

Revised 2/28/2025 at approx. 11:00 am – Board Action added to Item 8.a Approval of Meeting Minutes for February 6, 2025



BOARD OF DIRECTORS 2025

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SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

REVISED AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

March 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.

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

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

March 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. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances
5. Request to Change Order of Business
6. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
7. Request of the Executive Director Informational
8. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately.
 - 8.a. Approval of Meeting Minutes for February 6, 2025 Motion

Approved by the Finance Committee

 - 8.b. Authorize Executive Director to Execute a Primary Grant Agreement with the San Mateo County Transportation Authority for Future Measures A and W Funding** Resolution

8.c. Awarding On-Call Transportation Planning and Consultant Support Services to Kimley-Horn and Associates, Inc.; Fehr & Peers; and Mott MacDonald Group, Inc. for an Aggregate Total Not-to-Exceed Amount of \$60 Million for a Five-Year Base Term and up to an Additional \$20 Million for Two One-Year Option Terms* Resolution

8.d. Adopt Event Ticket Distribution Policy Resolution

8.e. Adopt JPB Debarment Policy Resolution

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

8.f. Adopt the Updated Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project Resolution

9. Receive State and Federal Legislative Update and Consider Positions on Legislation: Senate Bill 71 (Wiener), Assembly Bill 394 (Wilson) Motion

10. Approve Guiding Principles and Goals for Rail Operations and Maintenance Successor Contract Motion

11. Reports (Verbal)

11.a. Report of the Citizens Advisory Committee Informational

11.b. Report of the Chair Informational

11.c. Report of the Local Policy Maker Group (LPMG) Informational

11.d. Report of the Transbay Joint Powers Authority (TJPA) Informational

12. Correspondence

13. Board Member Requests

14. Date / Time / Location of Next Regular Meeting: Thursday, April 3, 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.

15. 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: February 2025

Executive Director Michelle Bouchard

Report prepared for March Board meeting; data current through January 2025.










Who We Are and What We Do

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

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



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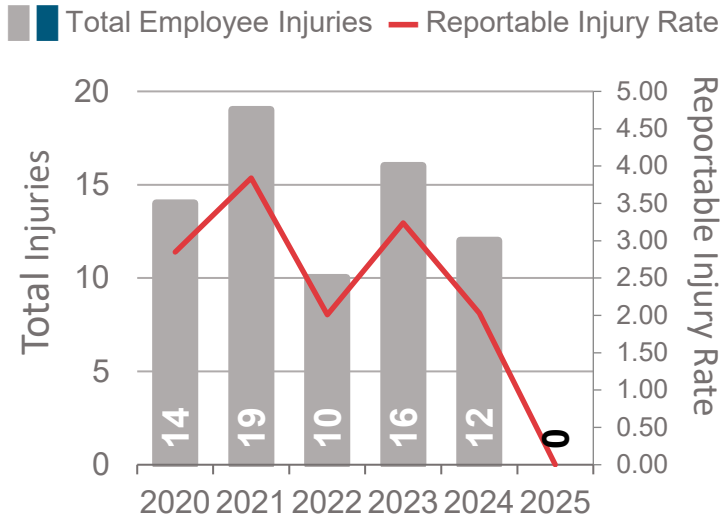
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Safety Updates – Injuries and Accidents

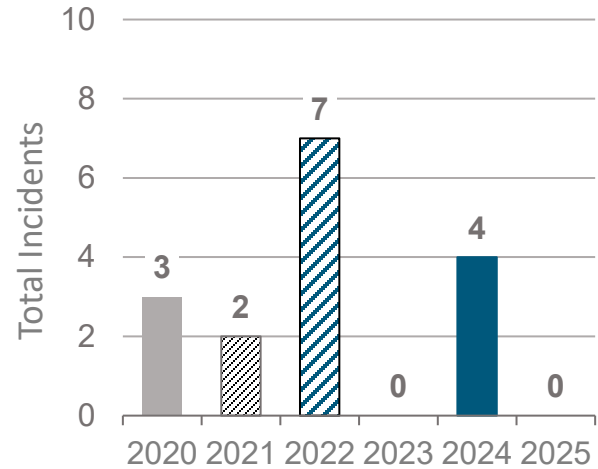
Reportable Injury Trends



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 2025 is 0.

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 4 incidents in 2024.

Days without a Reportable Injury as of 2/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,711	5/27/2020
Operations	115	10/9/2024
Maintenance of Equipment	136	9/18/2024
Maintenance of Way	353	2/14/2024
Other	1,711	5/27/2020





Safety Culture Engagement Efforts

Ongoing Safety Culture Transformation

- Safety Champions continue to help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers. Safety Champion Summit to take place February 28, 2025.
- 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 fifth cohort thus far) was selected and recognized in January 2025.
- Caltrain staff significantly expanded the Rail Safety section of the agency’s intranet including links to key resources such as the hazard reporting log.

Recent Engagement Activities

- Working with implementing ComplianceQuest for event reporting, hazard reporting, corrective action tracking, etc., Phase 1 user acceptance testing to start in a few weeks.
- 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.





Safety Culture Engagement Efforts (cont'd)

- 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.
- Part of a working group internally and with regional transit agency partners to discuss and help plan for 2026 Superbowl and FIFA events.
- Part of working group related to unhoused persons at SFO, and how they may impact nearby transit services.
- Exploring mass notification communications tools such as ReadyOp for District use during major emergencies.
- In discussion with BART and other partner agencies for a joint, full-scale exercise next year.
- 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
- 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

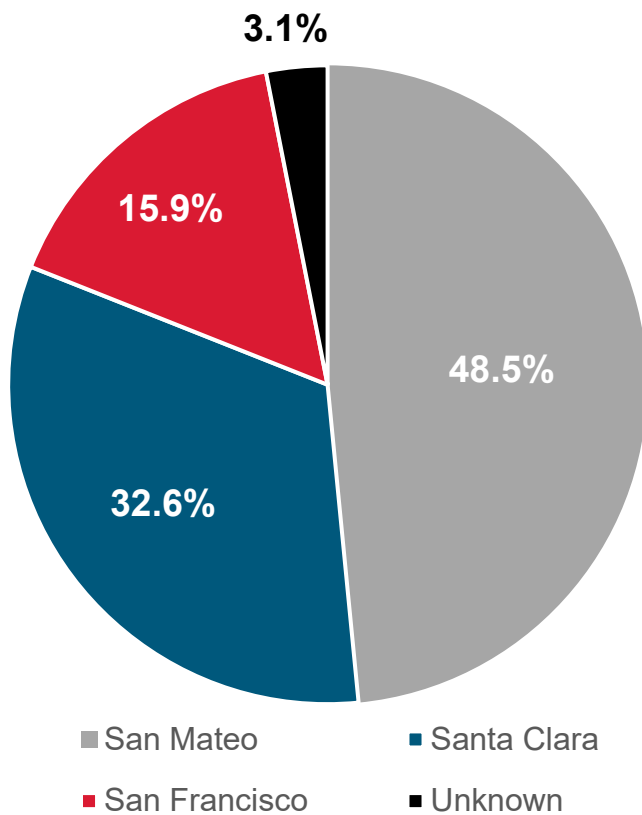




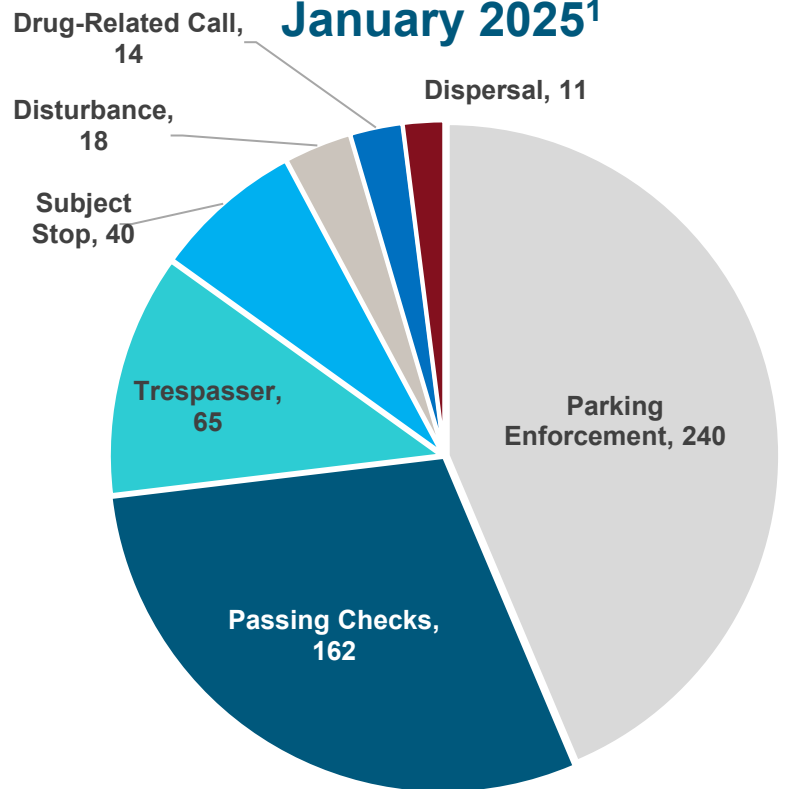
Security Update

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 January 2025



Number of Calls by Category January 2025¹



January 2025 Service Call Data

Overall Average Response Time: **23:25**

Average Response Time for **Priority 1** Calls*: **3:33**

Average Response Time for **Priority 2** Calls**: **18:43**

*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 679 in January across 17 categories. The pie chart shows the top 7 categories representing 550 calls or 81% of the total.

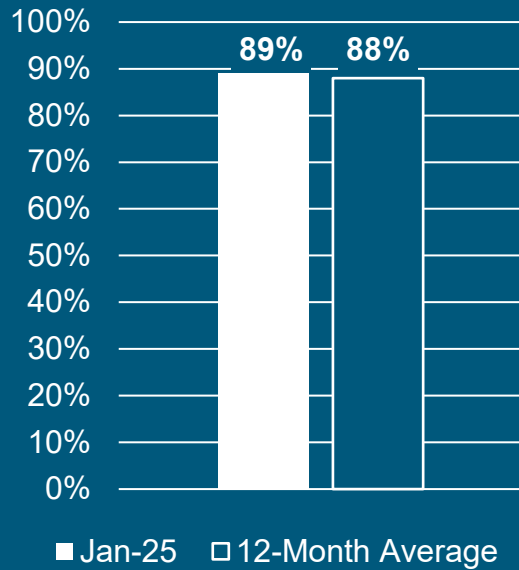




Performance at a Glance

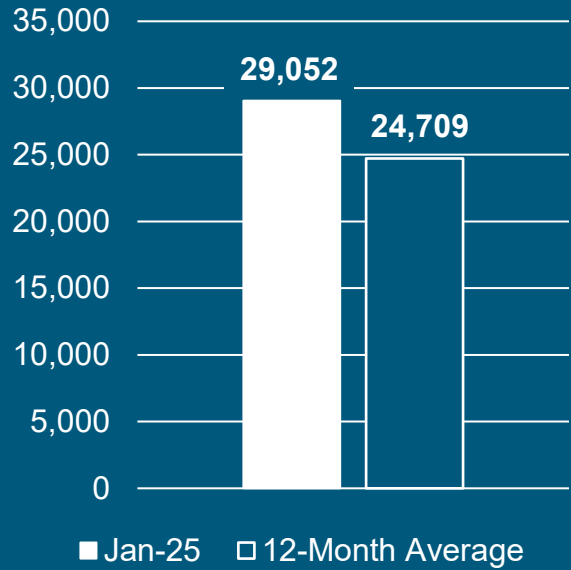
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



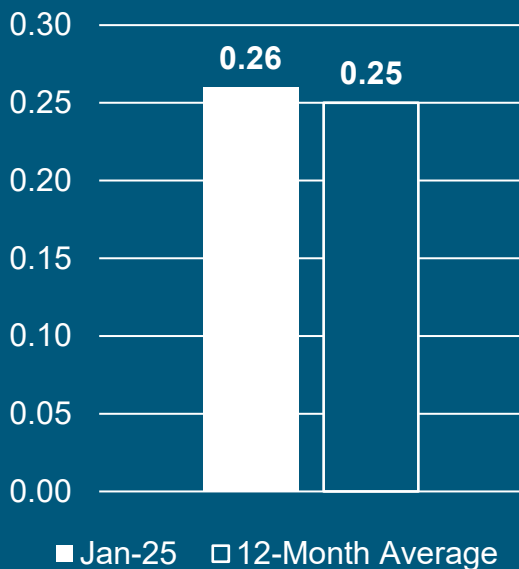
Average Daily Ridership

Average estimated weekday ridership



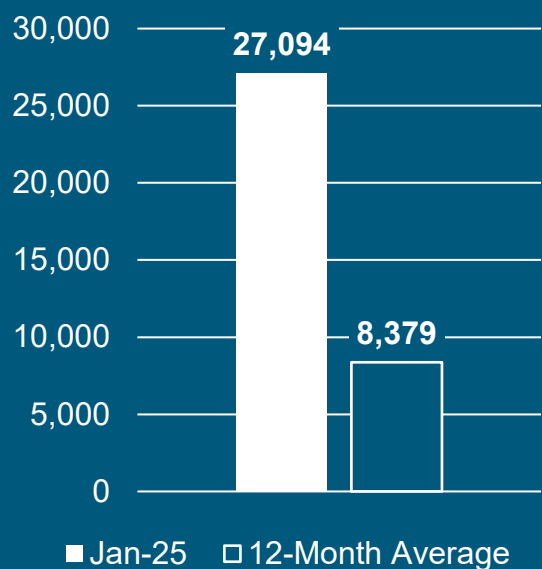
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

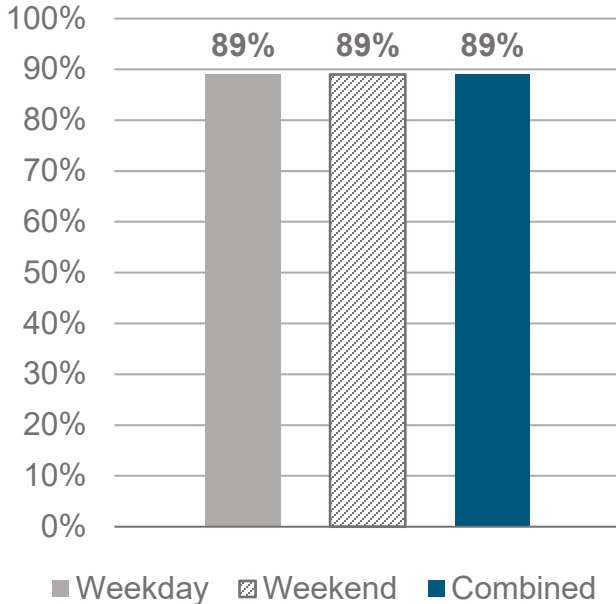
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Jan-24)

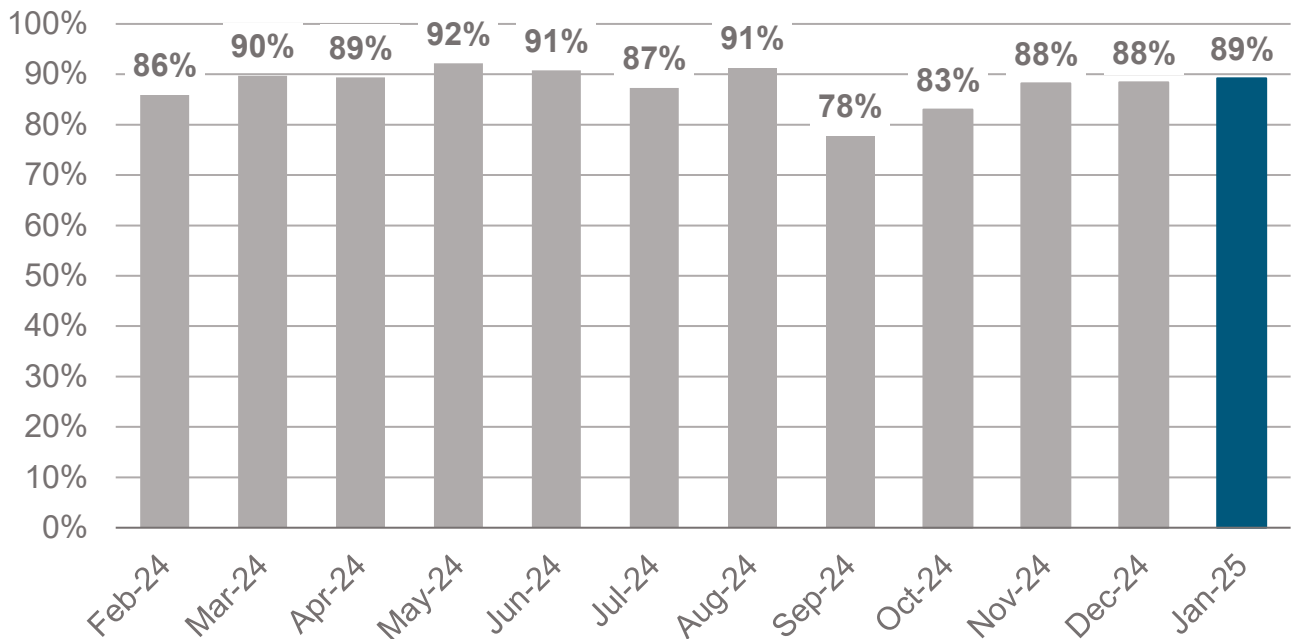


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95 percent. Combined OTP for the month of January was 89%.

Note that weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Nov-24

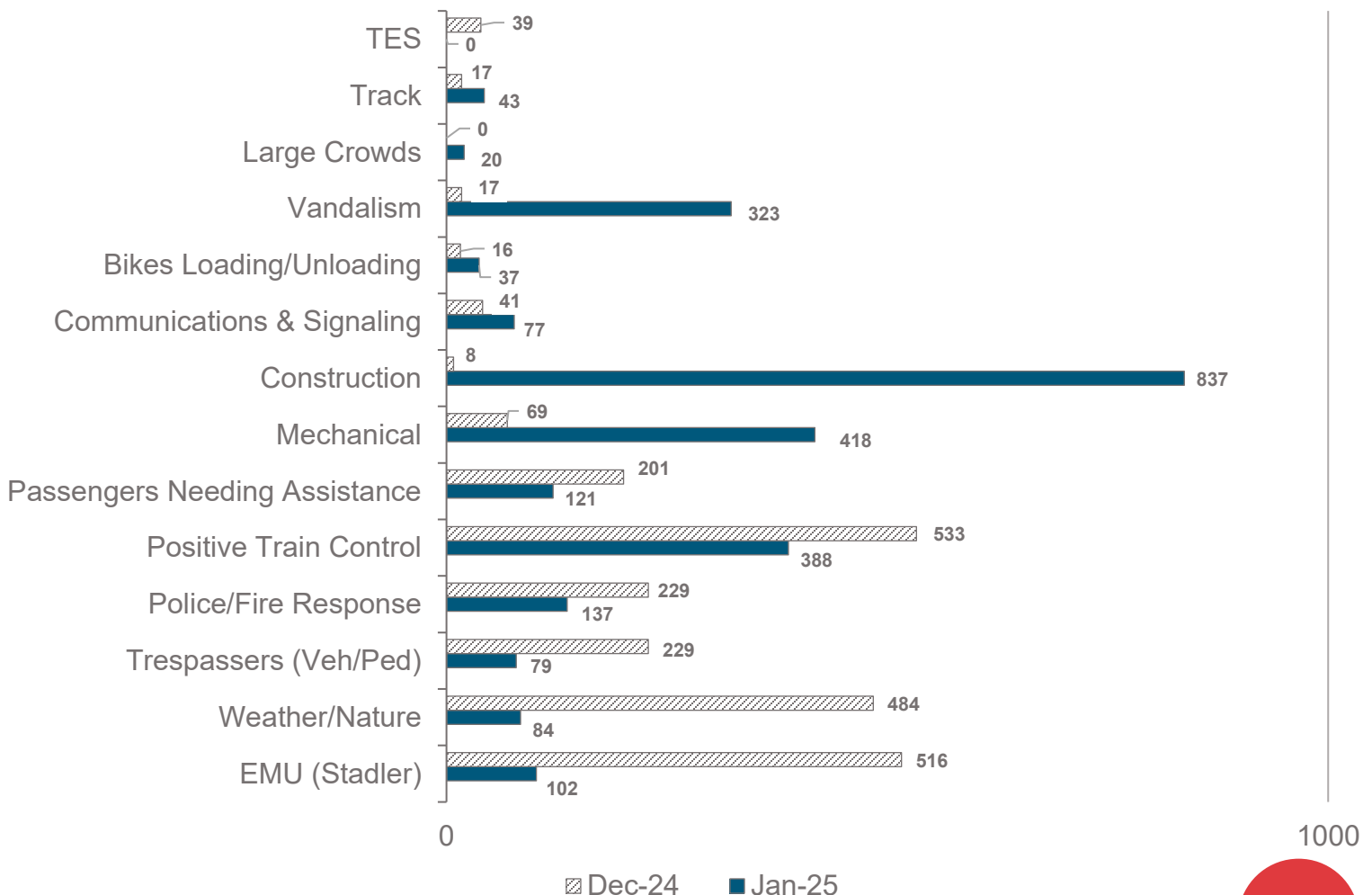
Dec-24

Jan-25

Number of Late Trains	339	347	327
Average Minutes Late for Late Trains	14	15	13
Number of Cancelled Trains	30	24	6

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

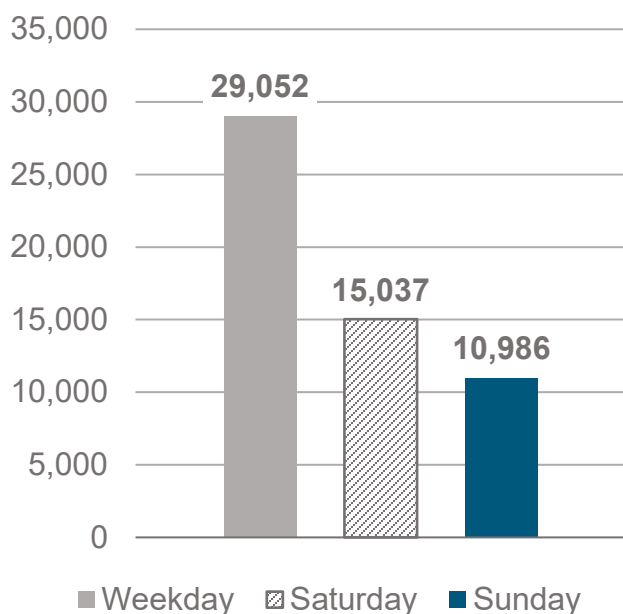
Reasons for Train Delays, by Minutes of Delay





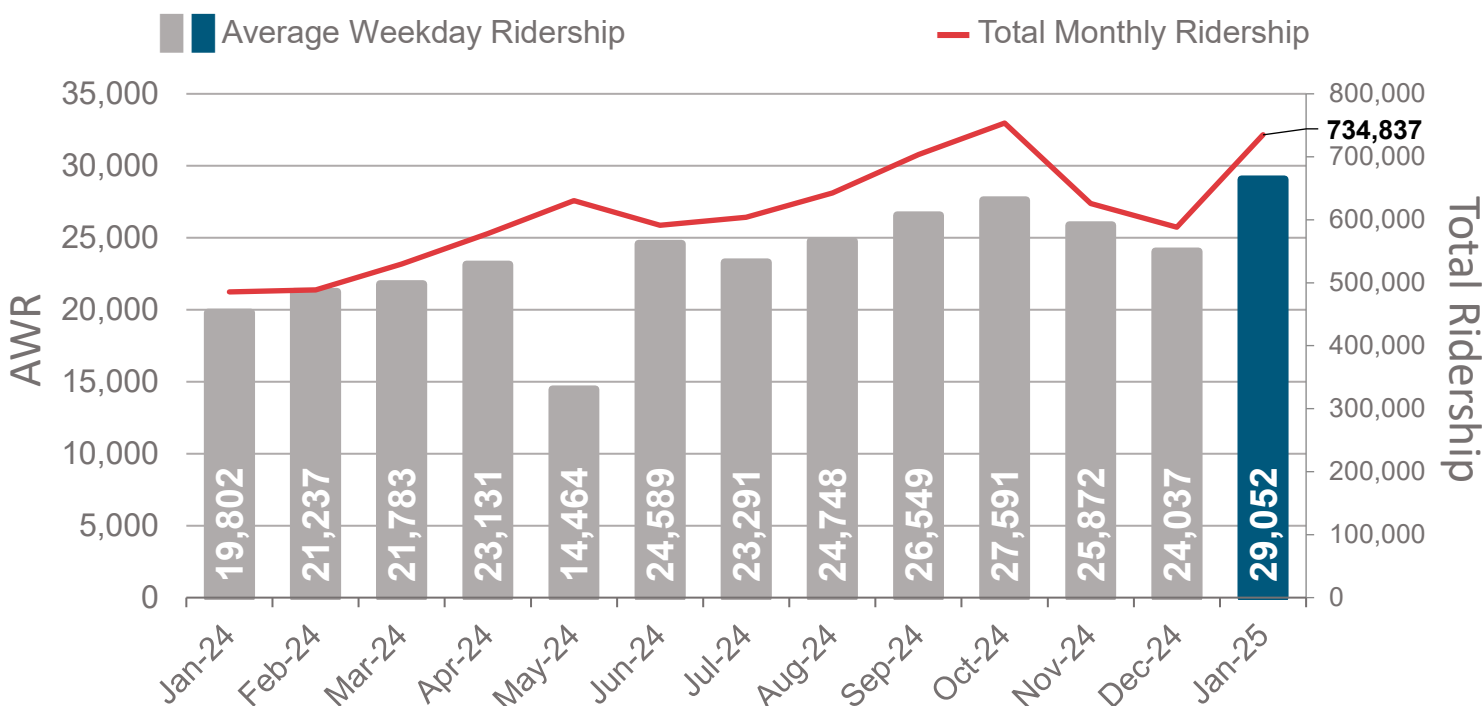
Ridership and Revenue

Average Daily Ridership (Jan-25)



Average weekday ridership (AWR) increased by approximately 47 percent compared to January of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year



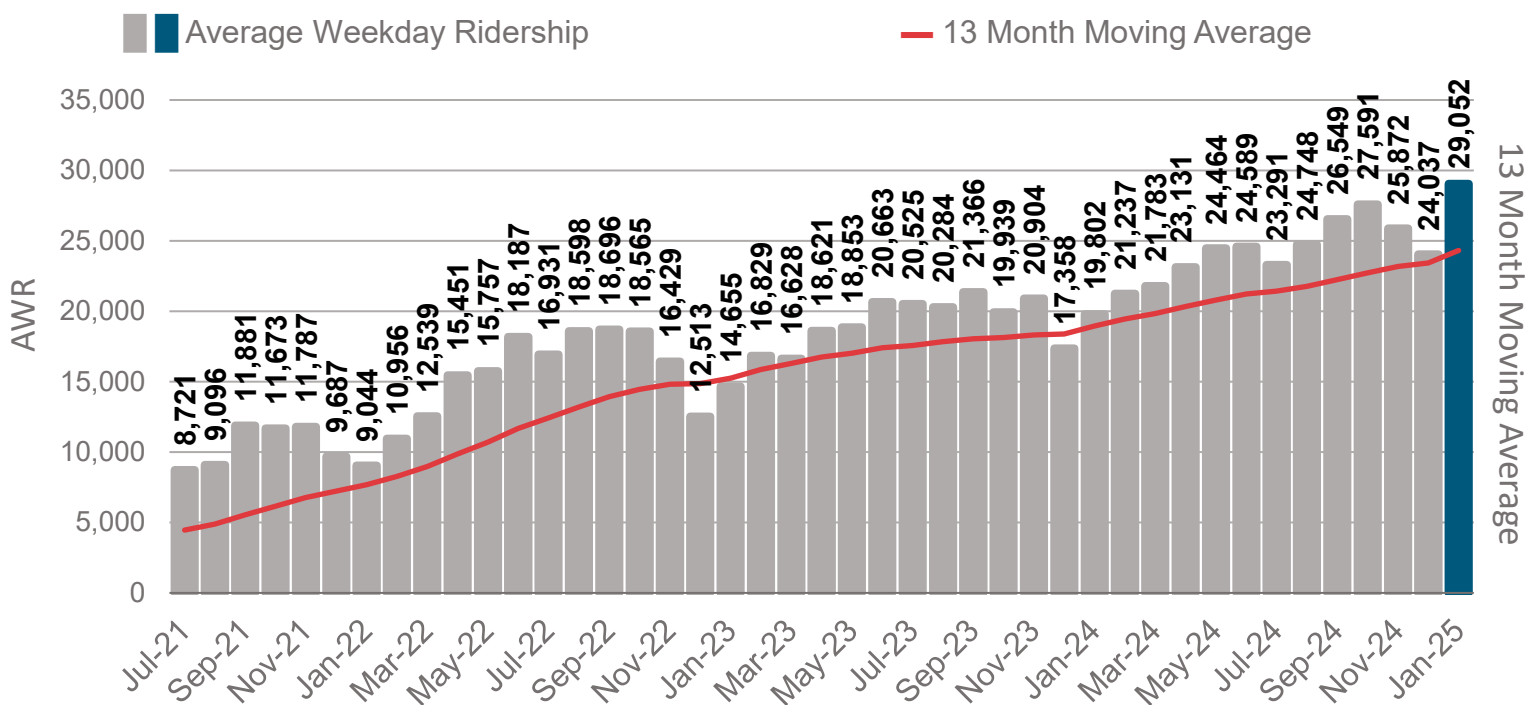
Since November 2023, Caltrain’s ridership estimation model relies solely on fare media sales data.





Ridership and Revenue

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



Year Over Year AWR Increase
(January 2024 vs. January 2025) : **47%**





Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total event-day ridership at San Francisco Station in January was 8,470, an 81.4% increase compared to 2024 (4,670) and a 9% increase from 2019 (7,772).
 - In January 2025, there were 12 events (11 Warriors games plus the MLK Celebration train) compared to 10 in 2024 and 10 in 2019.

San Jose Diridon Station

- Total event-day ridership at San Jose Diridon Station in January was 2,122, a 25.6% increase compared to 2024 (1,690) and a 45% increase from 2019 (1,463).
 - In January 2025, there were 8 events (8 Sharks games) compared to 8 in 2024 and 5 in 2019.

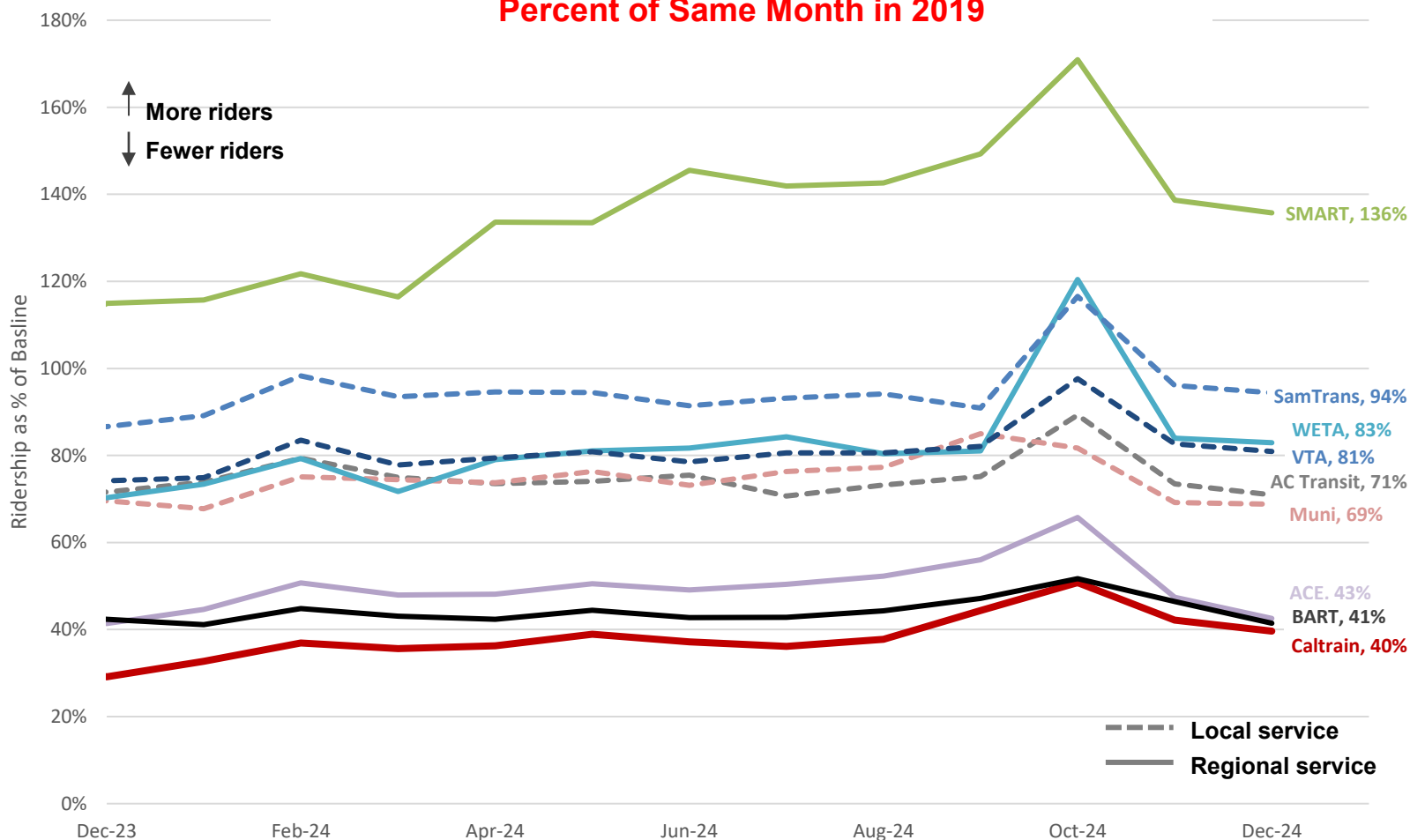




Public Transit Ridership Recovery in the Bay Area

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

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



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

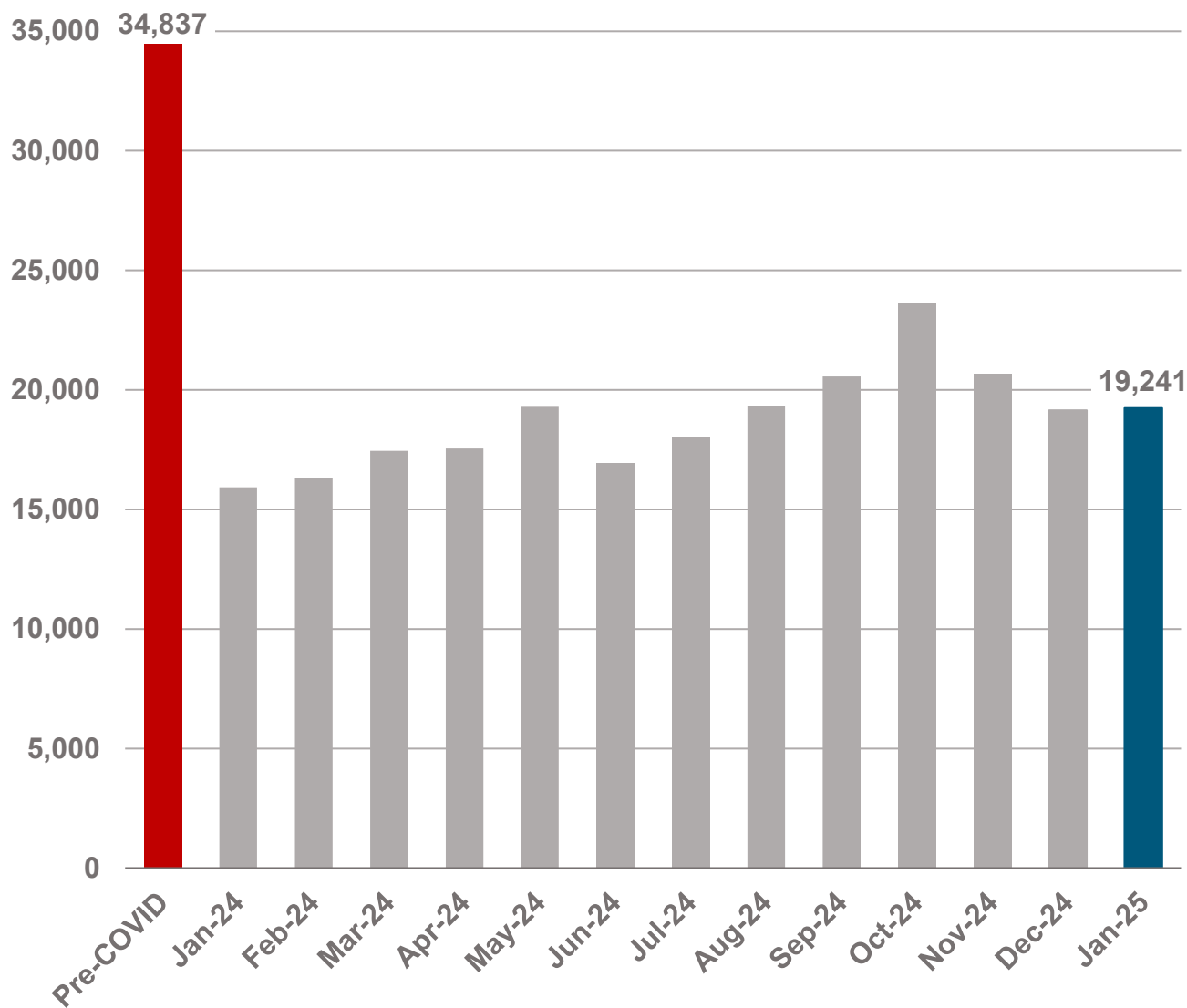
Total Monthly Ridership Estimates (in thousands)

Transit Operator	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec
Muni	12,409	12,773	12,831	14,042	13,851	14,601	13,279	13,811	14,521	14,579	15,401	13,049	12,973
BART	4,046	4,258	4,338	4,617	4,677	4,918	4,562	4,659	4,963	5,085	5,349	4,805	4,289
AC Transit	3,045	3,245	3,303	3,484	3,490	3,492	3,071	3,092	3,498	3,678	3,923	3,229	3,118
VTA	2,115	2,203	2,238	2,397	2,419	2,545	2,238	2,345	2,519	2,595	2,871	2,431	2,379
SamTrans	786	817	816	906	891	957	795	813	948	962	1,068	881	865
Caltrain	416	485	489	530	578	630	591	604	643	703	754	626	588
WETA	175	150	160	155	172	217	224	247	276	267	237	262	183
SMART	67	66	62	68	80	85	81	89	93	94	98	79	78
ACE	42	57	58	60	63	71	55	62	70	70	84	60	54



Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year



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

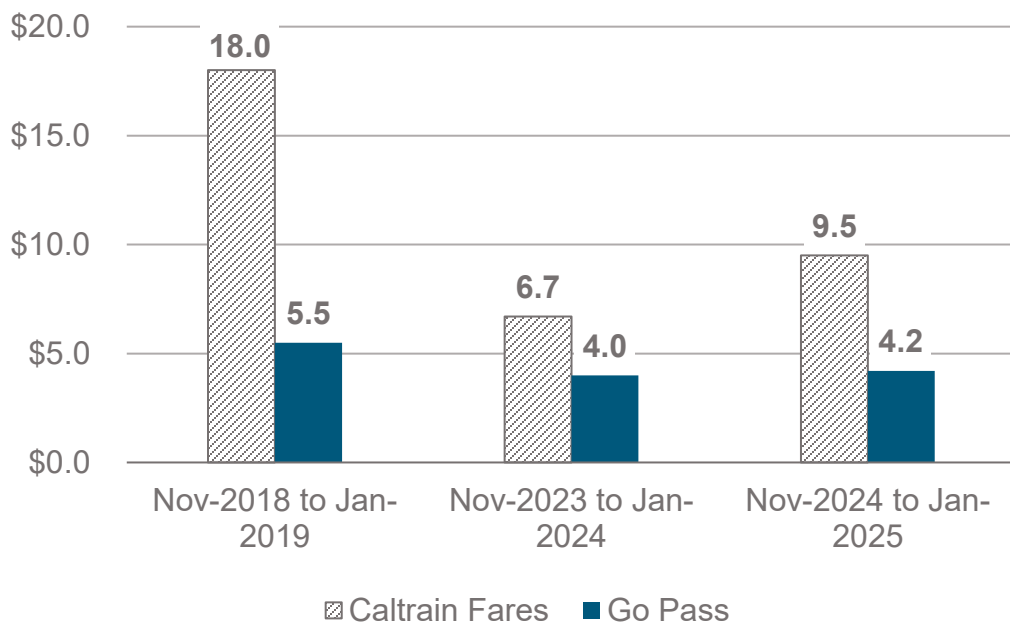
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

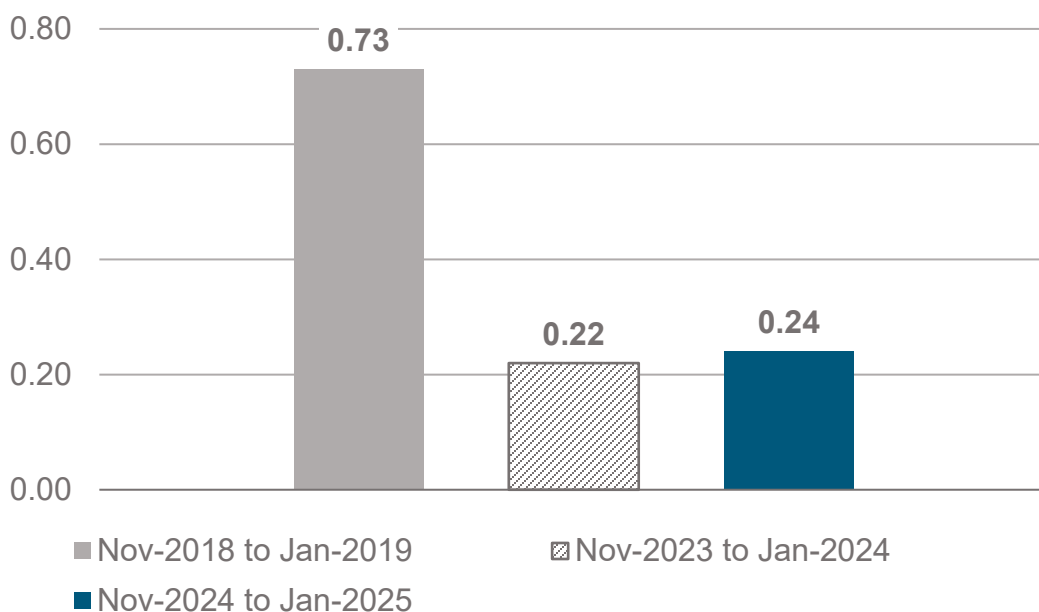
Total Fare Revenues (\$M) - Past 3 Months Comparison



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

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

Farebox Recovery Ratio (3-Month Rolling Average)



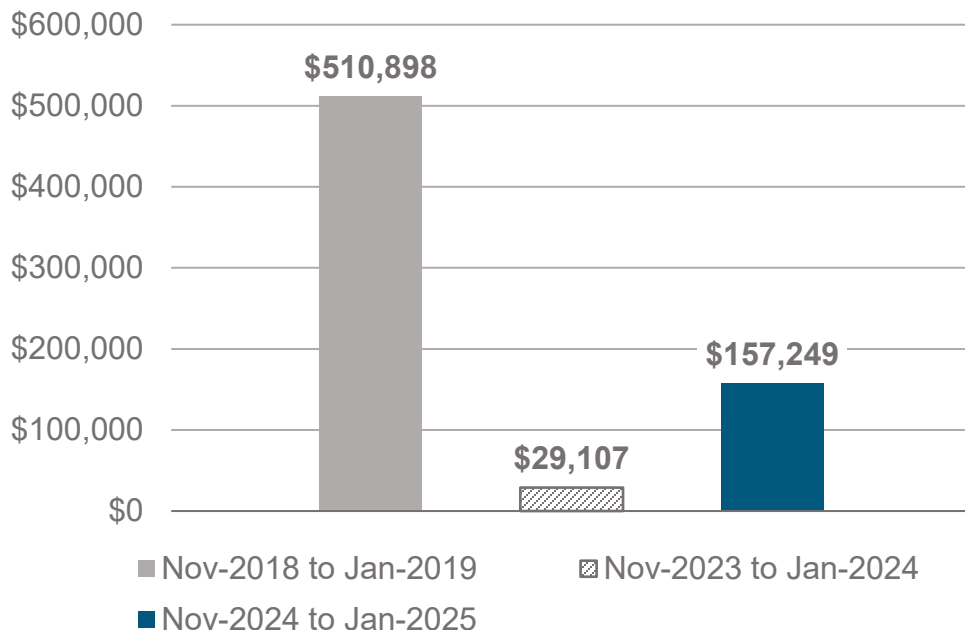
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





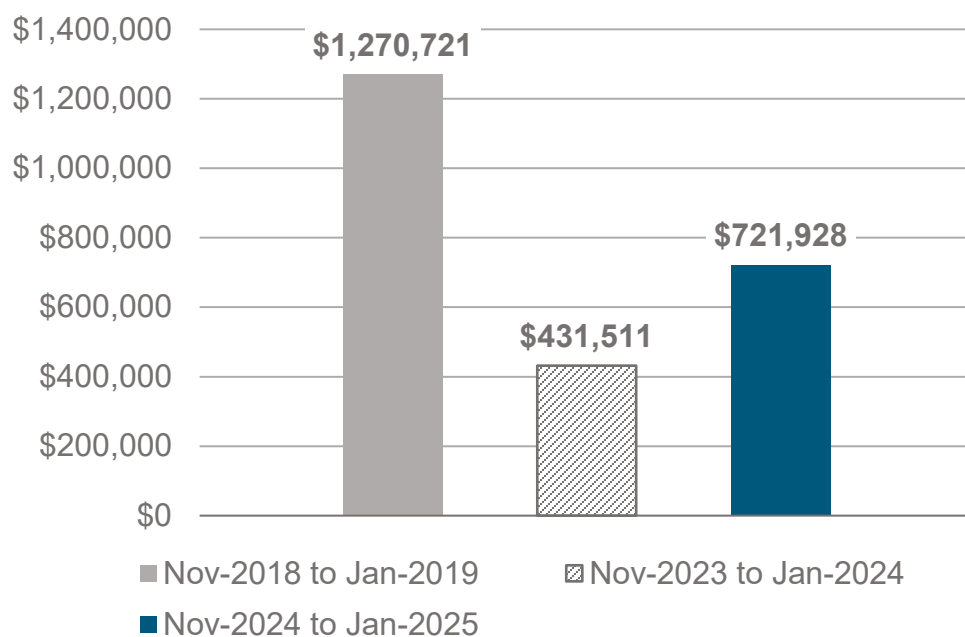
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



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

Parking Revenue (3-Month Rolling Average)



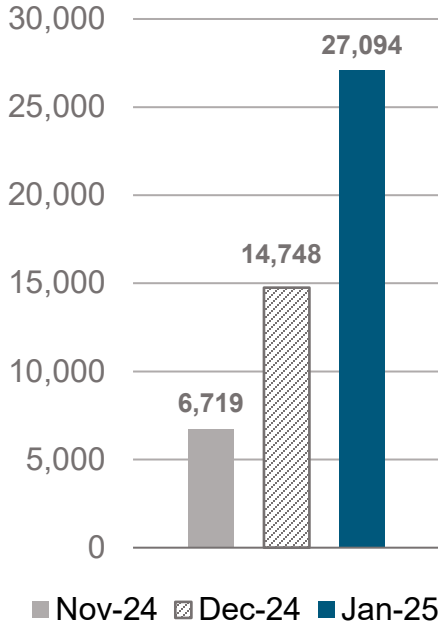
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



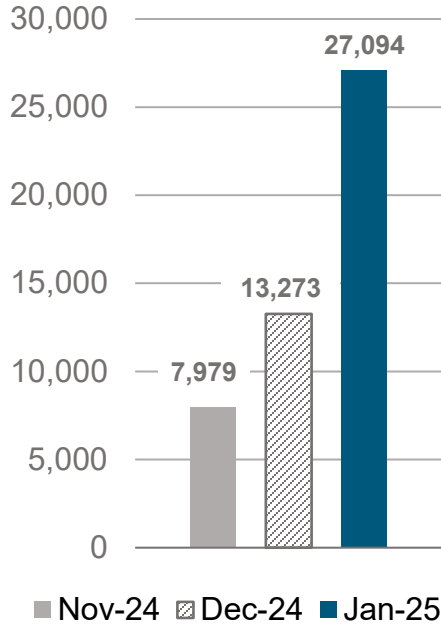


Maintenance Performance (EMU Fleet)

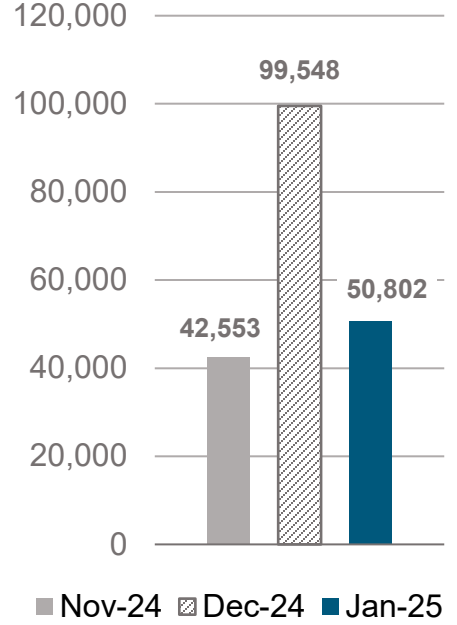
Mean Distance Between Failure (EMU Locomotives)



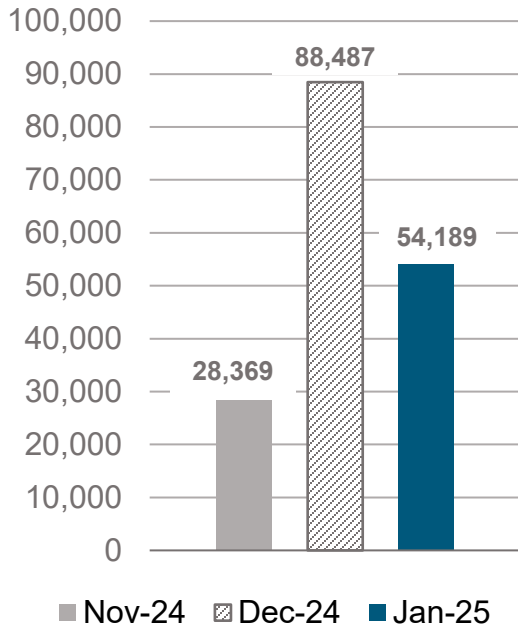
Mean Distance Between Failure (EMU Cab Cars)



Mean Distance Between Failure (EMU Coach Cars)



Mean Distance Between Failure (EMU Bike Cars)



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

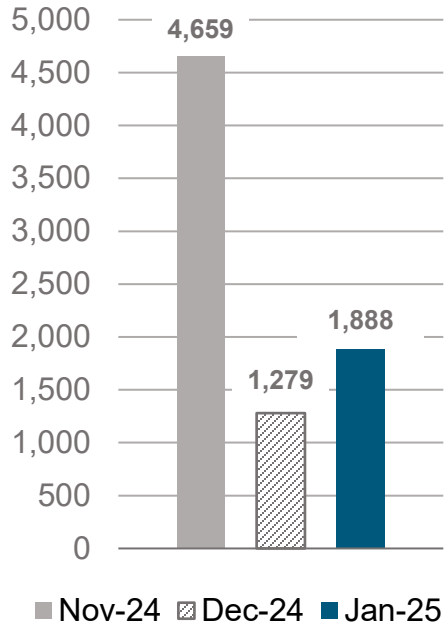
The graphs on this page represent MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the previous page.



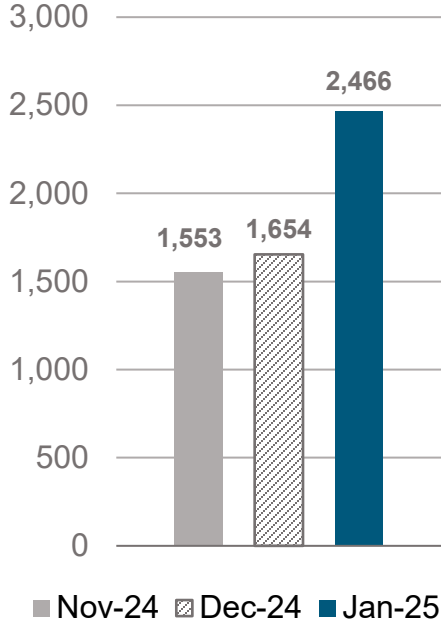


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



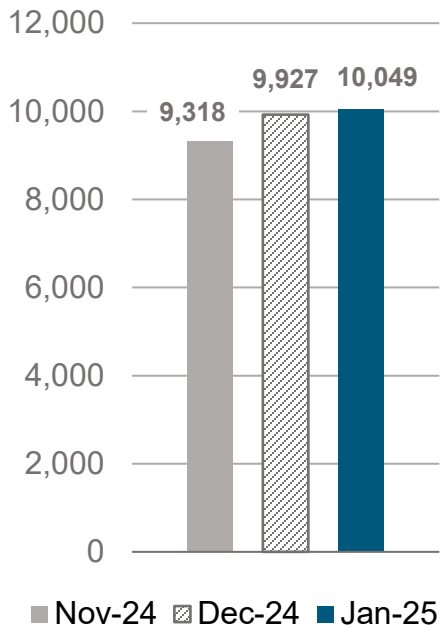
Mean Distance Between Failure (Cab Cars)



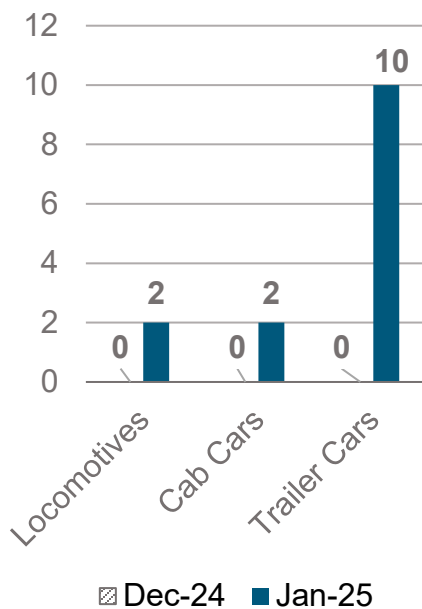
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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

Mean Distance Between Failure (Trailer Cars)



Equipment in Maintenance/Repair



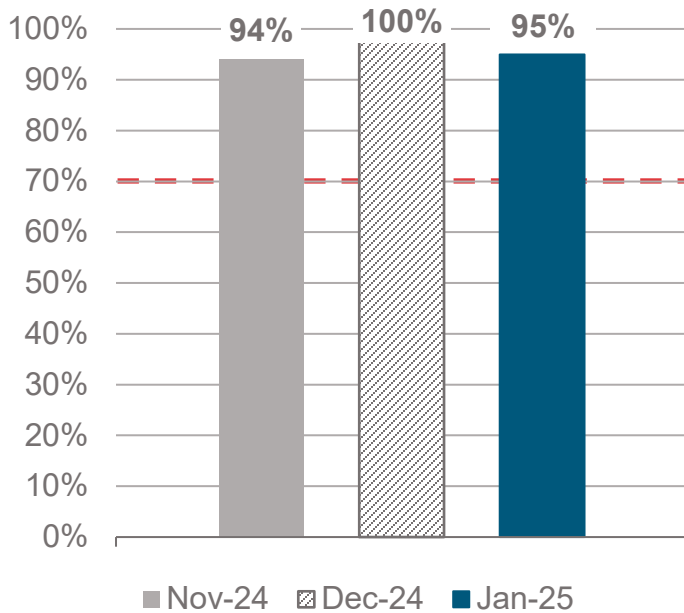
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





Maintenance Performance

Equipment Availability (EMUs)

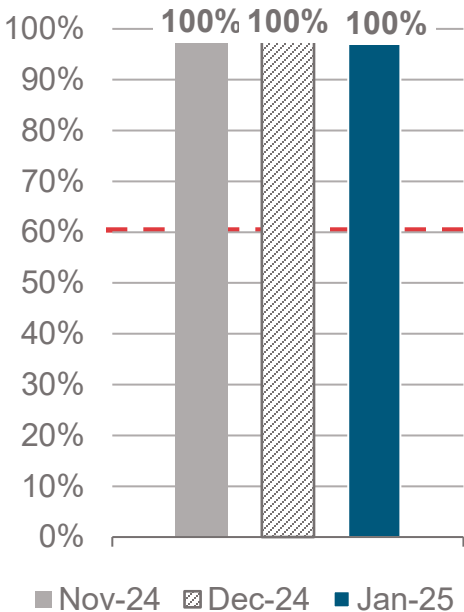


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

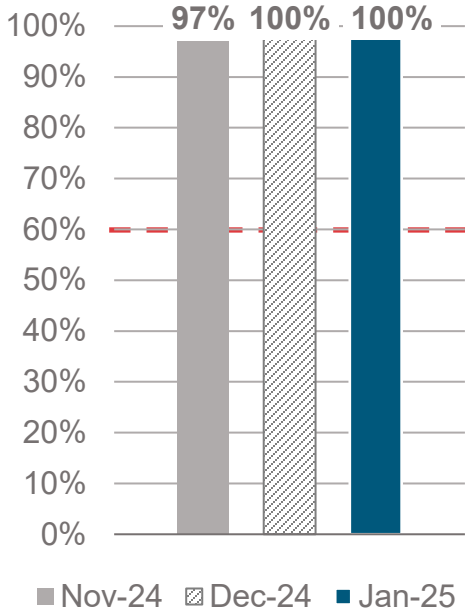
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain’s mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

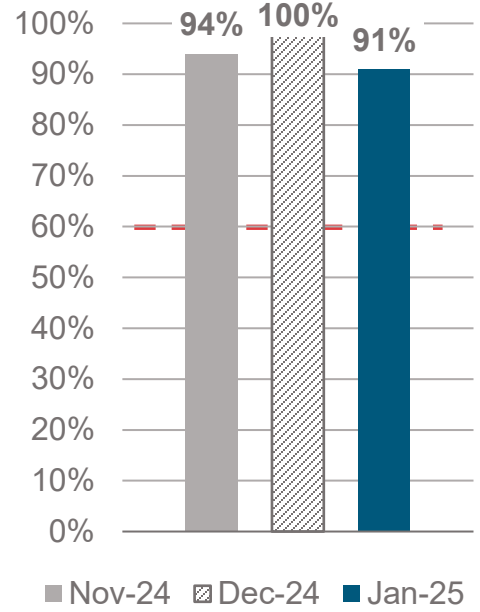
Equipment Availability (Diesel Locomotives)



Equipment Availability (Cab Cars)



Equipment Availability (Trailer Cars)



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





Service and Program Updates

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

The dream lived on 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 Announced New Schedule

Caltrain implemented a new weekday and weekend schedule on Monday, Jan. 27. Most changes to the schedule were 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 have partnered with the NBA for All Star Weekend at Chase Center, Feb. 14-16, and stood ready to get fans to and from Chase Center to catch the action without the hassle of traffic and parking.

The All Star Game took place on Sunday, Feb. 16, but there were 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’s Celebration Train Makes Annual Trip Commemorating Martin Luther King, Jr. Day
- Caltrain Announces New Schedule
- Caltrain’s Electric Fleet More Efficient than Expected
- Caltrain Offers Giants Fans an Easy Ride to the Fanfest Tour in San Jose
- Caltrain Partners with the NBA for All Star Weekend at Chase Center
- End of 2024 Shows Growing Caltrain Ridership
- Survey Shows Caltrain Riders Feel Satisfied and Safe

Earned Media:

- MLK Day Explainer - SF Chronicle
- The long struggle to establish Martin Luther King Jr. Day - AP
- San Jose State University Needs to Restart Clipper BayPass and Make it Permanent - Change.org
- Mega-development could transform SF railyards into cluster of towers - one 850 feet tall - SF Chronicle
- BART to change schedule with upgrades - SJ Mercury News
- Caltrain’s Ridership Soars by 41% Following Electrification, Mirroring Pre-Pandemic Levels - Hoodline
- Efficiency of Caltrain electric equipment leads operator to lower estimate of electric cost - Model Railroader Magazine

Caltrain E-Newsletter Metrics:

JANUARY 2025	
Subscribers	17,085
Open Rate	30%
Click Rate	6.2%





Communications and Marketing Update

Digital Communications Activities

Caltrain Digital Marketing Messaging

Digital Communications:

The launch of Destination Downtown – a social media campaign meant to target current and new riders by showcasing different places to visit along the corridor using Caltrain.

Other Messaging Highlights:

- National Human Trafficking Prevention Month – evergreen landing page was created
- New wireless technology at all grade crossings was made public
- EIP agreement was signed
- Service change
- MLK Celebration Train
- Destination Downtown – Social Media Campaign
- NBA All Star Weekend partnership

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.

JANUARY 2025	JANUARY 2024
Impressions: 375,210	Impressions: 1,974,930
Engagements: 24,868	Engagements: 71,678
Post Link Clicks: 3,001	Post Link Clicks: 17,040

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





Capital Projects Update

Project: MP-36 Locomotive Mid-Life Overhaul Project

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
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.	NA	NA	NA	NA

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)

	Current Budget	Committed to Date	Expended + Accruals	Estimated Completion
Totals	14,833	14,444	14,178	
Percentages	100%	97.4%	95.6%	

Project Highlights – Recent and Upcoming Work

January: Approved the Final acceptance of locomotive 923.

February: Monitor performance and warranty if any.

The project was transferred to Operation for warranty period.

Project will seek Management Committee approval for Gate 7: Project Acceptance next month. This will be the final Board report.

Note: The Capital Projects information is current as of January 31, 2025, and is subject to change prior to the March 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	63,664	37,415	36,636		12/31/26
Percentages	100.00%	58.8%	57.5%		
Project Highlights – Recent and Upcoming Work					
<p>January: JPB staff updated and finalized 100% designs for bridge construction, temporary shoring, and river diversion plans.</p> <p>February: Using the updated 100% plans, JPB staff finalized and submitted for amended permits with the US Army Corps of Engineers, the California Department of Fish and Wildlife, the San Francisco Bay Regional Water Quality Control Board, Valley Water, and the Federal Transit Administration.</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 January 31, 2025, and is subject to change prior to the March 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	25,892	25,892	
Percentages	100.00%	85.1%	85.1%	03/20/25
Project Highlights – Recent and Upcoming Work				
<p>January: Vendor has submitted all the product manuals and testing results. JPB Engineering is reviewing the documents. JPB conducted its own system acceptance test. It showed 2 areas that the WiFi coverage is weak which was reported to the vendor Nomad Digital to investigate.</p> <p>February: Nomad to improve the WiFi coverage in 2 locations and rerun the Acceptance Test.</p>				

Note: The Capital Projects information is current as of January 31, 2025, and is subject to change prior to the March 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	1,640	1,413	
Percentages	100.00%	65.1%	56.1%	6/30/2025
Project Highlights – Recent and Upcoming Work				
<p>January: The city of Palo Alto has notified Caltrain that they did not receive the advance signal preemption controller and do not have a delivery date from the supplier. The cutover and testing is put on hold until the city of Palo Alto has all their equipment ready for the cutover.</p> <p>February: Cutover and test the advance signal preemption, subject to city of Palo Alto receiving the necessary equipment. .</p>				

Note: The Capital Projects information is current as of January 31, 2025, and is subject to change prior to the March 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	5,472	4,856	4,043			5/29/2025	
Percentages	100.00%	88.7%	73.9%				
<p>Project Highlights – Recent and Upcoming Work</p> <p>January: TASI completed all trenching and conduit installation for the new signal house at 5th Ave. TASI pulled new cables for the new signal devices at 5th Ave.</p> <p>February: TASI to install the new fiber lateral for the 5th Ave signal house. 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 January 31, 2025, and is subject to change prior to the March 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	6,335	6,084	03/27/2025
Percentages	100.00%	93.2%	89.5%	
Project Highlights – Recent and Upcoming Work				
<p>January: Completed as-built drawing and received the Notice of Completion stamped by San Francisco County, Santa Clara County, and San Mateo County. Preparing the closeout package for project turnover.</p> <p>February: Complete the closeout package and transfer the project to operation.</p>				

Note: The Capital Projects information is current as of January 31, 2025, and is subject to change prior to the March 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	2,553	1,861	02/13/2026
Percentages	100.00%	28.4%	20.7%	

Project Highlights – Recent and Upcoming Work

January: JPB submitted permit applications to CDFW and RWQCB, with the environmental team addressing agency questions. RWQCB requested in-kind mitigation, and the team is evaluating feasible options. The design team conducted geotechnical investigations to refine the temporary shoring design and submitted revised 100% drawings along with the river diversion and dewatering plan.

February: The design team will finalize the geotechnical memo and indicative shoring design. JPB will review the revised 100% design documents. The project team will continue working with resource agencies on permit approvals and collaborate with RWQCB to establish an acceptable in-kind mitigation approach. Additionally, detailed project cost estimates will be developed.

Schedule: JPB staff are evaluating permit approvals and IFB timelines against allowable in-stream work windows. Permit approvals may postpone the permanent stabilization project until the 2026 dry season. Engineering has reviewed the temporary stabilization and concluded that it is sufficient to accommodate this potential schedule change.

Note: The Capital Projects information is current as of January 31, 2025, and is subject to change prior to the March 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	9,024	8,723	
Percentages	100.00%	89.1%	86.1%	

Project Highlights – Recent and Upcoming Work

January: SWI achieved final completion of the construction scope. Post construction sound and vibration monitoring occurred late January.

February: Reporting of post-construction sound and vibration monitoring will occur in February.

Note: The Capital Projects information is current as of January 31, 2025, and is subject to change prior to the March 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	5,397	4,524	01/02/26
Percentages	100.00%	74.2%	62.2%	

Project Highlights – Recent and Upcoming Work

January: Work is on hold after termination of the Contractor. Project team have been working on the close out and getting TASI under contract to finish the work.

February: 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 January 31, 2025, and is subject to change prior to the March 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

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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 February 6, 2025

Members Present: Margaret Abe-Koga, Pat Burt, David J. Canepa, Jeff Gee, Shamann Walton (arrived at 9:05am), Monique Zmuda (arrived at 9:05 am), Rico E. Medina (Vice Chair), Steve Heminger (Chair)

Staff Present: M. Bouchard, A. Brandt, S. Bullock, N. Fogarty, C. Fromson, J. Harrison, L. Ko, L. Lumina-Hsu, D. Ryan

1. Call to Order– Chair Heminger called the meeting to order at 9:03 am.

Item 3 was called before Item 2.

2. Oath of Office: David J. Canepa (representing San Mateo County Board of Supervisors)
Deputy District Secretary Loana Lumina-Hsu administered the Oath of Office to David J. Canepa, representing San Mateo County Board of Supervisors.

3. Roll Call

Ms. Lumina-Hsu called the roll and confirmed a Board quorum was present.

4. Pledge of Allegiance / Safety Briefing

Chair Heminger led the Pledge of Allegiance and delivered the safety briefing.

5. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances – There were none.

6. Request to Change Order of Business

The Board called Item 13.b.i.

7. Public Comment for Items Not on the Agenda

Jeff Carter commented on train departure times and automatic passenger counter.

Aleta Dupree, Team Folds, commented on cell phone reception and Wi-Fi in tunnels.

8. Report of the Executive Director

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

- Wireless crossings inhibit feature rollout and significant gate downtime improvements
- Regional collaboration sync of Bay Area transit agencies for schedule changes, regional mapping, and wayfinding

- Crossing installation improvements at Burlingame Broadway Crossing, Palo Alto Churchill Crossing
- Customer satisfaction survey resulted high overall rider satisfaction and riders most satisfied with conductors and onboard safety experiences

Public Comment

Jeff Carter commented on operating service, spare trains, and event services.

Aleeta Dupree, Team Folds, commented on operating service, spare trains, track incursions, and station parking.

Adina Levin commented on transit schedule coordination with partnering agencies, wayfinding, fares and payments with Clipper 2.0, and public transportation funding.

Adrian Brandt commented on noise levels, train wheels, rail sentry system, and preventative measures for incursions.

9. Consent Calendar

9.a. Approval of Meeting Minutes for January 9, 2025

9.b. Accept Statement of Revenues and Expenses for the Period Ending November 30, 2024

9.c. Accept Statement of Revenues and Expenses for the Period Ended December 31, 2024

Motion/Second: Medina /Gee

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

Noes: None

Absent: None

Public Comment

Aleta Dupree, Team Folds, commented on electric chargers related to train operation and market interest rates.

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 - Approved by Resolution 25-08

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

- Final change order includes no potential future claims to be made against Caltrain
- Within budget for both Balfour Beatty Infrastructure, Inc. (BBII) and Peninsula Corridor Electrification Project (PCEP) contracts

- Approximately \$2.5 million in surplus materials and spare parts transferred from BBII to JPB as trade-offs for minor punch list and mitigate supply chain delays and risks
- Project cost at completion include \$2.5 million savings in contract with \$380,000 contingency remaining
- Close out complex design build contract within contract amount
- Completed project without claims or litigation
- Enabled PCEP completion within \$2.5 billion budget

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

- Project completion with no claims or litigation arising from contract itself
- JPB will reserve rights to pending and or potential future litigation to cross claim against BBII which BBII agreed
- Safe and proper storage of surplus supplies and materials included audits for accountability

Motion/Second: Gee/Zmuda

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

Noes: None

Public Comment

Roland commented on March 2022 incident and the cost incurred by Caltrain.

11. Receive State and Federal Legislative Update

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

- Executive Director trip to Sacramento on February 2 to discuss transit issues, Caltrain update and priorities, and confirmed state funding will continue, assurances of Caltrain's future funding, and identified sources for those future funds
- State legislature reconvened and California withdrew requests for Environmental Protection Act (EPA) waivers. Further guidance expected from California Air Resources Board (CARB) in the near future
- Active Metropolitan Transportation Commission (MTC) polling and results expected on February 14; Caltrain polling expected mid-February
- State budget requests \$2 billion over two years to support public transit across the state
- Federal judge issued temporary restraining order on Office of Management and Budget memo to freeze federal financial assistance
- Staff reviewing federal grants received and how it impacts grants with decreased federal workers, communications, permitting, inspections, and Federal Transportation Authority (FTA) collaboration

- Department of Transportation (DOT) program prioritization impacts to JPB's perspective funding, and applicability to existing funding agreements Secretary of Transportation Sean Duffy confirmed; Former Rep Marcus Molinaro nominated as FTA Administrator
- JPB has \$60.6 million allocated federal funding but not yet received. \$1 million is for reimbursements while the remainder is for funding projects
 - Federal funds needed to fund four Electric Multiple Units (EMU) purchased August 2023. Funding still needs Congress approval to be drawn down in Fiscal Year (FY) 2025 and FY2026

Public Comment

Jeff Carter commented on regenerative braking compensation, regional funding measure, and federal funding distribution.

Roland commented on EMU maintenance and government funds for EMUs.

Adina Levin commented on regional and state funding.

Aleta Dupree commented on other agencies' electric regeneration system compensation and federal government reimbursements.

12. Receive Update on Caltrain Real Estate Revenue Opportunities

Nadine Fogarty, Director, Real Estate Development, provided the presentation that included the following:

- JPB has 37 acres with Transit Oriented Development (TOD) opportunities identified in San Francisco, Hayward Park, Redwood City, Mountain View, and San Jose
- Hayward Park project on hold due to market conditions
- Diridon TOD, consistent with Diridon Station Area Plan, entitled December 2024 as flexible as possible. Monitoring market conditions prior to developer solicitation
- San Francisco Railyards potential for mixed use TOD with potential revenue stream
- Mountain View TOD partnered with City of Mountain View. Staff in conversation with city staff to explore development feasibility of 2017 City-led Transit Center Master Plan
- Currently over 50 active commercial leases with annual revenue over \$1 million
- Focused on identifying additional sites for lease potential, initiate corridor-wide leasing strategy, and reviewing station assets

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

- Build into process project updates for Board to include obstacles and barriers identifications for the Directors assistance

- Define potential real estate development goals such as primary goals of revenue, affordable housing in TOD, and secondary goals to increase ridership levels, grade crossing separations plans, and bike/pedestrian crossings
- Strengthening communication and involvement with partnering cities to expedite projects being built; Address quality of life by mitigating train noise
- Explore creating policy for less parking to enable more development and revenue potential

Public Comment

Jeff Carter commented on increasing trackage to increase service and coverage, San Francisco railyard, and Caltrain stations relocation.

Roland commented on TOD opportunities and small parcels.

Adrian Brandt commented on station activation, Rail Service vision, and preservation of right way for development.

13. Reports

13.a. Report of the Citizens Advisory Committee

Adrian Brandt, Chair, provided the report, which included the following:

- Received Strategic Financial Plan presentation discussing energy procurement strategy, regenerative braking reimbursement, and energy storage solutions
- Ridership and funding sources, distance-based fares, and variety of fare instruments
- Quarterly safety update, incursion issues, rail sentry system, preventative measures need to discourage vehicle code violations at crossings
- Discussed code of conduct for riders; bike theft on bike cars; new suicide prevention assistance signage; and customer satisfaction survey results

13.b. Report of the Chair

13.b.i. Resolution of Appreciation for Ray Mueller – *Approved by Resolution 25-07*

Chair Heminger thanked San Mateo County Supervisor Ray Mueller for his service.

Supervisor Mueller expressed appreciation for his time on the Board.

Motion/Second: Medina/Heminger

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

Noes: None

13.c. Report of the Local Policy Maker Group (LPMG)

Chair Burt provided the report, which included the following:

- Appointed Sunnyvale Councilmember Richard Mehlinger as Vice Chair
- Reviewed Caltrain legislative program, operating budget, and 10-year operating plan
- Briefed on regional measure update
- Future meetings to focus on corridor crossing strategy; Cities interests in station activation; and Caltrain-City partnership toolkit

13.d. Report of the Transbay Joint Powers Authority (TJPA)

Chair Gee provided the report, which included the following:

- Updated schedule and how far project can advance with current funding. Facing over \$2 billion shortage
- Project approved to go into engineering and enough funds for engineering next couple years. If no funding is identified, slow down in FY2027
- Potential reduction in federal funding will lead to relying on local and state funding

Public Comment

Roland commented on high-speed train accommodation on Caltrain tracks.

14. Correspondence – Available online.

15. Board Member Requests – There were none.

16. Date/Time/Location of Next Regular Meeting: Thursday, March 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.

17. Adjourn – The meeting adjourned at 11:28 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
For: March 2025 JPB Board of Directors Meeting
Subject: **Authorize Executive Director to Execute Primary Grant Agreement with the San Mateo County Transportation Authority for Future Measures A and W Funding**

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

Purpose and Recommended Action

Staff recommends that the Peninsula Corridor Joint Powers Board (Board) authorize the Executive Director, or designee, to:

1. Execute a primary grant agreement with the San Mateo County Transportation Authority (TA) to be eligible to receive Measures A and W grants over the next 10 years; and
2. Certify that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
3. Take such actions as may be necessary to give effect to this agreement.

Discussion

The TA has developed a new primary grant agreement through which the TA and project sponsors will document the structure of their relationships and related obligations. This will streamline and expedite future funding allocation processes and eliminate the need to execute separate funding agreements and memoranda of understanding, or amendments thereto, for each phase of each project. Concise individual project supplements will detail each funded project and any specifically associated requirements during the 10-year term of the primary grant agreement.

In order to be eligible for TA Measures A and W funding over the next 10 years, the TA requires sponsors' governing boards to adopt resolutions authorizing the sponsor's executive director, or designee, to sign a primary grant agreement with the TA.

Budget Impact

There is no impact to the budget. Projects funded through TA Measures A and W funding are approved by the Board as part of the adoption of, or amendments to, either the operating

budget or the capital budget. Project supplements provide the mechanism for JPB to receive funding from the TA to carry out approved projects.

Prepared By: Heather Salem Manager, Grants and Fund Programming January 10, 2025

Resolution No. 2025-

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

* * *

Authorize Executive Director to Execute a Primary Grant Agreement with the San Mateo County Transportation Authority for Future Measures A and W Funding

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

Whereas, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution of the TA of the Measure A half cent transaction and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan, beginning January 1, 2009 (New Measure A); and

Whereas, on November 6, 2018, the voters of San Mateo County authorized a new one-half percent sales tax in San Mateo County for transportation purposes, and tasked the TA with administering four of the five transportation program categories described in the Congestion Relief Plan presented to the voters (Measure W); and

Whereas, the Peninsula Corridor Joint Powers Board (JPB) is eligible for funding under certain programs in the 1988 Transportation Expenditure Plan, 2004 Transportation Expenditure Plan, and the 2018 Congestion Relief Plan; and

Whereas, the TA requires a sponsor’s governing board to adopt a resolution authorizing the sponsor’s executive director, or designee, to sign a Primary Grant Agreement with the TA to receive Measures A and W grants over the next 10 years, and to take any other actions necessary to give effect to this resolution.

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

1. Authorizes the Executive Director, or designee, to execute a primary grant agreement with the TA to be eligible to receive Measures A and W grants over the next 10 years; and
2. Certifies that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
3. Authorizes the executive director, or designee, to take any other actions necessary to give effect to this resolution.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors Meeting
Through: Michelle Bouchard, Executive Director
From: David Covarrubias, Deputy Chief Financial Officer
For: March 2025 JPB Board of Directors Meeting
Subject: **Awarding On-Call Transportation Planning and Consultant Support Services to Kimley-Horn and Associates, Inc.; Fehr & Peers; and Mott MacDonald Group, Inc. for an Aggregate Total Not-to-Exceed Amount of \$60 Million for a Five-Year Base Term and up to an Additional \$20 Million for Two One-Year Option Terms**

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

Purpose and Recommended Action

Award of these On-Call Transportation Planning and Consultant Support Services (Services) contracts will provide the Peninsula Corridor Joint Powers Board (JPB) with a bench of qualified firms available to support the required and anticipated volume of the Services for rail planning. The Services consist of, but are not limited to, the following six (6) categories: (1) Operations Planning; (2) Capital Improvements, Stations and Facilities; (3) Connectivity, Active Transportation and Access Planning; (4) Business Planning, Commercial Strategies, Organization and Funding; (5) Models and Tools; and (6) Public and Stakeholder Outreach.

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

1. Award contracts to the firms listed below for the provision of the Services for an aggregate not-to-exceed total of \$60 million for a five-year base term to be shared as a bench for authorized tasks:
 - a. Kimley-Horn and Associates, Inc. of San Mateo, CA (Kimley-Horn),
 - b. Fehr & Peers of Oakland, CA (Fehr & Peers), and
 - c. Mott MacDonald Group, Inc. of San Ramon, CA (Mott MacDonald).
2. Authorize the Executive Director or designee to execute professional services contracts with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the Executive Director or designee, to exercise up to two additional one-year option terms with the above firms for up to \$10 million for each option term, to be shared in aggregate among the three firms, if deemed in the best interest of the JPB.

REVISED FOLLOWING 2.24.25 FINANCE COMMITTEE MEETING

Discussion

Arup North America, Ltd; Fehr & Peers; HNTB Corporation; Kimley-Horn & Associates, Inc.; Mott MacDonald Group, Inc.; and WSP USA, Inc. currently provide on-call transportation planning and consultant services to the JPB under contracts for an aggregate not-to-exceed total of \$52,500,000, which will expire on December 31, 2025.

On September 3, 2024, the JPB issued Request for Proposals (RFP) 24-J-P-098 for On-Call Transportation Planning and Consultant Support Services. The JPB is responsible for a variety of transportation, transit, and railroad planning activities to develop policy, advance capital projects, develop infrastructure, and improve system capacity and performance. In addition, the JPB is charged with coordinating and leading efforts towards economic development, financial planning, business and transportation analytics, land use, real estate, design, and outreach services. An available bench of consultants will help the JPB fulfill these responsibilities by providing specialized expertise and support services.

The RFP was advertised on the JPB’s eProcurement website. Staff had a virtual pre-proposal conference on September 11, 2024; 25 potential proposers and 24 potential subconsultants attended.

By the October 29, 2024, due date, the JPB received proposals from nine firms:

1. Arup US, Inc., San Francisco, CA
2. Fehr & Peers, Oakland, CA
3. Hatch Associates Consultants, Inc., Oakland, CA
4. HDR Engineering, Inc., Santa Clara, CA
5. HNTB Corporation, Oakland, CA
6. Jacobs Engineering Group Inc., San Francisco, CA
7. Kimley-Horn and Associates, Inc., San Mateo, CA
8. Mott MacDonald Group, Inc., San Ramon, CA
9. WSP USA Inc., San Francisco, CA

A Selection Committee (Committee) composed of qualified staff from the JPB Planning Department, San Mateo County Transportation Authority (SMCTA), and Santa Clara Valley Transportation Authority (VTA), evaluated, scored, and ranked these proposals in accordance with the following weighted criteria:

Evaluation Criteria	Maximum Points
Team Composition, Qualifications and Reference	35 Points
Key Personnel and Staff Qualifications and Availability	55 Points
Reasonableness of Cost	10 Points
Small Business Enterprise (SBE) Preference	5 Points
Total	105 Points

REVISED FOLLOWING 2.24.25 FINANCE COMMITTEE MEETING

After the initial scoring of proposals, six firms were found to be in the competitive range and were interviewed. Following the interviews, the Committee reached a consensus ranking based on each firm’s proposal and interview performance, identifying Kimley-Horn and Associates, Inc., Fehr & Peers, and Mott MacDonald Group, Inc. as the top-ranked firms. The three highest-ranked firms possess the requisite experience and qualifications required for the successful performance of the scope of services as defined in the solicitation documents.

Staff successfully negotiated contract terms, including prices, with the three highest-ranked firms. Staff also conducted a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those currently paid by the JPB and other public agencies in the Bay Area for similar services.

Staff performed pre-bid outreach to certified Disadvantaged Business Enterprise (DBEs) and SBEs. Kimley-Horn and Associates, Inc., Fehr & Peers, and Mott MacDonald Group, Inc. committed to utilizing SBEs for this contract. The JPB may assign DBE goals to federally funded Work Directives (WDs).

Staff will engage these firms through WDs on a project-by-project and as-needed basis. Award of these contracts will not obligate the JPB to purchase any specific level of service from any particular firm.

Finance Committee Meeting

The Finance Committee met on February 24, 2025, to consider the staff recommendation. Members of the Committee asked staff questions about the proposal and unanimously recommended that the Board approve the staff recommendation. Chair Zmuda also requested that staff provide information regarding the contractors’ rates as compared to the contractors’ rates under Caltrain’s existing consultant contracts. In comparison to the current bench of contractors, the rates for the new bench of contractors have increased by an average of approximately 11 percent. The profit fee percentage for current contracts ranges from 5 percent to 8 percent, depending on multiple factors, including risk. The profit fee percentage for the bench of new contracts averages 10 percent.

Budget Impact

WDs will be funded by a variety of funding sources which may include Federal, State, Regional, and Local revenues and grants from approved and future operating and capital budgets.

Prepared By:	Terry Loo	Procurement Administrator	January 22, 2025
	Melissa Reggiardo	Manager, Caltrain Planning	January 23, 2025

Resolution No. 2025-

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

* * *

Awarding On-Call Transportation Planning and Consultant Support Services to Kimley-Horn and Associates, Inc.; Fehr & Peers; and Mott MacDonald Group, Inc. for an Aggregate Total Not-to-Exceed Amount of \$60 Million for a Five-Year Base Term and up to an Additional \$20 Million for Two One-Year Option Terms

Whereas, on September 3, 2024, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) issued Request for Proposal (RFP) 24-J-P-098 for On-Call Transportation Planning and Consultant Support Services; and

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

Whereas, staff and legal counsel reviewed and found all nine proposals to be responsive to the requirements of the RFP; and

Whereas, a Selection Committee (Committee) composed of staff from the Caltrain Planning Department, San Mateo County Transportation Authority, and Santa Clara Valley Transportation Authority, evaluated, scored, and ranked the proposals in accordance with the weighted criteria set forth in the RFP and found six proposals were in the competitive range for interviews; and

Whereas, following the interviews, the Committee reached a consensus ranking based on each firm's proposal and interview performance, identifying the three top-ranked firms:

- Kimley-Horn and Associates, Inc. of San Mateo, California (Kimley-Horn),
- Fehr & Peers of Oakland, California (Fehr & Peers), and
- Mott MacDonald Group, Inc. of San Ramon, California (Mott MacDonald); and

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

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

Whereas, staff recommends the Board of Directors (Board) award a bench of contracts to Kimley-Horn, Fehr & Peers, and Mott MacDonald to provide the Services for an aggregate total not-to-exceed amount of \$60 million for a five-year term, and up to an additional \$20 million for two one-year option terms.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a bench of contracts for On-Call Transportation Planning and Consultant Support Services to Kimley-Horn and Associates, Inc., Fehr & Peers, and Mott MacDonald Group, Inc. for an aggregate total not-to-exceed amount of \$60 million for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with Kimley-Horn and Associates, Inc., Fehr & Peers, and Mott MacDonald Group, Inc. in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to exercise up to two one-year option terms for an additional aggregate total not-to-exceed amount of \$10 million for each option year, if deemed in the best interest of the JPB.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: James Harrison, General Counsel
For: March 2025 JPB Board of Directors Meeting
Subject: **Adopt Event Ticket Distribution Policy**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

On occasion, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) receives tickets to community events, including when it sponsors events to promote Caltrain’s mission. Under the Political Reform Act, tickets received by a public agency are subject to reporting requirements, and the distribution of tickets to agency officials must be made pursuant to a written ticket distribution policy that has been adopted by the governing board of the agency. Caltrain does not currently have a board-adopted policy governing the disbursement of tickets.

Staff recommends that the JPB Board of Directors (Board) adopt the proposed Event Ticket Distribution Policy (Attachment 1) to ensure that the distribution of tickets by the agency furthers a public purpose and complies with requirements of the Fair Political Practices Commission (FPPC).

Discussion

From time to time, Caltrain receives tickets to community events. In addition, Caltrain staff recently developed a policy regarding Caltrain’s sponsorship of community events to support Caltrain’s mission, such as promoting Caltrain service, and we anticipate that sponsorships may result in the receipt of event tickets. (Pursuant to the policy, sponsorship of community events must promote public transit, support the public transportation industry, promote equity and sustainable communities, or further Caltrain’s strategic goals. On occasion, organizations whose events Caltrain has sponsored provide Caltrain with tickets to the event, which allow the agency to send representatives to promote Caltrain service to the public and build relationships with community organizations and Caltrain’s customers.)

According to FPPC regulations, Caltrain is required to adopt a ticket distribution policy and report the distribution of tickets on FPPC Form 802. Because the distribution of these tickets serves a public purpose of the agency, the tickets therefore do not constitute a gift for the purposes of the Political Reform Act as long as the distribution is disclosed.

The proposed Policy applies to tickets that:

- i. Have been accepted by the Executive Director on behalf of the JPB;
- ii. Are for admission to a facility, event, show, or performance;
- iii. Are for a social, entertainment, amusement, recreational, or similar purpose;
- iv. Are either:
 - a. provided by the Executive Director, or designee, to an agency official, or
 - b. provided by the Executive Director, or designee, at the behest of an agency official;
- v. The agency official does not treat the ticket as income consistent with applicable state and federal income tax laws;
- vi. The agency official does not reimburse Caltrain for the ticket within 30 days of receipt;
- vii. The ticket is not earmarked by an outside source for use by a specific agency official; and
- viii. The agency official does not perform a ceremonial role on behalf of Caltrain at the event.

The proposed Policy does not apply to any other benefits received at the event, such as food and beverages, which are not provided to all members of the public with the same class of ticket. Tickets are defined under the Policy as “anything that provides access, entry, or admission to a specific future event or function for which similar tickets are sold to the public to view, listen to, or otherwise take advantage of the attraction or activity for which the ticket is sold.” A ticket does not include Caltrain distributed Clipper passes to employees and Directors for the purpose of riding Caltrain.

Under the relevant FPPC regulations, the distribution of a ticket is not a reportable gift for the purposes of the Political Reform Act if the distribution serves a public purpose, as defined in the agency adopted ticket policy. The FPPC has confirmed that the Political Reform Act does not regulate an agency’s use of public funds. Accordingly, the JPB may choose how it defines the public purpose under the Policy. The proposed Ticket Policy includes the following public purposes:

- i. to promote public transit and the broader public transportation industry;
- ii. to promote equity and sustainable communities;
- iii. to further Caltrain’s goals, allow the agency to reach target markets, or foster long-term relationships with organizations in Caltrain’s jurisdiction.

Additionally, the proposed Ticket Policy permits distribution of tickets to agency employees (other than the Executive Director or Board members) to support morale, retention, collaboration or recruitment, or to reward significant public service.

The proposed Policy establishes the distribution procedures that the Executive Director or designee must follow. Specifically, the Executive Director, or designee, may receive and

distribute tickets and determine whether the distribution of tickets furthers a public purpose. When a ticket is distributed, the Executive Director or designee must disclose the distribution on Form 802, file a copy with the FPPC in 30 days, and post the Forms or a summary of information online. The Executive Director or designee must also determine the face value of the tickets. The Policy prohibits transfer of tickets to anyone other than one guest attending with the official. Finally, tickets may be returned to the Executive Director and redistributed before the event.

Budget Impact

The proposed Ticket Policy does not have an impact on Caltrain’s budget.

Prepared By:	Anna Myles-Primakoff	Legal Counsel	February 5, 2025
	Quentin Barbosa	Associate	February 5, 2025

Resolution No. 2025-

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

* * *

Adopt Event Ticket Distribution Policy

Whereas, staff of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) recently developed a sponsorship policy, which is likely to result in receipt of event tickets for officials to promote Caltrain service; and

Whereas, regulations adopted by the Fair Political Practices Commission (FPPC) require that any distribution of such tickets to or at the behest of an agency official must be made pursuant to a written agency ticket distribution policy adopted by the legislative body of the agency, or else the tickets constitute a reportable gift for the purposes of the Political Reform Act; and

Whereas, Caltrain does not have an agency adopted policy on the distribution of tickets, and accordingly staff have drafted a proposed Policy (Attachment 1) on Event Ticket Distribution to bring the agency in alignment with FPPC requirements; and

Whereas, the proposed Policy delegates authority to the Executive Director or designee to make distributions in accordance with the Policy and determine if the distribution satisfies one or more of the public purposes defined in the Policy; and

Whereas, in the event of a distribution, the proposed Policy requires the Executive Director or designee to disclose the distribution on FPPC Form 802, file a copy with the FPPC, and post the Form or summary of information on the Form, online; and

Whereas, the proposed Policy excludes from the definition of “ticket” any Caltrain distributed Clipper passes to employees for the purpose of riding Caltrain; and

Whereas, any ticket or pass not covered by the proposed Policy may be subject to other requirements, including the annual gift limit; and

Whereas, the proposed Policy prohibits transfers of tickets, but permits tickets to be returned to the Executive Director and redistributed before the event; and

Whereas, staff recommend that the Board of Directors adopt the proposed Policy and authorize the Executive Director, or her designee, to take any further necessary actions to implement the Policy.

Now, Therefore, Be It Resolved that the Board of Directors adopt the proposed Policy (Attachment 1) and authorize the Executive Director, or her designee, to take any further necessary actions to implement the Policy.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

ATTACHMENT 1

ACCEPTANCE, DISTRIBUTION, USE, AND REPORTING OF TICKETS POLICY OF
THE PENINSULA CORRIDOR JOINT POWERS BOARD (TICKET POLICY)

1. Purpose

This Ticket Distribution Policy (Policy) is provided to ensure that the Peninsula Corridor Joint Powers Board's (Agency or Caltrain) distribution of tickets to community events, such as non-profit fundraisers, entertainment, amusement, recreational, or similar events and functions further a public purpose in accordance with title 2, section 18944.1, of the California Code of Regulations. Tickets that are distributed as provided in this Policy will not result in a reportable gift to the Agency official who receives the tickets.

2. Definitions

"Accept" means to take actual possession of a ticket or to take any action exercising direction or control over the ticket.

"Behest" means under the control or at the direction of, in cooperation, consultation, coordination, or concert with, at the request or suggestion of, or with the express, prior consent of an Agency official.

"Ceremonial Role" means "ceremonial role" as defined in title 2, section 18942.3, of the California Code of Regulations, as it now exists or as it may be amended in the future. Section 18942.3 presently defines a "ceremonial role" as an act performed at an event by an official as a representative of the official's agency at the request of the holder of the event or function where, for a period of time, the focus of the event is on the act performed by the official.

"Executive Director" means the Executive Director, or designee.

"Agency Official" means every member, officer, employee, or consultant of Caltrain who is required to file a Fair Political Practices Commission (FPPC) Statement of Economic Interests (Form 700) under state law or Caltrain's current conflict of interest code.

"Community Groups" means recognized community groups, non-profit organizations, schools, youth groups, and similar groups and organizations.

"Fair Value" means "fair value" as defined in title 2, section 18946, of the California Code of Regulations, as it now exists or as it may be amended in the future. Section 18946 presently defines "fair value" to mean the face value of the ticket or pass. When a ticket or pass does not have a face value indicated or has a face value that is not available to the general public, the "fair value" is the price at which the ticket or pass would otherwise be offered for sale to the general public by the operator of the venue or host of the event who offers the ticket for public sale. Where the price indicated on the ticket does not reflect the actual cost for a ticket in a luxury box or suite, the face value is determined by dividing the total cost of the box or suite by the number of tickets available for that box or suite.

"Pass" means a ticket that provides repeated access, entry, or admission to a facility or series of events for which similar passes are sold to the public.

ATTACHMENT 1

“Significant” means sufficiently great or important; to be worthy of attention.

“Ticket” means anything that provides access, entry, or admission to a specific future event or function for which similar tickets are sold to the public to view, listen to, or otherwise take advantage of the attraction or activity for which the ticket is sold. “Ticket” includes a “pass” as defined in this section, so that wherever this Policy uses the term “ticket,” it means both tickets and passes. A ticket includes any benefits that the ticket provides. “Ticket” does not include a Clipper pass or other travel pass provided by Caltrain directly to employees or Directors.

3. Applicability

- a. This Policy applies to a ticket only if all the following criteria are met:
 - i. it has been accepted by the Executive Director on behalf of the Agency;
 - ii. it is for admission to a facility, event, show, or performance;
 - iii. it is for a social, entertainment, amusement, recreational, or similar purpose;
 - iv. it is either:
 - a. provided by the Executive Director to an Agency official, or
 - b. provided by the Executive Director at the behest of an Agency official;
 - v. the Agency official does not treat the ticket as income consistent with applicable state and federal income tax laws;
 - vi. the Agency official does not reimburse Caltrain for the ticket within 30 days of receipt;
 - vii. the ticket is not earmarked by an outside source for use by a specific Agency official; and
 - viii. the ticket is not for an Agency official to perform a ceremonial role on behalf of Caltrain.

b. A ticket not covered by this Policy may be subject to separate disclosure requirements and the annual gift limit under the California Political Reform Act and related regulations. An Agency official who receives or behests a ticket not covered by this Policy is solely responsible for determining, and complying with, all reporting requirements and the annual gift limit applicable to such ticket.

c. This Policy applies only to the benefits that the Agency official receives from the ticket that are provided to all members of the public with the same class of ticket. If the Agency official receives benefits, such as food and beverages, that are not provided to all members of the public with the same class of ticket, then the Agency official shall treat those benefits as gifts unless the Agency official provides consideration of equal or greater value for the benefits.

d. The use of tickets is a privilege extended by Caltrain and not the right of any person to whom the privilege may from time to time be extended.

ATTACHMENT 1

e. An Agency official may not solicit or accept a ticket or pass in exchange for performing an official Agency act. An Agency official may not solicit a ticket or pass from anyone seeking or currently doing business with Caltrain.

4. Public Purpose

a. Tickets may only be distributed to, or at the behest of, an Agency official for one or more of the following public purposes of the Agency:

- i. to promote public transit and the broader public transportation industry;
- ii. to promote equity and sustainable communities;
- iii. to further Caltrain's goals, allow the Agency to reach target markets, or foster long-term relationships with organizations in Caltrain's jurisdiction.

b. The distribution of a ticket to an Agency official (other than a member of the Board of Directors or the Executive Director) for their personal use to support morale, retention, collaboration or recruitment, or to reward significant public service serves a public purpose of Caltrain. "Personal use" may include tickets for use by the Agency official and no more than one guest who attends the event or function in the company of the Agency official.

5. Distribution of Tickets

a. The Board of Directors delegates the authority to implement this Policy to the Executive Director or designee. The Executive Director or designee shall have the authority to determine whether the distribution of tickets and/or pass to a particular recipient furthers one or more of the public purposes described in section 4(a).

b. When a ticket is distributed, the Executive Director or designee must disclose the distribution in accordance with Section 18944.1(d) of Title 2 of the California Code of Regulations, on a form provided by the Fair Political Practices Commission.

- i. The Executive Director or designee shall maintain the original form as a public record.
- ii. The Executive Director or designee shall file copies of the form with the Fair Political Practices Commission within 30 days after the ticket or pass is distributed.
- iii. The Executive Director or designee shall file amendments to the form within 10 days after the issue that necessitates the amendment occurs.

c. All requests for tickets under this Policy must be made in accordance with these procedures.

d. The Executive Director or designee shall determine the face value of tickets for purposes of this Ticket Policy. In determining face value, the Executive Director shall refer to

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title 2, section 18946, of the California Code of Regulations, as it now exists or as it may be amended in the future.

6. Prohibition on Transfer

An Agency official who has received tickets under this Policy shall not transfer any of the tickets to any other person except to one guest solely for their attendance at the event in company of the Agency official.

7. Return of Tickets

An Agency official, or their guest, may return an unused ticket to the Executive Director or designee before the event takes place. A returned ticket may be redistributed in accordance with this Ticket Policy.

8. Reporting

Caltrain shall report the distribution of a ticket as required by title 2, section 18944.1, of the California Code of Regulations.

9. Website Posting

Caltrain shall post this Policy and all completed FPPC Form 802s, or a summary of the information on the Form 802, on its website.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: David Covarrubias, Deputy Chief Financial Officer
For: March 2025 JPB Board of Directors Meeting
Subject: Adopt JPB Debarment Policy

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

Purpose and Recommended Action

Adopting a proposed Debarment Policy would provide the Peninsula Corridor Joint Powers Board (JPB) with an administrative procedure to ban contractors from applying for, being awarded, or performing work under any JPB contract for a specified period of time. Debarment is separate and distinct from the process of a responsibility hearing for a single contract or limited group of contracts.

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

1. Adopt the proposed Debarment Policy (Attachment A to the accompanying Resolution) to establish procedures and standards for review of contractor performance and possible debarment and/or suspension from participation in JPB procurements and contracts.
2. Authorize the Executive Director or designee to take any actions necessary to implement the Debarment Policy.

Discussion

In recent years, local governments across the Bay Area have adopted or revised their debarment policies in response to issues with contractors, including fraud and corruption. Most notably, the City and County of San Francisco updated its debarment procedures in 2020 in response to a federal law enforcement investigation and subsequent corruption conviction of former Public Works Director Mohammed Nuru and public contractor executives for bribery related to public contracts. One of the companies involved in the scandal, ProVen Management Inc., had several contracts with multiple Bay Area agencies, including the JPB, and in 2023, the City and County of San Francisco was among the local governments that debarred ProVen Management.

The JPB takes public integrity, its trusted position as a steward of taxpayer moneys, and the use of public funds, very seriously. Staff and legal counsel have prepared this policy on debarment

and suspension at the request of the Board to ensure there are fair procedures and standards for review of contractor performance when debarment may be warranted.

As described in the proposed policy, debarment is an administrative action taken by a government agency to ban contractors from applying for or receiving government contracts, and from performing work under government contracts. The grounds for debarment typically range from conviction, admission, or civil judgment concerning fraud, embezzlement, or similar offences, to serious violations of the terms of government contracts. Debarment may require an administrative hearing before contractors accused of misconduct are prohibited from receiving government funds. Suspension is the temporary exclusion of a contractor, pending the completion of debarment procedures. Overall, the debarment and suspension process is a broader determination of irresponsibility of a contractor for the general purpose of contracting with the agency for a specified period.

The proposed policy provides specific grounds for debarment, including: 1) criminal conviction, civil judgment, or admission of serious offenses related to business integrity and honesty, such as fraud, theft, or bribery; 2) serious violation of terms of government contracts, including a history of failure to perform, a pattern or practice of disregarding terms of contracts, unexcused delays or poor performance, and willful failure to perform under a contract; 3) any other serious or compelling cause reflecting an inability to perform honestly or comply with the terms of a contract; and 4) debarment by another government entity.

Additionally, the proposed policy establishes procedures for a fair review of contractors who are alleged to have engaged in misconduct that may warrant debarment. These procedures are designed to afford due process, including notice to the contractor; a hearing before a hearing officer appointed by the Executive Director (except in certain circumstances¹); timelines for the submission of documents or presentations from the contractor and the agency; an appeal process, and reconsideration for changed circumstances process. The proposed policy provides that, while debarment procedures are pending, contractors may be suspended from applying for, being awarded, or performing work on an agency contract.

Under the proposed policy, the JPB may opt to continue or terminate existing contracts with debarred contractors. In the event of a termination, the contractor may only receive compensation for work completed up to the date of notice of contract cancellation. The JPB may not extend or renew existing contracts with debarred or suspended contractors unless there is a compelling public interest in doing so. Finally, other contractors are prohibited from knowingly using a debarred contractor as a subcontractor; violation of this provision may subject the prime contractor to penalties, including debarment proceedings, rejection of a bid or proposal, or nonpayment for work performed by the debarred contractor.

Note that the debarment and suspension process is separate and distinct from a responsibility hearing for a single contract or identifiable group of contracts, through which an agency can

¹ The proposed policy does not require a hearing when debarment is based on a criminal conviction, judgment or admission; in case of debarment by a government entity following due process; or upon a Contractor's admission of the grounds for debarment.

determine that a contractor is not sufficiently responsible to work on a specific contract or set of contracts.

Staff for the San Mateo County Transit District and the San Mateo County Transportation Authority are also recommending that adoption of complementary debarment policies by those agencies' boards, which would allow Contracts and Procurement staff to administer the policy across all three agencies.

Budget Impact

There is no budget impact associated with adopting this policy.

Prepared By:	Kevin Yin	Director, Contracts and Procurement	February 10, 2025
	James Harrison	General Legal Counsel	February 7, 2025

Resolution No. 2025-

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

* * *

Adopt JPB Debarment Policy

Whereas, in recent years, local governments across the Bay Area have adopted or revised their debarment policies in response to issues with contractors, including fraud and corruption convictions; and

Whereas, a 2020 federal corruption investigation, and a subsequent criminal conviction, revealed the City and County of San Francisco's former Public Works Director Mohammed Nuru and public contractor executives engaged in bribery related to public contracts; and

Whereas, one of the companies involved in the scandal, ProVen Management Inc., had several contracts with multiple Bay Area agencies, including the Peninsula Corridor Joint Powers Board (JPB); and

Whereas, the JPB takes public integrity, its trusted position as a steward of taxpayer moneys, and the use of public funds very seriously; and

Whereas, staff and legal counsel have prepared the attached Debarment Policy at the request of the JPB Board of Directors (Board) to ensure there are fair procedures and standards for review of contractor performance when debarment may be warranted; and

Whereas, debarment is an administrative enforcement procedure that authorizes a government agency to ban contractors from applying for, receiving, or performing work under government contracts for a specified period of time; and

Whereas, suspension is a temporary exclusion of a contractor for applying for, receiving, or performing work under government contracts while debarment procedures are pending; and

Whereas, debarment and suspension are separate and distinct from the process of a responsibility hearing for a single contract or specifically identified group of contracts; and

Whereas, the proposed Debarment Policy, included as Attachment A, includes specific grounds for debarment, including: 1) criminal conviction, civil judgment, or admission of serious offenses related to business integrity and honesty; 2) serious violation of terms of government contracts; 3) any other serious or compelling cause reflecting an inability to perform honestly or comply with the terms of a contract; and 4) debarment by another government entity; and

Whereas, the proposed Debarment Policy includes due process procedures to ensure a fair review of contractors who are alleged to have engaged in misconduct that warrants debarment, such as notice to the contractor, a hearing before a hearing officer (with specified exceptions), an appeal process, and reconsideration for changed circumstances process; and

Whereas, the proposed Debarment Policy also would prohibit prime contractors from knowingly using a debarred contractor as a subcontractor; and

Whereas, staff is taking an identical proposed Debarment Policy to both the San Mateo County Transit District Board of Directors and the San Mateo County Transportation Authority Board of Directors to allow for uniform Contracts and Procurement administration across the three agencies.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor

Joint Powers Board hereby:

1. Adopts the proposed Debarment Policy as set forth in Attachment A; and
2. Authorizes the Executive Director or designee to take any actions necessary to implement the Debarment Policy.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

ATTACHMENT A

[PROPOSED] DEBARMENT POLICY

I. PURPOSE

The purpose of this Debarment Policy is to establish procedures and standards for review of Contractor performance and possible debarment and/or suspension from participation in San Mateo County Transit District, Peninsula Corridor Joint Powers Board, and San Mateo County Transportation Agency (singularly referred to as “Agency” and collectively referred to as “Agencies”) procurements and contracts. This Policy is intended to ensure that the Agencies award contracts to responsive and responsible Contractors and preserve and protect the credibility and integrity of the Agencies' procurements and contracting practices.

This Policy does not apply to a determination of non-responsibility for a single contract or identifiable group of contracts, but rather to the broader determination of irresponsibility of a Contractor for the general purpose of contracting with the Agencies for a specified period. Accordingly, this Policy does not preclude the Agencies from rejecting a Contractor for not being responsible based on the requirements of a specific procurement outside of the debarment process set forth in this Policy.

To the extent a source of funding requires its own debarment procedures, those procedures apply.

II. PERSONS AFFECTED

All the Agencies' employees involved in the procurement process, contractors responding to the Agencies' issued solicitations, and their subcontractors.

III. DEFINITIONS

- A. **“Adequate Evidence”** means information sufficient to support the reasonable belief that a particular act or omission has occurred.
- B. **“Affiliate”** means (a) the assignee, successor, subsidiary of, or parent company, of the Contractor; or (b) a controlling stockholder of a Contractor; or (c) a person who has the same or similar management of the debarred Contractor; or (d) a person who directly or indirectly controls, or has the power to control, Contractor, or is directly or indirectly controlled by Contractor. Indicia of control include interlocking management or ownership, identity of interests among relatives, shared facilities and equipment, and common use of employees; or (e) a business entity organized following the debarment, suspension, or proposed debarment of a Contractor which has the same or similar management, ownership or principal employees as the bidder or contractor that was debarred, suspended or proposed for debarment, or the debarred person or the business entity created after the debarment, suspension,

or proposed debarment operates in a manner designed to evade the application of this Policy or to defeat the purpose of this Policy.

- C. **“Contract”** means (a) any written agreement between the Agency and a Contractor for public works, equipment, goods, supplies, services, franchise, or consultant services, or (b) any subcontract entered into in furtherance of a contract for such goods and services.
- D. **“Contractor”** means any individual or any legal entity, including its officers and directors, that submits bids or proposals for, or may reasonably be expected to submit bids or proposals for, or be awarded, an Agency contract. The term Contractor includes a prime contractor/consultant, a subcontractor/subconsultant included in a bid or proposal for an Agency contract, vendor, franchisee, consultant, or any of their respective officers, directors, shareholders, partners, managers, employees, or other individuals acting as an agent or representative of the contractor/consultant, subcontractor/subconsultant, franchisee, consultant, or vendor.
- E. **“Debar or Debarment”** means an action taken by the Agency to exclude a Contractor or Affiliate from any of the following: bidding or proposing on an Agency contract; being awarded an Agency contract; or performing work on an Agency contract for a defined period of time. A Contractor or Affiliate so excluded is "debarred."
- F. **“Debarring Official”** means any official authorized to initiate and pursue an administrative Debarment proceeding on the Agency’s behalf. Each of the following officials may serve as a Debarring Official:
- (1) The Director of Contracts and Procurement Department;
 - (2) The General Manager/CEO, the Executive Director or designee;
 - (3) Any other official designated by the Board of Directors of the Agency to serve as a Debarring Official.
- G. **“Hearing Officer”** means the individual appointed by the General Manager/CEO or the Executive Director to oversee the debarment hearing, receive evidence and presentations of arguments, and decide on whether to debar a contractor and for how long. The hearing officer must meet the following requirements: 1) the individual was not involved in the procurement or management of the contract; and 2) the individual was not involved in the investigation or decision leading to the recommended debarment. The individuals selected as hearing officers may be Agency employees or individuals who are external to the organization.
- H. **“Preponderance of the Evidence”** means proof by information that, compared with that opposing it, leads to the conclusion that the fact at issue is more probably true than not.

- I. **“Suspend or Suspension”** means the action taken by the Agency's Director of Contracts and Procurement to temporarily exclude a Contractor or Affiliate from submitting or proposing on an Agency contract, from being awarded an Agency contract, or performing work on an Agency contract pending the completion of the Debarment Procedures set forth in this Policy.

IV. POLICY

A. Debarment

The Agency may, in the public interest, debar a Contractor for any of the grounds set forth in subsection B (Grounds for Debarment), using the procedures set forth in subsection C (Debarment Procedure). Debarment is the most severe limitation the Agency may impose upon a Contractor. The existence of grounds for debarment, however, will not necessarily require that the Agency debars a Contractor. The Agency will consider the totality of the circumstances, including the seriousness of the Contractor's acts or omissions and any mitigating factors. Staff shall establish internal guidelines to determine whether debarment is warranted and how long a period of debarment should last, and shall have the authority to amend them from time to time, subject to approval of the General Manager/CEO or the Executive Director. Debarment of a Contractor constitutes debarment of all divisions, or other organizational elements of the debarred contractor, unless otherwise specified in the debarment decision. Each individual Agency must make its own debarment decision regarding a Contractor, including a debarment on the basis of another Agency's debarment decision. (See Section IV.B(4) and Section IV.C(2).)

B. Grounds for Debarment

The Agencies may debar a Contractor for one or more of the following:

- (1) Criminal conviction, civil judgement, or admission of:
 - (i) Fraud, collusion, or any criminal offense in connection with obtaining or attempting to obtain or performing a public contract or subcontract.
 - (ii) Embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, receiving stolen property or obstruction of justice.
 - (iii) Any other offense indicating a lack of business integrity or of business honesty which offense seriously and directly affects the responsibility of the Contractor, or the Contractor's ability or capacity to honestly perform under or comply with the terms and conditions of any contract issued by one or more of the Agencies.
- (2) Violation of the terms of any government contract or subcontract when the violation is so serious as to justify debarment, including:
 - (i) History of failure to perform or of unsatisfactory performance of one or more contracts.

- (ii) A pattern or practice of repudiating or disregarding the terms or conditions of Agency contract(s) including, without limitation, repeated unexcused delays or poor performance.
 - (iii) Willful failure to perform in accordance with a contract.
- (3) Any other cause that is so serious or compelling that it affects the responsibility of a Contractor, including any conduct relevant to the Contractor's ability or capacity to honestly perform under or comply with the terms and conditions of any contract issued by one or more of the Agencies. (See also Section I.)
- (4) Debarment by a federal, state or local government entity, on grounds consistent with the grounds for debarment set forth in this subsection.

C. Debarment Procedure

(1) Notice

The Debarring Official will initiate debarment proceedings by informing the Contractor, and any known Affiliates, of the debarment recommendation by certified mail, return receipt requested. The mailed notice will include the following information: (1) the Agency is considering debarment of the Contractor and any known Affiliates; (2) the grounds for debarment pursuant to Section IV.B above; (3) the reasons for the proposed debarment in terms sufficient to notify the Contractor of the conduct or transaction upon which debarment is proposed; (4) that the Contractor may submit, within 15 calendar days of the date of the Agency's mailed notice, a written response providing information or argument in opposition to the proposed debarment; (5) a copy of the Agency's Debarment Policy; (6) if applicable, notice of opportunity for a hearing (see subsection (2), Hearing, below); (7) notification that the failure to submit a response or request a hearing will be deemed an admission of the grounds for debarment; (8) effect of debarment; and (9) notice of suspension pending debarment, if applicable.

(2) Hearing

The Agency is not required to hold a hearing in debarment actions based upon a conviction, judgment or admission as set forth in subsection B(1) above; upon debarment by a federal, state or local government entity; or upon admission of the grounds for debarment by the Contractor, such as by failing to timely submit a written response or request a hearing. In such event, the General Manager/CEO or the Executive Director may proceed to issue a debarment decision. The General Manager/CEO or Executive Director will issue the debarment decision within 45 calendar days after the date of the Agency's mailed notice. Such decision is final.

Whenever a proposed debarment action is not based upon a conviction, judgment, admission or debarment by a federal, state or local government entity, and if the Agency finds that the Contractor's response raises a genuine dispute over facts relevant to the proposed debarment, the Agency shall conduct a fact-finding hearing. The General Manager/CEO or Executive Director shall appoint a hearing officer.

The hearing officer will notify the Contractor and Debarring Official of the scheduled hearing date, time, and place. The hearing officer has sole discretion over setting the hearing date, provided that the date must be within one hundred twenty (120) calendar days from the date the Debarring Official served the notice of proposed debarment. Discovery pursuant to the California Code of Civil Procedure and the formal rules of evidence are not applicable to this administrative procedure. Hearings may occur in person, on an electronic meeting platform if deemed necessary by the hearing officer, or in writing, as set forth below.

At the hearing, the Contractor may submit documents for consideration by the hearing officer and may present arguments. If the hearing officer determines, with the written agreement of each named Contractor and the Debarring Official, that the hearing shall be by written presentation, all final writings shall be due no later than one hundred twenty (120) days of the date the Debarring Official served the notice.

The hearing officer shall have the sole discretion to allow offers of proof, set time limitations, and limit the scope of evidence presented based on relevancy. The hearing officer may ask questions of any party. A transcript of the hearing will be prepared and made available to the Contractor at a reasonable cost, unless the Contractor and the Agency mutually waive the transcript requirement.

(3) Determination

The hearing officer will determine, by a preponderance of the evidence, whether a contractor is to be debarred and for what length of time or whether the debarment will be permanent. The hearing officer's decision will be issued, in writing, within thirty (30) calendar days of the date of the hearing.

(4) Appeal

A Contractor may appeal an adverse decision by the hearing officer to the Agency's General Manager/CEO or the Executive Director based on one or more of the following: (1) abuse of discretion; (2) a change in facts that is material to

the grounds for debarment; or (3) failure to follow the Agency's Debarment Policy. The Contractor must submit its appeal, in writing, within five (5) calendar days after the date of issuance of the debarment decision. The appeal must state the grounds for disputing the decision and must include a copy of the hearing officer's final determination.

The appeal must be sent to:

Board Secretary
San Mateo County Transit District/Peninsula Corridor Joint Powers
Board/San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070
Ref: Debarment Decision Appeal

If a notice of appeal is timely filed, a hearing shall be set before the General Manager/CEO or the Executive Director, and a written notice of the hearing specifying the location, time and date of the hearing, which shall be held no sooner than ten (10) business days from the date of such notice of hearing, shall be served on the Contractor.

The hearing before the General Manager/CEO or the Executive Director shall be a *de novo* hearing. On appeal, the General Manager/CEO or the Executive Director may consider any issue or evidence relevant to the debarment decision, in addition to the specific grounds for the appeal. However, no new evidence may be presented at the hearing before the General Manager/CEO or the Executive Director.

If the Contractor wishes to submit any written argument supporting the appeal, then Contractor shall submit the written argument to the District/Board Secretary seven (7) calendar days before the scheduled hearing. Failure to submit a written argument does not preclude a person from presenting an oral argument at the appeal hearing.

If Contractor or Contractor's representative fail to submit a valid and timely notice of appeal from a decision of the hearing officer, the decision of the hearing officer shall be final and not subject to appeal.

If the Contractor or Contractor's representative fails to appear at a hearing before the General Manager/CEO or the Executive Director, for which notice has

been served, the decision of the hearing officer shall become final, and the period of debarment or suspension shall begin immediately.

D. Suspension Pending Debarment

While debarment proceedings are pending, and/or while legal proceedings of the type described in Section IV.B (Grounds for Debarment) above are pending, the Agency's Director of Contracts and Procurement, with the approval of the General Manager/CEO or the Executive Director, may suspend a Contractor based upon a determination that it is in the public interest and adequate evidence exists to support one or more of the grounds for debarment. The Director of Contracts and Procurement may also order suspension where a Contractor is engaged in pending litigation with any of the Agencies that could impact the ability of the parties to work cooperatively with each other. Upon notice of the suspension, a Contractor may request an informal meeting with the Director of Contracts and Procurement to appeal the suspension. The decision of the Director of Contracts and Procurement regarding any suspension will be final. While debarment proceedings are pending, and/or while legal proceedings of the type described in Section IV.B (Grounds for Debarment) above are pending, the Agency shall have the right, based on a compelling public interest, to enter into an agreement with a vendor in good standing for similar work, until such time that the proceedings have ended.

E. Effect of Debarment or Suspension

Debarred or suspended Contractors and Affiliates are excluded from submitting bids, submitting responses to requests for proposal or qualifications, receiving contract awards, executing contracts, or participating as a subcontractor, employee, agent or representative of another person contracting with the Agency. Any bids, proposals, or quotations submitted in violation of this subsection will not be accepted or evaluated by the Agency and may be considered a false claim as provided in the California Government Code. Except as set forth below, the Agency will not knowingly award, approve the award of a contract, or execute a contract with a debarred or suspended Contractor or under which a debarred or suspended Contractor will participate as a subcontractor.

A Contractor will not employ, subcontract with, or purchase materials or services from a debarred or suspended Contractor. The Agency will maintain a list of all debarred and suspended Contractors. The District/Board Secretary shall submit a semi-annual report to the Director of Contracts & Procurement that includes (1) the Contractors then subject to an Order of Debarment or Suspension and the expiration dates for the respective debarment terms; (2) the status of any pending debarment or suspension matters; and (3) any Order of Debarment or Suspension received by the District/Board Secretary since the date of the last report.

The Agency may continue or terminate contracts or subcontracts it has with a debarred Contractor that are in existence at the time the Contractor is debarred and/or suspended. In the event of such cancellation, the Suspended or Debarred Contractor's recovery under the contract or grant shall be limited to compensation for work satisfactorily completed as of the date of cancellation. The Agency shall not renew or otherwise extend the duration of current contracts, or consent to subcontracts, with debarred and/or suspended Contractors, unless the General Manager/CEO or the Executive Director certifies in writing the compelling public interest for such renewal or extension.

Any Contractor who enters into a contract with the Agency during a period of suspension or debarment, shall be liable to the Agency for increased costs incurred as a result of replacing the debarred or suspended Contractor.

A Contractor may submit a written Request for Reconsideration for Changed Circumstances to the General Manager/CEO or the Executive Director once following a debarment. The Request must be accompanied by supporting documentation and provide the reason that eliminates the need for the debarment or demonstrates that a shorter debarment period will adequately protect the public interest. The General Manager/CEO or the Executive Director's decision regarding such a request is final. Reasons to modify or lift a debarment include, without limitation, the following:

- (1) Newly discovered material evidence;
- (2) Reversal of the conviction, civil judgment or administrative decision upon which the debarment was based;
- (3) *Bona fide* change in ownership or management; or
- (4) Elimination of other grounds for which the debarment was imposed.

A person seeking a Contract or entering a Contract is prohibited from knowingly using a debarred Contractor. Violation of this provision may, as determined in the sole discretion of the Director of Contracts & Procurement, result in rejection of the bid or proposal, nonpayment by the Agency for work performed by the debarred Contractor, annulment of Contract award or termination of Contract, issuance of a stop work order, initiation of Debarment proceedings, or any other remedy provided by law.

F. Agreement Not to Bid or Submit Proposals in Lieu of Debarment

The Agency may offer a Contractor the opportunity to execute a written agreement not to bid or submit proposals or perform any work on contracts in lieu of the Agency pursuing debarment. Such an agreement does not constitute a debarment.

G. Effect on Executed Contracts

Nothing in this Policy shall be interpreted to limit or preclude the Agency from taking any other administrative or legal action against the Contractor, including enforcing

its rights and remedies under the terms and conditions of any specific contract, including contract terms regarding the Agency's right to suspend or terminate a contract for convenience, default, or breach.

Adopted: SMCTD Resolution No. 2025-XX (March __, 2025), PCJPB Resolution No. 2025-XX (March __, 2025), SMCTA Resolution No. 2025-XX (March __, 2025)

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors Meeting
Through: Michelle Bouchard, Executive Director
From: Robert Barnard, Chief, Rail Design and Construction
For: March 2025 JPB Board of Directors Meeting
Subject: **Adopt the Updated Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) adopt an Addendum to the Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project (Project) and direct staff to file a Notice of Declaration with the County Clerk and State Clearinghouse.

Discussion

The Board adopted a Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project (Project) (SCH No. 2020110323) (MND) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 *et seq.*; 14 CCR §§15000 (CEQA Guidelines) as part of the Board’s approval of the Project in February 2021. Following the JPB’s approval of the Project and the filing of a Notice of Determination for the Project (NOD), the JPB prepared final project design plans and a Habitat Mitigation and Monitoring Plan (HMMP), obtained permits from regulatory agencies, and initiated construction in 2023.

Caltrain paused Project construction activities in 2024 after staff determined that modifications to the Project were necessary to complete the Project, including changes to the design and construction approach. Throughout 2024, the Project team collaborated internally and coordinated with resource agencies to develop a modified project description “Modified Project”. The Modified Project, as described in this staff report and attached Addendum, includes changes or refinements to the HMMP; Project construction duration and sequencing; Project construction limits; construction nighttime activities; construction site access, dewatering, and temporary use of sheet pile shoring; and potential use of impact hammers.

Pursuant to CEQA, when taking subsequent discretionary actions in furtherance of a project for which an MND has been adopted, the lead agency is required to review any changed circumstances or new information to determine whether any of the circumstances under Public Resources Code section 21166 and CEQA Guidelines section 15162 require additional

environmental review. JPB completed a review of the changed circumstances of the Modified Project and an evaluation for impacts.

The purpose of presenting this Addendum for adoption ahead of the future subsequent discretionary action is to allow staff to provide the CEQA document to CEQA responsible agencies, such as the California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and Santa Clara Valley Water District (Valley Water). These agencies may rely on JPB's CEQA document to support the issuance of amended permits for the Modified Project. Staff will seek approval from the TOPS Committee and the Board for the Modified Project in the Spring 2025.

The attached Addendum documents provide the JPB's consideration of the environmental effects associated with the Modified Project, including the changes described above. Under CEQA, once a negative declaration has been adopted for a project, no subsequent environmental impact report or negative declaration shall be prepared unless JPB, as the CEQA lead agency, determines that, based on substantial evidence, one of the qualifying criteria is met. (Pub. Resources Code, §21166; CEQA Guidelines, §15162(a). Based upon the information provided in Sections 3.0 and 4.0 of the Addendum, and as more fully detailed in Section 1.0 of the Addendum, the effects of the Modified Project would not meet the qualifying criteria. As such, an addendum is appropriate, and this Addendum was prepared to address the environmental impacts of the Modified Project (CEQA Guidelines §15164).

The CEQA Addendum is not required to be circulated for public review. The decision-making body (the Board) shall consider the Addendum with the MND prior to making a decision on the Modified Project. Once adopted, the addendum, along with the original MND, will be placed in the administrative record, and an NOD will be filed with the County Clerk and State Clearinghouse. Adoption of this Addendum does not commit JPB or equate to approval of the future subsequent discretionary action.

Budget Impact

There is no impact on the budget.

Prepared By: Michael Tauchen Deputy Director, Environmental Planning 02/12/2025

Resolution No. 2025-

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

* * *

**Adopt Addendum to Mitigated Negative Declaration for Guadalupe River
Bridge Replacement Project**

Whereas, the Peninsula Corridor Joint Powers Board (JPB) owns the railroad right of way between San Francisco and San Jose and operates commuter rail service between San Francisco and Gilroy; and

Whereas, north of the Tamien Station, Caltrain operates trains on two independent, adjacent bridges over the Guadalupe River, the 1935 MT-1 bridge and 1990 MT-2 bridge, each carrying a single track; and

Whereas, the bridges are also used by Union Pacific Railroad freight service, Amtrak passenger service, and the Altamont Commuter Express and Capitol Corridor to reach the Tamien Yard; and

Whereas, the 1935 MT-1 bridge is structurally deficient, seismically vulnerable and has been damaged by multiple fires (most recently in November 2017) making it in need of immediate replacement; and

Whereas, the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges exhibits geomorphic instability and erosion problems, resulting in multiple emergency repairs to address bank failures adjacent to the bridges following storm events; and

Whereas, widening the Guadalupe River channel and lengthening the southern end of MT-2 is required to address the geomorphic instability and risk it poses to the bridge structures; and

Whereas, the JPB prepared an Initial Study (IS) of the possible environmental effects of the Guadalupe River Bridge Replacement Project (Project); and

Whereas, the IS concluded that the Project's effects can be mitigated to the extent that the Project would not have a significant effect on the environment and therefore recommended that a Mitigated Negative Declaration (MND) be prepared by the JPB; and

Whereas, the JPB published a notice of availability of the Draft IS/MND in the Mercury News and El Observador newspapers and with the Governor's Office of Planning and Research State Clearinghouse, and invited comments thereon until December 21, 2020 and also received public comment on the Project at a virtual public information meeting on December 10, 2020; and

Whereas, the JPB received one written comment letter from a public agency (Caltrans) and one written comment letter from an individual (Larry Ames) during the comment period; and

Whereas, these comments were reviewed by staff and counsel, who concluded that none of the points raised in the comments required a change in the conclusion of the draft IS/MND; and

Whereas, on February 4, 2021, at a regularly scheduled meeting, the JPB Board adopted the MND (SCH No. 2020110323) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 et seq.; 14 CCR §§15000 and approved the Project; and

Whereas, on February 11, 2021, the JPB filed a Notice of Determination with the County Clerk of Santa Clara County and the State Clearinghouse; and

Whereas, Project construction commenced in 2023; and

Whereas, all major construction was paused after 2023 when it was determined that project modifications would be necessary to complete the Project; and

Whereas, changes to the Project include changes or refinements to the HMMP; Project construction duration and sequencing; Project construction limits; construction nighttime activities; construction site access, dewatering, and temporary use of sheet pile shoring; and potential use of impact hammers (Modified Project).

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

1. Based on substantial evidence provided in the Addendum, the Modified Project would *not* meet any of the following criteria:
 - a. Substantial changes are proposed to the project that would require major revisions of the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
 - b. Substantial changes occur with respect to the circumstances under which the project is being undertaken that would require major revisions of the previous environmental document in order to describe and analyze new significant environmental effects, or any changes that would cause a

substantial increase in the severity of the previously identified significant effects.

- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was approved, shows any of the following:
 - i. The project would have one or more significant effects not discussed in the previous MND;
 - ii. Significant effects previously examined would be substantially more severe than shown in the previous MND;
 - iii. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or
 - iv. Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.
2. None of the other factors set forth in CEQA Guidelines §§ 15162(a)(3) are present; and

3. An Addendum is the appropriate CEQA document to evaluate the Modified Project in accordance with CEQA Guidelines §§ 15164(a), (b).).

Be It Further Resolved, the JPB Secretary is directed to file a Notice of Determination promptly with the County Clerk of Santa Clara County and the State Clearinghouse; and

Be It Further Resolved, the record of this action shall be maintained by the JPB Secretary at the JPB's offices at 1250 San Carlos Avenue in San Carlos, CA.

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

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: March 2025 JPB Board of Directors Meeting
Subject: **Receive State and Federal Legislative Update and Consider Positions on
Legislation: Senate Bill 71 (Wiener), Assembly Bill 394 (Wilson)**

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:

1. Receive the attached State and Federal Legislative Updates
2. Consider Positions on Legislation:
 - a. Senate Bill 71 (Wiener) California Environmental Quality Act (CEQA) Exemptions for Transit Projects
 - b. Assembly Bill 394 (Wilson) Transit Safety

Discussion

The update will discuss changes at the federal level, relevant state legislation, and recent polling on potential transportation revenue measures as well as federal confirmation process.

Budget Impact

There is no impact on the budget.

Prepared By:	Devon Ryan	Government & Community Affairs Officer	02/19/2025
	Isabella Conferti	Government & Community Affairs Specialist	02/19/2025

Caltrain Federal Report February 2025

Administration Update

Donald Trump Sworn-in as 47th President, Takes Quick Action on the Economy and the Border

- On January 20, Donald Trump was sworn in as U.S. President after years spent campaigning to return to the Oval Office. Trump replaced Joe Biden, who left Washington for the Bay Area to begin his retirement and exit from public service.
- Once complete with a ceremonial parade and speeches, the President returned to the White House, where he began signing dozens of executive orders addressing key issues he campaigned on. One of his first actions was directing federal department leads to make lowering the cost of living a priority. The President also signed orders to eliminate diversity, equity, and inclusion programs in the federal government, as well as telework policies and certain hiring practices.
- The President, alongside Department of Government Efficiency (DOGE) Lead Elon Musk, has pushed for large-scale layoffs of federal career staff. Nearly all federal employees were offered buyouts, and approximately 75,000 federal workers accepted the offer. However, it is unclear whether a significant number of those accepting the buyout were set to retire in 2025. Certain staff did not receive the buyout offer, such as air traffic controllers and aviation and railroad safety inspectors.
- As the new administration continues to issue policy changes and executive orders in the coming months, many will take several months to implement. Additionally, many departments will take months to fill open positions, which can delay work and prevent actions from taking effect.
- Holland & Knight has prepared an executive order tracker, which can be viewed [here](#).

OMB Issues Federal Funding Freeze Memorandum, Rescinds One Day Later

- On January 27, the Office of Management and Budget (OMB) published a memo announcing a temporary freeze on nearly all federal funding and spending. The memo stated that the purpose of the freeze was to "give agencies time to ensure that financial assistance conforms to the policies set out in [President Trump's] executive orders," many of which outline cuts in areas such as green energy, infrastructure, and diversity, equity and inclusion (DEI) programs.
- On January 28, an OMB memo clarified that "Any program not implicated by the President's Executive Orders is not subject to the pause" and listed seven executive orders

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specifically covered by OMB guidance. Minutes before the memorandum was to take effect, U.S. District Judge Loren L. AliKhan temporarily blocked the order to maintain the status quo while further litigation plays out.

- On January 31, a second federal judge with the U.S. District Court for the District of Rhode Island issued a temporary restraining order blocking the Trump Administration's efforts to freeze payments for grants and other programs. The order sets the stage for arguments on whether the court should impose a preliminary injunction to block the funding-freeze policies. The judge said a hearing would be set "shortly."

DOT Secretary Announces New Policy for DOT Grants and Other Federal Assistance

- On January 29, DOT Secretary Sean Duffy released [new Department of Transportation \(DOT\) policy](#) outlining how his Department would oversee the implementation of federal loans, grants, and other assistance. Duffy claimed that by implementing the new policies, he is following the direction of the President's various executive orders targeting DEI and the "green new deal." Below is a list of guidelines Sec. Duffy plans to pursue when considering grant applications:
 - Utilize user-pay models;
 - Direct funding to local opportunity zones where permitted;
 - To the extent practicable, relevant, appropriate, and consistent with law, mitigate the unique impacts of DOT programs, policies, and activities on families and family-specific difficulties, such as the accessibility of transportation to families with young children, and give preference to communities with marriage and birth rates higher than the national average (including in administering the Federal Transit Administration's Capital Investment Grant program).
 - Prohibit recipients of DOT support or assistance from imposing vaccine and mask mandates.
 - Require local compliance or cooperation with Federal immigration enforcement and with other goals and objectives specified by the President of the United States or the Secretary."
- The Secretary also directed the DOT general counsel to investigate how the Department can unilaterally renew existing grant agreements to ensure compatibility with the President's executive orders. However, the legality of such an action would certainly spark legal action from grant recipients. Therefore, it is unclear whether the Department can implement the changes outlined in the memo, especially those related to immigration and birth rates. Holland & Knight is preparing a separate legal analysis discussing this memo and its legality.

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President Trump Temporarily Pauses All Regulatory Activities

- On January 20, President Trump signed an executive order: “[Regulatory Freeze Pending Review](#)”. This executive order pauses ongoing regulatory activities, including proposed and recently published rules, until a Trump administration official is in place to review and approve said rule. President Trump issued a similar regulatory freeze via executive order at the beginning of his first term in 2017, as did President Biden in 2021.
- The executive order specifically details that any proposed rules sent to the Federal Register that have yet to be published will be withdrawn for review. Furthermore, the executive order also delays the effective dates of recently published rules that have yet to take effect by 60 days. This regulatory freeze provides the Trump Administration with the opportunity to determine which regulations align with their priorities, and which ones to rescind or rewrite.

President Trump Selects Steven Bradbury as DOT Deputy Secretary

- On January 11, President Trump announced Steven Bradbury as the nominee for DOT Deputy Secretary. Bradbury is a veteran DOT official and a distinguished fellow at the Heritage Foundation. He contributed to the Heritage Foundation’s Project 2025 chapter on transportation.
- Bradbury served as General Counsel at DOT during the first Trump Administration. During the Bush administration, Bradbury served as Principal Deputy and Acting Assistant Attorney General for the Office of Legal Counsel at the Department of Justice (DOJ).
- Bradbury will appear before the Senate Commerce Committee on February 20 for a confirmation hearing.

Congressional Update

Republicans Continue to Plan for Budget Reconciliation Effort in 119th Congress

- After months of planning, House Republicans held a markup of their budget reconciliation framework, which provides committee-by-committee instructions for House Republicans to begin drafting a new bill. This markup initiates the formal process of drafting a bill that will fund border security, defense, and energy programs, as well as potentially reauthorize the 2017 Tax Cuts and Jobs Act.
- To fund President Trump’s immigration and border security agenda, House Republicans have discussed imposing new and expanded work requirements for Medicaid, food aid benefits (i.e. SNAP/TANF), and other aid for low-income families as a means of reducing spending. Republicans have also pondered whether removing or reducing the tax-exempt status of municipal bonds should be included as a revenue generator.

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Additionally, Republicans could attempt to attach a provision to condition federal assistance on the basis of whether a jurisdiction cooperates with federal immigration enforcement efforts.

- On the Senate side, Budget Committee Chair Lindsey Graham (R-SC) released his committee’s plan for a budget reconciliation package addressing border security, immigration, and defense spending, but left out the highly anticipated reauthorization of the 2017 Tax Cuts and Jobs Act. Graham’s action has come as House leadership has struggled to release their own plan, as Speaker Mike Johnson navigates a razor-thin majority and the dueling priorities within his conference. The House Freedom Caucus, a group of hardline conservatives who traditionally demand deep spending cuts in exchange for their support, has complicated Johnson’s path to a reconciliation bill. Caucus members, led by Rep. Chip Roy (R-TX), have demanded that the reconciliation bill include additional cuts to pay for the revenue lost by reauthorizing the 2017 Tax Cuts and Jobs Act.

House T&I Holds Hearing on Surface Transportation Reauthorization Priorities

- On January 15, the House Transportation & Infrastructure (T&I) committee held a [hearing](#) entitled: “America Builds: The State of the Nation’s Transportation System.” The hearing was intended to explore the current state of the transportation system, investments in transportation/infrastructure, and challenges affecting the supply chain.
- Much of the hearing focused on evaluating the Bipartisan Infrastructure Law (BIL) and discussing how different levels and types of investment will impact various communities across the nation. Witnesses for the hearing included:
 - Jeff Landry, Governor, State of Louisiana
 - Vanessa Fuentes, Council Member and Mayor Pro Tem, City of Austin, Texas; and Chair, National League of Cities Transportation and Infrastructure Services Committee, on behalf of The National League of Cities
 - Ms. Sarah Galica, Vice President, Transportation, The Home Depot
 - Mr. Seth Schulgen, Vice President, Williams Brothers Construction, on behalf of The Associated General Contractors of America.
- This was the first of many hearings the committee will hold on the Surface Transportation Reauthorization. With the Surface Transportation Reauthorization set to expire in 2026, members will have over a year to submit their priorities to the relevant committees. In the past, Congress has required an extension to allow members additional time to complete the bill and could require a waiver to complete the next reauthorization.

House T&I Committee Makes Subcommittee Leadership Changes

- On January 21, the House Transportation & Infrastructure (T&I) Committee Chair Sam Graves (R-MO) announced changes to subcommittee chairmanships to account for Rep.

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Rick Crawford (R-AR) being appointed to serve as Chair of House Permanent Select Committee on Intelligence.

- The following members have been appointed to subcommittee chair roles:
 - Rep. Rick Crawford (R-AR): Vice Chair, House T&I Committee
 - Rep. David Rouzer (R-NC): Chair, Highways and Transit Subcommittee
 - Rep. Daniel Webster (R-FL): Chair, Railroads, Pipelines, and Hazardous Materials Subcommittee
 - Rep. Mike Ezell (R-MS): Chair, Coast Guard and Maritime Transportation Subcommittee



February 14, 2025

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

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

RE: **STATE LEGISLATIVE UPDATE – March 2025**

General Update

Legislators have until February 21 to introduce bills for consideration in the first year of the two-year session. As of this writing, there have been approximately 1100 bills introduced. Many bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 17 and the Senate by March 26. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 (May 9 for non-fiscal) for bills in the first house. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

Caltrain-Sponsored Legislation

Caltrain and its state advocates continue to work with Assembly Member Diane Papan on the introduction of new legislation to allow Caltrain to be credited for the electricity it exports to the grid based on its value, determined by the avoided cost to the suppliers and distributor of buying clean energy elsewhere. The new legislation is expected to be introduced by the Assembly Member the week of February 17, following additional engagement with Caltrain’s energy providers and distributor.

Caltrain Staff Visit Sacramento

On February 4, Caltrain CEO Bouchard and Caltrain staff traveled to Sacramento to meet with state legislators and administration officials to discuss Caltrain’s newly electrified service, its funding needs and priorities, and the Caltrain-sponsored bill discussed above. The Caltrain team, along with its state advocates, met with Senate and Assembly Transportation Committee Chairs Dave Cortese and Lori Wilson, members of the Caltrain legislative delegation, CalSTA Undersecretary Mark Tollefson, and High-Speed Rail Authority Board Chair Tom Richards and CEO Ian Choudri.

Senators Wiener and Arreguin Lead Effort to Secure Additional Funding for Transit

Senators Wiener and Arreguin are leading efforts in the Legislature to secure an additional \$2 billion for the SB 125 programs – inclusive of the formula-based Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program – as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders in the Bay Area and statewide. If successful, this effort would result in additional funding for all regions of the state and help address near-term funding shortfalls as regions prepare to advance self-help measures.

CalSTA Releases Final Guidelines for SB 125 Programs

On January 10, the California State Transportation Agency released the [final guidelines governing the distribution of the second year of SB 125 funding](#) as well as the [final annual reporting template](#). The final guidelines are largely consistent with the final guidelines released by CalSTA for the first year of SB 125 funding but include clarification that this can be used to expand service beyond 2022 baselines, not just maintain service at those baselines. These clarifications do not change the intent of SB 125 funding; rather, they harmonize the guidelines with the statutory intent for this funding and further validate the investments CalSTA has made in service expansion from SB 125 in regions across the state.

California Air Resources Board Withdraws Waiver Requests for Two Zero-Emission Vehicle Regulations

On January 14, the California Air Resources Board (CARB) withdrew its waiver requests for the Advanced Clean Fleet (ACF) and In-Use Locomotive regulations, which were previously submitted to the U.S. Environmental Protection Agency (USEPA). Under the federal Clean Air Act, CARB is required to submit waiver requests to USEPA, and receive an approved waiver from the agency, to enforce regulations that exceed Clean Air Act requirements. The ACF and In-Use Locomotive regulations mandate that private and municipal medium- and heavy-duty fleets and freight and passenger rail locomotives, respectively, transition to zero-emission technologies on set schedules. The ACF specifically impacts medium- and heavy-duty vehicles in the classes 2b-8, except for the vehicle types covered by the Innovative Clean Transit (ICT) regulation.

CTC Elects New Leadership

At its January 2025 business meeting, the California Transportation Commission elected Darnell Grisby as its Chair and Clarissa Falcon as its Vice Chair, effective March 1.

Appointed to the Commission by Governor Newsom in March 2021, Grisby is a nationally recognized social impact leader who champions upward mobility by advancing policies that promote justice through economic opportunity and environmental stewardship.

He currently serves as Senior Fellow at the Beneficial State Foundation, where he leads programs that support economic mobility through transportation and financial justice. He spent the previous nine years as Director of Policy Development and Research at the American Public Transportation Association, where he helped protect public transportation from budget cuts, assisted cities around the nation in pursuing local transit ballot initiatives, and showcased the economic power of transportation investments. Grisby served as a legislative director and senior advisor in the California State Legislature and a government affairs professional before working at Reconnecting America, a think tank devoted to smart growth.

Appointed to the Commission by Senate President pro Tempore Toni Atkins, Clarissa Reyes Falcon is the President and Principal Consultant for Falcon Strategies. She previously worked for the California State Senate as a district director and as a public policy analyst for the San Diego Regional Economic Development Corporation. Falcon is a board member for the University of California, San Diego Chancellor's Community Advisory Board, the San Diego Union Tribune Community Advisory Board, the South County Economic Development Council, Circulate San Diego, and the Asian Business Association Board.

CalSTA Holds Eighth Transit Transformation Task Force Meeting

The California State Transportation Agency's Transit Transformation Task Force met for its eighth time in Riverside on February 5.

The meeting included discussion on the process and timeline for completing the Task Force's report to the Legislature by October 30, 2025, and afforded Task Force members the opportunity to review the draft staff report on recommendations for fleet and asset management transit system oversight and reporting and further discuss options for additional transit funding. The planned discussion on reforms to reduce transit capital construction costs and timelines was postponed until the next Task Force meeting.

As we have highlighted for you in our last few reports, the California Transit Association (the trade organization to which Caltrain belongs) continues to lead engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association continues to engage its membership on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force.

The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials are available on [CalSTA's website](#).

The next Task Force meeting will take place on March 11 in Sacramento.

Bills with Recommended Action

SB 71 (Wiener) CEQA Exemptions for Transit Projects – RECOMMEND SUPPORT

Co-Sponsored by the California Transit Association, this bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate). Caltrain previously supported SB 922, as well as AB 2503 (Lee, 2024), which added to the list of statutory exemptions an exemption for zero-emission rail.

AB 394 (Wilson) Transit Safety – RECOMMEND SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by applying enhanced penalties for assaults to all transit employees, as well as updated provisions for trespass violations on transit systems. Further, AB 394 would empower agencies to seek court-issued prohibition orders against those convicted of assault or trespass. AB 394 promote safer transit environments for transit riders and employees alike. SMART, the union representing Caltrain operators, is a co-sponsor of this bill.

Bills of Interest

SB 30 (Cortese) Sale of Diesel-Powered Rail Equipment

This bill would prohibit a public entity that owns diesel-powered on-track equipment – defined to mean any locomotive or any other car, rolling stock, equipment, or other device that, alone or coupled to others, is operated on stationary rails and has a diesel engine – from selling, donating, or otherwise transferring that equipment for continued use after the public entity ceases the service of on-track equipment by replacing it with lower emission on-track equipment. The author of the bill has indicated that this legislation is in response to the recent transfer of Caltrain trainsets to Peru.

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.”

SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies

This bill would authorize a subsidiary body, as defined in the bill, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location and make it open to the public. If elected officials serve on the subsidiary body, they would be required to adhere to the status quo ante for teleconferencing under the Brown Act, meaning they would need to post the meeting location and make it open to the public. This bill is co-sponsored by the League of Cities and State Association of Counties (CSAC).

AB 259 (Rubio) Brown Act Teleconferencing

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) if a quorum of the members participates in person from the same location identified on the agenda and that the location is open to the public and is within the local agency’s jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2026. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

Caltrain Bill Matrix as of 2/18/2025

Bill ID/Topic	Location	Summary	Position
AB 12 Wallis R Low-carbon fuel standard: regulations.	Pending referral to policy committee.	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.	Pending referral to policy committee.	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.	Pending referral to policy committee.	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

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>Referred to the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate’s Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would 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>AB 99 Ta R</p> <p>Electrical corporations: rates.</p>	<p>Referred to the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing, and the commission from approving, a rate increase above the rate of inflation, unless the rate increase is approved by a majority of the electrical corporation’s customers voting in an election conducted according to specified requirements, and except when the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 267 Macedo R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.</p>	<p>Pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.</p>	<p>Watch</p>

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

Bill ID/Topic	Location	Summary	Position
<p>AB 339 Ortega D</p> <p>Local public employee organizations: notice requirements.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. If the recognized employee organization demands to meet and confer within 30 days of receiving the written notice, the bill would require the public agency and recognized employee organization to promptly meet and confer in good faith, as specified. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 340 Ahrens D</p> <p>Employer-employee relations: confidential communications.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the San Francisco Bay Area Rapid Transit District, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation.</p>	<p>Watch</p>
<p>AB 370 Carrillo D</p> <p>California Public Records Act: cyberattacks.</p>	<p>Pending referral to policy committee.</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would revise the definition of unusual circumstances as it applies to a state of emergency to require the state of emergency, in addition to currently affecting the agency’s ability to timely respond to requests as described above, to also require the state of emergency to directly affect the agency’s ability to timely respond to requests as described above. By restricting the time period in which a local agency may respond to requests, thus increasing the duties of local officials, this bill would create a state-mandated local program. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record maintained on the servers or systems in an electronic format that may be responsive to a request. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

Bill ID/Topic	Location	Summary	Position
<p>AB 421 Solache D</p> <p>Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, or in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 555 Jackson D</p> <p>Air resources: regulatory impacts: transportation fuel costs.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law vests the State Air Resources Board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards. This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.</p>	<p>Watch</p>
<p>SB 30 Cortese D</p> <p>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 63 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would 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>
<p>SB 71 Wiener D</p> <p>California Environmental Quality Act: exemptions: transit projects.</p>	<p>Referred to the Senate Environmental Quality Committee and Senate Transportation Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 79 Wiener D</p> <p>Planning and zoning: housing development: transit-oriented development.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, the Planning and Zoning Law, requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Under existing law, a part of the housing element is an assessment of housing needs, which includes the locality’s share of the regional housing need. Under existing law, the appropriate council of local governments, or for cities without a council of governments, the Department of Housing and Community Development, adopts a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires the Board of Directors of the San Francisco Bay Area Rapid Transit District to adopt by ordinance transit-oriented development (TOD) zoning standards for each station that establish minimum zoning requirements for height, density, parking, and floor area ratio that apply to an eligible TOD project, as provided, and authorizes developers of certain eligible TOD projects to submit an application for a development that is subject to a specified streamlined, ministerial approval process, as provided. This bill would declare the intent of the Legislature to enact legislation that would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development. The bill would make related findings and declarations.</p>	<p>Watch</p>
<p>SB 272 Becker D</p> <p>San Mateo County Transit District: job order contracting: pilot program.</p>	<p>Referred to the Senate Transportation Committee.</p>	<p>The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 348 Hurtado D</p> <p>State Air Resources Board: Low-Carbon Fuel Standard.</p>	<p>Pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations, as provided, to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard, or regulations. This bill would state the intent of the Legislature to enact future legislation that would, among other things, require the board to revise the Low-Carbon Fuel Standard program, as provided. The bill would make related findings and declarations.</p>	<p>Watch</p>

REVISED FOLLOWING 2.26.25 TECHNOLOGY, OPERATIONS, PLANNING, AND SAFETY COMMITTEE MEETING

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: John Hogan, Chief Operating Officer
For: March 2025 JPB Board of Directors Meeting
Subject: **Approve Guiding Principles and Goals for Rail Operations and Maintenance Successor Contract**

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

Purpose and Recommended Action

Caltrain’s current Operations and Maintenance (O&M) Agreement with TransitAmerica Services, Inc. (TASI) expires June 30, 2027. Staff must begin advancing a re-procurement effort to transition to a new O&M Agreement by July 1, 2027.

Caltrain staff is seeking the Board’s input on guiding principles and goals for the development of a successor contract before proceeding with formal industry outreach and market sounding that will inform a future procurement process.

Proposed Guiding Principles: The following principles represent the core standards staff expect Caltrain’s next contract operator to fully exemplify, as well as the values that will help guide internal actions and decision-making during the development of the next O&M Agreement.

1. **Safety** as a primary core value in all facets of the operations and maintenance, including a robust risk-based hazard analysis and decision-making process.
2. **Cost Efficiency, Innovation** and continuous improvement as demonstrated through the proactive implementation of solutions to enhance operational efficiency, increase revenue collection, promote sustainable practices, achieve cost-savings, and ensure appropriate allocation of risk.
3. **Reliability** of Caltrain service as demonstrated by excellence in on-time performance, preventive and corrective maintenance, and customer service.
4. **Capacity** to deliver on special projects as needed.
5. **Stewardship** of the Caltrain system by advancing the agency’s [mission and vision](#), with integrity, through impactful leadership including effective succession planning.
6. **Partnership** with a contractor who is proactively solving problems, mindful of controlling costs, and collaborative and communicative with Caltrain in providing the best customer experience possible.

REVISED FOLLOWING 2.26.25 TECHNOLOGY, OPERATIONS, PLANNING, AND SAFETY COMMITTEE MEETING

Proposed Goals: The following goals represent the specific intended outcomes for the future procurement process and establishment of a successor contract.

1. **Develop a modern, flexible contract** that reflects Caltrain’s core values, maintains the highest standard of service for our customers, and incorporates industry best practices and lessons learned.
2. **Deliver safe, reliable, and excellent service** at a fair cost, including an appropriate balance of performance, price, and risk allocation.
3. **Maintain the highest standards of safety** by ensuring regulatory compliance over the contract term and continuing to build on a safety culture that emphasizes reporting, recognition, communication, training, and continuous improvement.
4. **Maximize competition for the successor contract** by adopting a future procurement strategy that is marketable and executable.
5. **Ensure that any future handover process is safe, collaborative, and without impact** to employees of Caltrain’s current contract operator and Caltrain’s customers by establishing realistic mobilization timeframes and providing necessary support.
6. **Prioritize opportunities to achieve cost efficiencies, including by strengthening fare collection systems, promoting ridership growth, and exploring new technologies.**

Caltrain staff will return to the Board in the coming months to seek additional approval of (1) the commercial arrangement of the successor contract and (2) the evaluation criteria for scoring proposals.

Discussion

The Peninsula Corridor Joint Powers Board (JPB) assumed responsibility for the operation of Caltrain service from Caltrans in 1992. Amtrak served as the JPB's contracted rail operator until May 2012. The JPB, at its September 2011 meeting, authorized the award of a new operating contract to TASI. The contract carried a 5-year base term with the ability to execute 5 additional one-year options. In February 2017, the JPB exercised all 5 of the option years, extending the contract with TASI to June 2022.

At a 2019 Board Workshop, Caltrain staff obtained direction to explore a basis upon which the JPB could extend the TASI contract through successful completion of the Peninsula Corridor Electrification Project (PCEP) and transition to electrified service. This direction was based on the determination that it would be in the public interest of the JPB to eliminate the risks associated with the potential transfer of responsibilities carried out by TASI to a new operator until after PCEP had been completed and operated in revenue service for a reasonable period of time.

In a letter received in November 2019, the Federal Transit Administration provided its consent of the JPB pursuing an extension to the TASI agreement. In January 2021, the JPB extended TASI's contract for an additional 5 years through June 2027 to enable completion of PCEP construction and subsequent start-up of service in an electrified environment.

REVISED FOLLOWING 2.26.25 TECHNOLOGY, OPERATIONS, PLANNING, AND SAFETY COMMITTEE MEETING

During the term of the current O&M Agreement, TASI has been responsible for all rail operations and maintenance of Caltrain's fleet and infrastructure to keep the system in a state of good repair. In addition, TASI has provided construction support for the capital program.

Technology, Operations, Planning, and Safety Committee

The Technology, Operations, Planning, and Safety (TOPS) Committee considered the proposed guiding principles and goals at its February 26, 2025, meeting. The Committee recommended adding a goal of increasing farebox recovery (see Proposed Goal 6, above) and emphasized the importance of establishing key performance indicators, including numerical goals, to guide the development of the next contract. Staff clarified that the current O&M Agreement includes a set of contractor performance metrics that is being reviewed as part of the ongoing baseline assessment of the current contract. Staff will return to the TOPS Committee at a future meeting with recommendations related to an updated performance fee regime and penalties for non-performance.

The Committee deferred its endorsement of the guiding principles and goals until the full Board of Directors has an opportunity to review and provide feedback on staff's recommendations. Staff will present to the Board on March 6, 2025, to request approval of the guiding principles and goals.

Budget Impact

There is no budget impact associated with this initial update regarding a future O&M Agreement. Pricing considerations, including tradeoffs associated with different potential commercial arrangements for the successor contract, will be the subject of a future presentation to the TOPS Committee. The project team will develop an independent cost estimate for the successor contract as part of the procurement development process.

Prepared By: Graham Rogers

Project Manager

~~2/13/2025~~

2/26/2025 rev

**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 February 19, 2025

Members Present: A. Brandt (Chair), A. Kulkarni (Alternate) (arrived at 6:07 pm), R. Kutler, K. Linquist, M. Pagee (Alternate), R. Sarathy, P. Wickman (Alternate)

Members Absent: L. Acosta, D. Albohm, P. Leung (Vice Chair), A. Lohe

Staff Present: J. Baker, J. Brook, J. Hogan, L. Peabody

1. Call to Order

Chair Adrian Brandt called the meeting to order at 5:41 pm.

2. Pledge of Allegiance

Chair Adrian Brandt requested that Member Kristopher Linquist lead the Pledge of Allegiance.

3. Roll Call

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

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

There were none.

5. Approval of Meeting Minutes of January 15, 2025

Motion/Second: Kutler/Pagee

Ayes: Kutler, Linquist, Pagee, Sarathy, Wickman, Brandt

Absent: Acosta, Albohm, Kulkarni, Leung, Lohe

6. Public Comment for Items Not on the Agenda

Stephen Ferrari commented on the new Caltrain schedule and electronic signage.

Jeff Carter commented on electronic signage and requested an update on APCs (automatic passenger counting).

Roland commented on the electronic signage and wayfinding at stations, APCs, and automated bicycle counters.

CMF commented on safety concerns for women riding Caltrain.

Adina Levin commented on multi-agency wayfinding signage pilot programs.

7. Chairperson's Report

Chair Brandt reported on the following:

- Federal administration changes
- State's request for federal funding for high-speed rail
- Problem of flat spots for numerous trains
- Passenger complaints about volume of onboard announcements and tones
- WiFi reliability

8. Customer Service Initiatives

Lisa Peabody, Director, Customer Experience, provided the presentation, which included the following:

- Bike boarding signage and platform marker design
- Improved riders' ability to locate station amenities, such as restrooms
- NextGen Clipper for enhanced fare payment features
- Service alert subscriptions for personalized and real-time notifications
- Staff notifications to improve customer response and improve scheduling

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

- Numbering of train cars
- ADA compatibility of cars
- Luggage accommodations in new electric trains
- Availability of Bluesky microblogging service

Public Comment:

Adina Levin commented on benefits of Clipper 2 release for regular and occasional customers.

Jeff Carter suggested labeling ADA cars, train announcements not always working, early train departures.

9. State and Federal Legislative Updates

Jason Baker, Director, Government and Community Affairs, provided the presentation, which included the following:

Federal:

- Caltrain receiving reimbursement from regenerative braking energy
- Full budget released on January 10
- Recent Executive Orders could affect federal funding
- Forced reduction of workforce
- Caltrain awaiting formula funds for EMUs (electric multiple units) purchased in 2023

State:

- Funding for formula-based programs such as TIRCP (Transit and Intercity Rail Capital Program)
- Senate Bill (SB) 63 (Wiener) language released; intent to move forward with regional transit measure
- MTC (Metropolitan Transportation Commission) polling results delivered at February 14 MTC legislative committee meeting
- Caltrain staff to review poll results at February 26 JPB AMP (Advocacy and Major Projects) meeting
- Budget request of \$2 billion over two years statewide

Regional Transit Measure:

- MTC polling over nine Bay Area counties trending slightly upward
- Tax sensitivity of taxpayers over time; tax aversion has declined slightly
- Voters aware of need for transit funding

Public Comment:

Jeff Carter commented on braking regeneration reimbursement and high-speed rail.

Adina Levin commented on the MTC regional measure voter polling results and recent bills affecting Caltrain funding.

Roland commented on the MTC polling results and Caltrain transitioning from seven- to four-car EMUs.

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

- Polling limited to Bay Area voters
- Budget challenges affecting zero-carbon train
- Allocation of federal funds to purchase four EMUs
- SB 63 intent language
- Special legislation required for regional ballot measure
- Less money required from San Francisco

10. Staff Report

10.a. Customer Experience Task Force Update

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

- Ridership is at 89 percent of pre-pandemic levels
- One trespasser strike
- Good attendance on Martin Luther King Day train
- On-time performance is at 95 percent
- Trains crowded on weekends

- Centrum has contract for APCs (automated passenger counters) and is testing new firmware and passenger intercoms
- Wireless control system for ten crossing gates reactivated over the weekend
- Issues with flat spots on wheels and train braking system

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

- Inability to hear conductor announcements in upper level of the train
- WiFi problems
- Volume level of automatic and conductor announcements
- Security problems at Redwood City Caltrain station

10.b. JPB CAC Work Plan Update

Mr. Hogan provided the report, which included the following:

- Measure RR audit to be reviewed at March 19 CAC meeting
- Member of Operations staff or TASI (TransitAmerica Services, Inc.) provide an overview of their job
- Inconsistency of fare violation enforcement
- Profiling of customers by fare inspectors
- Security rovers versus conductors patrolling train cars

11. Committee Comments

- Cleanliness of South County trains
- Trash accumulation at Blossom Hill Caltrain station platform
- Cascading effect of train delays
- Homeless problem at Redwood City Caltrain station

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

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

13. Adjournment

The meeting adjourned at 7:50 pm.