



BOARD OF DIRECTORS 2025

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DAVID J. CANEPA
DAVID COHEN
JEFF GEE
SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

October 09, 2025, 9:30 am

Mountain View City Hill, Council Chambers
500 Castro Street, Mountain View, CA 94041

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 Mountain View City Hall Council Chambers, 500 Castro Street, Mountain View, CA 94041 or any other noticed location.

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

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

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

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

October 09, 2025 - Thursday

9:30 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. Proclamation of Appreciation for Monique Zmuda Motion
8. Report of the Executive Director Informational
9. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately.
 - 9.a. Approval of Meeting Minutes for September 4, 2025 Motion
- Approved by the Finance Committee**
 - 9.b. Accept Statement of Revenues and Expenses for the Period Ended July 31, 2025 Motion
 - 9.c. Authorize Executive Director to Enter into a Lease Agreement with CKA Architects at Menlo Park Depot* Resolution
 - 9.d. Award a Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for a Total Not-To-Exceed Amount of \$3 Million for a Five-Year Base Term with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of \$1.3 Million* Resolution

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

- | | |
|--|---------------|
| 10. Receive Update on Rail Operator Re-Bid Process and Authorization to Negotiate Two-Year Extension of Existing Contract, with Federal Transit Administration Concurrence | Motion |
| 11. Adopt Revised Long-Range Service Vision | Resolution |
| 12. Receive State and Federal Legislative Update and Adopt Principles for Projects Under the Updated Cap-and-Invest Program | Motion |
| 13. Receive Update on Classification and Compensation Study | Informational |
| 14. Receive Update Regarding Proposed Fare Structure Changes | Informational |
| 15. Reports (Verbal) | |
| 15.a. Report of the Citizens Advisory Committee | Informational |
| 15.b. Report of the Chair | Informational |
| 15.c. Report of the Local Policy Maker Group (LPMG) | Informational |
| 15.d. Report of the Transbay Joint Powers Authority (TJPA) | Informational |
| 16. Correspondence | |
| 17. Board Member Requests | |
| 18. Date / Time / Location of Next Regular Meeting: Thursday, November 6, 2025 at 9:00 am.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070. | |
| 19. 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 of Directors: 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. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, 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.

Proclamation No. 2025 -

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

* * *

Proclamation of Appreciation for

Monique Zmuda

Whereas, Monique Zmuda served with distinction as a member of the Peninsula Corridor Joint Powers Board (Board) twice, from April 2017 to March 2019, and then again from January 2020 until October 2025, presiding over many major achievements and milestones; and

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

Whereas, Monique Zmuda has served as the chair of the JPB's Finance Committee where she brought a deep understanding of public finance and governance to the Board, earning the respect of her colleagues, staff and the community; and

Whereas, she demonstrated her commitment to fiscal responsibility by passing a two-year budget for Fiscal Years 2026 and 2027, keeping Caltrain's budgets balanced while also prioritizing service reliability and long-term financial stability; and

Whereas, she championed opportunities that would provide Caltrain with dedicated funding for transit, recognizing that stable, sustainable funding is essential to maintaining and expanding service for Bay Area riders; and

Whereas, Monique Zmuda has been a champion for Caltrain's safety culture, supporting safety-focused policies and the use of AI technology and innovation to protect Caltrain employees and the public; and

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

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

Regularly passed and adopted this 9th day of October, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary



Executive Director's Monthly Report: September 2025

Executive Director Michelle Bouchard

Report prepared for October Board meeting; data current through August 2025.



Item #8.
10/19/2025

Who We Are and What We Do

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










Caltrain's 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.

Caltrain's Core Values:

- Safety – First and Always.
- Excellence – In all that we do as a team.
- Resilience – Adapt to changing conditions and seize opportunities.
- Integrity – Stewards of public trust always doing what is right.
- Equity and Inclusion – Welcoming all makes a stronger Caltrain.
- Sustainability – Responsible today for the sake of tomorrow.



Table of Contents

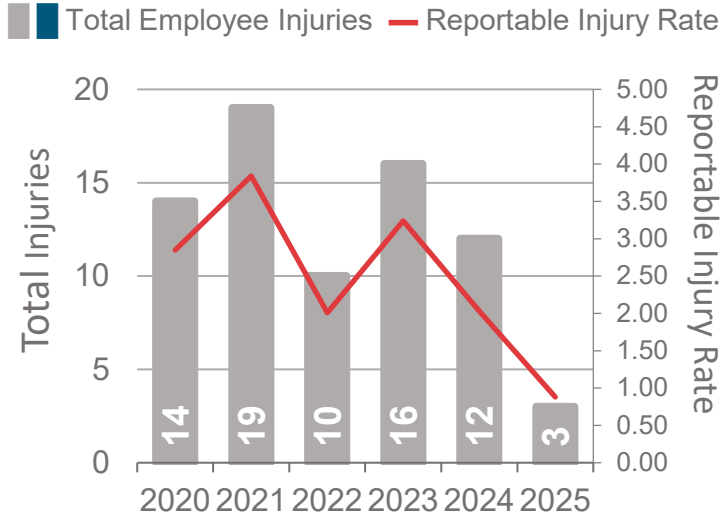
	Safety and Security	4
	Performance at a Glance	8
	On-Time Performance	9
	Delays and Cancellations	10
	Ridership and Revenue	11
	Maintenance Performance	18
	Service and Program Updates	21
	Communications and Marketing	22
	Capital Projects Update	25





Safety Updates – Injuries and Accidents

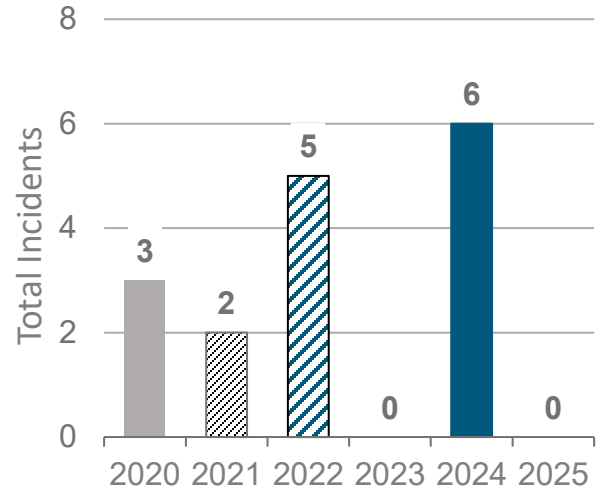
Reportable Injury Trends



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 0.88.

Strains or sprains constitute the majority (55%) of reportable injuries for Caltrain's operators.

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 6 in 2024. There were no reportable incidents in 2023, and there have been no reportable incidents thus far in 2025.

Days without a Reportable Injury as of 9/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,923	5/27/2020
Operations	327	10/9/2024
Maintenance of Equipment	57	7/7/2025
Maintenance of Way	35	7/28/2025
Other	1,923	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 Champions are moving forward with high impact projects to advance a strong culture of Safety.
- 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 continues 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 recognized in July 2025. Next Safety Leaders to be recognized in the upcoming All Hands Meeting.
- 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

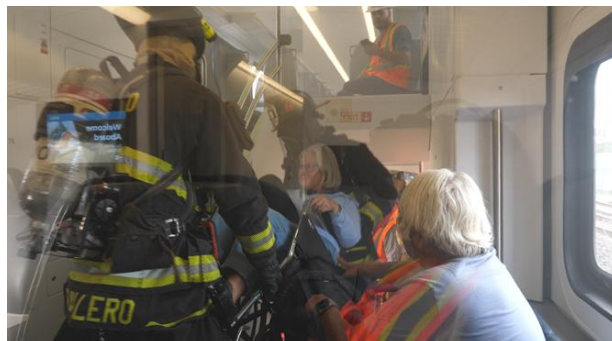
- Working with implementing ComplianceQuest for event reporting, hazard reporting, corrective action tracking, etc., Phase 1 user acceptance testing is ongoing, and Phase 2 is about to start.
- SOC continuing with general monitoring. CCF MTOs and Power Supervisors have access for operational use. Transit PD and other Caltrain/TASI Managers and staff were also given access to be able to view live footages via a phone app. Latest access was given to some of the Guadalupe Bridge project staff to be able to monitor CCTV that is pointed at the project trailer near Diridon due to concerns of trespassers in the area. There are currently discussions to potentially extend the lease/service of these towers to bridge the gap until the Enterprise CCTV system comes online.





Safety Culture Engagement Efforts (cont'd)

- Part of a working group internally and with regional transit agency partners to discuss and help plan for 2026 Superbowl and FIFA events.
- 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.
- The joint tabletop exercise with BART, SamTrans, and San Bruno Fire Dept. has been cancelled. Tabletop co-hosted by Caltrain, SamTrans and TSA is in early planning, tentatively scheduled for November. Regional tabletop hosted by MTC also in initial planning, tentatively scheduled for December.
- Awaiting CPUC approval to modify high risk grade crossings with solar markers and bollards. Installation at Broadway has already yielded a 100% elimination of track incursions.
- Continue to meet 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
- Safety Roadshows were a huge success – May 28 at CEMOF Maintenance Facility, Jun 25 at Menlo Park, July 30 at SFK 4th & King, and most recently Aug 27 at CEMOF. There is currently discussion on the next roadshow.
- Conducted a full-scale exercise at Redwood Junction on 8/16/25, with Redwood City FD, Menlo Park FD, Woodside FD, CERT volunteers, Transit PD and TASI. Simulated an on-board train fire and a high voltage step potential hazard outside the train (wire down).

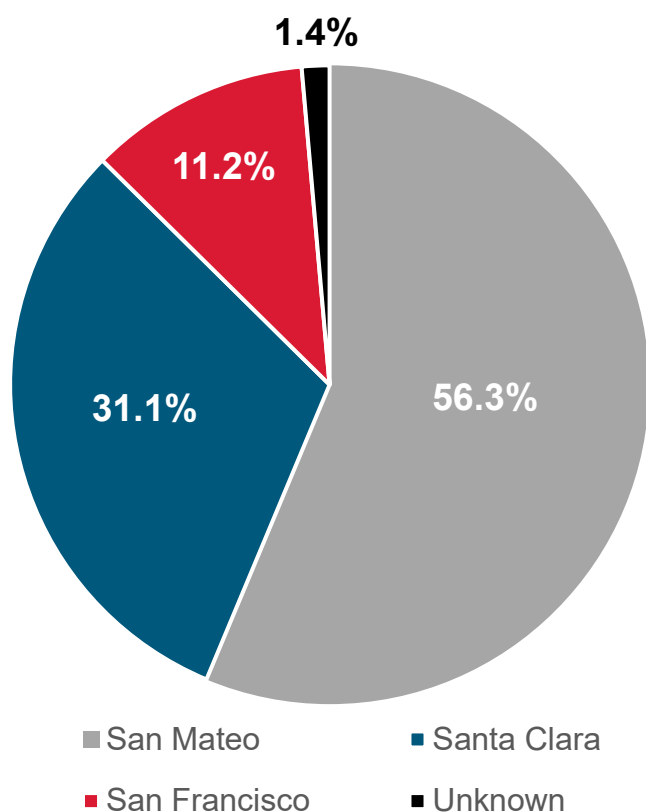




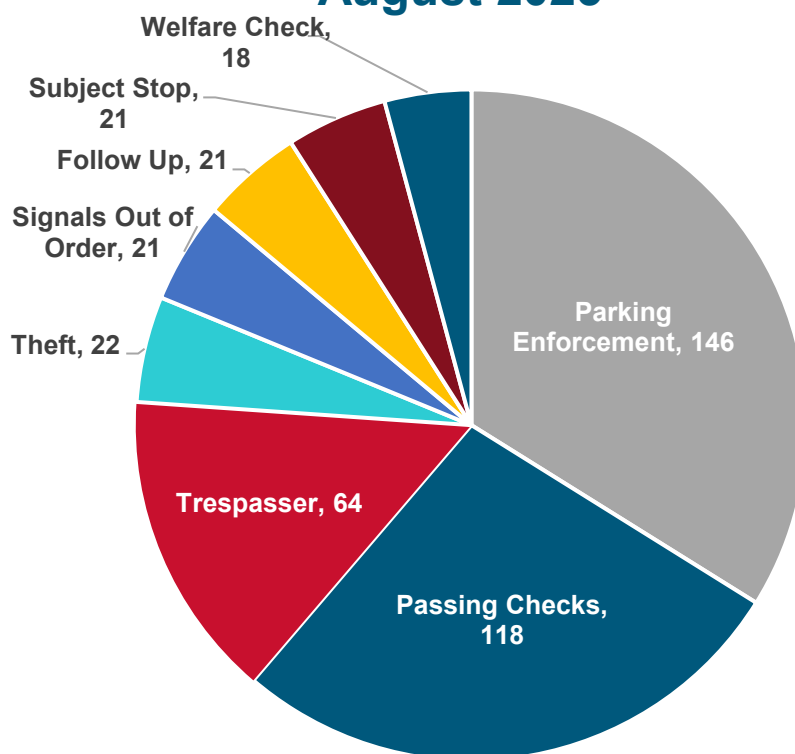
Security Update

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 August 2025



Number of Calls by Category August 2025¹



August 2025 Service Call Data

Overall Average Response Time: **20:36**

Average Response Time for **Priority 1** Calls*: **13:40**

Average Response Time for **Priority 2** Calls**: **21:06**

*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 599 in August across 20 categories. The pie chart shows the top 8 categories representing 472 calls or 74% of the total.

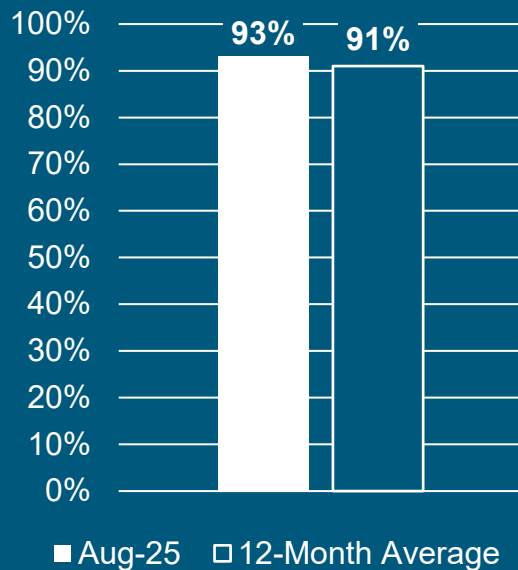




Performance at a Glance

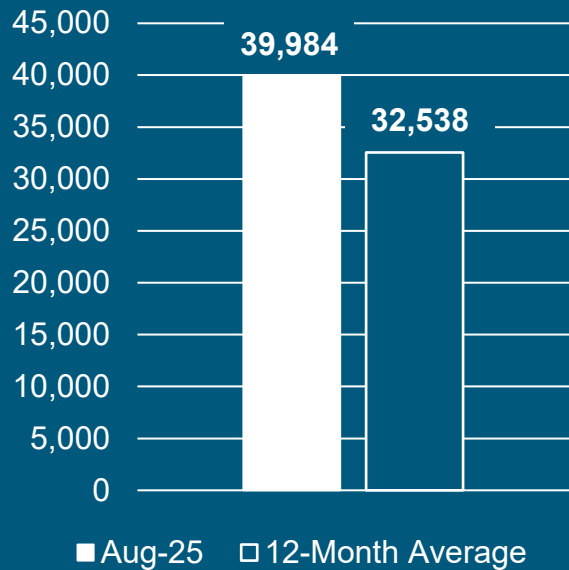
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



Average Daily Ridership

Average estimated weekday ridership



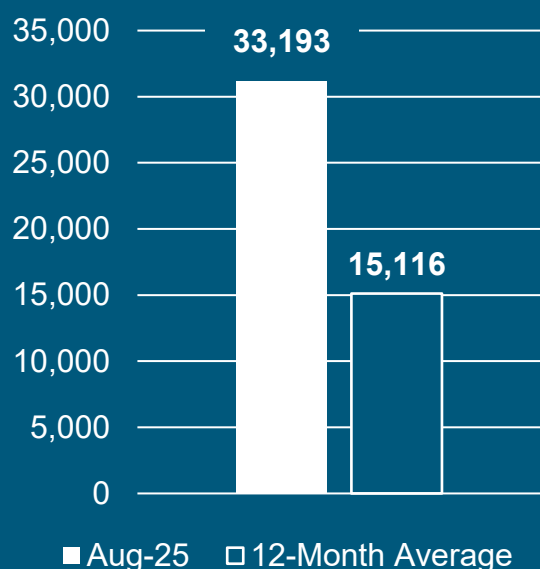
Farebox Recovery Ratio*

Ratio of fare revenue to operating costs



Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required

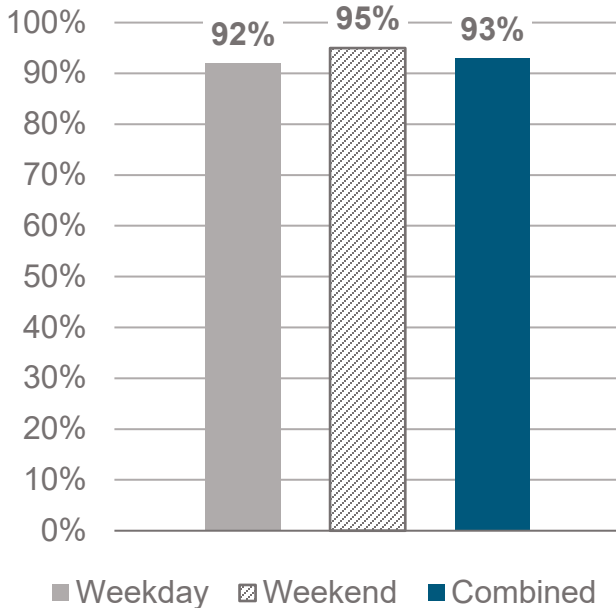


*Farebox Recovery Ratio is temporarily unavailable due to Fiscal Year End Close.



On-Time Performance

Performance This Month (Aug-25)

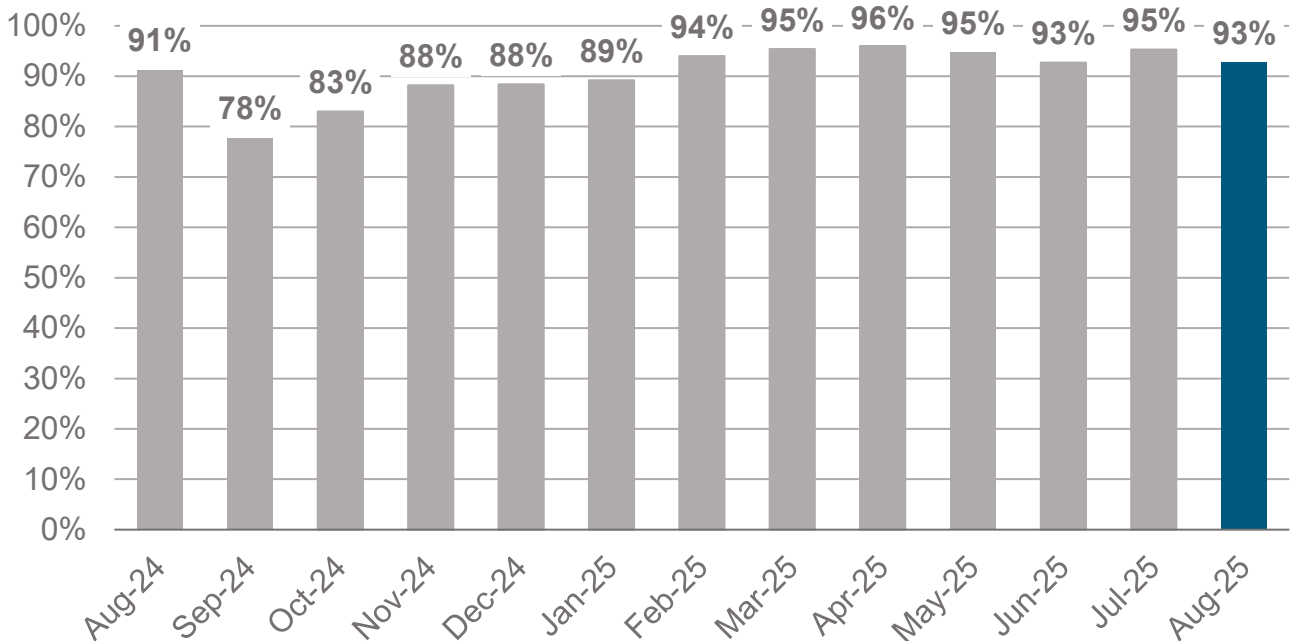


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of August was 92.8%; this resumes our achievement of the 95.0% goal after a gap since November 2021, primarily due to JPB Capital Projects.

Note that weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Jun-25

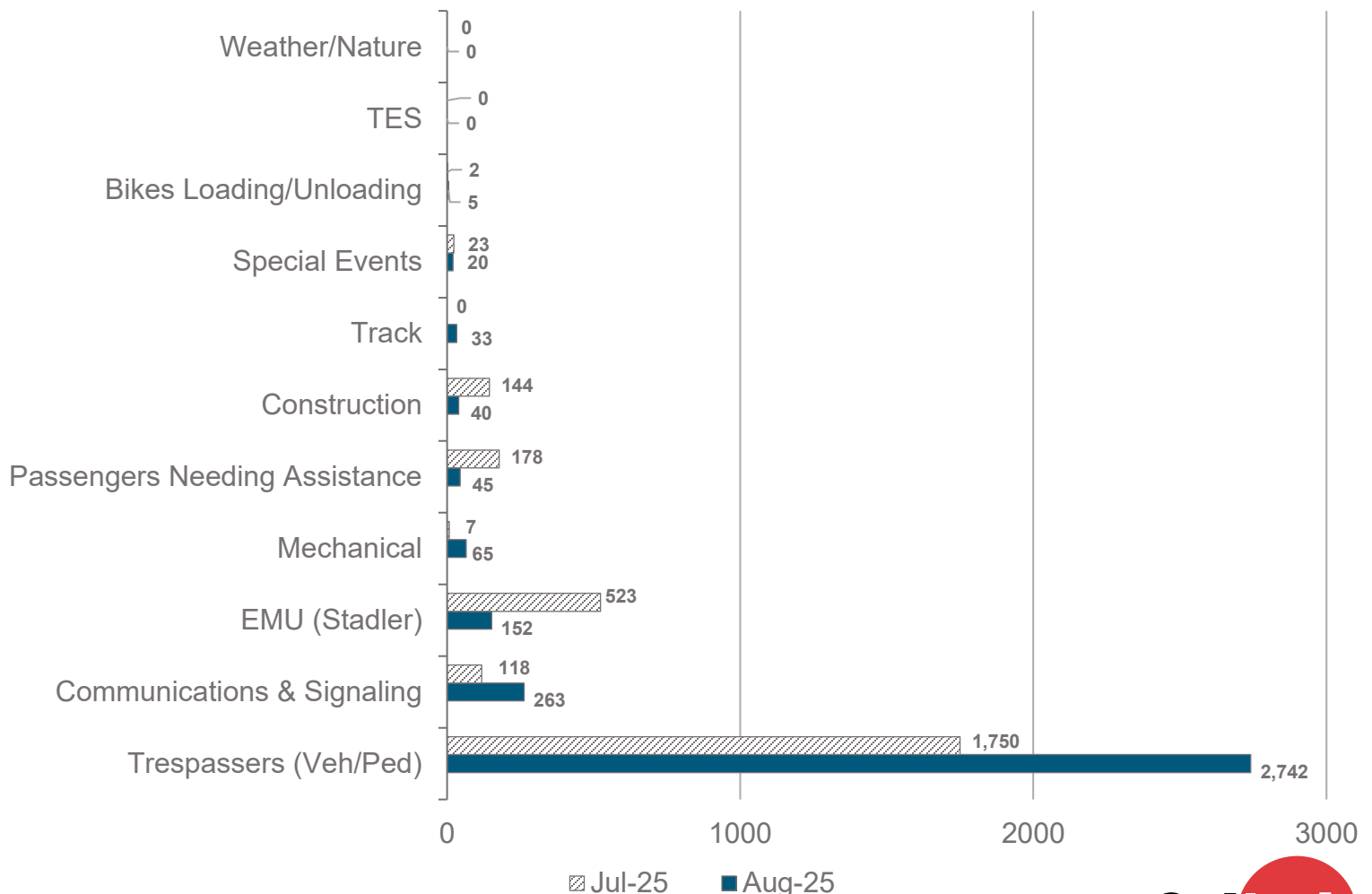
Jul-25

Aug-25

Number of Late Trains	214	145	218
Average Minutes Late for Late Trains	12	21	27
Number of Cancelled Trains	6	10	10

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.

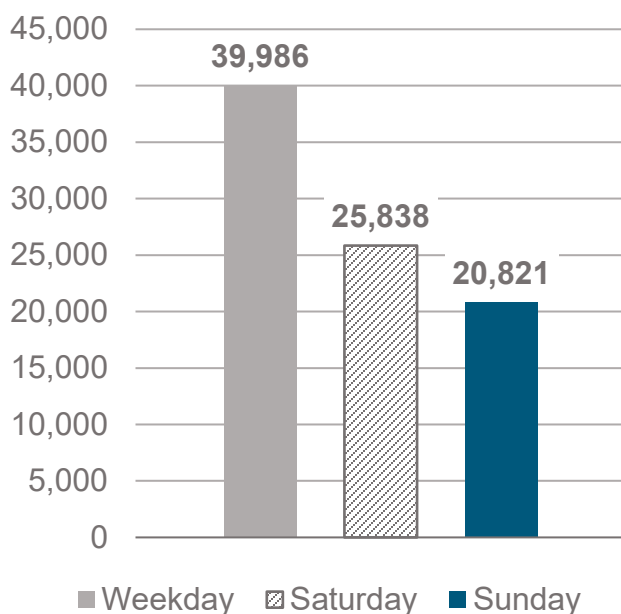
Reasons for Train Delays, by Minutes of Delay





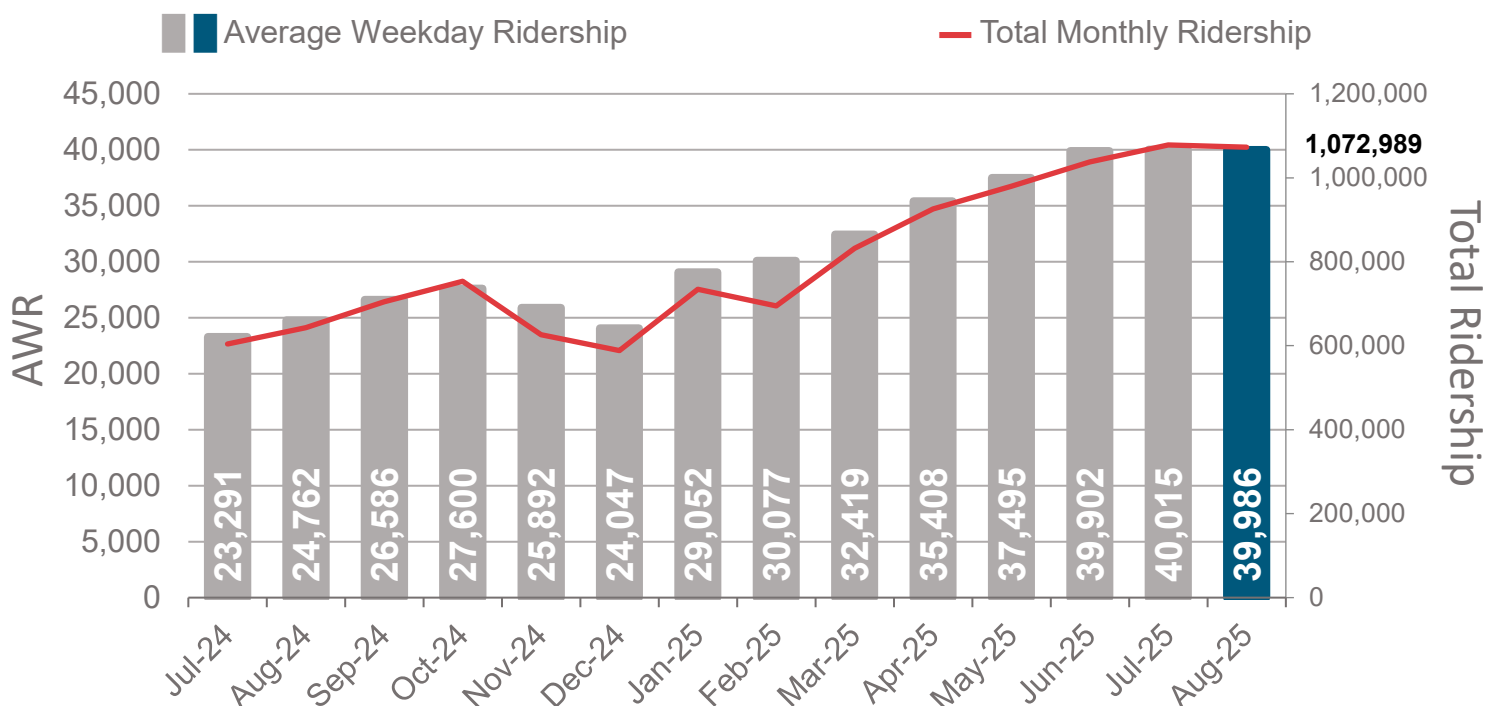
Ridership and Revenue

Average Daily Ridership (Aug-25)



Average weekday ridership (AWR) increased by approximately 62 percent compared to August 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.

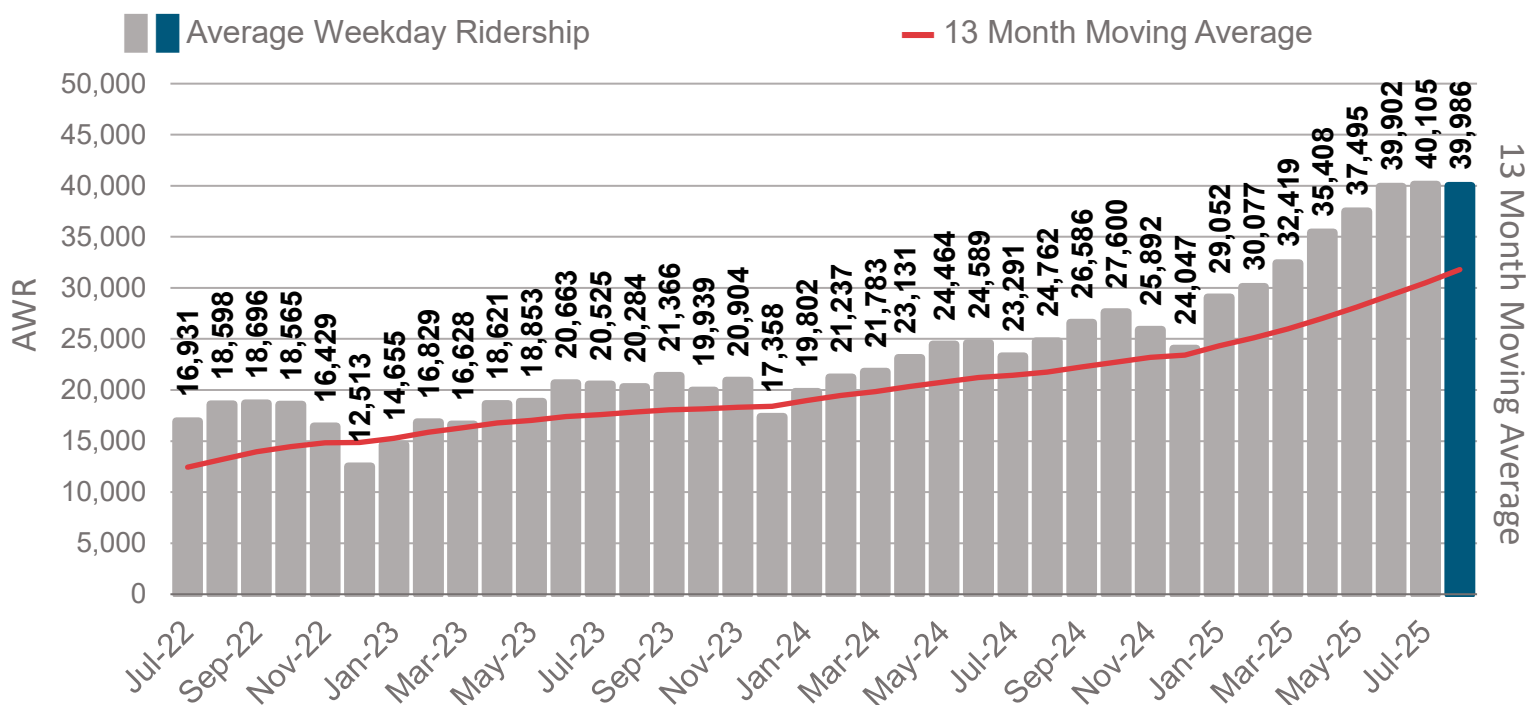




Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2023 to Present



Year Over Year AWR Increase
(August 2024 vs. August 2025)

: 62%





Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total event-day ridership at San Francisco Station in August was 131,270, a 90.7% increase compared to 2024 (68,844) and a 116.3% increase from 2019 (60,696).
 - In August 2025, there were 21 events (16 Giants regular season games, 6 Valkyries regular season games, and Bay FC's "The Show") compared to 13 in 2024 and 14 in 2019.

Mountain View Station

- Total event-day ridership at Mountain View Station in August was 2,028, a 162.7% increase compared to 2024 (772), and a 56% increase from 2019 (1,300).
 - In August 2025 there were 2 events counted (One 49ers preseason game, and a Morgan Wallen concert), compared to 1 in 2024, and 2 in 2019.

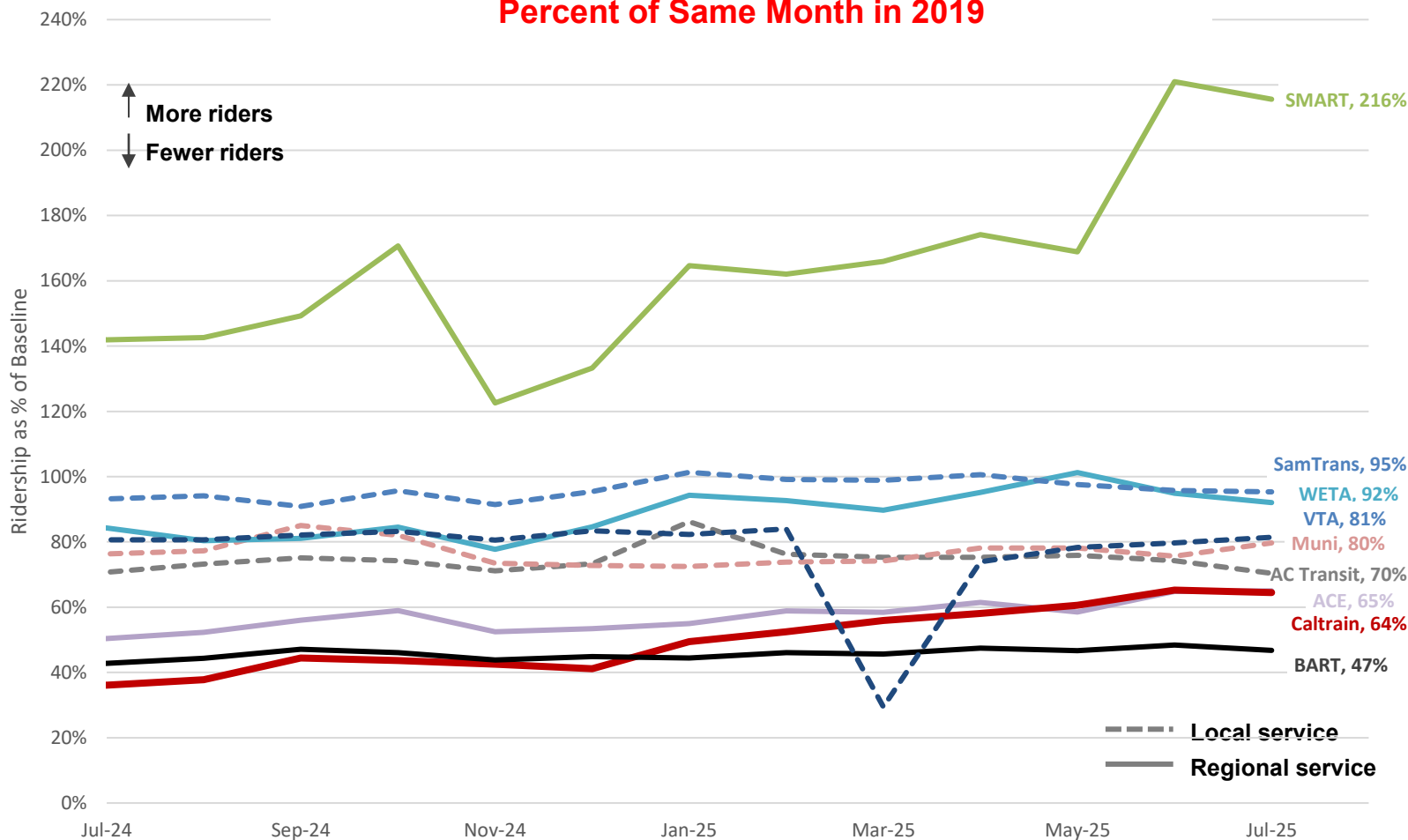




Public Transit Ridership Recovery in the Bay Area

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.

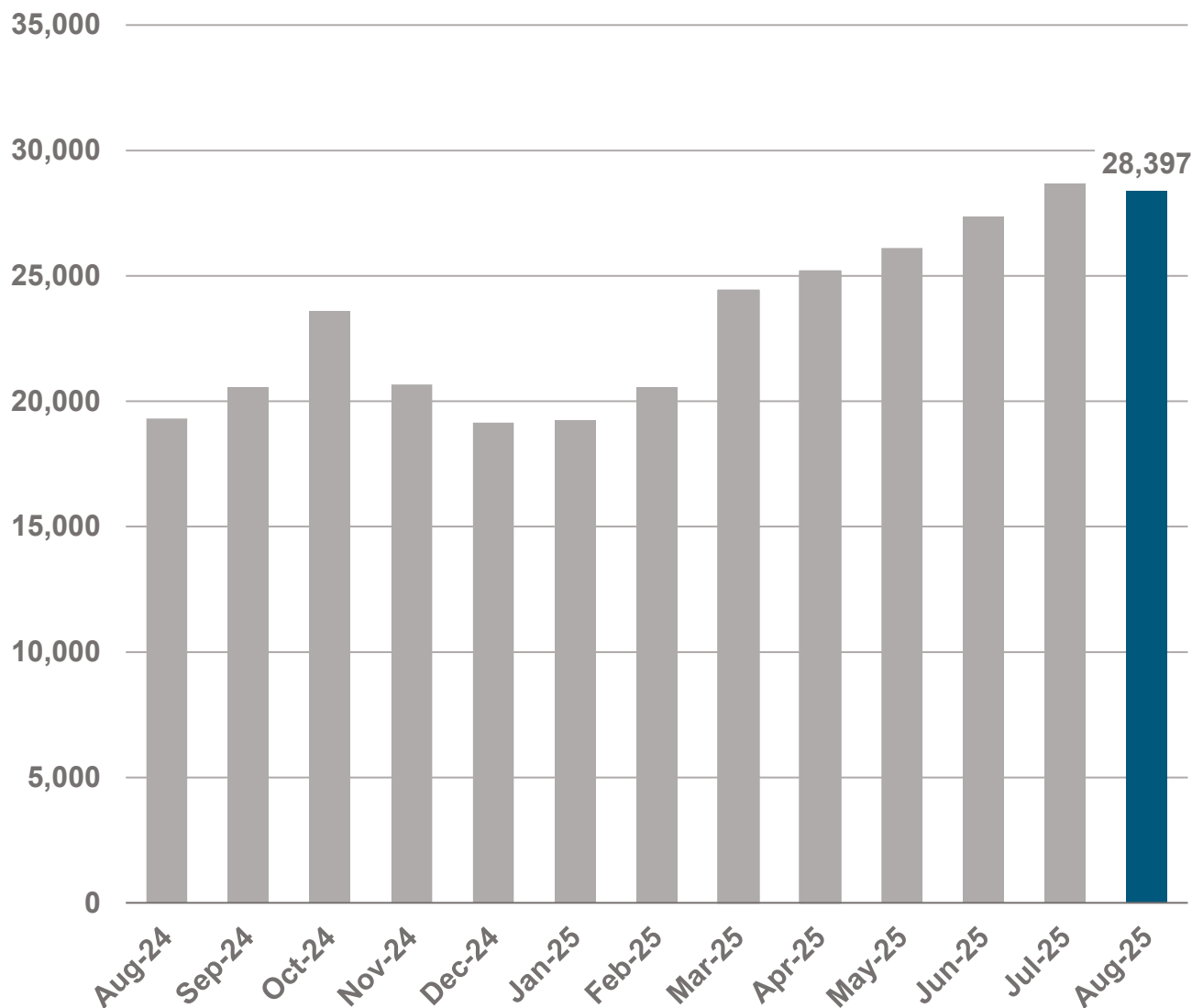
Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul
Muni	13,811	14,521	14,579	15,401	13,043	12,978	13,668	12,608	13,980	14,678	14,947	13,725	14,414
BART	4,659	4,963	5,085	5,349	4,373	4,289	4,597	4,464	4,897	5,244	5,172	5,170	5,089
ACTransit	3,092	3,498	3,678	3,923	3,229	3,118	3,788	3,173	3,502	3,575	3,579	3,022	3,079
VTA	2,345	2,519	2,595	2,871	2,427	2,379	2,420	2,250	908	2,250	2,465	2,273	2,368
SamTrans	813	948	962	1,068	881	865	929	823	958	948	989	832	832
Caltrain	604	643	704	754	626	588	735	695	832	926	980	1,038	1,078
WETA	247	276	267	237	263	184	181	205	181	215	261	280	287
SMART	89	93	94	98	80	78	94	83	96	105	108	123	135
ACE	62	70	70	84	60	54	70	67	73	81	83	73	73



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.

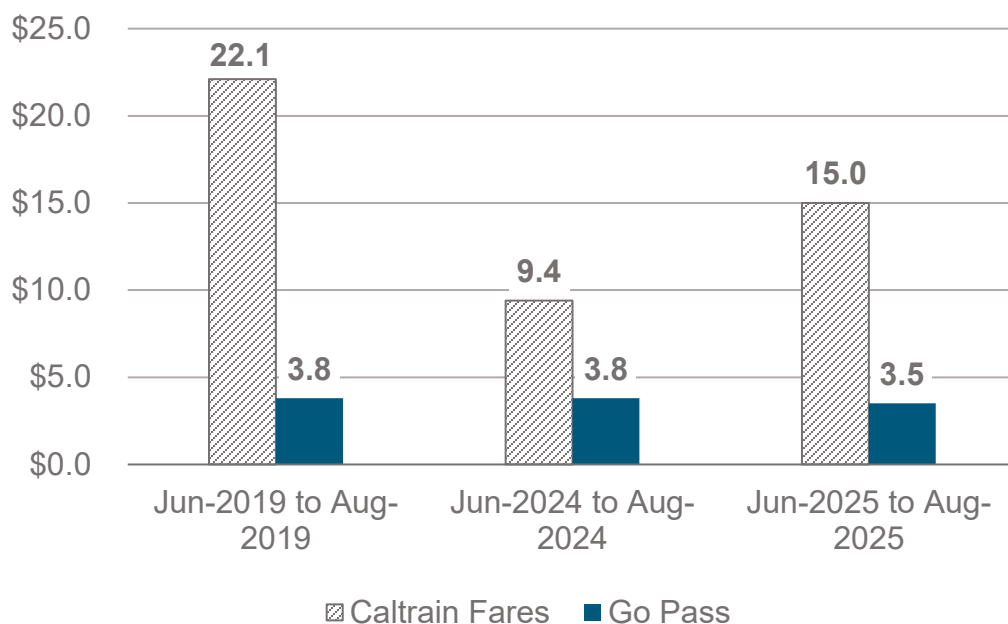
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

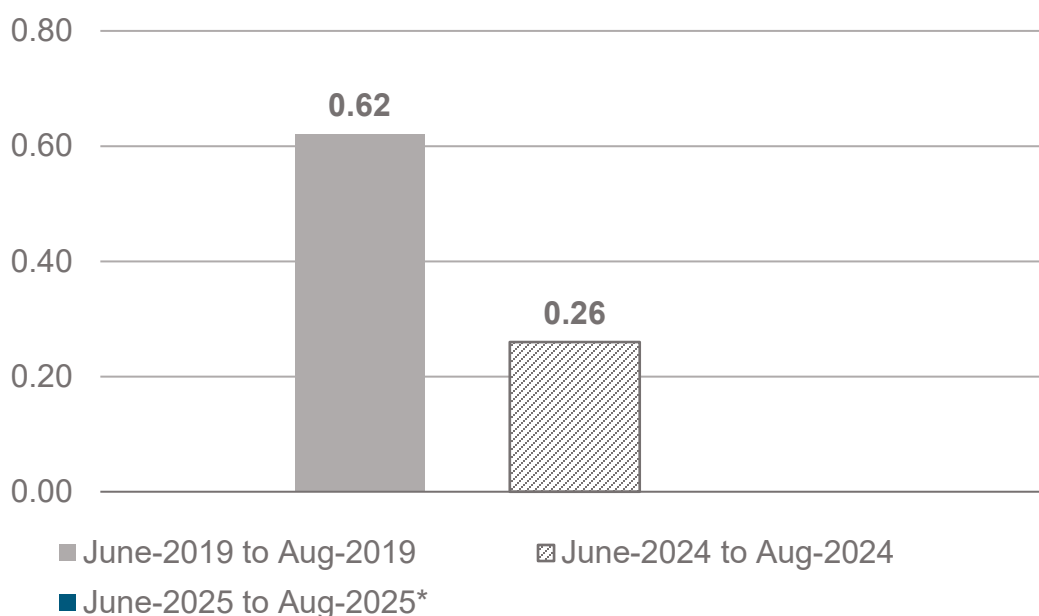
Total Fare Revenues (\$M) - Past 3 Months Comparison



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.

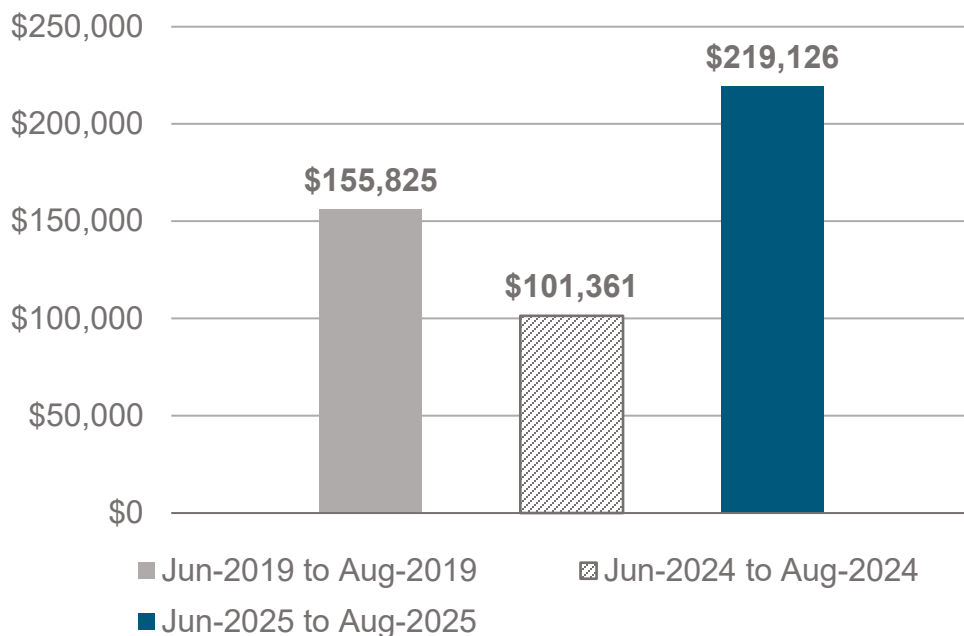
**Farebox Recovery Ratio for 2025 is temporarily unavailable due to Fiscal Year End Close.*





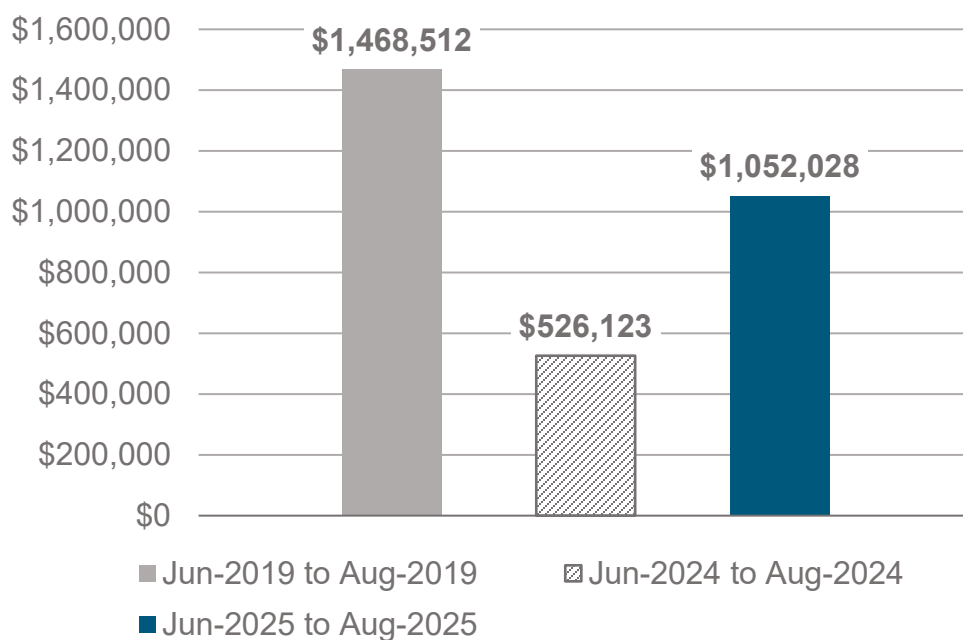
Ridership and Revenue

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)



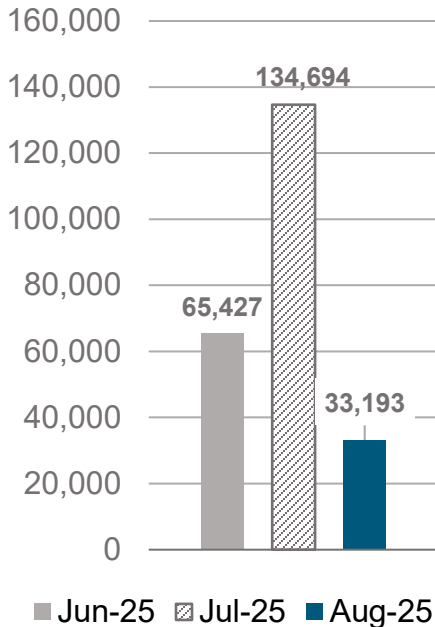
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



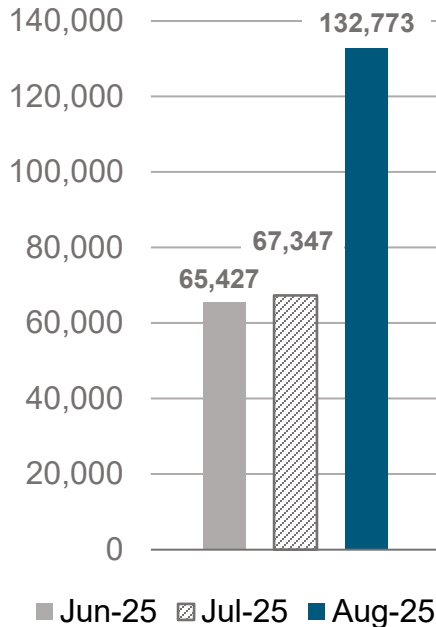


Maintenance Performance (EMU Fleet)

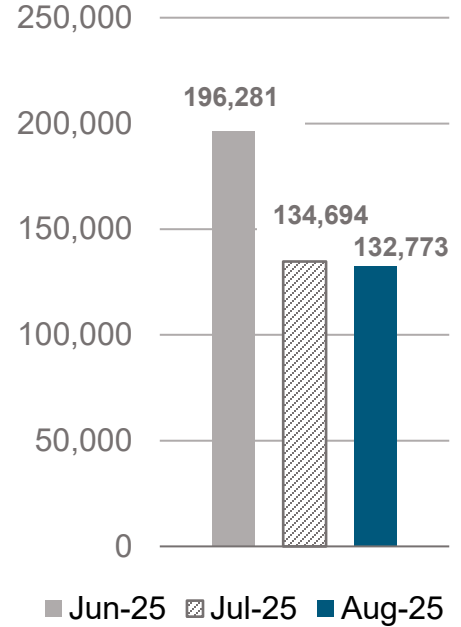
Mean Distance Between Failure
(EMU Locomotives)



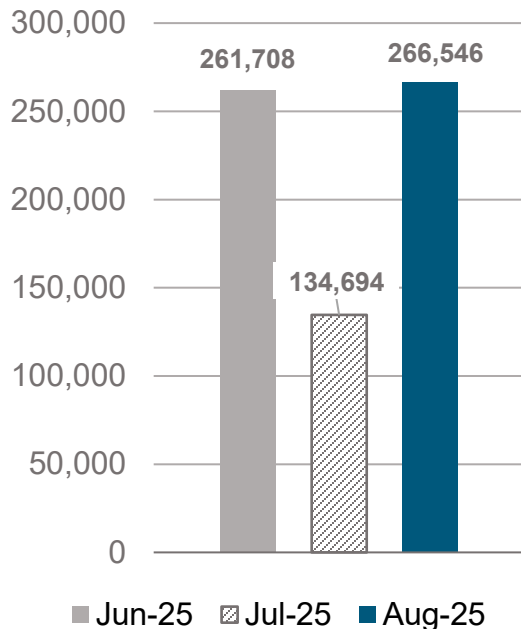
Mean Distance Between Failure
(EMU Cab Cars)



Mean Distance Between Failure
(EMU Coach Cars)



Mean Distance Between Failure
(EMU Bike Cars)



Mean Distance Between Failure (MDBF) 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.

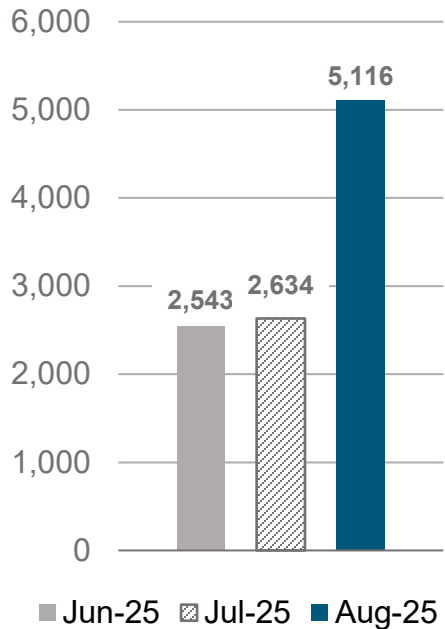
The graphs on this page represent MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the following page.



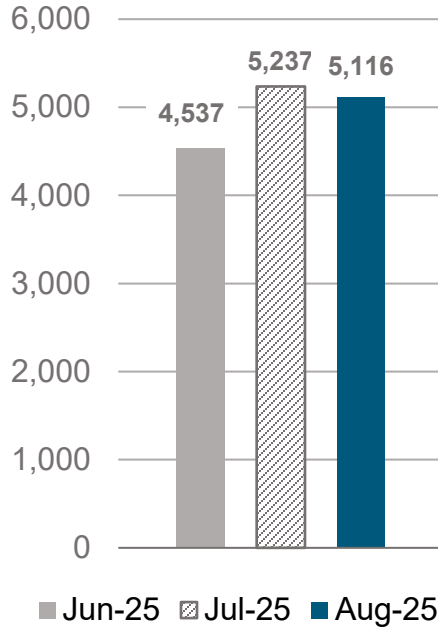


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure
(Locomotives)



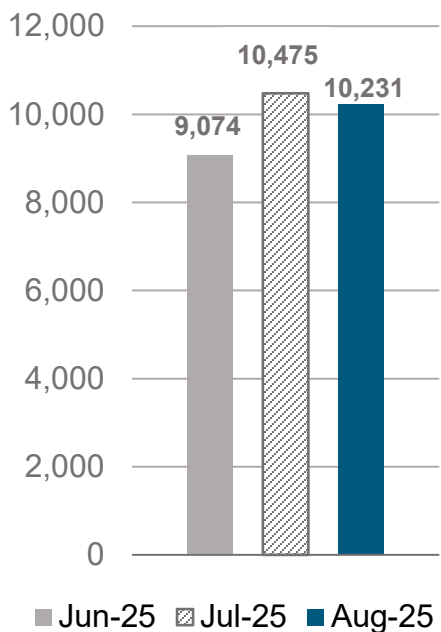
Mean Distance Between Failure
(Cab Cars)



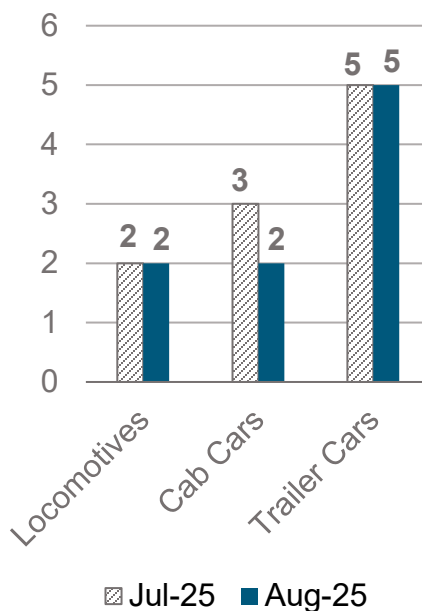
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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



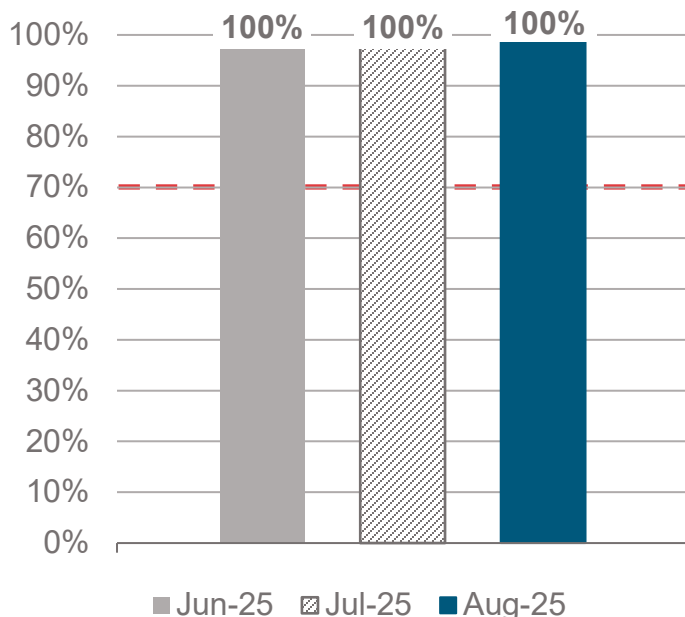
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





Maintenance Performance

Equipment Availability (EMUs)

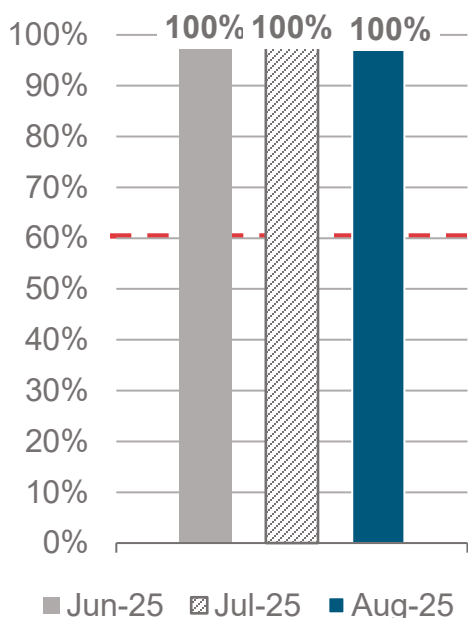


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

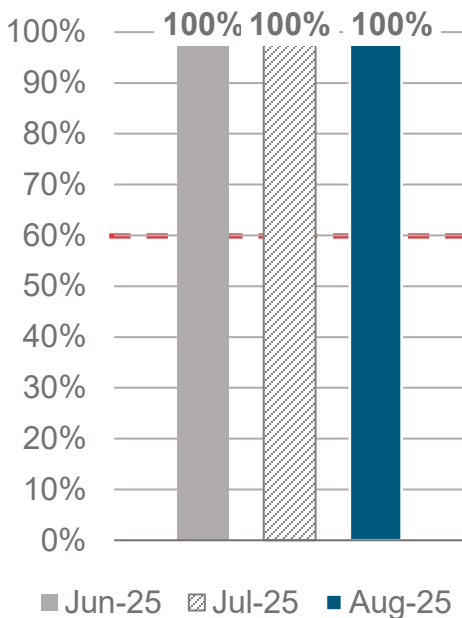
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

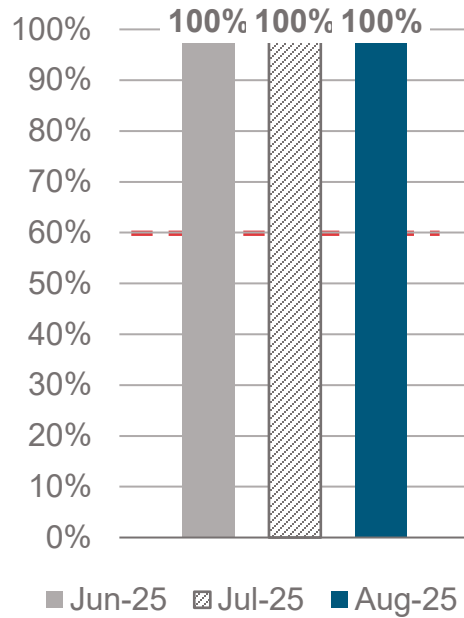
Equipment Availability (Diesel Locomotives)



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 Installs Digital Displays at South Santa Clara County Stations

Caltrain has installed new digital displays at its Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy stations to improve the South Santa Clara County riding experience. These displays will help keep riders informed, offering real-time train schedules, service alerts and announcements. Each display also includes text-to-speech functionality at the push of a button. This brings Caltrain's live train updates and real time notifications to South County stations for the first time.

Caltrain Partners with Bay FC for The Show at Oracle Park

Bay FC took on the Washington Spirit at Oracle Park on Saturday, Aug. 23, and fans headed to the pitch rode a special Bay FC-themed car to celebrate "The Show at Oracle Park". Fans could purchase a ticket bundle, which included both tickets to the match and a round-trip Caltrain ticket. Bay FC and Caltrain representatives were on board, offering riders the chance to win prizes and take home exclusive Bay FC and Caltrain merchandise.





Communications and Marketing Update

Press Releases & Earned Media

Press Releases:

- Skip the traffic: Take Caltrain to 49ers preseason opener this Saturday
- Caltrain Offers Connections to Outside Lands
- Caltrain Partners with Bay FC for The Show at Oracle Park
- Caltrain Installs Digital Displays at South Santa Clara County Stations
- Caltrain to operate weekend schedule for Labor Day

Earned Media:

- Man killed after stabbing at Caltrain station in Redwood City: sheriff - KRON
- Caltrain fatal stabbing suspect in custody, ID'd by San Mateo County sheriff - KTVU
- Caltrains delayed after pedestrian struck by train in Sunnyvale - KRON
- 'The Big Sync': Bay Area transit agencies coordinating schedules for seamless transfers - ABC7
- Letter: Caltrain numbers don't justify added VTA expenditures - Gilroy Dispatch
- VTA backs regional tax measure to fund transit, joining BART and Caltrain - Palo Alto Online
- San Mateo, Santa Clara join regional Bay Area transit funding measure - The Voice of San Francisco
- Bay Area Commutes Improve as "Big Sync" Streamlines Transit Schedules Across BART, Caltrain, and More - Hoodline
- BayPass program goes live, providing students with free public transportation - The Daily Californian

Caltrain E-Newsletter Metrics

	AUGUST 2025
Subscribers	14,863
Open Rate	27.2%
Click Rate	4.1%





Communications and Marketing Update

Digital Communications Activities

Caltrain Strategic Communications (Social and Media Relations)

Strategic Communications (Social):

The communications and marketing teams partnered with Bay FC to host a special themed train for Bay FC's "The Show" at Oracle Park — an event that set a new NWSL single-game attendance record with more than 35,000 tickets sold. Caltrain also hosted a giveaway for a pair of tickets to the game.

Messaging Highlights:

- Caltrain wins Rail Safety Gold Award from American Public Transportation Association
- Giants – Dodgers Homestand
 - Driving is for Dodgers Fans Campaign consists of social and marketing campaigns.
- Thrive @ Five, at Thrive City
- Tabling with Bay FC
- Kona Ice at Redwood City – Part of the GO Campaign

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.

AUGUST 2025	AUGUST 2024
Impressions: 536,392	Impressions: 1,935,342
Engagements: 11,775	Engagements: 105,140
Post Link Clicks: 1,616	Post Link Clicks: 14,137





Communications and Marketing Update

Marketing Activities

Go Faster Campaign

- Go Caltrain: Ads continue to run across the regional digital landscape, from social media to popular websites and apps.
 - Web pageviews to Go-related pages: 64,598 (July: 55k)
 - YouTube Views: 122,923 (July: 138k)
 - 280/101 Digital Billboard: Aug: 2,280,000 impressions (monthly estimate)
- A slate of activation marketing tactics continued through the end of the summer:
 - August 6: Camp Caltrain family event at Santa Clara Station (model railroad, treats, arts, face painter)
 - August 13: Free family Tai-Chi at Burlingame Station
- Looking Ahead: South County digital campaign, GoPass campaign and refreshed “Go Faster” imagery and messaging.
- **Beverage Coasters**
 - Staff distributed over 10,000 beverage coasters to event venues, dining establishments, and bars up and down the corridor to promote service and the “Go Explore” theme.





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.				NA	NA	NA	NA
Project Phase: 7 – Start-up/Turnover							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	30,441	27,068	26,976		10/23/2025		
Percentages	100.00%	88.9%	88.6%				
Project Highlights – Recent and Upcoming Work							
<p>August: The vendor installed an upgraded radio software for the entire fleet to improve the transition from one wayside radio to the next wayside radio. Collected data from a dozen trains and the data showed an improvement to the radio coverage to an acceptable level.</p> <p>September: Issue the Final Acceptance to the vendor Nomad Digital and begin the Operating & Maintenance contract with Nomad Digital.</p> <p>Schedule: The schedule is delayed due to the discovery of 2 locations with weak radio coverage that required 2 new radio antenna installation in the San Mateo area.</p>							

Note: The Capital Projects information is current as of Aug 28, 2025, and is subject to change prior to the Oct 2025 Board meeting.

Statuses: The criteria for the status lights reporting are under re-evaluation, and no status lights are included in this month's report.





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.				NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	2,520	1,557	1,481		09/25/2025		
Percentages	100.00%	61.8%	58.8%				
Project Highlights – Recent and Upcoming Work							
August: Began project closeout by turning all the construction documentation including warranties to Rail Operations and Maintenance.							
September: Continue project closeout.							

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Capital Projects Update

Project: San Mateo Grade Crossing Improvements

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
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.				NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date		Expended + Accruals			
Totals	5,472	5,098		5,063		09/25/2025	
Percentages	100.00%	93.2%		92.5%			
Project Highlights – Recent and Upcoming Work							
August: Began project closeout by turning over all the construction documentation including warranties to Rail Operations and Maintenance.							
September: Continue project closeout.							

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Statuses: The criteria for the status lights reporting are under re-evaluation, and no status lights are included in this month's report.





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.				NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	8,988	3,487	2,877		02/19/2027		
Percentages	100.00%	38.8%	32.0%				
Project Highlights – Recent and Upcoming Work							
<p>August: <u>Design</u>: Final optimized shoring and design drawings reviewed by JPB and project team. Geotechnical analysis required segmented construction sequencing; with late-month soil tests to support potential waiver. <u>Environmental Compliance</u>: Received permit approvals from RWQCB and USACE; all resource agency permits are now secured; Phytrophthora BMPs finalized; HMMP update underway to reflect final designs. <u>RWQCB In-Kind Mitigation</u>: Riparian enhancement design completed, internally reviewed, and circulated to the City of Palo Alto for comment. <u>Cities Coordination</u>: Ongoing coordination on project status; advanced tree removal scheduled for next month. <u>Procurement Preparation</u>: Developing detailed construction schedule, cost estimate, and constructability review; finalizing Division 1 specifications.</p> <p>September: <u>Design</u>: Incorporate comments and submit PE-stamped contract documents; update geotechnical memo with August soil test results to confirm sequencing requirements. <u>Environmental Compliance</u>: Finalize HMMP per final design documents; notify agencies and complete advanced tree removal before the dry season ends. <u>Cities Coordination</u>: Continue coordination on project status and permits for advanced tree removal. <u>Procurement Preparation</u>: Finalize construction and total project cost estimates to support budget and funding updates; initiate procurement; evaluate local nurseries for planting stock.</p> <p>Note: The project team is currently developing the total project cost estimate and preparing the construction contract IFB. The project’s baseline schedule and budget will be established upon conclusion of the IFB process. An update on the total project cost and funding plan will be presented to the Board in the coming months.</p>							

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Statuses: The criteria for the status lights reporting are under re-evaluation, and no status lights are included in this month's report.





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>		NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	7,271	6,409	5,179		08/24/2026
Percentages	100.00%	88.1%	71.2%		
Project Highlights – Recent and Upcoming Work					
<p>August: Progress continues on the Angotti & Reilly (A&R) settlement. In collaboration with TASI, work is advancing on the submittal and scheduling for Mini-High platforms at Belmont and Tamien Stations under Work Directive Amendment #2 (WD Amd #2). Additionally, the WDPR has been issued to TASI for Work Directive Amendment #3 (WD Amd #3), and their proposal should be back shortly. This amendment encompasses punchlist tasks at Bayshore, Burlingame, Hayward Park, California Ave, San Antonio, and Lawrence stations, handrail modifications at Belmont and Tamien, sign relocation at Belmont, and installation of 209 wheel stops at Hillsdale.</p> <p>September: Negotiations with Angotti & Reilly to finalize the settlement and with TASI to establish pricing for Work Directive Amendment #3 (WD Amd #3) are in progress. Once these agreements are concluded, the feasibility of completing some or all of the Option 1 stations south of Tamien, including Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy, will be assessed based on available funding, with potential work to proceed under a new Work Directive Amendment #4 (WD Amd #4).</p> <p>Note: The project is advancing steadily, with ongoing efforts to finalize the Angotti & Reilly (A&R) settlement and deliver key work items with TASI under multiple Work Directives. Current priorities include completing all remaining work in the EMU section such as Belmont and Tamien, addressing punch list items from the former A&R contract and installing wheel stops at Hillsdale. Looking ahead, the potential to advance some or all of the five Option 1 stations south of Tamien remains under consideration, pending successful negotiations and approvals.</p>					

Note: The Capital Projects information is current as of Aug 28, 2025, and is subject to change prior to the Oct 2025 Board meeting.

Statuses: The criteria for the status lights reporting are under re-evaluation, and no status lights are included in this month's report.





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>	NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	10,128	9,657	9,555	12/31/2025
Percentages	100.00%	95.3%	94.3%	
Project Highlights – Recent and Upcoming Work				
<p>August: Construction closeout continues. Maintenance MOU draft submitted to the City</p> <p>September: Construction closeout and turnover will continue. Maintenance MOU discussion with the City to reach agreements on the roles and responsibilities.</p> <p>Schedule: The coordination efforts for maintenance agreement, especially the agreement on the roles and responsibility is ongoing. Expected to be executed by the end of November 2025.</p>				

Note: The Capital Projects information is current as of Aug 28, 2025, and is subject to change prior to the Oct 2025 Board meeting.

Statuses: The criteria for the status lights reporting are under re-evaluation, and no status lights are included in this month's report.



Acknowledgments

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

Tasha Bartholomew, Director, Strategic Communications

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

Henry Flores, Director, Rail Vehicle Maintenance

Graham Rogers, Project Manager SOGR

Jason Dayvault, Business Operations Project Manager

Reanna McGregor, Intern

Rail Design & Construction

Sherry Bullock, Interim Chief

Jonathan Tillman, Director Capital Programs Management

Robert Cheung, Project Controls Deputy Director

Rui Zhang, Project Controls Analyst

Additional Support

Mike Meader, Caltrain Safety Chief

Elizabeth Araujo, TASI

Margie Godinez, TASI

Sarah Doggett, MTC

Victoria Moe, San Mateo County Sheriff's Office



**Peninsula Corridor Joint Powers Board
Board of Directors**

**1250 San Carlos Avenue, San Carlos, CA 94070
DRAFT Minutes of September 4, 2025**

Members Present: Margaret Abe-Koga (arrived at 9:57 am), Pat Burt, David J. Canepa, David Cohen, Jeff Gee, Shamann Walton, Monique Zmuda, Rico E. Medina (Vice Chair), Steve Heminger (Chair)

Staff Present: J. Baker, T. Bartolomew, M. Bouchard, A. Brandt, S. Bullock, C. Fromson, J. Harrison, L. Lumina-Hsu, D. Ryan, M. Tseng

1. Call to Order

Chair Heminger called the meeting to order at 9:00 am.

2. Roll Call

Margaret Tseng, JPB Secretary, called the roll and confirmed a Board quorum was present.

3. Pledge of Allegiance / Safety Briefing

Chair Heminger led the Pledge of Allegiance.

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

5. Request to Change Order of Business – There were none.

6. Public Comment for Items Not on the Agenda

Roland Lebrun commented on the Diridon project.

Jeff Carter commented on electrified service anniversary, ridership levels, and service levels.

Aleta Dupree, Team Folds, commented on Clipper 2, open payment system, and electrified service.

Adrian Brandt commented on Senate Bill (SB) 63 and San Mateo County Board of Supervisors discussions on regional transit funding.

7. Report of the Executive Director

Michelle Bouchard, Executive Director, provided the presentation that included the following:

- Caltrain Safety Roadshows promoting safety culture and knowledge
- August 16 conducted full-scale emergency exercise

- August on-time performance (OTP) at 93 percent; July ridership over 1 million riders
- 19th trainset scheduled to arrive late September
- Joint letter from transit agencies to Senators Scott Wiener and Jesse Gabriel regarding State Loan Terms
- Special events ridership increased
- Proposed fare changes; upcoming public hearing and public meetings at Citizens Advisory Committee, Finance Committee, and Board of Directors

Chair Heminger presented a Certificate of Appreciation to Ms. Bouchard commemorating her 10-year anniversary with Caltrain.

Public Comment

Aleta Dupree, Teams Fold, commented on special event ridership levels and SB 63.

Jeff Carter commented on 2026 special events, distance-based fares, and congratulated John Hogan, Chief Operating Officer, and Ms. Bouchard.

Adina Levin commented on ridership levels, Transit Month, and SB 63.

Adrian Brandt congratulated Mr. Hogan and Ms. Bouchard and commented on distance-based fares.

Director Walton left the meeting at 9:26 am.

8. Consent Calendar

- 8.a. Approval of Meeting Minutes for August 7, 2025**
- 8.b. Award a Master Service Agreement of Train Control System to Wabtec Transportation System, LLC for a Total Not-To-Exceed Amount of \$3,982,553 for a Five-Year Term* – Approved by Resolution No. 2025-40**
- 8.c. Award a Cooperative Purchasing Contract to ParkMobile, LLC to Provide Mobile App Parking Services Through November 2029 for an Estimated Amount of \$900,000* – Approved by Resolution No. 2025-41**
- 8.d. Authorize the Disposition of Three Nippon Sharyo Gallery Cars and One General Motors-EMD F40 Diesel Locomotive – Approved by Resolution No. 2025-42**
- 8.e. Authorize Execution of Amendment Number 2 to Contract 23-J-C-040 with Flatiron-Herzog Joint Venture for Construction Manager/General Contractor (CMGC) Support Services and Amendment Number 5 to Contract 23-J-P-041 with Mark Thomas for Designer Services for Broadway Burlingame Grade Separation Project 65 Percent Redesign* – Approved by Resolution No. 2025-43**
- 8.f. Authorize Executive Director to Execute Lease Agreement with Caltrans for Three Locomotives, Three Cab Cars, and 13 Coach Cars* – Approved by Resolution No. 2025-44**

8.g. Authorize Execution of Funding Agreements with Santa Clara Valley Transportation Authority (VTA) for Use of Metropolitan Transportation Commission (MTC) Regional Measure 3 and Measure B Funds for the Environmental Phase of the Diridon Station Redevelopment Project and Amend the Fiscal Year 2026 Capital Budget to Increase It From \$34,831,992 to \$66,491,608 – Approved by**
Resolution No. 2025-45

8.h. Award a Contract for Diridon Station Redevelopment Project Environmental Phase Services to ICF Jones & Stokes, Inc. for a Total Not-To-Exceed Amount of \$21,101,357 for a Three-Year Base Term, with up to Two Additional One-Year Option Terms for up to \$1 Million per Option Year* – Approved by Resolution
No. 2025-46

Motion/Second: Medina/Cohen

Ayes: Burt, Canepa, Cohen, Gee, Zmuda, Medina, Heminger

Noes: None

Absent: Abe-Koga, Walton

Public Comment

Roland commented on the Diridon project.

9. Proclamation in Honor of Railroad Safety and Suicide Prevention Month

Tasha Bartolomew, Director, Communications, provided the presentation that included the following:

- Local suicide prevention partnerships in all three countries served
- Safety and suicide prevention improvements and activities
- Upcoming activities include rail safety blitz, suicide prevention employee training, and social media messaging

Director Walton rejoined the meeting at 9:35 am.

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

- Security fencing in Palo Alto; pilot for safety and security measures that improved vehicle accidental and deliberate intrusions
- Community efforts to address suicides

Motion/Second: Gee/Medina

Ayes: Burt, Canepa, Cohen, Gee, Walton, Zmuda, Medina, Heminger

Noes: None

Absent: Abe-Koga

Walter Ng, Community Engagement Supervisor, San Mateo Suicide Prevention Program, thanked the Board for the proclamation and stated the efforts working with the communities.

Public Comment

Aleta Dupree, Team Folds, commented on rail safety.

Jeff Carter spoke in support of suicide prevention measures and methods by Caltrain staff.

Adrian Brandt commented on suicide prevention, safety, and individual's mental health.

10. Receive State and Federal Legislative Update, Discuss Cap-and-Invest Program, and Consider Staff Recommendation Regarding Identification of Projects for Inclusion in the Program

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

Federal

- Presidential Executive Order "Improving Oversight of Federal Grantmaking"; previously awarded grants to undergo review for compliance with Federal Administration guidelines; Caltrain currently does not have grants impacted; staff actively tracking

State

- October 12 last day for Governor to sign or veto bills
- California State Transportation Agency (CalSTA) Transit Transportation Task Force; finalized report due by October 31; report underplays need for funding and transit fiscal crisis; Task Force members directly asking for state operations funding
- California High Speed Rail (CHSR) Progress Report – connect San Francisco to North Los Angeles by early 2038

Director Abe-Koga joined the meeting at 9:57 am.

Cap-and-Invest Program

- Governor proposal of minimum \$1 billion for California High Speed Rail (HSR)
- Proposal to extend Cap-and-Invest from 2030 to 2045 but does not accommodate previous expenditure levels
- Bay Area delegation's CHSR bookend investment request \$2.2 billion through 2045 inclusive of Caltrain's Peninsula Corridor Electrification Project
- Expand Caltrain legislative position for expenditure framework to a higher level to be inclusive of projects to be funded by CHSF bookend funding

Senate Bill (SB) 63

- San Mateo and Santa Clara Counties opted-in; anticipate bill will have additional amendments
- SB 125 funds allocated to Caltrain and monies not distributed yet; discussion in legislature to possibly revoke funds up to \$10 million
- Transit Operations Loan – if not all five counties opt-in to SB 63, jeopardize eligibility to get loan; if a county serviced by Caltrain opt-out, no dedicated money for Caltrain in the measure

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

- Shovel-ready projects, grant funds leveraging, and plan funding for mega-projects
- Grade-separation project safety and transportation network functionality
- Caltrain legislative position was referred to the JPB Advocacy and Major Projects (AMP) Committee for a special meeting during the week of September 8

Amended Motion by Director Burt to add system capacity and safety (grade separation funding need enhanced by high-speed rail investments)

Friendly amendment by Gee to expand “Project readiness and feasibility to progress.”

Directors Medina and Walton proposed deferring the item to the JPB Advocacy and Major Projects (AMP) Committee for further discussion.

Director Burt withdrew motion. The Board deferred the item to the JPB Advocacy and Major Projects (AMP) Committee to meet during the week of September 8.

Public Comment

Roland Lebrun commented on cap-and-trade and SB 63.

Jeff Carter commented on SB 63 and high-speed rail.

Adrian Brandt commented on number of conductors on the trains and high-speed rail.

Adina Levin commented on Cap-and-Trade, regional funding measure campaigns, and projects’ schedules.

11. Receive Update Regarding The Portal / Downtown Rail Extension (DTX) Project

Sherry Bullock, Interim Chief, Design and Construction, provided the presentation that included the following:

- Initial revenue service anticipated 2035
- Caltrain/Transbay Joint Powers Authority (TJPA) Master Cooperative Agreement under development; due Fall 2026
- Updated project cost estimate reduced from \$8.25 billion to \$7.57 billion
- Risks include securing local funding; utility relocation construction; securing right-of-way access; and security third-party agreements
- Risk mitigation efforts review schedule, cost management, simply tracking system delivery

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

- Cost-estimate reduced with adjusted scope; eliminate unnecessary platforms; improved vertical circulation; shorten tunnel stud
- Track and system integrity; Caltrain and CHSR need safety accountability as operators of the track
- Project schedule and timing of progress based on funding availability
- Federal funding source stability; federal grant currently under review
- Project impact if federal funding revoked; strategy to continue project forward
- Progressive design-build approach; risk sharing; cost reduction innovation
- Contracting methods benefits and shortfalls; relationship with contractors; integrated project delivery team

Public Comment

Jerry Brozell spoke against funding the DTX project.

Aleta Dupree, Team Folds, Skirt Folds representative, commented on Grand Central terminal project and spoke in support of the DTX project.

Roland Lebrun commented on DTX project tracks.

Jeff Carter commented the DTX project and Pennsylvania Avenue extension and spoke against the relocation or closing of 22nd Street station.

12. Reports

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

- New and reappointed CAC members
- Quarterly safety updates; license plate reading enforcement at crossings pilot
- Ridership report
- Wheel flats
- Rail Sentry notification process
- Quiet car considerations; CAC suggestions provided

12.b. Report of the Chair - Chair Heminger stated there was no report.

12.c. Report of the Local Policy Maker Group (LPMG) - Chair Burt stated there was no report.

12.d. Report of the Transbay Joint Powers Authority (TJPA) - Chair Gee reported the TJPA is amending leases for downtown activity, August 16 was 7th anniversary for Salesforce Center, and 2026 officer elections and Chair Gee elected to continue as Chairman of the Board.

13. Correspondence – Available online.

14. Board Member Requests – There were none.

15. Date/Time/Location of Next Regular Meeting: Thursday, October 9, 2025 at 9:30 am at via Zoom and in person at the Mountain View City Hall, Council Chambers, 500 Castro Street, Mountain View, CA 94041.

16. Adjourn – The meeting adjourned at 11:22 am.

**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: October 2025 JPB Board of Directors Meeting

Subject: **Accept Statement of Revenues and Expenses for the Period Ending
July 31, 2025**

<input checked="" type="checkbox"/> Finance Committee Recommendation	<input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation	<input type="checkbox"/> Advocacy and Major Projects Committee Recommendation
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Purpose and Recommended Action

Staff propose that the Finance Committee accepts and enters into the record the Statement of Revenues and Expenses, and supplemental information for the period ending July 31, 2025.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through July 31, 2025. The attachment provides a comparison of current year-to-date (YTD) actuals to the YTD budget, including dollar and percentage variances.

Total Revenues:

As of July 31, 2025, total revenues were \$17.2 million compared to \$16.1 million in the adopted budget, resulting in a favorable variance of \$1.1 million (6.7 percent).

The favorable revenue variance was primarily driven by the following:

- **Caltrain Fare Revenue:** \$1.1 million (29.3 percent) favorable to budget. The favorable variance is mostly driven by strong Clipper sales partially offset by lower than budget Ticket Vending Machine revenue. This reflects (1) a continued recovery in ridership, which reached 64.2 percent of pre-pandemic levels in July (or 77.8 percent year over year); and (2) Clipper as the favored mode of purchase.
- **Other Income:** \$0.4 million (248.3 percent) favorable to budget. The favorable variance is primarily driven by the insurance refund for the Fiscal Year 2025 (FY25) insurance premium payment due to the transfer of Rolling Stock to Peru that prompted a decrease in the insured value.

- **Interest Revenue:** \$0.2 million (93.6 percent) favorable to budget. The favorable variance is mainly due to favorable account balances and higher than anticipated interest rates.

The favorable revenue variance was partially offset by the following:

- **Low Carbon Fuel Standard (LCFS) Revenue:** \$0.6 million (100 percent) unfavorable to budget. The unfavorable variance is due to timing difference since LCFS Revenue is recognized when cash is received and anticipated to be resolved in Quarter 1 (Q1).

Total Expenses:

As of July 31, 2025, total expenses were \$19.9 million compared to \$22.5 million in the adopted budget, resulting in a favorable variance of \$2.5 million (11.2 percent).

The favorable expense variance was primarily driven by the following:

- **Professional and Contracted Services:** \$0.8 million (100.0 percent) favorable to budget. The variance is mainly due to timing differences. Accruals are done on a quarterly basis; therefore, the first two months of each quarter will show favorable variances while the quarterly YTD actuals will reflect the catch up.
- **Insurance and Risk Management:** \$0.6 million (37.6 percent) favorable to budget. The variance is primarily due to timing difference. Actuals for Claims Expense is expected to resolve by year end while Insurance Premium Amortization is expected to resolve in August.
- **Wages and Benefits:** \$0.3 million (8.6 percent) favorable to budget. The variance is mainly due to less hours being charged to Caltrain Operating by the Shared Services staff.
- **Maintenance and Facilities:** \$0.3 million (18.4 percent) favorable to budget. The variance is mainly due to timing differences in Other Contract Services (i.e. Broadband Operations and Maintenance, Fiber Maintenance, Public Relations Service Contracts, Trip Planning) and Building Maintenance. It is expected that expenditures will increase in subsequent periods as invoices are received and processed.
- **Administrative and Office Expenses:** \$0.1 million (28.9 percent) favorable to budget. The variance is driven by timing differences from Software Maintenance and Rent Expense and will resolve by end of Q1.

- **Managing Agency Administrative Overhead Cost:** \$0.1 million (26.8 percent) favorable to budget. The variance is due to a lower rate applied for July (1.82 percent) than what was budgeted (2.29 percent). FY26 internal cost allocation plan is still in progress; hence the FY25 rate of 1.82 percent is still being used. Once approved, a true-up will be implemented.


Other Information:


Peninsula Corridor Joint Power Boards (JPB) accounts for revenue and expense on a modified accrual basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the current year's actual and the budget may show noticeable variances due to the timing of expenses.

Budget Impact

Acceptance of the month of July 2025 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Zoey Jiang	Budget Analyst III	09/10/2025
	Claudette Valbuena	Budget Manager	09/10/2025

<div>  <div> PENINSULA CORRIDOR JOINT POWERS BOARD STATEMENT OF REVENUE AND EXPENSE FISCAL YEAR AS OF JULY 31, 2025 </div> </div>					
					(In Thousands)
	YEAR-TO-DATE JULY				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
OPERATING REVENUE:					
Caltrain Fares	3,911	5,059	1,147	29.3%	45,302
Go Pass	1,235	1,157	(77)	(6.3%)	15,200
Parking Revenue	314	338	24	7.7%	3,207
Rental Income	134	99	(35)	(26.2%)	1,612
Interest Revenue	200	387	187	93.6%	2,441
Other Income	158	550	392	248.3%	1,895
TOTAL OPERATING REVENUE	5,953	7,591	1,638	27.5%	69,657
CONTRIBUTED REVENUE:					
Operating Grants	-	-	-	0.0%	35,702
Measure RR	9,621	9,621	(01)	(0.0%)	119,500
Member Agency (VTA - Gilroy)	-	-	-	0.0%	3,318
Operating Grants (STA)-LCFS	553	-	(553)	(100.0%)	6,633
Operating Grants (STA)-LCTOP	-	-	-	0.0%	2,500
Operating Grants (STA)-SRA	-	-	-	0.0%	5,900
LCFS, LCTOP/SRA	553	-	(553)	(100.0%)	15,033
TOTAL CONTRIBUTED REVENUE	10,174	9,621	(553)	(5.4%)	173,553
TOTAL SOURCES	16,127	17,212	1,085	6.7%	243,210

<div>  <div> PENINSULA CORRIDOR JOINT POWERS BOARD STATEMENT OF REVENUE AND EXPENSE FISCAL YEAR AS OF JULY 31, 2025 </div> </div>					
					(In Thousands)
	YEAR-TO-DATE JULY				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
USES					
DIRECT OPERATING EXPENSE:					
Rail Operations	11,175	11,159	17	0.1%	128,517
Maintenance & Facilities	1,404	1,145	259	18.4%	16,846
Security & Safety	772	734	38	4.9%	9,833
Fuel & Lubricants	98	129	(31)	(31.7%)	1,179
Electric Charges for Power Traction	1,396	1,396	-	0.0%	16,747
Insurance & Risk Management	1,562	975	587	37.6%	18,745
Revenue Collection & Customer Service	161	159	1	0.9%	1,928
Utilities & Telecommunications	310	269	41	13.2%	3,718
TOTAL DIRECT OPERATING EXPENSE	16,878	15,966	912	5.4%	197,514
ADMINISTRATIVE & OVERHEAD EXPENSE					
Wages & Benefits	3,453	3,156	298	8.6%	22,940
Professional & Contracted Services	828	-	828	100.0%	9,939
Legal Services	219	55	164	74.8%	2,627
Other Financing Expense	5	-	5	100.0%	58
Administrative & Office Expense	462	329	133	28.9%	5,546
Board of Directors	11	1	10	92.8%	129
Communications & Marketing	48	12	36	75.1%	577
Training & Employee Development	19	1	18	96.8%	227
TOTAL ADMIN & OVERHEAD EXPENSES	5,045	3,553	1,492	29.6%	42,043
MANAGING AGENCY ADMIN OH COST					
Managing Agency Admin OH Cost	457	335	122	26.8%	5,488
TOTAL OPERATING EXPENSE	22,380	19,854	2,526	11.3%	245,045
DEBT SERVICE EXPENSE	80	80	(00)	(0.1%)	13,988
TOTAL USES	22,460	19,934	2,526	11.2%	259,032
Projected Contribution to Reserve					-
NET SURPLUS / (DEFICIT)	(6,333)	(2,722)	3,611	57.0%	(15,822)
Draw from Measure RR Reserve for PCEP					30,022
Measure RR for Capital (SOGR)					(14,200)
ADJUSTED NET SURPLUS / (DEFICIT)	(6,333)	(2,722)	3,611	57.0%	-
Reserve, Beginning Balance					26,879
Projected Contribution to Reserve					-
Claims, Payments, and Reserve					
Reserve, Ending Balance					26,879



BOARD OF DIRECTORS 2025

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

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

**PENINSULA CORRIDOR JOINT POWERS BOARD
INVESTMENT PORTFOLIO
AS OF JULY 31, 2025**

		INTEREST	Balance
<u>Unrestricted:</u>			<u>98,585,239</u>
Local Agency Investment Fund (LAIF)	*	4.258%	401,852
California Asset Mgmt Program (CAMP)		4.410%	14,014,338
County Pool		3.926%	619,960
Bank of America		3.201%	27,097,376
Wells Fargo		4.239%	56,451,713
<u>Restricted **</u>			<u>138,544,952</u>
Wells Fargo		4.239%	1,708,215
US Bank		3.770%	136,836,738
<u>Total Unrestricted + Restricted</u>			<u>\$ 237,130,191</u>

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

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

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Dahlia Chazan, Chief of Planning

For: October 2025 JPB Board of Directors Meeting

Subject: **Authorize Executive Director to Enter into a Lease Agreement with
CKA Architects at Menlo Park Depot***



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff recommend that the Peninsula Corridor Joint Powers Board (JPB) authorize the Executive Director to enter a 6.5-year lease with CKA Architects, including one five-year renewal option, for use of the historic Menlo Park Depot.

Discussion

The historic Menlo Park Depot building has been vacant since 2020. Staff worked with a broker, CBRE, to identify the prospective tenant, CKA Architects, and negotiate lease terms. These terms require approval by the JPB Board of Directors because the proposed term is longer than five years.

The Menlo Park Depot is listed on the National Register of Historic Places and is a State Historic Landmark. The building is subject to a historic preservation covenant held by the South Bay Historical Railroad Society (SBHRS).

CKA Architects plans to use the space as an office and will be responsible for tenant improvements (and associated cost) for the interior of the building. These costs are estimated to be approximately \$88,000 and include heating and cooling systems, asbestos removal, floor repair, plumbing, water heater replacement, and interior paint. CKA Architects and JPB staff coordinated with SBHRS to ensure the proposed improvements will be compatible with the covenant. Staff also reviewed the proposed use and confirmed that it is compatible with the Rail Corridor Use Policy.

Proposed terms are summarized in the table on the following page.

Space	1,328 square feet Menlo Park Depot; includes two dedicated parking stalls
Term	6.5 years (78 months) with one five-year renewal option at Fair Market Value
Rent	\$5,312/month (\$4.00 per square feet), with three percent annual increase beginning July 2027
Rent Abatement	12 months of free rent as incentive for move-in and in lieu of tenant improvement allowance
Tenant Responsibilities	Utilities, janitorial, interior upkeep and improvements, taxes, compliance with historical covenants
Landlord (Caltrain) Responsibilities	Exterior repairs, building systems, general property management

Budget Impact

The lease will generate \$377,066 over the 6.5-year base term. The JPB will be responsible for \$30,200 in broker commissions (net benefit of \$346,866). The tenant will also be responsible for all costs to improve the interior of the building, estimated at \$88,000.

Prepared By:	Nadine Fogarty	Director, Real Estate and Transit-Oriented Development	09/16/2025
	John Zaimes	Real Estate Administrator	09/16/2025

Resolution No. 2025-

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

* * *

**Authorize Executive Director to Enter into a Lease Agreement with
CKA Architects at Menlo Park Depot**

Whereas, the Peninsula Corridor Joint Powers Board (“the JPB” or “PCJPB”) owns the Menlo Park Historic Depot Building located at 1100 Merrill Street, Menlo Park, which has been vacant since 2020; and

Whereas, the JPB and CKA Architects have agreed to the terms of a lease for 6.5 years with one five-year renewal option; and

Whereas, CKA Architects has agreed to invest approximately \$88,000 for improvements to the interior of the building; and

Whereas, the proposed office use is consistent with the Rail Corridor Use Policy and compatible with the historic preservation covenant held by South Bay Historical Railroad Society; and

Whereas, the lease will generate \$346,866 over the 6.5-year base term, after broker commissions;

Now, Therefore, Be It Resolved; the Executive Director is hereby authorized to enter into a lease consistent with the terms below.

Space	1,328 square feet Menlo Park Depot; includes two dedicated parking stalls
Term	6.5 years (78 months) with one five-year renewal option at Fair Market Value
Rent	\$5,312/month (\$4.00 per square feet), with three percent annual increase beginning July 2027
Rent Abatement	12 months of free rent as incentive for move-in and in lieu of tenant improvement allowance
Tenant Responsibilities	Utilities, janitorial, interior upkeep and improvements, taxes, compliance with historical covenants
Landlord (Caltrain) Responsibilities	Exterior repairs, building systems, general property management

Regularly passed and adopted this 9th day of October, 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: Kate Jordan-Steiner, Chief Financial Officer

For: October 2025 JPB Board of Directors Meeting

Subject: **Award a Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for a Total Not-To-Exceed Amount of \$3 Million for a Five-Year Base Term with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of \$1.3 Million***



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Award of this proposed contract for Armored Car Revenue Collection, Counting, and Deposit Services (Services) to Loomis Armored US, LLC of Houston, Texas (Loomis) will ensure the Peninsula Corridor Joint Powers Board (JPB) maintains continued and reliable revenue collection services.

Staff proposes that the Finance Committee recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain):

1. Award a single-source contract to Loomis to provide the Services for a not-to-exceed amount of \$3 million for a five-year base term, with up to two one-year option terms for an additional not-to-exceed amount of \$1.3 million.
2. Authorize the Executive Director or designee to execute a contract with Loomis consistent with the requirements of the negotiated agreement, in a form approved by legal counsel.
3. Authorize the Executive Director or designee to exercise up to two one-year option terms, if in the best interest of the JPB.

Discussion

On August 4, 2022, pursuant to Resolution 2022-43, the Board awarded a contract to Brinks, Inc. (Brinks) for the Services for a total not-to-exceed amount of \$2,278,371 for a three-year base term, with up to two one-year option terms for an additional not-to-exceed amount of

\$1,834,696 for both option terms for an aggregate not-to-exceed amount of \$4,113,067. This contract was effective as of October 1, 2022.

The JPB has historically contracted with Brinks since 2020 after it acquired Dunbar Armored, Inc., which was the JPB's service provider since 2017. Brinks was the sole bidder in response to the JPB's Requests for Proposals (RFPs) for these Services, despite a robust attempt by staff to outreach to several providers. However, over the past year, Brinks' performance has significantly deteriorated, with repeated service disruptions resulting from lack of resources necessary to satisfy the contract requirements, coupled with operational issues including with their ongoing unreliable equipment. Despite continued discussions with Brinks to remedy its deficiencies, including late deposits into the JPB's bank accounts and reporting errors, the problems persisted, prompting staff to explore alternative service providers.

Although the contract with Brinks was set to expire on September 30, 2025, the severity and frequency of service disruptions prompted staff to initiate its emergency procurement process to find a replacement service provider as early as possible to ensure continuity of operations and avoid further risk to these essential services.

Staff contacted multiple vendors to assess market options. They reached out to Intertrust Group, Baystar Security Services, and CWP Security Systems after identifying them as armored car service providers on the Better Business Bureau. After conducting due diligence, staff determined that these vendors did not offer specific services or have the resources and equipment required to meet the JPB's needs. Staff also contacted Garda World Security, but the vendor did not respond.

The emergency procurement process also identified Loomis, a vendor familiar to the JPB because it provides the San Mateo County Transit District with cash and coin recycling services through a contract with the District and also services the JPB. Finance and Procurement staff conducted detailed walk-throughs of the JPB's collection sites with Loomis to demonstrate the complexity of the revenue collection process and obtain a comprehensive cost proposal. The JPB services require servicing eighty-three (83) Ticket Vending Machines (TVMs) at thirty-one (31) Caltrain stations, along with daily processing, counting, and packaging of the money, delivery to the bank, and detailed reporting. Loomis demonstrated responsiveness and a clear understanding of the JPB's requirements. Loomis is also equipped to provide real-time revenue reporting to the JPB's revenue finance team. Loomis must be able to rotate the truck crew on a regular basis and any additional rotation requirements, to be mutually agreed upon.

Staff has successfully negotiated pricing and contract terms with Loomis, performed a price analysis and determined the negotiated prices to be fair, reasonable and lower than those currently paid to Brinks. Furthermore, Loomis' real-time deposit tracking system will provide the JPB with enhanced accounting capabilities, enabling improved operational efficiency. Unlike the former fixed fee structure, Loomis' pricing is based on an a-la-carte service model, which allows the JPB to request services in response to business needs, resulting in anticipated savings and greater efficiency compared to the prior agreement. Accordingly, staff recommends

awarding a single-source contract to Loomis for the Services to ensure continuity of these critical functions while delivering better value to the JPB.

Budget Impact

The funds to cover this recommended action to award a contract to Loomis are included in the current approved operating budget and will be included in future years' operating budgets.

Prepared By:	Danielle Sanderson	Contract Administrator	09/05/2025
	Michelle King	Revenue Manager	09/05/2025

Resolution No. 2025-

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

* * *

**Award a Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for
a Total Not-To-Exceed Amount of \$3 Million for a Five-Year Base Term with up to
Two One-Year Option Terms for an Additional Not- To-Exceed Amount of \$1.3 Million**

Whereas, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) requires revenue collection services by a qualified and reliable armored car provider; and

Whereas, pursuant to Resolution 2022-43, the Board awarded a contract to Brink's, Inc. (Brinks) to provide Armored Car Revenue Collection, Counting, and Deposit Services (Services) for a total not-to-exceed amount of \$2,278,371 for a three-year base term, with up to two one-year option terms for an additional not-to-exceed amount of \$1,834,696 for both option terms;

Whereas, the base term of this contract with Brinks expired on September 30, 2025;
and

Whereas, the JPB identified errors in reporting under the Brinks contract and, after working with the vendor for six months, was unable to achieve a satisfactory resolution; and

Whereas, the JPB conducted an emergency procurement consistent with JPB procurement guidelines and interviewed Loomis Armored US, LLC of Houston, Texas (Loomis) as a potential vendor; and

Whereas, Loomis submitted a comprehensive proposal that meets the needs of the JPB, the firm provides real-time revenue collection reporting to the JPB Finance Revenue Team and is competitively priced below the former provider; and

Whereas, unlike the former contract, which was a fixed-fee structure, Loomis' pricing is based on an a-la-carte service model, which allows the JPB to request services in response to business needs, resulting in anticipated savings and greater efficiency compared to the prior agreement; and

Whereas, staff performed a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those charged for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Loomis to provide the Services for a not-to-exceed amount of \$3 million for a five-year base term, with up to two one-year option terms for an additional not-to-exceed amount of \$1.3 million.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board awards a single-source contract to Loomis Armored US, LLC to provide Armored Car Revenue Collection, Counting, and Deposit Services for a five-year base term for a not-to-exceed amount of \$3 million, with up to two one-year option terms for an additional not-to-exceed amount of \$1.3 million; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute contracts on behalf of the JPB with Loomis in full conformity with the terms and conditions of the negotiated agreement, 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, if in the best interest of the JPB.

Regularly passed and adopted this 9th day of October, 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: Ted Burgwyn, Acting Chief Operating Officer
For: October 2025 JPB Board of Directors Meeting
Subject: **Receive Update on Rail Operator Re-Bid Process and Authorization to Negotiate Two-Year Extension of Existing Contract, with Federal Transit Administration Concurrence**

☐ 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 have spent the last year developing a procurement strategy for the successor O&M contract by gathering expressions of interest, meeting prospective bidders, exchanging best practices with peer agencies, and updating the scope of services to deliver a more modern, flexible contract that maintains the highest standards of safety while generating cost efficiencies. The agency is now considering a staff recommendation to extend the procurement timeline to address financial uncertainty and competition concerns.

Staff are seeking Board authorization to engage in negotiations with TASI for a two-year contract extension, contingent on Federal Transit Administration concurrence. Additional details regarding this proposed extension are included in the accompanying presentation. An extension of the current O&M contract provides the following benefits:

1. **Financial Clarity:** Caltrain will have a better understanding of what it can afford following the results of the regional transit measure planned for November 2026. Assuming Bay Area voters approve additional dedicated funding, Caltrain will be better positioned to assure prospective bidders that it will have financial wherewithal to support current and future service levels. An extension of the current cost-plus contract with TASI would also help the agency maintain cost control over the operating budget while navigating interim budget deficits.
2. **Improved Competition** – The Massachusetts Bay Transportation Authority (MBTA) is actively procuring a new operator contract for their Regional Rail service, which is a significantly larger opportunity than the Caltrain scope. The MBTA anticipates issuing a Request for Proposals in fall 2025 and awarding a new Operating Contract in late 2026. Caltrain believes it can better maximize competition by taking its procurement “

off-cycle” from the MBTA and other major commuter rail solicitations being conducted in parallel.

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 five-year base term with the ability to execute five additional one-year options. In February 2017, the JPB exercised all five 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 five years through June 2027 to enable completion of PCEP construction and subsequent start-up of service in an electrified environment.

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.

At the March 2025 Board meeting, Caltrain staff received approval of guiding principles and goals for the development of the successor contract. Caltrain subsequently issued a Request for Expressions of Interest (RFEI) to gauge potential proposer interest and seek input on key topics to determine the best strategy to procure a new O&M Agreement. At the May 2025 TOPS Committee meeting, Caltrain staff provided a summary of feedback received from respondents to the agency's Request for Expressions of Interest and shared next steps for the solicitation.

Budget Impact

There is no specific budget impact associated with this update, although an extension to the current O&M contract will require negotiating financial terms for the extension period including any updated provisions. 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

09/15/2025

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning and Real Estate
For: October 2025 JPB Board of Directors Meeting
Subject: **Adopt Revised Long-Range Service Vision**

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

Purpose and Recommended Action

Staff recommend that the Board adopt the proposed changes to Caltrain's Long-Range Service Vision.

Discussion

This presentation will provide Board members with an overview of staff's proposed changes to Caltrain's Long-Range Service Vision policy document and provide the Board with an opportunity to adopt the proposed changes to the policy. Content will focus on two categories of changes: adjustments to policy direction and improvements to policy functionality. Attached to this report are both the full text of the current (2019) adopted Service Vision and the proposed draft for adoption (2025).

Background on Service Vision

Caltrain's current Long-Range Service Vision was adopted by the Peninsula Corridor Joint Powers Board (JPB) in Fall 2019, following a multi-year technical planning and community engagement process known as the Caltrain Business Plan. Conducted from approximately 2017-2020, with final documentation published in 2022, the Business Plan built internal technical knowledge across a range of disciplines, reviewed organizational changes required for Caltrain's transition to electrified service, and cultivated alignment across staff, partners, and the public regarding the railroad's future. The Board's 2019 adoption of the Long-Range Service Vision remains the central and most durable policy output of the Business Plan. It is important to note that staff are currently refreshing the policy document of Caltrain's Long-Range Service Vision, not revisiting the Caltrain Business Plan process.

The current Long-Range Service Vision sets a high-level target for the future development of the railroad's service. It outlines specific minimum hourly service levels, service patterns, and associated supporting infrastructure needed to achieve this Caltrain service. The Vision also explicitly references JPB's existing agreements with current and future tenant operators—including the California High Speed Rail Authority—as well as planned State and regional

partner projects that will enable and inform future service on the corridor. Since 2019, it has provided foundational guidance for plans, projects, and policies related to the long-term development of the railroad and management of JPB-owned assets.

Proposed Changes

The adopted Long-Range Service Vision directs staff to provide periodic updates approximately every five years, reaffirming and refining the railroad's future direction. In this update, staff propose targeted adjustments to policy direction and improvements to policy functionality, as outlined below. Taking action at this time to adopt these proposed changes to Caltrain's Long-Range Service Vision would benefit Caltrain and its partners by reducing costs and increasing feasibility of plans and projects, including potential development projects and potential major infrastructure projects along the corridor.

Staff propose two primary adjustments in policy direction. First, staff recommend confirming the Core Service Vision as JPB's goal for future maximum rail service on the corridor (eight Caltrain plus four High Speed Rail Authority trains, for a total of 12 trains per hour per direction in the peak hours between San Francisco and San Jose). Second, staff recommend removing language that directs planning for Expanded Growth in service, beyond the Core Service Vision (service levels greater than 12 total trains per hour per direction in the peak hours between San Francisco and San Jose). Staff believe these proposed changes will clarify for Caltrain, its partners, and corridor communities that the future maximum service goal between San Francisco and San Jose is to grow from the current four trains per peak hour per direction to an ultimate 12 total trains per peak hour per direction—comprising eight Caltrain trains and four California High Speed Rail Authority trains.

Beyond these policy adjustments, staff have identified key areas for further improvement to enhance the policy's functionality for Caltrain and its partners in the years to come. Staff suggest the addition of high-level goals that illuminate what the railroad would like to achieve through its management of the corridor and delivery of rail service. Staff suggest clarifying requirements regarding potential future regional and State rail connections on the Caltrain corridor. Furthermore, staff recommend removing the 2040 horizon date and shifting away from the implementation focus on the Caltrain Business Plan processes. Updates put forward by staff would also shift the implementation emphasis toward near-term planning for financial stability and developing interpretive guidance on applying the Long-Range Service Vision in both planning and capital project contexts.

Process and Next Steps

The update process for the Long-Range Service Vision began in Spring 2025, and it has involved engagement with the Board, corridor communities, and Caltrain’s partners. Feedback has been incorporated into the draft policy that is proposed for Board adoption at the October JPB meeting.

Following adoption of the updated Service Vision, Caltrain staff will shift to nearer-term strategic planning work to provide a technical planning process to analyze and answer key questions that Caltrain and its Board will face in the coming years. In particular, development of a Plan for Caltrain’s Next Decade will help guide nearer-term service and financial decision-making. This technical planning process is anticipated to include: market analysis of demand and capacity for Caltrain; service planning, for both the mainline and the corridor south of San José; infrastructure requirements and timelines; costing and funding; gate-downtime analysis and projections; and development of thresholds for changing service in the future. It will be consistent with Caltrain’s 10-Year Strategic Financial Plan, Capital Improvement Plan, and the Updated Long-Range Service Vision. Staff also intend to update Caltrain’s Rail Corridor Use Policy (RCUP) and Transit-Oriented Development Policy (TOD Policy) to ensure they are consistent with the updated Long-Range Service Vision.

Feedback from Caltrain’s Advocacy and Major Projects (AMP) Committee

Following a robust discussion with JPB members of the AMP Committee, staff updated the proposed policy for adoption to include additional implementation actions focused on: 1) improving the customer experience, including through station accessibility improvements, station activation strategies, and first- and last-mile access solutions (including partnerships with sister agencies), consistent with Caltrain’s Access Policy; and 2) providing additional guidance on pursuit of funding and revenue sources to sustain Caltrain’s operations, to ensure the policy also includes fare revenue capture strategies and other potential sources of funding and revenue that may be new, dedicated, public, and/or private.

Budget Impact

This project has no impact on the budget.

Prepared By:	Dahlia Chazan	Chief, Caltrain Planning and Real Estate	09/025/2025
	Melissa Jones	Deputy Director, Caltrain Policy Development	09/025/2025

Resolution No. 2025-

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

* * *

Adopt Revised Caltrain Long Range Service Vision

Whereas, the Peninsula Corridor Joint Powers Board (JPB) acquired the right-of-way for the Caltrain rail service from Southern Pacific in 1991, and assumed full responsibility for the ownership, operation, maintenance, and improvement of the corridor from San Francisco to San Jose, as well as the passenger rail service between San Francisco and Gilroy; and

Whereas, to prepare for modernization and expansion following the electrification of the Caltrain rail service, JPB developed a Caltrain Business Plan between 2017 and 2020 to articulate a long-term vision and business strategy for the system up to the year 2040, which reflects an expanded frequency of service, higher capacity, and improved travel times; and

Whereas, during the development of the Caltrain Business Plan, the Board of Directors (Board) received periodic reports and provided input on the development of the plan; and

Whereas, on October 3, 2019, the Board adopted a Long-Range Service Vision for the Caltrain rail corridor, following a multi-year technical planning and community engagement process; and

Whereas, the adoption of a single Long-Range Service Vision was a critical policy action by the Board as it established a long-range, specific goal for the system to achieve, and with that, has enabled Caltrain and its partners to continue advancing key planning and policy efforts and major capital projects; and

Whereas, the current policy directs the railroad to plan for a Core Service Vision of substantially expanded rail service on the corridor, and outlines specific minimum hourly service levels, service patterns, and associated supporting infrastructure needed to achieve the growth in service; and

Whereas, the current Long-Range Service Vision directs the railroad to continue planning beyond the Core Service Vision for a potential Expanded Growth higher level of service as well as potential new and mega-regional connections;

Whereas, the Long-Range Service Vision has provided foundational guidance for plans, projects, and policies related to the long-term development of the railroad and management of JPB-owned assets; and

Whereas, the Long-Range Service Vision directs staff to provide periodic updates approximately every five years, to reaffirm and refine the railroad's future direction; and

Whereas, staff have proposed targeted adjustments to the Long-Range Service Vision's policy direction and improvements to policy functionality; and

Whereas, staff have engaged in outreach efforts with Caltrain communities, partners, and this Board to receive input on the proposed adjustments to the Long-Range Service Vision and have considered all comments received; and

Whereas, the proposed changes would benefit Caltrain by reducing costs and increasing feasibility of plans and projects, including development projects and infrastructure projects; and

Whereas, first, staff recommend confirming the Core Service Vision as JPB’s goal for future maximum rail service on the corridor, for a total of 12 trains per hour per direction in the peak hours between San Francisco and San Jose — comprising eight Caltrain trains and four California High Speed Rail Authority trains; and

Whereas, second, staff recommend removing language that directs planning for Expanded Growth in service beyond the Core Service Vision of 12 total trains per hour per direction in the peak hours between San Francisco and San Jose; and

Whereas, these changes would clarify the maximum service goal between San Francisco and San Jose is to grow from Caltrain’s current four trains per peak hour per direction to 12 total trains per peak hour per direction; and

Whereas, staff propose additional changes to improve the functionality of the Long-Range Service Vision, including high level goals for management of the corridor and rail service, clarification of requirements for potential future regional and State rail connections on the Caltrain corridor, removal of the 2040 horizon date and shifting away from the implementation focus on the Caltrain Business Plan processes, and focusing on nearer-term strategic planning for financial stability, providing service, and infrastructure development.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the revised Caltrain Long-Range Service Vision as set forth in the attachment to this Resolution, and directs staff to use this Vision to guide planning activities as applicable; and

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes staff to shift to nearer-term strategic planning work, including the provision of a technical planning process, as part of this revised Long-Range Service Vision.

Regularly passed and adopted this 9th day of October, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

THE CALTRAIN 2040 LONG RANGE SERVICE VISION

The following "Caltrain 2040 Long Range Service Vision" has been adopted by the Peninsula Corridor Joint Powers Board to guide the long-range development of the Caltrain rail service and supporting plans, policies and projects. This Long Range Service Vision has been based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018 and 2019. This Long Range Service Vision will be periodically reaffirmed and updated by the Board as described in section 4.

- 1) Caltrain's Long Range Service Vision directs the railroad to plan for substantially expanded rail service that, by 2040, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide;
 - A. A mixture of express and local Caltrain services operated in an evenly spaced, bi-directional pattern
 - B. Minimum peak hour frequencies of:
 - 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center at such time as the Downtown Extension is completed
 - 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
 - 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights
 - C. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand
 - D. Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements
 - E. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include:
 - i. Investments in rail systems including a new, high performance signal system

- ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience
 - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet
 - iv. A series of short, 4-track stations and overtakes at various points throughout the corridor
 - v. Completion of key regional and state partner projects including:
 - 1. The Downtown Extension to the Salesforce Transit Center
 - 2. The reconstruction of Diridon Station and surrounding rail infrastructure
 - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station
 - 4. Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
 - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.
- 2) Caltrain's Long Range Service Vision further directs the railroad to continue its planning for a potential "higher" growth level of service as well as potential new regional and mega-regional connections. Specifically, the Long Range Service Vision directs the railroad to:
- A. Work with regional and state partners to collectively plan for and study the feasibility of higher levels of service as well as expanded regional and mega-regional rail connections. This work includes planning related to the Dumbarton Rail Corridor, a potential second Transbay Crossing, the potential for expanded Altamont Corridor Express and Capitol Corridor services, a potential extension of rail service to Monterey county, and ongoing planning related to the California High Speed Rail system.
 - B. To take certain specific actions to anticipate and, where feasible and financially practicable, facilitate, such higher levels of service and connections as they specifically relate to:
 - i. The planning of rail terminals and related facilities
 - ii. The sale or permanent encumbrance of JPB land
 - iii. The design of grade separations in areas where 4-track segments may be required
 - iv. The sizing of future maintenance facilities and storage yards

- C. To return to the Board with a recommendation regarding any formal expansion of the Long Range Service Vision at such a time as clear regional and state policy commitments are in place, the financial, operational and physical feasibility of such an option on the corridor has been confirmed, and community impacts have been assessed and affected communities have been consulted.
- 3) Caltrain's Long Range Service Vision directs the railroad to prepare for the implementation of the Vision by:
- A. Completing the Caltrain Business Plan including additional analyses of issues related to funding, connectivity and access, and equity as well as the identification of a detailed implementation program of next steps and follow on work
 - B. Evolving the organization in a manner that best prepares the railroad to deliver the service vision by deliberately and transparently addressing the issues of service delivery, internal organization and governance
 - C. Seeking the new and dedicated sources of funding that will be needed to sustain the railroad's operation and to incrementally implement the long range service vision
- 4) Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur:
- A. At a regular intervals of no less than 5 years
 - B. In response to significant changes to JPB or partner projects that materially influence the substance of the Long Range Service Vision

THE CALTRAIN LONG RANGE SERVICE VISION

Adopted October 2025

The following “Caltrain Long-Range Service Vision” has been adopted by the Peninsula Corridor Joint Powers Board (PCJPB) to guide the long-range development of the Caltrain rail service and supporting plans, policies, and projects. This Long-Range Service Vision will be periodically reaffirmed and updated by the Board as described in Section 4 below.

This updated policy supersedes Caltrain’s first Long-Range Service Vision, which was adopted by the PCJPB in October 2019 as a key output of the Caltrain Business Plan, an extensive technical planning and engagement process led by Caltrain and its partners. At that time, Caltrain’s ridership had reached historic levels with on-board capacity significantly constrained. Even with the enhancements anticipated from Caltrain Electrification, rapid ridership growth and crowded on-board conditions were expected to continue far into the future. Supported by the findings from the Caltrain Business Plan process, PCJPB adopted a Long-Range Service Vision to respond to projected future demand and to provide clarity regarding future service levels on the corridor for Caltrain and its partners.

In the years since the COVID-19 pandemic, however, conditions for Caltrain and its partners have shifted substantially. After dropping to historic lows during the pandemic, Caltrain’s ridership was slow to recover in the early 2020s; large ridership gains have been recently realized since the start of electrified service in fall 2024, but ridership remains lower than pre-pandemic levels amidst long-term travel pattern changes in the region. Accompanying this recent reduction in demand for rail service, future population projections along the corridor have been reduced, potentially impacting future demand for service. Caltrain’s business model for operating and maintaining the railroad has shifted from one that was heavily dependent on self-generated revenue before the pandemic to one that is now increasingly reliant on external, public subsidies amid long-term funding uncertainty. Additionally, in recent years, costs have increased dramatically for planning, designing, and building major capital projects, such as grade separation projects and terminal projects; at the same time, funding availability for such projects has decreased, resulting in delays for many projects’ planning horizons.

PCJPB recognizes that in spite of these shifts, it remains crucial for Caltrain and its partners to have Board-adopted policy that clarifies long-term future service levels and that serves to guide long-term decision-making across the corridor. PCJPB also recognizes that in light of these shifts, it is critical that this policy affirm the long-term future service maximum for peak hour service. In reaffirming this policy, PCJPB also recognizes that Caltrain and its partners will endeavor to achieve the policy’s overarching goals for service, while continuing to navigate near- and mid-term challenges, and in the longer-term, to incrementally advance towards the Long-Range Service Vision.

1. Caltrain's Long Range Service Vision directs the railroad to manage the corridor and provide customer-focused service towards achieving the following goals:
 - a. Offer safe, reliable, accessible, and sustainable transportation that enhances quality of life for all;
 - b. Foster community connectivity, mobility, and vitality;
 - c. Improve environmental sustainability and public health outcomes; and,
 - d. Strengthen regional economic opportunities, prosperity, and competitiveness.
2. Towards these goals, Caltrain's Long-Range Service Vision directs the railroad to plan in the long-term for substantially expanded rail service that, over the coming decades, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide:
 - a. A mixture of express and local Caltrain services operated in an evenly spaced, bidirectional pattern;
 - b. Maximum peak hour frequencies of:
 - i. 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center,
 - ii. 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights,
 - iii. 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights;
 - c. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand;
 - d. Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements;
 - e. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include:
 - i. Investments in rail systems including a new, high performance signal system,
 - ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience,
 - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet,

- iv. A series of short, 4-track stations and overtakes at various points throughout the corridor,
 - v. Completion of key regional and state partner projects including:
 - 1. The Portal to the Salesforce Transit Center,
 - 2. The reconstruction of Diridon Station and surrounding rail infrastructure,
 - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station,
 - 4. Additional improvements to allow for the operation of High-Speed Rail service between Gilroy and San Francisco,
 - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.
3. Further, Caltrain's Long-Range Service Vision directs the railroad to consider new regional and megaregional connections that may result in changes to rail service on the corridor. Specifically, the Long-Range Service Vision directs the railroad to:
- a. Work with regional and State partners to collectively consider the feasibility of expanded regional and megaregional rail connections that either extend or interact with Caltrain's service and corridor. This work is anticipated to include ongoing planning related to the California High Speed Rail system. It could also potentially include engaging in other partner agency planning efforts, such as endeavors related to the Dumbarton Rail Corridor, the Link21 program, the potential for expanded Altamont Corridor Express and Capitol Corridor services, and a potential extension of rail service to Monterey County.
 - b. To return to the Board with a recommendation regarding any formal expansion or modification of the Long-Range Service Vision to explicitly include such connections at such a time as:
 - i. The financial, operational, and physical feasibilities of such connections have been confirmed to the PCJPB;
 - ii. The PCJPB's role in the advancement, funding, delivery, and operation of any such connections has been defined and agreed to by the Board and other relevant parties;
 - iii. There are formal policy and funding commitments supporting such connections; and
 - iv. The community impacts associated with such connections have been assessed and affected communities have been engaged with.

4. Additionally, Caltrain's Long Range Service Vision directs the railroad to work toward implementation of the Vision by:
 - a. Developing a Plan for Caltrain's Next Decade that lays out a plan for future service that is as financially sustainable as possible and that includes:
 - i. Assessment of demand for rail service relative to the financial and operational capacities of the JPB;
 - ii. Confirmation of Caltrain's near-, medium-, and longer-term plans for future service levels across the corridor, as well as corresponding capital investments that may be required or desired, including grade separations and passing tracks,
 - iii. Analysis of gate-downtimes for at-grade crossings,
 - iv. Thresholds for changing service in the future and,
 - v. Consistency with Caltrain's Capital Improvement Plan, Corridor Crossing Strategy, and Grade Crossing Program;
 - b. Ensuring that management of JPB assets and the planning and design of JPB and partner capital projects accommodate the Long-Range Service Vision;
 - c. Developing interpretative guidance that specifies how to apply the Long-Range Service Vision in planning and capital project contexts as is needed;
 - d. Continuing to improve the customer experience across the Caltrain system, including by advancing station accessibility improvements, station activation strategies, and first- and last-mile access solutions (such as partnerships with sister agencies), consistent with Caltrain's Station Access Policy;
 - e. Seeking sources of funding and revenues needed to sustain the railroad's operation, including the pursuit of fare revenue capture strategies and other potential revenue and funding sources that may be new, dedicated, public, and/or private; and,
 - f. Incrementally implementing the Long-Range Service Vision in a financially prudent manner.
5. Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur:
 - a. At regular intervals of no less than 5 years, and
 - b. In response to significant changes to JPB or partner projects that materially influence the substance of the Long-Range Service Vision.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Casey Fromson, Chief of Staff

For: October 2025 JPB Board of Directors Meeting

Subject: **Receive State and Federal Legislative Update and Adopt Principles for Projects Under the Updated Cap-and-Invest Program**

☐ Finance Committee Recommendation

☐ Technology, Operations, Planning, and Safety Committee Recommendation

☒ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

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

Staff proposes the Committee recommend the Board receive the attached State and Federal Legislative Update **and approve the agency’s Cap and Invest principles.**

Discussion

The update will discuss the federal budget process and an update on the results of the legislative session, including regional transit revenue measure legislation. **Staff will also present Cap and Invest principles to the Board based on previous Board feedback.**

Budget Impact

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	09/15/2025
	Isabella Conferti	Government and Community Affairs Specialist	09/15/2025



September 15, 2025

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

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

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

General Update

After breaking for Summer Recess on July 18, the Legislature reconvened on August 18 to wrap up the first year of the 2025-26 Legislative Session. On August 29, the Senate and Assembly Appropriations Committees held their “Suspense File” hearings – this was the final committee hurdle for legislation. Bills that passed were then sent to the floors of each house for final votes. The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13. The Governor has until October 12 to sign or veto these bills. The Legislature is in recess until January 5, 2026. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar, available [here](#).

Bay Area Regional Measure

The Bay Area Regional Measure, reflected in [SB 63 \(Wiener and Arreguín\)](#), seeks to authorize a sub-regional sales tax in five Bay Area counties – one-half cent in Alameda, Contra Costa, Santa Clara & San Mateo Counties and one cent in San Francisco County – to generate additional revenue to support Bay Area public transit systems. In recent weeks, the bill has moved through several procedural hurdles, including a hearing in the Assembly Appropriations Committee on August 29 and a hearing in the Assembly Transportation Committee on September 9. In this process, the bill has been amended three additional times – on September 3, September 4, and September 9.

The bill, as amended, now defines appropriations from the regional measure to the named transit agencies as subventions from the revenue generated in each county in the measure. This change is not anticipated to change the appropriations to the named transit agencies. The bill, as amended, also requires a financial efficiency review of AC Transit, BART, Caltrain, and Muni and requires these transit agencies to implement the strategies identified in the review. The bill, as amended, also establishes new maintenance of effort requirement for the named transit agencies and establishes “enhanced accountability” by providing a pathway for the creation of new “ad hoc” adjudication committees at the Metropolitan Transportation Commission. These “ad hoc” adjudication committees would have the opportunity to review claims filed against a named transit agency and implement corrective action, which could include the partial withholding of funds.

SB 63 is currently on the Governor’s Desk awaiting final action.

Cap-and-Trade Re-Authorization

On September 10, following closed door negotiations late into the evening on September 9, the Governor and Legislature Leaders announced they reached agreement on legislation to reauthorize the Cap-and-Trade program and recast the Cap-and-Trade Expenditure Plan. The bills representing this agreement are [AB 1207 \(Irwin\)](#) and [SB 840 \(Limon\)](#).

AB 1207 would modify the Cap-and-Trade program, extending the program's market-based compliance mechanism from January 1, 2031 through January 1, 2046 and advancing changes to the mechanism to, among other things, limit the program's cost impact on Californians.

SB 840 would recast the Cap-and-Trade Expenditure Plan, substantially modifying appropriations from the Greenhouse Gas Reduction Fund. This bill would advance the most substantial changes to appropriations from the GGRF since the Expenditure Plan was first adopted in [SB 862 \(Committee on Budget and Fiscal Review\) \[Chapter 36, Statutes of 2014\]](#). These changes affirm but complicate the continuous appropriations in transit capital project and service delivery, which flow through the Transit and Intercity and Rail Capital Program and Low Carbon Transit Operations Program.

SB 840 would maintain the continuous appropriations for the TIRCP and LCTOP but convert the current percentage-based annual appropriation to these programs to a fixed dollar annual appropriation. Under current law, TIRCP and LCTOP receive 10% and 5%, respectively, of total annual GGRF revenue after several "off-the-top" programs are funded, representing on average \$301.1 million and \$144.6 million, respectively, to these programs. Under SB 840, these programs would receive \$400 million and \$200 million, respectively – with a major caveat.

SB 840 effectively establishes priority tiers for the GGRF appropriations outlined in the Cap-and-Trade Expenditure Plan. Off the top, the legislation appropriates GGRF revenue a variety of backfills and administrative expenses – "Tier 1." The legislation then appropriates \$1 billion in GGRF revenue for high-speed rail and \$1 billion in GGRF revenue for the Legislature's discretionary priorities – "Tier 2." Note that, for Fiscal Year 2026-27, the Legislature's discretionary priorities include \$125,000,000 for "Transit Passes." Then, the legislation appropriates nearly \$2 billion for the historic continuous appropriations, including TIRCP and LCTOP – "Tier 3."

SB 840 Expenditure Plan	
Expenditure	Amount
Tier 1	
SRA	\$90,000,000
Green Manufacturing	\$140,000,000
Legislative Counsel	\$3,000,000
Subtotal	\$233,000,000
Tier 2	
HSR	\$1,000,000,000
Legislature Discretionary	\$1,000,000,000
Transit Passes (FY 2026-27)	\$125,000,000
UC Climate Center (FY 2026-27)	\$25,000,000
Topanga Park (FY 2026-27)	\$15,000,000
Climate Research and Innovation (FY 2026-27)	\$85,000,000
Subtotal	\$2,000,000,000
Tier 3	
AHSCP	\$800,000,000
TIRCP	\$400,000,000
AB 617	\$250,000,000
LCTOP	\$200,000,000
CALFIRE	\$200,000,000
Safe Drinking Water	\$130,000,000
Subtotal	\$1,980,000,000
Estimated Total	\$4,213,000,000
TIRCP Average (FY 2015-16 to FY 2024-25)	\$301,109,000
LCTOP Average (FY 2015-16 to FY 2024-25)	\$144,563,000

Importantly, if Cap-and-Trade doesn't raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for "Tier 3" programs will be decreased proportionally. In explicit terms, if Cap-and-Trade fails to bring in \$4.2 billion in proceeds, we can expect to receive less than \$400 and \$200 million for TIRCP and LCTOP, respectively.

These bills passed the Legislature with a super-majority vote and now await final action by the Governor.

Bay Area Transit Loan

During budget negotiations earlier this year, the Governor and Legislative leaders agreed to a \$750 million emergency loan for four Bay Area transit agencies facing various degrees of fiscal crises (AC Transit, BART, Caltrain, and SF Muni). Pursuant to the [Budget Act](#), this emergency loan was generally conditioned upon the agencies having repayment plans *and* the passage of the Bay Area Regional Measure (by the Legislature, not the voters).

On September 8, new language was amended into the identical [SB 105 \(Wiener\)](#) and [AB 105 \(Gabriel\)](#). Section 239 extends to January 10, 2026, the timeline for the state to consider a "loan or other financing options that might be used to provide sufficient short-term state financial assistance for local transit agencies" for possible inclusion "as part of the 2026-27 Governor's Budget, which the Legislature may act upon in early 2026."

This section also includes new language regarding full repayment of the loan principal, applicable interest rate, repayment schedule, and guaranteed repayment mechanism. Nothing is finalized yet, but this buys the loan's advocates more time to reach a deal – led by chief proponent, Senator Scott Wiener.

Additionally, on September 10, Governor Newsom issued a [press release](#) stating that the “*Department of Finance and the California State Transportation Agency will work with agencies and regional partners to design short-term financing tools — such as structured loans or other mechanisms — that align with operational needs, protect service, and support fiscal reforms, with clear and reliable repayment plans.*”

SB 105 is currently on the Governor's Desk awaiting final action.

Senate Bill 125 Funding Appropriated

Passed this summer, the Budget Act of 2025 re-affirmed the appropriation of the remaining balance of the \$5.1 billion in flexible transit capital and operations funding (commonly referred to as the “SB 125 program”) as well as to one-time competitive TIRCP. To fulfill the state's obligation to these programs, the Budget Act appropriated \$1.196 billion in General Fund for SB 125 – TIRCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$812M for SB 125-TIRCP
- FY 2025-26: \$384M for TIRCP Cycle 6

The Budget Act also maintained \$1.078 billion in GGRF funding commitment for SB 125 –TIRCP and ZETCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$188M for SB 125 – TIRCP
- FY 2025-26: \$180M for TIRCP Cycle 6
- FY 2026-27: \$230M for SB 125 – ZETCP
- FY 2027-28: \$460M for SB 125 – ZETCP

The FY 2025-26 GGRF funding for SB 125 – TIRCP and TIRCP Cycle 6 were set for appropriation later this year. **These appropriations are now advanced in [SB 105 \(Wiener\)](#) / [AB 105 \(Gabriel\)](#).**

SB 105 is currently on the Governor's Desk awaiting final action.

SB 30 Update

As we have reported extensively, Caltrain and its state advocates have worked throughout 2025 to engage with Senator Cortese and secure changes to his SB 30, a bill introduced in response to Caltrain's agreement to transfer trainsets to Peru last Fall. Caltrain's state advocates, in partnership with the California Transit Association, actively labored to secure favorable amendments to the legislation – and were largely successful.

SB 30 would have originally prohibited 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 ceases the service of on-track equipment by replacing it with lower emission on-track equipment. Over a period of several months, the bill was significantly altered. It now permits a public entity to transfer Tier II, Tier III, and Tier IV locomotives, or an emissions equivalent locomotive, if authorized at a public meeting.

However, the bill continues to prohibit the transfer of Tier 0 or Tier I locomotives, which presents issues for Caltrain, given their fleet of Tier 0 and I trainsets. As a result, Caltrain will not be permitted to sell, donate, or otherwise transfer any of these locomotives, representing a total asset loss of approximately \$25 million.

SB 30 is currently on the Governor's Desk awaiting final action. Caltrain has a SUPPORT IF AMENDED position on this bill.

Bills with Positions

SB 63 (Wiener) Regional Measure – SUPPORT

This bill seeks to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure.

This bill has passed the Legislature and been sent to the Governor for his consideration

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

Co-Sponsored by the California Transit Association, this bill, as amended July 17, would extend the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects to January 1, 2040s, 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.

This bill has passed the Legislature and been sent to the Governor for his consideration

AB 394 (Wilson) Transit Safety -- 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 expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 clarifies that our state's public transit operators are employers for purposes of seeking a temporary restraining order (TRO) against violent offenders. The Amalgamated Transit Union, Teamsters, and SMART-TD are co-sponsors of this bill.

This bill has passed the Legislature and been sent to the Governor for his consideration

AB 476 (M. González) Metal Theft – SUPPORT

Co-sponsored by the City of San Jose, this bill seeks to combat the theft of copper wire – an increasing problem affecting infrastructure, construction, and transit projects. The bill would require junk dealers and recyclers to collect more detailed transaction records and provide access to these records to law enforcement. The bill also requires that people selling copper obtain a state license and increases the fine for junk dealers or recyclers who fail to follow the law.

This bill has passed the Legislature and been sent to the Governor for his consideration

Bills of Interest

SB 79 (Wiener) Transit Oriented Development

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, and further requires that the development be eligible for streamlined, ministerial approval, while establishing allowable densities on these properties. Amendments taken to the bill as it passed out of the Assembly Appropriations Committee reduce the number of communities impacted by the bill by: limiting the applicability of its streamlining provisions to projects located near existing or currently

planned Tier 1 or Tier 2 transit-oriented development stops in the 8 most transit-rich counties of the state, unless a local jurisdiction chooses to designate a station as a Tier 3 transit-oriented stop; removing ferries and low frequency commuter rail from the service types that may define a Tier 3 transit-oriented stop; and creating exemptions from its streamlining provisions to protect historical resources and limit greater density in very high fire severity zones and in local jurisdictions that have already upzoned station areas. Additionally, these amendments would advance new housing affordability and anti-demolition and displacement provisions and limit transit agencies' land use authority.

This bill has passed the Legislature and been sent to the Governor for his consideration

SB 545 (Cortese) High-Speed Rail Economic Opportunity Study

This bill requires the State's Office of Land Use and Climate Innovation to study economic opportunities along the High-Speed Rail Corridor. The study will examine strategies such as land value capture, development incentives, and public-private partnerships. This will help ensure California maximizes the economic potential of the HSR project and its station areas. In addition, SB 545 requires an infrastructure district that uses its revenues to finance the construction of the HSR project to dedicate a majority of its revenue to infrastructure projects *within* the jurisdiction of the local agencies that established the district.

Held in Assembly Appropriations Committee

SB 707 (Durazo) Brown Act Reform

This bill would make a number of changes to the Brown Act, including new public access and participation requirements for specified legislative bodies, new exemptions from certain teleconferencing requirements for eligible subsidiary bodies and eligible multi-jurisdictional bodies, and extensions of law providing exemptions from certain teleconferencing requirements for specified legislative bodies or under specified circumstances. This bill contains several other provisions related to the Brown Act, including that certain special districts provide agenda translations and to reasonably assist members of the public with translation services, but does not require an agency to provide an interpretation for a meeting.

This bill has passed the Legislature and been sent to the Governor for his consideration

Caltrain Bill Matrix as of Friday, September 15, 2025

Bill ID/Topic	Location	Summary	Position
AB 12 Wallis R Low-carbon fuel standard: regulations.	This is a two-year bill .	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 23 DeMaio R The Cost of Living Reduction Act of 2025.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 61 Pacheco D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This is a two-year bill.	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 require 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 require the office to develop and implement conflict-of-interest provisions to prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Watch
AB 99 Ta R Electrical corporations: rates.	This is a two-year bill.	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 a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if 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.	Watch
AB 102 Gabriel D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	The Budget Act of 2025 would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would amend the Budget Act of 2025 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
AB 105 Gabriel D Budget Acts of 2021, 2023, 2024, and 2025.	This bill is on the Senate Floor.	The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	SIGNED

Bill ID/Topic	Location	Summary	Position
AB 153 Committee on Budget Transportation budget trailer bill.	This bill is on the Senate Floor.	Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board's reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs.	Watch
AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.	This is a two-year bill.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.	Recommend Support

Bill ID/Topic	Location	Summary	Position
AB 267 Macedo R Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.	This is a two-year bill.	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.	Watch
AB 273 Sanchez R Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	This is a two-year bill.	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.	Watch
AB 314 Arambula D Affordable Housing and Sustainable Communities Program: project eligibility.	This is a two-year bill.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.	Watch

Bill ID/Topic	Location	Summary	Position
AB 339 Ortega D Local public employee organizations: notice requirements.	This bill has been ordered to engrossing and enrolling.	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 45 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, subject to certain exceptions. 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. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 340 Ahrens D Employer-employee relations: confidential communications.	This is a two-year bill.	Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, 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 prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive 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. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.	Watch
AB 370 Carrillo D California Public Records Act: cyberattacks.	This bill was signed by the Governor on July 14, 2025.	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 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 that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. 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.	Watch

Bill ID/Topic	Location	Summary	Position
AB 377 Tangipa R High-Speed Rail Authority: business plan: Merced to Bakersfield segment.	This bill was signed by the Governor on July 30, 2025.	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.	Watch
AB 394 Wilson D Public transportation providers.	This bill has been ordered to engrossing and enrolling.	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, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
AB 421 Solache D Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.	This bill is in the Assembly Public Safety Committee.	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, on 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.	Watch
AB 476 González, Mark D Metal theft.	This bill has been ordered to engrossing and enrolling.	Existing law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as "junk." Existing law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Existing law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver's license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. Existing law makes a violation of the recordkeeping requirements a misdemeanor. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
AB 541 DeMaio R California Public Records Act Ombudsperson.	This is a two-year bill.	Existing law, the California Public Records Act, requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.	Watch
AB 555 Jackson D Air resources: regulatory impacts: transportation fuel costs.	This is a two-year bill.	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.	Watch

Bill ID/Topic	Location	Summary	Position
AB 810 Irwin D Local government: internet websites and email addresses.	This is a two-year bill.	Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a “.gov” domain name or a “.ca.gov” domain name no later than January 1, 2029. Existing law defines “local agency” for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term “local agency” from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a “.edu” domain to satisfy these requirements, and would specify that these requirements do not apply to a K–12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 939 Schultz D The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	This is in the Assembly Transportation Committee.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch

Bill ID/Topic	Location	Summary	Position
AB 941 Zbur D California Environmental Quality Act: electrical infrastructure projects.	This is a two-year bill.	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 exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, to correct those deficiencies, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 942 Calderon D Electricity: climate credits.	This bill is in the Senate Rules Committee, awaiting 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 authorizes the state board to include the use of market-based compliance mechanisms in regulating those emissions. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to continue a program of assistance to low-income electric and gas customers with annual household incomes that are no greater than 200% of the federal poverty guidelines, as specified, which is referred to as the California Alternate Rates for Energy (CARE) program. Existing law also requires the PUC to continue a program of assistance to residential customers of the state's 3 largest electrical corporations consisting of households of 3 or more persons with total household annual gross income levels between 200% and 250% of the federal poverty guideline level, which is referred to as the Family Electric Rate Assistance (FERA) program. Existing law, except as provided, requires revenues received by an electrical corporation as a result of the direct allocation of greenhouse gas allowances to be credited directly to residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporation, commonly known as the California Climate Credit. This bill would exclude residential customers from receiving the California Climate Credit if they are not enrolled in the CARE or FERA program and their total electricity bills for the previous year were less than \$300. This bill contains other existing laws.	Watch
AB 1058 Gonzalez, Jeff R Motor Vehicle Fuel Tax Law: suspension of tax.	This bill is in the Assembly Transportation Committee.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 1067 Quirk-Silva D</p> <p>Public employees' retirement: felony convictions.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Existing law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Existing law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency, and would then authorize the public employer to close the investigation. Under the bill, if the public employee is convicted of a felony for any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions governing forfeiture described above. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
AB 1070 Ward D Transit districts: governing boards: compensation: nonvoting members.	This is a two-year bill.	Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1132 Schiavo D Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This is a two-year bill.	Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1167 Berman D Electrical corporations and gas corporations: rate recovery: political activities and promotional advertising.	This bill has been ordered to engrossing and enrolling.	Existing law authorizes the Public Utilities Commission to fix the rates and charges for public utilities, including electrical corporations and gas corporations, and requires those rates and charges to be just and reasonable. Under existing law, a regulated public utility is prohibited from using ratepayer funds for advocacy-related activities that are political or do not otherwise benefit ratepayers. This bill would prohibit, except as provided, each electrical corporation or gas corporation from recording to accounts that contain expenses that the electrical corporation or gas corporation recovers from ratepayers, or otherwise recovering from ratepayers, various expenses, including those associated with political influence activities or promotional advertising, as specified. The bill would require each electrical corporation or gas corporation to clearly and conspicuously disclose in all of its public messages whether the costs of the public messages are paid for by the corporation's shareholders or ratepayers. The bill would require each electrical corporation or gas corporation, on or before May 31, 2026, and annually thereafter, to report, as part of a specified statement to the commission, certain related information. The bill would require the commission to make the reports publicly available, as provided.	Watch
AB 1198 Haney D Public works: prevailing wages.	This is a two-year bill.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1207 Irwin D Climate change: market-based compliance mechanism: extension.	This bill has been ordered to engrossing and enrolling.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. This bill would require the state board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to instead achieve certain emissions reductions goals and the purposes of the act. The bill would require the state board, in adopting regulations, to design the regulations in a manner that transitions support from gas corporations to electrical distribution utilities to minimize ratepayer impacts and meet the emissions reduction goals of the act. The bill would require the state board to consider the effects of the regulations on affordability, cost-effectiveness, minimization of leakage in California, and achieving the emissions reduction goals of the act. The bill would state the intent of the Legislature that the market-based compliance mechanism be known as the California Cap-and-Invest Program. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1218 Soria D Copper theft.	This is a two-year bill.	<p>Under existing law it is grand theft to steal copper materials valued at more than \$950. A violation of this provision is punishable either as a misdemeanor or a felony by imprisonment in county jail and specified fines. This bill would make it a crime to unlawfully possess copper materials, as specified. The bill would define what it means to “unlawfully possess” copper materials to include possessing without documentation proving lawful possession. The bill would prescribe the information that constitutes proof of lawful possession, as specified, including the identity of the seller and the date of the transaction. By expanding the scope of a crime, this bill would impose a state-mandated local program. The bill would also prohibit a person from falsifying any record intending to show proof of lawful possession. By creating a new crime, this bill would impose a state-mandated local program. Existing law prohibits any collector or dealer of metals to purchase certain junk metals, as specified, without first ascertaining that the seller legally possesses the materials. Existing law also requires the dealer to obtain evidence of the identity of the seller, including, but not limited to, the seller’s name and address. This bill would require any collector or dealer of metals to ascertain the location from which the purchased material was obtained. Existing law makes it a crime for a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal to possess certain items that have been stolen or obtained by theft or extortion, as specified, and requires that the person knew or reasonably should have known that the property was stolen or failed to report possession of the items, as specified. This bill would additionally prohibit a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal, as specified, from possessing certain items knowing that those items were possessed without proof of lawful possession. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	Watch
AB 1222 Bauer-Kahan D Public utilities: judicial review.	This is a two-year bill.	<p>Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued. This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission on the grounds that the final decision substantially deviated from a proposed decision of a commission administrative law judge, the bill would require the court to presume the final decision to be arbitrary and unlawful unless the commission can demonstrate to the satisfaction of the court that the deviations were necessary to comply with state or federal law. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
AB 1243 Addis D Polluters Pay Climate Superfund Act of 2025.	This bill is in the Assembly Judiciary Committee.	<p>The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
AB 1268 Macedo R Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill is in the Assembly Transportation Committee.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch
AB 1290 Wilson D High-Speed Rail Authority: Senate confirmation.	This is a two-year bill.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.	Watch
AB 1331 Elhawary D Workplace surveillance.	This bill has been ordered to the inactive file.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles. This bill would subject an employer who violates the bill to a civil penalty of \$500 per violation and would authorize a public prosecutor to bring specified enforcement actions.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1337 Ward D Information Practices Act of 1977.	This is a two-year bill.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1340 Wicks D Transportation network company drivers: labor relations.	This bill has been ordered to engrossing and enrolling.	Existing law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Existing law, the Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Existing law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Existing case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Existing law also establishes the Public Employment Relations Board (board) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Existing law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. The bill would require the board to enforce these provisions. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1372 Papan D Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Sponsor February 2025
AB 1410 Garcia D Utilities: service outages and updates: alerts.	This bill has been ordered to engrossing and enrolling.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, gas corporations, and water corporations, while local publicly owned electric utilities are under the direction of their governing boards. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require, except as provided, each electrical corporation, gas corporation, water corporation, or local publicly owned electric utility, on or before March 1, 2026, to automatically enroll its customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts they do not wish to receive, except as provided. The bill would require each of those utilities to annually provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information on the utility's internet website or, if feasible, by telephone. This bill contains other related provisions and other existing laws.	Watch
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This is a two-year bill.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1472 Hart D California Sea Level Rise State and Regional Support Collaborative.	This is a two-year bill.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch
SB 30 Cortese D Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill has been ordered to engrossing and enrolling.	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 ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified.	Support if amended

Bill ID/Topic	Location	Summary	Position
<p>SB 63 Wiener D</p> <p>San Francisco Bay area: local revenue measure: public transit funding.</p>	<p>This bill has been ordered to engrossing and enrolling.</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 establish the Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed. This bill contains other related provisions and other existing laws.</p>	<p>Support July 2025</p>

Bill ID/Topic	Location	Summary	Position
SB 71 Wiener D California Environmental Quality Act: exemptions: transit projects.	This bill has been ordered to engrossing and enrolling.	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.	Support April 2025

Bill ID/Topic	Location	Summary	Position
SB 79 Wiener D Housing development: transit-oriented development.	This bill has been ordered to engrossing and enrolling.	Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt 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 inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions as well as applicable local objective general plan and zoning standards shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws.	Watch
SB 101 Wiener D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

Bill ID/Topic	Location	Summary	Position
SB 105 Wiener D Budget Acts of 2021, 2023, 2024, and 2025.	This bill has been ordered to engrossing and enrolling.	The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	SIGNED
SB 131 Committee on Budget and Fiscal Review Public Resources.	This bill was signed by the Governor on June 30, 2025.	Existing law establishes the Homeless Housing, Assistance, and Prevention program, administered by the Interagency Council on Homelessness, with respect to rounds 1 to 5, inclusive, of the program, and the Department of Housing and Community Development, with respect to round 6 of the program, for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill would establish round 7 of the program. The bill would authorize the Department of Finance to augment Item 2240-001-0001 of the Budget Act of 2025 by \$8,000,000 from the General Fund to prepare to administer round 7 of the program, as specified. The bill would require the Department of Finance to provide notification of any augmentation within 10 days to the Joint Legislative Budget Committee. The bill would, effective July 1, 2026, appropriate \$500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care, and that the city, county, tribe, or continuum of care has obligated at least 50% of its total round 6 award. The bill would state the intent of the Legislature to enact future legislation that specifies the parameters for round 7 of the program, as specified. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 153 Committee on Budget and Fiscal Review Transportation budget trailer bill.	This bill has been ordered to engrossing and enrolling.	Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board's reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs. This bill contains other existing laws.	Watch
SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.	This bill is on the Governor's desk.	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.	Watch

Bill ID/Topic	Location	Summary	Position
SB 348 Hurtado D State Air Resources Board: Low Carbon Fuel Standard.	This is a two-year bill.	Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the state board to adopt standards, rules, and regulations necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. The California Global Warming Solutions Act of 2006 establishes the state 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 its authority, the state board has adopted the Low Carbon Fuel Standard regulations to reduce the carbon intensity of transportation fuels used in California, as specified. This bill would require the state board, beginning no later than January 31, 2026, to reconsider and revise the Low Carbon Fuel Standard to reduce the program's financial burden on drivers in the state, including by taking specified actions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 400 Cortese D Labor: elective compensation under the Inflation Reduction Act of 2022.	This bill has been ordered to engrossing and enrolling.	<p>Existing law, with certain exceptions, establishes 8 hours as a day's work and a 40-hour workweek, and requires payment of prescribed overtime compensation for additional hours worked. Existing law requires a person who unlawfully withholds wages due an employee, as provided, to be subject to specified civil penalties. Existing law charges the Labor Commissioner with enforcement of these provisions. Existing law makes every person who fails to pay the wages of each employee subject to a specified penalty. Existing law requires the penalty to either be recovered by an employee as a statutory penalty or by the Labor Commissioner as a civil penalty, as prescribed. Existing law defines "public works," for purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a violation of this requirement. Existing law provides that for the purposes of provisions of law relating to the payment of prevailing wages, "public works" includes specified types of construction, alteration, demolition, installation, and repair work. Existing law, the Labor Code Private Attorneys General Act of 2004, authorizes an aggrieved employee to recover through a civil action a civil penalty that may be assessed and collected by the Labor and Workforce Development Agency, as specified. This bill would, until January 1, 2029, authorize a taxpayer, employer, contractor, or subcontractor to make an elective retroactive wage payment, as defined, to workers who performed work on a qualified renewable clean energy facility pursuant to the Inflation Reduction Act of 2022 (Public Law 117-169) if certain requirements are met, including, among others, that the facility is not a public works project, as defined, and would not otherwise be subject to the Davis-Bacon Act, as specified. The bill would specify that those provisions do not apply to, among others, violations of any other provision of law unrelated to the payment of retroactive prevailing wage correction payments in connection with the application for federal tax benefits pursuant to the Inflation Reduction Act of 2022. The bill would limit that authorization to renewable energy facility construction or repairs commenced on or after January 1, 2023, that were completed on or before December 31, 2024. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
SB 445 Wiener D High-speed rail: third-party agreements, permits, and approvals: regulations.	This is a two-year bill.	The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 496 Hurtado D Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This is a two-year bill.	Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.	Watch
SB 506 Committee on Transportation Transportation: omnibus bill.	This bill has been ordered to engrossing and enrolling.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Existing law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 544 Laird D Railroad crossings: permit applications: review.	This bill is on the Governor's desk.	Under existing law, the Public Utilities Commission has the exclusive power to, among other things, determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Existing law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would require the commission to adopt an expedited review and approval process for ratesetting proceedings for an exempt railroad crossing application, as defined. The bill also would require the commission, upon initiating a ratesetting proceeding, to determine whether the proceeding is for an exempt railroad crossing application, and if so, to issue a proposed resolution pursuant to the expedited review and approval process.	Watch
SB 545 Cortese D High-speed rail: economic opportunities.	This is a two-year bill.	Existing law establishes the Governor's Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.	Watch

Bill ID/Topic	Location	Summary	Position
SB 559 Stern D Electricity: deenergization events: communications.	This is a two-year bill.	Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill has been ordered to engrossing and enrolling.	Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application for qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill would require the department to guide discussions with qualified organizations regarding priority topics for outreach and education and to consult with those organizations and the Labor and Workforce Development Agency and, as relevant, its departments and boards to create education and outreach materials informing workers of their rights on priority topics and training materials for workers and organizations. The bill would require the materials to be translated into non-English languages, to be determined by the department in consultation with each qualified organization, as appropriate for the geographic region the qualified organization serves. The bill would require the department and qualified organizations to meet at least twice a year to coordinate outreach and education efforts and for qualified organizations to share information relevant to enforcement activities of the department.	Watch
SB 642 Limón D Employment: payment of wages.	This bill has been ordered to engrossing and enrolling.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 667 Archuleta D</p> <p>Railroads: safety: wayside detectors: train length: emergency vehicle crossing.</p>	<p>This is a two-year bill.</p>	<p>The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to (1) establish a process for freight train crews to receive alerts from wayside detectors, (2) create standards for freight train inspections to be conducted following the receipt of an alert from a wayside detector, as provided, and (3) adopt rules necessary to implement these provisions. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill has been ordered to engrossing and enrolling.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 714 Archuleta D Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	This bill is in the Senate Rules Committee, pending referral to policy committee.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
SB 735 Committee on Local Government Validations.	This bill was signed by the Governor on July 14, 2025.	This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 741 Blakespear D Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This is a two-year bill.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch
SB 752 Richardson D Sales and use taxes: exemptions: California Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill was held in the Senate Appropriations Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 840 Limón D Greenhouse gases: Greenhouse Gas Reduction Fund: studies.	This bill has been ordered to engrossing and enrolling.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Existing law requires the state board, in regulations implementing the market-based compliance mechanism to, among other things, establish limits on the use of offset credits as a means for a covered entity to meet its compliance obligations. Existing law requires moneys 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 and continuously appropriates a portion of the moneys in the fund for various purposes. This bill would state the intent of the Legislature to direct specific percentages of the revenues deposited into the Greenhouse Gas Reduction Fund to individual funds dedicated to funding clean transportation, housing and community investment, clean air and water, wildfire prevention and resilience, agriculture, clean energy, and climate-focused innovation. The bill would make the continuous appropriations from the fund inoperative on July 1, 2026. The bill would, beginning with the 2026–27 fiscal year, allocate moneys in the fund in a specified priority and would continuously appropriate a certain amount of moneys in the fund for certain purposes. This bill contains other related provisions.	Watch

Caltrain Federal Report September 2025

Congressional Update

Congress Returns from August Recess as End of Fiscal Year Looms

- As Congress reconvenes after summer recess, lawmakers are gearing up for a battle over government funding, with the deadline to prevent a lapse in federal appropriations being September 30.
- On August 28, Senate Minority Leader Chuck Schumer (D-NY) and House Democratic Leader Hakeem Jeffries (D-NY) sent a [letter](#) to Senate Majority Leader John Thune (R-ND) and Speaker Mike Johnson (R-LA) to urge for a meeting to discuss the September 30th deadline to fund the government once Congress returns from August recess. A temporary funding measure could also include the Agriculture-FDA, Legislative Branch, and Military Construction-VA bills, which are considered less controversial. The House leadership proposed this minibuss on September 12.
- To keep the government operating, Senate Republicans will need the votes of some of their Democratic colleagues. Yet with Democrats facing pressure to oppose President Trump's agenda, securing those votes could prove challenging. Some have proposed including a renewal of Affordable Care Act (ACA) subsidies to secure Democratic support.
- Republicans, meanwhile, may welcome the fight, aiming to pin the blame for a shutdown on Democrats. In the face of partisan tensions, Congress is likely to pass a short-term spending bill to keep the government operating.
- On September 9, the White House posed a short-term funding deal through January 31. However, Congressional leaders rejected this proposal in favor of a continuing resolution (CR) that ends before the end of 2025.

Administration Update

President Trump Nominates Ryan McCormack as DOT Undersecretary for Policy

- President Trump nominated Ryan McCormack to serve as the next DOT Undersecretary for Policy. As the current Deputy Chief of Staff to DOT Secretary Sean Duffy, McCormack would be tasked with leading DOT policy and closely advising the Secretary on related matters.

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- Prior to joining DOT, McCormack served as Chief of Staff to Rep. Scott Fitzgerald (R-WI). Additionally, McCormack worked with Secretary Duffy in several capacities when Duffy served in the House.
- McCormack's nomination will be considered by the Senate Commerce Committee, where he will require a vote by the full Senate to be confirmed.

FTA Proposes New CIG Grantmaking Guidance

- The FTA announced new proposed [guidance](#) that would eliminate considerations related to carbon emissions when making awards through the Capital Investment Grants (CIG) program. This move would reverse the Biden administration's policy of ensuring grant applicants considered the climate-related impacts of their transit projects.
- The proposed guidance would instead use the Environmental Protection Agency (EPA) National Ambient Air Quality Standards (NAAQS) designation. Under this system, "projects in metropolitan areas designated as "non-attainment" or "maintenance" areas for the transportation-related criteria pollutants, carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), or particulate matter (PM_{2.5}), would receive a High rating; projects located in "attainment" areas in all four criteria pollutants would receive a Medium rating."
- FTA cited the President's executive orders calling for the elimination of burdensome regulations and for the "unleashing" of American energy. The new proposed methodology would replace the calculation of environmental benefits FTA has utilized since 2013, which takes vehicle miles traveled (VMT) to estimate each project's effect on air quality, energy use, greenhouse gas emissions. FTA believes that using VMT to estimate a project's environmental impact further burdens grant applicants and adds unnecessary requirements. With the comment period closing on September 2, FTA is expected to release final guidance in the near future.

FTA Releases Guidance for Host Cities of 2026 FIFA World Cup

- The FTA released new guidance for public transit agencies, private bus operators, and host cities as they prepare for the 2026 FIFA World Cup. The FTA cited the [guidance](#) signed last year by acting FTA Administrator Veronica Vanterpool as the official kickoff of its preparation for the World Cup and 2028 Olympics.
- The FTA's new guidance comes in the form of a series of [informational videos](#). FTA and Transportation Secretary Duffy are expected to continue to collaborate with state and local partners as they prepare for the arrival of international and domestic visitors at the World Cup venues.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Nate Kramer, Chief People Officer

For: October 2025 JPB Board of Directors Meeting

Subject: **Receive Update on Classification and Compensation Study**

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

Purpose and Recommended Action

The San Mateo County Transit District (“District” or “SamTrans”) engaged in an organization-wide class-compensation study between January 2023 and June 2024. District leadership had internal discussion between June 2024 and July 2025. This study focused on reviewing all classifications and recommending a classification concept model for all classifications and market recommendations comparing the top of scale of classifications at the District with twelve other agencies and private sectors organizations. As Managing Agency for the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”), the District’s study has the potential to affect Caltrain as well because the SamTrans salary ordinance, which is approved by the SamTrans Board, applies to railroad employees. The informational presentation will provide updates and details on the study as relevant to the Board.

This is an informational update only. No action is being requested by the JPB at this time.

Discussion

The update will discuss the District’s Classification and Compensation Study including informational updates from the October 8, 2025 SamTrans Board Meeting.

Budget Impact

There is no impact on the budget by receiving this report.

Prepared By: Nate Kramer

Chief People Officer

09/30/2025

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Dahlia Chazan, Chief of Caltrain Planning

For: October JPB Board of Directors Meeting

Subject: **Receive Update Regarding Proposed Fare Structure Changes**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) receive the attached presentation on the Draft 2025 Recommended Changes to Fare Structure.

This item is informational only. Staff will return with a recommended draft Fare Structure for the Board to adopt at a later meeting (currently planned for November 2025).

Discussion

In May 2025, the Board held a special budget workshop that included extensive discussion about Caltrain's financial challenges, including its projected annualized deficit of \$75 million for the next ten years. As part of this, the Board discussed Caltrain's fares and priorities for changing pricing, concluding with a request for staff to return with recommended changes to Caltrain's Fare Structure that would primarily increase revenue.

Caltrain's existing, adopted Fare Structure includes a schedule of price increases that were adopted in 2023:

- July 1, 2025 Fiscal Year 2026 (FY26) – Increase of \$0.25 to Base Fare (already implemented)
- July 1, 2026 (FY27) – Increase of \$0.25 to Zone Upgrade Fare
- July 1, 2027 (FY28) – Increase of \$0.25 to Base Fare

Caltrain staff have undertaken a study to analyze and develop a recommended Fare Structure with an updated schedule of fare increases. The analysis was guided by four primary goals for the changes, developed by staff following the Board's extensive discussion about priorities at the May 2025 budget workshop:

1. Given Caltrain's projected deficit and ongoing uncertainty surrounding future economic conditions, federal funding, and travel behavior, recommended fare changes should strive to **increase fare revenue**.
2. After increasing fare revenue, recommended fare changes should also strive to **increase ridership**.
3. While it is important for Caltrain to consider the potential impact of proposed fare changes to ridership and revenue, the agency should also strive to ensure the system is **accessible** to passengers at a broad range of income levels.
4. Lastly, Caltrain's fare changes should support the agency's efforts to **advance a potential regional funding measure**.

The outcome of this study is a recommendation for Caltrain to increase its fares gradually over the next five years and to implement the change on January 1 of each year, as follows in Table 1. In order to take effect, these recommended changes would need to be adopted by the Board into a new Fare Structure (see Next Steps below for more detail).

Table 1 – Recommended Changes to Fare Structure

Timing	Proposed Change	Price Change in Clipper Adult Fares
FY26 – January 1, 2026	Remove Clipper Discount from Base Fare (\$0.55 discount)	\$3.45 to \$4.00
FY27 – January 1, 2027	Zone Upgrade increases by \$0.25	\$2.25 to \$2.50
FY28 – January 1, 2028	Base Fare increases by \$0.25 ¹	\$4.00 to \$4.25
FY29 – January 1, 2029	Zone Upgrade increases by \$0.25 ¹	\$2.50 to \$2.75
FY30 – January 1, 2030	Base Fare increases by \$0.25	\$4.25 to \$4.50

¹ Increase only applies to Full Fares due to rounding rules for discounted fares (Eligible Discount, Clipper START, and Youth fares).

For additional information on the price changes, please see the appendices. Appendix 1 shows the recommended Fare Structure price chart; Appendix 2 shows the schedule of fare changes (Clipper prices) for the existing Fare Structure prices (adopted in 2023) as well as the recommended Fare Structure prices (to be proposed for adoption in 2025); and Appendix 3 shows the 1-, 3-, and 6-Zone fare prices (Clipper) for the existing Fare Structure prices (adopted in 2023) as well as the recommended Fare Structure prices (to be proposed for adoption in 2025).

These recommended changes are expected to achieve the goals set out by the study (listed above). These recommendations are generally consistent with Caltrain's [Fare Policy](https://www.caltrain.com/media/1609/download) (<https://www.caltrain.com/media/1609/download>), which sets high-level goals for the agency to achieve through its fare-related decision-making, as well as the agency's Strategic Financial Plan and FY26 Operating Budget.

These proposed changes are expected to contribute to the agency's ongoing financial health by providing additional operating revenue. Additionally, the proposed changes closely match projected inflation and ensure that Caltrain's fares are increased in a predictable, gradual, consistent manner. By aligning Clipper and Ticket Vending Machine (TVM) fares, the resulting Fare Structure price chart would be greatly simplified, bringing greatly improved legibility and enhanced customer experience. Caltrain remains committed to making sure that its service is accessible to all by providing fare options for all customers; this includes continuing to participate in Clipper START (the region's low-income fare discount program), providing \$1 Youth fares, and administering Pass Forward (Caltrain's equity program to provide a GoPass to qualified riders via a partnership with community serving organizations).

Next Steps

This item is for discussion purposes only. Caltrain will perform a Title VI Equity Analysis for the recommended fare changes in a revised Fare Structure. Staff intends to hold a public meeting at the Caltrain Citizens Advisory Committee meeting in October 2025. Then, staff plans to return to the Finance Committee in October 2025 to hold a public hearing and seek approval of the Title VI analysis and Fare Structure recommendation. The recommended Fare Structure would then advance to the November 2025 JPB meeting for Board adoption. Programming the fare changes in Clipper and the Ticket Vending Machines would then continue through the end of 2025, with the first set of changes planned to go live on January 1, 2026.

Budget Impact

This item is for informational purposes only.

Prepared By: Melissa Jones

Deputy Director, Caltrain Policy
Development

09/05/2025

Appendix 1 – Proposed Draft Fare Structure Price Chart (anticipated to be brought to the JPB for proposed adoption later in 2025)

Zones Travelled	Fare Type	Payment Option	Category	Eff. 1/1/2026	Eff. 1/1/2027	Eff. 1/1/2028	Eff. 1/1/2029	Eff. 1/1/2030
1	One-way	Ticket Machine, Clipper, Open Payment	Adult	\$4.00	\$4.00	\$4.25	\$4.25	\$4.50
			Clipper Start/ Eligible Discount	\$2.00	\$2.00	\$2.00	\$2.00	2.25
			Youth	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine	Adult	\$8.00	\$8.00	\$8.50	\$8.50	\$9.00
			Eligible Discount	\$4.00	\$4.00	\$4.25	\$4.25	\$4.50
			Youth	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$96.00	\$96.00	\$102.00	\$102.00	\$108.00
			Clipper Start* / Eligible Discount	\$48.00	\$48.00	\$48.00	\$48.00	\$54.00
			Youth*	\$48.00	\$24.00	\$24.00	\$24.00	\$24.00
2	One-way	Ticket Machine, Clipper, Open Payment	Adult	\$6.25	\$6.50	\$6.75	\$7.00	\$7.25
			Clipper Start/ Eligible Discount	\$3.00	\$3.25	\$3.25	\$3.25	\$3.50
			Youth	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine	Adult	\$12.50	\$13.00	\$13.50	\$14.00	\$14.50
			Eligible Discount	\$6.00	\$6.50	\$6.50	\$6.50	\$7.00
			Youth	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$150.00	\$156.00	\$162.00	\$168.00	\$174.00
			Clipper Start* / Eligible Discount	\$72.00	\$78.00	\$78.00	\$78.00	\$84.00
			Youth*	\$72.00	\$24.00	\$24.00	\$24.00	\$24.00
3	One-way	Ticket Machine, Clipper, Open Payment	Adult	\$8.50	\$9.00	\$9.25	\$9.75	\$10.00
			Clipper Start/ Eligible Discount	\$4.00	\$4.50	\$4.50	\$4.50	\$4.75
			Youth	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine	Adult	\$17.00	\$18.00	\$18.50	\$19.50	\$20.00
			Eligible Discount	\$8.00	\$9.00	\$9.00	\$9.00	\$9.50
			Youth	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$204.00	\$216.00	\$222.00	\$234.00	\$240.00
			Clipper Start* / Eligible Discount	\$96.00	\$108.00	\$108.00	\$108.00	\$114.00
			Youth*	\$96.00	\$24.00	\$24.00	\$24.00	\$24.00
4	One-way	Ticket Machine, Clipper, Open Payment	Adult	\$10.75	\$11.50	\$11.75	\$12.50	\$12.75
			Clipper Start/ Eligible Discount	\$5.00	\$5.75	\$5.75	\$5.75	\$6.00
			Youth	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine	Adult	\$21.50	\$23.00	\$23.50	\$25.00	\$25.50
			Eligible Discount	\$10.00	\$11.50	\$11.50	\$11.50	\$12.00
			Youth	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$258.00	\$276.00	\$282.00	\$300.00	\$306.00
			Clipper Start* / Eligible Discount	\$120.00	\$138.00	\$138.00	\$138.00	\$144.00
			Youth*	\$120.00	\$24.00	\$24.00	\$24.00	\$24.00
5	One-way	Ticket Machine, Clipper, Open Payment	Adult	\$13.00	\$14.00	\$14.25	\$15.25	\$15.50
			Clipper Start/ Eligible Discount	\$6.00	\$7.00	\$7.00	\$7.00	\$7.25
			Youth	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine	Adult	\$26.00	\$28.00	\$28.50	\$30.50	\$31.00
			Eligible Discount	\$12.00	\$14.00	\$14.00	\$14.00	\$14.50
			Youth	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$312.00	\$336.00	\$342.00	\$366.00	\$372.00
			Clipper Start* / Eligible Discount	\$144.00	\$168.00	\$168.00	\$168.00	\$174.00
			Youth*	\$144.00	\$24.00	\$24.00	\$24.00	\$24.00
6	One-way	Ticket Machine, Clipper, Open Payment	Adult	\$15.25	\$16.50	\$16.75	\$18.00	\$18.25
			Clipper Start/ Eligible Discount	\$7.00	\$8.25	\$8.25	\$8.25	\$8.50
			Youth	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
	Day Pass	Ticket Machine	Adult	\$30.50	\$33.00	\$33.50	\$36.00	\$36.50
			Eligible Discount	\$14.00	\$16.50	\$16.50	\$16.50	\$17.00
			Youth	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
	Monthly Pass	Clipper	Adult	\$366.00	\$396.00	\$402.00	\$432.00	\$438.00
			Clipper Start* / Eligible Discount	\$168.00	\$198.00	\$198.00	\$198.00	\$204.00
			Youth*	\$168.00	\$24.00	\$24.00	\$24.00	\$24.00
Zone Upgrade								
Payment Option		Category	Current	Eff. 1/1/2026		Eff. 1/1/2029		
Ticket Machine, Clipper*		Adult	\$2.25	\$2.50		\$2.75		
		Eligible Discount	\$1.00	\$1.25		\$1.25		

*Youth monthly pass pricing of \$24, Clipper Start Purchases of month passes and zone upgrades on Clipper are reliant on Clipper Next gen customer transition.

Appendix 2: Existing Fare Structure (adopted 2023) vs. Recommended Fare Structure Schedule of Fare Changes (Clipper Prices)

*Note: Adult Clipper prices shown throughout. The schedule of increases for the Existing Fare Structure ends in FY28 (7/1/27).

Table Appendix 2A

Existing, 2023 Adopted Fare Structure		7/1/25	7/1/26	7/1/27	7/1/28	7/1/29	7/1/30
Maintain current schedule of already-adopted increases through FY28, to change on July 1 each year	Base Fare	\$3.45 +\$0.25	\$3.45	\$3.70 +\$0.25	\$3.70	\$3.70	\$3.70
	Zone Upgrade	\$2.25	\$2.50 +\$0.25	\$2.50	\$2.50	\$2.50	\$2.50

Table Appendix 2B

Recommended Fare Structure for Adoption		7/1/25	1/1/26	1/1/27	1/1/28	1/1/29	1/1/30
Extend increases through FY30; change prices on January 1 each year. Remove Clipper Discount, 2x Zone Fare Increase, 2x Base Fare Increase	Base Fare	\$3.45	\$4.00 +\$0.55	\$4.00	\$4.25 +\$0.25	\$4.25	\$4.50 +\$0.25
	Zone Upgrade	\$2.25	\$2.25	\$2.50 +\$0.25	\$2.50	\$2.75 +\$0.25	\$2.75

Appendix 3: Existing vs. Recommended Fare Changes 1-, 3-, and 6-Zone Fare Prices (Clipper Prices)

*Note: Adult Clipper prices shown throughout. The schedule of increases for the Existing Fare Structure ends in FY28 (7/1/27).

Table Appendix 3A

Existing, 2023 Adopted Fare Structure	Zones	7/1/25	7/1/26	7/1/27	7/1/28	7/1/29	7/1/30
Maintain current schedule of already-adopted increases through FY28, to change on July 1 each year	1-Zone	\$3.45	\$3.45	\$3.70	\$3.70	\$3.70	\$3.70
	3-Zone	\$7.95	\$8.45	\$8.70	\$8.70	\$8.70	\$8.70
	6-Zone	\$14.70	\$15.95	\$16.20	\$16.20	\$16.20	\$16.20

Table Appendix 3B

Recommended Fare Structure for Adoption	Zones	7/1/25	1/1/26	1/1/27	1/1/28	1/1/29	1/1/30
Extend increases through FY30; change prices on January 1 each year. Remove Clipper Discount, 2x Zone Fare Increase, 2x Base Fare Increase	1-Zone	\$3.45	\$4.00	\$4.00	\$4.25	\$4.25	\$4.50
	3-Zone	\$7.95	\$8.50	\$9.00	\$9.25	\$9.75	\$10.00
	6-Zone	\$14.70	\$15.25	\$16.50	\$16.75	\$18.00	\$18.25