



#### BOARD OF DIRECTORS 2025

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EXECUTIVE DIRECTOR

## AGENDA

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

April 23, 2025, 1:30 pm

#### Primary Location:

San Mateo County Transit District  
1250 San Carlos Avenue  
Bacciocco Auditorium, 2nd Floor  
San Carlos, CA 94070

#### Alternate Location:

Bay Area Metro Center  
375 Beale Street  
Claremont Conference Room, 1st Floor  
San Francisco, CA 94105

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

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

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.

## **April 23, 2025 - 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
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. 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.
5. Approval of Meeting Minutes for March 26, 2025 Motion
6. Receive Update on Project Budget, Contract Capacity, and Funding Plan Increase for Guadalupe River Bridge Replacement Project Informational
7. Receive Update on Crossing Optimization Project Informational
8. Receive Update on Caltrain Strategic Sustainability Plan and Caltrain Climate Vulnerability Study Informational
9. Receive Update on Caltrain Safety Performance Informational
10. Committee Member Requests
11. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, May 28, 2025 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.
12. 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 March 26, 2025**

**Members Present:** Shamann Walton

**Members Present via Teleconference:** Pat Burt, Rico E. Medina (Chair)

**Staff Present:** A. Brook, M. Bouchard, J. Harrison, L. Lumina-Hsu, M. Meader

**1. Call to Order**

Chair Medina called the meeting to order at 1:30 pm.

**2. Roll Call**

Deputy District Secretary Loana Lumina-Hsu called the roll and confirmed a quorum was present.

**3. Pledge of Allegiance / Safety Briefing**

Chair Medina led the Pledge of Allegiance and delivered the safety briefing.

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

Adrian Brandt commented on flat spots.

**5. Approval of Meeting Minutes for February 26, 2025**

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

**6. Award a Contract to Myers & Sons Construction, LLC for Construction Manager General Contractor Pre-Construction Services for Middle Avenue Pedestrian and Bicycle Rail Undercrossing Project for \$594,415.98**

Audrey Brook, Director, Capital Program Delivery, provided the presentation that included the following:

- Construction Manager/General Contractor (CMGC) Procurement Approach
- Benefits for competitive pricing, open-book cost evaluation, risk allocation, diversity contracting, early bid packages, and enablement of early utility relocation
- Five firms and joint ventures submitted proposals
- Myers & Sons Construction determined to be the highest-ranked proposer by selection committee comprised of staff from Peninsula Corridor Joint Powers Board (JPB) and City of Menlo Park
- Contract fully covered by approved project budget for preliminary engineering and preconstruction phase design collaboration tasks

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

- Project cost escalation, value engineering, construction schedule, and project funding
- May 2024: total project for \$62 million at 30 percent design performed by City of Menlo Park
- Construction Extending length of the tunnel; extension piece for cover up or build over has not been decided
- Project limitations due to construction costs escalation, bicycle and pedestrian impacts, and at-grade construction impact on communities
- City of Menlo Park restrictions based upon JPB reconciliation
- CMGC involvement to help Caltrain identify what is driving costs and cost-savings
- Continuation of discussion at Board level for right-of-way, partnering appropriately with communities to make railroad a safer place, maximizing assets while balancing with partnerships
- JPB policies restrictions on projects and necessity of requirements
- Community partnerships and maximization of assets

#### Public Comment

Roland commented on Japanese modular construction technique to address escalated construction costs and construction contract elements.

Adrian Brandt commented on passing, service vision planning, and JPB policy height requirements.

Director Burt seconded the motion stipulating that should there be budgetary impacts or costs impacts causing the project to go above the budget, staff is to reexamine the design, including the potential use of the Caltrain right-of-way. Director Walton concurred.

Motion/Second: Walton/Burt  
Ayes: Burt, Walton, Medina  
Noes: None

*Chair Medina left the meeting at 1:56pm leaving the teleconference location open and accessible to the public.*

#### **7. Receive Update on the Trespasser Prevention Safety Plan**

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

- Addressing pedestrian and vehicle trespassing
- Impact on people, Caltrain property, and representation
- Impact on persons, Caltrain property, and reputation
- Peer engagement with transit agencies, mental health crisis, and encampment management

- Upstream mental health training for employees as well as expansion of mental health and resources messaging on trains, stations, main website, social media
- Expand education efforts including:
  - Upstream mental health training for employees
  - Expand mental health and resources public messaging
  - Crisis Intervention, signage, Psychiatric Emergency Response Teams (PERT), employee trauma counseling services, counselors/social workers to travel with transit police teams
  - CCTV (closed caption television), rail sentry, ROW (right-of-way) detection
- Explore engineering methods and environmental deterrents and enhancements including:
  - Means restriction, detection, and alert technologies
  - Trespasser panels and access barrier technologies
  - Transit watch apps with public crowdsourcing
  - Enhance Pedestrian crossing channelization, lighting at grade/pedestrian crossings, and explore blue lighting, and audio enhancements at stations
- Increase enforcement, training, and outreach including:
  - Partnership with municipal police departments for enforcement coverage
  - Increase transit police officers
- Board approval of plan, working on budget with Transportation Authority (TA)
- Budget development and safety improvements evaluation
- Timeline for near-term, long-term efforts, longer term plans and costs benefits

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

- Platforms, screen doors integration, and secured platforms
- Secured platforms at Caltrain stations
- Cap and Trade dollars and additional measures for High-Speed Rail funding
- Consideration of packaging grade separation and improvements to address trespassers
- Explore if the high-speed rail project can be used to qualify for funding
- Coordination with Metropolitan Transportation Commission (MTC) for project funding for this program through cap-and-trade dollars
- Identification of high-risk areas using historical data, near miss reports
- Enforcement – correlation or data if enforcement deters suicides or incidents
  - Motorist behavioral standpoint: tickets and video evidence show people behaving better
  - Pedestrians' standpoints: no data as officers arrive and trespassers are no longer present once they arrive
- Identification of high-risk areas through historical data and near miss reports
- Data on enforcement's effect on deterring suicides or incidents

Public Comment

Adrian Brandt commented on program framing, intentional incidents of vehicles and entering the tracks, trespassing for suicides versus short cut trespassers, effective methods for different type of problem solving, accidental problems caused by grade separations, and addressing mental health issues by coordinating with agencies.

Roland commented on if data exists for incidents of on tracks or express trains going through stations, track operations for express trains, and separation of European train tracks.

8. **Committee Member Requests** - There were none.
9. **Date/Time of Next Regular TOPS Committee Meeting:** Wednesday, April 23, 2025, at 1:30 pm.
10. **Adjourn** - The meeting adjourned at 2:15 pm.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Sherry Bullock, Program Director  
For: May 2025 JPB Board of Directors Meeting  
Subject: **Receive Update on Project Budget, Contract Capacity, and Funding Plan  
Increase for Guadalupe River Bridge Replacement Project**

☐ Finance Committee  
Recommendation

☐ Technology, Operations, Planning,  
and Safety Committee  
Recommendation

☐ Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) receive this informational update regarding the Guadalupe River Bridge Replacement Project (Project). Staff plans to return to the TOPS Committee and the Board in May and June, respectively, with a revised Project budget and timeline and two proposed contract change orders with Walsh Construction, the Project contractor, assuming Caltrain has obtained the permits necessary to resume construction on June 15, 2025. If Caltrain does not receive permits in time to resume construction this summer, Project construction will likely be delayed until June 2026, requiring additional negotiations with Walsh Construction regarding the construction budget and refinement of the Project budget, schedule, and funding plan.

**Discussion**

**Project Description:**

The Guadalupe Bridge Replacement Project is an environmentally and safety-critical initiative that, upon completion, will provide a safer corridor for passenger service and the movement of goods in the region. The Project will also enable future improvements to the Guadalupe River channel and is expected to mitigate unexpected service disruptions and costly emergency repairs due to river flooding and associated scour around the bridge foundations.

The Project is technically and logistically complex due to the age of the existing structures (the original bridge was built in the 1930s and has been subject to multiple fires), its geographical location over a river, and the need to obtain and comply with multiple permits issued by various federal, state, and regional agencies. Prior to beginning construction, Caltrain applied for and received state and federal environmental permits from the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), the California Department of Fish and Wildlife (CDFW), and the United States Army Corps of Engineers (USACE). These permits require Caltrain to undertake extensive measures to protect water quality and wildlife resources and to mitigate



the environmental impact of construction. In addition, the project is subject to oversight by the National Marine Fisheries Service (NMFS) to ensure compliance with the federal Endangered Species Act and by the Santa Clara Valley Water District (SCVWD), which issued encroachment permits to Caltrain to allow access to SCVWD property for construction and environmental mitigation purposes.

This Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1") and a partial replacement of a southbound bridge (Main Track Bridge 2 or "MT-2"), both located in the City of San José (Santa Clara County), just North of Caltrain Tamien Station. The MT-1 Bridge was built in 1935 and the MT-2 Bridge, which was built in 1990, was refurbished in 2008. This Project addresses the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability.

The Project's scope of work consists of the following:

MT-1 Bridge: Full replacement of the Northbound Bridge. Demolish and replace the existing bridge built in 1935 on wooden piles, piers and sub-structure from an existing 187-foot in length to a new 265-foot bridge. The center portion of this new bridge will be a steel deck plate girder span of 110 foot in length over the river, with the remaining portion of the bridge being precast/pre-stressed concrete girders.

MT-2 Bridge: Partial replacement of the Southbound Bridge. Extend bridge built in 1990 from 195 feet in length to 250 feet by replacing only the existing south abutment with a new Pier 5 and constructing a new Abutment 6, approximately 55 feet south of the existing abutment. Modification to this bridge also requires upgrades to the existing piles and pile-caps due to new seismic requirements.

Environmental Enhancement and Mitigation: The Project will widen the Guadalupe River channel to address the geomorphic instability and risk it poses to the bridge structures, while also advancing the U.S. Army Corps of Engineers Reach 7 Project, and the Project will enhance surrounding aquatic and upland habitats, resulting in environmental benefits. In addition, Caltrain has proposed to purchase habitat credits from the Santa Clara Valley Habitat Agency and to partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek as mitigation for the environmental impact arising from the Project.

### **Project Construction:**

Caltrain began construction in 2023. To date, Caltrain has completed the extension of MT-2. Caltrain planned to complete seismic upgrades to MT-2 and demolish and rebuild MT-1 in 2024, but the team paused construction activities in the summer of 2024 after staff determined that modifications to the Project were necessary to complete the Project, including significant changes to construction means and methods, and to ensure compliance with environmental regulations and permit conditions. Throughout 2024, the Project team collaborated internally

to revise Caltrain's permit applications and coordinated with resource agencies to develop a modified project description, including changes to the Habitat Mitigation and Monitoring Plan, the duration, sequencing, and timing of construction, and construction means and methods, and to obtain amended permits in time to begin construction this summer., the duration, sequencing, and timing of construction, and construction means and methods, and to obtain amended permits in time to begin construction this summer.

**Project Permits:**

Caltrain submitted its draft applications for revised permits in early February and has been working continuously with the resource agencies to address their questions and comments, including through multiple meetings and workshops. Executive Director Bouchard has been meeting regularly with executives at the resource agencies to stress the importance of the Project from an environmental, safety, and passenger and freight perspective. The resource agencies have committed to work with Caltrain to expedite their consideration of the revised permits, but to date, Caltrain has not secured any of the permits. Staff will continue to work with the resource agencies to enable construction to resume in June and will provide regular updates to the Board regarding Caltrain's permit status.

**Project Contractor:**

Caltrain has also worked closely with Walsh Construction to address the revised construction plans, budget, and schedule. To ensure that Walsh is prepared to resume construction on June 15 if Caltrain receives the permits in time, Caltrain issued three limited notices to proceed (LNTPs) to Walsh in February using existing contract authority and contingency. The LNTPs enable Walsh to begin fabricating materials (e.g., rebar and casings), procure pipes for river diversion, and mobilize workers and equipment in order to commence work on June 15. Because Caltrain does not yet have the permits in hand, it is undertaking these efforts at risk to mitigate the larger cost impacts that would result from not being prepared to construct in 2025. Caltrain will monitor the progress of these LNTPs and continue closely working with the permitting agencies for alignment toward the intended outcome.

The team has engaged in extensive negotiations with Walsh concerning the construction budget and schedule. These efforts culminated in a plan to reduce the duration of construction from three dry seasons to two dry seasons, thereby avoiding additional costs. The team is in the process of preparing two contract change orders to address: (1) the amount due to Walsh based on incurred costs as validated by staff and Caltrain's construction cost estimator, and (2) the cost to complete the remainder of the work, which will be informed by on-going negotiations with Walsh. The second change order is also highly dependent on the environmental permits. Assuming the permits are issued in May, staff plans to present the contract change orders to the TOPS Committee and the Board in May and June, respectively, along with a revised Project budget, schedule and funding plan.

**Project Budget:**

The environmental challenges, proactive measures to address environmental concerns, design and sequencing changes, construction access challenges, additional and restrictive permit conditions, and additional environmental mitigation, have significantly impacted the Project

schedule and cost at completion. Notwithstanding the team's efforts to find savings where possible, staff anticipates that a **very significant increase** to the original Project budget will be required to complete the Project as a result of the challenges discussed above. The team is reviewing potential funding sources to address the anticipated increase in costs, including re-prioritizing other capital projects. Once the Project budget and schedule refinements are complete, staff will revise the funding plan and present a revised Project budget, a new baseline schedule, and a funding plan to the TOPS Committee and Board prior to resuming major onsite construction activities. The proposed funding plan is anticipated to balance Caltrain's current and future needs and to ensure that customers continue to experience seamless and resilient reliable passenger service and to enable reliable freight service.

Project budget challenges are also going to be further impacted to account for recent federal policy changes, such as tariffs and counter-tariffs, labor shortages, constrained government resources, and redistribution of funds to other infrastructure initiatives to name a few. Staff will attempt to account for some of these changes through contingencies, but the uncertainty in the market is going to elevate the cost risk levels for this, and other, in-progress projects.

#### **Required Service Changes:**

The construction of MT-1 will require the use of large cranes, earth-moving equipment, and deep foundation equipment, necessitating the de-energization of the overhead contact system (OCS) to ensure safety. Additionally, the resources agencies' prohibition of night work, combined with the operation of the hourly electric service to Tamien Station, provides insufficient time to provide the necessary protective measures between trains to proceed with continuous construction operations. As a result, construction will have an impact on service. Cognizant of the need to minimize services impacts while reducing the duration and cost of construction, staff have analyzed options to provide service while expanding the available construction work windows. These options include bus bridging, providing diesel service between Tamien and San Jose, or reducing service to Tamien.

After careful analysis, the team is working with Santa Clara Valley Transportation Authority to provide bus bridge service between San Jose Diridon and Tamien stations that will replace electric train service. This will allow Caltrain to de-energize the OCS, maintain the existing South County Connector service, and replace hourly electric train service between San Jose Diridon and Tamien during peak construction months (currently anticipated to be approximately 8 months) with a bus bridge. This service change will affect approximately 210 daily weekday riders and 60 daily weekend riders. The team is developing a robust service change communications plan, which will include the use of station ambassadors to facilitate passengers' wayfinding and use of the bus bridge. Efforts are underway to minimize the overall duration of the service disruption, and any remaining heavy civil work requiring OCS shutdown following the initial 8-month period may be scheduled on specific weekends during low-ridership periods, during which a bus bridge may also be utilized.

#### **Project Organizational Review and Changes:**

Following the pause in construction, Executive Director Bouchard designated an executive oversight committee to assess and oversee the Project, evaluate potential organizational

changes, and make recommendations to enhance Caltrain's ability to deliver the Project as efficiently and effectively as possible. To date, the team has implemented Project and contractor personnel changes, improved environmental, site, and permit-specific compliance training, mandated a daily pre-construction environmental check-in once construction resumes, and scheduled regular meetings and an escalation ladder with the resource agencies to ensure coordination and to address Project challenges.

The team is also working with the resource agencies to address previous environmental challenges. To support this effort, Caltrain has retained special counsel with environmental compliance expertise, Troutman Pepper LLP. Special counsel is working with the team on the revised permits and Caltrain's response to the resource agencies' review of compliance issues, including a review being conducted by the Environmental Protection Agency. Staff plan to present a contract amendment with Troutman Pepper to the TOPS Committee and the JPB in May and June, respectively.

**Next Steps:**

The team will continue working with the resource agencies to obtain the necessary permits in time to begin construction this summer and to ensure compliance with environmental conditions. Because there is a risk that Caltrain will not obtain the permits in time, the team is also planning for potential resumption of construction in 2026. Once we know whether construction will resume this summer, Caltrain will engage in a robust communications effort to advise passengers of the service change required to complete construction. Finally, staff will continue to refine the cost estimate, complete negotiations with Walsh, and present two proposed contract change orders and a revised budget, schedule and funding plan to the TOPS Committee and the Board in May and June, respectively, along with a plan for on-going Project oversight and reporting and an amendment to the Troutman Pepper, LLP, contract.

**Budget Impact**

There is no impact on the budget associated with receiving this informational update.

Prepared By: Sherry Bullock

Program Director

04/18/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Sherry Bullock, CalMod Program Director  
For: May 2025 JPB Board of Directors Meeting  
Subject: **Receive Update on Crossing Optimization Project**

☐

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”).

**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 was completed in 2024 using the design-build approach and included 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

**Inhibit Feature Overview**

As part of the Caltrain Wireless Crossing System, the Inhibit Feature is designed to enhance crossing efficiency at locations adjacent to Caltrain stations. Traditionally, railroad crossings activate when a train approaches even if the train is scheduled to stop at the nearby station. This can result in unnecessary gate activations.

The inhibit feature prevents a nearby crossing from activating when the train is making a scheduled stop at the station. The gates then activate when the train begins to depart the station.

The inhibit feature was implemented in January 2025. However, operational monitoring identified on-time performance issues at 10 crossings located directly adjacent to stations, so Caltrain temporarily disabled the inhibit function at these specific sites. The inhibit function remains active at crossings that are close to, but not directly adjacent, to stations. A long-term solution to enable full functionality at the remaining 10 crossings is expected by early 2026.

## Monthly Update

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

Key Project Activity	No of Crossing	Planned Completion	Progress as of 12/31/24	Progress On Track?
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	04/27/2022	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	Completed	Completed
Crossing Group #4 Cutover Bellevue, First Ave, Villa Terrace Ave, Second Ave	4	05/14/2024	Completed	Completed
Crossing Group #5 Cutover Third Ave, Fourth Ave, Fifth Ave, Ninth Ave	4	05/14/2024	Completed	Completed
Crossing Group #6 Cutover Alma St., Churchill Ave	2	06/17/2024	Completed	Completed
Crossing Group #7 Cutover Whipple, Brewster, Broadway, Maple St.	4	07/02/2024	Completed	Completed
Crossing Group #8 Cutover Rengstorff, Castro St., Mary Ave, Sunnyvale Ave	4	06/17/2024	Completed	Completed
Crossing Group #9 Cutover Encinal, Glenwood, Oak Grove, Ravenwood Ave.	4	06/30/2024	Completed	Completed
Crossing Group #10 Cutover South Linden, Scott Street	2	07/23/2024	Completed	Completed

Key Project Activity	No of Crossing	Planned Completion	Progress as of 12/31/24	Progress On Track?
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	06/30/2024	Completed	Completed
Crossing Group #13 Cutover Mission Bay and 16 <sup>th</sup> Street	2	07/23/2024	Completed	Completed
Crossing Optimization Final Acceptance	Total 43 crossing	September 2024	12/18/24	Completed

## 2. Cost – Spend vs Budget with Actuals and Accruals through January 31, 2025

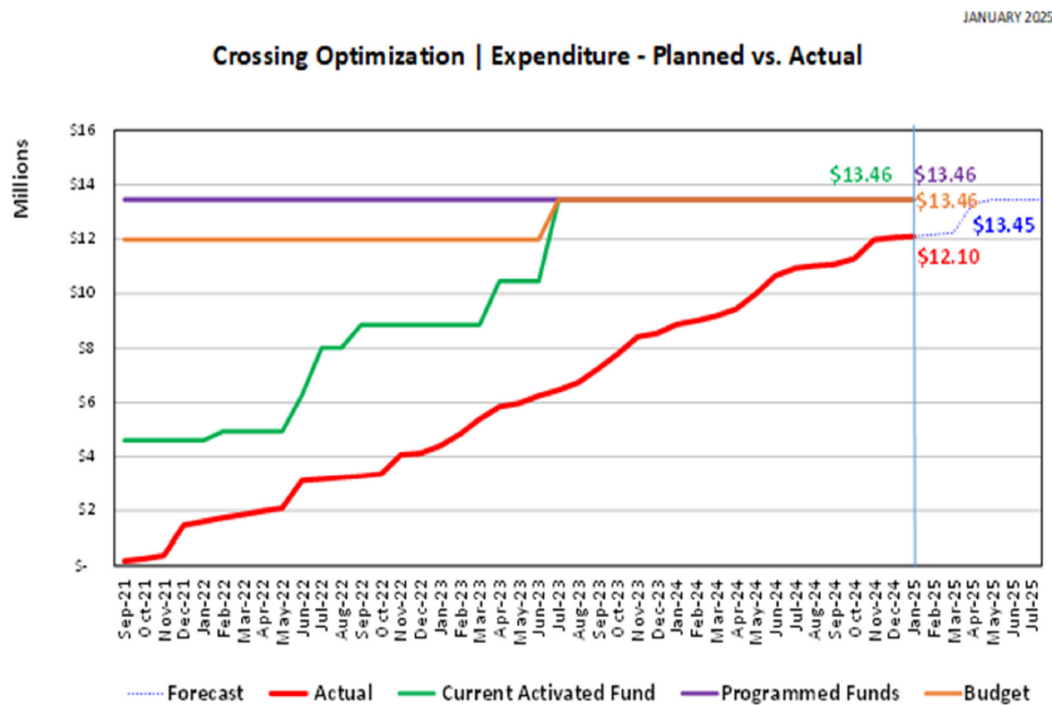
**Crossing Optimization Budget and Cost (As of January 31, 2025)**

	(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	\$ 8.08	\$ 1.13	\$ 9.22	\$ 8.21	\$ 1.00	\$ 9.22	\$ (0.00)	89.10%
Program Mngt. & Admin Costs	\$ 4.20	\$ (0.25)	\$ 3.95	\$ 3.50	\$ 0.27	\$ 3.77	\$ 0.19	92.95%
Project Contingency	\$ 0.72	\$ (0.70)	\$ 0.02		\$ 0.01	\$ 0.01	\$ 0.01	0.00%
ICAP	\$ 0.45		\$ 0.45	\$ 0.39	\$ 0.06	\$ 0.45	\$ 0.00	87.18%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total Crossing Optimization Project	\$ 13.46	\$ 0.18	\$ 13.64	\$ 12.10	\$ 1.34	\$ 13.45	\$ 0.20	90.03%

Note:

- 1). Expended and Accruals To-Date is through January 31, 2025;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for Crossing project delivery;
- 3). % Expended of EAC includes the ongoing Manual Crossing Activation Button work;
- 4). About \$1M will be used for Manual Crossing Activation Button work and will be executed via Maintenance Contract;

### 3. Cost Curve



#### 4. Major Activities for January 2025:

- Data Collection and optimization of crossing performance post cutover.
- Final Acceptance was issued on December 18, 2024
- RFA (Request for Amendment) submitted to FRA (Federal Railroad Administration)
- Deployed Inhibit Functions into Production
- Contract close out and retention released

#### 5. Upcoming Key Activities:

- Finalize crossing performance report following final system adjustments.
- Monitoring inhibit Function performance

#### 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.
- A change order in the amount \$128,045 was issued for the rework in September 2024.
- In October 2024, the project has executed contract Amendment 6 in the amount \$128,045 with an updated payment schedule.



**7. Risk Management:**

- All project risks were mitigated; all crossings are in production.

**8. FRA Coordination Status:**

- As needed coordination calls with FRA Test Monitor.
- Continue development of combined Safety Case update (Crossing Optimization & PCEP 2SC), Caltrain will submit RFA for 2SC/Cross Optimization).

**Budget Impact**

There is no impact on the budget.

Prepared By:	Sherry Bullock	CalMod Program Director	4/12/2025
	Aaron Marx	Wireless Crossing Technical Program Manager	4/12/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Chief of Planning  
For: May 2025 JPB Board of Directors Meeting  
Subject: **Receive Update on Caltrain Strategic Sustainability Plan and Caltrain Climate Vulnerability Study**

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

**Purpose and Recommended Action**

Staff are providing the Board with an update on two Sustainability Program projects. The Caltrain Strategic Sustainability Plan will shape the direction and priority of activities in the Caltrain's Sustainability Program for the next 10 years. The Caltrain Climate Vulnerability Study is a comprehensive assessment of the risks and impacts presented by climate change to the Caltrain system. This report is for informational purposes only.

**Discussion**

This report and accompanying presentation are submitted to keep the Board apprised of ongoing sustainability actions and to receive feedback on respective project components.

The electrification of the corridor is by far the most impactful sustainability initiative Caltrain has ever implemented. The Strategic Sustainability Plan will identify future actions to further Caltrain's sustainability. It represents the most comprehensive review of agency-wide sustainability activities to date and will produce a prioritized list of sustainability projects and initiatives to undertake over the next decade, as funding is available. Additionally, the Plan will define the vision and values of the Sustainability Program, develop overall sustainability goals, objectives, and targets, and produce criteria for ranking and prioritizing potential projects and initiatives. Staff have provided draft priorities and evaluation criteria for Committee review and comment.

The second project, the Caltrain Climate Vulnerability Study, will assess the risks that present and future climate hazards pose to Caltrain. Previous projects examined hazard impacts to specific asset groups, such as sea level rise impacts to the Peninsula Corridor Electrification Project (PCEP). This project will review all system aspects including the vulnerability of Caltrain's service, infrastructure, right-of-way, operations, riders, and employees to climate impacts. The findings will identify the most acute vulnerabilities and enable Caltrain to seek funding to pursue resiliency initiatives. The project is studying hazards including extreme heat, flooding,

wildfire, and wind. To capture the variety of potential climate impacts to Caltrain's system, the study will incorporate a mix of quantitative and qualitative data. Projections and models for future scenarios will illustrate many of the larger impacts but may miss out on granular, focused impacts. Robust outreach and engagement with staff, riders, and communities along the corridor will complement the projections and models with local and insider information to fill these gaps.

**Budget Impact**

These projects have no impact on the budget.

Prepared By: Bo Baney

Principal Sustainability Planner

4/10/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Mike Meader, Chief Safety Officer  
For: May 2025 JPB Board of Directors Meeting  
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

Chief, Caltrain Safety

4/8/2025