



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD Technology, Operations, Planning, and Safety (TOPS) Committee Meeting

December 20, 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=OUE3b0ZiY3ZoYzRCN280UG5Gb9Wz09> 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.

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 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.

December 20, 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 November 29, 2023 Motion
5. Authorize Execution of Agreement to Receive Section 130 Funding for the Preliminary Engineering of Charleston Road Grade Crossing Improvements* Motion
6. Award of Contract for Mini-High Platform Project* Motion
7. Receive Update on New Fare Media Based Ridership Estimation Model Informational
8. Committee Member Requests
9. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, January 24, 2024 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

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 650.508.6242. Agendas are available on the Caltrain website at 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: 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.

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

Minutes of November 29, 2023

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

Members Absent: None

Staff Present: M. Bouchard, J. Harrison, A. Robbins, D. Seamans, N. Steward-Crooks, M. Tseng, K. Yin

1. Call to Order/Pledge of Allegiance

Chair Medina called the meeting to order at 1:30 pm and Director Burt 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 on Items not on the Agenda - There were none.

4. Meeting Minutes of October 25, 2023

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

Absent: None

5. Approval of the 2024 JPB Technology, Operations, Planning, and Safety (TOPS) Committee Meeting Calendar

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

Absent: None

6. Award of Contract for Final Design Services for Rengstorff Grade Separation Project (23-J-P-072)

Kevin Yin, Director of Contracts and Procurement, provided the presentation which included the following:

- City of Mountain View as project sponsor as well as funding agency with VTA (Santa Clara Valley Transportation Authority), and Caltrain as implementing agency

- Project to depress Rengstorff Avenue/Central Expressway and build an undercrossing, rail and pedestrian bridges, retaining walls, and maintain Caltrain tracks at existing elevation
- Cooperative agreement completed with partnering agencies, design completed by end of 2024, and construction to start in 2025
- Funding sources: \$50 million with \$42 million from VTA and \$8 million from City of Mountain View

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

- Total cost of the project at \$262 million and amount of the funding from VTA Measure B
- Central Expressway width and reconfiguration
- Bridge deck thickness and distance from roadway to top of rail
- Adequate drainage during rain events

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

Absent: None

7. Amend Budget for Broadband Wireless Communication System Project

Michelle Bouchard, Executive Director, introduced Andrew Robbins, Director of Capital Program Delivery, who provided the presentation which included the following:

- Requested increase in the FY24 Capital budget to reflect changes in project, including creating a wireless wayside communication link for Caltrain and passenger use
- Implement Wi-Fi on all electric multiple units (EMU) going into service in fall 2024
- Project takes advantage of current fiber network already installed and for installing mounted radios and antennas at 62 locations along 51 miles trackside
- The installations will allow for onboard Wi-Fi and future implementation of real time CCTV (closed caption television) on board and passenger counting
- Project scope changed to include onboard installation to be completed by Stadler, the equipment manufacturer; additional TASI (TransitAmerica Services, Inc.) night work supplies; new required safety and isolation of power work, and trenching for soil testing

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

- Portion of the total cost from CalSTA (California State Transportation Agency) was about \$6 million
- Provide a train to wayside communication network that does not currently exist

- Plans for other services would include future station Wi-Fi; increase effectiveness of monitoring and maintain the fleet as it goes along the right-of-way; and allow camera access to download and count passengers

Motion/Second: Burt/Walton

Ayes: Burt, Walton, Medina

Noes: None

Absent: None

8. Authorize Execution of the Amended Memorandum of Understanding to Receive Funding for the Construction Manager General Contractor (CMGC) Pre-Construction Phase for the Broadway Grade Separation

Andrew Robbins, Director of Capital Program Delivery, provided the presentation which included the following:

- Current grade crossing ranked number one in the State of California for safety improvements through grade separation
- Scope includes elevate existing two-track railroad, reconstruct the Broadway station with central boarding platform, reconfigure existing station parking, pedestrian/bicycle improvements
- Goals include enhance safety for all modes of travel, reduce congestion/delays, provide an ADA (Americans with Disabilities Act) compliant station

At the behest of Committee Chair Medina, James Harrison, Legal Counsel, noted for the record that a person who serves on the boards of two public agencies was considered to have a non-interest in this matter and may proceed to vote on this matter. Chair Medina noted that he San Mateo County Transportation Authority.

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

- Anticipated total costs and funding sources of project
- Costs and rational associated with selecting the berm versus a viaduct

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

Absent: None

9. Award of Contract for San Mateo Replacement Parking Track Project

Andrew Robbins, Director of Capital Program Delivery, provided the presentation which included the following:

- Replace old parking track that used to be in Bay Meadows area that was removed to facilitate the construction of the completed 25th Avenue grade separation project
- Purpose to provide temporary train parking and storage of train equipment
- Scope to construct 1,000-foot-long track, an access road for maintenance and utility work and a 12-foot concrete block wall with landscaping to act as a screen from adjacent residences
- Project expected to be closed out in March of 2025

Motion/Second: Walton/Burt

Ayes: Walton, Burt, Medina

Noes: None

Absent: None

10. Committee Member Requests - There were none.

11. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, December 20, 2023 at 1:30 pm.

Chair Medina welcomed Nicole Steward-Crooks, Assistant District Secretary, to the District. Ms. Bouchard announced the holiday train on the weekend, December 2nd and 3rd.

12. Adjourn - Meeting adjourned at 2:23 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Technology, Operations, Planning, and Safety Committee
Through: Michelle Bouchard, Executive Director
From: Rob Barnard, Deputy Chief, Design and Construction
Subject: **Authorize Execution of Agreement to Receive Section 130 Funding for the Preliminary Engineering of Charleston Road Grade Crossing Improvements**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Authorize the Executive Director, or designee, to enter a funding agreement with the California Department of Transportation (Caltrans) to receive \$750,000 in Section 130 Rail Safety Infrastructure Improvements grant funds (Section 130 Program) for the preliminary design phase for grade crossing improvements at Charleston Road in the City of Palo Alto; and
2. Authorize the Executive Director, or designee, to file any other required documentation and to take any other actions necessary to give effect to the resolution.

Discussion

The Section 130 Program provides funding for the elimination of hazards at existing at-grade railroad crossings. The goal of the program is to reduce the number and severity of accidents between trains and motorists, bicyclists, and pedestrians at crossings. Projects can be nominated by railroads or local jurisdictions and eligible projects are placed on a priority list based on accident history and the ability to improve safety. Annual funding allocations are determined and provided by Caltrans.

The JPB and the City of Palo Alto (City) have been working cooperatively with the California Public Utilities Commission (CPUC) and Caltrans to evaluate potential safety improvements at the Charleston Road Grade Crossing. The planned improvements include replacement of grade crossing warning devices and installation of additional traffic signal pre-emption circuitry to help prevent motorists from making turning movements onto the tracks and prevent motorists from queuing in the track area while stopped at the intersection. These safety improvements

were initially requested by the City and have been jointly agreed upon during a field diagnostic meeting between JPB, the City, CPUC and Caltrans.

JPB has requested and Caltrans has approved \$750,000 to fund the preliminary design phase of the project which is expected to continue through 2025 with Construction completion estimated by end of 2027. To receive the funds, the JPB must execute a Caltrans funding agreement for the project.

Budget Impact

The recommended action to receive Section 130 Program funds in the amount of \$750,000 will result in a total project budget of \$750,000 that will allow for the JPB to initiate the project and proceed with Preliminary Engineering. A separate item will be presented to the Board requesting approval for the project budget and increase in the FY24 Capital Budget.

Prepared By:	Angela Myrechuck	Project Manager	650.508.7962
	Robert Tam	Sr. Project Manager	650.508.7969

Resolution No. 2024 –

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

* * *

Authorization to Enter a Funding Agreement with the California Department of Transportation for the Charleston Road Grade Crossing Improvements Project

Whereas, the California Department of Transportation (Caltrans) awards grant funding, including the Section 130 Rail Safety Infrastructure Improvements program (Section 130) for grade crossing improvements to increase safety at railroad crossings; and

Whereas, the grade crossing safety improvements include replacement of grade crossing warning devices and installation of additional traffic signal pre-emption circuitry to help prevent motorists from making turning movements onto the tracks and prevent motorists from queuing in the track area while stopped at the intersection; and

Whereas, Caltrans awarded the Peninsula Corridor Joint Powers Board (JPB) \$750,000 to fund the preliminary engineering phase for Charleston Road Grade Crossing improvements; and

Whereas, the staff recommends that the Board of Directors of the Peninsula Corridor Joint Powers Board:

1. Authorize the Executive Director, or designee, to enter a funding agreement with Caltrans to receive \$750,000 in Section 130 program funds for grade crossing improvements at Charleston Road in the City of Palo Alto; and
2. Authorize the Executive Director, or designee, to file any other required documentation and to take any other actions necessary to give effect to the resolution.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes and approves the actions enumerated above.

Regularly passed and adopted this 4th day of January 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Award of Contract for Mini-High Platform Project**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The Mini-High Platform Project (Project) addresses the installation of mini-high platforms at eight stations (Bayshore, Burlingame, Hayward Park, Belmont, California Avenue, San Antonio, Lawrence Expressway, and Tamien) and installation of concrete wheel stops at the Hillsdale Station parking lot. Mini-high platforms improve service reliability by allowing passengers using wheelchairs to more efficiently board and alight the trains.

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Award a contract to the lowest, responsive, and responsible bidder, Angotti & Reilly Inc. of San Francisco, California (Angotti & Reilly) for the Project for a base bid total lump sum amount of \$2,400,941.
2. Authorize the Executive Director or designee to execute a contract with Angotti & Reilly in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.
3. Authorize the Executive Director or designee to exercise Option 1 for the installation of additional mini-high platforms at five stations in the Gilroy Service Area for total lump sum amount of \$1,123,441, as funding becomes available, and if deemed in the best interest of the JPB.

Discussion

Completion of the Project will eliminate the need for train operators to utilize a mechanical lift to help passengers needing assistance with boarding and alighting at stations that do not already have mini-high platforms. Use of mechanical lifts is time-consuming and cumbersome, and delays the trains, which impacts all passengers. The mini-high platforms provide easy access for patrons using wheelchairs or other mobility devices to seamlessly board and disembark from the trains.

On October 24, 2023, the JPB issued an Invitation for Bids (IFB), solicitation number 24-J-C-028, for the Project, which was advertised in a newspaper of general circulation and on the JPB’s procurement website. The JPB also conducted extensive outreach to Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises

The JPB received a single responsive bid as follows:

Company	Base Bid (A)	Option 1 (B) (Gilroy Service Area)	Grand Total Bid Price (A+B)
Engineer’s Estimate	\$1,442,662	\$854,788	\$2,222,450
1. Angotti & Reilly	\$2,400,941	\$1,123,441	\$3,524,382

After the bid opening and evaluation, staff determined, and legal counsel concurred, that the single bid received from Angotti & Reilly is the lowest responsive bid from a responsible bidder. The Base Bid was approximately 66% percent higher than the engineer’s estimate, and the Option 1 bid was approximately 31% higher than the engineer’s estimate. Staff reviewed the engineer’s estimate and requested feedback from interested bidders who did not submit a bid. They cited a lack of available resources and an inability to perform this type of work. It is in the JPB’s best interest to proceed with award as re-advertising is unlikely to result in a different outcome, and the Project’s schedule is critically important as it could affect Caltrain’s ability to meet anticipated service schedules once electrified services begins in the late summer/early fall of 2024. Accordingly, staff has determined that the bid prices to be fair and reasonable in comparison to the engineer’s estimate.

The Project solicitation included Option 1 for the installation of mini-high platforms at five stations in the Gilroy Service Area. The exercise of Option 1 will be deferred to a later time, if and when additional funding becomes available. The Option 1 work has no impact on the start of electrified service.

Angotti & Reilly did not meet the 13% DBE participation goal. Staff determined that Angotti & Reilly’s good faith efforts were sufficient to substantiate its effort to meet the goal.

Angotti & Reilly is an established contractor with more than 35 years of construction experience. Staff contacted Angotti & Reilly’s references and confirmed its experience and competency. Based upon these findings, staff concludes that Angotti & Reilly is appropriately qualified and capable of meeting the requirements of the contract and is, therefore, the lowest responsive and responsible bidder.

Budget Impact

The northern portion of the Project was approved by the Board in Fiscal Year (FY) 2022 for a budget of \$1,963,825, funded by the San Mateo County Transportation Authority (SMCTA). In FY2024, the Board approved an additional budget of \$460,000, funded by the Federal Transit Administration (FTA), increasing the Project’s total budget to \$2,423,825. In addition, \$1,762,000 was included in the FY2025 adopted capital budget, funded by SMCTA and Local

Partnership Program (LPP), doubling the scope and further increasing the Project's total budget to \$4,185,825. The Project has sufficient budget to support the contract.

Prepared By:	Patrick Ng,	Procurement Administrator II	650.622.8018
	Andy Kleiber,	Project Manager	510.282.4932

Resolution No. 2024 –

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

* * *

**Awarding a Contract to Angotti & Reilly, Inc. for the
Mini-High Platform Project for a Base Bid Total Lump Sum Amount of \$2,400,941 and
Authorizing Exercise of an Option to Install Additional Mini-High Platforms for a Total Lump
Sum Amount of \$1,123,441**

Whereas, on October 24, 2023, the Peninsula Corridor Joint Powers Board (JPB) issued an Invitation for Bids (IFB) number 24-J-C-028 for the Mini-High Platform Project (Project); and

Whereas, in response to the IFB, the JPB received a single bid after conducting extensive outreach to Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs), advertising in a newspaper of general circulation, and posting the IFB on the JPB's procurement website; and

Whereas, staff and legal counsel have reviewed the single bid and determined that Angotti & Reilly Inc. of San Francisco, California (Angotti & Reilly) submitted the lowest responsive bid and is a responsible bidder; and

Whereas, staff conducted a price analysis and determined Angotti & Reilly's price to be fair and reasonable in comparison to the independent cost estimate; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Angotti & Reilly for the Project for a base bid total lump sum amount of \$2,400,941 and authorize exercise of an option for additional mini-high platform installations for a total lump sum amount of \$1,123,441, as funding becomes available and if deemed in the best interest of the JPB; and

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Angotti & Reilly, Inc. of San Francisco, California for the Mini-High Platform Project for a base bid total lump sum amount of \$2,400,941; and

Be It Further Resolved that the Board authorizes the Executive Director or designee is to execute a contract on behalf of the JPB with Angotti & Reilly in full conformity with all the terms and conditions of the solicitation documents, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to exercise an option with Angotti & Reilly for additional mini-high installations in the Gilroy Service Area for a total lump sum amount of \$1,123,441, as funding becomes available and if deemed in the best interest of the JPB.

Regularly passed and adopted this 4th day of January, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Technology, Operations, Planning, and Safety Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Deputy Chief, Caltrain Planning
Subject: **Fare Media Based Ridership Estimation Model Overview**

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

Purpose and Recommended Action

Staff recommends the Technology, Operations, Planning, and Safety Committee receive the attached item on the new Fare Media Sales-Based Ridership Estimation Model. This new ridership model is used to generate estimates which are included in the Executive Director’s Monthly Report.

This item is informational only.

Discussion

Without fare gates or Automated Passenger Counters (APCs), Caltrain must estimate monthly ridership from available fare media sales data. Upon completion of the Electrification Project and launch of electrified revenue service, Caltrain will have access to more accurate ridership data from APCs on the Electric Multiple Units for the electrified portion of the corridor. Fare media sales include purchases of any ticket type on any of the available platforms, including Clipper, Ticket Vending Machines (TVMs), and Caltrain Mobile. Ridership figures generated from these data are estimates, rather than complete counts, because data is not collected on each individual trip taken with Caltrain’s multi-ride fare products. Day Passes are valid for unlimited trips during a given service day after being purchased from TVMs or Caltrain Mobile. Monthly Passes must be activated on Clipper at the beginning of each month but do not require passholders to tag on/off for individual trips. While Go Passes are provided on Clipper by some employers, many still use physical stickers which do not report any trip data. Fare media sales-based ridership estimates are reported to the Board on a monthly basis and are distinct from the estimates reported to the National Transit Database, which use randomly sampled on-board passenger counts that are only statistically significant at the annual level.

In April 2020, Caltrain implemented a temporary ridership estimation methodology to account for pandemic-induced changes in travel behavior. This methodology combined conductor counts from fourteen high-ridership stations and Clipper usage data to estimate daily ridership at a system-wide level.

To address the data collection challenges of performing daily conductor counts and provide more precise and granular ridership estimates, Caltrain staff developed a new estimation model that relies solely on fare media sales data. This new model automatically taps into the available data sources and applies simple, data-informed assumptions to estimate unknown variables. Having an automated estimation model has virtually eliminated opportunities for data entry errors and has resulted in a significant reduction in workload for conductors and Caltrain staff. Furthermore, ridership estimate data is now available for specific origin stations, fare media platforms, fare types, and fare products. The new Fare Media Sales-Based Ridership Estimation Model went into effect in November 2023 but was not retroactively applied to prior months that used the prior, temporary estimation methodology.

Staff will present an overview of the Fare Media Sales-Based Ridership Estimation Model and its underlying methodology at the December 2023 meeting of the Caltrain Citizens Advisory Committee. Additionally, staff are currently developing dashboards that summarize the outputs of the new estimation model to be posted on the Caltrain ridership website.

Staff also continue to work toward establishing a process for transmitting APC data from the EMUs to create an additional source of reliable ridership information. Counts from APCs will offer in-depth perspective of station and train-specific ridership and can be used for reporting, planning, and financial analysis purposes. Even after APC ridership data from the EMUs can be reported, the Fare Media Sales-Based Ridership Estimation Model will continue to provide valuable information on the percentage of trips taken with different fare media platforms, fare types, and fare products. Additional information on EMU APC capabilities will be presented to the JPB Board through future Rail Activation updates.

Budget Impact

There are no anticipated budget impacts from transitioning to the new Fare Media Sales-Based Ridership Estimation Model.

Prepared By:	Ted Burgwyn	Director, Rail Network and Operations Planning	(650) 207-7979
	Nick Atchison	Senior Planner, Rail Operations Planning	(650) 647-3039