

**Peninsula Corridor Joint Powers Board (JPB) Liaison Report
Meeting of June 5, 2025**

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

- Continue to roll out safety program at grade crossings; successful installation of RailSentry at Broadway station has prevented track incursions; emergency drills conducted to ensure first responders sync with railroad
- Achieved 95 percent on-time performance. Long-range service vision. Guadalupe creek bridge project will lead to service changes in southern end of service territory
- Apprenticeship program presented to TOPS Committee. On path to introduce program for overhead line workers. Looking to expand throughout corridor for all crafts
- Service for special events bringing large amounts of riders
- Provided presentation and train tour to California Transportation Commission on May 15 with state and regional transportation leaders
- Anticipating grade crossing safety workshop, electric train tours at APTA (American Public Transportation Association) Rail Conference coming to San Francisco at the end of the month
- Two awards received from California Transportation Foundation and Construction Management Association of America for electrification program

JPB Board of Directors Received and Approved the Following Items:

- Approval of Meeting Minutes for May 1, 2025
- Appointment of the Citizens Advisory Committee San Francisco County Representatives
- Appointment of the Citizens Advisory Committee San Mateo County Representatives
- Appointment of the Citizens Advisory Committee Santa Clara County Representative
- Authorize Contingent Budget Authority for Fiscal Year 2025 Operating Budget Increasing the Budget from \$238.1 Million to \$240.5 Million
- Authorize the Submission of Grant Applications to the Regional Transit Connection Program (RTC) Program
 - Resolution to Support Caltrain's Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$13,500,000 to initiate the Environmental Phase of the Redwood City 4-Track Station and Grade Separation Project**
 - Resolution to Support Caltrain's Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount Between \$5,000,000 and \$10,000,000 to Support Operating Funding for Increased Weekend Service**

- Resolution to Support Caltrain's Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$1,800,000 for a Station Safety and Access Assessment and Improvements in San Mateo County**
- Resolution to Support Caltrain's Application to the Cycle 1 Measure W Regional Transit Connection Program of San Mateo County Transportation Authority for an Amount of \$1,000,000 for a First and Last Mile Station Access Planning Study in San Mateo County**
- Award a Contract to Kelly McNutt Consulting, LLC for On-Call Alternative Project Delivery Support Services for a Total Not-to-Exceed Amount of \$6,228,400 for a Five-Year Term*
- Award Contracts to Cooperative Personnel Services; gothamCulture LLC; and The Consulting Team for On-Call Coaching and Leadership Development Services for a Total Not-to-exceed Amount of \$350,000 for a Five-Year Base Term, with Two Additional One-year Option Terms for \$140,000*
- Award Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for On-Call Temporary Staffing Services for an Aggregate Total Not-to-Exceed Amount of \$1,250,000 for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$500,000*
- Authorize Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$3 Million for Fiscal Year 2026*
- Accept Statement of Revenues and Expenses for the Period Ending March 31, 2025

Guadalupe River Bridge Replacement Project

- a. Approve Revised Project Budget and Schedule and Funding Plan**
- b. Approve Contract Change Order with Walsh Construction***
- c. Authorize Amendment 7 to Contract No. 19-J-P-073 with HDR Engineering, Inc. for Engineering Consultant Design Services***
- d. Authorize Execution of Agreement with VTA in connection with Bus Bridge Services for the Construction of the Guadalupe Bridge Replacement Project****
- e. Award Single Source Contract to Troutman Pepper Locke LLC to Provide Legal Services for the Guadalupe River Bridge Replacement and San Francisquito Creek Bridge Replacement Projects***

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

- All permits will be received by June 15 - start of construction day
- Request Board approval of budget, change order, bus bridge agreement, contract for legal services

- Project updates since May 1 – permits, EPA (Environmental Protection Agency) compliance, construction
- Project schedule per season
- Project risks and mitigations: change order includes \$4 million risk allowance; additional \$4.5 million contingency to cover unknown risks
- Estimated cost breakdown at completion
- Change order with Walsh Construction; extend HDR Engineering Consultant Design Services, Troutman Pepper Lock LLC contracts
- De-energizing Tamien Station, replacing with Santa Clara Valley Transportation Authority (VTA) bus bridge; providing staff at stations for wayfinding
- Oversight at project and program level – monthly progress reports to Board, regular updates to TOPS (Technology, Operations, Planning, and Safety) Committee

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

- HDR Engineering, Inc. contract awarded October 2022, original builder
- Successful partnership with VTA coordinating bus bridges
- Timing of transfer from Diridon to southbound diesel service
- Cost overrun concerns - design is complete, contingency plans in place, program leadership changed to identify gaps in delivery, more transparency in holding Caltrain accountable to taxpayers
- Projects to be deferred – not deferring projects crucial to safety, closely managing State of Good Repair (SOGR) program
- Weekend shutdowns and alternatives

Amend and Increase the Fiscal Year 2025 Capital Budget from \$169,118,158 to \$236,809,163 and the Guadalupe River Bridge Replacement Project Budget from \$63,698,593 to

\$171,389,598 – Oscar Quintanilla Lopez, Director, Budgets and Financial Analysis, provided the presentation that included the following information:

- Sources to fund the cost increase and deferrals of capital projects
- Working with county transportation authorities to secure additional funding, then seek formal Board approval summer/fall 2025

Adopt Fiscal Year 2026 Proposed Operating Budget and Fiscal Years 2026 and 2027 Proposed Capital Budgets – Dave Covarrubias, Deputy Chief Financial Officer, provided the presentation that included the following information:

- Operating budget sources trends over time, measure contributions stopped with passage of Measure RR
- Exhaust external funds by Fiscal Year (FY) 2027

- Uses: proposals to reduce or defer expenses; reductions in labor and non-labor expenses
- Capital budget – added projects since preliminary budget, strategic initiations of 10-year capital improvement plan, maintain core service and SOGR
- Sources – some risk in SOGR at federal level
- Operating and capital risk mitigation; sunseting fuel hedging program

The Board Members had a robust discussion, and staff provided further clarification in response to the following question from Director Medina regarding concerns if forecasted ridership growth does not reach 10 percent.

Authorize the Executive Director to Execute a Reimbursement Agreement with the San Mateo County Transit District for the Peninsula Corridor Joint Powers Board's (JPB) Share of Furnishing, Information, Communications, and Technology (ICT) Infrastructure, and Other Costs in Connection with Relocating to 166 N. Rollins Road in Millbrae, California** – Li Zhang, Chief, Rail Commercial and Business Development, provided the presentation that included the following:

- Provide SamTrans assurance that Caltrain will pay once services and purchases for Caltrain fulfilled
- Proposes including \$3.6 million in savings from project closeout

The Board Members had a discussion, and staff provided further clarification in response to the following question from Director Medina regarding proposal coming in under original estimate; staff to provide regular progress updates to Board.

Receive State and Federal Legislative Update and Consider Positions on Legislation: Assembly Bill 810 (Irwin) and Senate Bill 545 (Cortese) – Jason Baker, Director of Government and Communication Affairs, provided the presentation that included the following information:

- House passed reconciliation bill; White House released budget proposal for FY 2026
- Executive Order targeting sanctuary cities on Caltrain corridor: Menlo Park, Mountain View, San Jose, and San Francisco
- Governor's May revised budget does not include \$2 billion for transit
- SB (Senate Bill) 79 – staff tracking for transit-oriented development (TOD) projects
- AB (Assembly Bill) 1372 – regenerative braking is now a two-year bill; still working through legislature; staff working to obtain reimbursement
- SB 30 – prevent transfer or sale of diesel locomotives – had amendments to allow some categories of locomotives to be transferred
- SB 63 – August 11 is new County opt-in deadline
- SB 545 – recommend support for high-speed rail economic opportunity study
- AB 810 – changed to a two-year bill – no action recommended

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

- Governor's budget cuts
- Support of SB 545 - proposed by Senator Cortese, supportive of projects along corridor – Burt needs further discussion before supporting
- Extension of cap and trade (cap and invest) program – essential to secure new funding

Accept Recommended Diridon Station Alternative and Diridon Program of Projects for Environmental Review – Marian Lee, Consultant, Rail Administration, and Jessica Zenk, Deputy Director, Department of Transportation, City of San Jose, provided the presentation that included the following:

- Significant redevelopment opportunity
- Oversight provided by Steering Committee since 2024
- Community engagement – led by City of San Jose
- Project vision set in 2020
- Recommended alternative based on two years of research
- Existing station design limits future development
- Future station – proposed realignment of VTA light rail station; retail operations, connection to future BART (Bay Area Rapid Transit) station
- Program of projects outside station will enhance station project

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

- Concerns around projected increase of daily trips based on high-speed rail, doubling of Caltrain service, and BART being added
- Projections up for discussion every year

Receive Proposed Changes to Long-Range Service Vision Update – Melissa Jones, Deputy Director, Policy Development, provided the presentation that included the following information:

- Policy originated out of the business plan
- Core service vision – eight Caltrain trains and four HSR trains per hour per direction; expanded service beyond core service vision – high-growth scenario
- Caltrain service vision also important for Caltrain's partners
- Removing language on expanded growth of service on corridor – reduce planning, design, and construction costs; resources are now more constrained
- Develop new service vision for next decade and upgrade rail corridor use policy and TOD policy

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

- Unrealistic service plan – further market analysis needed due to shifting ridership base
- Plan provides clarity for high-speed rail and projects external to Caltrain along corridor
- Reduce cap to eliminate unnecessary banking of land for four-tracking

Monthly Reports were provided on the following items:

- Report of the Citizens Advisory Committee – Adrian Brandt, Chair, provided an update, which included the following:
 - Service vision update– preserve right of way, flexibility to accommodate future growth
 - Marketing plan overview
 - Public comment on increased weekend service
 - Staff report on sustainability award, regenerative braking, Clipper 2 readers, new APCs (automatic passenger counters) being evaluated
- Report of the Chair – Chair Heminger reported:
 - Governance Ad Hoc Committee report-out: member agency contributions, managing agency role, impact of CalPERS (California Public Employees Retirement System) requirements on debt, salary ordinance and employment policies
 - SB 63 working through Legislature - authors of SB 63 expect JPB member agencies to reach agreement on allocation of Caltrain’s anticipated deficit among member agencies by mid-August; Ad Hoc Committee proposing formula for member agency contributions
 - Circulate a term sheet to Board and stakeholders

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

- Member agencies have not contributed since Measure RR adoption; Ad Hoc Committee has attempted to reconcile member agencies’ obligations to contribute; Caltrain will require additional funding sources, including member agency contributions as set forth in Joint Powers Agreement
- Individual County Contributions:
 - Santa Clara County \$76 million
 - San Mateo County \$61 million
 - San Francisco \$43 million.
- Largest ridership percentage is in Santa Clara County (42 percent)
- Board work collaboratively to make system work and provide service
- Distribution will be based on net operating deficit based on all-day boardings

- Report of the Local Policy Maker Group (LPMG) – Chair Burt reported on the following:
 - Service vision
 - Update on corridor crossing strategy
- Report of the Transbay Joint Powers Authority (TJPA) – Deferred.