

**Peninsula Corridor Joint Powers Board (JPB) Liaison Report
Meeting of March 5, 2026**

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

- Introduction of Jerry Guarracino, Chief Safety Officer
- Conducted 500 plus hours of high-visibility patrols to enhance grade crossing safety and deter copper theft
- Ongoing safety campaigns and declining injury trends
- Experienced good reliability for on-time performance (OTP) and continued ridership growth
- Clipper system improvements underway; implementation slower than anticipated
- Senate Bill (SB) 63 Metropolitan Transportation Commission (MTC)-led efficiency review focused on cost savings and revenue opportunities
- Community engagement highlighted Lunar New Year and Black History Month events
- Communications team received AdWheel award for Best Social Media to Increase Ridership
- James Harrison, General Counsel, reported on Salary Ordinance update: California Public Employees' Retirement System (CalPERS) contract aligned with San Mateo County Transit District (SamTrans) pay grades for administrative positions; JPB sets rail-specific pay; rail employees deemed common law employees of the JPB

Staff provided further clarification in response to the following Board comments and questions regarding the following:

- Salary ordinance alignment with SamTrans; JPB authority over rail-specific pay
- \$75 million structural deficit on average over next 10 years; need for competitive rail-specific pay
- Efficiency and internal reviews support SB63 and fiscal responsibility
- South County ridership growth (15 percent) and marketing impacts. Need to be focused on regional measure
- Possibility of governance discussions deferred until post-election to prioritize SB63No intent to remove managing agency or becoming independent agency
- Passing regional measure critical for Caltrain operations and ongoing service

JPB Board of Directors Received and Approved the Following Items:

- Approval of Meeting Minutes for February 5, 2026
- Award Contracts to DB E.C.O. North America, Inc., Hatch Associates Consultants, Inc., and WSP USA Inc. for On-Call Railroad Business and Operations Support Services for an Aggregate Not-To-Exceed Amount of \$10 Million for a Five-Year Term*

- Award a Contract to Wabtec Transportation Systems, LLC for Predictive Arrival and Departure Systems (PADS) and Rail Operations Control System (ROCS) Improvements for a Total Not-To-Exceed Amount of \$856,798 for a Sixteen-Month Term*
- Award Contracts to Burns Engineering, Inc., Hatch Associates Consultants, Inc., and RSE Corporation of San Mateo, California (RSE) for On-Call Rail Systems Engineering Business Operations Support Services for an Aggregate Total Not-to-Exceed Amount of \$23 Million for a Five-Year Term*
- Authorize Executive Director to Enter Lease Agreement with Chris Kummerer and Associates (CKA) Architects at Menlo Park Depot*
- Award a Construction Contract for the San Francisquito Creek Bank Stabilization Project to Hanford Applied Restoration and Conservation for a Total Amount of \$2,379,910, Amend the Fiscal Year 2026 Capital Budget to Increase it by \$4,918,560, Approve a Revised Project Baseline Budget of \$13,985,882, and Adopt the Project Schedule and Funding Plan*
- Adopt the Peninsula Corridor Joint Powers Board's 2025 Title VI Program and Updated Systemwide Service Standards and Policies

Authorize the Executive Director to Enter into State Transit Loan with the Metropolitan

Transportation Commission – Oscar Quintanilla-Lopez, Director, Budgets and Financial Analysis, provided the presentation that included the following information:

- Up to \$50 million under Assemble Bill (AB) 117
- 12-year term, first two years interest-only, around 4 percent variable rate
- Secured by State Transit Assistance (STA) revenue, early repayment likely penalty-free
- Supports Fiscal Year27 (FY27) budget stability, service, and ridership

Staff provided further clarification in response to the following Board comments and questions regarding the following:

- Reviewed \$50 million loan terms, risks, and variable interest
- STA funds secure repayment
- Loan supports FY27 budget stability and service continuity
- Adds around \$9 million per year to deficit; long-term financial implications
- Short-term benefits weighed against long-term trade-offs

Adopt Caltrain Corridor Right of Way Safety Strategy – Jerry Guaracino, Chief Safety Officer, provided the presentation that included the following information:

- Three-year safety strategy covering engineering, education, enforcement, risk assessment and procedure updates
- Engineering upgrades: fencing, barriers, closed-circuit television (CCTV), intrusion detection, copper theft mitigation

- Education/outreach: community events, mental health, suicide prevention, consistent messaging
- Enforcement: law enforcement collaboration, crossing blitzes, license plate recognition, increased transit police coverage
- Updated standards and reporting procedures, ongoing assessment, and technology adoption

Staff provided further clarification in response to the following Board comments and questions regarding the following:

- Comprehensive safety approach with multiple strategies
- Anti-Trespass Panel Pilot, vendor selection, privacy, and security considerations
- Integration with revised corridor crossing strategy, address public concerns about fail-safe measures
- Quiet zone standards: enhancements exceed state and federal requirements
- Consideration of horn noise impact on communities

Receive State and Federal Legislative Update – Devon Ryan, Government Affairs Officer, provided the presentation that included the following information:

Federal

- Department of Homeland Security (DHS) shutdown ongoing; Department of Transportation (DOT) funding stable through September 30
- Passenger Rail Crew Protection Act: assault on rail crews treated as federal offense
- Safe Cross Act: Federal Railroad Administration (FRA) to study artificial intelligence (AI) enabled sensors at rail crossings

State

- SB667: wayside detector mandate conflicts with passenger rail operations
- SB79 cleanup bill: seeks clarity on definitions and implementations
- SB1136: conditional state rail assistance for special events service; impacts operating funds
- SB1441: allows California High-Speed Rail Authority (CHSRA) to invest Greenhouse Gas Reduction Fund (GGRF) outside Central Valley
- High-Speed Rail Business Plan: San Francisco-Bakersfield prioritized; San Jose-Gilroy segment not included in Phase 1 totals

Staff provided further clarification in response to the following Board comments and questions regarding the following:

- Funding gaps for mandated special event service
- International Federation of Association Football (FIFA) World Cup service costs exceed current budget
- Seek reimbursement from event organizers and state support

- Past federal allocations insufficient for local needs

Monthly Reports were provided on the following items:

- Report of the Chair – Chair Medina reported attending a Bay Area Rapid Transit District (BART) bill-signing event in Town of Colma and acknowledged legislative and staff support.
- Report of the Citizens Advisory Committee – Available Online
- Report of the Local Policy Maker Group (LPMG) – Chair Burt reported on:
 - Caltrain station access and city engagement updates
 - High-Speed Rail Phase 1: Palmdale-Gilroy; Gilroy-San Jose unfunded
 - Interim diesel option for Gilroy-San Jose segment
 - Ridership projections stable; focus on Central Valley commuters
- Report of the Transbay Joint Powers Authority (TJPA) - Chair Gee reported on 40 CT (civil-and-tunnel progressive design-build contract), large tunneling package out for request for proposal (RFP), annual accomplishments, FY budget review, and tourism promotion.