



JPB Board of Directors
Meeting of May 2, 2024

Supplemental Reading File

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1	Caltrain_SB1031 Oppose unless amended letter
2	Receive Update on Caltrain Access Policy
3	Receive Update on Caltrain Safety Performance
4	Receive Update on Rail Activation Management Program
5	Receive Update on South County Ridership
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BOARD OF DIRECTORS 2024
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April 10, 2024

The Honorable Dave Cortese
Chair, Senate Transportation Committee
State Capitol, Room 405
Sacramento, CA 95814

The Honorable Steve Glazer
Chair, Senate Revenue and Taxation Committee
State Capitol, Room 407
Sacramento, CA 95814

RE: SB 1031 (Wiener and Wahab) Bay Area Regional Measure – OPPOSE UNLESS AMENDED

Dear Chairs Cortese and Glazer:

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I write to you to express our concerns with SB 1031 (Wiener and Wahab) and to formally request amendments to the bill. On April 4, 2024, the Caltrain Board of Directors, which is comprised of individuals from Santa Clara, San Mateo and San Francisco counties, took an action to **OPPOSE SB 1031 unless it is amended**. I deeply appreciate Senator Wiener's support of transit and his work to highlight the need for significant new funding and investment in transit in the Bay Area. As an operator in the Bay Area, Caltrain is aligned in its support of transit and a regional measure that brings new funding to the Bay Area for the benefit of all operators. However, SB 1031 does substantially more than simply authorize a funding measure and establish the framework for an expenditure plan.

Caltrain is a 160-year-old passenger rail system, that is the 7th largest commuter rail service in the nation on 77 miles of track, providing service to 3 counties and 21 jurisdictions along the San Francisco Peninsula, from San Francisco, through Silicon Valley, to San Jose and Morgan Hill/Gilroy. Caltrain's goal is to deliver a customer-focused rail system offering safe, reliable, accessible, and sustainable transportation service that enhances quality of life for all.

In Fall 2024, Caltrain will launch electrified service, replacing its 30+ year old diesel trains with electric trains on the Caltrain-owned corridor between San Francisco and San Jose. The service will be faster, more frequent and the passenger experience will be greatly improved, with the new trains featuring Wi-Fi, power outlets at every seat, baby changing tables in the bathroom and onboard displays with digital trip information. Caltrain thanks the many members of the legislature that have supported this transformative project and hope you will join us for ribbon cutting events later this year.

Pre-pandemic Caltrain had seen continuous ridership growth, with standing room only trains and the highest fare box recovery rate (over 70%) for any commuter rail system in the country. Today however, Caltrain is still experiencing impacts from shifting commute patterns, especially in San Francisco and Silicon Valley. While Caltrain is taking steps to responsibly manage existing resources and encourage positive ridership trends, additional resources are needed to support Caltrain operations which is why a regional funding measure is so important.

While SB 1031 establishes various revenue mechanisms for funding a regional measure and establishes categories of expenditures, largely to the benefit of transit operators, the bill also includes several additional elements that are beyond the scope of what is required for a regional measure (consolidation, more regional control over long-standing existing state transit formula funding, new transit operations requirements etc.).

The Caltrain Board is requesting amendments to SB 1031 that include: a direct annual funding allocation for Caltrain to address a critical operations shortfall; the removal of the consolidation elements in the bill and instead work to focus new transit operations funding on coordination and improved rider outcomes; the addition of hold harmless language to avoid unfunded mandates for compliance with any provisions related to regional system changes (e.g. new signage or ticketing platforms or any Transit Demand Management requirements); maintaining, not expanding MTC authority; mandating that any new conditions included in the bill be implemented only if the regional measure is passed by voters; and requiring engagement or approval of the relevant transit boards and board of supervisors in the affected counties.

The State is currently working through its Transit Transformation Task Force and Caltrain believes the state process should run its course before significant changes are made on a regional level related to governance and state funding conditions.

Expenditures

As currently written, SB 1031 contains broad eligibility categories and the creation of a \$750M annual minimum going to sustaining, expanding, and improving transit service for transit riders. Funds would be allocated based on priority to systems with the highest ridership and transit dependent riders which advantages systems in densely populated urban areas and disadvantages systems in suburban and rural areas. The bill mentions the intent to consider need and geographic balance in distributing of revenues, but no further information is given. The bill does not provide clarity on how Caltrain would receive funds adequate to address its current projected operations shortfalls (\$45M to \$100M annually starting in Fiscal Year 2027-28). **As such, Caltrain requests a direct and identified allocation to Caltrain for operations to be used in a manner consistent with the Blue-Ribbon Taskforce Action Plan and the existing Regional Network Management structure; and consider additional criteria for the prioritization of transit operations funding including reduction in vehicle miles traveled, reduction in greenhouse gas emissions, and fare dependence of transit agencies in the region.**

Consolidation

Caltrain deeply supports and continues to work toward better regional coordination and integration to improve the rider experience, is supportive of the Regional Network Management process being led at MTC, is committed to implementing the recommendations in the adopted Blue Ribbon Transit Transformation Action Plan and is actively participating in the State Transit Transportation Task Force. The focus on predetermined consolidation continues to serve as a harmful distraction from solving the tough issues that are facing Bay Area transit. **Caltrain requests the bill remove the language related to a**

consolidation assessment and subsequent plan to consolidate all transit agencies, and instead focus on leveraging new money to better improve coordination between transit agencies and the resulting benefits for riders.

Transportation Demand Management (TDM)

As currently written, the bill would require large employers of 50 or more full-time employees located in proximity to transit to purchase a universal unlimited regional transit pass for each of its employees. Employers not in proximity to transit could choose to subsidize transit or other alternatives to driving alone with a subsidy of the same value as the pass. A new universal employer pass program could have implications to existing transit employer pass programs such as Caltrain's Go Pass program that has been in existence for 20 years. The successful Go Pass Program makes up 1/3 of Caltrain's fare revenue and has also contributed to another program that is expanding access to the Caltrain system for equity priority communities by providing free passes. Additionally, the bill would potentially subject operators in the region to new "operations" requirements that will likely result in additional costs to agencies, like replacing signage or updating websites to reflect mandates fare structures. With no funding designated to enable compliance with MTC regional transit rules and policies, agencies could be negatively impacted with an unfunded mandate for regional compliance that they cannot afford to meet, the denial of existing STA funding further reducing their ability to comply, and the denial of any new funding from a regional measure, further reducing their ability to comply. **Caltrain requests that the bill include hold harmless provisions to ensure that transit agencies are not incurring additional costs or compelled into larger operating deficits as a result of a new TDM program or other requirements.**

MTC Authority and Regional Network Management

As currently written, the bill would increase MTC's authority to condition existing State Transit Assistance (STA) and Transportation Development Act's (TDA) Local Transportation Funds (LTF), which agencies depend on for operations support, on compliance with regional rules and regulations, which are not required to be approved by operators and could create unfunded mandates in a difficult financial landscape. The bill would also allow MTC to condition future regional transportation revenue measure funds on compliance with those rules and regulations. The bill also includes placeholder language regarding the possibility of establishing a body within MTC to guide regional network management efforts. Caltrain depends on STA funds to contribute to operating budgets for transit service. **Caltrain requests that the bill remove language enabling MTC's increased authority to condition existing funds on compliance with regional policies and rules and instead focus on MTC having the authority to condition only new funding from a regional measure; make various other provisions of SB 1031 contingent on the passage of a regional measure to ensure adequate funding; utilize the Regional Network Management Council as defined in MTC Resolution 4622 as the guiding body for regional network management decision-making in lieu of creating a new entity in legislation; and remove any maintenance of effort requirements for access to new regional funding given the uncertainty around transit operating budgets.**

Measure Approval and Bonding Considerations

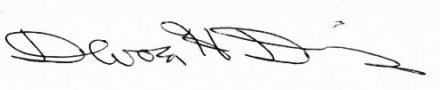
As currently written, SB 1031 would allow MTC, established in the bill as a special district, to place a regional measure on the ballot in all, or a subset of, the nine Bay Area counties as a sales tax, parcel tax, payroll tax, or vehicle registration fee (or a combination thereof). In contrast, Caltrain's enabling legislation for Measure RR – a three county sales tax initiative – required Caltrain to seek approval from county boards of supervisors and county transportation agencies before placing a measure on the ballot. Additionally, the bill authorizes MTC to issue bonds against revenues from the regional measure but does not provide protections for operating funds against the potential bond debt. **Caltrain requests the**

bill require engagement or approval from transit agency boards and/or Boards of Supervisors of each county; clarify language around the voter initiative provision, explaining more details of what would be part of that section and how it would qualify; and ensure any bonding provision prioritizes and protects funding for transit.

Please know that the concerns Caltrain has with SB 1031 are made with our riders and communities top of mind. Caltrain hopes to enter into an open dialog with your committees and the authors' of the bill to resolve our concerns. As the bill is modified and moves through the process, Caltrain is ready and willing to revisit its position SB 1031 if Caltrain's concerns are addressed.

Again, I appreciate the opportunity to comment on SB 1031 and urge that these requests for amendments are seriously considered. Please contact Casey Fromson, Caltrain Chief of Staff at (650) 288-7625 or fromsonc@caltrain.com or Devon Ryan, Caltrain Government and Community Affairs Officer at (650) 730-6172 or ryand@caltrain.com should you have any questions regarding this letter.

Sincerely,



Devora (Dev) Davis
Chair Peninsula Corridors Joint Powers Board

Cc: The Honorable Senator Scott Wiener, California State Senate
The Honorable Senator Aisha Wahab, California State Senate
Caltrain State Delegation
MTC Commissioners
Peninsula Corridor Joint Powers Board of Directors
Michelle Bouchard, Caltrain Executive Director

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning
Subject: **Receive Update on Caltrain Access Policy**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The purpose of this information item is to provide the Peninsula Corridor Joint Powers Board with an overview of Caltrain's Access Policy Update and introduce the DRAFT goals and objectives for feedback. After incorporating feedback from the Board and from public outreach efforts, staff will present a final policy for the Board's consideration in August.

The draft goals for Caltrain's Station Access Policy Update are as follows:

1. Safe station areas and access routes
2. World-class customer access experience for all users
3. Ridership growth with strategic access investments
4. Equitable access aligned with diverse community needs
5. Healthy and sustainable modes of access
6. Strategic partnerships to advance station access

Discussion

In May of 2010, the Peninsula Corridor Joint Powers Board adopted the *Caltrain Comprehensive Access Program Policy Statement (Access Policy Statement)*, which outlined the purpose and context for the document as a first step towards a more complete policy with next steps being:

- Strategic Plan
- Capital Improvement Program
- Monitoring Program

It established guiding principles and System-wide Access Priorities by mode. It also created a station typology categorization framework that is based on current primary access mode, density/dominant land-use, and Caltrain service level. The Access Policy Statement prescribes mode-shift priorities for future access improvements for each of these station typologies. The document also calls out examples of access strategies for each mode.

The Access Policy Statement has not been updated since its publishing, and much has changed in the realm of transportation planning in almost 14 years; but Caltrain’s need for access improvements remains. The purpose of the updated Access Policy is to provide Board direction and policy guidance for Caltrain staff and transparency for external partners to ensure access-related decisions and investments are aligned with Caltrain’s overall mission, vision, and core values. The policy update is also needed to align the Access Policy with other Caltrain policies adopted since 2010, such as the Rail Corridor Use Policy (RCUP) and Caltrain’s Transit-Oriented Development Policy both adopted in 2020.

Caltrain staff began the effort to update the Access Policy in October 2023 by conducting preliminary interviews with Caltrain department staff to understand the need for an updated policy and its relevance to other Caltrain initiatives. Staff also conducted interviews with various transit agency partners to provide context on interagency decision-making and possible use cases for an updated policy.

The draft goals and objectives have been informed by findings from the preliminary interviews and case studies, a review of Caltrain’s current policies, and input from internal stakeholders. The draft goals and objectives are being shared throughout April with various Caltrain committees and community groups for feedback, including Caltrain’s Citizens Advisory Committee, the city/county staff coordinating group, a subcommittee of the Bicycle and Active Transportation Advisory Committee, the Local Policy Makers Group, Friends of Caltrain, and the San Francisco and Silicon Valley Bicycle Coalitions. An existing conditions analysis is also being conducted in parallel to better understand the needs along the Caltrain corridor. Public input and takeaways from the existing conditions analysis will be incorporated into the Access Policy.

Staff will share the draft policy for additional public feedback in July of 2024 and bring it to the Board to request adoption in August of 2024.

Budget Impact

This information item has no impact on the budget.

Prepared By:	David Pape	Manager, Policy and Programming	650-418-6025
	Hannah Greenberg	Planner	650-647-3495

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: Mike Meader, Caltrain Safety Officer
Subject: **Receive Update on Caltrain Safety Performance**

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

Purpose and Recommended Action

This item is for informational purposes only.

Discussion

This report and accompanying presentation are submitted to keep the Board advised as to the Safety Performance of Caltrain based upon measurement of Key Performance Indicators (KPIs or metrics). Caltrain is committed to providing a safe work environment for our employees and contractors, and safe and efficient train service for our customers. Caltrain is also committed to continuous improvement through the capture and analysis of KPIs. Regularly reviewing these metrics will enable staff to identify areas needing improvement and focus our activities to achieve improved safety performance.

Caltrain will provide quarterly safety reports to the board and will be sharing this same information with employees as we work to build a stronger Safety Culture consistent with our #1 Core Value – Safety – First and Always as well as our System Safety Program Plan (SSPP). These reports will include both lagging safety performance indicators reported to the Federal Railroad Administration (FRA) and leading safety performance indicators. While lagging indicators can alert you to a failure in your safety program or to the existence of a hazard, leading indicators allow an organization to take preventive action to address that failure or hazard before it turns into an incident.

Budget Impact

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

Prepared By: Mike Meader Caltrain Safety Chief 650.632.6821

**Peninsula Corridor Joint Powers Board
Staff Report**

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



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

This report is an informational item that provides an update on Caltrain’s Rail Activation Management Program (RAMP), which is an ongoing effort to manage all revenue start-up activities for the transition from electrification construction to operations. It requires no action by the Board of Directors. The purpose of this month’s report is to review the updated RAMP scorecard, which tracks progress of critical activities essential for start of electric train service in Fall 2024, and to provide readiness updates in key areas such as training and communication.

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.

The weekly RAC meetings also include a 2 to 4 week lookahead of upcoming activities to ensure items remain on track and deadlines do not slip.

Key RAMP focus areas included, but are not limited to:

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

2. *Rail Activation Roles:*

The RAC is led by a Director of Rail Activation and Transition with dedicated engineering and project management support.

Caltrain's Operations and Maintenance (O&M) department along with the JPB's rail service contractor, TransitAmerica Services, Inc. (TASI), are also heavily involved in the start-up efforts to ensure that the Electrification Program, 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, People and Culture and Real Estate and Grants.

3. *Next Steps:*

Upcoming RAMP activities include:

- Finalizing Pre-Revenue Operations & Maintenance plan and various Standard Operating Procedures.
- Determining detailed schedule and list of activities for End-to-End testing.
- Implementing mitigation strategies for identified Rail Activation risks.
- Implementing detailed plan for stations enhancement prior to Revenue Service Date.
- Establishing warranty administration program.
- Developing soft launch plans to gradually introduce EMUs into revenue service before September 2024.
- Creating informational videos for the public on the new EMU features and what to expect on opening day.

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 that will provide a new form of operating service, there is the potential that unexpected costs will be identified during the commissioning period and transition to operations. The RAC is currently identifying these various start-up cost requirements and associated 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: Dahlia Chazan, Chief, Caltrain Planning
Subject: **Receive Update on South County Ridership**

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 update on the railroad’s South County service and ridership levels.

This item is informational only.

Discussion

Caltrain operates limited weekday commute-direction service between San Jose and southern Santa Clara County. South County Service operates northbound during the morning peak and southbound during the evening peak, making stops at Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy stations. On September 25, 2023, South County Service was increased from three daily round trips to four.

Since adding a fourth daily train, ridership on the South County service has increased by 38 percent (138 trips) over the same time period (September 25, 2023, through March 31, 2024) from the previous year. Systemwide weekday ridership increased by only 26 percent over that time. On average, the South County service’s northbound morning ridership is higher than its southbound evening ridership, potentially suggesting that riders are finding alternative transportation options for their return trips in the evening.

Shortly after the fourth train was added, the South County service experienced an increase in the number of northbound trains that were canceled before reaching San Jose/Gilroy, due to mechanical and signal problems. However, some procedural adjustments made by Caltrain’s maintenance team has led to a recent increase in reliability, with zero cancelations reported in the month of March.

When electrified Caltrain service begins between San Francisco and San Jose in September 2024, nine diesel locomotives will be retained to operate the South County service. These locomotives have been recently overhauled, which will increase their reliability. Furthermore, the post-electrification diesel fleet will experience less wear and tear due to the fact that they

will be operated over a much shorter distance and pulling shorter, 2-car consists. Staff expects these improvements to continue to drive ridership gains on this segment in the future.

Budget Impact

There are no anticipated budget impacts associated with this update.

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

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Acting Executive Director
From: Sherry Bullock, CalMod Program Director
Subject: **Receive Update on Crossing Optimization Project thru' March 2024**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

This report includes an informational update that requires no action by the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”).

Staff will provide monthly updates covering Crossing Optimization-related activities during the previous month and a preview of activities anticipated to take place during the current month.

Discussion

The Caltrain Crossing Optimization Project provides an advanced technology solution to improve grade crossing warning time performance. This is accomplished by reducing crossing warning system activations and the amount of gate down time at grade crossings resulting from Through Move and scheduled Station Stop trains. This solution is integrated with Caltrain Positive Train Control (PTC) system, which has been operational since September 2019. The project is being implemented using a design-build approach and includes the following deliverables:

- Crossing Optimization Concept of Operations
- Rail capacity, schedule management and communication studies
- Optimization crossing functional design.
- Proof of concept demonstration
- Testing and Commissioning of Optimized Crossing system

MONTHLY UPDATE

1. Project Schedule - Major Milestones for Crossing Optimization Implementation as of March 31, 2024:

<u>Key Project Activity</u>	<u>No of Crossing</u>	<u>Planned Completion</u>	<u>Progress as of 12/31/2023</u>	<u>Progress On Track?</u>	<u>Note</u>
220MHZ Study and Approval	n/a	Completed	Completed	Completed	
Crossing Group #1 Pilot Cutover Auzerais, Virginia Street, Center Street, Santa Paula, Mission, 16h street	6	4/27/2022	Completed	Completed	
Crossing Group #2 Cutover Broadway, Morrell Pd and Oak Grove	3	03/09/2023	Completed	Completed	
Crossing Group #3 Cutover Howard Ave, Peninsula Ave, North Lane and Baywater Ave	4	05/14/2024	In Planning	On Track	Group 3-4-5
Crossing Group #4 Cutover Bellevue, First Ave, Villa Terrace Ave, Second Ave	4	05/14/2024	In Planning	On Track	Group 3-4-5
Crossing Group #5 Cutover Third Ave, Fourth Ave, Fifth Ave, Ninth Ave	4	05/14/2024	In Planning	On Track	Group 3-4-5
Crossing Group #6 Cutover Alma St., Churchill Ave	2	06/17/2024	In Planning	On Track	Group 6-8
Crossing Group #7 Cutover Whipple, Brewster, Broadway, Maple St.	4	07/02/2024	In Planning	On Track	Group 7-9-12
Crossing Group #8 Cutover Rengstorff, Castro St., Mary Ave, Sunnyvale Ave	4	06/17/2024	In Planning	On Track	Group 6-8
Crossing Group #9 Cutover Encinal, Glenwood, Oak Grove, Ravenwood Ave.	4	07/02/2024	In Planning	On Track	Group 7-9-12
Crossing Group #10 Cutover South Linden, Scott Street	2	07/23/2024	In Planning	On Track	Group 10-13
Crossing Group #11 Cutover East Meadow Drive, Charleston Rd	2	12-16-2023	Completed	Completed	
Crossing Group #12 Cutover Main St., Chestnut St. Fair Oaks Lane, Watkins Ave.	4	07/02/2024	In Planning	On Track	Group 7-9-12
Crossing Group #13 Cutover Mission Bay and 16 th Street	2	07/23/2024	In Planning	On Track	Group 10 - 13
Crossing Optimization Final Acceptance		September 2024		Revised	Revised per latest cutover dates

2. Cost – Spend vs Budget with Actuals and Accruals through March 31, 2024

Crossing Optimization Budget and Cost (As of March 31, 2024)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Crossing Contractor - WABTEC	\$ 7.88		\$ 7.88	\$ 6.37	\$ 1.51	\$ 7.88	\$ (0.00)	80.78%
Program Mngt. & Admin Costs	\$ 2.73		\$ 2.73	\$ 1.43	\$ 1.30	\$ 2.67	\$ 0.06	53.77%
Project Contingency	\$ 0.92		\$ 0.92		\$ 0.92	\$ 0.86	\$ 0.07	0.00%
ICAP	\$ 0.45		\$ 0.45	\$ 0.27	\$ 0.18	\$ 0.41	\$ 0.04	66.04%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total Crossing Optimization Project	\$ 11.99	\$ -	\$ 11.99	\$ 8.07	\$ 3.91	\$ 11.82	\$ 0.17	68.32%

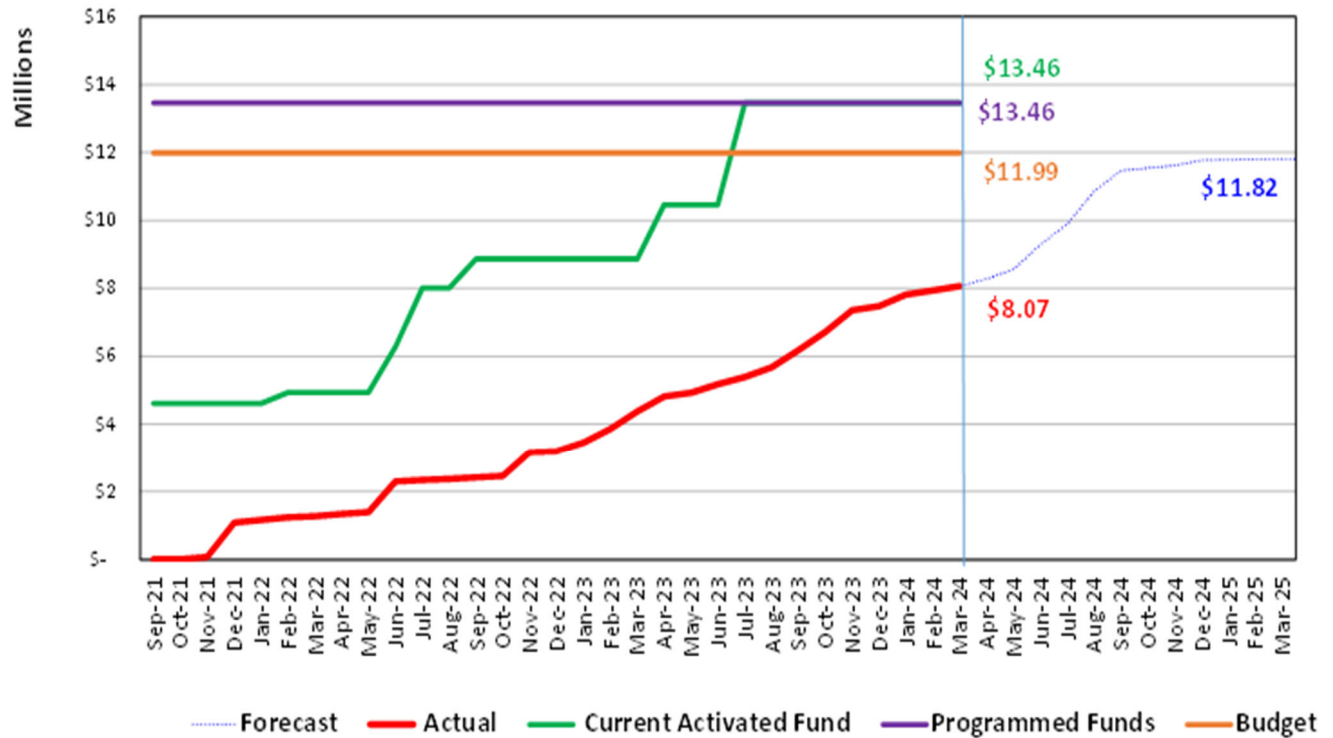
Note:

- 1). Expended and Accruals To-Date is through March 31, 2024;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for Crossing project delivery;

3. Cost Curve:

MARCH 2024

Crossing Optimization | Expenditure - Planned vs. Actual



4. Major Activities for March 2024:

- Completion of Wayside Software, PTC Subdiv File update and lab testing.
- Ongoing development of Slot Plan solution and update.
- Ongoing development of Schedule Management (nearside station stop) system.
- Progressed Wayside Software, PTC Subdiv File update and lab testing.
- Continued CPUC GO-88B submittal process & closeout for completed crossings.
- Developed and submitted SSWPs for remaining cutovers.
- Submitted CCR to CSMRC for remaining grade crossings.
- Developed Wireless Crossing with the EMU train Test plan .
- Continued track access coordination with PCEP and EMU burn in.

5. Upcoming Key Activities in April 2024:

- Planning for May 7th - 14th cutover of Groups 3-4-5.
- Planning for June 12th - 17th cutover of Groups 6 & 8.
- Planning for June 25th – July 2nd cutover of Groups 7-9-12.
- Planning for July 17th – July 23rd cutover of Groups 10 & 13.
- Progress remaining development activities.
- Develop SSWP for Schedule Management cutover.
- Start coordination meetings with support personnel including operations.
- Review remaining group cutover schedule and coordinate with Rail Operations and PCEP and confirm dates.
- Complete remaining GO-88B applications & start closeout for completed locations.
- Planning for Wireless Crossing Testing with the EMU train set type.

6. Change Management:

- In June 2022, the JPB approved change order for not to exceed \$4,903,222 to Wabtec contract No. 18-J-T-49 for completion of the crossing optimization work. The Project executed contract Amendment 4 in September 2022.
- In November 2022, the parties executed a \$0 change order (Amendment 5) to modify the payment schedule.
- There have been no further change orders since November 2022.
- Contract extension will be needed due to the remaining group cutover schedule.

7. Risk Management:

The following are top five risks for implementation of crossing optimization project:

Risk Descriptions	Mitigation Actions
<p>1. Lack of track access to perform the crossing optimization cutovers in sequential days due to PCEP OCS Construction and testing delays in Segments 1 and 2, area closures bus bridge weekend and other Caltrain projects and maintenance occupying the tracks</p>	<ul style="list-style-type: none">• Map crossing optimization cutover dates with PCEP path to completion schedule and work with Rail Ops to avoid conflicts and find suitable work windows. Crossing Optimization cutover dates were pushed to later dates since May of 2023 due to PCEP construction needs.• Attend weekly Operations planning meeting including track access planning – On going.• Proposed 2024 cutover schedule for the remaining groups and coordinate with all parties to ensure timely execution of the field work. – completed• Currently remaining group cutover are planned from May through July 2024

8. FRA Coordination Status:

- o On-going bi-weekly coordination calls with FRA Test Monitor
- o Received Test Request Approved
- o Test Plan Approved
- o Continue development of combined Safety Case update (Crossing Optimization & PCEP 2SC), Caltrain will submit RFA for 2SC/Cross Optimization)
- o Continued coordination on site specific test plan and results submission.
- o EMU Vehicle type approved for addition to be added to Test Request Approval

Budget Impact

There is no budget impact.