



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Technology, Operations, Planning, and Safety (TOPS) Committee Meeting

August 30, 2023, 1:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA

Committee Members: Rico E. Medina (Chair), Pat Burt, Shamann Walton

Members of the public may participate remotely or in-person, provided that they satisfy the safety protocols listed below.

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/81186731470?pwd=OUE3b0ZiY3ZoYzRCN280UG5GbI9WZz09> or by entering Webinar ID: **811 8673 1470**, Passcode: **274739**, in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA, or any other noticed location provided they comply with the following safety protocols:

Please Note the Following COVID-19 Protocols for In-person Attendance:

Visitors who have been exposed to the COVID-19 virus, who have received a positive COVID-19 test results, or who are experiencing any of the following COVID-19 related symptoms should refrain from participating in person:

- Cough
- Fatigue
- Sore Throat
- Headache
- Congestion or runny nose
- Nausea or vomiting
- Muscle or body aches
- Diarrhea
- Fever or Chills
- Loss of taste or smell
- Shortness of Breath

Public Comments: Public comments may be submitted to publiccomment@caltrain.com prior to the meeting’s call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board’s weekly correspondence and

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

posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

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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.

August 30, 2023 - Wednesday

1:30 pm

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 / Pledge of Allegiance
2. Roll Call
3. Public Comment on 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 to reply.
4. Meeting Minutes of July 26, 2023 Motion
5. Rail Activation Program Overview Informational
6. Update on Rail Safety and Suicide Prevention Initiatives Informational
7. Capital Projects Quarterly Status Report - 4th Quarter Fiscal Year 2023 Informational
8. Committee Member Requests
9. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, September 27, 2023 at 1:30 pm.
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.
10. Adjourn

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

Information for the Public

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Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom. *Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment*

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to publiccomment@caltrain.com so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings> .

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

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**Peninsula Corridor Joint Powers Board
Technology, Operations, Planning, and Safety (TOPS) Committee
1250 San Carlos Avenue, San Carlos CA 94070**

Draft Minutes of July 26, 2023

MEMBERS PRESENT: Rico E. Medina (Chair), Pat Burt, Shamann Walton
MEMBERS ABSENT: None
STAFF PRESENT: M. Bouchard, C. Fromson, James Harrison, J. Jest, M. Jones,
M. Meader, D. Provence, N. Soultanov, D. Seamans, M. Tseng

1. Call to Order/Pledge of Allegiance

Chair Rico Medina called the meeting to order at 1:36 pm and led the Pledge of Allegiance.

2. Roll Call

District Secretary Dora Seamans called the roll and confirmed a Board quorum was present.

3. Public Comment for Items Not on the Agenda

There were no public comments.

4. Meeting Minutes of April 26, 2023

Motion/Second: Medina/Walton

Ayes: Burt, Walton, Medina

Noes: None

Absent: None

5. Quarterly Update on Caltrain Safety Performance

Mike Meader, Chief Safety Officer, provided the presentation, which included the following:

- Defined what types of accidents and incidences are reportable, such as those that meet the minimum threshold of \$11,500 are recorded, but not reportable, and anything that occurs on a highway grade crossing is typically reportable
- Key performance indicators (KPI) are tracked per the FRA (Federal Rail Administration)

The Board had a discussion and staff provided further clarification in response to the Board members' comments and questions on the following:

- Next report to provide more details on service calls related to the numbers that were attributed to trespassers on the right-of-way, actual strikes, and response times
- Study how impactful the recent increase in pedestrian fatalities towards rider experiences and the long-term impact to staff and passengers

6. Award of Contract for the Bike Parking Station Program*

Michelle Bouchard, Executive Director, introduced Dan Provence, noting his focus on active transportation, bike facilities, and the development of the bike program.

Dan Provence, Principal Planner, provided the presentation, which included the following information:

- 20 percent of riders, or one out of five, use bikes as part of their Caltrain trip
- Secured Bike parking rooms available along the corridor
- Unstaffed bike facilities need to be finished and opened by August 31, 2025

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

- Unstaffed bike facilities based on need and associated costs
- Data derived from pre-Covid counts, bike lockers, and customer satisfaction survey
- Engage with cities on their bike plans and safe routes to transit

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

Absent: None

7. Authorize the Execution of the Necessary Agreements and Amendments to Receive Funds to Support the Completion of Preliminary Design and CEQA/NEPA Environmental Clearance for the Bernardo Avenue Undercrossing Project*

Nicole Soultanov, Deputy Director, Capital Program Planning, provided the presentation, which included the following:

- Proposed bicycle undercrossing located on the border of the City of Sunnyvale and Mountain View and the two cities are project sponsors along with the VTA (Santa Clara Valley Transportation Authority) as a funding partner
- Pedestrian and bicycle routes are 1.5 to 1.6 miles long

Director Burt commented receiving a detailed presentation at VTA Grade Separation Ad-Hoc Committee and the City of Palo Alto is also looking at two bike-pedestrian crossings. He stated it would be helpful as part of the corridor-wide plan for cities to have a better understanding of the range of costs.

James Harrison, General Counsel, noted for record that the item involves an agreement in which VTA has an interest and Director Burt serves on the VTA board, so it is considered to be a non-interest for purposes of Government Code section 1090.

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

Absent: None

8. Capital Improvement Plan Development Project Update

Nicole Saultanov, Deputy Director, Capital Program Planning, provided the presentation, which included the following:

- 10-year CIP will deliver stability for financial future and bring ownership on culture and priorities for capital investments
- Identified 11 overarching values and goals to build transparent prioritization and goals
- Deliver four-year rolling program embedded into two-year budget process
- Potential projects within the CIP timeframe: a blended service with high-speed rail, grade separation projects, and terminals at Salesforce Transit Center and Diridon Station

Director Walton left at 2:21 pm

9. Update on Ridership Growth Action Plan and Near-Term Marketing Strategy

Casey Fromson, Chief Communications Officer, provided the presentation, which included the following:

- Increase in transit-dependent riders and the need to push out to get a broader group of people riding
- Mobile app and ticket vending machine to offer different passes: Family Day Pass, Group Day Pass, and 3-day Pass as most effective for hybrid workers, and \$1 youth passes show value for service

Director Burt referenced State Department of Finance demographic projections with a lower projected population growth to 40 million in 2050 and the impact on transit development and demand statewide. He spoke about fundamental changes in the work and models and the need to integrate and recognize these fundamental shifts. Melissa Jones, Deputy Director of Policy Development, noted undergoing market analysis as part of the electrified service of Fall 2024.

Public comment

Adina Levin, Friends of Caltrain and Seamless Bay Area, expressed gratitude for ridership regrowth work and noted that the Go Pass donation program shows different kinds of jobs, such as cook, medical assistant, youth leader, janitor, and helping people afford Caltrain.

Director Burt commented on some companies having their own transportation program while low-income workers have the highest automobile use and the most need for the use of the Go Pass Donation Program. He talked about receiving feedback that service companies struggle to recruit and retain employees, but this program has had a marked improvement in employee retention as per the Transportation Management Association

10. Committee Member Requests - There were none.

11. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, August 30, 2023 at 1:30 pm.

12. Adjourn - The meeting adjourned at 3:01 pm.

DRAFT

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: John Hogan, Chief Operating Officer
Subject: **Rail Activation Program Overview**

<input checked="" type="checkbox"/> Staff Coordinating Council Reviewed	<input 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

This report is an informational item that provides an update on Caltrain’s Rail Activation Program, which is an ongoing effort to manage all revenue start-up activities for the transition from electrification construction to electrified operations. It requires no action by the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”).

Discussion

1. Rail Activation Background and Scope:

The Peninsula Corridor Electrification Project (PCEP) will upgrade 51 miles of diesel service to electrified service from San Francisco to San Jose (Tamien Station). The PCEP scope of work includes design and construction of an overhead contact system, traction power facilities, modification of the existing signaling and grade crossing protection system to make it compatible with the electrified railroad, improvements at Pacific Gas and Electric (PG&E) substations, and modifications at existing tunnels and Caltrain’s maintenance facility. It also includes the design, manufacturing, assembly, testing, and delivery of the Electric Multiple Units (EMUs).

A Rail Activation Committee (RAC) has been established to manage the successful launch of electrified revenue service following PCEP substantial completion by developing a guiding program for commissioning, systems integration, safety certification, testing, training, and overall resource planning. The RAC meets on a weekly basis, and its purpose is to:

- establish clear goals, roles and responsibilities to ensure readiness for electrified passenger service;
- develop a comprehensive understanding of all necessary start-up activities for revenue service; and
- ensure buy-in from full organization for the transition from construction to operations and maintenance.

Key focus areas of the Rail Activation Program include, but are not limited to:

- Safety and Security
 - System safety certification
 - Vehicle storage plan
 - Emergency preparedness
 - First responder training
 - Isolation protection services
- Revenue Service Readiness
 - Training, certification, and hiring
 - Operations & Maintenance plans
 - Electrified service plan
- Community Outreach
 - Public tours
 - Safety campaigns
 - Marketing
- Financial Plan
 - Start-up costs
 - Energy procurement strategy
 - Legacy fleet retirement

2. Rail Activation Roles:

The RAC is led by a Director of Rail Activation and Transition with support from a Senior Special Projects Manager, Office Engineer, Business Operations Project Manager, and the CalMod project team.

Caltrain Operations and Maintenance (O&M) along with Caltrain's rail service contractor, TransitAmerica Services, Inc. (TASI), are also heavily involved in the Rail Activation and start-up efforts. Caltrain O&M participation is critical to the safe conduct of those activities as well as ensuring that PCEP, once in revenue service, meets all Caltrain's benchmarks for safe, reliable, and efficient operations. To that end, Caltrain O&M staff participate in the RAC and work closely with the PCEP project team and contractors on development of the Overhead Contact System (OCS)/Traction Power System (TPS) maintenance program, training, and pre-revenue service planning.

Rail Activation is a collective effort that includes support from nearly every department and shared service function throughout the organization. These include Caltrain Planning, Design and Construction, Safety and Security, Human Resources, Finance, Budgets, Contracts and Procurement, Communications, Government and External Affairs, Information Technology, and Real Estate and Grants. Additional coordination is taking place with SamTrans support departments, especially Communications, Finance, Contracts & Procurement, Information Technology, and People and Culture.

3. *Next Steps:*

The JPB has requested a peer review of Caltrain’s operational readiness for electrified revenue service, which is being facilitated by the American Public Transportation Association (APTA). The five topic areas that will be covered as part of that review are:

- Proposed organization for Caltrain to manage the unique responsibilities of an electrified, shared rail corridor.
- Identification of key staff resources required to complete the transition to an electrified commuter railroad and management of a large capital program.
- Strategies for attracting and retaining capable staff resources.
- Assessing the relationship of Caltrain to other organizations for fiscal and administrative support.
- Role of the Caltrain Board to provide policy guidance related to the transition to electrified operations.

The APTA peer review kicked off in July 2023, and the Board will receive a presentation on key findings and recommendations in October.

Additional next steps for the Rail Activation Program include:

- Conduct interviews with the Caltrain Executive Team to identify a comprehensive list of necessary activities.
- Finalize the Rail Activation schedule.
- Tie detailed Rail Activation and integrated testing activities to the master schedule.
- Show parties responsible for each activation activity.
- Use the activation schedule as an executive management tool.
- Ensure risks are fully identified, understand, and appropriately mitigated.
- Define what “opening day” looks like.

Budget Impact

Funds to support OCS and TPS maintenance and additional personnel hiring are included in JPB’s Fiscal Year 2024 and 2025 adopted operating budgets. However, as with any major construction project, there is the possibility of experiencing unexpected costs and requirements during the commissioning period and transition to operations. The RAC is currently identifying potential start-up costs and funding sources for necessary Rail Activation activities that extend beyond the PCEP scope.

Prepared By:	Mark Clendennen	Director, Rail Activation & Transition	650.632.6825
	Graham Rogers	Business Operations Project Manager	650.551.6169

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: Mike Meader, Chief Safety Officer
Subject: **Update on Rail Safety and Suicide Prevention Initiatives**

<input checked="" type="checkbox"/> Staff Coordinating Council Reviewed	<input 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

This item is for informational purposes only to keep the Board advised as to the status of suicide prevention initiatives along the Caltrain corridor.

Discussion

The JPB is committed to providing safe and efficient train service between San Francisco and Gilroy, including through the advancement of suicide prevention initiatives such as enhanced safety measures and increased public awareness. Unfortunately, approximately 80 percent of the deaths occurring on the Caltrain corridor are ruled suicides, which is consistent with the percentage of overall rail transit fatality statistics throughout the United States attributable to trespassing and suicides.

To try to prevent suicides, Caltrain coordinates with regional mental health, and suicide prevention and awareness organizations to help eliminate the stigma associated with seeking help for depression or mental illness. In addition, Caltrain is committed to examining other ways in which Caltrain can help prevent suicides on the right of way.

Caltrain has already implemented most FTA (Federal Transit Administration)-identified strategies and countermeasures that have either yielded positive outcomes or showed a potential for mitigating suicide and trespasser incidents, inquiries, and fatalities, including:

- An ongoing fencing program to reduce trespassing incidents and focus on hot spots
- Grade crossing improvements
- Conducting community educational outreach activities
- Training operators and employees how to properly handle various trespassing scenarios
- Having transit police respond to trespassing reports and patrol the right of way
- Installing flashing lights or audible alerts at train stations to indicate train arrivals

Additional recommended measures include deploying smartphone apps for passengers to report trespassing or suspicious activities and employing technology applications such as CCTV (closed circuit television)/Analytics and intrusion detection systems to detect trespassers.

Since September 2009, Caltrain has participated in California Operation Lifesaver's (CAOL) annual Rail Safety Month as well as year-round initiatives. CAOL is a nonprofit public safety organization committed to reducing the number of tragic incidents at highway-rail grade crossing intersections and trespassing at railroad rights-of-way.

As a member and community partner of CAOL, Caltrain staff makes year-round, free rail safety presentations to all age groups by educating the community on the three E's of rail safety – Education, Engineering, and Enforcement.

Budget Impact

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to further enhance its existing suicide prevention and safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By:	Mike Meader	Caltrain Safety Chief	650.295.6821
	Tasha Bartholomew	Manager, Communications	650.508.7927

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: Robert Barnard, Deputy Chief, Rail Development
Subject: **Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2023**

Staff Coordinating Council Reviewed Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff Coordinating Council recommends the Board receive the Capital Projects Quarterly Status Report. The full report and a summarized version are in the following link:

<https://www.caltrain.com/about-caltrain/statistics-reports/quarterly-capital-program-status-report>.

Discussion

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget, and progress of current ongoing capital projects.

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Budget Impact

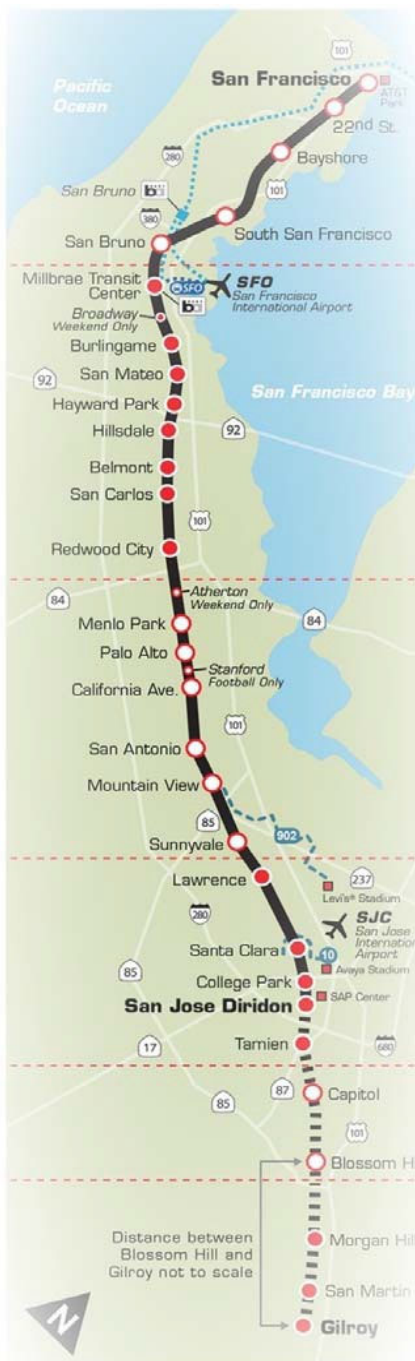
There is no impact on the budget.

Prepared By: Robert Cheung Deputy Director, Project Controls (650) 730-0296



Capital Program

Quarterly Status Report and DBE Status Report



4th Quarter Fiscal Year 2023
(April to June 2023)

Prepared for the September 07, 2023 Caltrain Board Meeting

Summary

DRAFT

Capital Program Management, Project Controls

Projects in Focus

Concerning (projects with red status lights)

1. 002146 - South San Francisco Station Improvement Project

- **Schedule:** Project is still addressing an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200' of yard track that UPRR lost, due to construction of this project. As an alternative, UPRR will consider a monetary settlement with Caltrain to close out the obligation.

2. 100233 - MP-36 Locomotive Mid-Life Overhaul

- **Schedule:** While lifting locomotive 925 - 2 jacks failed which caused some damage to lifting pad, ladders, and paint. Alstom is obtaining new jacks to lift locomotive and inspect for further damage.

3. 100439 - Bayshore Station Overpass Pedestrian Bridge Rehab

- **Schedule:** The project was delayed due to obtaining approval to close the East and West Towers for the Contractor to conduct painting operations through continuous days. Approval of the closing the East and West Towers required numerous coordination meetings with Safety, Rail Operations, Rail Maintenance, Operations Planning, Customer Access, Government Affairs, Communications, and Customer access to obtain a final consensus for a path moving forward. The project obtained Board approval on May 4, 2023 for passenger shuttle services to complete the East and West Towers. Estimated opening of the station is anticipated on Monday, August 7, 2023. The project continues to coordinate Safety, Rail Operation Maintenance, Operations Planning, Customer Access, Government Affairs, Communications, and Customer accesses to ensure all necessary signage was posted to ensure rider satisfaction.

4. 100667 - Bernardo Avenue Undercrossing

-**Schedule:** The schedule has been delayed due to rigorous concepts development and public outreach by the Cities and extensive analysis and review by Caltrain to help decide the path forward. The City Council has selected the Eastern Alignment Alternative. The Cities' consultants are performing the Preliminary Design and Environmental Review. The schedule and budget will be updated after receiving the Preliminary Design and Environmental Review documents from the Cities.

-**Budget:** Project EAC is higher due to current estimate of Construction and Construction Management cost estimate and requires additional funding. Project Manager to seek approval from Management Committee for increasing the budget and re-baseline at a future meeting. After receiving the Preliminary Design and Environmental Review documents from the City, budget and schedule will be re-baselined.

5. 100668 - Sunnyvale Grade Separation

- **Schedule:** The City of Sunnyvale has completed feasibility study for the Mary Avenue grade separation. The City will hand over the project to Caltrain once the conceptual (15% plans) study is complete. Caltrain will explore potential options to accelerate the project including alternative delivery methods.

6. 100684 - Mini-High Platforms

- **Schedule:** Project schedule has been extended as the design phase took longer than anticipated. Project Manager to request for approval of Gate 5 and re-baseline of schedule at August 2023 Management Committee meeting.

7. 100685 - Verizon Sink Hole Repair San Jose

- **Schedule:** Project Schedule is extended due to delay in agreements between the parties. Request the Management Committee to re-baseline the schedule once the agreement with Verizon is finalized.

8. 100686 - Middle Avenue Undercrossing

- **Schedule/Budget:** While a lot of progress has been made in this project, the City is in the process of implementing the Bernardo Avenue Undercrossing project. That may have caused some delays. Once the project moves to the preliminary engineering phase, option such as alternative project delivery will be explored to accelerate the project. Additional alternatives analysis and price escalation are factors contributing to higher costs. Caltrain will work with the City to explore cost effective solutions.

Watching (projects with yellow status lights)

1. 002088 - 25th Avenue Grade Separation

- **Schedule:** Project Closeout has been extended due to delay in City of San Mateo's Parking lot work, on-going mitigation monitoring compliance and ROW survey. Project Manager to request for a schedule rebaseline approval at the August 2023 Management Committee meeting.

2. 002113 - Guadalupe River Bridges Replacement and Extension

- **Schedule:** Schedule status light yellow from mutual agreement with Contractor to delay NTP seven days plus recent challenges with bridge demolition, drilling, and installation of temporary river diversion system.

- **Funding:** The JPB Board approved the funding plan for the project which relies on additional funding from the FY2024 and FY2025 SOGR Federal funding. Funds will be activated as needed to support the timely completion of the project.

3. 100240 - Ticket Vending Machines (TVM) Rehab




- **Schedule:** Phase 5 completion date has been extended due to contemplating a change order to reduce the number of TVMs to be upgraded in order to replace the chips in the TVMs that were upgraded in Phase 2 & 3. The Management Committee decided not to do the change order and keep the scope for Phase 5 as is.

4. 100410 - Whipple Avenue Grade Separation Study

- **Schedule:** The scope of work for the next phase of the project is to be determined but will likely include additional planning work. As a result the project will temporarily pause as Caltrain and City Staff discuss next steps.

Performance Summary

Table S1. Projects in each status light by performance category

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	66.7%	94.4%	97.2%
 Yellow	0.0%	11.1%	0.0%	2.8%
 Red	0.0%	22.2%	5.6%	0.0%

(Percentage of projects in each status light by performance category)

Table S2. Summary of project changes from previous quarter

Status Changes	Projects	Pct. Projects
All green	20	55.6%
Improved	4	11.1%
Got worse	6	16.7%
Stayed the same (except all green)	6	16.7%
Total Projects	36	

Note: Table S1 and S2 do not include projects with deferred funding.

Table S3. Individual Projects

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q3	Q4	Q3	Q4	Q3	Q4	Q3	Q4	
CONSTRUCTION/IMPLEMENTATION										
ROW Bridges										
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	7
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	14
Stations										
100761	Level Boarding Roadmap (Study)		●		●		●		●	20
ROW Grade Crossings										
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	24
100522	Watkins Ave Grade Crossing Safety Improvements	●	●	●	●	●	●	●	●	27
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	30
ROW Communications & Signals										
100403	Broadband Wireless Communications System	●	●	●	●	●	●	●	●	34
100432	Migration to Digital Voice Radio System	●	●	●	●	●	●	●	●	37
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	40
100572	Communication System SOGR	●	●	●	●	●	●	●	●	43
Fare Collection										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	47
Miscellaneous										
100233	MP-36 Locomotive Mid-Life Overhaul Project	●	●	●	●	●	●	●	●	53
100430	CCF BCCF Virtualization	●	●	●	●	●	●	●	●	57
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	61
DESIGN (includes Preliminary and Final Design, and Procurement)										
Grade Separations										
002152	South Linden & Scott Grade Separation	●	●	●	●	●	●	●	●	66
100244	Broadway Burlingame Grade Separation	●	●	●	●	●	●	●	●	69
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	73
100617	Mountain View Transit Center Grade Separation & Access Project	●	●	●	●	●	●	●	●	78
Stations										
100459	22nd Street ADA Improvement		●		●		●		●	84
ROW Bridges										
100427	San Francisquito Creek Bridge Conceptual Design & Community Engagement	●	●	●	●	●	●	●	●	88
100759	San Francisquito Creek Bridge Acoustic Monitoring System		●		●		●		●	93
100762	San Francisquito Creek North Bank Restoration		●		●		●		●	96
Miscellaneous										
100676	San Mateo Replacement Parking Track	●	●	●	●	●	●	●	●	101
100684	Mini-High Platforms	●	●	●	●	●	●	●	●	104
100780	MS4 Trash Management		●		●		●		●	107
100685	Verizon Sink Hole Repair San Jose	●	●	●	●	●	●	●	●	110

Table S3. Individual Projects (Continued)

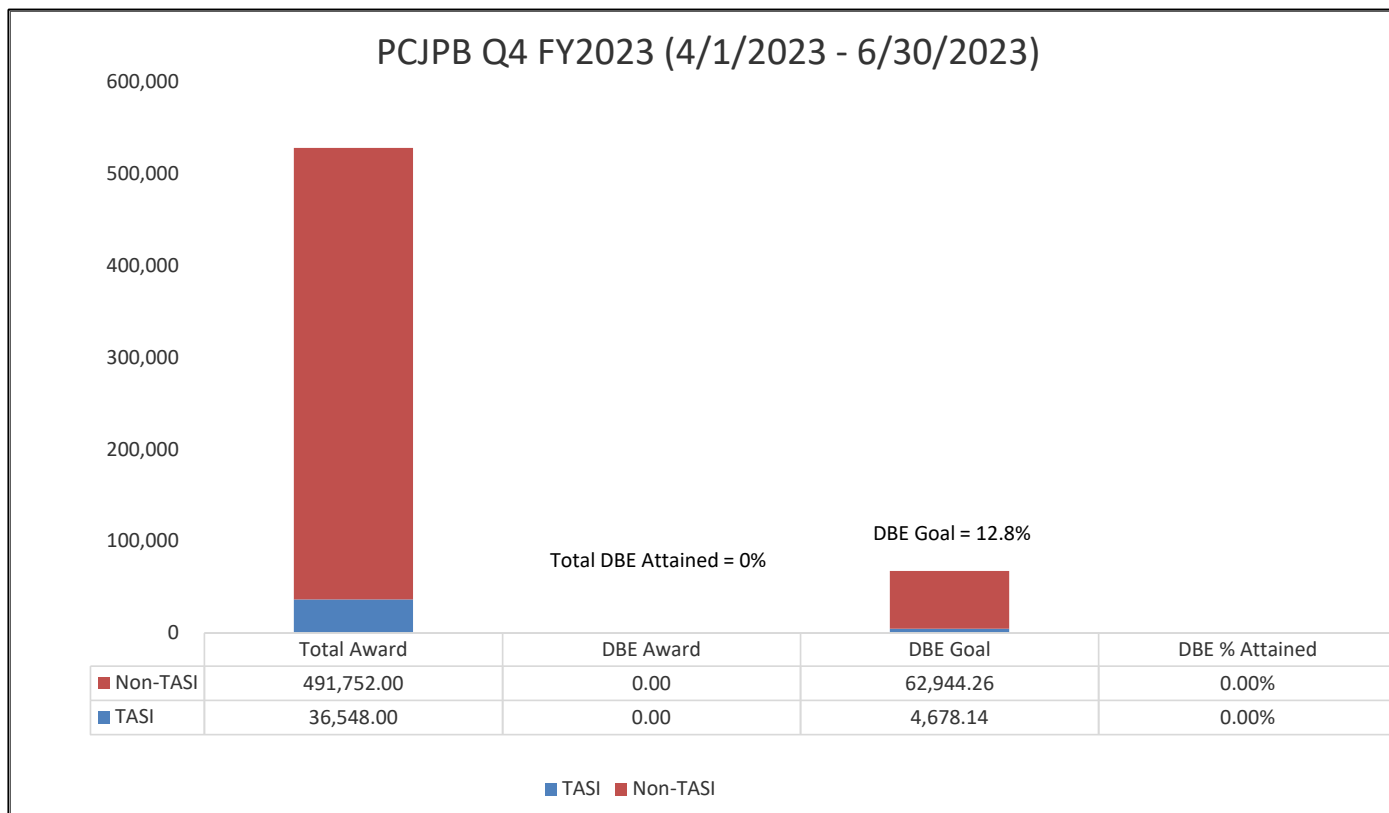
Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q3	Q4	Q3	Q4	Q3	Q4	Q3	Q4	
PLANNING (includes Initiation and Design to 15%)										
Grade Separations										
100410	Whipple Avenue Grade Separation Study	●	●	●	●	●	●	●	●	114
100667	Bernardo Avenue Undercrossing	●	●	●	●	●	●	●	●	117
100668	Sunnyvale Grade Separation	●	●	●	●	●	●	●	●	120
100686	Middle Avenue Undercrossing	●	●	●	●	●	●	●	●	123
100733	North Fair Oaks Bike and Pedestrian Crossing	●	●	●	●	●	●	●	●	127
100687	Downtown Rail Extension (DTX)	●	●	●	●	●	●	●	●	132
CLOSEOUT (includes Start-up/Turnover and Closeout)										
Grade Separations										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	136
Stations										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	142
ROW Communications & Signals										
100616	Caltrain Fiber Connectivity to Passenger Stations and Digital Voice	●	●	●	●	●	●	●	●	147
Fare Collection										
100574	Clipper Next Generation Validators Site Preparations	●	●	●	●	●	●	●	●	151
Projects with Deferred Funding										
ROW Grade Crossings										
100563	FY21-22 Grade Crossing Improvements									156
ROW Communications & Signals										
100614	Predictive Arrival/Departure System (PADS) Replacement									160
Miscellaneous										
100564	Enterprise Asset Management (EAM) Software System									164
100565	Update and Upgrade GIS System									167
100673	CCTV Study-Assessment									171

Note: The Total EAC (Estimated at Completion) for the projects shown above is \$2,066,674,190 (to be updated).

Appendix A - Disadvantaged Business Enterprise (DBE)

Disadvantaged Business Enterprise (DBE)

PCJPB Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2023-25 is 12.8%. The total DBE attained is 0% for both TASI and Non-TASI combined.