobility Program and the Development of the Data & Digital Services Division at the California Department of Transportation.**

In doing so, the Budget Act of 2024 modifies the May Revise's proposed \$26.3 million investment in the program, consistent with the Joint Budget Agreement.

- **Cuts \$200 million from the Safety Grade Separations Program, maintaining \$150 million to the Program**, as follows:
  - **\$75 million** is approved for appropriation from the General Fund in FY 2025-26; and
  - **\$75 million** is approved for appropriation from the State Highway Account in FY 2026-27.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement's and May Revise's proposed \$350 million cut to program. The funding identified above will be reflected in next year's budget. Transportation trailer bill language directs CalSTA to prioritize previously awarded projects from existing transportation funding programs (see details below).

- **Restores \$200 million from the General Fund for the Active Transportation Program, with the remaining \$400 million subject to appropriation,** and updates the appropriation timeline as follows:
  - **\$100 million** is appropriated from the General Fund in FY 2024-25;
  - **\$100 million** is approved for appropriation from the General Fund in FY 2025-26; and
  - **\$400 million** is approved for appropriation from the General Fund in outyears.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s proposal to maintain \$600 million from the State Highway Account for the Active Transportation Program, and rejects the May Revise’s proposal to cut \$600 million from the program. The Budget Act of 2024 maintains the investment in the General Fund and updates the appropriation timeline. Despite the placeholder trailer bill language on increased reporting and cost effectiveness proposed in the Joint Budget Agreement, the Budget Act of 2024 does not include trailer bill language for the Active Transportation Program.

- **Restores \$260 million to the Regional Early Action Program (REAP) 2.0, cuts \$40 million from the Program, and adds grant reappropriation trailer bill language.** This cut updates the funding allocation as follows:
  - **\$480 million** is allocated on a formula basis to Metropolitan Planning Organizations (MPOs);
  - **\$30 million** is allocated on a competitive basis to jurisdictions that are not part of an MPO and tribes;
  - **\$30 million** is allocated on a competitive basis to higher impact transformative projects; and
  - **\$20 million** is allocated for program administration.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s proposal to restore \$250 million and cut \$50 million from the program, and also rejects the May Revise’s proposal to cut \$300 million from the program. The Budget Act of 2024 also adopts the May Revise’s proposal to include trailer bill language that extends the grant encumbrance period and clarifies unexpended fund uses (see details below).

Relative to the policy provisions impacting public transportation, the transportation trailer bill:

- Prioritizes grade separations projects that were previously awarded funding under TIRCP Cycle 6 but had funding reverted under the Budget Act of 2024 and are either at risk of losing local and federal matches or are at risk of project schedule delays, or both.
- Updates accountability requirements for AB 102 / SB 125 transit funding. Specifically, this trailer bill language:
  - Requires regional transportation planning agencies to submit additional updated regional short-term financial plans and/or transit operator data to maintain eligibility for SB 125 funds through FY 2027-28.
- Modifies the REAP 2.0 grant encumbrance period and clarifies how the Department of Housing and Community Development may utilize unencumbered funds. Specifically, this trailer bill language:
  - Extends the grant encumbrance period from June 30, 2024 to June 30, 2026; and
  - Adds language stating that an eligible entity may expect the Department of Housing and Community Development to make available to other eligible entities any funds that have not been expended by the June 30, 2026 deadline.

- Appropriates \$100 million from the General Fund to the Department of Transportation to support the Active Transportation Program, and establishes fund allocation and encumbrance deadlines of June 30, 2027 and June 30, 2030, respectively.

With the Budget Act of 2024 in place, and funding for the formula-based TIRCP and ZETCP affirmed in it, on July 8, Governor Newsom announced the lifting of the temporary state spending freeze, implemented on April 29, that we first reported on in our report, dated May 8. As you will recall, this spending freeze had paused the release of the first tranche of formula-based TIRCP and ZETCP funding approved in the Budget Act of 2024. This funding totaled \$2.4 billion and was scheduled to be released no later than April 30.

As of the drafting of this report, the California State Transportation Agency has processed \$1.9 billion of this \$2.4 billion total, including \$534.75 million for the Metropolitan Transportation Commission. The remaining portion of this funding is expected to be released to regional entities statewide no later than August 31, 2024.

#### ***Taxpayer Protection and Government Accountability Act Update***

On June 20, the California Supreme Court issued its decision in *Legislature v. Weber*, removing the California Business Roundtable-sponsored “Taxpayer Protection and Government Accountability Act” from the November 2024 ballot.

The measure, had it remained on the ballot and been approved by voters in November, would have revised the California Constitution to restrict the ability of the state, local governments, and the electorate to approve or collect taxes, fees, and other revenues and harm the ability for local governments, including transit agencies, to deliver vital public services.

Specifically, this measure would have:

- Required voter approval of all future state taxes, including those passed by a super-majority in the Legislature.
- Required proposed tax increases to be placed before voters only during a regularly scheduled election unless a legislative body unanimously agrees to hold a special emergency election.
- Eliminated the ability of local governments to include advisory questions on the same ballot as general tax measures.
- Disallowed the consideration of any charter amendment by voters which provides for the imposition, extension, or increase of a tax.
- Required special taxes proposed by citizens’ initiative to receive approval by two-thirds of voters.
- Redefined many existing administrative fees as taxes, thus requiring voter approval on future fees.
- Imposed a new standard on fees, limiting them to only the “minimum among necessary,” to provide a service.

The measure would have applied its new requirements and standards retroactively to January 1, 2022, impacting – and possibly, invalidating – recently-enacted state and local taxes and fees.

The California Supreme Court’s justification for removing the measure from the ballot relied on the Court’s determination that the measure would have substantially revised the California Constitution, including the basic governmental framework set forth in the document, an action only permissible under the California Constitution via Constitutional Convention and ratification by voters or through

submission to voters from a supermajority of the Legislature; and, would not have simply amended the California Constitution, an action permissible under the California Constitution via the initiative process.

***Status of Constitutional Measures Update on November Ballot – ACA 1, ACA 10, and ACA 13***

If passed by the voters on the November 2024 ballot, [ACA 1 \(Aguiar-Curry\) \[Chapter 173, Statutes of 2023\]](#) would have lowered the voter-threshold from two-thirds to 55 percent for local revenue measures, including special taxes, property-related fees, and bonds, to fund housing and public infrastructure, including improvements to transit. ACA 1 passed the Legislature in 2023.

In the final days of session before the Legislature adjourned for summer recess, the Legislature passed [ACA 10 \(Aguiar-Curry\) \[Chapter 134, Statutes of 2024\]](#) by a super-majority in both houses, which will replace ACA 1 on the November 2024 ballot, and if passed by voters, would advance a scaled back version of ACA 1. Specifically, ACA 10 would lower the voter-threshold from two-third to 55 percent for local bonds to fund affordable housing and public infrastructure only, removing all references to special taxes and property-related fees in ACA 1.

Additionally, we have reported in the past on ACA 13, another measure originally approved by the Legislature for the November 2024 ballot, that would have required any statewide measure raising a vote-threshold to then also be passed by the voters at the same threshold (e.g. if a proposition would require a 4/5<sup>th</sup> vote for certain special taxes then the proposition must also be passed by the voters with a 4/5<sup>th</sup> vote). Due to the removal of the Taxpayer Protection and Government Accountability Act from the November 2024 ballot, as described above, this measure has been moved by the Legislature to the 2026 ballot.

***CalSTA’s Transit Transformation Task Force Holds Fourth Meeting***

The California State Transportation Agency convened the fourth Transit Transformation Task Force meeting on June 17 in San Francisco.

This meeting, the first of several geared toward informing a report of recommendations required to be submitted to the Legislature by October 2025, included a review of a series of case studies of transit improvements implemented in California and internationally to enhance the rider experience and increase ridership. This meeting also included focused discussion between Task Force members on recommendations to support transit prioritization, fare coordination and scheduling between agencies, and safety and cleanliness on and around transit, which was heavily informed by the in-room input of the California Transit Association and its members.

For background, to support its participation in the June 17 Task Force meeting, the California Transit Association surveyed its members and the members of the California Association for Coordinated Transportation on the challenges / barriers they face in delivering improvements transit service and sought recommendations for breaking past them. This survey covered the topics that were reviewed by the Task Force as well more than 20 other topics, which will be discussed by the Task Force in future meetings. The California Transit Association then worked with an internal advisory body to review the survey results and to develop recommendations (on the topics to be covered at the June 17 meeting) for delivery to the Task Force.

As the Task Force continues to meet, it will bring additional case studies and discussion on additional topics for enhancing the rider experience and increasing ridership. The California Transit Association will continue to draw on the survey results it has received and guidance from its internal body to steer its engagement on the Task Force.

The Task Force is subject to the state’s open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials are available on [CalSTA’s website](#).

***Bills of Interest***

**SB 925 (Wiener) City and County of San Francisco Merchandising Sales – RECOMMENDED SUPPORT**

This bill would authorize the City and County of San Francisco to adopt an ordinance prohibiting the sale of specified merchandise on public property without a permit, if the ordinance includes specified written findings, including, among other things, that there has been a significant pattern of merchandise being the subject of retail theft and then appearing for sale on public property within the City and County of San Francisco. Pursuant to this bill, the ordinance would be required to be adopted by the City and County of San Francisco to, among other things, identify a local permitting agency that is responsible for administering a permit system. The bill would also authorize the ordinance to provide that selling merchandise without a permit is punishable as an infraction, and that subsequent violations after 2 prior convictions is an infraction or a misdemeanor punishable by imprisonment in the county jail not exceeding 6 months.

**This bill is in the Assembly Appropriations Committee.**

**SB 960 (Wiener) Complete Streets Projects on the State Highway System - WATCH**

This bill would require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans’ performance report to include a description of complete streets facilities on each project, and to also incorporate complete streets elements into projects funded by the SHOPP. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities and transit stops on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for complete streets facilities consistent with SHOPP asset management plan.

**This bill is in the Assembly Appropriations Committee.**

**SB 1031 (Wiener) Bay Area Transportation Regional Measure / Transit Consolidation – OPPOSE UNLESS AMENDED**

This bill would have served as the authorizing vehicle for the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area’s public transportation system, as well as other transportation improvements. This bill would have also charged the California State Transportation Agency with developing a plan to consolidate the 27 transit agencies in the San Francisco Bay Area. Recent amendments to the bill include an “enhanced coordination” component alongside the current consolidation component.

**This bill is no longer moving forward this legislative session. However, Senators Wiener and Wahab have committed to engaging in conversations on the measure over the interim legislative recess and intend to reintroduce it in the 2025 legislative year.**

**AB 1837 (Papan) Bay Area Transit Coordination - SUPPORT**

This bill would have created the Regional Network Management Council and would have required the Metropolitan Transportation Commission to facilitate the creation of the Council.

**This bill is no longer moving forward this legislative session.**

**AB 2503 (Lee) CEQA Exemptions for Railroad Electrification - SUPPORT**

This bill would expand existing CEQA exemptions to include public projects for the institution or increase of other passenger rail service, which will be exclusively used by zero emission trains on existing public rights-of-way or existing highway rights-of-way. This bill is targeted at providing a CEQA exemption for catenary power systems. This bill would exclude public projects for the institution or increase of passenger rail service, other than specified eligible light rail service, from being considered eligible projects under the provisions of the bill.

**This bill is in the Senate Appropriations Committee.**

**AB 2824 (McCarty) Transit Employee Assaults – WATCH**

This bill would have enhanced penalties for individuals who commit assault or battery against a public transit operator or employee. This bill would have also allowed transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is sponsored by the California Transit Association.

**This bill is no longer moving forward this legislative session.**



## Caltrain Bill Matrix as of 7/11/2024

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 7</a> <a href="#">Friedman D</a></p> <p>Transportation: planning: project selection processes.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 761</a> <a href="#">Friedman D</a></p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2025, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 914</a> <a href="#">Friedman D</a></p> <p>Electrical infrastructure: California Environmental Quality Act: review time period.</p>	<p>This is a two-year bill.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 930</a> <a href="#">Friedman D</a></p> <p>Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, as described, and authorizes an authority to, among other things, provide for low- and moderate-income housing and issue bonds, as provided. Existing law authorizes a community revitalization and investment plan to provide for the division of taxes within the plan area. This bill would authorize the legislative bodies of 2 or more specified local governments to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require at least one of the local governments to be a city or county within the proposed RISE district boundaries. The bill would authorize a local government that lacks the authority to levy a property tax to join a RISE district, by resolution, as specified. The bill would prohibit a RISE district from including territory within the jurisdiction of a participating local government unless the city or county where the territory is located is also a participating local government. The bill would require the Office of Planning and Research (OPR) to develop guidelines for the formation of RISE districts no later than November 30, 2026. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1516</a> <a href="#">Kalra D</a></p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is on the Senate Appropriation's Suspense File.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>
<p><a href="#">AB 1870</a> <a href="#">Ortega D</a></p> <p>Notice to employees: legal services.</p>	<p>This bill is on the Governor's Desk.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>
<p><a href="#">AB 1879</a> <a href="#">Gipson D</a></p> <p>Property taxation: filing.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The California Constitution provides for the taxation of property and establishes the State Board of Equalization to administer those taxes. Existing property tax law, pursuant to constitutional authorization, sets forth procedures for imposing and collecting taxes on property in the state. Existing law requires a person owning taxable personal property, as specified, to file annually a signed property statement declared to be true under the penalty of perjury with the assessor. Existing law authorizes a property statement to be filed with the assessor through the United States mail, properly addressed with postage prepaid. This bill would instead authorize the statement to be filed through the United States mail provided it is mailed in a manner that includes a postmark and is properly addressed with postage prepaid, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1890</a> <a href="#">Patterson, Joe</a> R</p> <p>Public works: prevailing wage.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1904</a> <a href="#">Ward</a> D</p> <p>Transit buses: yield right-of-way sign.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal, and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.</p>	<p>Watch</p>
<p><a href="#">AB 2192</a> <a href="#">Carrillo, Juan</a> D</p> <p>Public agencies: cost accounting standards.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2302</a> <a href="#">Addis D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a “meeting” as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2325</a> <a href="#">Lee D</a></p> <p>San Francisco Bay Area Rapid Transit District: officers and employees: designation and appointment.</p>	<p>This bill is on the Governor's Desk.</p>	<p>Existing law establishes the San Francisco Bay Area Rapid Transit District, governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Under existing law, the officers of the district consist of the members of the board, a secretary, a general manager, a general counsel, a treasurer, a controller, and other officers, assistants, and deputies that the board may provide for by ordinance or resolution, as specified. Existing law requires the board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Existing law requires all other officers and employees of the district to be appointed by, and to serve at the pleasure of, the general manager. This bill would eliminate the positions of the treasurer and controller, would create the position of the chief financial officer subject to appointment and removal by the general manager, would transfer all of the duties previously assigned to the treasurer to the chief financial officer, and would make other related changes in this regard. The bill would authorize the general manager to designate other financial personnel to undertake any of the duties or responsibilities assigned to the chief financial officer.</p>	<p>Watch</p>
<p><a href="#">AB 2421</a> <a href="#">Low D</a></p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, and provisions relating to judicial employees, public schools, higher education, the San Francisco Bay Area Rapid Transit District, the Santa Cruz Metropolitan Transit District, the Sacramento Regional Transit District, and other public transit employees, prohibits employers from taking certain actions relating to employee organizations. This includes imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a judicial employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would provide that communications between an employee and their employee representative would not be confidential if, at any time, the representative was a witness or party to any of the events forming the basis of a potential administrative disciplinary or criminal investigation.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2455</a> <a href="#">Gabriel D</a></p> <p>Whistleblower protection: state and local government procedures.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Existing law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper government activity, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. Existing law requires the identity of the individual or individuals reporting the improper government activity, and the subject employee or employees to be kept confidential. Existing law defines “fraud, waste, or abuse” to mean any activity by a local agency or employee that is undertaken in the performance of the employee’s official duties, as described, that is in violation of any local, state, or federal law or regulation relating to, among other things, corruption. This bill would also authorize a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding improper governmental activity, and would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity. The bill would instead authorize a city or county auditor or controller, or auditor’s or controller’s designee, to conduct an investigative audit of the matter upon receiving specific information that an employee or local government has engaged in a fraud, waste, or abuse or improper governmental activity, as specified. The bill would also require the identity of the individual or individuals reporting the fraud, waste, or abuse, and the subject employee or employees to be kept confidential. The bill would expand the above-described duties and authorizations to the auditor’s or controller’s designee, as specified. The bill would revise the definition of “fraud, waste, or abuse” to also define “improper governmental activity,” and expand the scope of those terms to include activity by a local agency, employee, or contractor or subcontractor.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2503</a> <a href="#">Lee D</a></p> <p>California Environmental Quality Act: exemption: passenger rail projects.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met, including that a local agency, as defined, is carrying out the project and that the project will be completed by a skilled and trained workforce, as provided. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. Existing law requires the lead agency, if it determines that a transportation-related project is exempt from CEQA and determines to carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in which the project is located. This bill would expand that exemption from CEQA to include a public project for the institution or increase of other passenger rail service, which will be exclusively used by zero-emission trains, located entirely within existing rail rights-of-way or existing highway rights-of-way. Because the bill would increase the duties of the county clerk, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support May 2024</p>
<p><a href="#">AB 2553</a> <a href="#">Friedman D</a></p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law, the California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2561</a> <a href="#">McKinnor D</a></p> <p>Local public employees: vacant positions.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act prohibits a public agency from, among other things, imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with specified employee rights guaranteed by the act. This bill would require each public agency with high vacancy rates for more than 180 days, at the request of the recognized employee organization, to promptly meet and confer with the representative of the recognized employee organization within 21 days about substantive strategies to fill vacancies and to hold a public hearing within 90 days about high vacancy rates and specified related matters. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include related legislative findings. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2661</a> <a href="#">Soria D</a></p> <p>Electricity: Westlands Water District.</p>	<p>This bill is on the Senate Floor.</p>	<p>The California Water District Law provides for the establishment of water districts and authorizes a district to construct, maintain, and operate plants for the generation of hydroelectric energy and transmission lines for the conveyance of the hydroelectric energy. Existing law merged the former West Plains Water Storage District into the Westlands Water District, and provides for the operation of the Westlands Water District. This bill would authorize the Westlands Water District to provide, generate, and deliver solar photovoltaic or hydroelectric electricity and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for generating and delivering that electricity. The bill would require the district to use the electricity for the district's own purposes, and the bill would authorize the district to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity. The bill would also authorize the district to construct, operate, and maintain energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines, within the boundaries of the district, as specified. The bill would require the district to report the amount of income, and the purposes for expenditure of that income, from these electricity facilities in a specified report. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 2669</a> <a href="#">Ting D</a></p> <p>Toll bridges: tolls.</p>	<p>This bill is on the Senate Appropriation's Suspense File.</p>	<p>Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2712</a> <a href="#">Friedman</a> D</p> <p>Preferential parking privileges: transit-oriented development.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Existing law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the prohibition or restriction of the ordinance or resolution. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents or visitors of the development project that grants preferential parking privileges. The bill would also provide that none of the above-described provisions prohibit local authorities from issuing permits to residents of developments projects that occupy deed-restricted units intended for specified households. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2715</a> <a href="#">Boerner</a> D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2813</a> <a href="#">Aguiar-Curry</a> D</p> <p>Government Investment Act.</p>	<p>This bill is on the Governor’s Desk.</p>	<p>(1)Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. This bill, for purposes of ACA 1, would define “affordable housing” to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs, that are affordable to households earning up to 150% of countywide median income. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety facilities, infrastructure, and equipment. The bill would define “public infrastructure” to exclude the construction, reconstruction, rehabilitation, or replacement of a sports stadium or arena where the majority of the use of the facility is for private ticketed activities. The bill would prohibit ACA 1 bonded indebtedness from being used for the acquisition or lease of any real property that has, at the time of acquisition or lease, been improved with one to 4 dwelling units, except as specified. The bill would also prohibit any ACA 1 bonded indebtedness, when added to existing bonded indebtedness of a local government, from exceeding the applicable statutory limit on the maximum amount of bonded indebtedness that a local government is authorized to incur. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2854</a> <a href="#">Irwin</a> D</p> <p>Bradley-Burns Uniform Local Sales and Use Tax Law.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. Existing law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website. The bill would impose monetary penalties on any local agency that fails to provide information to the department or fails to publish information to its internet website, as prescribed. By expanding the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2879</a> <a href="#">Lackey</a> R</p> <p>High-Speed Rail Authority: contracting.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority, composed of 11 members, to develop and implement a high-speed rail system in the state, with specified powers and duties. The act authorizes the authority to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. The act requires the authority to appoint an executive director to administer the affairs of the authority as directed by the authority. This bill, notwithstanding the authority’s ability to delegate power to the executive director, would require any contract change order with a value greater than \$100,000,000 to be approved by the authority.</p>	<p>Watch</p>
<p><a href="#">AB 3177</a> <a href="#">Carrillo, Wendy</a> D</p> <p>Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station, as specified. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a transit priority area, as specified, for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define “transit priority area” as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill would prohibit a local agency from imposing a land dedication requirement, as defined, on a housing development to widen a roadway if the land dedication requirement is for the purpose of mitigating vehicular traffic impacts, achieving an adopted traffic level of service related to vehicular traffic, or achieving a desired roadway width. The bill, notwithstanding that prohibition, would authorize a local agency to, among other things, impose a land dedication requirement on a housing development if the housing development is not located in a transit priority area and the housing development has a linear street frontage of 500 feet or more. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3186</a> <a href="#">Petrie-Norris</a> D</p> <p>Public works: prevailing wages: access to records.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee. Since it was not heard by the policy deadline it will likely not move forward this session.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Existing law defines “public works,” for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Existing law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to an owner or developer that undertakes a development project that includes work subject to the requirements of public works. The bill would subject an owner or developer, for failing to comply with the provisions of this act, to a penalty by the commissioner, as specified, and would deposit the penalties into a specified fund. This bill would require the Director of Industrial Relations to adopt rules to govern the release of those records, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 532</a> <a href="#">Wiener</a> D</p> <p>Parking payment zones.</p>	<p>This bill is in the Assembly Privacy &amp; Consumer Protection Committee.</p>	<p>Existing law allows a local authority to establish parking meter zones and fix the rate of fees for those zones by ordinance. Existing law prohibits a local authority from requiring payment of parking meter fees by a mobile device, as specified. This bill would instead authorize, until January 1, 2035, in the City and County of San Francisco, a local authority to require payment of parking fees by a mobile device, if it meets certain requirements, such as adopting an accessible and equitable parking cash payment plan that does not utilize parking meters or payment centers in parking payment zones to provide reasonably accessible alternative means for payment of parking fees using cash. The bill would require a local authority to consult with specified stakeholders in the development of the plan and would require a local authority that adopts a plan to provide to its governing body and the Legislature, as specified, an evaluation of the plan to determine the plan’s impact on equity, accessibility, and costs.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 904</a> <a href="#">Dodd D</a> Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas. The bill would require the district to obtain coverage for the district and its employees under the appropriate federal and state workers’ compensation, unemployment compensation, and disability and unemployment insurance laws, instead of only under laws of this state. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 925</a> <a href="#">Wiener D</a> City and County of San Francisco: merchandising sales.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Under existing law, knowingly buying or receiving stolen property or property that has been obtained in any manner constituting theft or extortion, as specified, is punishable as either a misdemeanor or a felony if the value of the property exceeds \$950. Existing law authorizes a local authority to, by ordinance or resolution, adopt requirements regulating the time, place, and manner of sidewalk vending if the requirements are directly related to objective health, safety, or welfare concerns. Existing law prohibits a local authority from regulating sidewalk vendors, except in accordance with certain provisions. This bill, until January 1, 2030, would authorize the City and County of San Francisco to adopt an ordinance prohibiting the sale of specified merchandise on public property without a permit, if the ordinance includes specified written findings, including, among other things, that there has been a significant pattern of merchandise being the subject of retail theft and then appearing for sale on public property within the City and County of San Francisco. The bill would require an ordinance adopted by the City and County of San Francisco to, among other things, identify a local permitting agency that is responsible for administering a permit system. The bill would authorize the ordinance to provide that selling merchandise without a permit is punishable as an infraction, and that subsequent violations after 2 prior convictions is an infraction or a misdemeanor punishable by imprisonment in the county jail not exceeding 6 months. By creating a new crime, the bill would impose a state-mandated local program. This bill would require, if an ordinance is adopted, the City and County of San Francisco to submit a report to the Legislature by January 1, 2029, that includes specified information, including, among other things, the list or lists of merchandise that the City and County of San Francisco determined was a common target of retail theft. The bill would require the City and County of San Francisco to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance, including public announcements in major media outlets and press releases. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1031</a> <a href="#">Wiener</a> D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is no longer moving forward this session.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission, until January 1, 2041, to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, except as specified, in accordance with applicable constitutional requirements. The bill would prohibit a tax or surcharge described above from being imposed for a period of time of more than 30 years. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. The bill would require the commission, in consultation with county transportation authorities, to develop an expenditure plan for the expenditure of the revenues expected to be generated by the tax or surcharge, together with other federal, state, and local funds expected to be available for transportation improvements, as specified. The bill would require, before the election on the tax or surcharge, the expenditure plan to be approved by county transportation authorities representing counties meeting certain criteria, as provided. The bill would require the revenue generated pursuant to these provisions to be used for transportation improvements in the San Francisco Bay area, including for various transit purposes, and would require the commission to allocate those revenues in accordance with specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Oppose Unless Amended April 2024</p>
<p><a href="#">SB 1098</a> <a href="#">Blakespear</a> D</p> <p>Passenger and freight rail: LOSSAN Rail Corridor.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Department of Transportation in the Transportation Agency under the control of an executive officer known as the Director of Transportation. Existing law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1321</a> <a href="#">Wahab D</a></p> <p>Employment Training Panel: employment training program: projects and proposals.</p>	<p>This bill is on the Assembly Appropriation's Suspense File.</p>	<p>Existing law establishes the Employment Training Panel within the Employment Development Department and sets forth its powers and duties with respect to certain employment training programs. Existing law declares the intent of the Legislature that the purpose of provisions relating to the panel is to establish an employment training program to promote a healthy labor market in a growing, competitive economy and to fund only projects that meet specified criteria, including promoting the retention and expansion of the state's manufacturing workforce. Existing law requires the panel, in funding projects that meet the above-described criteria, to give funding priority to projects that meet specified goals, including promoting the retention and expansion of the state's manufacturing workforce. This bill would also include in the above-described project criteria, among other things, assisting existing apprentice, certification, or other training programs in updating training to reflect new technologies or methods, or to address gaps in existing training. The bill would also include in the above-described goals, among other things, meeting the standards established by the Division of Apprenticeship Standards for high-quality training programs. The bill would authorize projects developed pursuant to the above-described provisions to use program funding, upon appropriation by the Legislature, to provide training through apprenticeship programs approved by the Division of Apprenticeship Standards and training at joint-labor management training centers. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1325</a> <a href="#">Durazo D</a></p> <p>Public contracts: best value procurement: goods.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Existing law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders' high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the public entity to let any contract for these projects to the selected bidder that represents the best value or reject all bids. The bill would also authorize a public entity to award all contracts for the purchase of municipal fleets by using a best value procurement method, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1434</a> <a href="#">Durazo</a> D</p> <p>Unemployment insurance: benefit and contribution changes.</p>	<p>This bill is not moving forward this session.</p>	<p>Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law excludes from the definition of “wages,” for purposes of the unemployment insurance law, remuneration in excess of \$7,000 paid to an individual by an employer during any calendar year, with respect to employment. This bill would change the amount of remuneration that is excluded from the definition of “wages,” to \$____ on and after January 1, 2025, but before January 1, 2027, and to \$____ on and after January 1, 2027. The bill would require an annual cost of living increase to the \$____ amount on and after January 1, 2028, and each January 1 thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1509</a> <a href="#">Stern</a> D</p> <p>Negligent Operator Treatment (NOT) in California Act.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law prohibits driving a vehicle upon a highway at a speed greater than is reasonable or prudent. Existing law also prohibits driving a vehicle in excess of an established speed limit. Existing law requires that specified convictions, violations, and traffic-related incidents count as points against a driver’s record for purposes of suspension or revocation of the privilege to drive. This bill, the Negligent Operator Treatment (NOT) in California Act, would, commencing on January 1, 2027, prohibit excessively speeding, defined as driving a vehicle at a speed that exceeds the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit for passenger vehicles of 55 miles per hour or less. The bill would provide that a conviction for excessively speeding is punishable as an infraction and one point shall be assessed against a driver’s record for a first violation and 2 points for any subsequent violation that occurs within 3 years after a previous violation for which the driver was convicted. This bill contains other existing laws.</p>	<p>Watch</p>

**Caltrain  
Federal Report  
July 2024**

*Congressional Update*

Appropriations Update

- The House has passed four of the twelve appropriations bills (Defense, Homeland Security, Military Construction-VA, and State-Foreign Operations) and plans to pass the rest by the end of July.
- The remaining bills, including Transportation-HUD, have been marked up by the full House Appropriations Committee and are expected to be voted on by the full House before the end of July. However, controversial policy riders in some of the bills could prevent the House from swiftly passing all its bills.
- During the week of July 8, the Senate began its FY25 markup process with the MilCon-VA, Agriculture-FDA, and Legislative Branch appropriations bills.

<u>House Appropriations Bill</u>	<u>Subcommittee Markup</u>	<u>Full Committee Markup</u>	<u>Floor</u>
Military Construction-VA, HR 8580	<a href="#">May 21</a>	<a href="#">May 23</a>	<a href="#">June 5</a>
Legislative Branch, HR 8772	<a href="#">May 23</a>	<a href="#">June 13</a>	Week of July 8
State, Foreign Operations, HR 8771	<a href="#">June 4</a>	<a href="#">June 12</a>	<a href="#">June 28</a>
Homeland Security, HR 8752	<a href="#">June 4</a>	<a href="#">June 12</a>	<a href="#">June 28</a>
Defense, HR 8774	<a href="#">June 5</a>	<a href="#">June 13</a>	<a href="#">June 28</a>
Financial Services, HR 8773	<a href="#">June 5</a>	<a href="#">June 13</a>	Week of July 22
Agriculture	<a href="#">June 11</a>	July 10	Week of July 22
Commerce-Justice-Science	<a href="#">June 26</a>	<a href="#">July 9</a>	Week of July 22
Labor-HHS-Education	<a href="#">June 27</a>	July 10	Week of July 29
Transportation-HUD	<a href="#">June 27</a>	July 10	Week of July 29
Interior-Environment	<a href="#">June 28</a>	<a href="#">July 9</a>	Week of July 22
Energy & Water	<a href="#">June 28</a>	<a href="#">July 9</a>	Week of July 29

House Appropriations Committee Passes the FY 2025 Transportation-HUD Appropriations Bill

- On July 10, the House Appropriations Committee passed the Fiscal Year 2025 Transportation-HUD Appropriations Act by a vote of 31 to 26. The Appropriations Committee has \$271 million less in funding for community project funding compared to approved spending levels for FY 2024. Thus, the House has funded 350 less THUD projects this cycle in comparison to last year's cycle.

- The following project was included for Caltrain in the House Transportation/HUD Appropriations bill:
  - \$2M - Caltrain Crossing Safety Improvements, Menlo Park
- The dollar figures submitted by the Caltrain’s delegation are likely to be modified as Congress continues in its process. The Senate Appropriations Committee is expected to consider its Transportation-HUD bill in July.
- Below is a summary of transit/rail funding in the House’s FY25 THUD bill:

Agency/Department	FY 2024 Enacted	FY 2025 House
<b>Federal Railroad Administration (FRA)</b>	\$2,970,194,000	\$2,757,833,000
CRISI Grants	\$199 million	\$299 million
Federal State Partnership Grants	\$75 million	\$0
<b>Federal Transit Administration (FTA)</b>	\$16,603,909,000	\$15,306,871,000
Transit Infrastructure Grants	\$252.387 million	\$115.638 million
Capital Investment Grants Program	\$2.205 billion	\$754.7 million
Transit Infrastructure Formula Funding (authorized by IIJA)	\$13.99 billion	\$14.279 billion

## House Lawmakers Introduce New Rail Safety Bill

- The leadership of the House Transportation & Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials released new rail safety legislation in response to the derailment in East Palestine, Ohio. Chairman Troy Nehls (R-TX) and Ranking Member Seth Moulton (R-MA) released [H.R. 8996](#), which makes several changes and enacts new requirements for railroads and operators.
- The new legislation does call for a minimum two-person crew on all freight trains (with some exceptions). New requirements also include mandating that Class I railroads enroll in a confidential close-call reporting system, which is currently voluntary, for two years.
- The bill would provide \$100 million for a grant program to install systems that allow railcar owners to track the progress and the condition of products being transported on the railroads. The legislation would also boost funding for the Railroad Crossing Elimination Grant Program to \$1.5 billion a year to address safety concerns at crossings.

## *Administration Update*

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## DOT Announces \$1.1 Billion in Available Funding to Address Railroad Crossings

- On July 9, the Federal Railroad Administration (FRA) announced \$1.1 billion in available funding through the Railroad Crossing Elimination (RCE) Grant Program for FY 2023-2024. The RCE Program provides a federal funding opportunity to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Out of the \$1.1 billion, approximately \$38 million is reserved for planning projects.
- Grant funding through RCE can be used for the following project types:
  - Grade separation or closure, including using a bridge, embankment, tunnel, or combination thereof
  - Track relocation
  - The improvement or installation of protective devices, signals, signs, or other measures to improve safety, provided that such activities are related to a separation or relocation project
  - Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions)
  - The planning, environmental studies, and final design for a project or group of projects
- All applications for RCE are due September 23, 2024. The NOFO can be found [here](#).

## DOT Announces \$600 Million in Available Funding to Reconnect Communities

- On July 3, the DOT announced \$600 million in available funding through the Reconnecting Communities Pilot (RCP) program. This funding opportunity obligates all the remaining funding through the Bipartisan Infrastructure Law (BIL).
- The RCP program aims to improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, foster equitable development and restoration, and provide technical assistance to further these goals.
- All applications are due by September 30, 2024. For more information, please refer to the [Funding Opportunity Announcement via Grants.gov](#).

## Supreme Court Eliminates Chevron Deference

- The Supreme Court issued a host of decisions over the last month, including one that strikes down Chevron deference: a legal framework established in 1984 where courts defer the authority of interpreting an ambiguous federal statute to federal agencies. The ruling came in *Loper Bright Enterprises v. Raimondo*, a case involving two fishermen who challenged a Department of Commerce regulation.

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- The 6-3 ruling reduces federal agency power to approve regulations and has potential widespread implications on federal checks and balances.
- Writing for the majority opinion, Chief Justice John Roberts argued for removal of the administrative law, claiming that “Courts must exercise their independent judgement in deciding whether an agency has acted within its statutory authority.” In their dissent, Justices Elena Kagan, Sonia Sotomayor, and Ketanji Brown Jackson upheld Chevron and contended that overhauling it reduces the power of agencies to execute their duties and removes their power to make informed regulatory decisions.
- Holland and Knight has prepared new resources that provide insight on the impact of this decision and the reversal of Chevron deference, included [here](#).

### ***Round-Up of Open Grant Opportunities***

- [Pilot Program for Transit Oriented Development Planning Grant Program](#). \$10.5 million available. All applications due July 22, 2024.
- [Fiscal Year 2024 Transit Security Grant Program](#). \$83 million available. All applications due June 24, 2024.
- [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program ROUND 2](#). \$1.3 billion available. All applications due August 28, 2024.
- [Railroad Crossing Elimination Grant Program](#). \$1.1 billion available. All applications due September 23, 2024.
- [Reconnecting Communities Pilot \(RCP\) Program](#). \$607 million available. All applications due September 30, 2024.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Dora Seamans, JPB Secretary  
Subject: **Appointment of the Citizens Advisory Committee Alternate for San Francisco County**

**Purpose and Recommended Action**

The Board of Directors representing the County of San Francisco, recommend one applicant to fill one alternate member seat for an unexpired term ending June 30, 2026. The County of San Francisco Representatives to provide report out on their recommendation at the Board meeting.

**SIGNIFICANCE**

The CAC Bylaws state:

1. Article 1 – Membership, Section 1: As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the Citizens Advisory Committee (“CAC” or “Committee”) shall consist of nine (9) members, three appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The Citizens Advisory Committee shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities; develop proposals and recommendations for meeting the needs of the various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
2. Article 1 – Membership, Section 2: CAC members shall serve three (3) year terms.
3. The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions. The Board amended the Bylaws under Resolution No. 2019-45, dated December 5, 2019, to add one alternate member from each of the Counties to help ensure presence of a quorum in case of periodic CAC member absences and vacancies.

**Budget Impact**

There is no impact on the budget.

Prepared By: Margaret Tseng Deputy District Secretary 650-508-6108

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Sam Sargent, Director, Strategy and Policy  
Subject: **Adopt Amended Naming Rights Policy and Name EMU (Electric Multiple Unit) Trains in Recognition of Extraordinary Contribution to Caltrain by Representative Anna Eshoo, Speaker Emerita Nancy Pelosi, and former Representative Jackie Speier Upon the Announcement of Their Retirement from Elective Office**

Finance Committee  
Recommendation

Technology, Operations,  
Planning, and Safety Committee  
Recommendation

Advocacy and Major  
Projects Committee  
Recommendation

**Purpose and Recommended Action**

The Peninsula Corridor Joint Powers Board (JPB) adopted a Naming Rights Policy (Policy) for JPB Facilities on March 7, 2019. The purpose of the Policy was to provide guidance for third party requests to name or re-name JPB assets. To ensure further clarity around the naming or re-naming of JPB assets and to better prepare for potential commercial arrangements, Caltrain staff have drafted an amended Policy. Caltrain staff recommend that the Board of Directors amend the Policy and authorize the Executive Director, or her designee, to take any further necessary actions to implement the Policy.

Staff also propose that the JPB exercise its authority under the amended Policy to name an Electric Multiple Unit (EMU) train in recognition of the extraordinary contribution made to Caltrain by: (1) Rep. Anna Eshoo and (2) Speaker Emerita Nancy Pelosi and Rep. Jackie Speier upon their respective announcements of retirement from elective office.

**Discussion**

The JPB is actively exploring opportunities to generate additional revenue to support the railroad's operating and capital needs. Sponsorship of transit facilities that includes the sale of naming rights has become a common strategy among transit operators to maximize revenues. In addition, the JPB has developed a process for considering the naming or re-naming of JPB assets to recognize extraordinary contributions to Caltrain's success by select individuals.

The amended Policy seeks to provide further clarity around sponsorships and commemorative naming and re-naming. The amended Policy does not apply to advertising campaigns conducted by the JPB or through designated JPB advertising contractors. Rolling stock naming or re-naming may commemorate an individual based on their significant achievements at a local, state, or



national level that have contributed to the success of Caltrain. For elected officials, the nominated individual must have announced their retirement from elective office before a Caltrain asset can be named in their honor. An elected official may also be recognized for the official's extraordinary contribution to Caltrain through an action taken by the Board prior to the official's retirement, provided that the asset shall not be renamed to recognize the official until after the official has announced the official's retirement from elective office. For station facilities, the amended Policy makes clear that commemorative or commercial naming or re-naming should not distract from accurate and intuitive customer wayfinding.

The amended Policy outlines a process for initiating a naming or renaming of a JPB asset. The Board of Directors, a member of the Board, or the Executive Director may initiate a request to name or re-name an asset. Caltrain, through a request for proposals, or a Sponsor that is interested in obtaining naming rights, may initiate a request to name or re-name an asset as part of a commercial transaction.

Caltrain staff expects the amended Policy to provide clearer guidance for the Board and third parties around naming or re-naming, including setting the stage for further monetization of the Caltrain system.

Representative Anna Eshoo announced her retirement from the U.S. House of Representatives on November 13, 2023. Over the course of her more than 30 years representing Silicon Valley in Congress, Rep. Eshoo has been a steadfast champion of Caltrain and the Electrification Project. Rep. Eshoo contributed to the success of the Electrification Project by helping to craft the blended system concept that launched Caltrain on the independent electrification path; successfully advocating for Caltrain to receive the first U.S. Department of Transportation full funding grant agreement in the Trump Administration; and securing over \$1B in federal funding for the project including with community directed funding and additional federal funds coming out of the pandemic to keep the project on track and ready for service in 2024. Based on Board direction, staff recommend that the Board name an EMU train in honor of Rep. Eshoo.

Speaker Emerita Nancy Pelosi has represented San Francisco in the U.S. House of Representatives for nearly 40 years and served as the 52<sup>nd</sup> Speaker of the House. As a member of Congress and as Speaker of the House, Speaker Emerita Pelosi has contributed significantly to Caltrain's success and to the success of the Electrification Project. Speaker Emerita Pelosi has guided Caltrain through challenging circumstances, including advocating for Caltrain to receive the first U.S. Department of Transportation full funding grant agreement in the Trump Administration; and securing over \$1B in federal funding for the project which has enabled the project to remain on track and ready for service in 2024. Based on Board direction, staff recommend that the Board name an EMU train in honor of Speaker Emerita Pelosi after she announces her retirement from elective office.

Former Representative Jackie Speier represented San Mateo County in the U.S. House of Representatives for more than 15 years and served previously in the California State Senate and Assembly. Rep. Speier was elected in March to serve on the San Mateo County Board of Supervisors and will start her term later this year. As a member of the Assembly, Senate, and U.S. House of Representatives, Rep. Speier made a tremendous contribution towards Caltrain's

success. Rep. Speier helped secure over \$1B in federal funding for the Electrification Project and was instrumental in securing state funding for Caltrain that launched the express baby bullet service, which paved the path for the incredible ridership growth that Caltrain experienced pre-pandemic. Based on Board direction, staff recommend that the Board name an EMU train in honor of Rep. Speier upon her announcement of retirement from elective office.

**Budget Impact:** No budget impact at this time.

Prepared By: Sam Sargent Director, Strategy and Policy, Caltrain 650-730-6223

**Resolution No. 2024-**

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

\* \* \*

**Adopt Amended Naming Rights Policy**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) owns the rolling stock, right of way, and station facilities between San Francisco and San Jose with operating rights on Union Pacific tracks to Gilroy; and

**Whereas**, sponsorship of transit facilities, including the sale of naming rights, has become a common strategy among transit operators to maximize revenues; and

**Whereas**, the JPB adopted a Naming Rights Policy (Policy) for JPB Facilities on March 7, 2019. The Policy provides a framework and guidelines for the Board of Directors to name or re-name Caltrain assets pursuant to commercial agreements with third party sponsors; and

**Whereas**, under the proposed amendments to the Policy, naming or re-naming assets may commemorate an individual based on their significant achievements at a local, state, or national level that have contributed to the success of Caltrain; and

**Whereas**, the amended Policy also provides that an elected official may also be recognized for the official's extraordinary contribution to Caltrain through an action taken by the Board prior to the official's retirement, provided that the asset shall not be renamed to recognize the official until after the official has announced the official's retirement from elective office; and

**Whereas**, for station facilities, the amended Policy makes clear that commemorative or commercial naming or re-naming should not distract from accurate and intuitive customer wayfinding; and

**Whereas**, the amended Policy does not apply to advertising campaigns conducted by the JPB or through designated JPB advertising contractors; and

**Whereas**, the amended Policy outlines a process for initiating a naming or renaming of a JPB asset. The Board of Directors, a member of the Board, or the Executive Director may initiate a request to name or re-name an asset. Caltrain, through a request for proposals, or a Sponsor that is interested in obtaining naming rights, may initiate a request to name or re-name an asset as part of a commercial transaction; and

**Whereas**, staff recommend that the Board of Directors adopt the amended Policy and authorize the Executive Director, or her designee, to take any further necessary actions to implement the Policy.

**Now, Therefore, Be It Resolved** that the Board of Directors adopt the amended Policy (Attachment 1) and authorize the Executive Director, or her designee, to take any further necessary actions to implement the Policy.

Regularly passed and adopted this 1<sup>st</sup> day of August, 2024 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, Peninsula Corridor Joint Powers Board

Attest:

---

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**NAMING POLICY FOR JPB ASSETS**

The Peninsula Corridor Joint Powers Board (JPB) is a joint powers authority with membership composed of the San Mateo County Transit District, the City and County of San Francisco, and the Santa Clara Valley Transportation Authority. The JPB manages a passenger rail system known as Caltrain that operates between San Francisco and Gilroy. The JPB owns the rolling stock, right of way, and station facilities between San Francisco and San Jose with operating rights on Union Pacific tracks to Gilroy.

**I. PURPOSE AND POLICY STATEMENT**

This Policy establishes the framework and provides guidelines for (1) naming or re-naming Caltrain Assets for commemorative purposes or (2) entering into commercial arrangements with third parties (Sponsors) for naming or renaming of Caltrain Assets. The purposes of this Policy are to ensure that: (a) Caltrain has the opportunity to recognize an extraordinary contribution to the success of Caltrain by naming an asset for commemorative purposes; (b) for commercial arrangements with Sponsors for naming or re-naming Caltrain Assets, the JPB receives fair monetary value for any such transaction; (c) the historic nature of the Assets are respected; (d) naming decisions are consistent with the JPB's mission, purpose and other policies; and (e) the JPB's customers are able to safely and efficiently navigate the Caltrain system. All decisions to name or re-name a Caltrain Asset shall be subject to approval by the Board of Directors.

The Board of Directors, a member of the Board of Directors, or the Executive Director may initiate a request to name or re-name a Caltrain Asset. Naming or re-naming a Caltrain Asset for commemorative purposes should be limited to circumstances in which a person has made an extraordinary contribution to the success of Caltrain.

Caltrain, through a request for proposals, or a Sponsor that is interested in obtaining naming rights, may initiate a request to name or re-name a Caltrain Asset as part of a commercial transaction. The naming or re-naming of a Caltrain Asset as part of a commercial transaction with a Sponsor may include changes to the signage related to the Asset (exclusive of advertising controlled by the JPB or a designated JPB advertising contractor), changes to the designation of the Asset in on-board announcements, or changes to maps or other informational material published or displayed by the JPB (including on the JPB website)

## II. DEFINITIONS

**Caltrain Asset:** Any rail station, rolling stock, or other facility or equipment owned or operated by JPB.

**Sponsor:** A third party who requests, seeks or is awarded the naming or re-naming of a Caltrain Asset as part of a commercial transaction.

## III. SCOPE

This Policy applies to (1) Naming or Re-naming Caltrain Assets for commemorative purposes and (2) requests by third parties to Name or Re-Name the official designation of a station or other Caltrain Asset in any part of the JPB system. This Policy does not apply to advertising campaigns conducted by the JPB or through designated JPB advertising contractors that do not purport to Name or Re-name an Asset, regardless of their extent or duration. This Policy also does not apply to advertising displays controlled by the JPB or a designated JPB advertising contractor or miscellaneous sponsorship activities, including fundraising activities for the purpose of supporting the JPB.

## IV. ELIGIBILITY

Rolling stock (e.g., locomotive, passenger car) Naming or Re-Naming may commemorate an individual based on their significant achievements at a local, state, or national level that have contributed to the success of Caltrain. For elected officials, the individual must have announced their retirement before the Naming or Re-Naming process can commence.

Station names should be accurate and help orient customers as they navigate the Caltrain network. Recognizing the importance of ensuring that customers are able to navigate the system easily, the JPB may require the Sponsor's name to be added to the existing station name (e.g., STATION X/COMPANY X).

Operating facilities and other Caltrain Assets may be considered for Naming or Renaming on a case-by-case basis, adhering to the same standards as rolling stock.

The JPB may deny any proposal that violates any applicable ordinance, rule regulation or policy; is offensive, discriminatory or promotes a particular religion or political view; or is not in the best interests of the JPB and/or its customers. Any entity prohibited from placing advertisements under the JPB's Advertising Policy (e.g., tobacco company) is similarly prohibited from participation under this Policy.

Any sponsorship will require a written agreement between the JPB and the Sponsor, and a minimum number of years may be required, as determined by the JPB, to ensure a long-term commitment.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Pranaya Shrestha, Chief Officer  
Subject: **PCEP (Peninsula Corridor Electrification Project) Monthly Progress Report**

Finance Committee  
Recommendation

Technology, Operations,  
Planning, and Safety  
Committee Recommendation

Advocacy and Major  
Projects Committee  
Recommendation

**Purpose and Recommended Action**

Staff Coordinating Council recommends the Board receive the Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report (MPR).

This report is provided for informational purposes only.

**Discussion**

The MPR is intended to provide funding partners, stakeholders, and the public a PCEP overview and an overall update on project progress. This document provides information on the scope, cost, funding, schedule, and project implementation.

**Budget Impact**

There is no impact on the budget.

Prepared By: Pranaya Shrestha

Chief Officer, Caltrain  
Modernization Program

720.757.9191





## Caltrain Modernization Program Peninsula Corridor Electrification Project (PCEP)



# Executive Monthly Progress Report

June 30, 2024

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## **1.0 EXECUTIVE SUMMARY**

### **1.1 Introduction**

The Peninsula Corridor Electrification Project (PCEP) will upgrade 51 miles of diesel service to electrified service from San Francisco to San Jose (Tamien Station). The PCEP scope of work includes design and construction of an overhead contact system, traction power facilities, modification of the existing signaling and grade crossing protection system to make it compatible with the electrified railroad, substation improvements at Pacific Gas and Electric (PG&E) substations, and modifications at existing tunnels and Caltrain’s maintenance facility. It also includes the design, manufacturing, assembly, testing, and delivery of the Electric Multiple Units (EMUs).

Caltrain completed a thorough assessment of all aspects of the program including cost, schedule, risks, and organization after the global settlement in 2021. Caltrain re-baselined the program budget and schedule in December of 2021. Caltrain finished a schedule reforecast in March 2023 and is committed to deliver PCEP and achieve revenue service in September of 2024.

### **1.2 Program Cost and Budget**

On December 6, 2021, the JPB adopted a new PCEP program budget of \$2,442,690,697. On January 31, 2023, Caltrain received a \$367 million funding award from California’s Transit and Intercity Rail Capital Program’s (TIRCP) Cycle 6 Existing Project Reserve, representing the remaining funding needed to complete the project. The project is now fully funded in the amount of \$2,442,690,697. As of June 2024, the project is on budget:

- The current project total cost at completion (EAC) is the same as the Board adopted budget of \$2.44 billion.
- As of June 2024, a total of \$17.18M has been drawn down from the Shared Risk Pool of \$50 million to-date. \$65,126.00 was drawn from the Shared Risk Pool this month.
- As of June 2024, a total of \$37.9M has been drawn from the project contingency of \$40 million. In June 2024, \$540,000.00 was drawn from project contingency.
- As of June 2024, \$4M was issued from the milestone incentive pool of \$15 million. The team has concluded evaluation of signal cutover milestone incentives and awarded \$4M in December 2023 to the design-build contractor.

### **1.3 Program Progress and Schedule**

As of June 30, 2024, the overall project completion is 93.03%. The current program schedule was projecting a PCEP substantial completion date of April 2024 and Revenue Service by September 2024. Staff is implementing a 2023 path to completion with 31 weekend area focused bus bridges to maximize track access to allow system integration testing, signal cutovers, and proactive OCS construction productivity mitigations for the remaining PCEP work. Due to the February 3<sup>rd</sup> weekend windstorm, OCS wires located at Burlingame and San Antonio were damaged and its impact to the project. The storm repair and recovery plan has been completed.

### **1.4 Change Management Board (CMB)**

In June 2024, the following item was brought to the CMB approval for contingency drawdown:

- PCEP Communications Funding

## 1.5 This Month's Accomplishments

The project team has completed the following notable activities for the month of June 2024:

- Reached Substantial Completion on May 3<sup>rd</sup>, 2024.
- Completed all remaining short circuit testing successfully.
- Completed all Construction .
- Completed all joint Punch List walks.
- Complete all corridor live runs with the EMU.
- Energized PS7.
- Completed end- to-end full corridor local and express runs, recorded run time.
- Continued to connect LV permanent power and coordinate remaining low voltage power drop applications with PG&E and utilized generators to support project testing.
- Continued to address impedance bonds cable theft issue and performed cable replacement to keep project testing schedule.
- Held Monthly CMB meeting for overall program status and provided schedule, budget, risks, and changes updates.
- Received temporary use permit for the full corridor.
- Continued providing PCEP progress updates to funding partners, leadership, elected officials, citizens, and business community.
- Continued with project close out efforts and tracked all punch list items in a centralized database.
- Two EMUs were delivered; there is a total of 10 EMU trainsets delivered; 9 EMUs are on Caltrain property.
- Continued EMU burn-in and, Caltrain completed six EMU burn-in acceptance tests on mainline.
- Continued broadband equipment on board installation, and revised EMU delivery schedule that incorporated broadband equipment installation work. A total of 14 EMU trainsets will be delivered to Caltrain by August 2024.
- Continued Rail Activation effort and finalized Pre-Revenue Service Plan.
- Completed Certificate of Compliance for Segments 1 and 2
- Continued to finalize spare parts and warranty items list.
- Continued to finalize TPS training materials and courses.
- Continued OP54 reviews with FTA/PMOC.
- Continued to close out NCRs and DVRs prior to Substantial Completion.

## 1.6 Upcoming work

For the next six months, the PCEP team has set additional goals as described below:

- Continue support and planning for Electrified soft launch.
- Complete PTC Field Qualification testing using full corridor.
- Complete system safety certification process by issuing Certification of

- Compliance for full alignment.
- Continue to coordinate with Broadband Project, work with vehicle manufacturer, and monitor EMU production schedule that includes broadband equipment installation and testing.
- Finalize Punchlist and continue to close out punch list items.
- Finalize spare part lists.
- Complete TPS training.
- Plan for power contingency test after end-to-end runs with eight EMUs.
- Continue to coordinate with PG&E on low voltage power drop applications, and distribution line de-energization work.
- Hold Monthly CMB meeting for program status and change order approval.
- Complete full corridor OP54 review with FTA/PMOC prior to Revenue Service soft launch this summer.
- Continue EMU acceptance testing (burn-in).
- Two more trains are to be delivered in May 2024. The remaining to be delivered by August of 2024 to support September Revenue Service.
- Perform close out effort including all punch list items, documentation, and financial contract close out for design build contract.

The PCEP Project is currently on budget and on time for achieving Revenue Service in September of 2024.

#### **1.7 Critical Items**

As of June 2024, the top critical items and related actions are highlighted below.

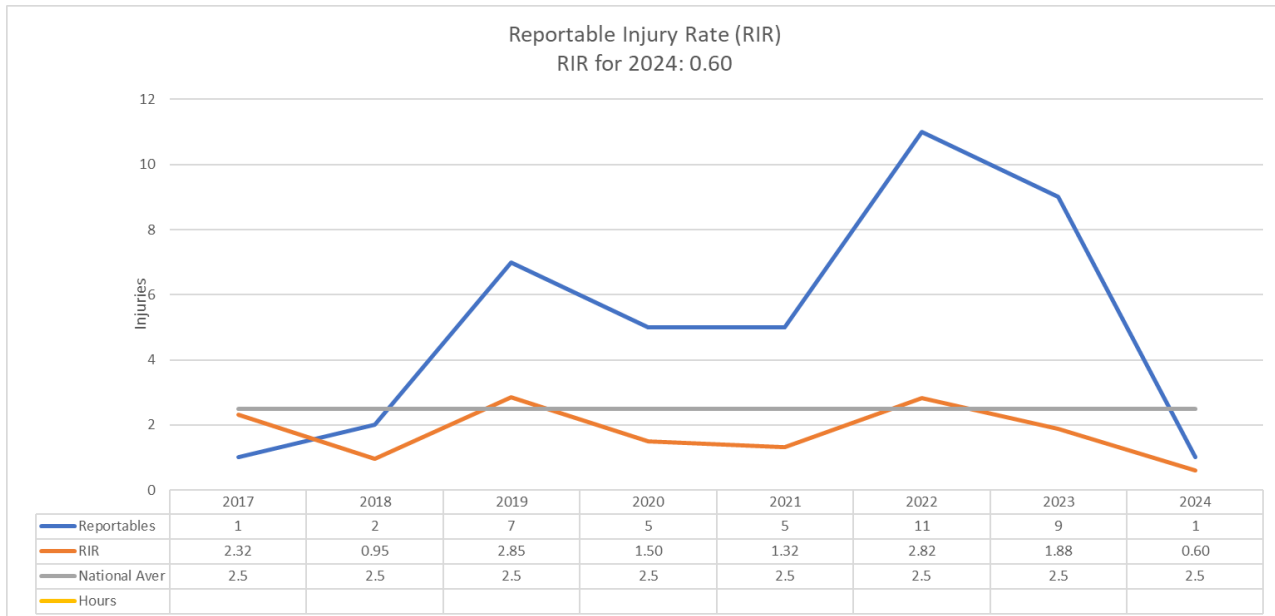
**Table 1-1. Critical Issues and Actions**

Critical Issues	Actions
<p>Complete TPS Short Circuit Tests</p> <ul style="list-style-type: none"> <li>TPS 2 short circuit test delays drill track and Segment 4 mainline energization. TPS 2 Short circuit test was performed in May 2023 with some follow up actions.</li> </ul>	<ul style="list-style-type: none"> <li>Perform comprehensive root cause analysis and develop corrective action plan – Completed.</li> <li>Implement configuration change control process including design drawing, shop drawings, as-built version control to ensure all parties are using the same set of drawings for TPS2 testing – On-going.</li> <li>Perform technical working groups including all vendors and EOR – On-going.</li> <li>Weekly management team briefing on corrective action status – On-going.</li> <li>Perform independent assessment of the TPS – Completed.</li> <li>Develop SSWP for all work performed at TPS for Caltrain review and approval – On-going.</li> <li>Perform field verification and pre-testing before short circuit re-test – Completed.</li> <li>Perform load bank testing prior to short circuit re-test. – Completed.</li> <li>Developed remaining short circuit tests required for system completion – completed.</li> <li>Perform Short circuit tests – March, April of 2024 – complete</li> </ul>
<p>Theft of impedance bond or grounding cables may delay segment live run testing because the system (or portions of the system) cannot be energized without impedance bonds.</p>	<ul style="list-style-type: none"> <li>Monitor hot spot areas in segments 1, 3 and 4. Perform just in time replacement right before the testing.</li> <li>Report Theft incidents with Transit PD</li> <li>Enhance security with cameras and other monitoring systems.</li> <li>Work with Communications on high voltage safety messages</li> <li>Distribute high voltage safety fliers to the homeless encampments.</li> <li>Implement asphalt cover for impedance bonds that have been repeatedly stolen. – on-going</li> <li>Purchase anti-theft cable – on-going.</li> </ul>
<p>Severe wind and rainy weather may cause more falling trees on the ROW and damage OCS.</p>	<ul style="list-style-type: none"> <li>Established tree mitigation special work force – on going</li> <li>Trimming Caltrain ROW trees per tree mitigation plan as results of 2023 winter storm</li> <li>Working with local jurisdiction urgently for tree trimming especially new Burlingame where most tree falling incidents have occurred to minimize future incidents. – on -going</li> </ul>



## 2.0 SAFETY

There were 0 reportable injuries in June 2024 keeping the total reportable injuries to 1 for the year. Overall, since the project’s construction started in 2017, the RIR is at 1.85, which remains below the national average of 2.5.



**Figure 2-1. Project Reportable Injury Rate (RIR) by Year since 2017**

### 2.1 Completed Work

Safety staff continues to coordinate with contractors to identify opportunities to improve safety performance. Organizational-wide safety briefings are being performed to ensure staff understand the application of post incident mitigation measures including rules and procedural changes designed to enhance safety. Project Safety continues to reinforce jobsite safety practices throughout the Caltrain alignment, investigate incidents, and identify mitigation measures to prevent re-occurrences. Safety project coordination meetings continue to be conducted monthly to promote a clear understanding of project safety requirements. In addition, Caltrain Safety continues weekly calls with the lead safety staff from Caltrain, PCEP, BBII, and TASI to discuss safety performance and ongoing initiatives. Caltrain initiated the 10’/10’ rule: 10’ from track and 10’ from overhead wires.

### 2.2 Upcoming Work

The Fire/Life Safety Committee continues to work with emergency responders along the Caltrain corridor on emergency preparedness in advance of energization. The safety team has updated the OCS and EMU emergency responder safety familiarization presentations to include voiceover features for use by the Fire Departments. The presentation will also be shared with other emergency responder jurisdictions through the project Fire/Life Safety Committee.

OCS and EMU First Responder was completed in October. In total, 92 classes were given to emergency responders with a total number of 836 attendees.

Police Departments along the corridor are currently being scheduled by the Transit Police to receive this training also.

In addition to the 836 emergency responders trained, there were 242 third party and Tenant railroad employees trained, and 48 Burlingame Public Works for a total of 1126.

### 3.0 IMS PROGRAM SCHEDULE

#### 3.1 Introduction

The Integrated Master Schedule (IMS) Program Summary Schedule depicted in **Figure 3-1** shows the schedule status of the major PCEP projects. The current schedule dates for this program schedule were based on BBII’s version “A” June 2024 Progress Schedule as well as the Stadler June 2024 EMU Progress Schedule. Although the Final Acceptance date of 10/11/2024 is calculating 33-days beyond the allowed date of 9/8/2024, it is expected that the Revenue Service Date (RSD) can remain as September 21, 2024, depending on if the final Trainsets can be complete Burn-In prior to the RSD and generators are used until PG&E can provide permanent power drops. If the Burn-In of fourteen Trainsets can be completed prior to September 21, 2024, then the Full Funding Grant Agreement (FFGA) Revenue Completion Date (RCD) of December 31, 2024, remains unchanged.

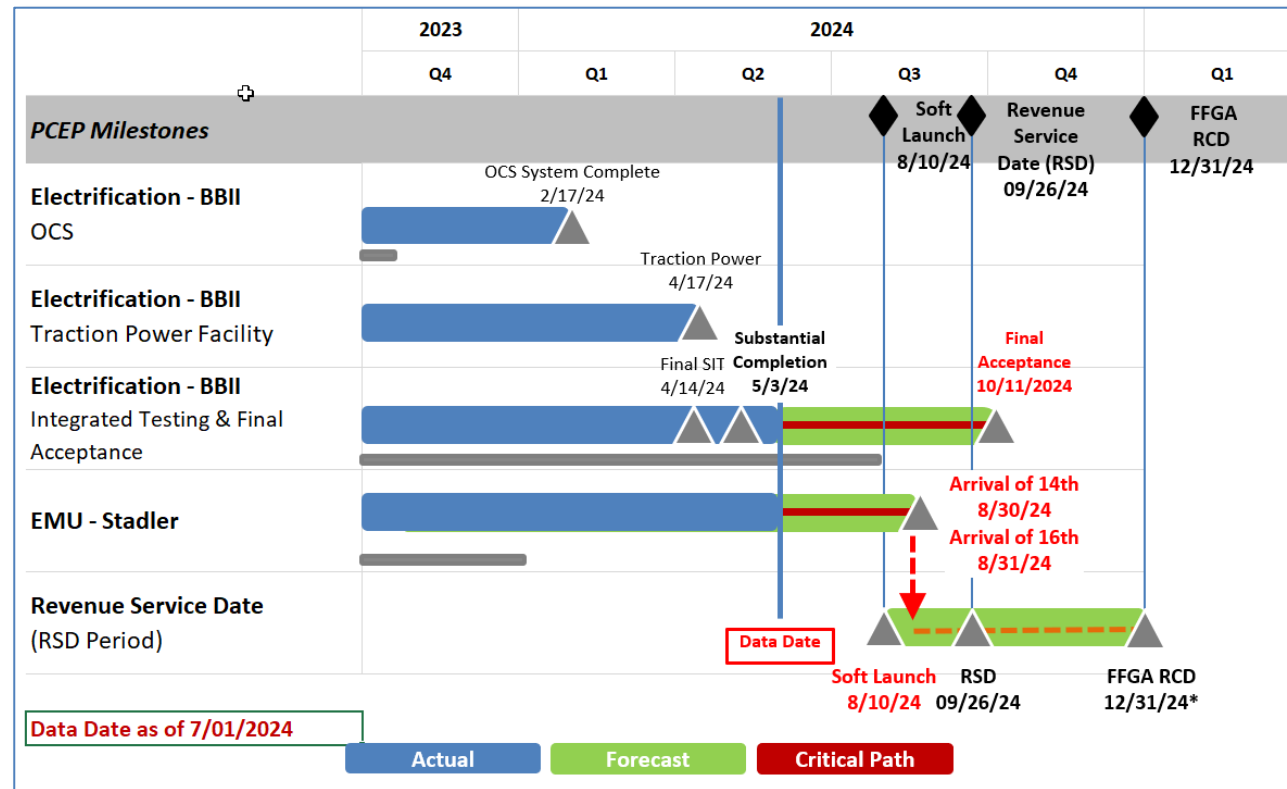


Figure 3-1. Master Program Summary Schedule



### 3.2 Critical Path Analysis

The current critical path now shifts to all work leading to Final Acceptance. The work documents the completion of Low Voltage work at 36.38 leading to the PG&E Power Drop followed by pulling wire, terminate and test at 35.25. Because of the effort to acquire the easement form the City of Mountain View, this work is calculating a finish date of 10/11/2024, which is after the allowed Final Acceptance date of 9/8/2024. Generators will continue to be a mitigation measure for this area until PG&E can provide a permanent power drop.

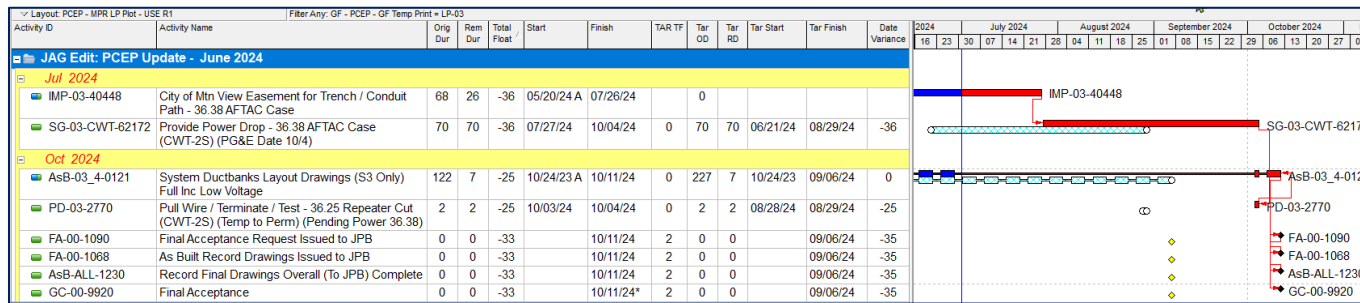


Figure 3-2. Critical Path Schedule



3.3 Schedule Contract Milestone Analysis

Figure 3-3. Contract Milestone Analysis

Contractor	Milestones	Allowed Dates	Current Dates (June 2024)	Milestone Finish Date Variance	Total Float	Remarks
BBII	Scheduled Substantial Completion	5/8/2024	05/03/24 A	-5		Completed
Stadler	14th Trainset Arrival at JPB Site	10/12/2023	8/30/2024	323	1145	Stadler is striving to deliver 16 Trainsets by the end of September 2024. Also, Trainset #311 was shipped to Salt Lake City for repairs. Its scheduled arrival date is shown as 2/14/2025 with Burn-In complete by 2/28/2024.
Stadler	16th Trainset Arrival at JPB Site	10/12/2023	8/31/2024	324	1665	(Same as above)
BBII	Scheduled Final Acceptance	9/8/2024	10/11/2024	33	-33	Based on draft June 2024 Update, the Final Acceptance date has slipped by 33-days. Mitigation options are being investigated at this time. Issue is an Easement in the City of Mountain View for a Power Drop at 36.38 AFTAC Case (CWT-2S).
JPB	Revenue Service Date (RSD)	9/26/2024	9/21/2024	0	N/A	Note: RSD may have to be with 15 Trainsets and one (1) spare.
JPB	FFGA Revenue Completion Date (RCD)	12/31/2024	12/31/2024	0	N/A	





## 4.0 COST AND BUDGET

### 4.1 Introduction

This section presents an update on program cost and budget. On December 6th, 2021, the JPB adopted a new Program budget of \$2.44 billion. Table 4-1 depicts a summary level of program budget, costs, and estimate at completion based on the latest update of the Electrification and EMU projects as of June 30, 2024.

### 4.2 Program Budget and Cost

**Table 4-1. Budget Summary by Project**

Description of Work	Current Budget (A) <sup>1</sup>	Cost This Month (B) <sup>2</sup>	Cost To Date (C) <sup>3</sup>	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) <sup>5</sup> = (A) – (E)
Electrification	\$1,754,468,422	\$9,131,030	\$1,657,561,879	\$97,887,612	\$1,755,449,491	(\$981,069)
EMU	\$688,222,275	\$1,036,470	\$601,709,656	\$85,531,550	\$687,241,206	\$981,069
<b>PCEP TOTAL</b>	<b>\$2,442,690,697</b>	<b>\$10,167,500</b>	<b>\$2,259,271,535</b>	<b>\$183,419,162</b>	<b>\$2,442,690,697</b>	<b>\$0</b>

- Column A "Current Budget" includes re-baseline and executed change orders and awarded contracts.
- Column B "Cost This Month" represents the cost of work performed this month.
- Column C "Cost to Date" includes actuals (amount paid) and accruals (amount of work performed) to date.
- Column F "Variance at Completion" includes forecasted transfer of contingency from EMU to Electrification project.

Table 4-2 depicts program budget, costs, and estimate at completion summarized by major elements of work. This budget table provides additional detail for the program and is broken down by major contracts for Electrification and EMU, minor contracts, real estate, utilities, project management oversight and other indirect support costs.

**Table 4-2. Budget Summary by Major Elements**

Description of Work	Re-Baseline Budget	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
Electrification	\$1,097,149,881	\$1,091,178,881	\$4,056,986	\$1,043,290,986	\$47,887,895	\$1,091,178,881
EMU Procurement	\$556,072,601	\$564,986,271	\$0	\$496,157,227	\$69,227,144	\$565,384,371
Minor Construction Contracts (Tunnel, CEMOF, SCADA, Non-BBI OCS)	\$67,055,072	\$66,326,067	\$10,398	\$65,094,200	\$1,231,868	\$66,326,067
Real Estate Acquisition & Support	\$34,914,177	\$34,914,177	\$27,653	\$25,196,708	\$9,717,469	\$34,914,177
PG&E, Utilities**	\$132,088,994	\$128,868,191	\$265,115	\$126,702,062	\$2,612,061	\$129,314,123
Management Oversight & Support	\$312,699,697	\$321,974,670	\$3,279,678	\$310,097,880	\$11,876,790	\$321,974,670
TASI Support	\$114,488,767	\$145,146,219	\$2,291,648	\$133,086,808	\$12,182,779	\$145,269,587
Finance Charges	\$9,898,638	\$9,898,638	\$204,638	\$12,346,533	\$371,997	\$12,718,530
Insurance	\$6,581,851	\$6,581,851	\$0	\$6,291,001	\$290,850	\$6,581,851
Other Required Projects & Services	\$9,084,176	\$10,484,176	\$252,865	\$6,580,294	\$4,103,882	\$10,684,176
Environmental Mitigation	\$14,438,866	\$13,038,866	\$0	\$1,532,551	\$8,486,423	\$10,018,974
Caltrain Capital Overhead (ICAP)	\$48,217,887	\$47,217,887	-\$221,480	\$32,895,284	\$14,322,603	\$47,217,887
Contingency	\$40,000,089	\$2,074,802	\$0	\$0	\$1,107,401	\$1,107,401
<b>Total</b>	<b>\$2,442,690,697</b>	<b>\$2,442,690,697</b>	<b>\$10,167,500</b>	<b>\$2,259,271,535</b>	<b>\$183,419,162</b>	<b>\$2,442,690,697</b>

### 4.3 Program Shared Risk Pool and Contingency

Caltrain and Balfour Beatty Infrastructure, Inc. (BBII) continue implementing new mechanisms to ensure a collaborative approach to Project delivery. The management team meets every week to review the issues log focusing on risk mitigation and issues resolution.

As part of the global settlement, a shared risk pool of \$50 million was established to manage risks and mitigation proactively and collaboratively with the design-build contractor. Table 4-3 shows the current shared risk drawdown for the current month and to-date as well as the remaining balance of the shared Risk Pool by Risk Category. Any shared risk items (27 Risk IDs listed below in Table 4-3) that are above \$250,000 require Change Management Board (CMB) approval.

**Table 4-3. Shared Risk Pool Status as of June 2024**

Risk ID	Risk Description	Risk Amount	Current Month	Executed to Date	Remaining Balance
1	Permanent Power Availability	\$268,572	\$0	\$178,365	\$90,207
2	Different Site Condition for OCS Foundation	\$3,500,000	\$0	\$1,303,894	\$2,196,106
3	Different Site Condition for Duct bank	\$2,800,000	\$0	\$435,798	\$2,364,202
4	Condition of existing Fiber backbone infrastructure	\$3,150,000	\$0	\$545,221	\$2,604,779
5	Availability of TASI Resource	\$5,777,820	\$0	\$0	\$5,777,820
6	Signal Cutover access and work window	\$5,607,150	\$0	\$0	\$5,607,150
7	Condition of existing signal system	\$538,572	\$0	\$507,167	\$31,405
8	EMI Nonconformance by EMU Vendor	\$750,000	\$0	\$13,184	\$736,817
9	Reed Street Cutover	\$90,000	\$0	\$111,765	-\$21,765
10	Availability of low voltage power for cutover testing	\$1,120,000	\$0	\$3,860,375	-\$2,740,375
11	Third party Permits	\$150,000	\$0	\$0	\$150,000
12	SCADA integration for the entire alignment	\$159,524	\$0	\$0	\$159,524
13	Tunnel OCS Compatibility	\$167,500	\$0	\$152,418	\$15,083
14	Supply chain issue due to COVID 19	\$300,000	\$0	\$28,923	\$271,077
15	End to end Systems integration commissioning	\$2,100,000	\$0	\$0	\$2,100,000
16	Existing Caltrain Operating systems interface and integration	\$1,400,000	\$0	\$71,920	\$1,328,080
17	Third party Approval	\$150,000	\$0	\$353,277	-\$203,277
18	Impact from Caltrain other capital or third-party projects	\$2,166,683	\$0	\$1,933,131	\$233,552
19	Track access delay for BBII Construction	\$1,800,000	\$0	\$1,305,040	\$494,960
20	Additional light Maintenance and Protection Needs	\$280,000	\$0	\$180,505	\$99,495
21	Crossing Protection	\$220,000	\$0	\$102,334	\$117,666
22	Power facilities	\$500,000	\$0	\$917,293	-\$417,293
23	NCR's	\$0	\$0	\$0	\$0
24	Potholing	\$1,700,000	\$0	\$107,547	\$1,592,453
25	Pre-Revenue Service Operational Testing	\$250,000	\$0	\$0	\$250,000
26	TRO Contingency	\$3,000,000	\$0	\$0	\$3,000,000
27	Contingency	\$12,000,000	\$65,126	\$5,075,053	\$6,924,947
NA	Unidentified	\$54,179	\$0	\$0	\$54,179
	<b>BBII Risk Pool Total</b>	<b>\$50,000,000</b>	<b>\$65,126</b>	<b>\$17,183,209</b>	<b>\$32,816,791</b>

In addition to the established Risk Pool with BBII, the Re-Baseline Budget includes a program contingency of \$40 million to cover non-BBII potential changes and unknowns.

Table 4-4 provides a detailed status of approved transfers from contingency due to executed Contract Change Orders and approved Budget Transfers.

**Table 4-4. Program Contingency Drawdown Balance**

Change Order ID	Description	Contingency
<b>PCEP Contingency Budget</b>		<b>\$40,000,088</b>
STA-056-CCO-038	Allowance for Electric Power Cost at TTCI	(\$132,365)
STA-056-CCO-041	Manual Phase Break	(\$43,520)
STA-056-CCO-042	Stadler Project Time Extension	(\$8,021,124)
ARINC-061-CCO-005	Traction Power Facility SCADA Database Changes	(\$1,036,122)
PROV-070-CCO-056	Proven Tunnels Final Settlement	\$1,000,000
PROV-071-CCO-069	Proven CEMOF Final Settlement	(\$1,000,000)
BT-027D	Legal Support FY23 - PG&E Counsel	(\$200,000)
BT-029D	GFI Electrification FY23-24 Additional Staff	(\$2,108,070)
STA-056-CCO-053	Stadler – Passenger Convenience Outlets	(\$716,661)
BT-035C	TASI Support – Electrification (2023-2024) rev1	(\$22,039,703)
BBII 053-BT-CNPA	Non-PCEP Actuals-BBII Hist. Change Inc. PCEP Re-Baseline	\$2,191,000
BBI-053-CCO-255	Un-Earned Milestone Incentive (Substantial Completion) - January	\$1,630,000
PG&E-042-BT-006	PG&E Equiv. One-Time Payment (EOTP) - First Reimb.	(\$391,068)
BT-057	TASI – TASI EMU Maintenance & Material (Pre-Revenue)	(\$4,348,854)
BT-058	Tunnel Leak Remediation (TASI Construction)	(\$562,851)
PROV-070-CLOSE	Proven Tunnels – Close out of Final Actuals	\$184,910
PROV-071-CLOSE	Proven CEMOF – Close out of Final Actuals	\$580,217
PG&E-042-BT-007A	PG&E Supplemental Agreement No. 4 – PCEP Share	\$1,600,000
PG&E-042-BT-007B	PG&E Supplemental Agreement No. 2 – EAC Variance	\$501,962
PG&E-042-BT-007C	PG&E Supplemental Agreement No. 2A – EAC Variance	\$1,509,909
PROV-063-CLOSE	South San Francisco Station Project OCS - Close Out	\$1,000,000
BT-035	TASI Support-Electrification (2023-2024)-Field Support to Sept 2024	(\$2,844,754)
MGMT-2024-02	Management Oversight – Update EAC	(\$6,426,903)
BT-060A	ICAP Adjustment Credits – 2023	\$1,000,000
BBII-053-CCO-255	Un-Earned Milestone Incentive (Substantial Completion) - February	\$1,370,000
BT-059	TASI - 4 <sup>th</sup> and King Updates for EMUs	\$(861,291)
BT-061	Outreach/Marketing Celebration Event and Media Buys	(\$540,000)
BBI-053-CCO-255	Un-Earned Milestone Incentive (Substantial Completion) - March	\$780,000
<b>Remaining Contingency</b>		<b>\$2,074,801</b>
PG&E-042 BT-006A	PG&E Equiv. One Time Payment (EOTP) - Final Reimbursement	(\$445,932)
BT-062	TASI GO-88 Crossing Improvements	(\$123,368)
STA-056-CCO-054	ADA Ramp Extension	(\$398,100)
<b>Forecasted Remaining Contingency</b>		<b>\$1,107,401</b>

Note: EAC Contingency reflects forecast contingency.

The total Program Contingency as of the December 2021 Re-Baseline Budget totaled \$90M including Allocated and Unallocated Contingency, and BBII Risk Pool. Table 4-5 summarizes the current remaining and forecasted contingency balance as of the monthly update.

**Table 4-5. Overall Program Contingency**

	Total E = (A+D)	Shared Risk Pool with BBII	Program Contingency		
		BBII Risk Pool (A)	Allocated (B)	Unallocated (C)	Subtotal D = (B+C)
<b>PCEP Contingency</b>	\$90,000,088	\$50,000,000	\$24,115,581	\$15,884,507	\$40,000,088
Drawn Contingency	(\$55,108,497)	(\$17,183,209)	(\$24,115,581)	(\$13,809,706)	(\$37,925,287)
<b>Remaining Contingency</b>	<b>\$34,891,592</b>	<b>\$32,816,791</b>	<b>\$0</b>	<b>\$2,074,801</b>	<b>\$2,074,801</b>
Pending Changes	(\$4,820,965)	(\$3,853,565)	\$0	(\$967,400)	(\$967,400)
<b>Forecasted Remaining Contingency</b>	<b>\$30,070,626</b>	<b>\$28,963,225</b>	<b>\$0</b>	<b>\$1,107,401</b>	<b>\$1,107,401</b>

#### 4.4 Electrification Design Builder Contract Incentives

The Global Settlement with BBII also includes incentives based on Milestone completions and remaining contract incentives. Table 4-6 provides a status of Design-Build Contractor incentives Budgeted, Awarded, and remaining balance.

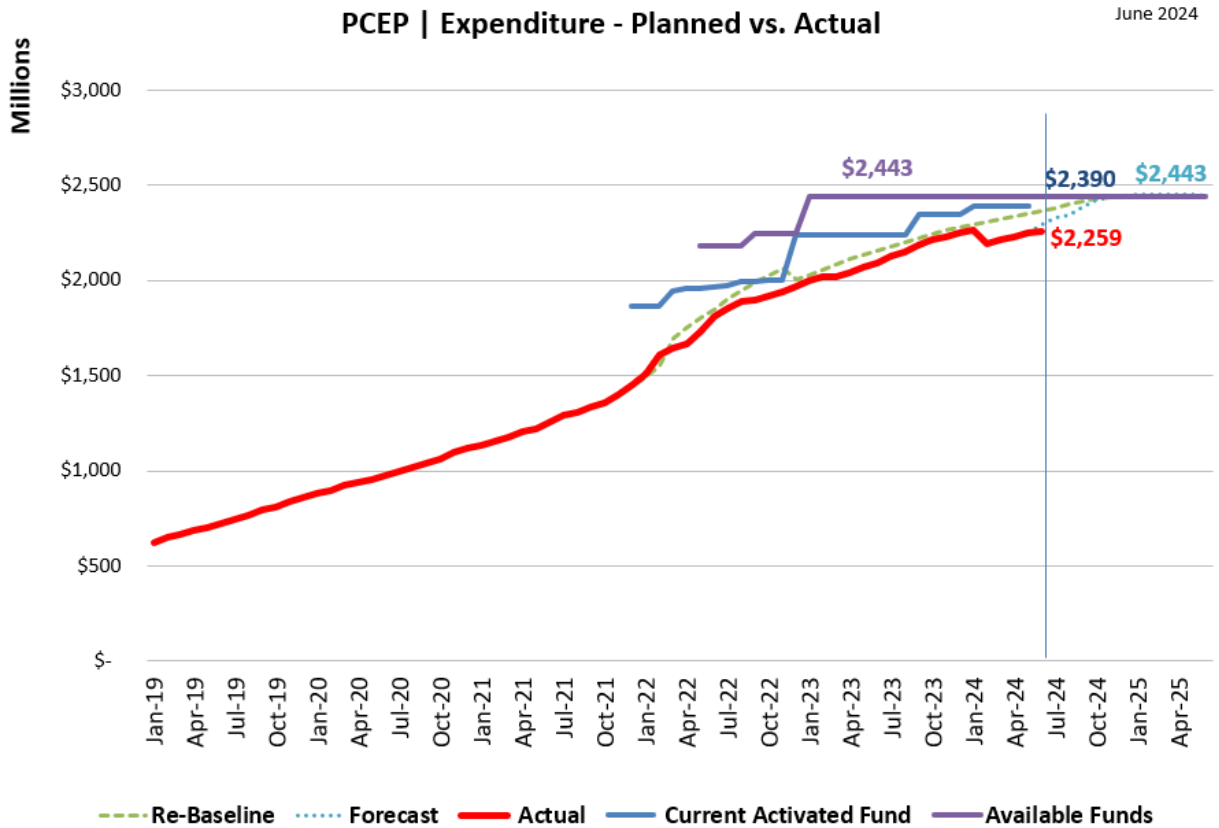
**Table 4-6. BBII Incentives**

Incentives	Budgeted	Awarded	Balance
<b>Contract Incentive:</b>			
Quality	\$1,250,000	\$1,083,333	\$166,667
Safety	\$2,500,000	\$1,700,000	\$800,000
Community Outreach	\$2,500,000	\$2,225,000	\$275,000
DBE	\$900,000	\$0	\$900,000
<b>Total Contract Incentive</b>	<b>\$7,150,000</b>	<b>\$5,008,333</b>	<b>\$2,141,667</b>
<b>Milestone Incentive:</b>			
Early Signal and Crossing Cutover	\$4,000,000	\$4,000,000	\$0
Early Project Substantial Completion (NTE)	\$8,000,000	\$0	\$8,000,000
Early Revenue Service	\$3,000,000	\$0	\$3,000,000
<b>Total Milestone Incentive</b>	<b>\$15,000,000</b>	<b>\$4,000,000</b>	<b>\$11,000,000</b>

#### 4.5 Program Cash Flow and Funding

The remaining program expenditures are cash flowed in Figure 4-1. With the award of the full funding, the program does not expect any cash flow issues due to funding.

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

Table 4-7. Cost and Funding Issues Identified, and Actions Taken for June 2024

Issues	Actions
None	• n/a



## 5.0 CHANGE MANAGEMENT

### 5.1 Introduction

The change management process establishes a formal administrative work process associated with the initiation, documentation, coordination, review, approval, and implementation of changes during the design, construction, or manufacturing of PCEP. The change management process accounts for the impacts of the changes and ensures prudent use of contingency.

### 5.2 Change Orders/Shared Risk Pool

#### 5.2.1 Executed Shared Risk/CCO

The following Shared Risk items were executed in June 2024:

- IRL 376 – Purchase of Corona Camera with GPS, Temperature and Resistive Humidity (RH) Sensors.

#### 5.2.2 The following item was brought to the CMB for contingency drawdown approval in 2024:

- PCEP Communications Funding

#### 5.2.3 Upcoming Change Orders or Shared Risk Items

- Watkins Crossing Grounding Replacement

### 5.3 Issues

**Table 5-1. Change Management Issues Identified and Actions Taken for June 2024**

Issues	Actions
None	• n/a

**CITIZENS ADVISORY COMMITTEE (CAC)  
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING  
Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070**

**DRAFT MINUTES OF JULY 17, 2024**

**MEMBERS PRESENT:** A. Brandt, R. Jaques (Alternate), R. Kutler, A. Lohe, M. Pagee (Alternate), R. Sarathy, S. Seebart, B. Shaw (Chair)

**MEMBERS ABSENT:** D. Albohm, D. Hernandez (Alternate), P. Leung

**STAFF PRESENT:** H. Flores, J. Hogan, M. Meader, J. Navarrete, S. Sargent

Chair Brian Shaw called the meeting to order at 5:40 pm and led the Pledge of Allegiance.

**INTRODUCTION OF NEW CAC MEMBERS AND REAPPOINTMENTS**

New CAC member

- Rohit Sarathy, San Francisco County

Re-Appointment of CAC Members

- Amit Lohe, San Mateo County
- Melody Pagee (Alternate), San Mateo County

**CONSIDERATION OF REQUESTS**

There were none.

**APPROVAL OF MEETING MINUTES OF JUNE 19, 2024**

Vice Chair Brandt requested to include the discussion with staff regarding the damaged trains.

Motion/Second to approve amendments: Brandt/Pagee

Ayes: Lohe, Pagee, Brandt, Shaw

Abstain: Kutler, Seebart

Absent: Albohm, Leung

Motion failed and deferred to next meeting.

**PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Jeff Carter mentioned that he has written correspondence in the packet regarding the Visual Messaging Signage (VMS) displaying the incorrect information at 22<sup>nd</sup> Street station and that he is looking forward to the electric train soft launch.

CMF commented that they signed up for the new alert system and find it not to be useful for occasional riders and suggests an alert process for real time and trip planning.



### **CHAIRPERSON'S REPORT**

Chair Brian Shaw reported that agendas items continue to be scheduled accordingly with staff and the importance of quorums.

### **CALTRAIN STATION ACCESS POLICY UPDATE**

Hannah Greenberg, Planning Analyst, Capital Planning, provided the presentation which included the following:

- Caltrain's 2010 Access Policy
- Project Overview
- Draft Station Access Policy

The Committee and staff had a discussion regarding metrics for success in the long-term and how the program's effectiveness would be measured. Another committee member highlighted the need to consider underutilized resources, like pedestrian tunnels, for equitable access. Concerns were also raised about improving access to challenging stations, coordinating times for better connectivity, and using additional metrics beyond ridership.

#### Public Comment

Jeff Carter mentioned the challenges of using the 22nd Street station with a bike and noted that the parking lots at Millbrae and San Carlos station are a distance from the station. He also mentioned that the wayfinding needs to be improved.

CMF requested an estimated budget for the access policy plan and asked Caltrain to collaborate with partner agencies. Lastly, suggested Caltrain to recommend nearby restaurants to riders.

### **SAFETY QUARTERLY UPDATE**

Mike Meader, Chief Safety Officer, provided the presentation which included the following:

- Safety – First and Always is Caltrain's #1 Core Value
- Safety Culture Enhancements
- Caltrain Safety Dashboard
- Grade Crossings
- Tree Policy
- Partnering/Outreach

The Committee discussed the possibility of a new safety reporting system via QR (quick response) code for easy access, sometime next year. They also mentioned the need for more frequent tree inspections, particularly before storm seasons, in response to increasing concerns about climate impact and severe weather events.

#### Public Comment

Jeff Carter mentioned his concern with cars stopped at the Broadway crossing and is looking forward to increased enforcement.

### **MEASURE RR OVERSIGHT COMMITTEE**

Sam Sargent, Director, Strategy and Policy, provided information regarding the Measure RR Oversight committee. He discussed the Measure RR audit and the role of the CAC in overseeing it. It was proposed forming a subcommittee with one member from each county to review the audit, with initial meetings planned for September and final approval in November. The subcommittee will receive the audit document and an executive summary to help educate the public on fund usage.

### **STAFF REPORT**

Sam Sargent, Director, Strategy and Policy, presented the staff report.

The Committee shared their comments regarding the new electric trains, requesting to keep their scheduled departure and their disappointment regarding the delay with Wi-Fi. There was a question about the significant drop in lost violations, with concerns about whether it was caused by conductor behavior or a data error. There was a discussion regarding committee concerns regarding flat spots and Henry Flores, Director of Vehicle Maintenance responded stating that the trains were inspected and measured and did not find them condemnable and unable to bring them in. It was then recommended to improve the standards regarding flat spots. There was also mention of capital project delays.

#### Public Comment

Doug DeLong commented on improved ridership and his disappointment with the capital project delays.

Jeff Carter suggested a more efficient method for fare enforcement and noted that the current trains are operating at full capacity and expressed hope that the introduction of electric trains next year will provide more space for larger crowds.

### **COMMITTEE COMMENTS**

Chair Shaw went over follow-up items for next month; appoint the Measure RR Oversight Committee and sought a detailed update on the flat spots on the EMUs (electric multiple unit). Additionally, an update on the funding situation of the capital projects mentioned in the staff report.

### **DATE, TIME, AND LOCATION OF NEXT REGULAR MEETING**

August 21, 2024, at 5:40 pm, via Zoom teleconference or at the Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA.

### **ADJOURNMENT**

Meeting adjourned at 8:22 pm