

**Peninsula Corridor Joint Powers Board (JPB) Liaison Report  
Meeting of May 1, 2025**

**Report of the Executive Director** - Michelle Bouchard, Executive Director, provided a report which included the following:

- RailSentry technology and improved safety at grade crossings
- Half-hour train schedule success
- Long-range service vision update
- California Transportation Commission meeting in San Francisco May 14 and 15. JPB will host and provide technical tours
- Wayfinding signage installed onboard and in stations; bike decals on platforms to reduce dwell times and confusion
- San Francisco Giants events major contributor to service recovery

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

- Rail Sentry technology costs for grade separations
- Quad gates further enhance safety versus full grade separations for entire corridor
- Enhanced crossing strategy, environmental impact, train noise
- Pursue funding for quad gates from California High Speed Rail Authority
- Ridership below pre-pandemic levels during commute hours

**JPB Board of Directors Received and Approved the Following Items:**

- Approval of Meeting Minutes of April 3, 2025
- Accept Statement of Revenues and Expenses for the Period Ending February 28, 2025
- Accept Annual Audit of Measure RR Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2024
- Award a Cooperative Purchasing Contract to Mansfield Oil Company of Gainesville, Inc. to Supply Renewable and Standard Red-Dye, Ultra-Low Sulfur Diesel Fuel and Fueling Services through September 2027 for a Total Estimated Amount of \$2,527,274

The Board motioned to approve the Award a Cooperative Purchasing Contract to Mansfield Oil Company of Gainesville, Inc. to Supply Renewable and Standard Red-Dye, Ultra-Low Sulfur Diesel Fuel and Fueling Services through September 2027 for a Total Estimated Amount of \$2,527,274 with a request to receive quarterly pricing reports going forward in light of fuel price increases.

**Receive State and Federal Legislative Update and Consider Positions on Legislation: Assembly Bill 476 (Gonzalez) and Senate Bill 63 (Wiener)** – Jason Baker, Director of Government and

Community Affairs, provided the presentation that included the following information:

Federal:

- Tariffs impact
- Earmark appropriations

State:

- Governor spotlighted Caltrain
- Governor seeking extension of state and local cap and trade programs
- \$2 billion budget request include bridge funding for Caltrain
- Assembly Bill (AB) 1372 – Caltrain energy bill for regenerative braking and net energy capture not moving forward
- Senate Bill (SB) 30 – resale and transfer restrictions of diesel-powered equipment; concerns with language and need to emphasize air quality benefit
- AB 810 – will require local governments to change websites and email addresses address to ".gov"; significant staff and financial resources to comply
- AB 476 – copper wire theft prevention
- SB 63 – regional transportation funding measure amendments

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

- Support AB 476 regarding copper wire theft
- Support SB 63 regarding regional transit measure
  - Concerns about expenditures for mapping and wayfinding; unsure about timing of taxing – will be part of future negotiations
  - Santa Clara County and San Mateo County have until July to opt in
  - Amendments happening after July 31
  - Focus on the health of Caltrain; support as amended and continue to work on future amendments with bill authors

**Receive Fiscal Years 2026 and 2027 Preliminary Operating and Capital Budgets**– Kate Jordan

Steiner, Chief Financial Officer, provided the presentation that included the following information:

Operating Budget:

- Electrified service; increased ridership growth; increased material and labor costs
- Ongoing expenses outpacing revenue
- Projected deficit is better than Strategic Financial Plan
- Measure RR reserves will go away after FY 2026
- Operating budget sources increased; Fare revenue offset by Go Pass decline

- Operating and administrative expenses at 76 percent of budget; plans to reduce before June budget adoption
- Strategies to regain financial stability: ridership growth, fare revenue policy, consultant reduction, labor costs reduction
- Service cuts unlikely to reduce deficit and would damage Caltrain's business model

Capital Budget:

- Priorities: safety, state of good repair (SOG), and customer experience while Guadalupe River Bridges project is finalized
- Annual transfer of Measure RR to capital SOG
- Use to support core services, including Guadalupe Bridge project
- Projected sources include STA (State Transit Assistance) SOG
- Risks of underfunded capital program, cost escalation, flat member agency contributions

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

- Amount of \$2 billion budget request designated for Caltrain
- Not yet tapped into funding category of \$300 million for CalMod – staff working to develop plan; need participation by VTA (Santa Clara Valley Transportation Authority)
- Low commuter ridership – will discuss commuter service at May 29 Budget Workshop
- Limited service for South County – need to discuss with VTA, come up with options
- Member agency contributions – main challenge is one-third contributions; use current resources more effectively and expand eligibility, examine project needs over time
- TASI (TransitAmerica Services, Inc.) salary negotiations still ongoing
- Staff working on additional budget cuts; projecting no additional money coming from state; bridge cost must come from \$2 billion budget request

**Receive Update on Project Budget, Contract Capacity, and Funding Plan Increase for Guadalupe River Bridge Replacement Project** – Sherry Bullock, Program Director, Caltrain

Modernization Program, provided the presentation that included the following information:

- Staff resubmitted full application to permit agencies
- Issued LNTP (Limited Notice to Proceed) to prepare for June 15 construction period
- Project challenges: multiple federal, state, and local agencies permitting; geographic location: water quality; wildlife protection; environmental concerns; safety; and customer service
- Habitat Mitigation and Monitoring Plan (HMMP) to obtain conditional approval to start construction in June. Uncertainty with tariffs, labor, inflation, materials, project management costs
- Funding trade-offs required; de-energizing a portion of the project; temporary service changes
- Customer communication for service changes

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- Funding from Union Pacific, Amtrak, and ACE Rail
- Project costs to be folded into capital budget with any capital improvements
- Ongoing relationship with water quality board
- Contingency left in budget for the project

**Receive Caltrain Non-Fare Revenue Strategy Study Initial Results** – The item was deferred for discussion at the May 29 Board Budget Workshop.

**Monthly Reports were provided on the following items:**

- Report of the Citizens Advisory Committee – Adrian Brandt, Chair, provided an update, which included the following:
  - Safety measures to avoid trespasser strikes
  - Service vision update
  - Updating service plan
  - Wireless crossing update – signaling needs adjustment
  - Staff to explore adding a quiet car on each train; Clipper reader issues, Caltrain reimbursement for flat spot repair
- Report of the Chair – Chair Heminger had nothing to report.
- Report of the Local Policy Maker Group (LPMG) – Chair Burt had nothing to report as there was no meeting in April.
- Report of the Transbay Joint Powers Authority (TJPA) - Chair Gee had nothing to report as there was no meeting in April.