



JPB Board of Directors
Meeting of September 2, 2021

Correspondence as of August 20, 2021

Subject

- 1 Huntington Ave San Bruno
- 2 DTX Executive Steering Committee Meeting - Missing materials
- 3 Caltrain Schedule Effective 30 Aug 2021
- 4 Support for Caltrain Electrification Funding in the FY 2021-2022 Budget
- 5 TRAINFO Tech Traffic Congestion and Safety Issues in the City of Burlingame
- 6 Caltrain Figures - Authorized Positions

From: [Tim O'Brien](#)
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Huntington ave San Bruno
Date: Sunday, August 15, 2021 6:17:06 PM

[You don't often get email from tmz6922@yahoo.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

To whom it may concern,
Huntington ave in San Bruno (area pictured) has a long history of being a dump site . Very frustrating to surrounding residents. Currently there is trash all along the street from Sylvan ave to San Felipe. Please can you please send someone to clean up your area . I highly recommend that signs be posted all along the area Stating no littering with a fine of \$1000 . This may lessen the amount of trash that is dumped. Thank you

Best Regards

Tim O'Brien



Sent from my iPhone

From: [Roland Lebrun](#)
To: [Donald Pollitt](#)
Cc: [Board \(@caltrain.com\)](#); [SFCTA Board Secretary](#); [MTC Info](#)
Subject: DTX Executive Steering Committee Meeting - August 20, 2021 - Missing materials
Date: Monday, August 16, 2021 4:49:35 AM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Chang and members of the ESC Committee,

Further to the omission of every single Appendix from the DTX Phasing Study draft report (https://tjpa.org/uploads/2021/08/Item5_DTX-Phasing-Study.pdf), please provide electronic copies of the following documents **pursuant to Government Code §6250 et seq**:

1. Appendices

- A Workshop 0 Documentation
- B Workshop 1 Documentation
- C Workshop 2 Documentation
- D Integrated Program Management Team Subcommittee for Phasing Study Evaluation Criteria
- E Not Used
- F Capital Cost Deviation Calculations
 - F.1 Defer BART/Muni Pedestrian Connector
 - F.2 Reduce Train Box Extension
 - F.3 Defer or Reduce Intercity Bus Facility (IBF)
 - F.4 Defer Fit-out of the Fourth and Townsend Street Station
 - F.5 Defer CHSRA-related Infrastructure
 - F.6 Two-Cell DTX Tunnel
- G Annotated Source Material for Capital Cost Deviation
- H Operations and Maintenance Annual Savings Calculation I Annotated Source Material for Operations and Maintenance Annual Savings Calculation

2. References

- Armistead, Bruce
 - 2017. (email) October 30, 2017.
- Cambridge Systematics, Inc.
 - 2008. Caltrain Downtown Extension and Transbay Ridership Analysis.
- Davis Langdon/AECOM.
 - 2012. Transbay Transit Center Phase 1 95% CD Reconciled Estimate. Rev 1, April 6, 2012.
- Deutsche Bahn.
 - 2021. DTX–Salesforce Transit Center Operations Analysis. Draft Final Report, May

5, 2021.

- Greyhound Design & Construction Department.
 - 2005. Greyhound Bus Slip Design, May 2005.
- ISES Corporation.
 - 2016. Transbay Transit Center Program Operations and Maintenance Report. January 2016.
- Menotti, Val Joseph.
 - 2020. Response on Transbay Program Phase 2/DTX Phasing Options. October 1, 2020. (Letter from BART Chief Planning & Development Officer to Skip Sowko, Senior Design & Engineering Manager, Transbay Joint Powers Authority).
- Parsons Transportation Group
 - 2007. Final RLPA Cost Report. December 14, 2007.
 - 2008a. Loop Concept Summary Report. May 12, 2008.
 - 2008b. DTX Loop Track Cost Report. May 14, 2008.
 - 2008c. Transbay Transit Center Program Technical Memorandum Station Operations and Maintenance Costs
 - 2010a. Preliminary Engineering Report. July 30, 2010.
 - 2010b. Preliminary Engineering Plans. July 27, 2010.
 - 2010c. Preliminary Engineering Construction Cost Estimate. July 30, 2010.
 - 2014. Fourth and Townsend Refinement Study. April 18, 2014.
 - 2016. Parsons construction cost estimate. April 29, 2016
 - 2017. Tunnel Options Study. Prepared for the Transbay Joint Powers Authority. November 8, 2017.
 - 2018a. Refine TBM+SEM and SEM Concepts Addendum to the Tunnel Options Study. Prepared for the Transbay Joint Power Authority. March 7, 2018.
 - 2018b. Cost and Schedule Refinements Addendum to the Tunnel Options Study. Prepared for the Transbay Joint Power Authority. March 23, 2018.
 - 2018c. Conceptual Engineering Construction Cost Estimate—BART/Muni pedestrian connector. April 25, 2018
 - 2020. DTX East Bay Connection 2020 Update. June 30, 2020. Technical memorandum to Skip Sowko, TJPA.
 - 2021. ROM estimate for reduced IBF concept
- Pelli Clarke Pelli Architects
 - 2010. Transbay Transit Center, Transportation Elements, Issued for 50% Construction Documents. December 2010.
 - 2011. Train Box Extension Estimate, Phase 1 50% Construction Documents.
 - 2012. Phase 1 95% Construction Cost Estimate.
 - 2016. Phase 2 Estimate to Complete the Transbay Transit Center (not including DTX or Future Utility Relocations in Main Street). April 15, 2016.
- Polechronis, Stephen.
 - 2020. Phasing Study and Operations Analysis Update. Memorandum to the

Executive Steering Committee. October 23, 2020.

- San Francisco County Transportation Authority (SFCTA)
 - 2019. Report of Expert Panel: Downtown Rail Extension (DTX) Program Review. October 2019.
- San Francisco Planning Department.
 - 2018. Railyard Alignment and Benefits (RAB) Study.
- TBD Consultants.
 - 2016. BART/Muni Pedestrian Connector. May 26, 2016
- Transbay Joint Powers Authority
 - 2007. Second Addendum to the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report (SCH #95063004). April 19, 2007.
 - 2016. Presentation of the cost estimate, budget, delivery plan, and funding plan for Phase 2 of the Transbay Transit Center Program. Staff report to the TJPA Board. June 9, 2016.
- Transbay Joint Powers Authority, Metropolitan Transportation Commission, San Francisco County Transportation Authority, Peninsula Corridor Joint Powers Board, California High-Speed Rail Authority, City and County of San Francisco.
 - 2020. San Francisco Peninsula Rail Program Memorandum of Understanding.
- T.Y. Lin International.
 - 2020. Intercity Bus Facility Reduced Layout Concept. December 21, 2020.
- URS.
 - 2008. DTX Value Management/Peer Review Report. Prepared for the Transbay Joint Powers Authority. Revision 0, June 30, 2008.
- U.S. Department of Transportation - Federal Transit Administration.
 - 2005. Record of Decision for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project.
 - 2019. Amended Record of Decision for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project.
- U.S. Department of Transportation - Federal Transit Administration, City and County of San Francisco, Peninsula Corridor Joint Powers Board, and San Francisco Redevelopment Agency.
 - 2004. Transbay Terminal/ Caltrain Downtown Extension/Redevelopment Program Final Environmental Impact Statement/ Environmental Impact Report and Section 4(f) Evaluation.
- U.S. Department of Transportation - Federal Transit Administration, Federal Railroad Administration, California State Historic Preservation Officer, and Transbay Joint Powers Authority.
 - 2004, amended 2010 and 2016. Memorandum of Agreement for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project in San Francisco County, California.

- U.S. Department of Transportation - Federal Transit Administration and Transbay Joint Powers Authority.
 - 2018. Final Supplemental Environmental Impact Statement/Environmental Impact Report for the Transbay Transit Center Program.

Thank you in advance for your prompt attention to this request.

Roland Lebrun

CC

SFCTA Commissioners
Caltrain Board of Directors
MTC Commissioners
TJPA Board of Directors

From: [Janet Bernadicou](#)
To: [Public Comment](#)
Subject: CalTrain Schedule effective 30 Aug 2021
Date: Monday, August 16, 2021 10:48:13 AM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear CalTrain,

I am writing about the service changes schedule to take place August 30th, 2021.

https://www.caltrain.com/schedules/weekdaytimetable/Weekday_Service_Changes_-_Effective_August_30_2021.html

My son takes the train from Menlo Park to College Park to attend Bellarmine College Prep. The first class of the day starts at 8:30 am every week day Monday through Friday. The only stop at College Park south bound in the morning will arrive at 7:45 am which is 45 minutes before the first class of the day. I am writing to formally request that a stop at College Park be added to train # 106 southbound in the morning. It currently stops at Santa Clara so I think the stop at College Park would be approximately 8:15 which would be ideal.

Thank you for your consideration.

Sincerely,

Janet Bernadicou



August 16, 2021

The Honorable Gavin Newsom
Governor, State of California

The Honorable Toni Atkins
President pro Tempore, California State Senate

The Honorable Anthony Rendon
Speaker, California State Assembly

Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget

Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon,

We are writing today to express our strong support for the Governor’s budget proposal and additional State funding for the Caltrain Electrification Project and 2040 corridor vision. Through the passage of the state budget (AB 128 and SB 129), significant revenues were identified for transit and rail projects in California. As you develop the transportation package, **we urge you to include \$100 million for the completion of the Caltrain Electrification Project and \$4.2 billion for High-Speed Rail in the FY 2021-2022 budget.**

The Caltrain Electrification Project is a core component of the 2040 Caltrain Corridor Vision that will guide future development of the corridor and service over the next two decades. The 2040 Vision includes projects such as the San Francisco downtown extension to the Salesforce Center, Diridon Station reconstruction and significant grade separations. The 2040 Vision will transform the railroad from a traditional commuter rail system toward an electrified, high frequency regional rail service serving.

Summary of scalable project needs to help complete the electrification project and help realize the 2040 Caltrain Corridor vision:

PROJECT	DESCRIPTION	PHASE	REQUEST
Additional funds for Caltrain Electrification	Ensure sufficient funding for delivery of current Caltrain Electrification Project. FTA estimated the project would need an additional \$333 million. To help cover the funding gap, Caltrain is requesting \$100 million to cover technology related costs for a grade crossing activation system and other realized project risks (e.g. utility conflicts).	Under Construction	\$100M
Electrification Expansion (trains)	Increase to 8 trains per hour per direction, (from 5 today) and expand off-peak service. Adding fleet to the current train order. Total project cost is \$570 million for 115 additional cars. • Caltrain has 59 unexercised car options remaining in the current Stadler Contract. Another 56 would need to be procured outside of the current contract or amend the current contract.	Ready for Construction	\$570M
Electrification Expansion (infrastructure)	Support increase to 8 trains per hour per direction (from 5 today) and expand off-peak service: level boarding, platform extensions, and expanded storage.	Design	\$640M
Support for other major rail improvements, including grade separations, and intermodal stations that are part of the 2040 Service Vision	Request \$100 million per county (San Francisco, San Mateo, Santa Clara) to advance construction of shovel-ready projects or accelerate development and design of others. Would allow each County TA to prioritize allocation based on need. The 2040 Caltrain Vision program, which includes: SF Downtown Extension to the Salesforce Transit Center, Diridon Station reconstruction, electrification corridor from SJ to Gilroy, and substantial grade separations of the corridor, which would be between \$10 billion (as identified in the Regional Transportation Plan) and \$23 billion (as noted in the Caltrain Business Plan).	Design/Construction	\$300M

Caltrain Electrification is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state's future high-speed rail system.

The Electrification Project creates jobs and fosters continued economic growth in the heart of the Silicon Valley and larger San Francisco Bay Area. Caltrain also serves some of the world's most innovative and fastest-growing companies who contribute economic strength to the national economy. In order to sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together to electrify the Caltrain commuter rail system as it will provide expanded capacity; improved speeds; reduced GHGs and reduced noise and pollution impacts on local communities; and greater reliability.

Recently, the FTA and Caltrain collaborated on a Risk Refresh Report and Caltrain identified a \$100 million gap needed to cover delays due to COVID-19 and the signal system which controls the gates along the corridor. The \$100 million requested would help Caltrain meet the funding shortfall and keep the project on track. The project has already made tremendous progress with 85% of the foundations and 65% of the poles complete, and all 10 traction power facilities under construction. The high-performance electric trains are under construction and the first completed set is being tested at more than 110 mph. The electric trains are expected on Caltrain property in 2022 and will be tested before passenger service begins in 2024.

Before the pandemic, Caltrain was the 7th largest commuter rail system in the country and the most efficient commuter railroad in terms of its farebox recovery and passengers carried per mile. Caltrain's ridership was dramatically impacted by the pandemic, but indicators show riders returning to the system. Caltrain is making changes to recapture ridership and is working to serve a more diverse group of riders and trips beyond traditional commuter rail customers. In August, Caltrain will begin operating 104 trains per weekday — a significant increase in service above what was operating pre-COVID, including all-day service to ensure full coverage and connectivity for every station and to make sure that the service meets the basic needs of all riders. This will help Caltrain serve workers returning to the office while also providing a service that is more relevant and useful to the needs of lower income riders and essential workers.

Electrification also lays the foundation for Caltrain's 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.

Caltrain will be the first modern, electrified railroad in California. The project's success will shape the future of rail in the region, state, and nation. The core of High-Speed Rail's northern section will run from San Francisco to San Jose and will "blend" with Caltrain operations. Electrification is critical for the blended system to support electrified Caltrain service and High-Speed Rail service on shared tracks within the existing Caltrain corridor.

We are now at the finish line for this transformational project. We urge you to ensure sufficient funding for delivery of Caltrain Electrification and High-Speed Rail to California. Thank you in advance for your consideration of our important request.

Most gratefully,



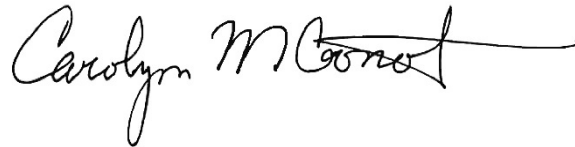
Michelle Bouchard
Acting Executive Director
Caltrain



Carter Mau
Acting General Manager/CEO
San Mateo County Transit District



Jeffrey P. Tumlin
Director of Transportation
San Francisco Municipal Transportation Agency



Carolyn Gonot
General Manager and CEO
Valley Transportation Authority

cc: Peninsula Corridor Joint Powers Board of Directors
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor
Gavin Newsom
Brian Kelly, CEO, California High-Speed Rail Authority
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA
The Honorable Josh Becker, California State Senate
The Honorable Bob Wieckowski, California State Senate
The Honorable Scott Wiener, California State Senate
The Honorable Marc Berman, California State Assembly
The Honorable David Chiu, California State Assembly
The Honorable Dave Cortese, California State Senate
The Honorable Ash Kalra, California State Assembly
The Honorable John Laird, California State Senate
The Honorable Alex Lee, California State Assembly
The Honorable Evan Low, California State Assembly
The Honorable Kevin Mullin, California State Assembly
The Honorable Robert Rivas, California State Assembly
The Honorable Mark Stone, California State Assembly
The Honorable Phil Ting, California State Assembly

From: [Vincent Lau](#)
To: [Board \(@caltrain.com\)](#)
Subject: TRAINFO Tech Traffic congestion and safety issues in the City of Burlingame
Date: Thursday, August 19, 2021 8:29:38 AM
Attachments: [image001.png](#)

You don't often get email from vincent.lau@trainfo.ca. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Board of Caltrain,

I just read the news [Driver dies after Caltrain strikes vehicle in Burlingame \(sfchronicle.com\)](#). In fact, this tragedy could be avoidable with suitable technology in place. After reviewing the FRA data and I noticed that there are over 76 crossings that have a high volume of trains combined with a high traffic volume. Crossings with traffic in the following cities [San Carlos, Redwood City, Burlingame, South San Francisco and Belmont](#) typically have high instances of collisions, traffic congestion, and delays for emergency responders.

We are a transportation technology company focused on improving rail safety and mobility on the corridors surrounding rail crossings. We work directly with government agencies by offering an affordable solution to rail crossing blockage issues by predicting when and for how long a crossing will be blocked and combine that data with industry-leading cloud computing capable of determining what the delays will be for motorists as the result of a blockage. Our solution can provide you with accurate and detailed statistics, as well as live and predictive traffic information that is often integrated with signals, signs, emergency dispatch software, and other solutions to help improve safety, reduce exposure to crossings, improve traffic flow and prevent delays for emergency responders around rail crossings.

We feel that our solution could assist in improving mobility and safety in San Mateo. Did you have some time to learn more about our solution and how we can work together to prevent and improve these issues?

Thanks,



Vincent Lau
Account Executive
TRAINFO Corp.
C. [204.227.9561](tel:204.227.9561)

Disclaimer

This E-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this E-mail message immediately.

From: Roland Lebrun <ccss@msn.com>
Sent: Friday, August 20, 2021 2:04 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: SFCTA Board Secretary <clerk@sfcta.org>; MTC Info <info@bayareametro.gov>; Baltao, Elaine [board.secretary@vta.org] <board.secretary@vta.org>; cacsecretary [@caltrain.com] <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>
Subject: Caltrain figures requested by Director Chavez

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

See attached list of Caltrain administrative positions.

Please be aware that the SamTrans Board approved an additional 29 Caltrain administrative positions without specific position titles or salaries at the July 4th

meeting: https://www.samtrans.com/Assets/_Agendas+and+Minutes/SamTrans/Board+of+Directors/Agendas/2021/2021-08-04+ST+BOD+Agenda.pdf (page 58)

The SamTrans Board additionally approved the reclassification of the following positions:

- All Deputy Director classifications have been reclassified from Level 21 to Level 22
- Business to Business (B2B) Specialist, Level 14 has been reclassified to Business to Business (B2B) Analyst, Level 17.
- Deputy Director, Rail Infrastructure Maintenance has been reclassified to Director, Rail Maintenance, Level 23
- Director, Information Technology (IT), Level 23 has been reclassified as Executive Director, IT, Level 24
- IT Computer Support Representative, Level 12 has been reclassified to IT System Administrator I, Level 14
- Manager, Fare Revenue, Level 19 has been reclassified as Manager, Revenue Management, Level 20
- Supervisor, Facilities Maintenance, Level 16 has been reclassified as Assistant Manager, Facilities Maintenance, Level 18

Sincerely,

Roland Lebrun

CC

SFCTA Commissioners
MTC Commissioners
VTA Board of Directors
VTA PAC
SFCTA CAC
Caltrain CAC
VTA CAC

Table of Caltrain Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "C"

Job Title	Authorized Positions	FTE Offloads (a)	Pay Grade	Salary Range	
Administrative Analyst II	2	2	16	81,306	121,960
Administrative Analyst III	1	1	18	99,511	149,267
Administrative Support Specialist	2	2	12	54,279	89,167
Budget Analyst III	2	2	18	99,511	149,267
CAD Technician	1	1	14	66,432	101,441
Chief of Staff	1	1	25	201,830	302,745
Chief Officer, Caltrain Modernization Program	1	1	25	201,830	302,745
Chief Operating Officer, Rail	1	1	25	201,830	302,745
Construction Liaison Manager	1	1	17	89,949	134,924
Contract Administrator	2	2	18	99,511	149,267
Cost Estimator	1	1	18	99,511	149,267
Cyber Security Analyst	1	1	18	99,511	149,267
Deputy Chief Officer, CalMod Program Delivery	1	1	24	182,437	273,655
Deputy Chief, Caltrain Planning	1	1	24	182,437	273,655
Deputy Chief, Rail Business	1	1	24	99,511	149,267
Deputy Chief, Rail Development**	1	1	24	182,437	273,655
Deputy Chief, Rail Operations	1	1	24	182,437	273,655
Deputy Director, Capital Program Delivery	1	1	22	149,062	223,592
Deputy Director, Capital Program Planning	1	1	22	149,062	223,592
Deputy Director, Policy Development	1	1	22	149,062	223,592
Deputy Director, Program Management and Environmental Compliance	2	2	22	149,062	223,592
Deputy Director, Project Controls	1	1	22	149,062	223,592
Deputy Director, Project Delivery	1	1	22	149,062	223,592
Deputy Director, Quality Assurance & Standards	1	1	22	149,062	223,592
Deputy Director, Rail Infrastructure Engineering	1	1	22	149,062	223,592
Deputy Director, Rail Vehicle Maintenance	1	1	22	149,062	223,592
Deputy Director, Railroad Systems Engineering*	1	1	22	149,062	223,592
Deputy Director, Transit Oriented Development (TOD) & Real Estate	1	1	22	149,062	223,592
Director, Capital Program Delivery	1	1	23	164,907	247,361
Director, Capital Program Management	1	1	23	164,907	247,361
Director, Engineering*	1	1	23	164,907	247,361
Director, Rail Contracts and Budget	1	1	23	164,907	247,361
Director, Rail Maintenance	1	1	23	164,907	247,361
Director, Rail Network and Operations Planning	1	1	23	164,907	247,361
Director, Rail Operations*	1	1	23	164,907	247,361
Director, Rail Program Integration	1	1	23	164,907	247,361
Director, Special Projects and Initiatives	1	1	23	164,907	247,361
Director, Systemwide and Caltrain Planning	1	1	23	164,907	247,361
Document Controls Specialist	1	1	12	54,279	89,167
Engineer II	2	2	18	99,511	149,267
Engineer III*	11	11	19	110,089	165,134
Executive Assistant II	1	1	14	66,432	101,441
GIS Administrator/Analyst	1	1	18	99,511	149,267
Manager, Budgets	1	1	20	121,792	182,688
Manager, Caltrain Planning	1	1	20	121,792	182,688
Manager, Configuration Management	1	1	20	121,792	182,688
Manager, Construction Services	1	1	21	134,739	202,108
Manager, Cost Control	1	1	20	121,792	182,688
Manager, Engineering	3	3	21	134,739	202,108

Table of Caltrain Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "C"

Job Title	Authorized Positions	FTE Offloads (a)	Pay Grade	Salary Range	
Manager, Engineering, Traction and Power*	1	1	20	121,792	182,688
Manager, Facility Engineering	1	1	20	121,792	182,688
Manager, Maintenance Rail Equipment	1	1	20	121,792	182,688
Manager, Project Controls	1	1	20	121,792	182,688
Manager, Project Estimates	1	1	20	121,792	182,688
Manager, Project Schedules	1	1	20	121,792	182,688
Manager, Quality Control/Auditor	1	1	20	121,792	182,688
Manager, Rail Compliance	1	1	20	121,792	182,688
Manager, Rail Contracts and Budget	3	3	20	121,792	182,688
Manager, Rail Network Engineering	1	1	20	121,792	182,688
Manager, Rail Operations	2	2	19	110,089	165,134
Manager, Rail Operations Planning	1	1	20	121,792	182,688
Manager, Records Management	1	1	19	110,089	165,134
Manager, Signal and Crossing	1	1	20	121,792	182,688
Manager, Standards and Procedures	1	1	20	121,792	182,688
Manager, Stations and Communications Maintenance	1	1	19	110,089	165,134
Manager, Technology Research & Development	1	1	20	121,792	182,688
Manager, Third Party Projects	1	1	20	121,792	182,688
Manager, Train Control Systems*	1	1	20	121,792	182,688
Manager, Transportation Communications (Rail)	1	1	20	121,792	182,688
Manager, Utility	1	1	20	121,792	182,688
Network Administrator II, Rail	1	1	18	99,511	149,267
Office Assistant	1	1	11	49,063	82,707
Operations Contract Analyst	1	1	16	81,306	121,960
Planning Administrator	7	7	19	110,089	165,134
Planning Analyst II	1	1	16	81,306	121,960
Planning Analyst III	1	1	17	89,949	134,924
Process Coordinator, Standards and Procedure	1	1	18	99,511	149,267
Program Management Administrator, CalMod	1	1	18	99,511	149,267
Project Controls Administrator	1	1	19	110,089	165,134
Project Controls Analyst II	1	1	16	81,306	121,960
Project Controls Specialist III	1	1	18	99,511	149,267
Project Manager*	6	6	19	110,089	165,134
Rail Liaison	1	1	18	99,511	149,267
Rail Vehicle Maintenance Program Administrator	1	1	19	110,089	165,134
Senior Project Manager*	6	6	20	121,792	182,688
Senior Project Specialist	1	1	18	99,511	149,267
Talent Management Analyst (Rail)	1	1	18	99,511	149,267
Utility Coordinator	1	1	18	99,511	149,267

Notes:

*Market conditions require that certain positions be regarded as highly competitive to attract employees and must be provided a level of compensation reflective of the competitiveness of the marketplace.

** Position added effective June 1, 2020.

(a) The expenses associated with 221 positions are 50% or more funded in the District's Capital Budget and/or JPB's and TA's Operating and Capital Budgets.

Table of Represented Position Classifications (Ord. 107 effective 07/01/2021)**Exhibit "D"**

Job Title	Authorized Positions	FTE Offloads (a)	Class	Salary Range
Bus Contracts Inspector	3		IBT2	c
Bus Operator (full-time/part-time) (b)	348		ATU1	c
Bus Operator Trainee	as needed		ATU1	\$25.00 hour
Bus Transportation Supervisor	14		IBT1	c
Customer Service Representative 2	2		ATU2	c
Customer Service Representative 1 (extra-help)	8		ATU2	c
Customer Service Representative 1 (full-time)	8		ATU2	c
Customer Service Representative 1 (part-time)	4		ATU2	c
Dispatcher	4		IBT1	c
Facilities Technician	5		IBT5	c
Maintenance Instructor	2		IBT4	c
Maintenance Supervisor	8		IBT4	c
Mechanic "A"	34		ATU1	c
Mechanic "B"	19		ATU1	c
Mechanic "C"	11		ATU1	c
Radio Controller	3		IBT1	c
Receptionist	1		ATU2	c
Storeskeeper	7		ATU1	c
Transit Instructor	5		IBT3	c
Utility Maintenance Supervisor	2		IBT4	c
Utility Worker	29		ATU1	c

Notes:

(a) The expenses associated with 221 positions are 50% or more funded in the District's Capital Budget and/or JPB's and TA's Operating and Capital Budgets.

(b) Part-time operators shall not exceed 17 percent of the total number of operators, in accordance with the current Amalgamated Transit Union (ATU1) Collective Bargaining Agreement.

(c) Wages established in accordance with the Collective Bargaining Agreements with the Amalgamated Transit Union, Local 1574 (ATU1 - Bus Operators and Maintenance Employee Unit and ATU2 - Customer Service Unit) and the International Brotherhood of Teamsters, Local 856 (IBT1 - Bus Transportation Supervisory Unit, IBT2 - Bus Contracts Inspector Unit, IBT3 - Transit Instructor Unit, IBT4 - Maintenance Supervisor Unit, and IBT5 - Facilities Technician Unit).