



BOARD OF DIRECTORS 2025

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EXECUTIVE DIRECTOR

AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

February 06, 2025, 9:00 am

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

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

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

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

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

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

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

February 06, 2025 - Thursday

9:00 am

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

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

1. Call to Order
2. Oath of Office: David J. Canepa (representing San Mateo County Board of Supervisors)
3. Roll Call
4. Pledge of Allegiance / Safety Briefing
5. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances
6. Request to Change Order of Business
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. Approval of Meeting Minutes for January 9, 2025 Motion
 - 9.b. Accept Statement of Revenues and Expenses for the Period Ending November 30, 2024 Motion
 - 9.c. Accept Statement of Revenues and Expenses for the Period Ended December 31, 2024 Motion
10. Authorize Executive Director to Execute Contract Change Order with Balfour Beatty Infrastructure, Inc., to Account for Unanticipated Cost Escalation for Labor, Materials, and Equipment* Resolution
11. Receive State and Federal Legislative Update Informational
12. Receive Update on Caltrain Real Estate Revenue Opportunities Informational

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

13. Reports (Verbal)

- | | |
|--|---------------|
| 13.a. Report of the Citizens Advisory Committee | Informational |
| 13.b. Report of the Chair | Informational |
| 13.b.i. Resolution of Appreciation for Ray Mueller | Resolution |
| 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 / Location of Next Regular Meeting: Thursday, March 6, 2025 at 9:00 am.

The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

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 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

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

Date and Time of Board and Committee Meetings

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

Location of Meeting

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

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to publiccomment@caltrain.com 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; 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: January 2024

Executive Director Michelle Bouchard

Report prepared for February Board meeting; data current through December 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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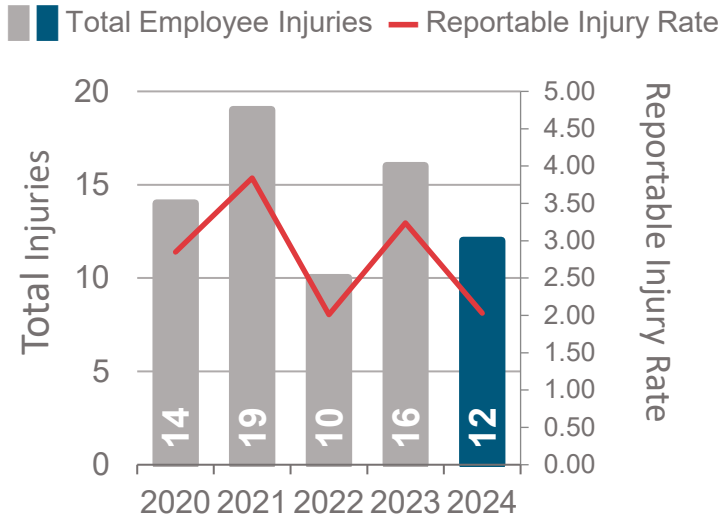
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Safety Updates – Injuries and Accidents

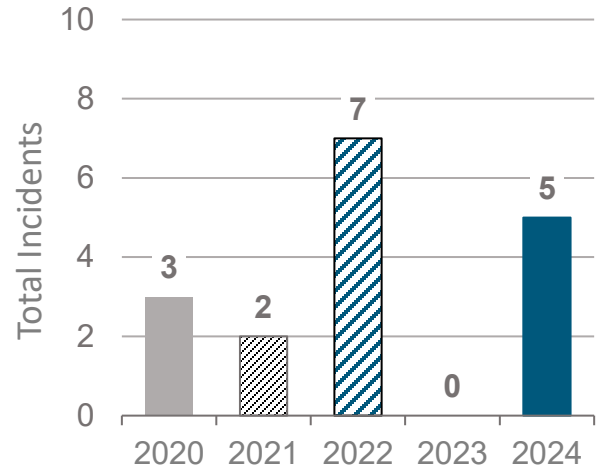
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain’s cumulative RIR for calendar year 2024 is 2.03.

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

Reportable Rail Equipment Incidents



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

Reportable Rail Equipment Incidents from recent years peaked at 7 in 2022. There were no reportable incidents in 2023, but there were 5 incidents in 2024.

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

Department	Days Without Injury	Date of Last Injury
Dispatch	1,680	5/27/2020
Operations	84	10/9/2024
Maintenance of Equipment	105	9/18/2024
Maintenance of Way	322	2/14/2024
Other	1,680	5/27/2020





Safety Culture Engagement Efforts

Ongoing Safety Culture Transformation

- Safety Champions continue to help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers.
- 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 fourth cohort thus far) was selected and recognized in October 2024.
- Caltrain staff significantly expanded the Rail Safety section of the agency’s intranet including links to key resources such as the hazard reporting log.

Recent Engagement Activities

- Attended APTA Safety and Risk Management Conference in December at Atlanta.
- Brought in-house monitoring of leased camera towers via the District’s SOC. Fifteen camera towers are deployed from San Francisco 4th/King to San Jose Almaden Road. Power Control Supervisors and CCF are given accounts to have limited control and viewing of the camera towers, working on getting them access to livestream footage as its currently blocked by TASI firewall. They are able to still request and view recorded footage. Any suspicious activities detected by SOC are communicated to CCF, who then determines escalation.



- Attending Bay Area UASI regional tabletop exercise on 1/28/2025 at the Redwood City EOC, and VTA’s EOC tabletop exercise on 1/29/2025 as observers.





Safety Culture Engagement Efforts (cont'd)

- Part of a working group internally and with regional transit agency partners to discuss and help plan for 2026 Superbowl and FIFA events.
- Assisting in updating Division 1 contract language for clarity, consistency and applicability.
- Attended a demonstration at SPUR by France National Rail SNCF along with area partner agencies on application of AI technology to public transit in early January.
- Part of working group related to unhoused persons at SFO, and how they may impact nearby transit services.
- Exploring mass notification communications tools such as ReadyOp for District use during major emergencies.
- In discussion with BART and other partner agencies for a joint, full-scale exercise next year.
- In conjunction with SamTrans, procurement of a new safety management software to better document and organize safety event reports, hazards, corrective actions, inspection reports, etc.
- Attended FRA Rail Share Conference
- Shared Google Navigation Enhancements with Grade Crossing Working Group
- 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. Notably, Google introduced an update that now verbally alerts map users when they approach a railroad crossing.
- Launched the internal "Why is Safety Important to Me?" campaign, encouraging employees to share a photo and story that highlights the importance of "Going Home Safely, Every Day." The campaign is featured on digital displays throughout administrative and operations offices.
- Electric train environment communication
- Conducted two additional CPR/AED training sessions for administrative staff, with plans to schedule more
- Conducted joint emergency tabletop exercise between Caltrain/TASI, BART, San Bruno Fire Department and samTrans in June 2024

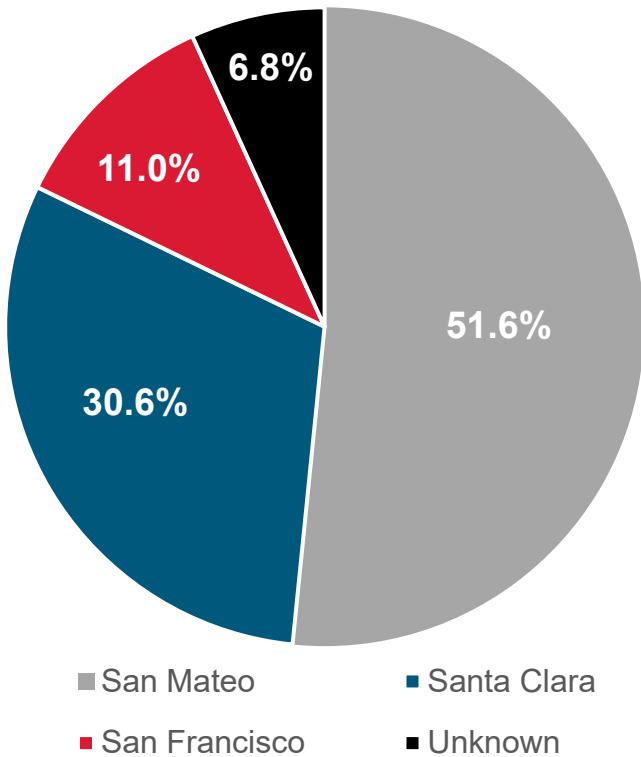




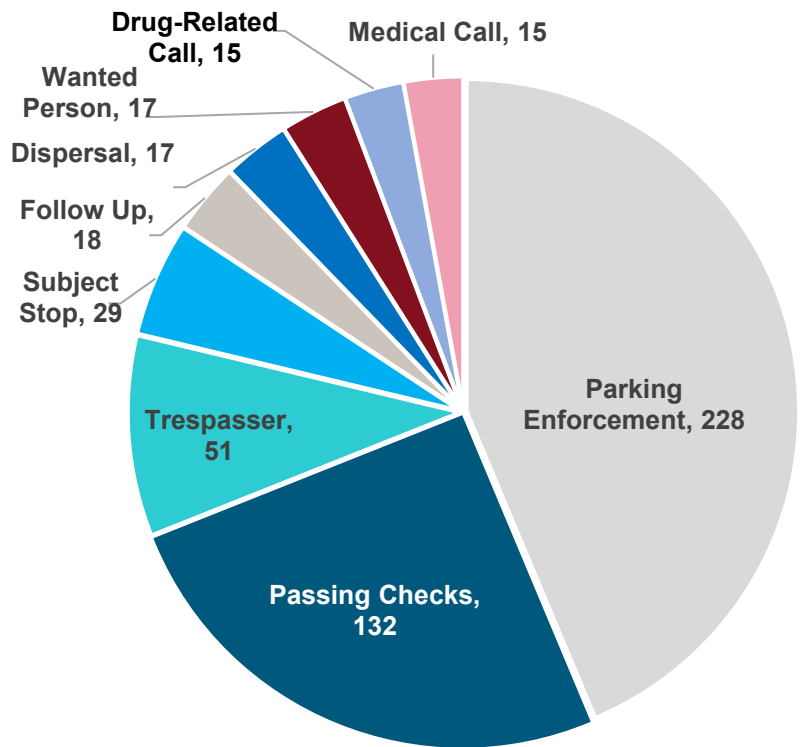
Security Update

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

Calls for Service by County December 2024



Number of Calls by Category December 2024¹



December 2024 Service Call Data

Overall Average Response Time: **21:34**

Average Response Time for **Priority 1** Calls*: **17:40**

Average Response Time for **Priority 2** Calls**: **21:32**

*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 673 in December across 19 categories. The pie chart shows the top 9 categories representing 522 calls or 78% of the total.

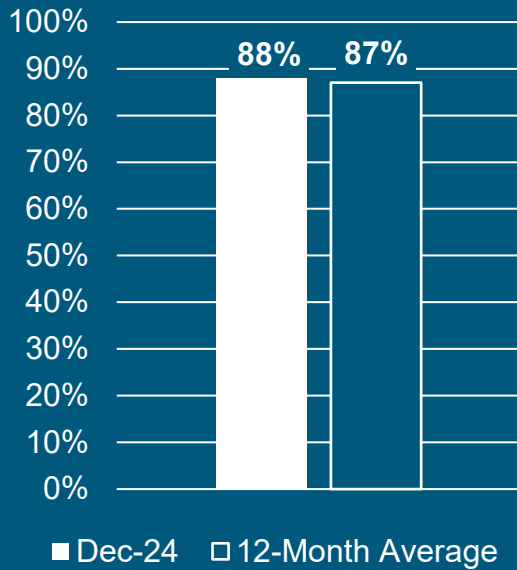




Performance at a Glance

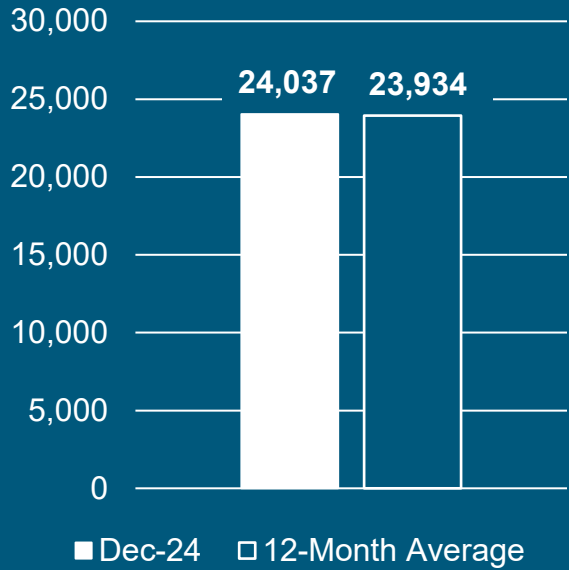
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



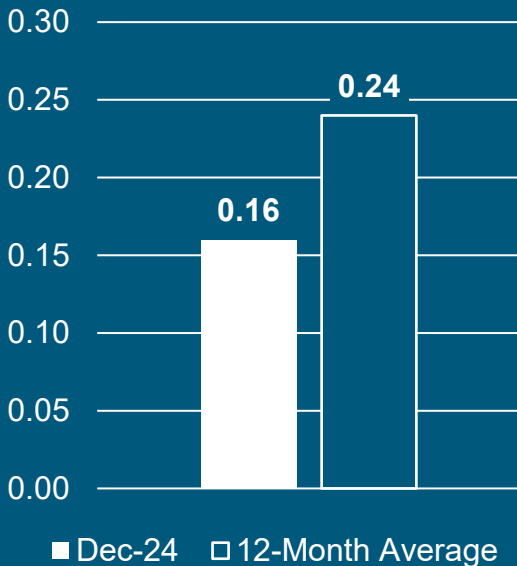
Average Daily Ridership

Average estimated weekday ridership



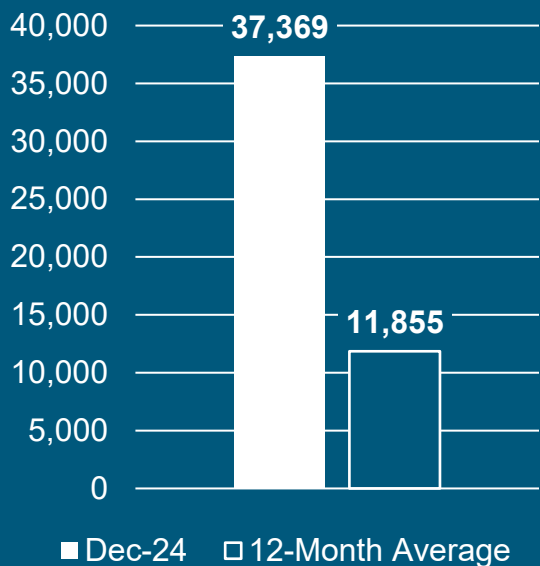
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

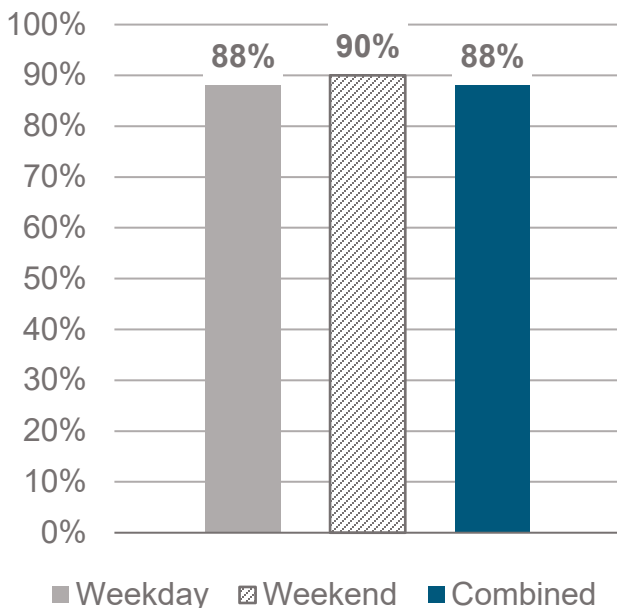
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Dec-24)

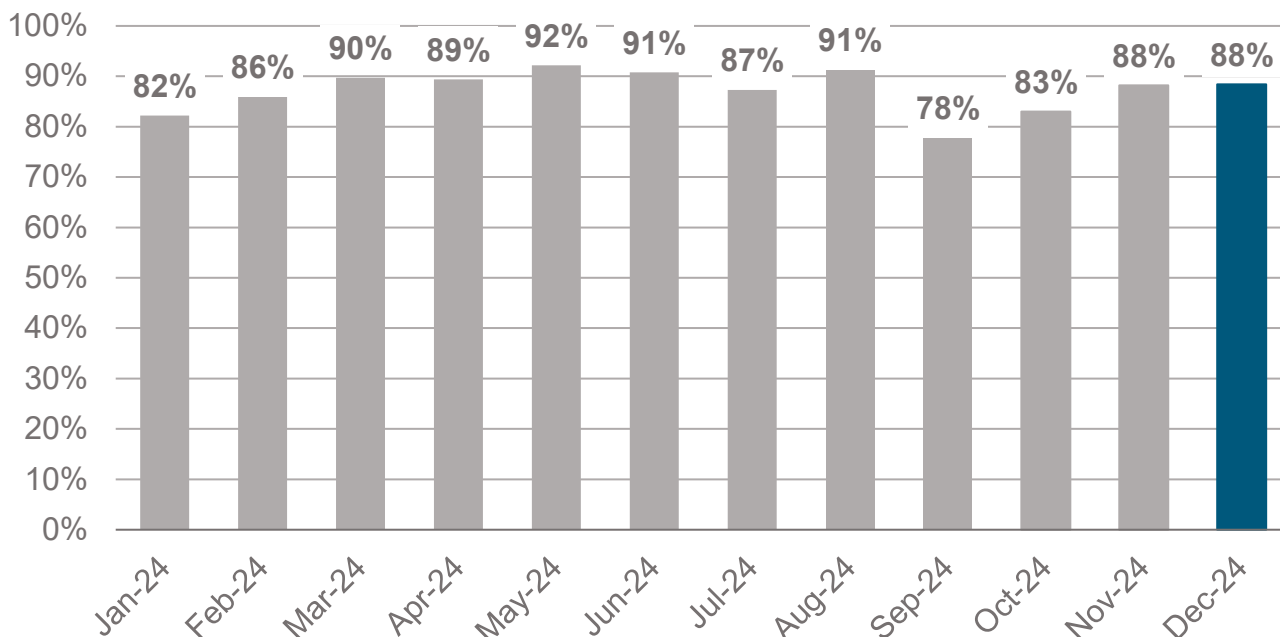


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95 percent. Combined OTP for the month of December was 88%.

Note that weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Oct-24

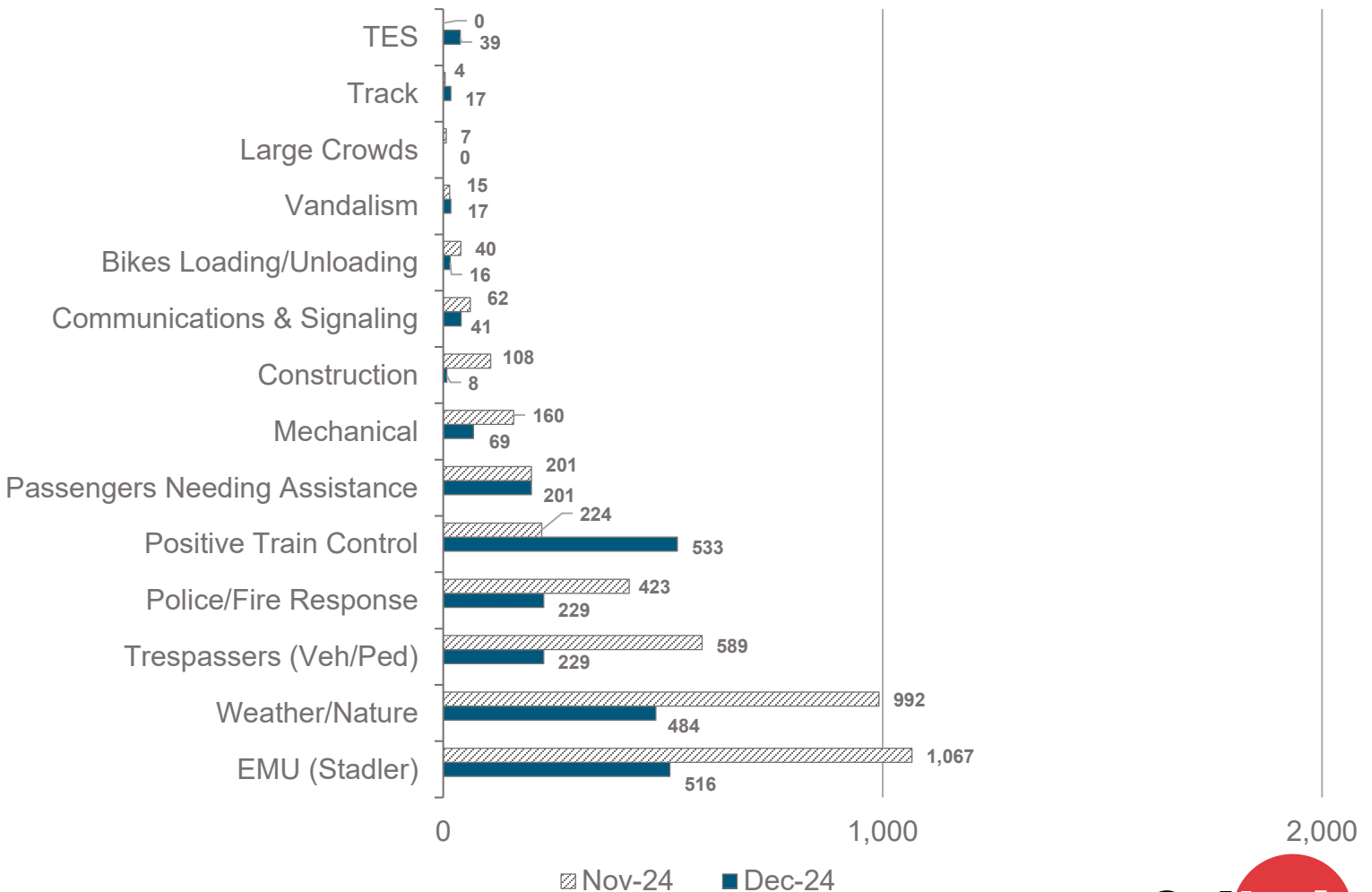
Nov-24

Dec-24

Number of Late Trains	527	339	347
Average Minutes Late for Late Trains	14	14	15
Number of Cancelled Trains	17	29	24

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

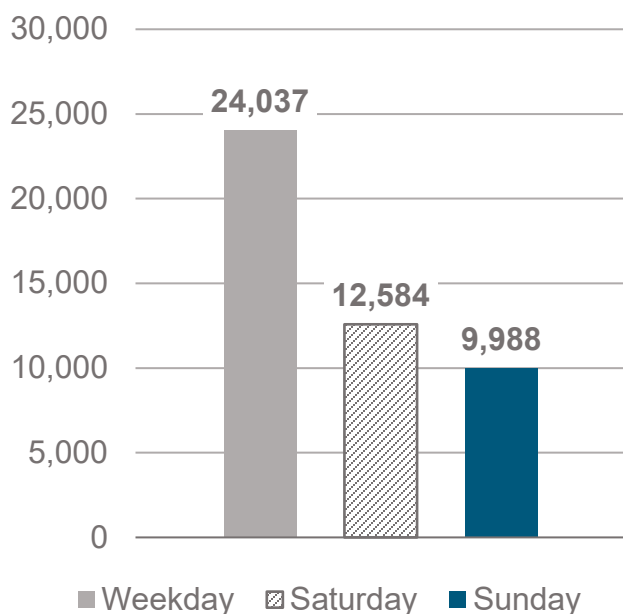
Reasons for Train Delays, by Minutes of Delay





Ridership and Revenue

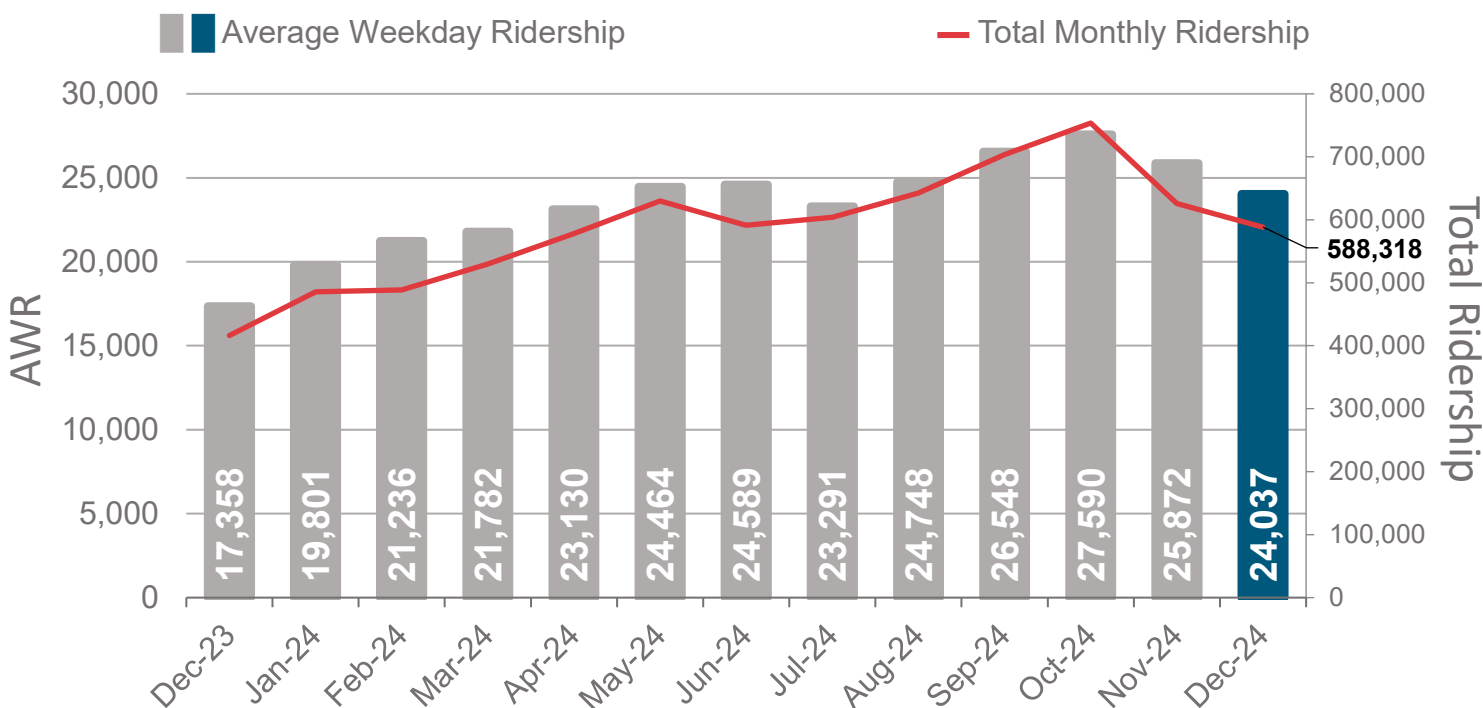
Average Daily Ridership (Dec-24)



Average weekday ridership (AWR) increased by approximately 39 percent compared to December of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

The dip in total ridership from October to November and December can be attributed to the holiday season. Ridership is historically seasonal with month-to-month variations to be expected, and overall ridership is up 41% from Q4 2023 to Q4 2024.

Ridership in the Past Year



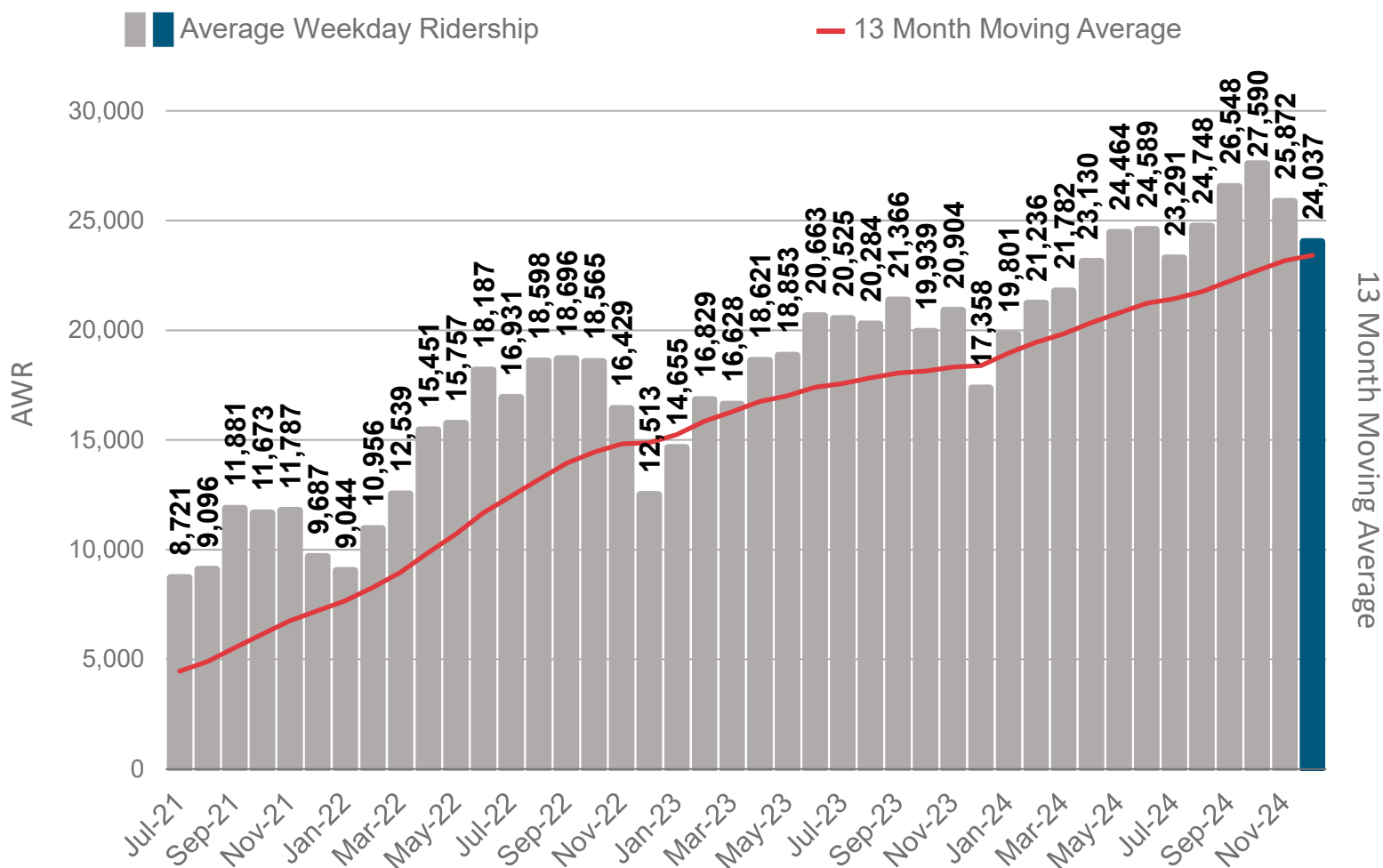
Since November 2023, Caltrain’s ridership estimation model relies solely on fare media sales data.





Ridership and Revenue

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



Year Over Year AWR Increase
(December 2023 vs. December 2024) : 38%





Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total event-day ridership at San Francisco Station in December was 14,566, an 82.9% increase compared to 2023 (7,963) and a 9.3% decrease from 2019 (16,083).
 - In December 2024, there were 9 events compared to 8 in 2023 and 9 in 2019.

Mountain View Station

- Total event-day ridership at Mountain View Station in December was 5,554, a 148.8% increase compared to 2023 (2,232) and a 95% increase from 2019 (2,848).
 - In December 2024, there were 3 events compared to 2 in 2023 and 2 in 2019.

San Jose Diridon Station

- Total event-day ridership at San Jose Diridon Station in December was 6,390, a 553.4% increase compared to 2023 (978) and a 224.5% increase from 2019 (1,969).
 - In December 2024, there were 8 events compared to 4 in 2023 and 8 in 2019.
 - In December 2024, there were 2 concerts in addition to regular Sharks games.

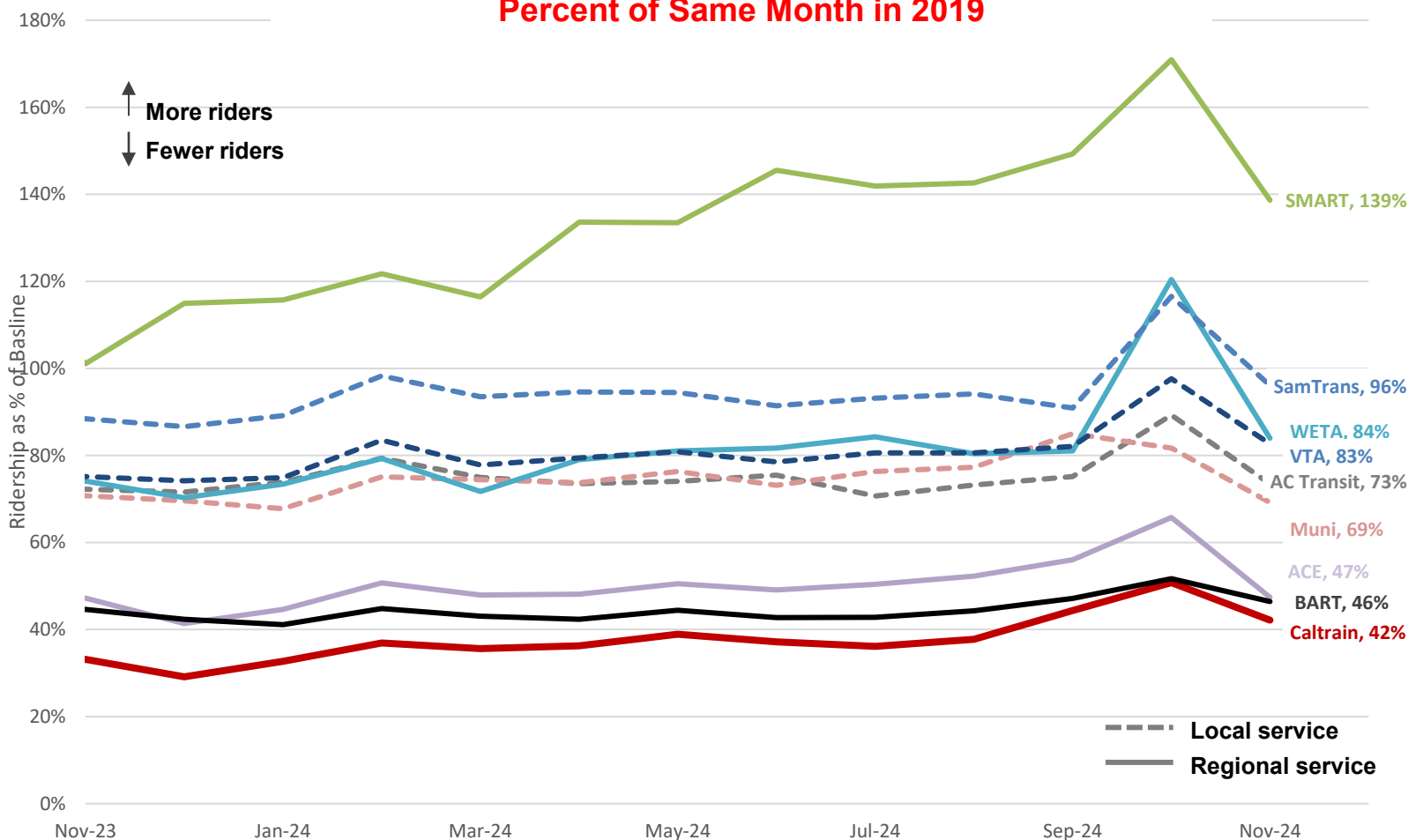




Public Transit Ridership Recovery in the Bay Area

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

Total Monthly Ridership as a Share of Pre-Pandemic Levels Percent of Same Month in 2019



- Notes:
- As of August 2024, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
 - Starting in November 2023, Caltrain ridership estimates use a fare media sales-based model. Prior to then, Caltrain ridership estimates were based on a combination of conductor counts & Clipper data.
 - Ridership data for all other agencies retrieved from the National Transit Database.

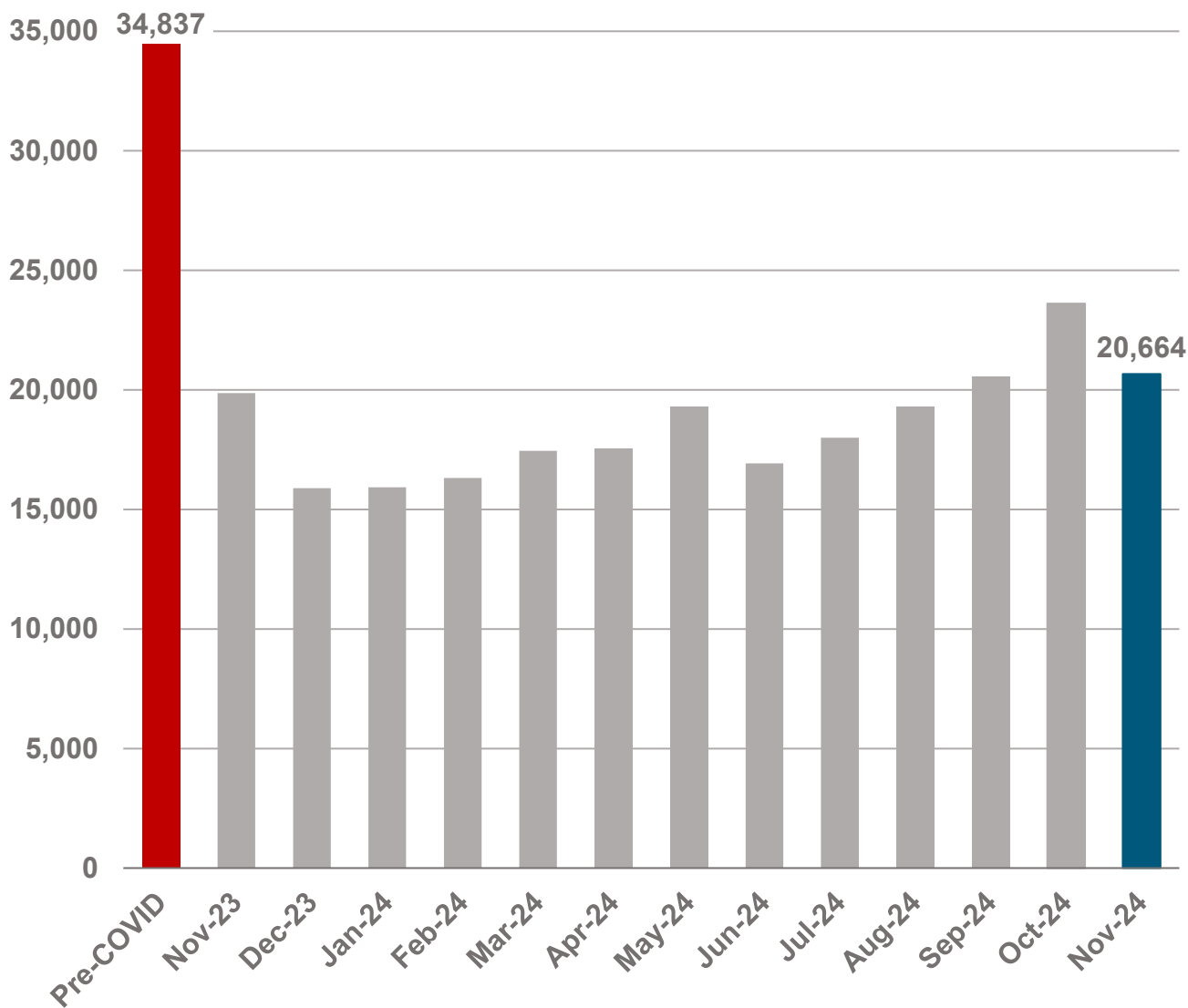
Total Monthly Ridership Estimates (in thousands)

Transit Operator	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov
Muni	12,556	12,409	12,773	12,831	14,042	13,851	14,601	13,279	13,811	14,521	14,579	15,401	13,049
BART	4,456	4,046	4,258	4,338	4,617	4,677	4,918	4,562	4,659	4,963	5,085	5,349	4,805
AC Transit	3,278	3,045	3,245	3,303	3,484	3,490	3,492	3,071	3,092	3,498	3,678	3,923	3,229
VTA	2,264	2,115	2,203	2,238	2,397	2,419	2,545	2,238	2,345	2,519	2,595	2,871	2,431
SamTrans	851	786	817	816	906	891	957	795	813	948	962	1,068	881
Caltrain	489	416	485	489	530	578	630	591	604	643	703	754	626
WETA	214	175	150	160	155	172	217	224	247	276	267	237	262
SMART	66	67	66	62	68	80	85	81	89	93	94	98	79
ACE	54	42	57	58	60	63	71	55	62	70	70	84	60



Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year



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

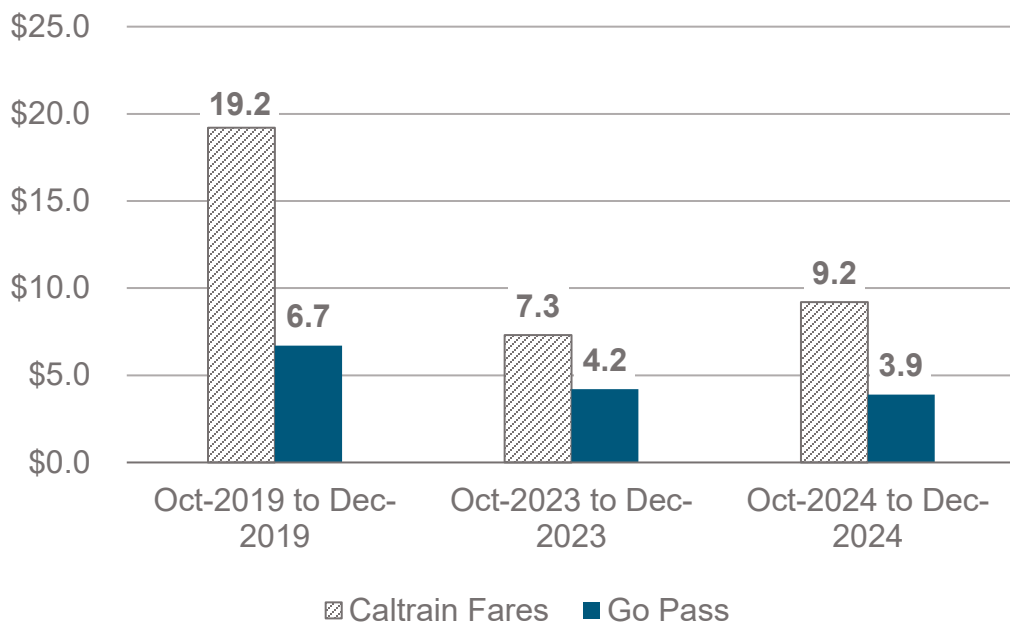
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

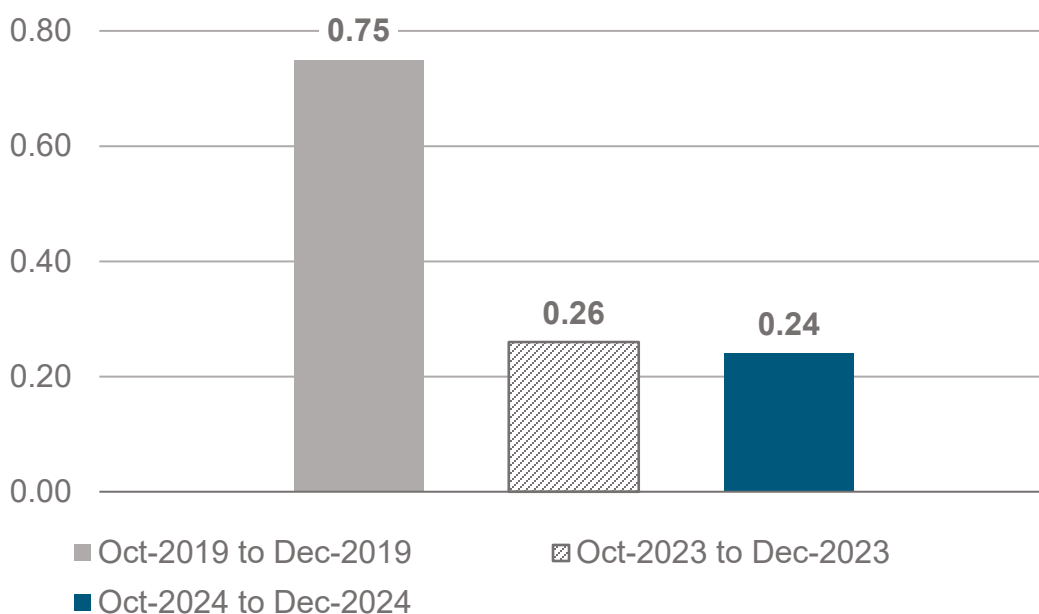
Total Fare Revenues (\$M) - Past 3 Months Comparison



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

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

Farebox Recovery Ratio (3-Month Rolling Average)



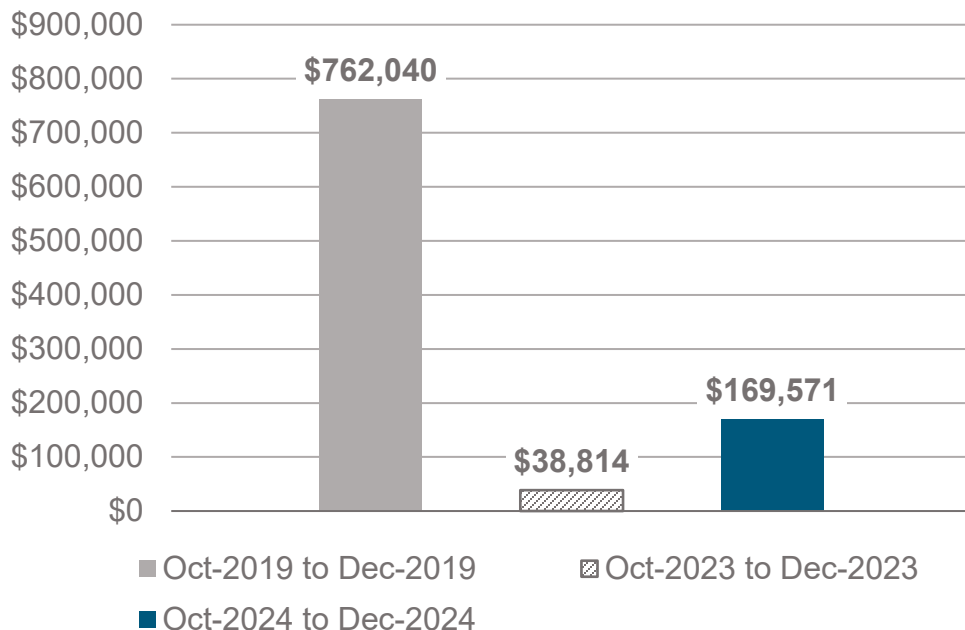
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





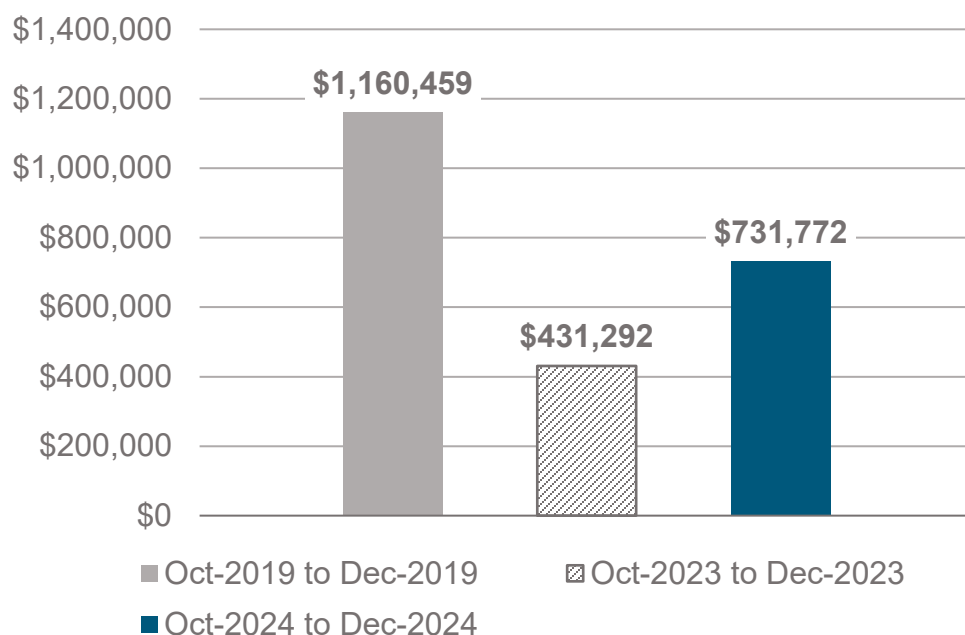
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



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

Parking Revenue (3-Month Rolling Average)



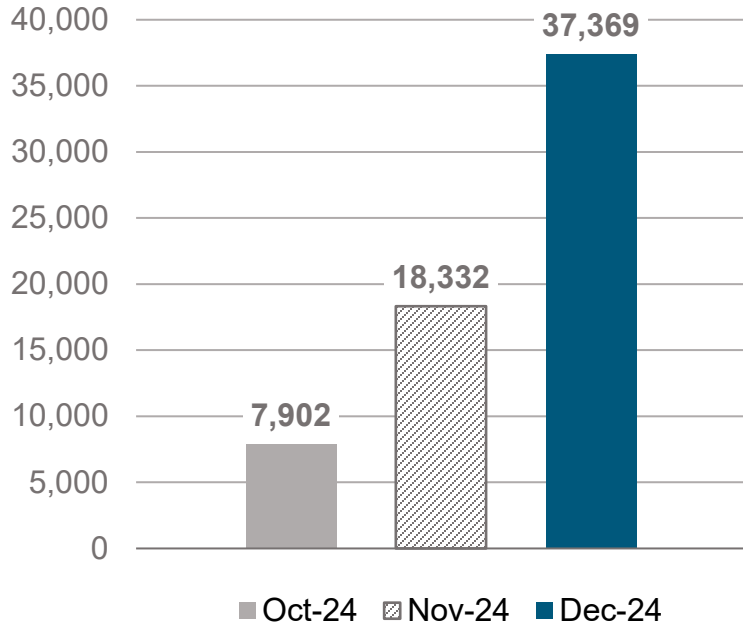
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.





Maintenance Performance

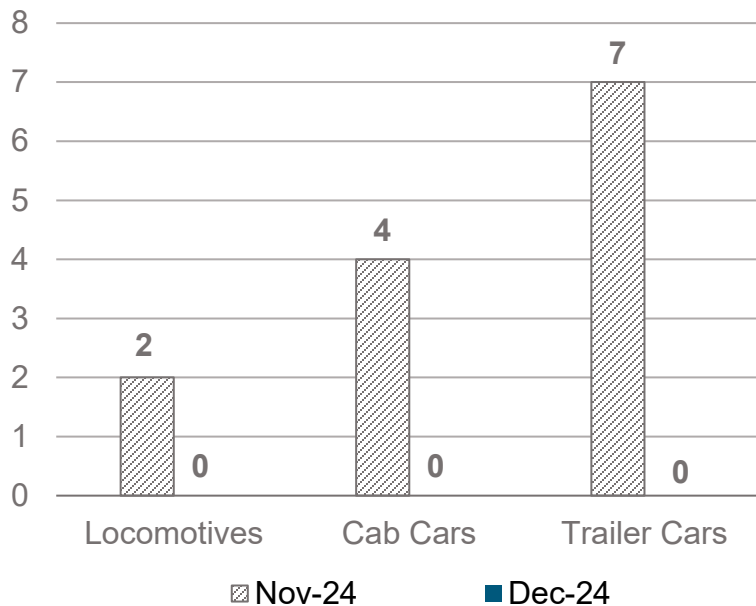
Mean Distance Between Failure (Locomotives)



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

The graph to the left represents MDBF for all diesel passenger locomotives in Caltrain’s fleet. Future reporting will incorporate EMU reliability data.

Equipment in Maintenance/Repair



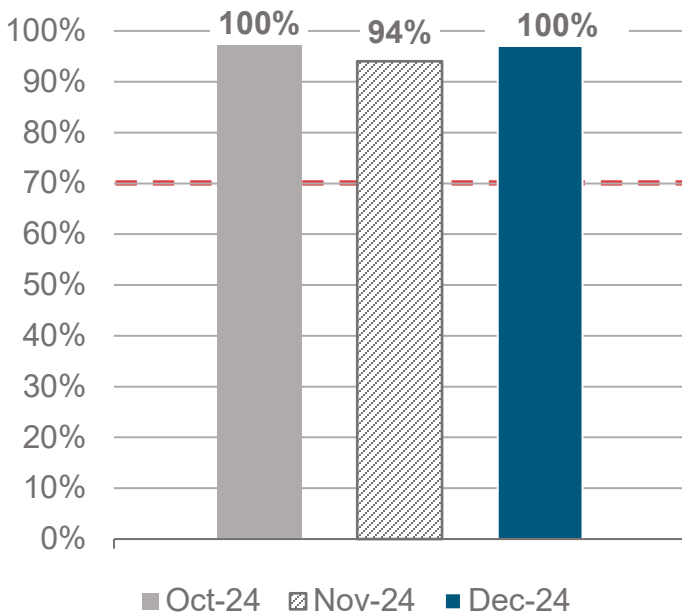
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. Future reporting will incorporate EMU maintenance/repair data.





Maintenance Performance

Equipment Availability (EMUs)

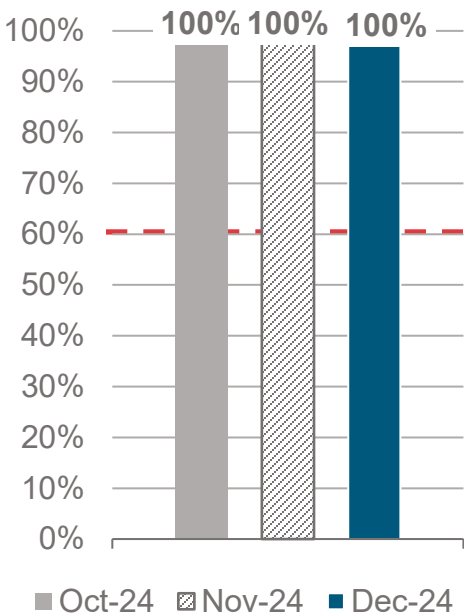


Equipment Availability is the number of cars or locomotives available for service on an average day each month as a percentage of the daily equipment required to run base service.

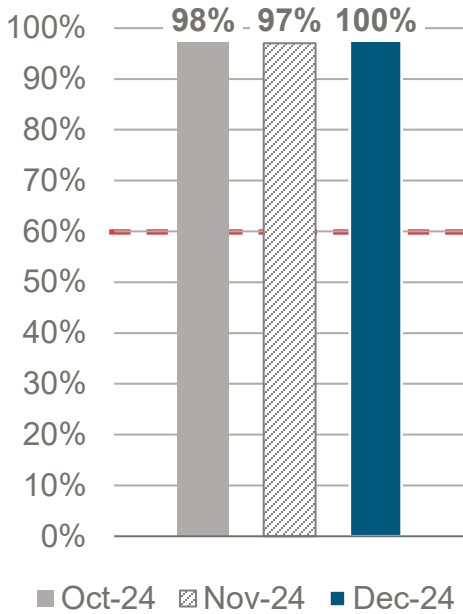
Post-electrification, Caltrain retains 41 Bombardier passenger cars and 9 diesel locomotives to operate South County service and maintain fleet resiliency.

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

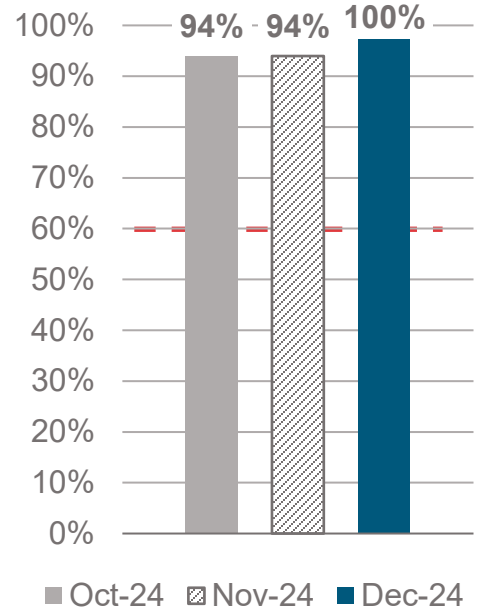
Equipment Availability (Locomotives)



Equipment Availability (Cab Cars)



Equipment Availability (Trailer Cars)



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





Service and Program Updates

Caltrain's Celebration Train Makes Annual Trip Commemorating Martin Luther King, Jr. Day

The dream lives on this month as the Caltrain NorCalMLK Celebration Train traveled up the Peninsula from San Jose to San Francisco on Monday, Jan. 20.

The Celebration Train provided free service for those who wish to attend the annual observance of the life and legacy of Dr. King in San Francisco hosted by the Northern California Dr. Martin Luther King, Jr. Community Foundation (NorCalMLK). There were onboard activities for those in attendance during the trip, including a free giveaway for the children.

Caltrain Announces New Schedule

Caltrain implemented a new weekday and weekend schedule on Monday, Jan. 27. Most changes to the schedule are minor, one to two minutes, and will provide improved on-time performance and address customer feedback. Two trains will depart four minutes earlier, and one morning train will depart San Francisco Station 25 minutes earlier, affecting BART transfer timing at Millbrae.

BART is timing its late evening Millbrae service that runs every 15 minutes to line up with Caltrain's service every 30 minutes. VTA is making changes to match both BART's and Caltrain's schedule changes to ensure timed transfers are maintained at various locations across the South Bay and Peninsula.

Caltrain Partners with the NBA for All Star Weekend at Chase Center

Caltrain is proud to partner with the NBA for All Star Weekend at Chase Center, Feb. 14-16, and stands ready to get fans to and from Chase Center to catch the action without the hassle of traffic and parking.

The All Star Game takes place on Sunday, Feb. 16, but there are events all weekend, including the Rising Stars game on Friday, Feb. 14, NBA All-Star Saturday Night on Saturday, Feb. 15, and concerts all weekend long.





Service and Program Updates

Caltrain's Electric Fleet More Efficient Than Expected

Caltrain announced at its monthly Board of Directors meeting that regenerative braking on the new trains is generating and sending back to the electric grid approximately 23% of the energy consumed by the system. The new electric trains are outperforming Caltrain's original projections, which is welcome news for a public agency that holds sustainability as a core value.

Originally estimated to cost approximately \$19.5 million annually, Caltrain's electricity use since the launch of electric service averages 207 MWh on weekdays and 175 MWh on weekends, revising cost estimates to \$16.5 million. With the agency expecting approximately \$6 million annually in energy credits from the California Air Resources Board's Low Carbon Fuel Standard Program, the first year of electric service will have lower fuel costs than the previous diesel service.

End of 2024 Shows Growing Caltrain Ridership

Despite the winter weather, Caltrain's ridership continues to show major gains, with December 2024 having over a half million passengers, a 41% increase over December 2023. Since the launch of electric service in September 2024, the agency has been reporting its best ridership numbers since the beginning of the COVID-19 pandemic.

Caltrain had more than 588,000 passengers last month, a substantial increase from 416,000 in December of last year. Average Weekday Ridership stood at just over 24,000, a 39% increase from last December, following October's increase of 38% and November's 24% increase. Weekend ridership is also standing strong since service was doubled at launch, with Saturdays seeing a 62% increase and Sundays an 85% increase from last December, nearly at pre-pandemic levels.

"Electric service is continuing to deliver on its promise," said Caltrain Executive Director Michelle Bouchard. "We are providing a fast, convenient, modern service, and many people who are tired of sitting in gridlock on 101 are getting onboard and experiencing the future of travel firsthand."





Communications and Marketing Update

Press Releases & Earned Media

Press Releases:

- Caltrain to move headquarters to Millbrae
- Birds of a feather take Caltrain together on the official Billie Eilish Train
- Caltrain operates weekend schedule for Christmas Day
- Caltrain’s improved service is free for New Year’s Revelries

Earned Media:

- A Billie Eilish-themed Caltrain car will help fans travel to her Bay Area concert - SF Chronicle
- Officials launch futuristic train connecting two major US cities — here are some of its major perks - The Cooldown
- San Jose approves permits for Caltrain's downtown towers project - Silicon Valley Business Journal
- Sneak peek into Caltrain's holiday train - KRON
- San Francisco Muni, BART and other agencies provide special New Year's Eve service - CBS
- Senador de Estados Unidos alerta de trenes gestionados por Rafael López Aliaga: “¿No luchamos por descarbonizar el mismo aire?” - Infobae

Caltrain E-Newsletter Metrics:

DECEMBER 2024	
Subscribers	17,302
Open Rate	50.3%
Click Rate	6.9%





Communications and Marketing Update

Digital Communications Activities

Events

Digital Communications team promoted and amplified multiple Caltrain events, including the annual Caltrain Holiday Train, Dec. 7 & 8. The team also partnered with SAP Center to promote taking Caltrain to sporting events (San Jose Sharks) by bundling a Sharks game ticket and a Caltrain ticket to help fans save money.

Digital Communications:

One of the largest projects completed in December was the Billie Eilish-themed car, which brought in more than 400 new Caltrain riders the night of her concert on Dec.10. Staff hosted Billie trivia and provided onboard giveaways in the personalized EMU car and played Eilish's music from San Francisco to San Jose. Given the substantial ridership this event inspired, the team plans to replicate similar events for other music artists in the new year.

Other Messaging Highlights:

- Dollar Youth Fare - onboard "take-one's"
- New Regional Maps introduced by MTC
- South County Wrapped Trains inaugurated
- Caltrain announced new HQ in 2026
- Holiday Sweaters shipped
- Gov. Newsom included Caltrain in the 2024 Golden State Recap
- Caltrain's Year in Review
- New Years Eve Free Fare service





Communications and Marketing Update

Social Metrics: (Year to Year)

An impression is anytime our content (post, webpage, IG photo) is seen in a user’s feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

DECEMBER 2024	DECEMBER 2023
Impressions: 933,884	Impressions: 1,001,289
Engagements: 20,324	Engagements: 41,054
Post Link Clicks: 4,494	Post Link Clicks: 10,575

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

Digital Communications Activities

- Final “Go Caltrain” Electrified Campaign media/ad buys completed; remaining \$20,000 budget spent on final AdTaxi digital advertising buys.
- All 2024 Caltrain Holiday Sweater shipments delivered by Dec. 24, 2024.
- Phase 2 planning of “Go Faster.Go Caltrain” marketing campaign complete for 2025.
- Completed limited pilot of co-promotional San Jose Sharks and Caltrain tickets.





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 & 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.</p>	N/A	N/A	N/A	N/A

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)

	Current Budget	Committed to Date	Expended + Accruals	Estimated Completion
Totals	14,833	14,745	13,257	
Percentages	100%	99.4%	89.4%	

Project Highlights – Recent and Upcoming Work

December: Approved the conditional acceptance of locomotive 923.

January: Place 923 in revenue service and monitor the performance.

The project was transferred to Operation for warranty period.

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Guadalupe River Bridge Replacement

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
JPB has extended the MT-2 railroad bridge and will replace the MT-1 railroad bridge over the Guadalupe River in San Jose. The project is located north of Willow Street and east of State Route (SR) 87 between Tamien and San Jose Diridon stations.				●	●	●	●
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	63,699	37,069	35,964			12/31/26	
Percentages	100.00%	58.2%	56.5%				
Project Highlights – Recent and Upcoming Work							
<p>December: JPB staff and Walsh maintained on-site erosion control measures to protect the Guadalupe River from sediment runoff. To prepare for submitting permit applications in early 2025, JPB staff focused on the production of materials such as revised 100% engineering designs, temporary shoring plans, river diversion and dewatering plans, hydraulic models, habitat mitigation plans, schedules, and technical narratives describing the work to be performed. JPB staff presented conceptual designs to resource agencies for informal feedback and vetted the constructability of revised designs through iterative review with the construction contractor. JPB staff continued adjusting cost estimates, schedules, and risk assessments based on the advancement of revised designs and improved understanding of anticipated permit conditions.</p> <p>January: JPB staff will submit hydraulic modeling and habitat mitigation designs to Valley Water to seek concurrence on the project's onsite habitat mitigation approach and interfaces with the future Upper Guadalupe project. Pending Valley Water's concurrence, JPB staff will submit the same materials with permit applications to the US Army Corps of Engineers, California Department of Fish and Wildlife, and the San Francisco Bay Regional Water Quality Control Board.</p> <p>Schedule - To align the project's construction approach and environmental permits, prior environmental permits must be amended. The resulting construction approach, allowable work hours, timelines for amended permits, and resulting project schedule are the subject of ongoing discussions with environmental permitting authorities. At this time, it is apparent that project completion will be delayed. 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.</p> <p>Budget - Based on preliminary forecasts, the environmental permitting challenges discussed above will result in cost increases in excess of the current approved project budget. Anticipated drivers of cost increases are construction delays, escalation, and extended overhead, including JPB's costs for environmental and construction oversight.</p>							

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Broadband Wireless Communications

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The project will design a broadband wireless communications system along the Caltrain corridor for the wayside train maintenance diagnostics and passenger Wi-Fi service. The project will investigate leveraging the existing infrastructure such as the Overhead Contact System (OCS) poles and JPB fiber network to communicate with passing trains. Wayside antennas may be mounted on the OCS poles at a constant interval to communicate with moving trains that will be equipped with radios and antennas.	●	●	●	●
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	30,441	25,703	25,619	03/20/25
Percentages	100.00%	84.4%	84.2%	
Project Highlights – Recent and Upcoming Work				
<p>December: Found the issue with the train roof antenna and the Electro-magnetic Interference (EMI)0. Vendor developed a software patch and uploaded the patch to all the trains. Vendor performed the system dynamic test with the software patch. Test was successful. Vendor has submitted all the closeout documentations and is under reviewed.</p> <p>January: Perform JPB testing for Final Acceptance.</p> <p>Schedule was delayed to correct two areas with weak radio coverage for Wi-Fi. Additional radio antennas were installed to improve coverage. Team discovered an EMI issue with the train roof antenna. A software path was successfully implemented to correct the issue.</p>				

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Churchill Avenue Grade Crossing

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill Avenue grade crossing in Palo Alto. Implement a total of 17 seconds of advance signal preemption time.	●	●	●	●
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	2,520	1,573	1,377	6/30/2025
Percentages	100.00%	62.4%	54.6%	
Project Highlights – Recent and Upcoming Work				
<p>December: Stacy and Witbeck completed the punch list items. Preparing for the advance signal preemption cutover and test with the city of Palo Alto on the weekend of January 17 & 18th, 2025.</p> <p>January: TASI to implement the advance signal preemption with the city of Palo Alto on January 17 & 18th, 2025.</p>				

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 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>Project Phase: 6 – Construction/Implementation</p>							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	5,471	4,552	3,875			5/29/2025	
Percentages	100.00%	83.2%	70.8%				
<p>Project Highlights – Recent and Upcoming Work</p> <p>December: Stacy Witbeck completed the punch list items at 4th and 5th Ave. TASI trenched and installed conduits under the tracks for the new signal house.</p> <p>January: TASI to cutover the new signal house at 5th Ave. TASI to set the new signal houses in place at 4th Ave.</p>							

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Next Generation Visual Messaging Sign (VMS)

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
Full replacement of existing obsolete VMS at 22 selected stations between San Francisco and Tamien. The current VMS signs are no longer supported by the manufacturer and the predictive arrival and departure system (PADS) is becoming obsolete. Research will be done to determine whether it's best to replace the signs that will work with the current predictive arrival and departure system (PADS) or replace signs for the next generation passenger information system.	●	●	●	●
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	6,800	6,170	5,968	03/27/2025
Percentages	100.00%	90.7%	87.8%	
Project Highlights – Recent and Upcoming Work				
<p>December: Substantial completion was issued to the contractor and Gate 6 was approved by the Management Committee in December 2024.</p> <p>January: Issue final acceptance and close-out the project.</p>				

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Francisquito Creek Bank Stabilization

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

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	8,988	2,546	1,796	02/13/2026
Percentages	100.00%	28.3%	20.0%	

Project Highlights – Recent and Upcoming Work

December: The design team focused on completing all deliverables required for resource agency permitting. JPB submitted the permit application to the U.S. Army Corps of Engineers (USACE), initiating the longest regulatory review period, which is on the project's critical path. Meanwhile, the environmental team engaged closely with resource agencies to address updated requirements, including an increase in offsite mitigation obligations.

January: JPB will submit permit applications to the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB) in January. Efforts will focus on developing detailed project cost estimates and preparing documents for IFB. Additionally, the design team plans to conduct geotechnical investigations at the top of the bank to verify assumptions for the temporary shoring design.

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Mateo Replacement Parking Track

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project involves the design and construction of an approximately 1,000-ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave. Grade Separation Project. The project will also involve the construction of an access road from 9th Ave to 14th Avenue, a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new water service.</p> <p>Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.</p>	●	●	●	●

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)

	Current Budget	Committed to Date	Expended + Accruals	Estimated Completion
Totals	10,128	9,005	8,641	
Percentages	100.00%	88.9%	85.3%	

Project Highlights – Recent and Upcoming Work

December: SWI completed major construction activities and were granted Substantial Completion of the project in December.

January: SWI will continue completion of punch list work and are on pace to reach final completion in January. Environmental staff will coordinate post construction noise and vibration monitoring.

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Mini-High Platforms

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified.</p> <p>Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.</p>				

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	7,271	5,067	4,183	09/17/25
Percentages	100.00%	69.7%	57.5%	

Project Highlights – Recent and Upcoming Work

December: Completed the installations of Mini-High Platforms at Burlingame, Hayward Park and Lawrence Stations.

January: Terminated the construction contract for convenience and issue a WDPR to TASI for completing the remaining construction work (Belmont, Tamien and Option 1 Stations). Additionally, issue a WDPR for flagging within UPRR territory.

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

Note: The Capital Projects information is current as of December 31, 2024, and is subject to change prior to the February 2025 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
Jason Dayvault, Business Operations Project Manager

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**

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of January 9, 2025

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

Members Absent: Jeff Gee, Ray Mueller

Staff Present: J. Baker, M. Bouchard, A. Brandt, A. Burnett (Bell Burnett & Associates), S. Bullock, J. Harrison, L. Lumina-Hsu, D. Ryan, M. Tseng, L. Zhang

- 1. Call to Order/Pledge of Allegiance/Safety Briefing** – Chair Heminger called the meeting to order at 9:01 am, led the Pledge of Allegiance, and stated the safety briefing is available in the agenda packet.
- 2. Roll Call**
Acting District Secretary Margaret Tseng called the roll and confirmed a Board quorum was present.
- 3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances**
- 4. Request to Change Order of Business**
- 5. Closed Session: Conference with Legal Counsel – Existing Litigation (§ 54956.9(d)(1))**
 - 5.a. Merlino, et al vs. Peninsula Corridor Joint Powers Board, et al, San Mateo Superior Court Case No. 23-CIV-00572**
 - 5.b. Bryan vs. Peninsula Corridor Joint Powers Board, et al, San Mateo Superior Court Case No. 23-CIV-01225**
 - 5.c. Liu Vs. Peninsula Corridor Joint Powers Board, et al, San Mateo Superior Court Case No. 23-CIV-00839**
 - 5.d. Morales (Ortiz), et al vs. Peninsula Corridor Joint Powers Board, et al, San Mateo Superior Court Case No. 23-CIV-01521**
 - 5.e. Walton vs. Caltrain, et al, San Mateo Superior Court Case No. 23-CIV-01329**
- 6. Closed Session: Conference with Legal Counsel – Existing Litigation (§ 54956.9(d)(1))**
[Rogers v. Peninsula Corridor Joint Powers Board, San Mateo County Superior Court, Case No. 23-CIV-03335]

*The Board convened into closed session at 9:03 am.
The Board reconvened into regular session at 10:05 am.*

7. General Counsel Report – Report Out from Above Closed Session

James Harrison, Legal Counsel, reported that there were no reportable actions.

8. Public Comment for Items Not on the Agenda

Jeff Carter commented on lost Clipper card process.

9. Report of the Executive Director

Michelle Bouchard, Executive Director, provided a report which included the following:

- Active polling for regional funding measures
- Ridership increased during weekdays and weekends comparing November 2023 to 2024
- Service changes effective January 27 aligned with Bay Area transit agencies as regional network management commitment to implement services change on the same schedule
- Increased special event trains service such as San Jose Sharks games and Billie Eilish concert
- All train horns lowered to federal legal minimum and horns sounding followed federal, state, local/city, and regional requirements
- Automatic Passenger Counters calibration continues
- Wheel flat spot issues identified and incident numbers continue to decrease. Wheel flat spots determined not safety, but comfort related
- Wireless crossing implementation evaluation and improvements ongoing and not safety-related
- Equity in Infrastructure Pledge (EIP) demonstrated Caltrain’s commitment to increase small business and Diversity, Equity, Inclusion, and Belong (DEIB) into construction programs
- Caltrain stands in solidarity with Southern California transit agencies during the wildfire events as public transit agencies play a role in addressing climate change

Public Comment

Jeff Carter commented on flat spots, crossings, and train arrival/departure timing.

Adrian Brandt commented on wireless crossing system and train arrival into stations.

10. Consent Calendar

10.a. Approval of Meeting Minutes for December 5, 2024

10.b. Accept Statement of Revenues and Expenses for the Period Ending October 31, 2024

10.c. Authorize Executive Director to Execute Amendment 1 to Contract 24-J-P-016 for On-Call Alternative Project Delivery Negotiation Support Services* *Approved by Resolution 25-01*

10.d. Award of On-Call Design Review Services Contract to TranSystems Corporation for a Total Not-To-Exceed Amount of \$8 Million for a Seven-Year Term* *Approved by Resolution 25-02*

10.e. Award Contracts to COGENT Infotech Corporation, Domain Experts Corporation, and InterSources, Inc. for On-Call Full-Cycle and Sourcing Recruitment Services for an Aggregate Total Not-to-Exceed Amount of \$1,500,000 for a Five-Year Base Term, with up to Two Additional One-Year Option Terms* *Approved by Resolution 25-03*

10.f. Amend and Increase the Fiscal Year 2025 Capital Budget from \$17,000,000 From \$148,179,052 to \$165,179,052 *Approved by Resolution 25-04*

10.g. Authorize the Executive Director to Sign the Equity in Infrastructure Project Pledge *Approved by Resolution 25-05*

10.h. Authorize the Executive Director to Execute The Portal Project Implementation Memorandum of Understanding* ** *Approved by Resolution 25-06*

Motion/Second: Medina/Walton

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

Noes: None

Absent: Gee, Mueller

Item 12 was heard before Item 11.

11. Receive PCEP (Peninsula Corridor Electrification Project) Monthly Progress Report

Sherry Bullock, Project Director, provided the presentation that included the following:

- PCEP Infrastructure Final Acceptance reached on December 20, 2024
- No change to project budget of \$2.44 billion. Finalized project costs at completion with two final contracts closeout completed with two closeouts underway
- 16 Electric Multiple Units (EMU) delivered and finished 1,000 mile test and in service
- 17th EMU will have 1,000 mile test this weekend
- 18th EMU delivery in March and 19th in May. Remaining four EMUs delivery through 2027
- Reportable injury rate was 1.06 in 2024 with zero reportable injuries in November 2024
- Projected amount remaining \$19.81 million and project closeout balance will be 50-50 share with Balfour Beatty Infrastructure, Inc. (BBII) and JPB
- BBII contract close out and final change order will include no contract claims or potential claims against Caltrain, and Caltrain reserves the right to cross-claim against BBII in pending third-party litigation
- BBII contract savings estimate \$2.5 million with savings to support project related extended overhead for Transit America Services, Inc. (TASI) and JPB associated staff/consultant for PCEP project closeout
- Remaining project activities for 2025 include real estate acquisition, traction power punch list, traction power record drawing, corrosion mitigation, and three low voltage permanent power connections

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

- Potential leftover funding use
- Copper theft issue project funding and status

Public comment

Aleta Dupree, Team Folds, commented on electrification project close out and improved rider experience on electric trains.

12. Receive Update on FY2025 Operating Budget and 10-Year Strategic Financial Plan

Li Zhang, Chief of Rail Commercial and Business, and Alex Burnett, Principal, Bell Burnett & Associates, provided the presentation that included the following:

- Actual EMU energy consumption was significantly less than projected
- California Air Resources Board (CARB) designation to maximize Low Carbon Fuel Standard (LCFS) credit
- Cost reduction measures implemented include reduction of Fiscal Year (FY) 2025 new full-time employee (FTE) requests and delayed recruitments of vacant FTEs
- Ongoing Ridership and Fare Revenue Growth task force, new Go Pass pricing structure and marketing sounding, real estate leasing and development, and advertisement/marketing revenue for stations and trains
- Strategic Financial Plan (SFP) 10-year Operating Deficit comparison January 2024 to 2025 updated to reflect positive ridership trends, forecasted ridership levels returning to pre-pandemic levels, weekday and weekend growth rates adjustments, assumed increases of trains-per-day service, and revised projected 10-year operating deficit of \$605 million
- Electric Procurement Strategy (EPS) purchasing 100 percent renewable energy with zero percent carbon; successful registration as “Fixed Guideway/Heavy Rail” designation with CARB for LCFS program leads to maximizing revenues; and finalizing Interconnection and Totalization Agreements with Pacific Gas & Electric (PG&E)
- Exploration for capturing the 20 percent of energy exported back into power grid for financial return and credit, battery storage plan, and boarder use of energy beyond train usage
- Projected FY26 deficit has decreased but FY27 deficit has increased
- Measure RR and Farebox Revenues do not cover projected expenses with a 25-35 percent shortfall
- Closing the gap involves a need to grow ridership 15 percent per year leading to FY34 with no deficit, however current projection is 9 percent growth per year
- Top priorities include growing ridership, cost containment, non-fare revenue strategies, prioritize long-term funding, and align future SFP updates with budget process

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

- GoPass Information and Fare Policy update in February or March for Board consideration
- Conservative electric cost figures and rates had adjustments based on actual usage and regenerative braking offsetting 20 percent of electric usage
- Real estate portfolio, use and development of assets, and long-term benefits
- Single-fare and pass ridership growth addressing projected deficit
- Potential need to increase service frequency earlier than FY29 with confirmation
- Projected PG&E energy cost increases, PG&E's comments to keep rates aligned with inflation and maintain rate levels for next couple years, as Caltrain assumes a 5 percent increase per year

Public comment

Jeff Carter commented on incoming Federal administration's comments on California, regional transit measure polling, GoPass improvements, distance-based fares, and trip revenues.

Adina Levin commented on ridership growth, special event trains, tourist market opportunities, regional transit funding, and ballot measure timing.

Director Walton left the meeting at 11:08 am.

Aleta Dupree, Team Folds, commented on electrification and regenerative braking energy capture.

Roland commented on battery storage, regenerative braking energy capture, solar generation, develop real estate assets, and rider capacity.

Adrian Brandt commented on ridership and distance-based and zone-based fares.

13. State and Federal Legislative Update

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

- Federal Congress returned to session December 2 and budget final decision will be under Republican Congress and President
- Surface Transportation Reauthorization will be reviewed in 2026
- President-elect intends for 25 percent tariff on Canadian and Mexican imports impact to supply chains
- Metropolitan Transportation Commission (MTC) Special Meeting December 9 on regional measure selecting options of Scenario 1A and Hybrid. MTC polling begins in January with results expected in February inclusive of polling on variable rate tax

- Caltrain polling on Caltrain-specific “Plan B” measure in January, including options of 1/8th sales tax and two different property tax rates, with expected results in February
- Staff working with Legislature and authors for Caltrain spot bill in case a regional measure fails
- Caltrain do not want competing measures on the ballot in competition of a measure that will cover Caltrain
- Working with Assemblymember for potential legislative fix for net billing tariff levels of revenue recovered to recover regenerative braking

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

- Recover regenerative braking valued at \$1 million a year and battery storage would be \$3 to 4 million per year

Public comment

Aleta Dupree, Team Folds, commented on bipartisan support for public transportation and legislative advocacy.

Adina Levin commented on competing ballot measures for the multiple transit agencies within San Francisco, state funding opportunities, and advocate engagements.

14. Reports

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

- 2025 Chair as Adrian Brandt, Vice Chair Patricia Leung, and back-up Vice Chair Rosalind Kutler
- Crossing gate downtime issues and optimization
- Measure RR Oversight Committee establishment
- Diesel fleet retirement and sale to Lima, Peru
- Rail incursions and lighting; Wi-Fi connection issues and improvements
- Flat spots improvements; Train restroom door lock issues; Requested increase weekend service
- Transit police nor Caltrain staff are notified of reported theft from bike cars if riders report the theft to regular police

14.b. Report of the Chair - Chair Heminger commended staff and the community accomplishments to improve service along corridor with environmental benefits, however, acknowledged fatalities on Caltrain right-of-way, albeit majority suicides. He noted the “three E’s”: Engineering, Enforcement, and Education, and referred item to JPB Technology, Operations, Planning and Safety (TOPS) Committee.

14.c. Report of the Local Policy Maker Group (LPMG) - Chair Burt had nothing to report as there was no December meeting and stated the next meeting is January 23. LPMG will begin meeting semi-monthly, increase attendance, and inclusion of in-person meetings.

14.d. Report of the Transbay Joint Powers Authority (TJPA) – Deferred.

Public Comment

Roland commented on thermal plastic paint for at-grade crossings and increase enforcement.

Adrian Brandt commented on addressing suicides challenges and no obvious easy solutions.

15. Correspondence – Available online.

16. Board Member Requests – Director Abe-Koga requested elevating and prioritizing grade separation projects as a reoccurring topic for the Advocacy and Major Projects (AMP) Committee to have a programmatic review. Review to include projects statuses, cost increases, and how to advance the projects more quickly.

17. Date/Time/Location of Next Regular Meeting: Thursday, February 6, 2025 at 9:00 am at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

18. Adjourn – The meeting adjourned at 11:59 am in memory of Former President Jimmy Carter.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
For: February 2025 JPB Board of Directors Meeting
Subject: **Accept Statement of Revenues and Expenses for the Period Ending
November 30, 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 accepts and enters into the record the Statement of Revenues and Expenses, and supplemental information for the period ending November 30, 2024.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through November 30, 2024. The columns have been designed to provide an easy comparison of current year-to-date actuals to information for the year-to-date budget, including dollar and percentage variances.

Total Revenue:

As of November 30, 2024, total revenues were \$81.2 million compared to \$87.1 million in the adopted budget, resulting in an unfavorable variance of (\$5.9 million) or 6.7 percent.

The unfavorable revenue variance was primarily driven by the following:

- **LCFS/LCTOP/SRA Grants:** (\$5.7 million) unfavorable due to delay in receipt of Low Carbon Fuel Standard (LCFS), Low Carbon Transit Operations Program (LCTOP), and State Rail Assistance (SRA) funds. We anticipate receiving these funds in the third and fourth quarter of the fiscal year.
- **Go Pass Revenue:** (\$1.3 million) unfavorable due to lower enrollment than expected in the budget. As of November, the budget was \$7.7 million, while \$6.4 million was received, resulting in an unfavorable variance of \$1.3 million (17 percent). This

decline is attributed to shifting work trends, including increased remote work following the COVID-19 pandemic. Staff is actively working to revamp the program by introducing new offerings for businesses to encourage growth in usage.

Favorable offsets include:

- **Caltrain Fare Revenue:** \$1.6 million favorable or 10.5 percent with \$16.9 million actual vs. \$15.3 million budgeted. Strong ridership recovery, particularly on weekends, is driving the favorability. November 2024 saw a year-over-year increase of 136,941 trips (28 percent).

Total Expense:

As of November 30, 2024, total expenses were \$84.4 million compared to \$97.2 million in the adopted budget, resulting in a favorable variance of \$12.8 million (13.2 percent).

The favorable expense variance was primarily driven by the following:

- **Rail Operator Service expenses:** \$3.1 million (5.9 percent) favorable, with actual expenses of \$49.3 million compared to a budget of \$52.4 million. This favorable variance is attributable to variations and timing of invoices received from Transit America Services, Inc. (TASI).
- **Professional Services expenses:** \$2.3 million (43.7 percent) favorable, with actual expenses of \$3.0 million compared to a budget of \$5.3 million. This variance is driven by normal timing issues associated with vendor billing cycles. Expenses are expected to increase over the next several periods reducing this favorable variance by year-end.
- **Facilities and Equipment Maintenance expenses:** \$1.7 million (44.1 percent) favorable, with actual expenses of \$2.1 million compared to a budget of \$3.7 million. This favorable variance is due to the timing of invoices for contracted services. Expenses are anticipated to align closer to budget by year-end.
- **Electric Charges for Power Traction:** \$1.9 million (43.2 percent) favorable, with actual expenses of \$2.5 million compared to a budget of \$4.3 million. Since launch of electrification expenses have been lower than anticipated, staff plan to adjust the budget to better align with updated expectations and will continue to monitor.

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

Budget Impact

Acceptance of the month of November 2024 Statement of Revenues and Expenses has no budget impact.


Prepared By:	Li Saunders	Accountant II	12/14/2024
	Danny Susantin	Financial Reporting, Manager	12/14/2024



PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR 2025
AS OF NOVEMBER 2024

(In Thousands)

	YEAR-TO-DATE JULY TO NOVEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
	REVENUE				
OPERATIONS:					
Caltrain Fares	\$ 15,316	\$ 16,929	\$ 1,613	10.5%	\$ 35,923
Go Pass	7,684	6,379	(1,304)	(17.0%)	18,440
Parking Revenue	1,026	1,173	147	14.3%	2,218
Rental Income	441	687	246	55.8%	1,057
Other Income	2,508	2,872	364	14.5%	6,019
TOTAL OPERATING REVENUE	26,974	28,040	1,066	4.0%	63,658
CONTRIBUTIONS:					
Operating Grants	4,453	4,453	-	0.0%	10,688
Measure RR	49,703	48,736	(968)	(1.9%)	120,100
Member Agency (VTA - Gilroy)	215	-	(215)	(100.0%)	517
LCFS, LCTOP/SRA	5,736	-	(5,736)	(100.0%)	13,765
TOTAL CONTRIBUTED REVENUE	60,108	53,189	(6,919)	(11.5%)	145,070
GRAND TOTAL REVENUE	\$ 87,082	\$ 81,229	\$ (5,853)	(6.7%)	\$ 208,728

	PENINSULA CORRIDOR JOINT POWERS BOARD STATEMENT OF REVENUE AND EXPENSE FISCAL YEAR 2025 AS OF NOVEMBER 2024					(In Thousands)
	YEAR-TO-DATE JULY TO NOVEMBER					ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
EXPENSE						
DIRECT EXPENSE:						
Rail Operator Service	\$ 52,379	\$ 49,310	3,069	5.9%	\$ 105,902	
OCS/TPS Maintenance	1,020	562	458	44.9%	20,731	
Security Services	3,572	3,492	79	2.2%	8,572	
Shuttle Services	33	46	(13)	(38.9%)	80	
Fuel and Lubricants*	4,128	2,968	1,161	28.1%	5,069	
Electric Charges for Power Traction	4,332	2,459	1,874	43.2%	19,495	
Timetables and Tickets	40	8	31	78.7%	95	
Insurance	4,689	4,802	(113)	(2.4%)	11,253	
Claims, Payments, and Reserves	550	1,289	(739)	(134.3%)	1,320	
Facilities and Equipment Maintenance	3,741	2,090	1,652	44.1%	9,008	
Utilities	1,129	1,574	(446)	(39.5%)	2,709	
Maint & Services-Bldg & Other	745	533	212	28.5%	2,264	
TOTAL DIRECT EXPENSE	76,357	69,132	7,225	9.5%	186,497	
ADMINISTRATIVE EXPENSE						
Wages and Benefits	9,668	8,875	793	8.2%	20,885	
Managing Agency Admin OH Cost	1,488	1,408	80	5.4%	3,565	
Board of Directors	26	9	17	65.3%	63	
Professional Services	5,274	2,972	2,302	43.7%	13,274	
Communications and Marketing	162	175	(13)	(7.9%)	386	
Other Expenses and Services	1,810	1,105	705	39.0%	5,705	
TOTAL ADMINISTRATIVE EXPENSE	18,428	14,543	3,885	21.1%	43,878	
TOTAL OPERATING EXPENSE	94,785	83,675	11,110	11.7%	230,375	
Debt Service Expense	2,403	732	1,671	69.5%	7,763	
GRAND TOTAL EXPENSE	\$ 97,187	\$ 84,407	\$ 12,780	13.2%	\$ 238,138	
Projected Contribution to Reserve					6,812	
NET SURPLUS / (DEFICIT)	(10,105)	(3,178)	6,927	(68.5%)	(36,222)	
Draw from Measure RR Reserve for PCEP					36,222	
ADJUSTED NET SURPLUS / (DEFICIT)	(10,105)	(3,178)	6,927	(68.5%)	-	
Reserve, Beginning Balance					28,908	
Projected Contribution to Reserve					6,812	
Claims, Payments, and Reserve					35,721	
Reserve, Ending Balance					35,721	

* Fuel and Lubricants costs were increased by a realized loss of \$59k from the fuel hedge program.



BOARD OF DIRECTORS 2025

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

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF NOVEMBER 30, 2024

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (LAIF) (Unrestricted)	*	Liquid Cash	4.477%	388,644	388,644
California Asset Management Program (CAMP) (Unrestricted)		Liquid Cash	4.870%	13,602,184	13,602,184
County Pool (Unrestricted)		Liquid Cash	3.767%	602,105	602,105
Other (Unrestricted)		Liquid Cash	4.551%	51,830,640	51,830,640
Other (Restricted)	**	Liquid Cash	4.343%	143,948,000	143,948,000
				\$ 210,371,573	\$ 210,371,573

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

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

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
For: February 2025 JPB Board of Directors Meeting
Subject: **Accept Statement of Revenues and Expenses for the Period Ending
December 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 accepts and enters into the record the Statement of Revenues and Expenses, and supplemental information for the period ending December 31, 2024.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through December 31, 2024. The columns have been designed to provide an easy comparison of current year-to-date actuals to information for the year-to-date budget, including dollar and percentage variances.

Total Revenue:

As of December 31, 2024, total revenues were \$99.1 million compared to \$105.5 million in the adopted budget, resulting in an unfavorable variance of (\$6.4 million) or 6.1 percent.

The unfavorable revenue variance was primarily driven by the following:

- **LCFS/LCTOP/SRA Grants:** (\$6.5 million) unfavorable due to delay in receipt of Low Carbon Fuel Standard (LCFS), Low Carbon Transit Operations Program (LCTOP), and State Rail Assistance (SRA) funds. These delays are due to timing delays in the receipt of funds. Of this, \$2.6 million will be recognized in January 2025 for LCTOP, with the remaining balance expected in the second half of the fiscal year.
- **Measure RR Sales Tax:** (\$0.7 million) unfavorable or 1 percent with \$61.8 million actual vs. \$62.5 million budgeted. The variance reflects slower-than-expected sales

tax receipts, likely driven by broader economic trends. An updated forecast from HDL (Hinderliter, de Llamas & Associates), expected in January 2025, will inform our outlook for the remainder of the fiscal year.

Favorable offsets include:

- **Other Income (Investment Earnings):** \$1.3 million favorable or 63.7 percent with \$3.3 million actual vs. \$2.0 million budgeted. This variance is driven by CAMP investment earning and higher interest rates and increased holdings from fiscal year 2024 payments (e.g., PG&E and HSR).
- **Caltrain Fare Revenue:** \$0.6 million favorable or 3.5 percent with \$18.6 million actual vs. \$18.0 million budgeted. This reflects a continued recovery in ridership, which has reached 41.2 percent of pre-pandemic levels as of December 2019. Fiscal year-to-date ridership has increased by 34.8 percent, with an additional 1.0 million trips compared to the prior year, indicating sustained growth trends.
- **Parking Revenue:** \$0.3 million favorable or 28.7 percent with \$1.4 million actual vs. \$1.1 million budgeted, this can be attributed to the corresponding increase in ridership driving higher demand for parking.

Total Expense:

As of December 31, 2024, total expenses were \$103.9 million compared to \$115.2 million in the adopted budget, resulting in a favorable variance of \$11.2 million or 9.7 percent.

The favorable expense variance was primarily driven by the following:

- **Facilities and Equipment Maintenance:** \$2.8 million favorable or 53.1 percent, with delayed contractor invoices contributing to the variance. Full budget utilization is expected by year-end.
- **Overhead Contact System/Train Power Supply Maintenance:** \$2.3 million favorable or 76.0 percent, driven by the timing of invoices, which are anticipated to be resolved in the second half of fiscal year 2025.
- **Professional Services:** \$2.4 million favorable or 38.9 percent, reflecting timing issues with vendor invoicing. Staff expects expenses to align closer to budget by year-end.

The favorable expense variance was partially offset by:

- **Claims, Payments, and Reserves:** \$1.1 million unfavorable or 64.2 percent, with \$2.7 million actual vs. \$1.6 million budgeted.

- **Increased Claims:** This variance reflects a continued increase in both the frequency and magnitude of claims expenses, driven by ongoing and settled cases.
- **Budget Amendment:** The fiscal year 2025 budget was adjusted to align with actuarial values provided in the fall. However, the pace of claims suggests further adjustments may be needed.
- **Internal Budget Study:** An internal budget study is underway to assess whether additional resources are required to manage rising claims expenses.
- **Mid-Year Actuarial Study:** A mid-year actuarial review has been commissioned to validate current projections and guide potential amendments to ensure reserves remain adequate.

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

Budget Impact

Acceptance of the month of December 2024 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Li Saunders	Accountant II	1/14/2025
	Danny Susantin	Financial Reporting, Manager	1/14/2025



PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR 2025
AS OF DECEMBER 2024

(In Thousands)

	YEAR-TO-DATE JULY TO DECEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
REVENUE					
OPERATIONS:					
Caltrain Fares	\$ 18,017	\$ 18,649	\$ 632	3.5%	\$ 36,682
Go Pass	8,200	7,737	(463)	(5.6%)	16,400
Parking Revenue	1,089	1,402	313	28.7%	2,103
Rental Income	750	824	74	9.9%	1,500
Other Income	2,008	3,287	1,280	63.7%	4,015
TOTAL OPERATING REVENUE	30,063	31,899	1,836	6.1%	60,700
CONTRIBUTIONS:					
Operating Grants	5,971	5,344	(627)	(10.5%)	11,942
Measure RR	62,466	61,810	(656)	(1.0%)	120,610
Member Agency (VTA - Gilroy)	494	-	(494)	(100.0%)	987
LCFS, LCTOP/SRA	6,461	-	(6,461)	(100.0%)	14,489
TOTAL CONTRIBUTED REVENUE	75,392	67,154	(8,237)	(10.9%)	148,028
GRAND TOTAL REVENUE	\$ 105,455	\$ 99,054	\$ (6,402)	(6.1%)	\$ 208,728



PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR 2025
AS OF DECEMBER 2024

(In Thousands)

	YEAR-TO-DATE JULY TO DECEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
EXPENSE					
DIRECT EXPENSE:					
Rail Operator Service	\$ 60,513	\$ 60,381	132	0.2%	\$ 123,316
OCS/TPS Maintenance	2,993	719	2,273	76.0%	8,770
Security Services	4,521	4,315	206	4.6%	9,042
Shuttle Services	40	35	5	13.2%	80
Fuel and Lubricants*	2,791	3,104	(313)	(11.2%)	3,045
Electric Charges for Power Traction	4,091	4,154	(63)	(1.5%)	12,274
Timetables and Tickets	47	42	5	10.7%	95
Insurance	5,900	5,835	65	1.1%	11,800
Claims, Payments, and Reserves	1,637	2,687	(1,050)	(64.2%)	3,274
Facilities and Equipment Maintenance	5,240	2,456	2,784	53.1%	10,507
Utilities	1,751	1,467	283	16.2%	3,501
Maint & Services-Bldg & Other	937	556	381	40.7%	1,875
TOTAL DIRECT EXPENSE	90,461	85,751	4,710	5.2%	187,579
ADMINISTRATIVE EXPENSE					
Wages and Benefits	11,112	10,243	869	7.8%	20,589
Managing Agency Admin OH Cost	2,145	1,724	421	19.6%	4,289
Board of Directors	10	9	1	5.3%	20
Professional Services	6,135	3,746	2,388	38.9%	12,019
Communications and Marketing	319	219	100	31.4%	636
Other Expenses and Services	2,531	1,346	1,186	46.8%	5,004
TOTAL ADMINISTRATIVE EXPENSE	22,252	17,287	4,965	22.3%	42,556
TOTAL OPERATING EXPENSE	112,713	103,038	9,675	8.6%	230,135
Governance	60	3	57	95.2%	240
Debt Service Expense	2,403	881	1,522	63.3%	7,763
GRAND TOTAL EXPENSE	\$ 115,176	\$ 103,922	\$ 11,196	9.7%	\$ 238,138
Projected Contribution to Reserve					6,812
NET SURPLUS / (DEFICIT)	(9,720)	(4,868)	4,852	(49.9%)	(36,222)
Draw from Measure RR Reserve for PCEP					36,222
ADJUSTED NET SURPLUS / (DEFICIT)	(9,720)	(4,868)	4,852	(49.9%)	-

Reserve, Beginning Balance **	26,879
Projected Contribution to Reserve	6,812
Claims, Payments, and Reserve	
Reserve, Ending Balance	<u>33,691</u>

* Fuel and Lubricants costs were increased by a realized loss of \$59k from the fuel hedge program.

** Updated based on FY24 Audited Actuals



BOARD OF DIRECTORS 2025

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

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF DECEMBER 31, 2024

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (LAIF) <i>(Unrestricted)</i>	*	Liquid Cash	4.434%	388,644	388,644
California Asset Management Program (CAMP) <i>(Unrestricted)</i>		Liquid Cash	4.730%	13,656,641	13,656,641
County Pool <i>(Unrestricted)</i>		Liquid Cash	3.673%	602,105	602,105
Other <i>(Unrestricted)</i>		Liquid Cash	4.382%	40,259,061	40,259,061
Other <i>(Restricted)</i>	**	Liquid Cash	4.174%	139,988,993	139,988,993
				\$ 194,895,443	\$ 194,895,443

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

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

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Program Director, Caltrain Modernization Program
For: February 2025 JPB Board of Directors Meeting
Subject: **Authorize Executive Director to Execute Contract Change Order with Balfour Beatty Infrastructure, Inc., to Account for Unanticipated Cost Escalation for Labor, Materials, and Equipment**

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) approve a contract change order, as part of a comprehensive resolution of outstanding contract issues, to compensate Balfour Beatty International Inc. (BBII) in the amount of \$13,500,000 for unanticipated cost escalation for labor and materials associated with construction of the Peninsula Corridor Electrification Project (PCEP or Project) from July 1, 2021, through Project final acceptance. This change order, together with the other negotiated items of which it is a part, will result in: (1) Project completion within the overall budget of \$2.44 billion; (2) approximately \$2.5 million in remaining BBII contract balance, which will be spent to support close-out items scheduled to occur this year; (3) approximately \$2.5 million worth of surplus materials and spare parts to be transferred by BB II to the JPB at no cost; and (4) a waiver of claims by BBII and a reservation of the JPB's rights against BBII in connection with pending litigation. The Change Management Board unanimously approved the proposed change order on January 3, 2025.

This contract change order is part of a broader effort to resolve all potential claims within the contract budget amount, obtain a release of all future claims from BBII, and facilitate the close-out of the BBII contract and PCEP. Pursuant to this compromise, BBII has agreed to withdraw approximately \$17 million of shared risk items and to contribute approximately \$2.5 million worth of surplus materials, which will provide Caltrain with a valuable just-in-time resource to support Caltrain's maintenance of its new infrastructure and mitigate the risk of delays and cost increases associated with supply chain issues.

In exchange for these concessions and BBII's agreement to waive any further claims, Caltrain has agreed to settle BBII's claim that it is entitled to \$21 million in additional compensation arising from the unanticipated cost escalation for labor and materials that BBII experienced after July 1, 2021. While BBII assumed the risk of inflation for its performance of the base scope of work from 2017 until the expected completion date of 2020, the Board issued change orders

in 2021 and 2024, extending the final completion date to September 2024, resulting in BBII's performance of the base scope of work beyond the original completion date. As a result, BBII claims that, under the contract, it is entitled to an equitable adjustment to the contract price because the change orders caused an increase in BBII's cost of performance. BBII argues that it could not have reasonably anticipated the additional costs it incurred for work performed following July 1, 2021, as a result of the cost escalation for labor and materials arising from the COVID-19 Pandemic.

Although staff believe that Caltrain could successfully defend against such a claim, staff recommend that the Board approve the proposed change order in the amount of \$13.5 million (a reduction of \$7.5 million from BBII's original demand of \$21 million) as part of a broader compromise that will result in a remaining contract balance of approximately \$2.5 million and BBII's waiver of future claims. The other negotiated items are within staff's delegated authority and do not require Board approval. We discuss these items below to provide context for the staff recommendation.

Discussion

Staff have engaged in lengthy negotiations with BBII in an effort to close the Project within the Project budget of \$2.44 billion and with a release of all future claims from BBII. The BBII contract is the largest PCEP contract with a contract budget of \$1.097 billion. The approval of the proposed change order will allow Caltrain to close the BBII contract with a remaining contract balance of \$2.5 million and to complete the Project within budget, as reflected below:

Description of Work	Re-Baseline Budget	Estimate At Completion	Variance to Re-Baseline
Electrification (BBII)	\$ 1,097.15	\$ 1,094.65	\$ (2.50)
EMU Procurement	\$ 556.07	\$ 565.28	\$ 9.21
Other Construction Contracts ⁽¹⁾	\$ 90.58	\$ 82.98	\$ (7.60)
Real Estate Acquisition & Support	\$ 34.91	\$ 36.23	\$ 1.31
Pacific Gas and Electric (PG&E), Utilities	\$ 132.09	\$ 132.02	\$ (0.07)
TransitAmerica Services, Inc. (TASI) Support	\$ 114.49	\$ 142.03	\$ 27.55
Management Oversight & Support ⁽²⁾	\$ 377.40	\$ 389.12	\$ 11.72
Contingency	\$ 40.00	\$ -	\$ (40.00)
Total	\$ 2,442.69	\$ 2,442.31	\$ (0.38)

As part of these negotiations, BBII has agreed to withdraw \$17 million of Shared Risk Pool items related to Roadwork In Charge (RWIC) shortages, limited work window access, BBII labor union claims, and other items, and to provide Caltrain with \$2.5 million worth of surplus materials and spare parts, which will provide Caltrain with a valuable just-in-time resource to maintain the new infrastructure and limit the disruption and additional cost stemming from supply chain issues and the potential impact on global supplies resulting from the potential imposition of tariffs. In exchange, Caltrain will waive bus bridge costs and lost revenue totaling \$3.5 million and \$1 million in punch list items, which will be completed by TASI, the maintainer of the new infrastructure. In addition, Caltrain has agreed to settle two potential BBII claims for unanticipated cost escalation and damages associated with the March 10, 2022, on-track equipment collision:

Description	Caltrain Amount	BBII Amount
Share Risk Pool Items		\$16,967,385 (withdrawn)
Cost Escalation (potential claims)	\$13,500,000 (to be paid)	
Railroad Damage Incident (potential claim)	\$2,194,732 (to be paid)	
Caltrain Bus Bridge	\$3,520,000 (withdrawn)	
Punchlist	\$1,000,000 (withdrawn)	\$2,500,000 (paid in-kind contribution)
Total	\$20,214,732	\$19,467,385

Contract Change Order for Unanticipated Cost Escalation

The original BBII contract included a contract completion date of August 10, 2020. In December 2021, the JPB and BBII executed Contract Change Order 255 (CCO-255) "Global Project Time Resolution", extending the date of Final Acceptance to July 31, 2024. The parties extended this date further to September 6, 2024, in Contract Change Order 263. As a result, BBII performed its base scope of work beyond the timeframe anticipated in the contract and experienced cost escalation for labor and supplies beyond ordinary inflation, which BBII argues could not reasonably have been anticipated at the time of executing the contract change orders. The COVID-19 Pandemic caused unprecedented economic disruption across the US from 2021 through to 2024, leading to rapid increases in prices for materials and labor, far beyond normal inflation rates.

While the risk of inflation is assigned to BBII in the PCEP contract, the General Provisions also require JPB to make an equitable adjustment to the contract price "if an approved Contract Change Order causes an increase or decrease in the Contractor's cost of, or the time required for, the performance of the Work under this Contract." BBII claims that it is entitled to an equitable adjustment under the contract because the change orders extended the time period for BBII's performance of the base scope of work from 2020 until 2024, and during the period from July 1, 2021, through Project completion, BBII experienced a rapid and unanticipated increase beyond ordinary inflation in the cost of labor and materials as a result of the unprecedented economic disruption caused by the COVID-19 Pandemic. As a result, BBII claims

that it is entitled to the difference between the cost escalation that it experienced for labor, materials, and equipment for the base scope of work conducted after July 1, 2021, and the standard, anticipated rate of inflation.

BBII also argues that an equitable adjustment meets all other requirements of the contract and is consistent with guidance provided by the federal government regarding federal cost principles, which provides that an equitable adjustment may be made to the contract amount for fixed price contracts to account for “current economic conditions.”

Staff extensively reviewed the balance of outstanding work as of July 2021, the formulaic calculation model, and the statistics for labor and material price indices over the past three years to establish the total cost impact. After extensive negotiations, BBII agreed to reduce its demand from \$21 million to \$13.5 million. The Change Management Board unanimously approved the proposed change order on January 3, 2025. Staff recommend resolving the potential claim for cost escalation via a Contract Change Order in the amount of \$13.5 million.

March 10, 2022, On-Track Equipment Collision

BBII incurred property and delay damages as a result of the collision between a Caltrain train and on-track equipment operated by BBII on March 10, 2022. The damages incurred by BBII are beyond the sums which BBII has been recovered through insurance. Staff have agreed to resolve this claim through a negotiated change order in the amount of \$2,194,732. This action is within staff’s authority and does not require Board approval.

Punchlist and Surplus Materials

Due to limited track access after the launch of Revenue Service in September, BBII and Caltrain have agreed that TASI, the maintainer of the new infrastructure, will complete the remaining minor punch list items (totaling approximately \$1 million). In exchange, BBII has agreed to transfer surplus materials and spare parts with a value of approximately \$2.5 million to Caltrain. The surplus materials and spare parts provide a valuable resource to Caltrain as it undertakes the maintenance of the new infrastructure and mitigate the risk of supply chain delays and additional costs, particularly in light of the potential imposition of tariffs. This action is within staff’s authority and does not require Board approval.

Shared Risk Allowance Final Account

The JPB established a shared risk allowance of \$50 million as the result of a global settlement (Change Order 254) approved by the Board in 2021. As part of comprehensive contract close out negotiations, BBII has agreed to withdraw \$17 million of Shared Risk items. As of December 2024, the JPB had approved a total of 256 shared risk items in the amount of \$30,110,111. The balance of \$19,889,889 will be split 50/50 between Caltrain and BBII. Caltrain’s savings will be utilized to pay for other Project costs.

Remaining Contract Balance

The comprehensive resolution of claims leaves a remaining contract balance of \$2.5 million, which will be used to support additional Project completion tasks that will be completed after December 31, 2024. These tasks include finalizing the acquisition of real property necessary for

the Project, installing long-lead-time replacement items, and providing protection and support for the completion of the remaining punch list items.

Budget Impact

This Change Order is within PCEP program budget and funding of \$2.44 billion and the BBI contract amount of \$1.097 billion, taking into consideration shared savings of Shared Risk, contingency allowance items, unearned incentives and other savings. A combination of remaining available funds from the Transit and Intercity Rail Capital Program (TIRCP), Carl Moyer, and PG&E Reimbursement Proceeds will cover this change order.

There is no material impact to the PCEP cash flow, as final payments have been projected for Quarter 1 (Q1) 2025.

Prepared By: Sherry Bullock

Program Director, Caltrain
Modernization Program

1/19/2025

Resolution No. 2025-

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

* * *

Authorize Executive Director to Execute Contract Change Order with Balfour Beatty Infrastructure, Inc., to Account for Unanticipated Cost Escalation for Labor, Materials, and Equipment

Whereas, staff have engaged in lengthy negotiations with Balfour Beatty Infrastructure, Inc. (BBII) to close the Peninsula Corridor Electrification Project (PCEP or Project) within the Project budget of \$2.44 billion and with a release of all future claims from BBII; and

Whereas, the BBII contract is the largest PCEP contract with a contract budget of \$1.097 billion; and

Whereas, as part of the negotiations, staff have drafted a proposed contract change order to resolve outstanding contract issues and compensate BBII in the amount of \$13,500,000 for unanticipated cost escalation for labor and materials associated with construction of the Project from July 1, 2021, through Project final acceptance; and

Whereas, pursuant to this compromise, BBII has agreed to withdraw approximately \$17 million of shared risk items and to contribute approximately \$2.5 million worth of surplus materials, which will support JPB's maintenance of its new infrastructure and mitigate the risk of delays and cost increases associated with supply chain issues; and

Whereas, in exchange for these concessions and BBII's agreement to waive any further claims, Caltrain has agreed to pay BBII \$13.5 million to settle BBII's claim that it is entitled to \$21 million in additional compensation arising from the unanticipated cost escalation for labor and materials that BBII experienced after July 1, 2021; and

Whereas, although BBII assumed the risk of inflation for its performance of the base scope of work from 2017 until the expected completion date of 2020, the Board issued change orders in 2021 and 2024, extending the final completion date to September 2024, resulting in BBII's performance of the base scope of work beyond the original completion date at a higher cost as a result of an unanticipated spike in inflation; and

Whereas, BBII claims that, under the contract, it is entitled to an equitable adjustment to the contract price because the change orders caused an increase in BBII's cost of performance following July 1, 2021, as a result of the cost escalation for labor and materials arising from the COVID-19 Pandemic; and

Whereas, staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) approve a contract change order, as part of a comprehensive resolution of outstanding contract issues, to compensate BBII in the amount of \$13,500,000 for unanticipated cost escalation for labor and materials associated with construction of the Project from July 1, 2021, through Project final acceptance; and

Whereas, this Change Order is within PCEP program budget and funding of \$2.44 billion and the BBII contract amount of \$1.097 billion. A combination of remaining available funds from the Transit and Intercity Rail Capital Program (TIRCP), Carl Moyer, and Pacifica Gas and Electric (PG&E) Reimbursement Proceeds will cover this change order; and

Whereas, there is no material impact to the PCEP cash flow, as final payments have been projected for Quarter 1 (Q1) 2025; and

Whereas, other negotiated actions beyond the cost escalation claim are within staff's authority and do not require Board approval.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or designee, to execute a contract change order, in a form approved by legal counsel, as part of a comprehensive resolution of outstanding contract issues, to compensate BBII in the amount of \$13,500,000 for unanticipated cost escalation for labor and materials associated with construction of the Project from July 1, 2021, through Project final acceptance.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

Acting JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: February 2025 JPB Board of Directors Meeting
Subject: Receive State and Federal Legislative Update

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

Purpose and Recommended Action

The 2025 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Staff proposes the Committee recommend the Board receive the attached State and Federal Legislative Update.

Discussion

The update will discuss the state budget process and relevant state legislation as well as federal confirmation process. It will also give an update regarding discussions on a regional transportation revenue measure.

Budget Impact

There is no impact on the budget.

Prepared By: Devon Ryan Government & Community Affairs Officer 01/22/2025
Isabella Conferti Government & Community Affairs Specialist 01/22/2025



January 10, 2025

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 – February 2025**

General Update

On January 6, the Legislature reconvened in Sacramento for the continuation of the 2025-26 Regular Legislative Session. This follows the initial convening for the Regular Legislative Session on December 2 during which legislators who stood for election in November 2024 were sworn-in and legislators in both houses selected their legislative leaders, adopted joint rules, and introduced the first round of legislation.

Concurrent with the Legislature's return to Sacramento, on January 6, Governor Newsom provided Californians with a preview of the proposed Fiscal Year 2025-26 State Budget. The full budget was released by the Newsom Administration through the California Department of Finance on January 10. For information about key legislative and budget deadlines, please see the 2024 Legislative Calendar available [here](#).

Governor Releases Proposed Fiscal Year 2025-26 State Budget

On January 10, Governor Newsom released his [proposed Fiscal Year 2025-26 State Budget](#), outlining the Newsom Administration's budget and initial budget-related policy priorities for the fiscal year, beginning on July 1, 2025.

The proposed budget presents a significantly improved fiscal picture for the state relative to the previous two budget acts, and proposes to invest \$322.3 billion in state programs, impacting housing and homelessness, transportation, climate, water, emergency response, education, health and human services, and corrections and rehabilitation, among other state priorities. Against this investment, the budget presents a modest surplus of \$363 million and maintains \$16.9 billion in reserve capacity for addressing downturns to California's economy.

Relative to public transportation, the proposed budget is largely status quo, as it would not make any adjustments to the level or timing of discretionary state investment in the formula-based Transit and Intercity Rail Capital Program (TIRCP) or formula-based Zero-Emission Transit Capital Program (ZETCP) (collectively, referred to as the "SB 125 program.") compared to the Budget Act of 2024.

As a reminder, the Budget Act of 2024 protected the \$5.1 billion for SB 125 program first established by the Budget Act of 2023 but made minor adjustments to the release of this funding to implement the following appropriation timeline for the formula-based TIRCP and ZETCP.

TIRCP

- \$2 billion is appropriated in FY 2023-24.
- \$1 billion is appropriated in FY 2024-25.
- \$1 billion is approved for appropriation in FY 2025-26.

ZETCP

- \$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.
- \$460 million is approved for appropriation in FY 2027-28.

Therefore, if adopted by the Legislature and signed into law by the Governor, the proposed budget would advance the final \$1 billion that was approved for appropriation to the formula-based TIRCP in FY 2025-26, bringing the total level of funding appropriated toward the SB 125 program to \$4.41 billion (out of the total \$5.1 billion). The remaining \$690 million for the formula-based ZETCP would be appropriated in the future fiscal years of FY 2026-27 and FY 2027-28. Additionally, the proposed budget maintains \$150 million for grade separations but does not include any additional appropriations at this time.

Relative to the climate, the proposed budget highlights the Newsom Administration's intent to work with the Legislature on reauthorization of the Cap-and Trade program and the Cap-and-Trade Expenditure Plan as soon as this year. Should this work move forward, it would require engagement from transportation stakeholders to ensure that the Cap-and-Trade Expenditure Plan continues to support public transportation at current levels or more. As a reminder, today, the Cap-and-Trade Expenditure Plan directs 15% of annual revenues to public transit capital and operations.

Finally, relative to housing and homelessness, the proposed budget would establish a new California Housing and Homelessness Agency. The new agency will "strengthen California's ability to plan, produce, and preserve housing while enhancing the state's homelessness response now and over the long term by aligning housing initiatives with complementary policy areas—such as transportation, health, climate, energy, and community planning."

The proposed budget also states the Newsom Administration's interest in working with the Legislature to advance policies to reduce housing costs, enhance accountability to meet their housing obligations, and promote efficient land use practices that integrate housing and transportation, including removing barriers to infill housing and supporting transit-oriented development, to help achieve the state's housing and environmental goals. While specific details of these policies are not yet available, the Administration notes that it will propose policies to enhance the Department of Housing and Community Development's ability to recycle funding, update housing programs to promote affordability, and expand existing CEQA streamlining tools to accelerate infill housing production.

Finally, the proposed budget would add \$25 million one-time General Fund in 2025-26 to the Clean California Program for a Community Cleanup and Employment Pathways Grant Program. This funding will provide matching grants to communities with a Clean California Community designation focused on both litter remediation and jobs creation. This helps build on the state's continued investments in litter removal and related maintenance activities.

With the Governor's proposed budget now released, we will see the Legislature begin to hold hearings on the budget proposals through subject-specific budget subcommittees. This process will continue in

an iterative fashion throughout the spring in the lead-up to the release of the Governor's May Revise. The May Revise, scheduled to be released on May 15, serves a mid-year update to the Governor's proposed budget and will help inform the final budget agreement entered into by the Governor and legislative leaders in June.

Legislative Leaders Announce Committee Chairs

On December 27 and January 3, respectively, Assembly Speaker Robert Rivas (D-Hollister) and Senate President pro Tempore Mike McGuire (D-North Coast) announced committee chair appointments.

Assembly

- Appropriations: Assembly Member Buffy Wicks (D-Oakland)
- Budget: Assembly Member Jesse Gabriel (D-Encino)
- Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation: Assembly Member Steve Bennett (D-Ventura)
- Emergency Management: Assembly Member Rhodesia Ransom (D-Stockton)
- Local Government: Assembly Member Juan Carrillo (D-Palmdale)
- Housing and Community Development: Assembly Member Matt Haney (D-San Francisco)
- Natural Resources: Assembly Member Isaac Bryan (D-Los Angeles)
- Revenue and Taxation: Assembly Member Mike Gipson (D-Los Angeles)
- Transportation: Assembly Member Lori Wilson (D-Suisun City)
- Utilities and Energy: Assembly Member Cottie Petrie-Norris (D-Irvine)

Senate

- Appropriations: Senator Anna Caballero (D-Merced)
- Budget and Fiscal Review: Senator Scott Wiener (D-San Francisco)
- Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection, and Energy: Senator Ben Allen (D-Santa Monica)
- Budget and Fiscal Review Subcommittee No. 5 on Resources, Environmental Protection, and Energy: Senator Laura Richardson (D-San Pedro)
- Energy, Utilities, and Communications: Senator Josh Becker (D-Menlo Park)
- Environmental Quality: Senator Catherine Blakespear (D-Encinitas)
- Housing: Senator Aisha Wahab (D-Hayward)
- Local Government: Senator Maria Elena Durazo (D-Los Angeles)
- Natural Resources and Water: Senator Monique Limon (D-Santa Barbara)
- Revenue and Taxation: Senator Jerry McNerney (D-Pleasanton)
- Transportation: Senator Dave Cortese (D-San Jose)

The full announcements can be found on the websites for the [Speaker](#) and [President pro Tempore](#).

CalSTA Releases Draft Guidelines for SB 125 Programs

On December 19, the California State Transportation Agency released for public comment [draft guidelines](#) governing the distribution of the second year of SB 125 funding as well as a draft annual reporting template. Upon their release, we shared the draft guidelines and reporting template for transmittal to SCCRTC for their awareness. The final guidelines and templates are expected to be published by CalSTA on January 10.

Bills of Interest

SB 63 (Wiener) Regional Measure Spot Bill

This bill states that it is the "intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the

San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024.”

Caltrain Bill Matrix as of 1/10/2025

Bill ID/Topic	Location	Summary	Position
AB 12 Wallis R Low-carbon fuel standard: regulations.	This bill is eligible to be heard in committee as of January 2, 2025.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.	Watch
AB 21 DeMaio R Taxpayer Protection Act of 2025.	This bill is eligible to be heard in committee as of January 2, 2025.	The California Constitution requires a state statute that would result in any taxpayer paying a higher tax to be imposed by an act passed by 2/3 vote of the each house of the Legislature. The California Constitution also provides that all taxes imposed by a local government are either general taxes or special taxes, as defined, and requires that taxes imposed, extended, or increased by a local government be submitted to the electorate and approved by a majority vote, in the case of general taxes, or a 2/3 vote, in the case of special taxes. Existing law imposes specified requirements on state and local ballots, including, among other things, on the contents of the ballot label, ballot title, and summary. This bill would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases.	Watch
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	This bill is eligible to be heard in committee as of January 2, 2025.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations, and requires the PUC to develop a definition of energy affordability. Existing law also establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided.	Watch

Caltrain Bill Matrix as of 1/10/2025

Bill ID/Topic	Location	Summary	Position
<p>AB 61 Pacheco D</p> <p>Electricity and natural gas: legislation imposing mandated program and requirements: third-party review.</p>	<p>This bill is eligible to be heard in committee as of January 2, 2025.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate’s Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would request the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would request the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a financial interest. The bill would establish the Energy Programs Benefit Fund in the State Treasury and continuously appropriate the moneys in the fund to the office to support the work of the office in providing analyses under the bill. The bill would repeal these provisions on January 1, 2031.</p>	<p>Watch</p>
<p>SB 30 Cortese D</p> <p>Transportation: diesel trains and rolling stock: resale restrictions.</p>	<p>This bill is eligible to be heard in committee as of January 2, 2025.</p>	<p>Existing law provides various provisions applicable to all public transit and transit districts. This bill would state the intent of the Legislature to enact subsequent legislation to restrict the resale of decommissioned diesel trains and rolling stock for continued use.</p>	<p>Watch</p>
<p>SB 63 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>This bill is eligible to be heard in committee as of January 2, 2025.</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 state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.</p>	<p>Watch</p>

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief of Caltrain Planning
For: February 2025 JPB Board of Directors Meeting
Subject: **Receive Update on Caltrain Real Estate Revenue Opportunities**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

This report is provided for informational purposes only. No Board action is required.

Discussion

This report provides an update on Caltrain’s real estate assets and revenue potential from transit-oriented development (TOD) and commercial leases.

Property Ownership

After its 1991 formation, the JPB acquired the rail right-of-way between San Francisco and San Jose and perpetual trackage rights to Gilroy from Southern Pacific. Due to funding limits, only essential railroad properties were purchased, and Southern Pacific maintained ownership of the prime development sites, including Mission Bay. In 1995, Caltrans transferred ownership of some station properties between San Francisco (22nd Street Station) and San Jose (Tamien Station) to Caltrain.

In part due to the age of the railroad, the JPB owns a limited number of properties suitable for development. In particular, Caltrain parking lots are generally smaller than those of newer Bay Area transit systems designed with large park-and-ride facilities. For comparison, BART has 223 acres of property identified as developable and VTA has 189 acres. Caltrain currently has only 37 acres—20 of which are an operating easement for the San Francisco Railyards.

Guiding Policies

Development potential for JPB-owned properties is influenced by several key policies:

- The Property Conveyance Policy (2021) details the process for reviewing and approving third party use of JPB property, agreements required, and associated fees.
- The Rail Corridor Use Policy (RCUP) (2020) guides use of JPB-owned property in support of Caltrain’s Adopted Service Vision. It sets out a process for decisions about “non-railroad uses” such as private development and utilities. Development of the RCUP

included identification of potential sites for future TOD; future RCUP updates may identify additional development opportunities.

- Caltrain TOD Policy (2020): This policy defines the Agency's approach to developing TOD sites in order to promote sustainable, equitable, and complete communities while creating value. A key aspect of this policy is the affordable housing requirement which requires 30 percent of residential projects to be provided to households at specified income levels (10 percent for households with incomes at or below 50 percent of Area Median Income (AMI), 10 percent at or below 80 percent of AMI and 10 percent at or below 120 percent of AMI).
- California's Surplus Land Act: This State policy requires local agencies, including the JPB, to take steps to ensure that park districts, public school districts, and housing developers have a right of first refusal to purchase agency-owned land before it is sold or leased for another use. While the Act does not mandate the sale of property below fair market value, it does affect the land disposition process.

Caltrain TOD Opportunities

Based on the properties identified as available through RCUP, staff identified five priority sites for TOD:

- Hayward Park Station, San Mateo: The Hayward Park Station is Caltrain's first TOD project negotiated with a private developer. The project includes 191 rental units, with 15 percent designated as below-market-rate units: 16 for very-low-income households and 12 for moderate-income households. While construction was initially expected to begin in 2023, the project has been delayed due to challenging market conditions. The ground lease includes an early termination option if the developer is unable to assemble financing.
- Diridon Station, San Jose: In December 2024, the JPB secured entitlements for 1.1 million square feet of commercial office space, active ground-floor uses, and approximately one acre of open space, featuring a plaza and publicly accessible areas. Staff are currently monitoring market conditions and preparing for developer solicitation.
- Redwood City Station: The 2.8-acre property currently includes 84 parking spaces, SamTrans' bus transit center, a creek channel, and the City's Little River Park. A planned three-way property exchange with the City and El Camino Real Holdings JV LLC will provide the JPB with an improved site for future development of up to 315 residential units. This exchange benefits all parties by enabling additional transit-oriented development (TOD) near the station and creating a more efficient street grid. A future grade separation project will include a new station and bus transit center. If TOD advances earlier, an interim bus facility will be planned with SamTrans.
- San Francisco Railyards: Caltrain has a perpetual railroad easement for the 20-acre Railyards property, which is owned by Prologis. Staff are currently working with Prologis and the City of San Francisco to plan for development on the site.

- Mountain View Station: The JPB owns a 3.7-acre transit center, partially subject to a VTA easement. A City-led Transit Center Master Plan in 2017 outlined initial concepts for joint development, including a transit center, private development, shared parking, and a public plaza on properties owned by Caltrain and the City. Discussions have recently resumed with City staff to explore development feasibility through a joint study. Caltrain would eventually issue a development solicitation and collaborate with the selected developer and the City to advance the project.

4. Commercial Lease Opportunities

The JPB currently has over 50 active commercial leases, including three traditional retail leases. Other tenants include owners of adjacent properties with uses that encroach onto JPB right of way, entities that lease parking at Caltrain stations, storage companies and a cell tower operator. Currently, commercial leases provide over \$1.0 million annually in revenues to the JPB.

5. Ongoing Efforts and Next Steps

Staff are actively pursuing strategies to advance TOD and pursue other real estate revenue opportunities, including advancing TOD on priority sites and developing a strategy to lease station and other properties. In the near term, the Non-Fare Revenue Strategies Study will recommend strategies to maximize revenue from real estate, which will be documented in a Real Estate and TOD Work Plan that prioritizes staff effort. In the medium term, the RCUP and TOD Policy will be updated following the upcoming update to the Adopted Service Vision.

Budget Impact

There is no impact on the budget.

Prepared By:	Nadine Fogarty	Director, Caltrain Real Estate and TOD	01/27/2025
	Jenny Lin	Manager, Caltrain Real Estate and TOD	01/27/2025

**Citizens Advisory Committee (CAC)
Peninsula Corridor Joint Powers Board (JPB)
San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

Draft Minutes of January 15, 2025

Members Present: D. Albohm, A. Brandt (Chair), R. Kutler, P. Leung (Vice Chair), K. Linqvist, R. Sarathy, P. Wickman (Alternate) (arrived at 5:43 pm)

Members Absent: L. Acosta, A. Kulkarni (Alternate), A. Lohe, M. Pagee (Alternate)

Staff Present: J. Brook, J. Hogan, J. Jest, M. Meader, S. Sargent, L. Zhang

1. Pledge of Allegiance

Chair Adrian Brandt called the meeting to order at 5:40 pm and requested that Member Kutler lead the Pledge of Allegiance.

2. Roll Call

CAC Secretary Jean Brook called the roll and confirmed a quorum was present.

3. Consideration of Requests, if any, of Committee Members to Participate Remotely Due to Emergency Circumstances

There were none.

4. Approval of Meeting Minutes of December 18, 2024

Motion/Second: Leung/Linqvist

Ayes: Albohm, Brandt, Kutler, Leung, Linqvist, Sarathy

Absent: Acosta, Kulkarni, Lohe, Pagee, Wickman

5. Public Comment for Items Not on the Agenda

There were no comments.

6. Chairperson's Report

Chair Brandt reported on the following:

- Increase the list of items members want to agendize for staff presentations or discussion such as onboard security
- Brown Act requirements for remote participation
- Does not want to see the trains slowed down for the convenience of automobile traffic

Public Comment:

Jeff Carter commented that Train 148 was late and the message board in Car 3232 of Train 102 indicated "final stop Diridon," while other monitors were not working.

7. Strategic Financial Plan

Li Zhang, Chief, Rail Commercial and Business, provided the initial part of the presentation, which included the following:

- Committed to maintaining the adopted fiscal year (FY) 2025 expense level of \$238 million
- Received the highest level of LCFS (Low Carbon Fuel Standards) credit

Ms. Zhang introduced Alex Burnett, Bell Burnett & Associates who provided context on the Strategic Financial Plan (SFP):

- Ongoing need for additional funding
- Ridership assumptions from October 2024: ridership increased almost 40 percent since electrification, especially on weekends and off-peak
- Achieving pre-pandemic ridership by FY34
- Growth assumptions – 2025 reflects actual growth. A bump is assumed by December 2026.
- Service assumptions – increase trains per day from 104 to 116 in FY29

Key assumptions to offset deficit – no assumptions on fare policy or architecture; just shows target in aggregate. Assuming revenues from LCFS

- Energy Procurement Strategy (EPS) – purchasing 100 percent renewable energy; Caltrain has sought the best energy content from PG&E (Pacific Gas and Electric)
- Regenerative braking has reduced energy consumption
- Outlined reasons for projected deficit for December 2024 compared to January 2024
- Measure RR revenues account for 50 to 60 percent of total revenues – 25 percent structure deficit
- Ridership sensitivity – growth at 15 percent per year for balance of forecast, no annual deficit by FY34
- Explored additional operating cost reductions such as service and staff cuts were not feasible strategies

Public Comment:

Jeff Carter commented on Go Pass, frequent off-peak and weekend service, revenue through regeneration, and distance-based fares.

Doug DeLong commented on ridership, fares, regional measure, and increased service frequency.

Aleta Dupree commented on battery storage and fare increases.

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

- Go Pass will have different options to get the right balance of riders
- Concerns with potential deferral of staff positions to address deficit
- Need for increased ad saturation to reach tourists and coordinate with local events – working with the City of San Francisco

- European rail systems have EMUs (electric multiple units) in shorter lengths and the trains are coupled together for peak runs
- Distance-based fares, Stadler maintenance contract and in-house maintenance, insurance premiums
- Reducing high fixed costs, particularly TASI (TransitAmerica Services, Inc.) contract
- Monthly passes that are 30-days versus a calendar month

8. Safety Quarterly Update

Mike Meader, Chief Safety Officer, provided the presentation, which included the following:

- Safety strategy and safety leader recognitions
- Top crossings with vehicle incursion problems. At the Broadway crossing, 41 vehicles stuck on tracks
- Geofence set up - staff receives an alert if vehicle is in path for more than two seconds
- Grade crossing enhancements – implementing low-tech enhancements
- Technology options, closed circuit television (CCTV), request for information (RFI) for detection/deterrent/Artificial intelligence (AI) technology; Global Positioning System (GPS) partnerships
- Suicide prevention/trespassers work plan including manufacturing signs advertising 988 hotline
- Tree management policy
- Electrified service safety
- Community partnering/outreach – gathering feedback from residents of risks
- Revision of enforcement policy to ban aggressive riders
- Transit police calls

Public Comment:

Jeff Carter commented on suicide prevention, track incursions, lighting, and tree maintenance.

Doug DeLong commented on RailSentry, concern with being trapped on the tracks, and equipment mishaps.

Aleta Dupree commented on number of vehicles going onto the tracks

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

- Track incursions; bike thefts; onboard security; suicide prevention and reporting
- Enforcement of code of conduct for riders and staff training to address incidents
- Methods of alerting drivers at grade crossings
- Live CCTV security feed of bike cars in upper levels
- New sign prototype for suicide prevention
- Unique code to text for assistance from a conductor, police, or dispatch
- Enforce policy to address chronic problem riders
- Suicide prevention – unintentional deaths are extremely rare; need an indeterminate category because current statistics are misleading to the public

9. Customer Satisfaction Survey

Julian Jest, Manager, Market Research and Development, provided the presentation, which included the following:

- Reviewed key findings including train delays communication at stations
- Last survey conducted using the diesel fleet with most riders providing a satisfied rating and majority using Clipper
- New riders are largest customer segment; ride five-plus times per week
- Improvements to station cleanliness and safety to improve customer perception
- Conductors received high ratings for helpfulness on train and in the station
- Concerns about timely receipt of delay information and clarity of posted signage
- Addressing station concerns, wayfinding, boarding, automated alerts, ticket machine instructions
- Recommendations for improvement include vendor partnerships, predictive arrival/departure system
- Upward trends for cleanliness, frequency of conductor announcements reassure customers, sense of safety on train
- Concern about up-to-date information about train delays, availability of printed materials
- Electric trains address many of the concerns from the survey
- Onboard elements including improved wayfinding, digital displays, printed timetables easily accessible
- Diesel to electric train experience comparison – explore different fare structures since five-day commuter is no longer primary customer
- Implement customer relationship management system to improve customer self-help options

The Committee had a discussion and Lisa Peabody, Director, Customer Experience, provided further clarification in response to the Committee comments and questions, which included the following:

- Promote Caltrain as a social meeting place
- CRM (customer relationship management) system implementation to provide an easier way to provide feedback to improve response time
- Customer feedback form available in the mobile app
- Shorter trains feel safer at night, more conductor presence

Public Comment:

Jeff Carter commented on VMS (variable message sign) displays and printed material, monthly pass for occasional riders.

10. Staff Report

John Hogan, Chief Operating Officer, Rail, Rail Operations and Maintenance, provided the report that included the following:

- On-time performance; vehicles on tracks; vehicle strikes

- Train delays – in process to ensure train runs efficiently
- Ran holiday train, Billie Eilish train; looking at innovative ideas such as renting the train out, partnering with San Jose Sharks

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

- Loading patterns to determine how to adjust the schedule to avoid delays
- Partnering with Ticketmaster; increase use of digital displays
- Extending monthly parking pass to the 5th of the month
- Caltrain app should point riders to the Clipper app
- Caltrain table at San Jose Sharks games
- Decals for vending machines
- Increased fare checks at gate and onboard
- RailSentry
- PTC (positive train control) fencing impact on delays
- Door closing announcements and customer complaints about loudness
- Flat spot issues
- Repair of damaged EMU cars

Public Comment:

Jeff Carter commented on the grace period for monthly passes and the new schedule.

9. Committee Comments

Chair Brandt asked the Committee members to email him with suggestions for staff presentations.

10. Date, Time, and Location of Next Regular Meeting

February 19, 2025, at 5:40 pm, via Zoom teleconference or at the Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

11. Adjournment

The meeting adjourned at 9:17 pm.

Resolution No. 2025 -

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

* * *

Resolution of Appreciation for

Ray Mueller

Whereas, San Mateo County Board of Supervisor Ray Mueller served with distinction as a member of the Peninsula Corridor Joint Powers Board (Caltrain) since 2023, presiding over many major achievements and milestones; and

Whereas, during his tenure on the Board, Caltrain completed its historic Electrification Project, a transformative project that provides faster, zero-emissions rail service for Bay Area passengers for decades to come; and

Whereas, Ray Mueller served on the JPB's Finance Committee and DTX (San Francisco Downtown Extension Project, The Portal) Joint JPB – Transbay Joint Powers Authority (TJPA) Ad Hoc Committee; and

Whereas, Ray Mueller supported the introduction of the \$1 Youth Fare, providing young people easier access to Caltrain and an opportunity to become lifelong transit riders; and

Whereas, Ray Mueller demonstrated his commitment to fiscal responsibility by passing a two-year budget for Fiscal Years 2024 and 2025, keeping Caltrain's budgets balanced as the agency continued its post-pandemic recovery, and charting a path forward for the agency's sustainable future; and

Whereas, Ray Mueller supported the purchase of the first battery electric train in US history, which will provide a modern, electrified rail connection for residents of South Santa Clara County, while also helping pilot electric train service throughout the state; and

Whereas, Ray Mueller has been a champion for Caltrain’s safety culture, supporting safety-focused policies and the use of technology and innovation to protect Caltrain employees and the public; and

Now, Therefore, Be It Resolved that the Peninsula Corridor Joint Powers Board (Caltrain) of Directors does hereby recognize and honor **Ray Mueller** for his hard work and dedication to this body, Caltrain and its passengers.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

Acting JPB Secretary