



**BOARD OF DIRECTORS 2024**

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EXECUTIVE DIRECTOR

## **AGENDA**

### **Peninsula Corridor Joint Powers Board Technology, Operations, Planning, and Safety (TOPS) Committee Meeting**

November 20, 2024, 1:30 pm

Bacciocco Auditorium, 2nd Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

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

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/81186731470?pwd=OUE3b0ZiY3ZoYzRCN280UG5Gb9WZz09> 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 Avenue, San Carlos, CA, or any other noticed location.

Public Comments: Public comments may be submitted to [publiccomment@caltrain.com](mailto: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.

**November 20, 2024 - 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 / Safety Moment
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. Approval of Meeting Minutes of October 30, 2024 Motion
5. Authorize the Executive Director to Execute the Necessary Agreements and Amendments for Reimbursement and to Act as the Project Lead to Deliver Preliminary Engineering and Environmental Clearance Work for the Connecting Palo Alto Project\* \*\* Motion
6. Award Contract to Stadler for Technical Support, Spare Supply, and Materials Management Services\* Motion
7. Award Contract to US Rail Systems for Electrified Rail Support Services\* Motion
8. Committee Member Requests
9. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, December 18, 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 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto: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 Finance Committee: Two Mondays before the Board Meeting, 2:30 pm; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

### **Location of Meeting**

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

### **Public Comment**

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to [publiccomment@caltrain.com](mailto: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](mailto: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  
DRAFT Minutes of October 30, 2024**

**Members Present:** Pat Burt, Shamann Walton

**Members Attended  
via Teleconference:** Rico E. Medina (Chair)

**Staff Present:** R. Barnard, M. Bouchard, L. Bouvet, J. Harrison, J. Hogan, S. Kirkpatrick, L. Lumina-Hsu, G. Rogers, M. Tseng

**1. Call to Order / Pledge of Allegiance / Safety Moment**

Chair Medina called the meeting to order at 1:31 pm and led the Pledge of Allegiance.

**2. Roll Call**

Acting District Secretary Margaret Tseng called the roll and confirmed a quorum was present.

**3. Public Comment on Items not on the Agenda**

Aleta Dupree, Team Folds, commented on increased train schedule with train electrification and ticket purchasing options for riders.

Ms. Tseng delivered the safety briefing.

**4. Meeting Minutes of September 25, 2024**

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

**5. Approval of the 2025 JPB Technology, Operations, Planning, and Safety Committee Meeting Calendar**

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

**6. Authorize Executive Director to Execute Agreement with SamTrans to Add Rail Safety Direct Service Positions\***

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

- Need to create a Caltrain Safety Department dedicated to supporting Caltrain services converting three existing shared service positions into Caltrain direct service positions

- Governance Memorandum of Understanding (MOU) does not address safety function however MOU authorizes Caltrain to add additional direct report positions to replace shared service positions

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

- Need to refine ambiguity in Governance relationship

General Counsel James Harrison noted that the contract involves SamTrans and considered a non-interest for the purposes of Government Code section 1090.

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

#### Public comment

Aleta Dupree, Team Folds, commented on Caltrain safety needs and new position.

### **7. Adoption of Caltrain 10-Year Capital Improvement Plan (CIP)**

Lynn-Marie Bouvet, Principal Planner Caltrain Capital Improvement Plan, provided the presentation that included the following:

- Incorporates projects that benefit Caltrain and the local community
- 
- Developing a four-year rolling program of a financially constrained version of the CIP and CIP incorporation into internal processes including Fiscal Year (FY) 2026-2027 capital budget
- CIP streamlines processes, provides information for pursuit of grant funding, and capital project delivery planning

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

- Review how strategic plans will reconcile with one another including CIP overlap and other projects plans
- Strategic approach to station improvements and station activation plans and their intersection with the CIP

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

Public comment

Aleta Dupree, Team Folds, commented on level boarding.

Adrian Brandt commented on grade separation, value for money from rider perspective, and acceleration of level boarding.

**8. Authorize an Amendment to the Contract with Allied Universal for Security Guard Services to Extend the Term by 18 Months and Increase the Contract Amount by \$1,977,976\***

Scott Kirkpatrick, Deputy Director for Security, provided the presentation that included the following:

- Contract extension ensure continued security service to maintain security coverage, establishes a new Security Operations Center, and allows additional time to solicit new security guard services contract
- Additional security guard coverage at San Francisco station
- Funds included in the Caltrain budget

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

- Identifying needs for additional security including bike theft at stations and onboard new trains
- Ability to identify and address staffing and technology needs for security enhancements along with a potential move to new headquarters

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

Public comment

Adrian Brandt commented on the value of closed circuit television (CCTV) monitoring, efficiency testing, and security contractors response times.

**9. Receive Update on Guadalupe River Bridge Replacement Project**

Ms. Bouchard explained Caltrain is taking proactive steps to address challenges for the Guadalupe River Bridge Replacement Project and staff is working closely with partners and regulatory agencies while holding safety as first core principle.

Robert Barnard, Chief of Rail Design and Construction, provided the presentation that included the following:

- All traffic currently on the MT-2 bridge as the MT-1 bridge is out of service
- Widened channel to address geological river changes and adding systemic upgrade

- MT-1 bridge wood deteriorating, bank failures, damages from previous structural fire, and seismic upgrades required
- Bank failings during storm events threatened the integrity of both bridges
- Challenges include environmental compliance and oversight with removal and replacement of older bridge, and then upgrades to the second bridge
- MT-2 Southbound bridge was completed before electrified revenue service, however there were communication gaps between engineering and environmental teams with permitting agencies
- Drawing sets for permitting and drawing sets for construction were inconsistent and part of non-compliance with permit conditions for United States Army Corps of Engineers, State of California San Francisco Bay Regional Water Quality Control Board, and California Department of Fish and Wildlife
- Permits had stormwater management and environmental safeguards which were not followed
- United States Army Corps of Engineers implements the Section 404 Clean Water Program and United States Environmental Protection Agency (EPA) have concurrent jurisdiction. EPA will be lead investigating agency
- Actions taken include replaced contractor personnel and on-call construction management personnel, added experienced staff to the construction and environmental teams, and implementing process changes, winterization completed October 20, 2024

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

- Issues and challenges due to on-call construction management team and internal procedures and controls
- Internal review under process and brought on external experts to review and provide suggestions to improve permit process and quality control process
- Project funding sources including Federal Transit Administration, local partnership program, and Union Pacific Railroad

#### Public comment

Adrian Brandt commented on project permitting, lessons learned, and moving towards in-house positions versus contractor positions.

#### **10. Receive Update on Caltrain Safety Performance**

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

- Reportable injuries include decrease over time and how to help staff avoid injuries
- Reportable rail equipment incidents remain at a low level but aim for zero incidents
- Meeting or exceeding the efficiency testing required by Federal Railroad Administration (FRA)
- Over half of the 200+ vehicle track incursions since 2020 occurred at five grade crossings

- Planning low-cost grade crossing enhancements that have significant impact for safety of crossings including pavement markings, solar lane markers, delineators, signage, lighting, and technology
- Intrusion technology pilot testing at high-risk crossings. Technology provides notification and data on driver behavior, traffic light timing, and traffic patterns
- Pursuing CCTV technology, video analytics, analysis and alert, intrusion, and GPS (global positioning system) application enhancement
- Process of issuing a Request for Information (RFI) for technology utilizing artificial intelligence (AI) to identify trespassers or vehicles in high-risk areas
- Regional suicide and mental health group partners, Commuter Rail Coalition, American Public Transportation Association (APTA), FRA, and prototype development for 988 signage across the corridor groups to address suicide prevention
- Working with cities to remove trees that are high-risk in Caltrain Right-of-Way

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

- Apple Maps improvements
- Rail sentry system roll out timeline at other priority intersections

#### Public comment

Adrian Brandt commented on mobile application navigation improvements, trespassing access points in fencing, and track crossing enforcement.

### **11. Receive Update on Electrified Service**

Graham Rogers, Project Manager, and John Hogan, Chief Operations Officer, provided the presentation that included the following:

- Service delay issues related to heat waves, trespassers, and vandalism were uncontrollable
- Performance approaching 90 percent on-time performance (OTP) since the electrification hard launch
- Challenges include electric multiple unit (EMU) positive train control (PTC) rebooting issue and limited spares until additional EMUs are delivered
- Positive customer feedback on the new trains, amenities, and environmental benefits for the community
- Negative feedback for on-time performance, EMU design features, Wi-Fi reliability, and horn noise
- Addressing known issues with schedule update planning for January 2025, piloting bike car decals, mini-highs project improvements, , redesign and enhancing protection against vandalism and theft, additional Wi-Fi antennas, reducing horns to the lowest legal levels, and improving and refining customer alerts



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

- Improve seating designs will require a change order resulting in additional costs , and delay in equipment delivery
- OTP expectation to go over 95 percent daily with electric trains which is higher OTP compared to previous 90 percent with diesel trains
- Explore partnership with Golden State Warriors and San Jose Sharks for encompassing ticket to boost ridership
- Seamless Wi-Fi from station to train

Public comment

Aleta Dupree, Team Folds, commented on train delays, amenities on train, and vandalism.

Adrian Brandt commented reliability and OTP levels, delays not related to equipment, and wheel flat spots.

**12. Committee Member Requests** - There were none.

**13. Date/Time of Next Regular TOPS Committee Meeting:** Wednesday, November 20, 2024 at 1:30 pm.

**14. Adjourn** - The meeting adjourned at 3:14 pm.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety Committee  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Chief, Planning  
Subject: **Authorize the Executive Director to Execute the Necessary Agreements and Amendments for Reimbursement and to Act as the Project Lead to Deliver Preliminary Engineering and Environmental Clearance Work for the Connecting Palo Alto Project**

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

**Purpose and Recommended Action**

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

- 1) Authorize the Executive Director, or designee, to execute a Cooperative Agreement (Agreement) for reimbursement with the City of Palo Alto (City) and the Valley Transportation Authority (VTA) to act as the project lead to deliver preliminary engineering and environmental clearance work for the Connecting Palo Alto Project (Project) for \$17,000,000 of reimbursable Caltrain expenses; and
- 2) Amend the Project budget from \$106,676 to \$17,106,676, to include additional \$17,000,000 reimbursable expenses from the Agreement.

**Discussion**

The City of Palo Alto is the project sponsor for a proposed grade crossing separation project of the Caltrain right-of-way (“ROW”) at Churchill Avenue, Meadow Drive, and Charleston Road in Palo Alto. The Project envisions separating these roads from the Caltrain rail alignment at these three current at-grade crossings, respectively located at mileposts 30.88, 32.86, and 33.20. Additionally, the Project would include a new bicycle and pedestrian undercrossing at Seale Avenue. Because of their proximity, the crossings at Meadow Drive and Charleston Road are being studied together. The crossing at Churchill Avenue is linked to a bicycle and pedestrian undercrossing planned at Seale Avenue.

Caltrain previously entered into a service agreement with the City, authorized by the Board on June 1, 2023, for \$106,677. This agreement provided a framework for Caltrain staff to assist the City in the development and review of five conceptual designs for this project, with the goal of selecting alternatives for each crossing to be advanced to the preliminary engineering and environmental review phase. In June 2024, Palo Alto’s City Council confirmed the following alternatives for further study, which will be the focus of this Agreement:

- Churchill Avenue Partial Underpass alternative, paired with a bicycle and pedestrian undercrossing at Seale Avenue
  - Churchill Avenue Closure as a backup
- Meadow Drive/Charleston Road Hybrid
- Meadow Drive/Charleston Road Underpass

The scope of work for this Agreement is to refine these alternatives with the intention of selecting preferred alternatives at each location. The Project will then advance to perform preliminary engineering to 35 percent design and National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA) clearance work. Caltrain will be the lead for all technical work. Caltrain will also lead the public engagement process, in close coordination with the City.

VTA has allocated \$14,000,000 through Measure B for this work and the City has secured \$6,000,000 through the Federal Railroad Administration (FRA) Rail Crossing Elimination Program, for a total project budget of \$20,000,000. The parties have budgeted \$17,000,000 from the total project budget for Caltrain's work on the Project.

#### **Budget Impact**

The execution of the Agreement with the City of Palo Alto will provide funding for the project beginning in Fiscal Year 2025 and increase the total project budget by \$17,000,000 from \$106,676 to \$17,106,676. A separate capital budget amendment item will be presented to the board for approval in January.

Prepared By: Michael Rabinowitz      Principal Planner

(650) 551-6150

**Resolution No. 2024-**

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

\* \* \*

**Authorize the Executive Director to Execute the Necessary Agreements and  
Amendments for Reimbursement and to Act as the Project Lead to Deliver  
Preliminary Engineering and Environmental Clearance Work for the Connecting  
Palo Alto Project**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) is a public agency existing under the laws of the State of California and operates commuter rail passenger service (“Caltrain”) along a seventy-seven (77) mile route between San Francisco and Gilroy, California; and

**Whereas**, the Santa Clara Valley Transportation Authority (VTA), is a public agency existing under the laws of the State of California and is a member agency of the JPB and is authorized to design, fund, and construct transportation improvements in and near the County of Santa Clara; and

**Whereas**, the City of Palo Alto, is a California charter city and municipal corporation (“City”), is the sponsor of the Connecting Palo Alto Project; and

**Whereas**, on November 8, 2016, the voters of Santa Clara County enacted 2016 Measure B for 30 years to pay for nine transportation-related program categories (“2016 Measure B”); and

**Whereas**, on October 5, 2017, the VTA Board of Directors established the 2016 Measure B Program and adopted the 2016 Measure B Program Category Guidelines; and

**Whereas**, 2016 Measure B includes a “Caltrain Grade Separations” program category for the purpose of funding grade separation projects along the Caltrain corridor in the cities of Sunnyvale, Mountain View, and Palo Alto, separating the Caltrain tracks from roadways to provide increased safety benefits for drivers, bicyclists, and pedestrians and also reduce congestion at the intersections (“Grade Separation Program Projects”); and

**Whereas**, the implementation of the Grade Separation Program Projects will enable Caltrain to operate more frequent service without negatively impacting local traffic while also making rail operations safer by separating rail operations from local streets; and

**Whereas**, the JPB is responsible for the safe and reliable operation of its train service and the passengers who use it, and the JPB retains responsibility for the final design and construction of Grade Separation Program Projects occurring on its right of way; and

**Whereas**, VTA is responsible for the allocation and use of the 2016 Measure B funding for the Grade Separation Program Projects and will provide oversight, guidance, and support throughout all applicable phases of the Grade Separation Program Projects; and

**Whereas**, the City of Palo Alto is responsible for the provision of non-2016 Measure B Contribution Requirement to sponsor Grade Separation Program Projects within Palo Alto; and

**Whereas**, the JPB, the City and VTA desire to grade-separate the Churchill Avenue, Meadow Drive and Charleston Road at-grade crossings. The City, VTA and JPB staff believe that the best approach is for the JPB to act as the lead implementing agency, with VTA providing funding and oversight and the City serving as the project sponsor and funding partner to advance the project through preliminary engineering and CEQA/NEPA environmental clearance; and

**Whereas**, the Caltrain FY2024 Capital Budget includes \$106,677 for the Connecting Project, and once the City Council accepts the Cooperative Agreement under preparation between the VTA, City, and JPB, the Executive Director may execute the Cooperative Agreement for the VTA and City to provide funding for JPB to act as the project lead to deliver preliminary engineering and environmental clearance work; and

**Whereas**, the JPB, City and VTA desire to proceed with the next phase of the project including completion of preliminary engineering and environmental clearance, which is estimated to be approximately \$20,000,000, with Caltrain allotted \$17,000,000, with costs covered solely by the City and VTA; and

**Whereas**, the Staff Coordinating Council recommends the Board:

1. Authorize the Executive Director, or designee, to execute a Cooperative Agreement for reimbursement with the City of Palo Alto and the Valley Transportation Authority to Act as the project lead to deliver preliminary engineering and environmental clearance work for the Connecting Palo Alto Project for \$17,000,000 of reimbursable Caltrain expenses; and
2. Amend the Project budget from \$106,677 to \$17,106,677, to include additional \$17,000,000 reimbursable expenses from the Agreement.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorize the Executive Director, or designee, execute the necessary agreements to receive funds for reimbursable Caltrain expenses to support the completion of preliminary engineering and design and CEQA/NEPA environmental clearance for the Connecting Palo Alto project for \$17,000,000 of reimbursable Caltrain expenses; and

**Be It Further Resolved** that the Board of Directors authorizes the amendment of the project budget from \$106,677 to \$17,106,677.

Regularly passed and adopted this 5<sup>th</sup> day of December 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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Acting JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Dave Covarrubias Deputy Chief Financial Officer      John Hogan Chief Operating Officer, Rail  
Subject: **Award Contract to Stadler for Technical Support, Spare Supply, and Materials Management Services**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

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

1. Award a single-source contract to Stadler US, Inc., of Westfield, NJ (Stadler) to provide Technical Support, Spare Supply, and Materials Management Services (Services) for a total not-to-exceed amount of \$71,640,363 for a five-year term.
2. Authorize the Executive Director or designee to execute a contract with Stadler in full conformity with the terms and conditions set forth in the negotiated agreement, and in a form approved by legal counsel.

**Discussion**

As part of the Peninsula Corridor Electrification Project (PCEP), the JPB entered into Contract No. 14-PCJPB-P-056 with Stadler to manufacture and deliver Electric Multiple Unit (EMU) Vehicles. During the testing phase of the electrified service, staff determined that neither the JPB nor Transit America Services, Inc. (TASI), the JPB's contract operator, have sufficient direct experience maintaining EMU trainsets. The Rail Activation Committee (RAC) identified the need to supplement TASI's maintenance services with additional expertise, including technical support, training, and material management support, as TASI does not have expertise in maintaining an EMU fleet or a comprehensive software system or database for managing EMU maintenance.

TASI also lacks the familiarity with the supply chain needed to timely deliver spare parts for the EMUs, some of which have lead times over a year; the RAC identified the extended lead time for spare parts and the weak supply chain on its list of risks for revenue service. During testing of the EMUs, staff confirmed the need to provide TASI's maintenance crew, who only have experience maintaining diesel trains, with dedicated, on-site technical support to prevent service downtimes arising from maintenance issues.

Stadler's technical support team has provided on-site pre-revenue service support to rail operations and maintenance, and with the 16 EMUs having entered full Revenue Service on September 21, 2024, and seven more to be delivered in 2025 and 2026, the JPB will need to continue to ensure the full fleet of electric vehicles is properly maintained, including through adequate technical support, and spare supply and material management services. Stadler is uniquely qualified to integrate technical support, asset management, and materials and supplies management and procurement to serve Caltrain's needs to operate and maintain its new electric fleet to minimize the risk of maintenance-related service interruption.

It is therefore critical that the JPB execute a separate Technical Support and Spare Supply Agreement ("Contract" or "TSSSA") to access Stadler's technical expertise for EMU operations and maintenance in support of daily electrified service. The support services include training and the use of Stadler's proprietary software and information system, specifically its Stadler Rail Maintenance System (SRMS) and Rail Data Services (RDS). The contract also includes an option to use SRMS for Caltrain's legacy fleet and Battery EMU (BEMU).

Additionally, to maintain the integrity of EMU system and same level of the performance during revenue service, the JPB must ensure that it has an adequate supply of spare parts, materials and consumables for its EMU fleets; as the Original Equipment Manufacturer (OEM), Stadler is uniquely qualified to manage and procure spare parts and materials for the EMU fleet.

#### *Technical Support*

As part of the technical support services, Stadler will provide 24/7 on-site technical support at CEMOF to JPB's maintenance contractors and staff regarding Scheduled Maintenance, failures, and events with minor damage and limited complexity. The on-site support technicians will also assist JPB and maintenance contractors in developing skills in fault finding and rectification, and Stadler will conduct fault finding on complex issues involving EMUs. In the event of major damage to the EMUs, such as complex failures or accidents, Stadler will perform heavy repairs as On-Call Services. Technical support will also include fielding calls to the Help Desk, local in-person support as needed, and access to international technical expertise within the Stadler Group. Stadler will also develop a training program so that JPB and its contractors acquire the necessary knowledge, skills, and capacity to resolve maintenance issues, so that TASI can continue to perform the services for which it is contracted.

#### *Spare Parts Supply and Materials Management*

Under the proposed agreement, Stadler will supply JPB with all materials required for Scheduled Maintenance and Corrective Maintenance. Stadler will also provide on-site materials handling in San Francisco and CEMOF. In addition, Stadler will develop an Initial Maintenance Plan for the EMUs based on manufacturer recommendations and train usage patterns. Thereafter, Stadler will develop and propose a comprehensive Maintenance Plan to JPB, reviewed by JPB on an annual basis.



### *Single Source Justification*

The JPB has an urgent need for ongoing skilled maintenance and efficient maintenance systems to protect the investment in the new trainsets and ensure the future success of the electrified service.

JPB staff is very familiar with the international market through EMUs production and delivery. Staff undertook a risk assessment of a public procurement for these services, evaluating the following major factors: price certainty, supply chain management, procurement timeline, logistics management, qualifications to provide technical support, compliance with FRA requirements, and vendor status as the OEM.

After conducting this thorough risk assessment, staff determined that Stadler is the only vendor qualified to integrate all of the different components (technical support, proprietary material management software to track maintenance needs, and perform supply and procurement management) necessary to ensure proper maintenance and continuous rail service, including by avoiding unscheduled maintenance and a lack of availability of spare parts, and by providing training for the maintenance of the EMUs. The JPB's entire material supply management process will be realized within Stadler's proprietary software, SRMS, which has several unique features to maintain the performance of the JPB's fleet:

- A maintenance registration module that captures all corrective maintenance.
- Rapid capture and recording/registration of faults to restore trainset efficiency and take corrective measures.
- A data analysis service that identifies reliability issues in the fleet, systematic defects, excessive maintenance effort or low maintenance availability.
- Configuration management will also be managed directly through the SRMS.

To maintain the integrity of the EMU system, preserve the warranty, and maintain the same level of performance during revenue service, the JPB must keep adequate spare parts, materials and consumables for the fleet. This service is integrated into SRMS, making Stadler the best vendor to procure spare parts for the EMUs from the OEMs, at a fair price and as the parts are needed.

As the manufacturer, Stadler has established relationships with suppliers of the parts needed to manufacture EMUs and maintains an inventory of spare parts; Stadler is therefore able to procure the parts with shorter lead times and better pricing. Stadler has been experiencing supply chain issues since COVID, but over the years, Stadler has adopted mitigation measures to minimize the impact of global market supply chain issues to support the JPB's maintenance needs.

As the only manufacturer of these KISS EMUs, Stadler has the requisite experience and skills to provide technical support, spare supply, and materials management services, as well as the experience to train TASI to provide future maintenance. Conversely, working with a new firm that is unfamiliar with JPB's EMUs and the spare parts, materials, and consumables required to adequately maintain the EMUs and the warranties under the EMU contract could present a substantial risk to JPB's rail operations and maintenance.

**Budget Impact**

For FY2025, funds needed to support this contract are included in the JPB’s FY2025 Operating Budget. Funds needed for future years will be included in future subsequent year’s operating and capital budget requests.

The JPB conducted a comprehensive independent estimate of its overall O&M costs, including all labor/technical support, spare part supply and material management, first in 2023 based on the 19 trainsets planned at the time; later in 2024, staff updated the 2023 cost estimate based on a total of 23 trainsets (the current order from Stadler). The cost estimate for materials/services (to be provided by Stadler) is higher than the Stadler’s TSSSA price proposal for similar costs and services for 23 trainsets. The costs will be accounted for in the updated 10-Year Strategic Financial Plan.

In addition, the JPB will benefit from the guaranteed fixed price approach in the contract, which reduces price uncertainty for the JPB, especially for the overhaul work required in years 4 and 5 of the contract (the overhaul work will include a fixed price per unit which includes labor and parts). Staff conducted a price analysis of Stadler’s proposed price and determined that the price is fair and reasonable.

The JPB will review the level of work and staffing required for these functions on an annual basis to ensure that the JPB’s requirements are met efficiently.

Prepared By:	Cathie Silva	Procurement Administrator III	650.622.7857
	Sherry Bullock	Program Director, CalMod	650.622.7866

**Resolution No. 2024 –**

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

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**Awarding a Contract to Stadler US, Inc. to Provide Technical Support, Spare Supply, and Materials Management Services for Electric Multiple Unit Trainsets for a Total Not-To-Exceed Amount of \$71,640,363 for a Five-Year Term**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) entered into Contract No. 14-PCJPB-P-056 with Stadler US, Inc., of Westfield, NJ (Stadler) to manufacture and deliver Electric Multiple Unit (EMU) Vehicles as part of the Peninsula Corridor Electrification Project (PCEP), with options for additional purchases and maintenance services; and

**Whereas**, 16 EMUs entered full Revenue Service on September 21, 2024, and 7 more are to be delivered in 2025 and 2026; and

**Whereas**, the JPB will need to ensure the full fleet of electric vehicles is properly maintained, including through adequate technical support, spare supply, and materials management services (Services); and

**Whereas**, it is critical that the JPB execute a separate Technical Support and Spare Supply Agreement to access Stadler’s technical expertise for EMU operations and maintenance in support of daily electrified service; and

**Whereas**, Stadler support service includes training and use of Stadler’s proprietary software and information, specifically its Stadler Rail Maintenance System (SRMS) and Rail Data Services (RDS); and

**Whereas**, Stadler will also provide 24/7 on-site technical support at CEMOF to JPB’s maintenance contractors and staff, and in the event of major damage to the EMUs, Stadler will perform heavy repairs as On-Call Services; and

**Whereas**, to maintain the integrity of EMU system and same level of the performance during revenue service, the JPB must keep adequate spare parts, materials and consumables that have been used for manufacturing the current EMU fleets; and

**Whereas**, Stadler will develop an Initial Maintenance Plan and thereafter propose a comprehensive Maintenance Plan to JPB, reviewed by JPB on an annual basis; and

**Whereas**, the maintenance services provisions in the original contract are outdated, and neither the JPB nor TransitAmerica Services, Inc. (TASI), Caltrain's contract operator, have direct experience maintaining EMU trainsets; and

**Whereas**, as the only manufacturer of these EMUs, staff determined that Stadler has the requisite experience and skills to provide technical support, spare supply, and materials management services, as well as the experience to train TASI to provide future maintenance; and

**Whereas**, after thorough risk assessment, staff determined that Stadler is the only vendor qualified to integrate all of the different components (technical support, proprietary material management software to track maintenance needs and perform supply and procurement management) to ensure proper maintenance and continuous service, including by avoiding unscheduled maintenance, and a lack of availability of spare parts, and by providing training for the maintenance of the EMUs; and

**Whereas**, working with a new firm that is unfamiliar with Caltrain's EMUs and the spare parts, materials, and consumables required to adequately maintain the EMUs and the warranties under the EMU contract could present a substantial risk to Caltrain's rail operations and maintenance; and

**Whereas**, staff conducted a price analysis of Stadler's proposed price and determined that the price is fair and reasonable; and

**Whereas**, staff recommends that the Board of Directors (Board) award a single-source contract to Stadler to provide the Services for a five-year term for a total not-to-exceed amount of \$71,260,100.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a single-source contract to Stadler US, Inc. to provide

Technical Support, Spare Supply, and Materials Management Services for a total not-to-exceed contract amount of \$71,260,100 for a five-year term; and

**Be It Further Resolved** that the Board hereby authorizes the Executive Director or designee to execute a contract with Stadler in full conformity with the terms and conditions set forth in the negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 5<sup>th</sup> day of December 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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Acting JPB Secretary

## Peninsula Corridor Joint Powers Board Staff Report

To: JPB Technology, Operations, Planning, and Safety Committee

Through: Michelle Bouchard, Executive Director

From: Dave Covarrubias                      John Hogan  
Deputy Chief Financial Officer        Chief Operating Officer, Rail

Subject: **Award Contract to US Rail Systems for Electrified Rail Support Services**



Finance Committee  
Recommendation



Technology, Operations,  
Planning, and Safety  
Committee Recommendation



Advocacy and Major  
Projects Committee  
Recommendation

### **Purpose and Recommended Action**

Staff proposes the JPB Technology, Operations, Planning, and Safety (TOPS) Committee recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Award a single-source contract to US Rail Systems of Los Angeles, California (US Rail Systems) to provide Electrified Rail Support Services (Services) for a total not-to-exceed amount of \$1,545,620 for a two-year term.
2. Authorize the Executive Director or designee to execute a contract with US Rail Systems in full conformity with the terms and conditions set forth in the negotiated agreement, and in a form approved by legal counsel.

### **Discussion**

The Peninsula Corridor Electrification Project (PCEP) is substantially complete and Caltrain has launched electrified revenue service, with responsibility for the traction electrification system now transferred from the electrification contractor to the JPB. TransitAmerica Services, Inc. (TASI) will perform day-to-day operations and maintenance activities. As neither the JPB nor TASI has direct experience in the role of Owner’s Engineer for electrified service, the JPB requires additional expertise to perform the requisite related functions and has an immediate need for experienced personnel with specialized expertise and knowledge of traction power systems to support the initial stages of electrified service. It will take time for the JPB to recruit full-time employees who have such specialized knowledge and skillsets.

In April 2024, per Resolution 2024-30, the Board authorized the award of a contract for these same services for two years to United Engineering & Construction Management of Los Angeles, California (United ECM) for a total not-to-exceed amount of \$1,694,335. However, due to the departure of key personnel, who left to join US Rail Systems, has rendered United ECM unable to fulfill the immediate need to provide the Services to support Caltrain. Consequently, the contract with United ECM is no longer viable and the JPB terminated the contract before any work was undertaken or expenses incurred.

*Single Source Justification*

US Rail Systems' proposal demonstrates that it is uniquely qualified to serve as the Owner's Engineer of the electrified services, and to provide the necessary resources to help manage the PCEP contractor handover, including ongoing staff training and development of standard operating procedures to ensure safe and reliable operations for electrified train service.

Staff evaluated US Rail Systems experience, qualifications, and expertise to provide the Services and determined they aligned well with the scope of services requirements. US Rail Systems has an experienced bench of employees who have worked on high-speed and electrified rail systems in Europe and are able to bring this experience to Caltrain's rail modernization implementation. In addition, their personnel worked with PCEP's design-build contractor, Balfour Beatty Infrastructure, Inc., during construction as the technical lead for Caltrain's traction power, Overhead Catenary System (OCS), and Supervisory Control and Data Acquisition (SCADA) systems, giving them unique insight into Caltrain's systems. Furthermore, US Rail Systems understanding of traction power systems, regulatory compliance, and best practices is commendable. Retaining the expertise of US Rail Systems will significantly mitigate the risks of major disruptions to electrified operations. Conversely, working with a new firm that is unfamiliar with Caltrain's traction power, OCS, and SCADA systems during this work could present a substantial risk.

*Price Analysis*

Staff conducted a price analysis of US Rail Systems negotiated price proposal and determined that the price is fair and reasonable. This negotiated price was about \$150,000 less than the original contract price with United ECM.

**Budget Impact**

Funds to support this contract are included in the Fiscal Year 2025 Adopted Operating Budget and will be included in subsequent years' operating budget.

Prepared By:	Terry Loo	Procurement Administrator II	650.508.7730
	Scot Sidler	Director of OCS	650.551.6121

**Resolution No. 2024 –**

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

\* \* \*

**Awarding a Single Source Contract to US Rail Systems to Provide Electrified Rail  
Support Services for a Total Not-To-Exceed Amount of \$1,545,620 for a  
Two-Year Term**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) has completed the Peninsula Corridor Electrification Project (PCEP) and launched electric train service in September 2024; and

**Whereas**, Caltrain has urgent and immediate needs for experienced staff with the specialized expertise and knowledge of traction power systems to help oversee PCEP contractor handover performance and safe operation of the Traction Electrification System within the Caltrain rail network; and

**Whereas**, staff from US Rail Systems of Los Angeles, California (US Rail Systems) has worked with the PCEP design-build contractor, Balfour Beatty Infrastructure, Inc., during construction as the technical lead for Caltrain’s traction power, Overhead Catenary System (OCS), and Supervisory Control and Data Acquisition (SCADA) systems, giving them unique insight into Caltrain’s systems; and

**Whereas**, staff determined that US Rail Systems possesses the requisite depth of knowledge and experience to successfully perform the required Services; and

**Whereas**, contracting with a firm who is unfamiliar with Caltrain’s traction power, OCS, and SCADA systems during this initial period could present a substantial risk; and



**Whereas**, staff performed a price analysis of US Rail Systems price proposal, engaged in negotiations, and determined that the agreed upon price is fair and reasonable; and

**Whereas**, staff recommends that the Board of Directors (Board) award a single-source contract to US Rail Systems to provide the Services for a total not-to-exceed amount of \$1,545,620 for a two-year term due to the specialized skillsets of US Rail Systems, and their unique knowledge of Caltrain’s traction power system.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a single-source contract to US Rail Systems to provide Electrified Rail Support Services for a total not-to-exceed amount of \$1,545,620 for a two-year term; and

**Be It Further Resolved** that the Board authorizes the Executive Director or designee to execute a contract on behalf of the JPB with US Rail Systems in full conformity with all the terms of and conditions set forth in the negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 5<sup>th</sup> day of December, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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Acting JPB Secretary