



Executive Director's Monthly Report: March 2025

Executive Director Michelle Bouchard

Report prepared for April Board meeting; data current through February 2025.



Who We Are and What We Do

Caltrain Mission: Caltrain is a customer-focused rail system offering safe, reliable, accessible, and sustainable transportation service that enhances quality of life for all.

Caltrain Vision: To be a vital link in the statewide rail network by improving connectivity to other transit systems, contributing to the region's economic vitality, and partnering with local communities to ensure that diverse constituencies receive a world-class travel experience.



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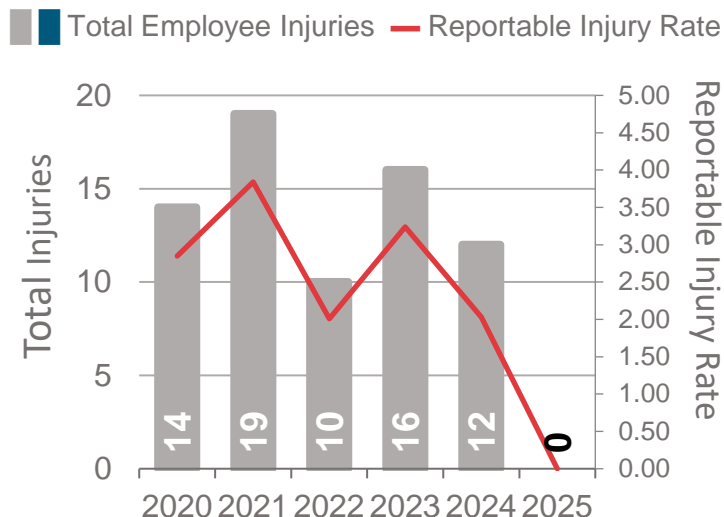
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Safety Updates – Injuries and Accidents

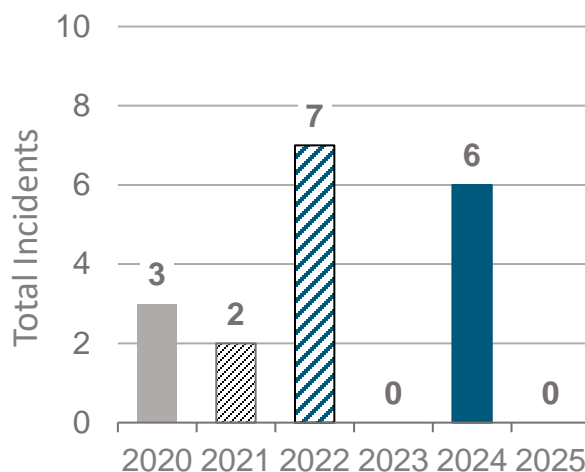
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain's cumulative RIR for calendar year 2025 is 0.

Strains or sprains constitute the majority (54%) of reportable injuries for Caltrain's operator.

Reportable Rail Equipment Incidents



Reportable railroad accidents/incidents are divided into three groups: (1) Highway-Rail Grade Crossing; (2) Rail Equipment; (3) Death, Injury and Occupational Illness.

Reportable Rail Equipment Incidents from recent years peaked at 7 in 2022. There were no reportable incidents in 2023, but there were 6 incidents in 2024, two of which were recently recognized due to cost.

Days without a Reportable Injury as of 3/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,739	5/27/2020
Operations	143	10/9/2024
Maintenance of Equipment	164	9/18/2024
Maintenance of Way	381	2/14/2024
Other	1,739	5/27/2020





Safety Culture Engagement Efforts

Ongoing Safety Culture Transformation

- Safety Champions continue to help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers. Safety Champions are moving forward with high impact projects to advance a strong culture of Safety.
- Chief Safety Officer issues regular correspondence to Caltrain employees about the importance of continuing to put Safety First and Always. Recent messages covered topics such as learning culture and safety moments.
- Caltrain continues a “Safety Leaders of the Quarter” recognition program to acknowledge and celebrate employees who are actively contributing to a positive safety culture. A new group of Safety Leaders (the fifth cohort thus far) will be recognized in April 2025.
- Caltrain staff significantly expanded the Rail Safety section of the agency’s intranet including links to key resources such as the hazard reporting log.

Recent Engagement Activities

- Working with implementing ComplianceQuest for event reporting, hazard reporting, corrective action tracking, etc., Phase 1 user acceptance testing to start in a few weeks.
- Caltrain organization-wide Safety Culture Survey begins this week.
- Brought in-house monitoring of leased camera towers via the District’s SOC. Fifteen camera towers are deployed from San Francisco 4th/King to San Jose Almaden Road. Power Control Supervisors and CCF are given accounts to have limited control and viewing of the camera towers, working on getting them access to livestream footage as its currently blocked by TASI firewall. They are able to still request and view recorded footage. Any suspicious activities detected by SOC are communicated to CCF, who then determines escalation.





Safety Culture Engagement Efforts (cont'd)

- Part of a working group internally and with regional transit agency partners to discuss and help plan for 2026 Superbowl and FIFA events.
- Part of working group related to unhoused persons at SFO, and how they may impact nearby transit services.
- Exploring mass notification communications tools such as ReadyOp for District use during major emergencies.
- In discussion with BART and other partner agencies for a joint, full-scale exercise next year.
- Shared Google Navigation Enhancements with Grade Crossing Working Group
- Submitting CPUC GO-88 applications to modify high risk grade crossings with solar markers and bollards. Installation at Broadway has already yielded a 100% elimination of track incursions.
- Met with technology companies to discuss GPS navigation safety enhancements for grade crossing areas. Notably, Google introduced an update that now verbally alerts map users when they approach a railroad crossing.
- Launched the internal "Why is Safety Important to Me?" campaign, encouraging employees to share a photo and story that highlights the importance of "Going Home Safely, Every Day." The campaign is featured on digital displays throughout administrative and operations offices.
- Electric train environment communication
- Planning Safety Roadshows for later this summer.

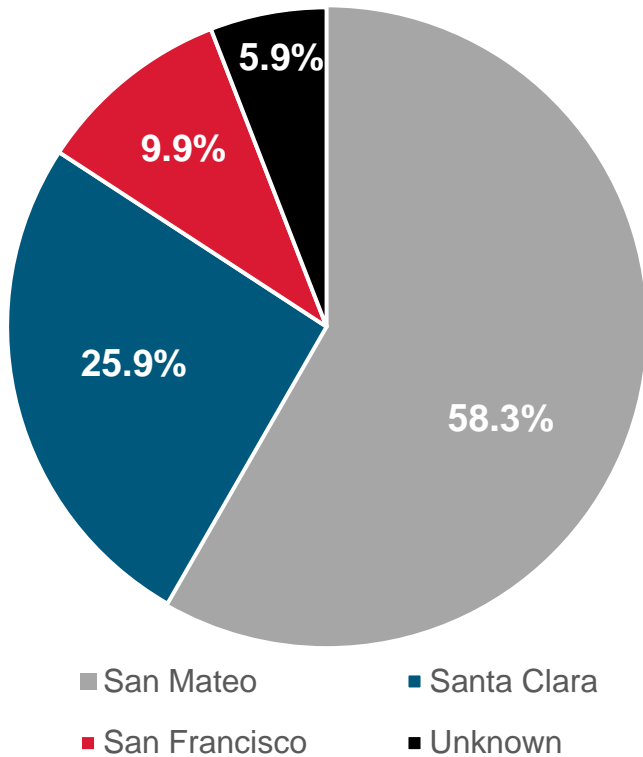




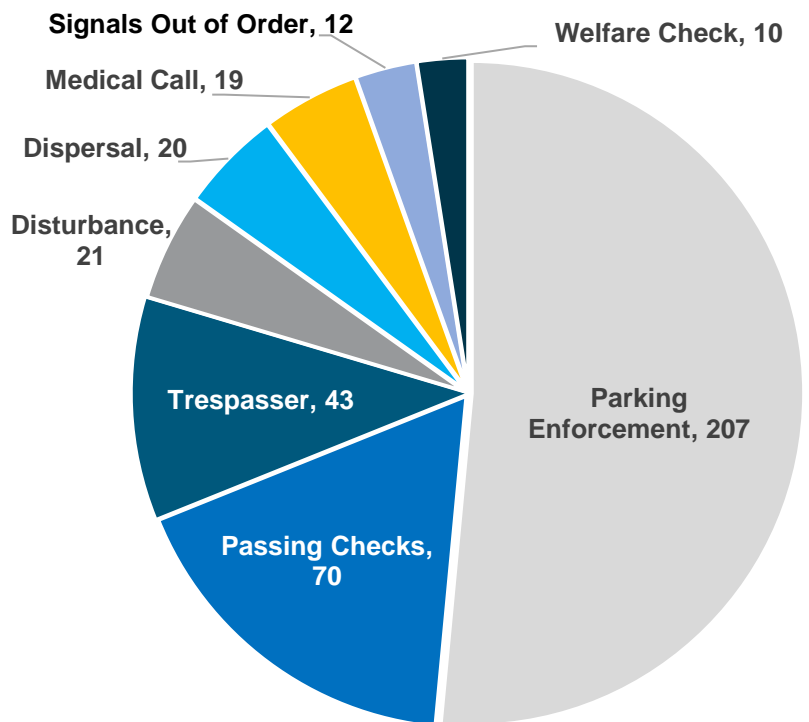
Security Update

The San Mateo County Sheriff's Office Transit Police Bureau is Caltrain's contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, rights-of-way and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

Calls for Service by County February 2025



Number of Calls by Category February 2025¹



February 2025 Service Call Data

Overall Average Response Time: **22:52**

Average Response Time for **Priority 1** Calls*: **8:26**

Average Response Time for **Priority 2** Calls**: **13:57**

*Priority 1 Calls: *In Progress – Crimes Against Persons*

**Priority 2 Calls: *Just Occurred – Crimes Against Persons/In-Progress Property Crimes*

Footnote 1: Total calls for service totaled 543 in January across 17 categories. The pie chart shows the top 8 categories representing 402 calls or 74% of the total.

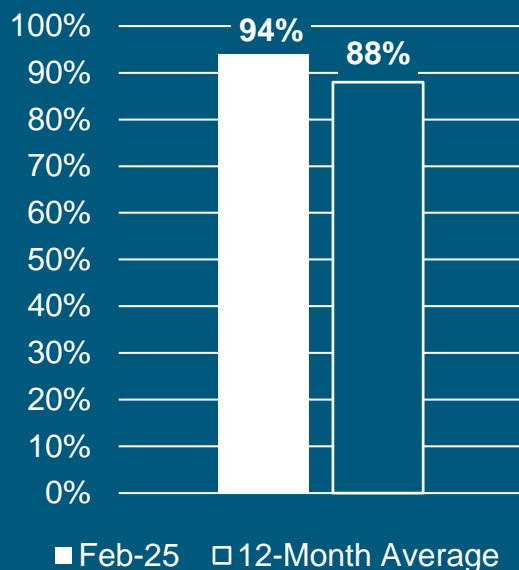




Performance at a Glance

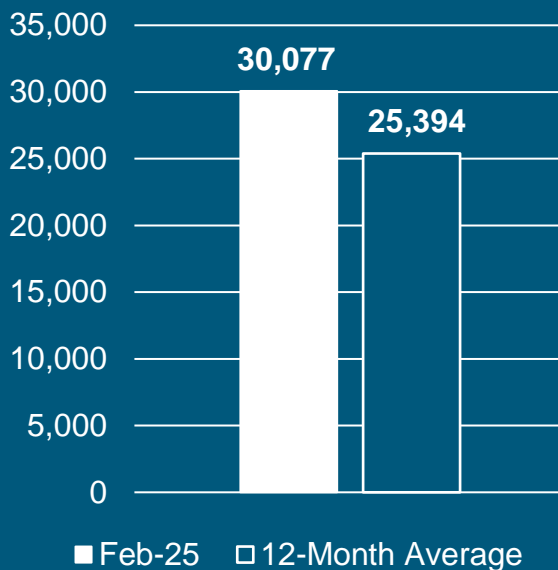
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



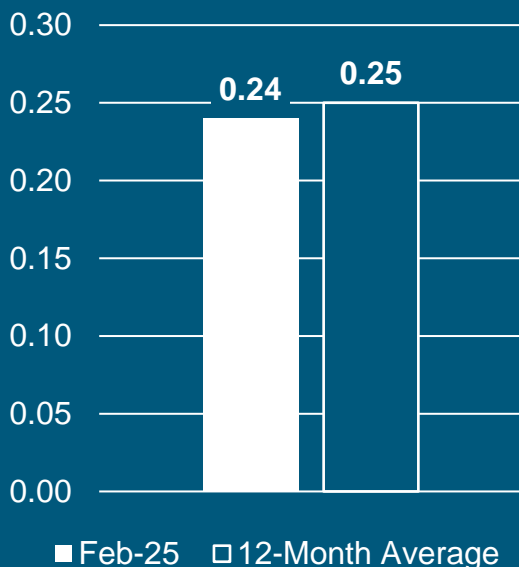
Average Daily Ridership

Average estimated weekday ridership



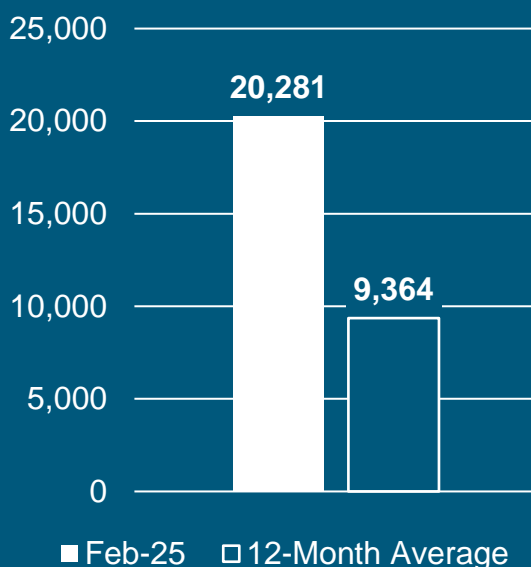
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

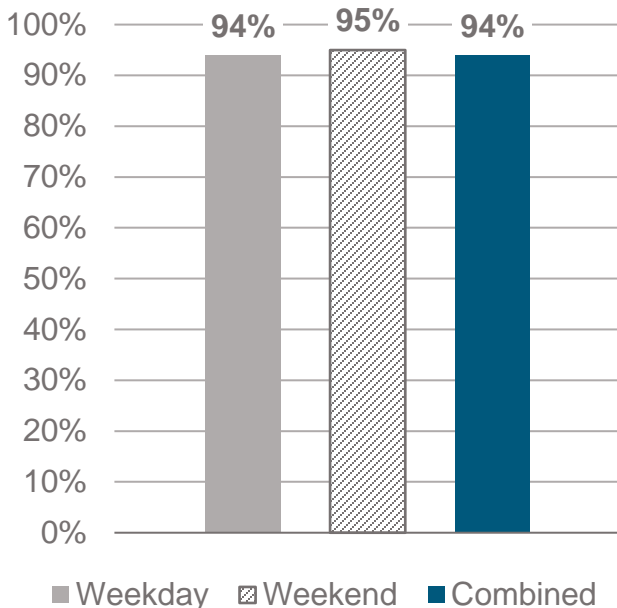
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Feb-25)

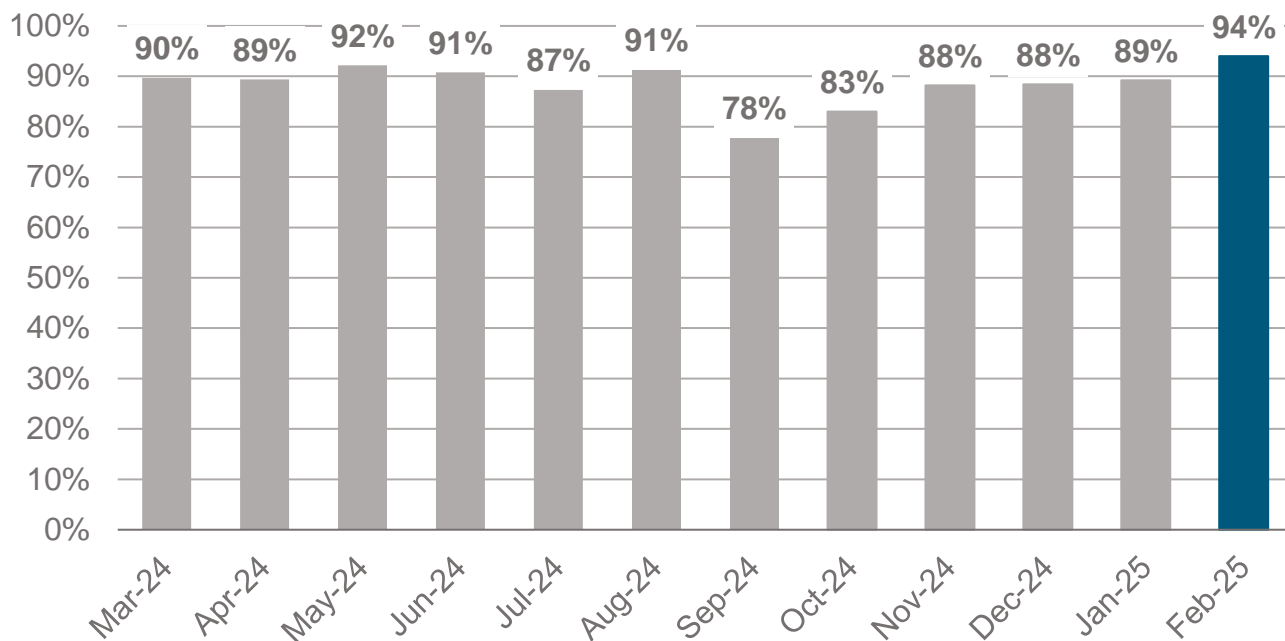


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95 percent. Combined OTP for the month of February was 94%.

Note that weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Dec-24

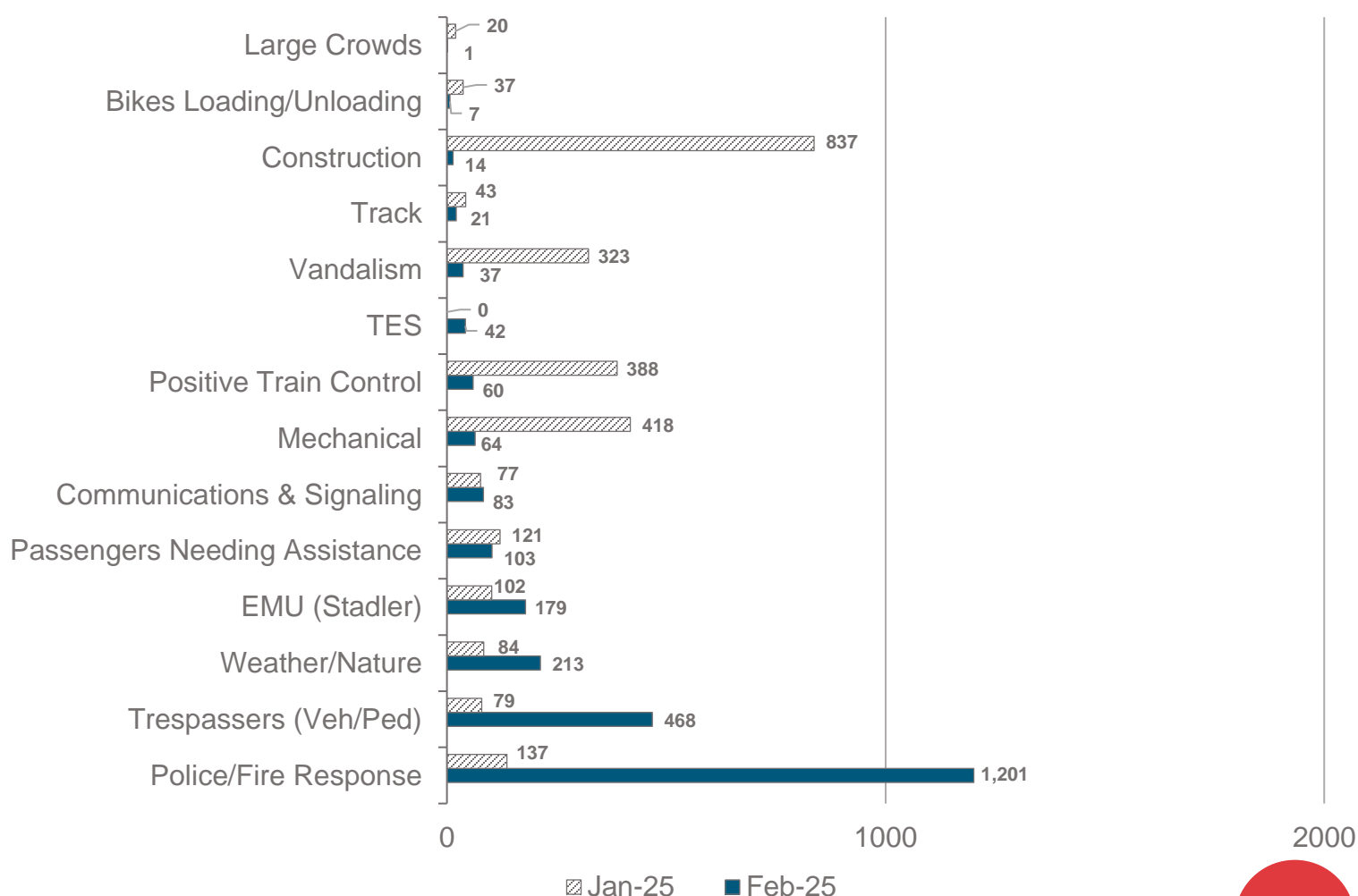
Jan-25

Feb-25

Number of Late Trains	347	327	164
Average Minutes Late for Late Trains	15	13	17
Number of Cancelled Trains	24	6	18

Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run, as well as those that are annulled before they begin to operate.

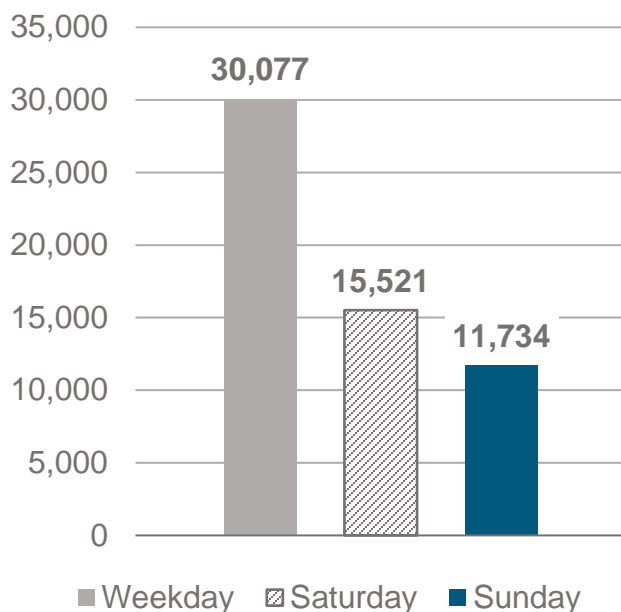
Reasons for Train Delays, by Minutes of Delay





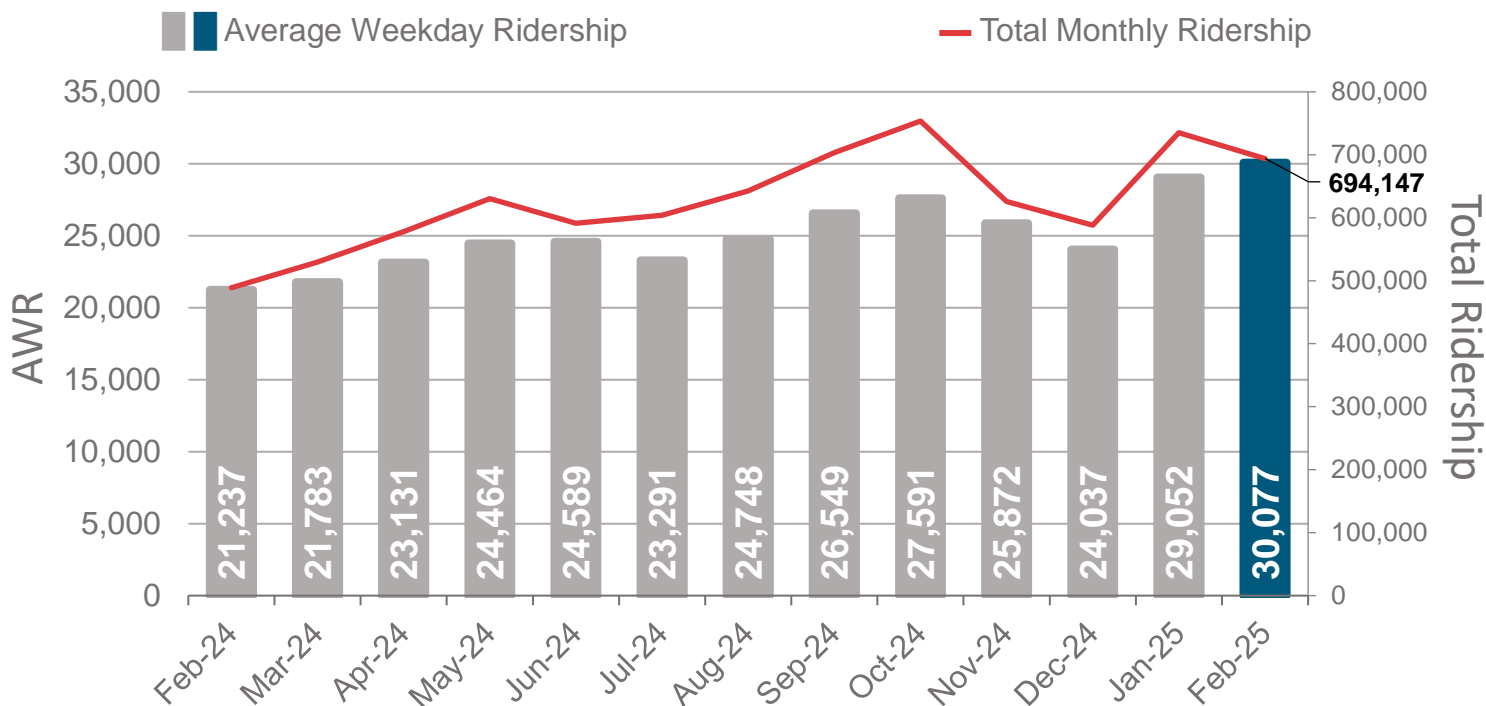
Ridership and Revenue

Average Daily Ridership (Feb-25)



Average weekday ridership (AWR) increased by approximately 47 percent compared to January of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year



Since November 2023, Caltrain's ridership estimation model relies solely on fare media sales data.

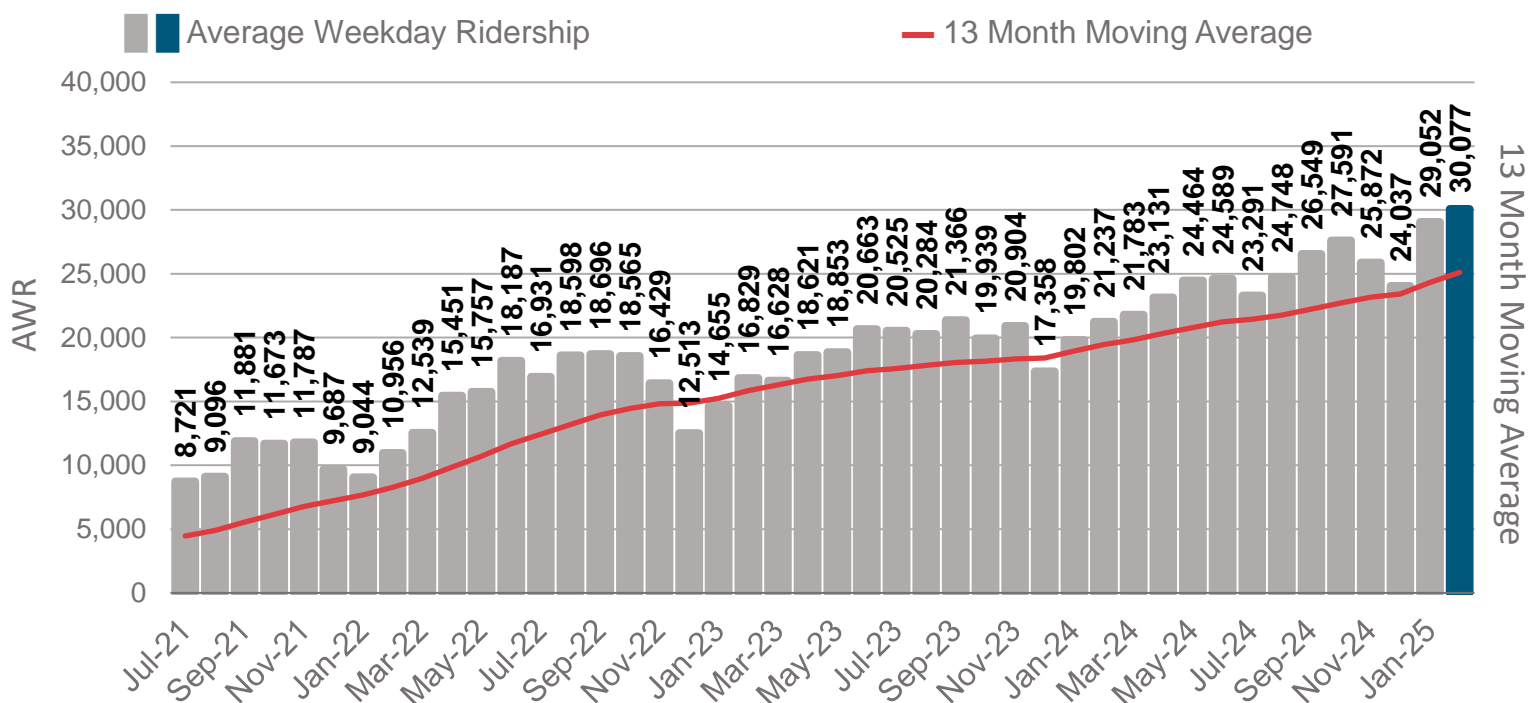




Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2022 to Present



Year Over Year AWR Increase
(February 2024 vs. February 2025)

: 42%





Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total event-day ridership at San Francisco Station in February was 11,131, a 518% increase compared to 2024 (1,801).
 - In February 2025, there were 7 events (3 Warriors games, Lunar New Year Parade, and 3 NBA All-Star nights) compared to 5 in 2024.
 - Due to tunnel closures as part of the Peninsula Corridor Electrification Program, there were no special event counts at San Francisco in 2019.

San Jose Diridon Station

- Total event-day ridership at San Jose Diridon Station in February was 1,061, a 99.8% increase compared to 2024 (531) and a 7.3% decrease from 2019 (1,145).
 - In February 2025, there were 3 events (3 Sharks games) compared to 4 in 2024 and 4 in 2019.

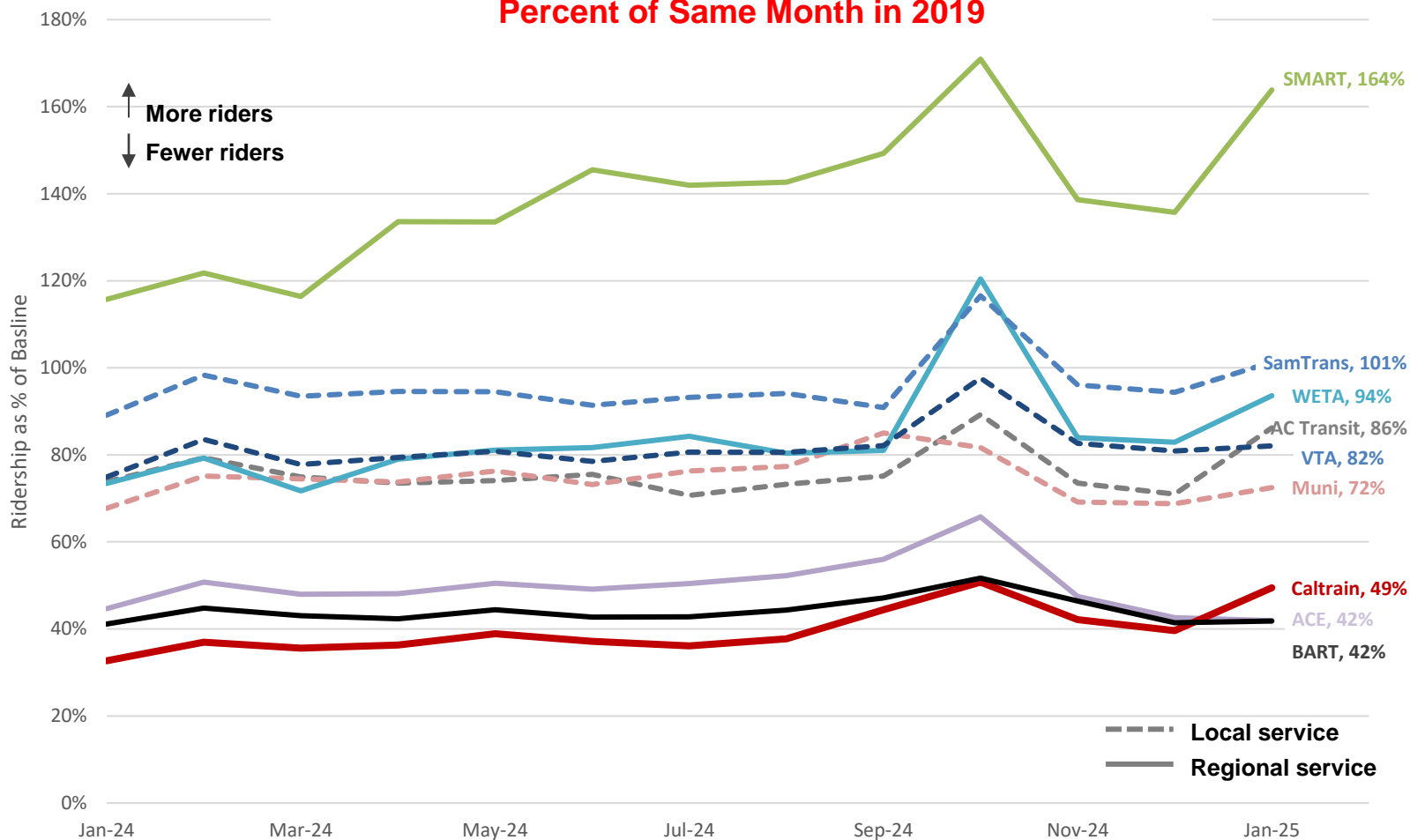




Public Transit Ridership Recovery in the Bay Area

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

Total Monthly Ridership as a Share of Pre-Pandemic Levels Percent of Same Month in 2019



Notes:

- As of August 2024, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Starting in November 2023, Caltrain ridership estimates use a fare media sales-based model. Prior to then, Caltrain ridership estimates were based on a combination of conductor counts & Clipper data.
- Ridership data for all other agencies retrieved from the National Transit Database.

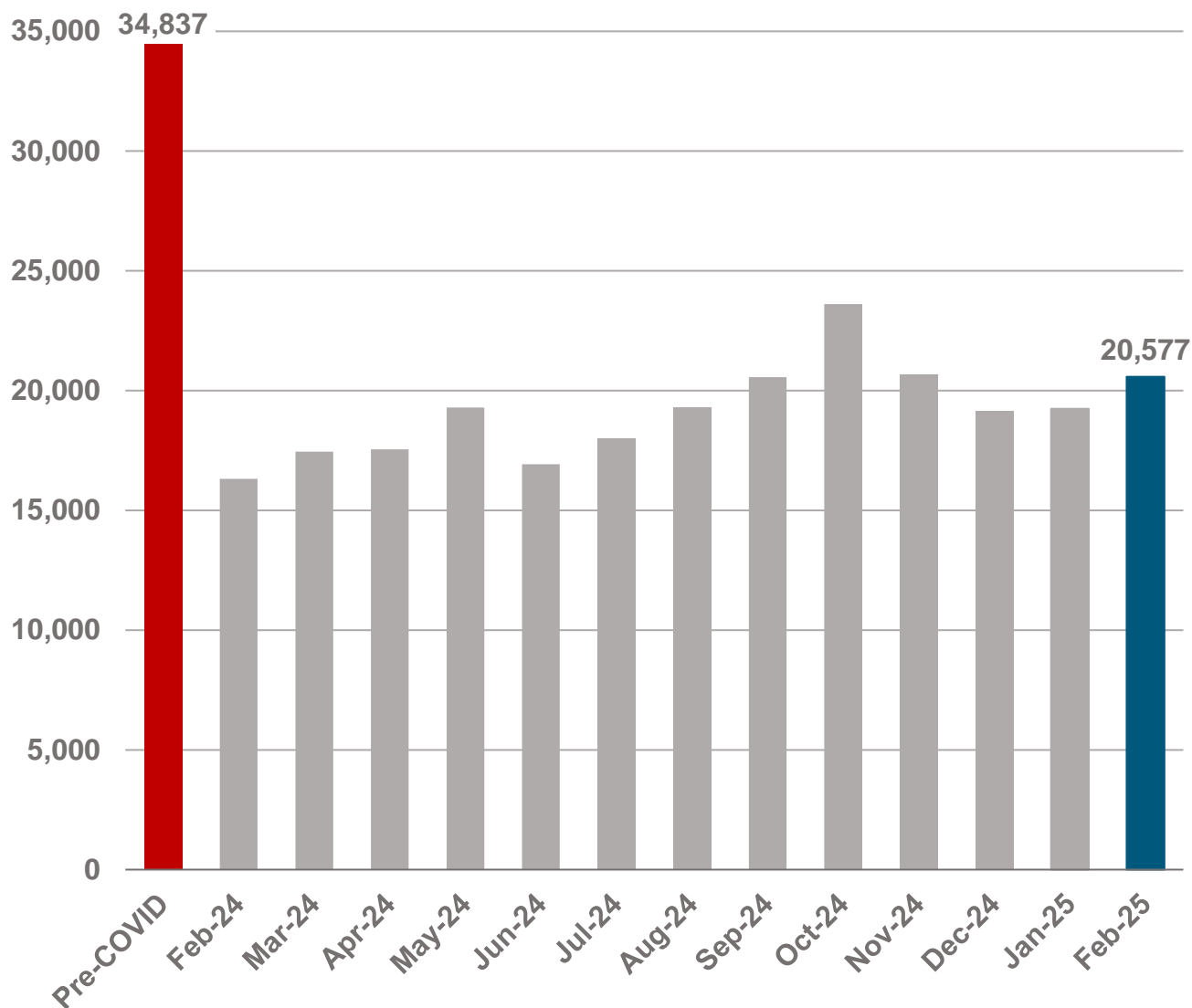
Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan
Muni	12,773	12,831	14,042	13,851	14,601	13,279	13,811	14,521	14,579	15,401	13,049	12,973	13,669
BART	4,258	4,338	4,617	4,677	4,918	4,562	4,659	4,963	5,085	5,349	4,805	4,289	4,331
AC Transit	3,245	3,303	3,484	3,490	3,492	3,071	3,092	3,498	3,678	3,923	3,229	3,118	3,790
VTA	2,203	2,238	2,397	2,419	2,545	2,238	2,345	2,519	2,595	2,871	2,431	2,379	2,413
SamTrans	817	816	906	891	957	795	813	948	962	1,068	881	865	929
Caltrain	485	489	530	578	630	591	604	643	703	754	626	588	735
WETA	150	160	155	172	217	224	247	276	267	237	262	183	180
SMART	66	62	68	80	85	81	89	93	94	98	79	78	94
ACE	57	58	60	63	71	55	62	70	70	84	60	54	53



Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year



BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

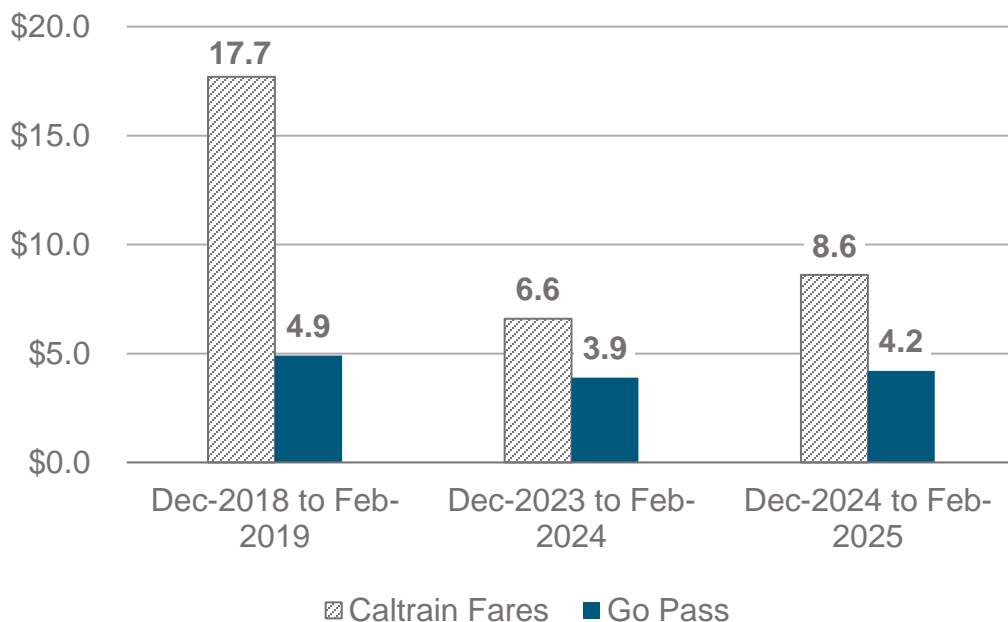
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

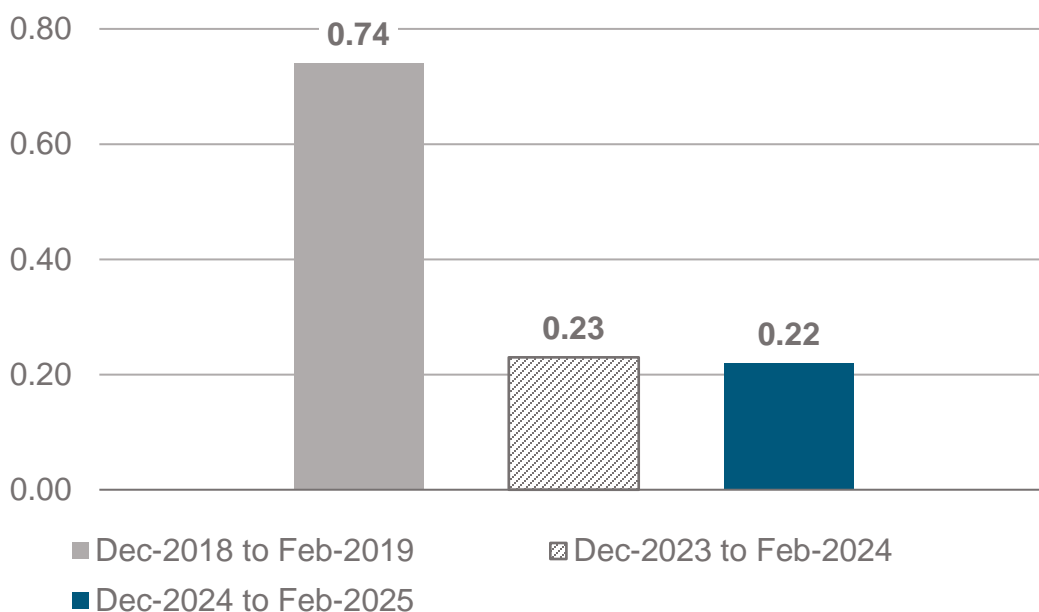
Total Fare Revenues (\$M) - Past 3 Months Comparison



Fare revenue comes in the form of one-way tickets, daily or monthly passes (“Caltrain Fares”), and the Go Pass program.

Fare revenue is generally more stable than ridership due to many riders paying for monthly passes, which provide consistent revenue regardless of usage.

Farebox Recovery Ratio (3-Month Rolling Average)



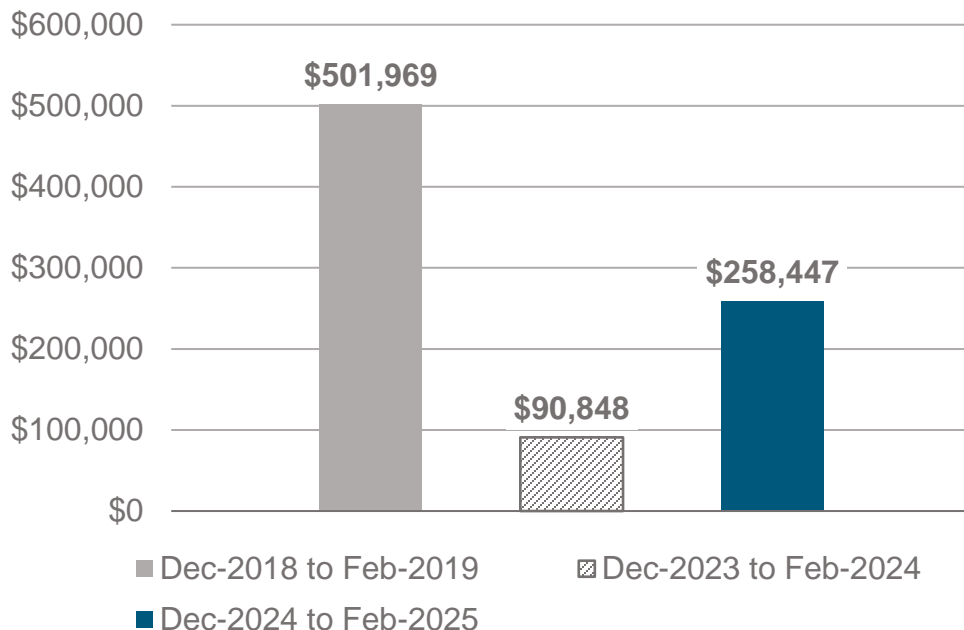
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





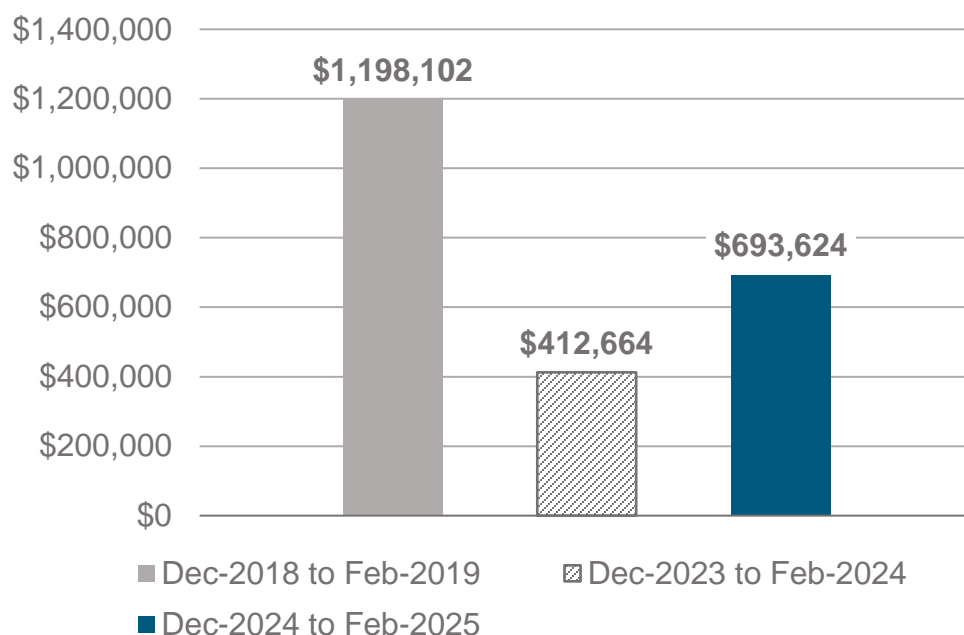
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



Advertising Revenue declined substantially for transit agencies throughout the country with the onset of the COVID-19 pandemic.

Parking Revenue (3-Month Rolling Average)



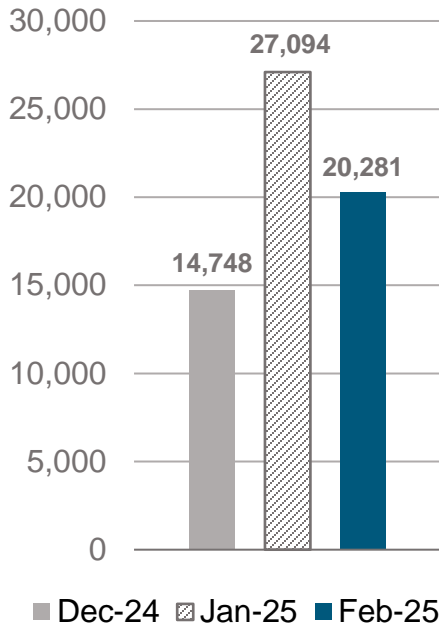
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



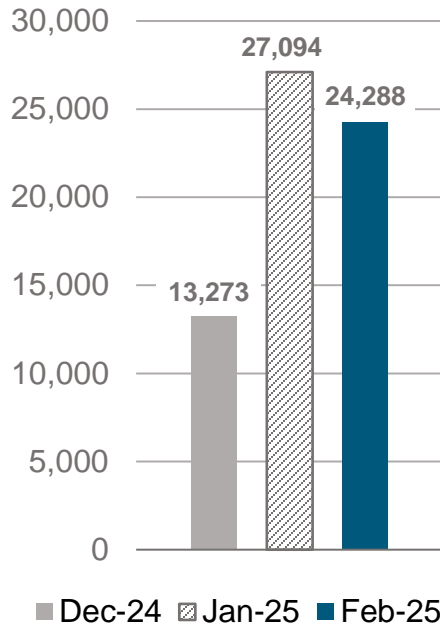


Maintenance Performance (EMU Fleet)

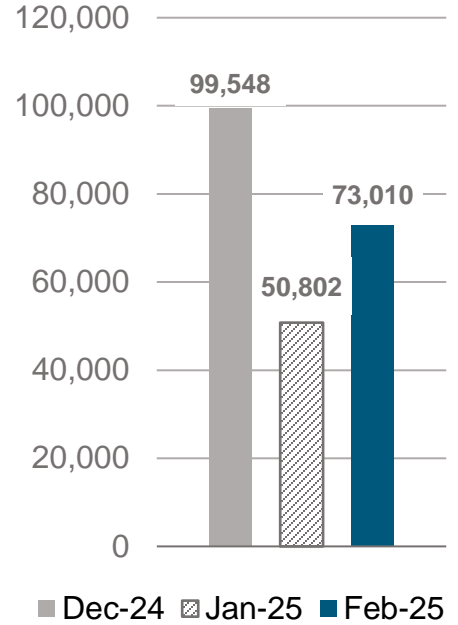
Mean Distance Between Failure (EMU Locomotives)



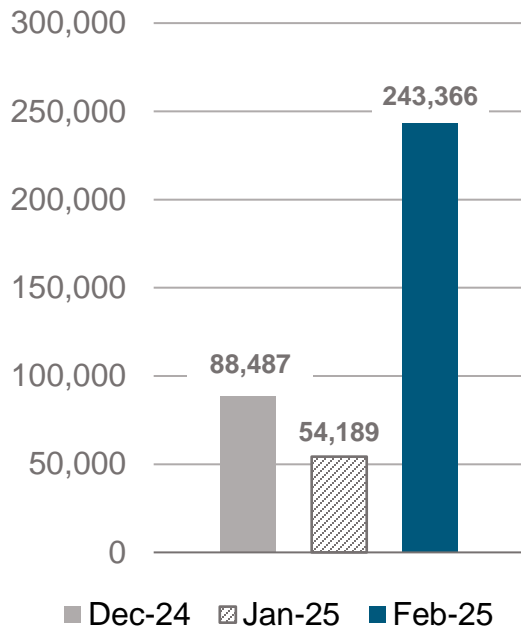
Mean Distance Between Failure (EMU Cab Cars)



Mean Distance Between Failure (EMU Coach Cars)



Mean Distance Between Failure (EMU Bike Cars)



Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

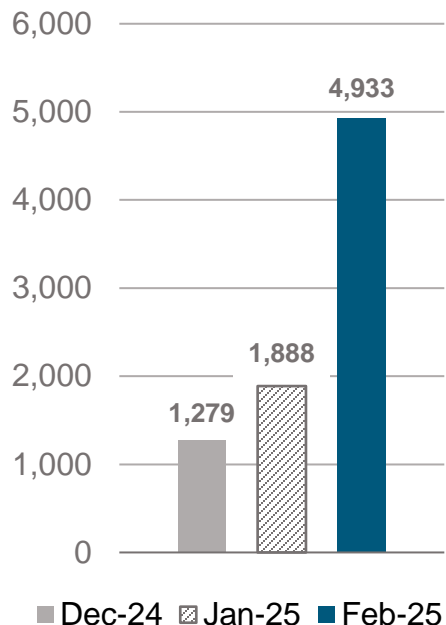
The graphs on this page represent MBDF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the previous page.



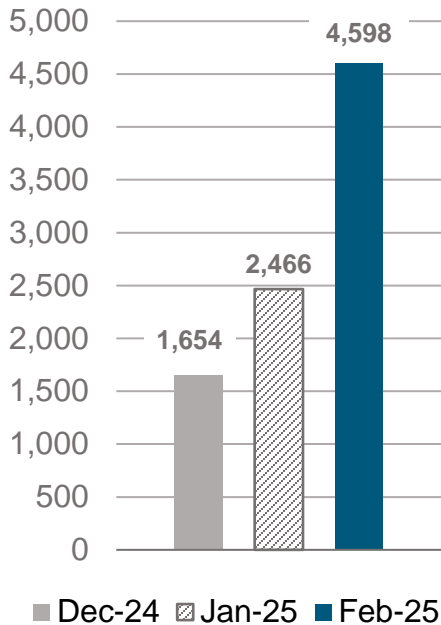


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



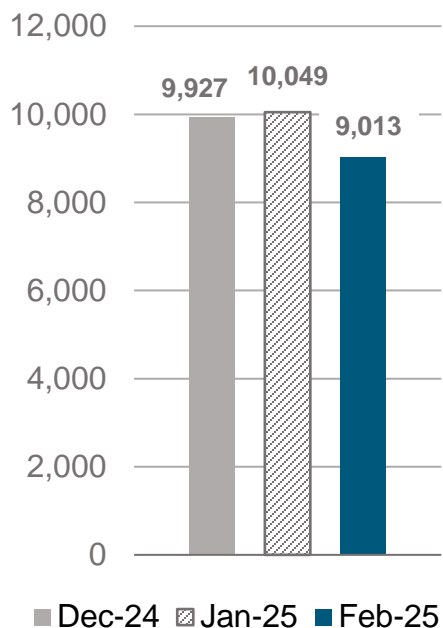
Mean Distance Between Failure (Cab Cars)



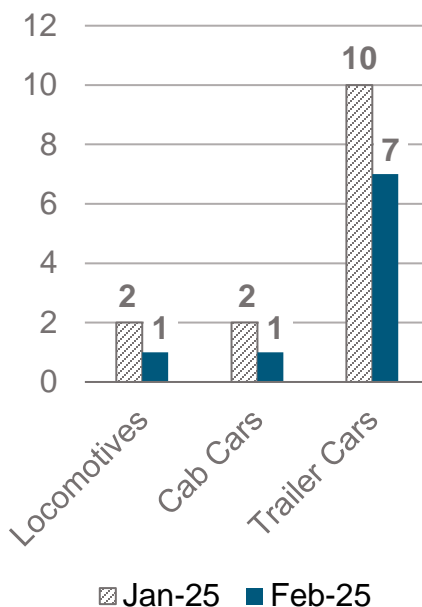
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

The graph to the left represents MDBF for all diesel passenger locomotives in Caltrain's fleet. EMU data is on the previous page.

Mean Distance Between Failure (Trailer Cars)



Equipment in Maintenance/Repair



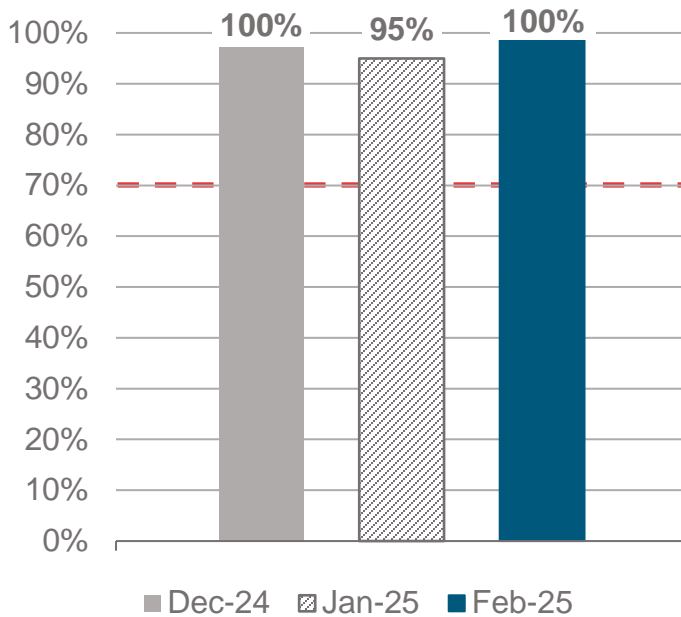
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





Maintenance Performance

Equipment Availability (EMUs)

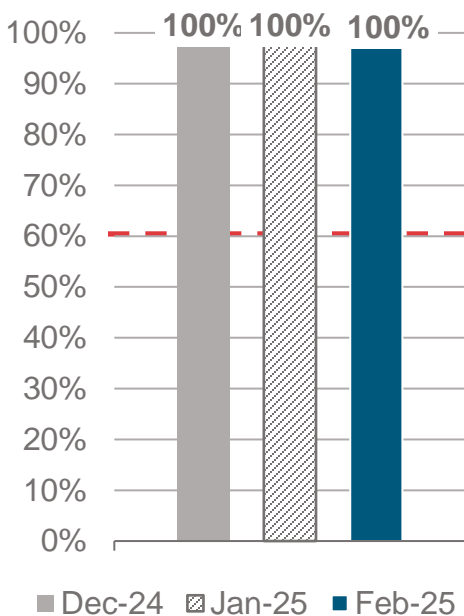


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

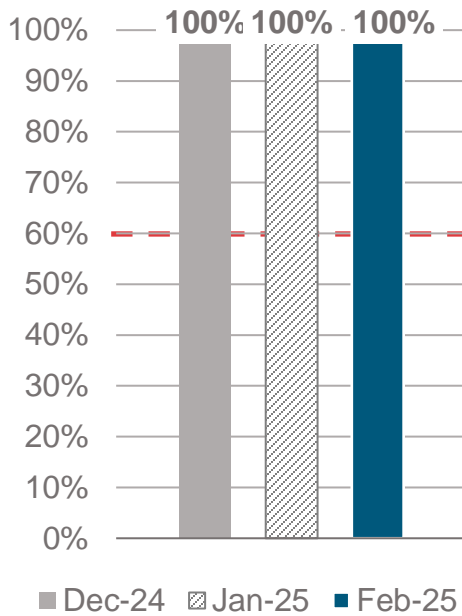
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

Post-electrification, Caltrain retains 41 Bombardier passenger cars and 9 diesel locomotives to operate South County service and maintain fleet resiliency.

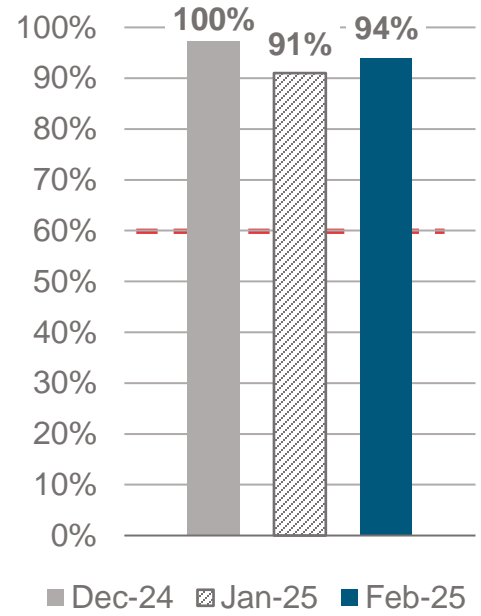
Equipment Availability (Diesel Locomotives)



Equipment Availability (Cab Cars)



Equipment Availability (Trailer Cars)



Note: The dotted red line (- - -) on each graph represents the target line (i.e., the percentage of each equipment type required to run base service on an average weekday).





Service and Program Updates

New Poll Shows Strong Regional Approval for Caltrain

A new poll of likely voters in Santa Clara, San Mateo and San Francisco counties shows overwhelming approval for Caltrain, with 82% of respondents reporting a favorable view of the transit agency. Riders of Caltrain report even stronger approval of the agency, with 84% of occasional riders and 91% of frequent riders reporting a favorable view.

Importantly, respondents recognize the need for additional funding for public transit, with 73% stating there is either some or a great need for more funding.

Nearly two-thirds of respondents in San Francisco and San Mateo counties would support a Caltrain funding measure, with support at 65% and 63%, respectively. A majority of voters polled in Santa Clara County also supported a Caltrain measure, all encouraging signs of public support for Caltrain funding.

Caltrain Implements Safety Improvements at Crossings Utilizing AI Technology With More Safety Installations to Come in 2025

Caltrain has begun installing a LiDAR and camera-based artificial intelligence (AI) solution, called RailSentry, at its Churchill Avenue Crossing in Palo Alto as part of its ongoing commitment to safety improvements. This new technology, developed by Herzog, uses a combination of LiDAR and cameras to observe an area and alert railroad operations groups of lingering vehicles or other objects to mitigate collisions between trains and vehicles, people or other objects. The deployment of this technology follows its successful installation at Broadway in Burlingame.

Caltrain has implemented a host of safety infrastructure improvements in addition to the latest technological improvements, including installing pavement markings and reflective posts, with additional installations planned for throughout the year.

RailSentry's AI-based learning software analyzes the information and alerts received by dispatchers and Transit Police to any detected potential hazards. RailSentry data is also used to ensure traffic control measures are facilitating smooth traffic flow.





Service and Program Updates

Caltrain Board Gains New Members

With the new year come new appointments to the PCJPB, including President of the San Mateo County Board of Supervisors, David Canepa, and San Jose City Councilmember from District 4, David Cohen. The Caltrain Board is thrilled to welcome these new Board Members.

Caltrain Partners with the NBA for All Star Weekend at Chase Center

Caltrain is proud to have partnered with the NBA for All Star Weekend at Chase Center, Feb. 14-16, and stood ready to get fans to and from Chase Center to catch the action without the hassle of traffic and parking.

The All Star Game took place on Sunday, Feb. 16, but there were events all weekend, including the Rising Stars game on Friday, Feb. 14, NBA All-Star Saturday Night on Saturday, Feb. 15, and concerts all weekend long.

Caltrain and the San Jose Earthquakes Shake Up the Season Opener

Major League Soccer fans joined Caltrain in watching the San Jose Earthquakes against Real Salt Lake on Feb. 22 at PayPal Park in San Jose. PayPal Park is served by Caltrain's Santa Clara station along with routes from partner agencies.





Communications and Marketing Update

Press Releases & Earned Media

Press Releases:

- Caltrain Board Gains a New Member
- Caltrain to Run modified Schedule of Presidents' Day
- Caltrain Delivers Fans to NBA All-Star Weekend, at Chase Center and Beyond
- Caltrain Keeps the Laughs Coming for Gabriel Iglesias
- Caltrain and the San Jose Earthquakes Shake Up the Season Opener
- New Poll Shows Strong Regional Approval for Caltrain

Earned Media:

- Lanes closed after crash on southbound Highway 101 near SFO won't be opened for hours - SF Chronicle
- Lima-Chosica: ATU revela qué horarios tendrán los trenes donados a la Municipalidad de Lima por Estados Unidos - Infobae
- Caltrain service restored following big-rig crash on Hwy 101 - CBS
- New Administration Should Take a Hard Look at Transit Projects - Epoch Times
- Bay Area transit agencies brace for Trump funding chaos - SF Business Times
- Opinion: Diesel isn't always a dirty word in fight to reduce greenhouse gases - San Jose Mercury News

Caltrain E-Newsletter Metrics:

FEBRUARY 2025	
Subscribers	15,384
Open Rate	27.6%
Click Rate	3.6%





Communications and Marketing Update

Digital Communications Activities

Caltrain Digital Marketing Messaging

Digital Communications:

- Electrification: Bay Area Shows Overwhelming Approval for Caltrain Following Electric Train Launch. With over an 82% favorability rate, that's truly electrifying!
- Events: NBA All Star Weekend, Black History Month, Transit Equity Day on Feb. 4
- Digital Communication continued its Destination Downtown, a social media campaign that showcases different places to travel along the corridor.

Other Messaging Highlights:

- Black History Month – Staff Spotlights
- NBA All Star Weekend partnership
- Valentine's Day – Customized Cards

Social Metrics: (Year to Year)

An impression is anytime our content (post, webpage, IG photo) is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

FEBRUARY 2025	FEBRUARY 2024
Impressions: 274,799	Impressions: 1,744,041
Engagements: 11,414	Engagements: 41,848
Post Link Clicks: 1,195	Post Link Clicks: 41,848

**Please note this does not include any web metrics*





Communications and Marketing Update

Marketing Activities

- Efforts are moving behind the scenes to prepare the District for Next Gen Clipper, with extra attention being paid to communications around the Caltrain Monthly Pass.
- The Go Faster, Go Caltrain marketing campaign is moving from programming into the execution phase. Digital web ads and digital billboards along the 101 are in the production phase.
- Caltrain partnered with the NBA and NBA Events App for All Star Weekend. More than 300 riders checked in through the app at three Caltrain stations (San Francisco, Redwood City and San Jose Diridon) for exclusive NBA All Star and Warriors prizes. Station posters, with dual Caltrain/NBA All Star logos, were posted at the three stations too.





Capital Projects Update

Project: Guadalupe River Bridge Replacement

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
JPB has extended the MT-2 railroad bridge and will replace the MT-1 railroad bridge over the Guadalupe River in San Jose. The project is located north of Willow Street and east of State Route (SR) 87 between Tamien and San Jose Diridon stations.				<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	63,699	40,878	39,117		12/31/26		
Percentages	100.00%	64.2%	61.4%				
Project Highlights – Recent and Upcoming Work							
<p>February: Using the updated 100% plans, JPB staff finalized and submitted for amended permits with the US Army Corps of Engineers, the California Department of Fish and Wildlife, the San Francisco Bay Regional Water Quality Control Board, Santa Clara Valley Water District, and the Federal Transit Administration.</p> <p>March: JPB staff will finalize the offsite mitigation plans and continue to coordinate with environmental permitting agencies to advance the permit amendment process.</p> <p>Schedule - To align the project's construction approach and environmental permits, prior environmental permits must be amended. The resulting construction approach, allowable work hours, timelines for amended permits, and resulting project schedule are the subject of ongoing discussions with environmental permitting authorities. At this time, it is apparent that project completion will be delayed. JPB staff will continue to work with environmental permitting authorities to determine the revised project approach and will provide an updated schedule to the Board.</p> <p>Budget & Funding - Based on preliminary forecasts, the environmental permitting challenges discussed above will result in cost increases in excess of the current approved project budget and funding. Anticipated drivers of cost increases are construction delays, escalation, and extended overhead, including JPB’s costs for environmental and construction oversight.</p>							

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: – Green – Yellow – Red





Capital Projects Update

Project: Broadband Wireless Communications

Project Description		Status Summary			
		Safety	Schedule	Budget	Funding
The project will design a broadband wireless communications system along the Caltrain corridor for the wayside train maintenance diagnostics and passenger Wi-Fi service. The project will investigate leveraging the existing infrastructure such as the Overhead Contact System (OCS) poles and JPB fiber network to communicate with passing trains. Wayside antennas may be mounted on the OCS poles at a constant interval to communicate with moving trains that will be equipped with radios and antennas.		<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation					
Project Costs (in thousands of dollars)				Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals		
Totals	30,441	26,888	25,964	06/30/25	
Percentages	100.00%	88.3%	85.3%		
Project Highlights – Recent and Upcoming Work					
February: Nomad Digital determined 2 additional radio antennas need to be installed to improve the coverage in the San Mateo area. Nomad will perform a site survey next month to develop a design for these 2 new radio sites.					
March: Nomad to improve the Wi-Fi coverage in 2 locations and rerun the Acceptance Test.					
Schedule - The schedule is delayed due to the discovery of 2 locations with weak radio coverage that will require 2 new radio antenna installation in the San Mateo area. We will expedite the design, review and construction to install the 2 new antennas to achieve final acceptance as soon as possible.					

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: – Green – Yellow – Red





Capital Projects Update

Project: Churchill Avenue Grade Crossing

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill Avenue grade crossing in Palo Alto. Implement a total of 17 seconds of advance signal preemption time.				<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	2,520	1,642	1,443		6/30/2025		
Percentages	100.00%	65.2%	57.3%				
Project Highlights – Recent and Upcoming Work							
February: The city of Palo Alto received the advance signal preemption controller and traffic cabinet, but issues with the controller were uncovered during testing. The city is in the process of troubleshooting the issue. The cutover and testing is put on hold until the city of Palo Alto is ready for the cutover.							
March: Cutover and test the advance signal preemption.							

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Mateo Grade Crossing Improvements

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
This project will design and implement safety improvements including quad gates or exit gates at the 4th and 5th Ave grade crossings in San Mateo. This project will make the two grade crossings safer for the train, motorist and pedestrians.				<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	5,472	4,961	4,368		5/29/2025		
Percentages	100.00%	90.7%	79.8%				
Project Highlights – Recent and Upcoming Work							
February: TASI installed the new fiber lateral to the new signal house at 5th Ave. The city of San Mateo pulled the new preemption cable to the new signal house. Will schedule the cutover with the city of San Mateo for next month.							
March: TASI to cutover the new signal house at 5th Ave. TASI to set the new signal house in place at 4th Ave.							

Note: The Capital Projects information is current as of February 28, 2025, and is subject to change prior to the April 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Next Generation Visual Messaging Sign (VMS)

Project Description		Status Summary			
		Safety	Schedule	Budget	Funding
Full replacement of existing obsolete VMS at 22 selected stations between San Francisco and Tamien. The current VMS signs are no longer supported by the manufacturer and the predictive arrival and departure system (PADS) is becoming obsolete. Research will be done to determine whether it's best to replace the signs that will work with the current predictive arrival and departure system (PADS) or replace signs for the next generation passenger information system.		<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 7 – Startup/ Turnover					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	6,800	6,271	6,142		04/24/2025
Percentages	100.00%	92.2%	90.3%		
Project Highlights – Recent and Upcoming Work					
February: Continued to complete the closeout package and transfer the project to operation.					
March: Complete the closeout package and transfer the project to operation.					

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Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Francisquito Creek Bank Stabilization

Project Description		Status Summary			
		Safety	Schedule	Budget	Funding
Stabilize and protect the northern bank of the San Francisquito Creek to prevent erosion from undermining the northern abutment of Caltrain's existing San Francisquito Creek Bridge, the northern foundations of the Alma Street Bicycle Bridge owned by the City of Palo Alto, and an existing drainage outfall owned by the City of Menlo Park.		<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	8,988	2,614	1,928		02/13/2026
Percentages	100.00%	29.1%	21.5%		
Project Highlights – Recent and Upcoming Work					
<p>February: The team developed an in-kind mitigation proposal based on Regional Water Quality Control Board (RWQCB) beneficial uses, which will be presented to the resource agency for approval in March. The design team submitted a technical memo on excavation slope stability along with preliminary shoring design drawings. JPB Engineering is reviewing the revised 100% design drawings, the river diversion and dewatering plan, and the preliminary shoring design. A technical working group was formed and has begun meeting regularly to focus on temporary shoring design. The project also initiated the development of a detailed cost estimate to support planning and budgeting efforts.</p> <p>March: The design team will focus on addressing JPB’s comments on the revised 100% design drawings, river diversion and dewatering plan, and preliminary shoring design, with a resolution meeting scheduled for March. Additional field investigations are being explored to finalize the temporary shoring design, including an investigation of the existing railroad bridge foundation to ensure structural integrity during construction and excavation. Efforts will continue on developing a detailed project cost estimate. Also, a risk analysis will be conducted to build a risk register, identifying and evaluating potential project impacts.</p> <p>Schedule: The permanent stabilization project will be postponed until the 2026 dry season, as the approvals for all three required permits are not expected until May 2025 at the earliest. Project will go to Management Committee to request re-baseline once total project cost estimate is developed.</p>					

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Statuses: – Green – Yellow – Red





Capital Projects Update

Project: San Mateo Replacement Parking Track

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project involves the design and construction of an approximately 1,000-ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave. Grade Separation Project. The project will also involve the construction of an access road from 9th Ave to 14th Avenue, a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new water service.</p> <p>Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.</p>				
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	10,128	9,037	8,867	05/31/2025
Percentages	100.00%	89.2%	87.5%	
Project Highlights – Recent and Upcoming Work				
<p>February: Construction closeout continues.</p> <p>March: Construction closeout and turnover to maintenance will continue through the end of March</p>				

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Statuses:  – Green  – Yellow  – Red





Capital Projects Update

Project: Mini-High Platforms

Project Description		Status Summary			
		Safety	Schedule	Budget	Funding
<p>The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified.</p> <p>Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.</p>		<div></div>	<div></div>	<div></div>	<div></div>
Project Phase: 6 – Construction/Implementation					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	7,271	5,661	5,012		01/02/26
Percentages	100.00%	77.9%	68.9%		
Project Highlights – Recent and Upcoming Work					
<p>February: Received, review and prepare response to final invoice from A&R</p> <p>March: Confirm costs for TASI to Proceed with Belmont and Tamien Stations completion. Respond to final Angotti & Reilly, Inc. invoice and negotiate settlement. Determine if there is a path forward for South County work.</p> <p>The Project Estimate at Completion (EAC) and Schedule will be updated following the termination of the construction contract and the issuance of a WD for TASI to complete the remaining construction work. The Project Manager will present these updates to the Management Committee.</p>					

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Statuses:  – Green  – Yellow  – Red



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Bruce Thompson, Manager, Fare Program Operations
Don Esse, Senior Operations Financial Analyst
Dapri Hong, Budget Analyst III

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John Hogan, Chief Operating Officer
Patrice Givens, Administrative Analyst II
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