



# **Executive Director's Monthly Report: May 2025**

**Executive Director Michelle Bouchard**

*Report prepared for June Board meeting; data current through April 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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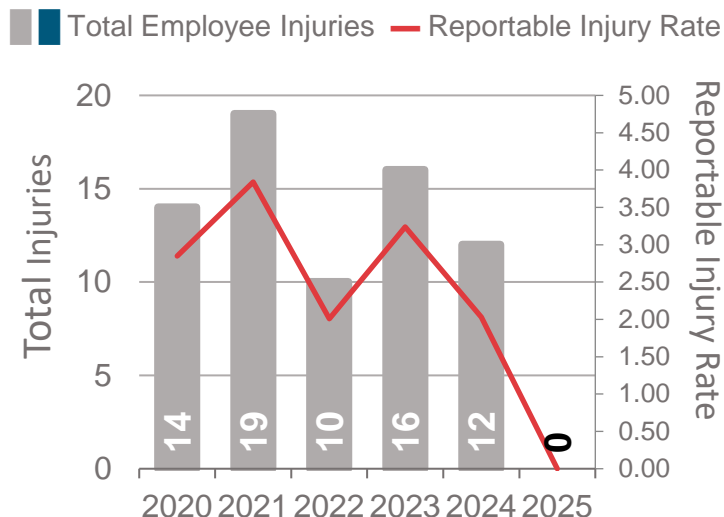






# Safety Updates – Injuries and Accidents

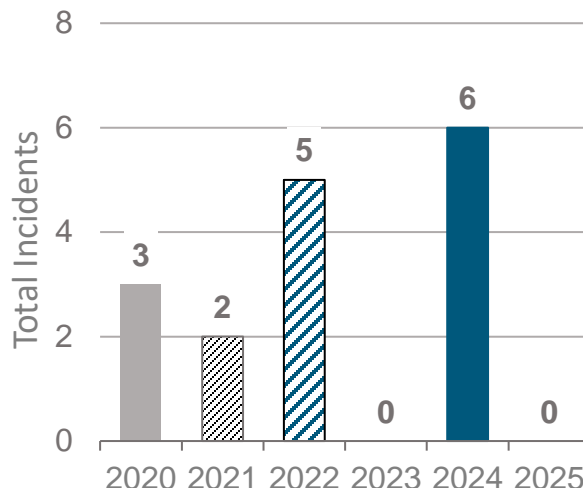
## Reportable Injury Trends



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 6 in 2024. There were no reportable incidents in 2023, and there have been no reportable incidents thus far in 2025.

## Days without a Reportable Injury as of 5/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,800	5/27/2020
Operations	204	10/9/2024
Maintenance of Equipment	225	9/18/2024
Maintenance of Way	442	2/14/2024
Other	1,800	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) was 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; access has now been secured for live viewing, and they continue to be able to request and view recorded footage. Any suspicious activities detected by SOC are communicated to CCF, who then determines escalation; the towers have been able to capture footage of various events such as thefts, trespassing on the right-of-way, and damage to a gate crossing due to a vehicle, with re-deployment scheduled for an additional location to deter trespassing/encampments.





## **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.
- Planned Full Scale Exercise on August 2025 at Redwood City. BART and SamTrans will be conducting their own separate exercises around the same time. Caltrain/BART/SamTrans/San Bruno FD plans on a joint tabletop exercise a week after.
- 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, including the first one at CEMOF Maintenance Facility in San Jose on Wednesday 5/28/25.

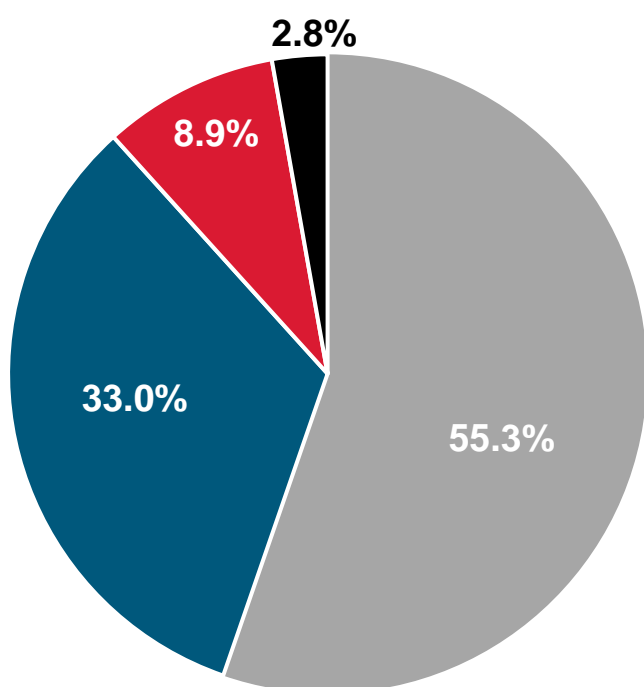




## Security Update

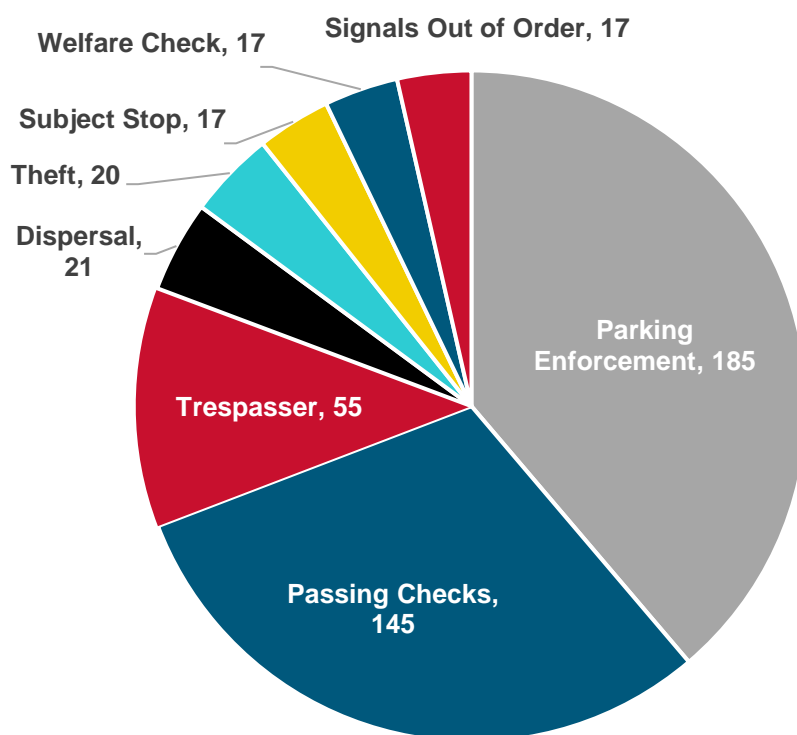
The San Mateo County Sheriff's Office Transit Police Bureau is Caltrain's contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, rights-of-way and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

### Calls for Service by County April 2025



■ San Mateo      ■ Santa Clara  
■ San Francisco      ■ Unknown

### Number of Calls by Category April 2025<sup>1</sup>



### April 2025 Service Call Data

Overall Average Response Time: **22:04**

Average Response Time for **Priority 1** Calls\*: **17:04**

Average Response Time for **Priority 2** Calls\*\*: **21:55**

\*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 634 in April across 16 categories.

The pie chart shows the top 8 categories representing 477 calls or 75% of the total.

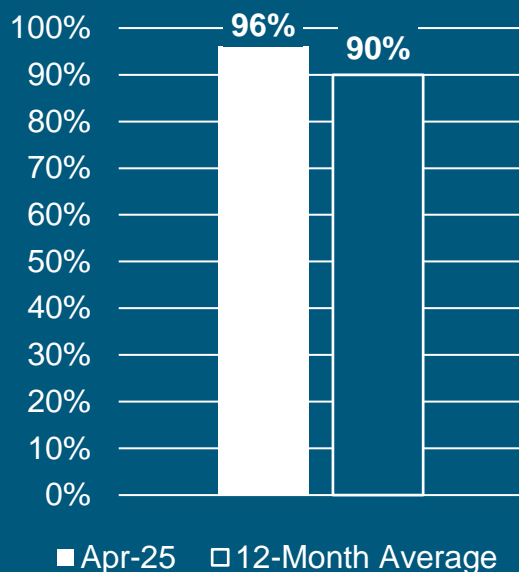




## Performance at a Glance

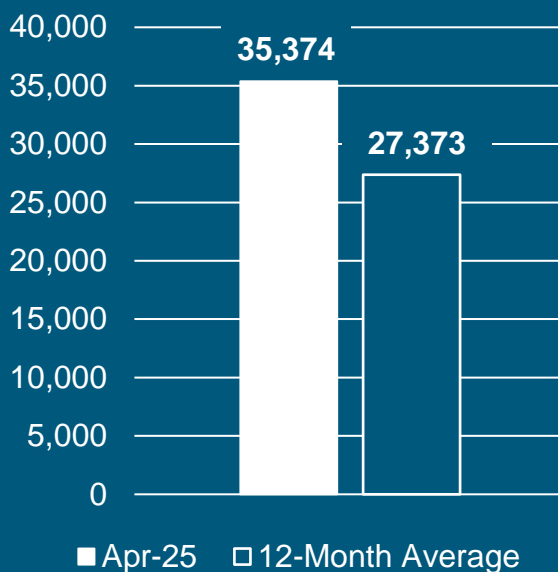
### On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



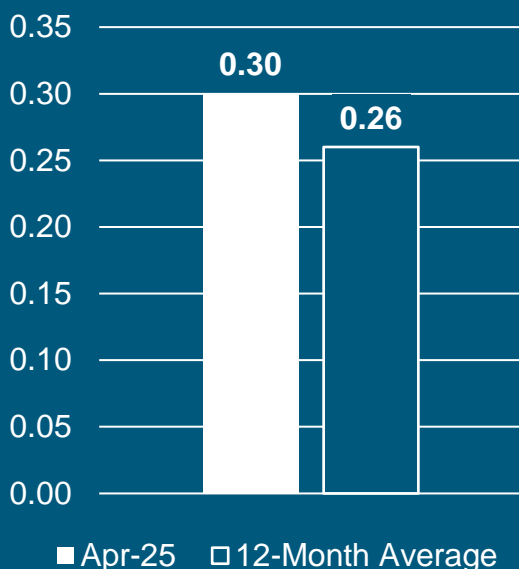
### Average Daily Ridership

Average estimated weekday ridership



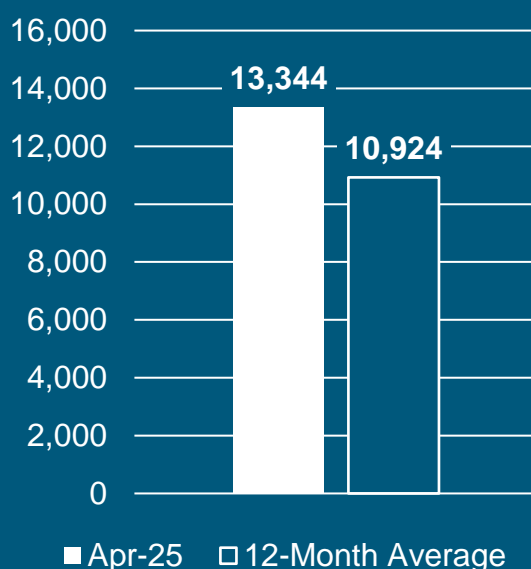
### Farebox Recovery Ratio

Ratio of fare revenue to operating costs



### Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required

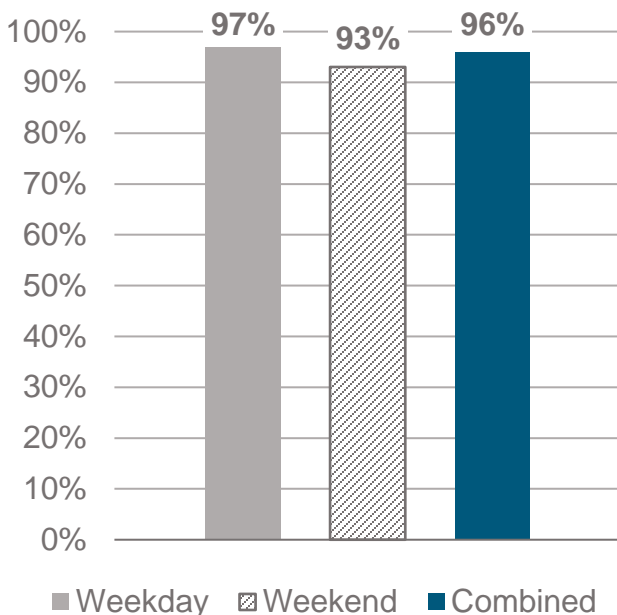






## On-Time Performance

### Performance This Month (Apr-25)

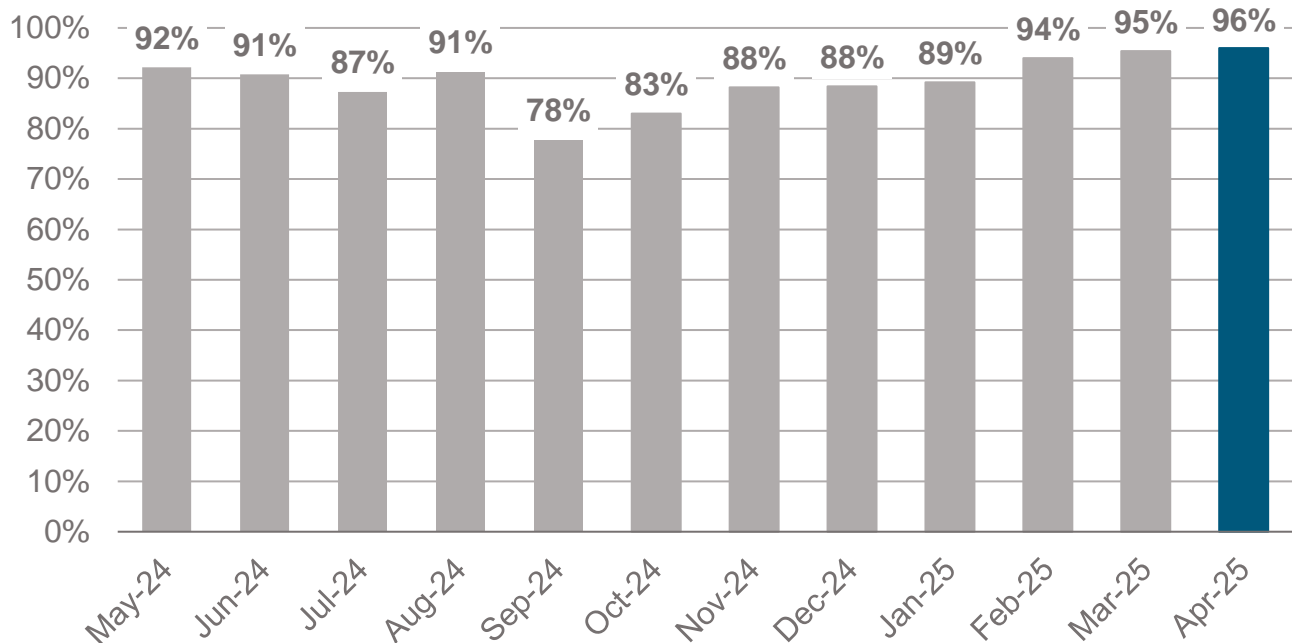


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of April was 96.0%; this is the second month in a row we have hit the >95.0% goal after a gap since November 2021, primarily due to JPB Capital Projects.

Note that weekend OTP includes holidays.

### Monthly On-Time Performance in the Past Year





# Delays and Cancellations

Feb-25

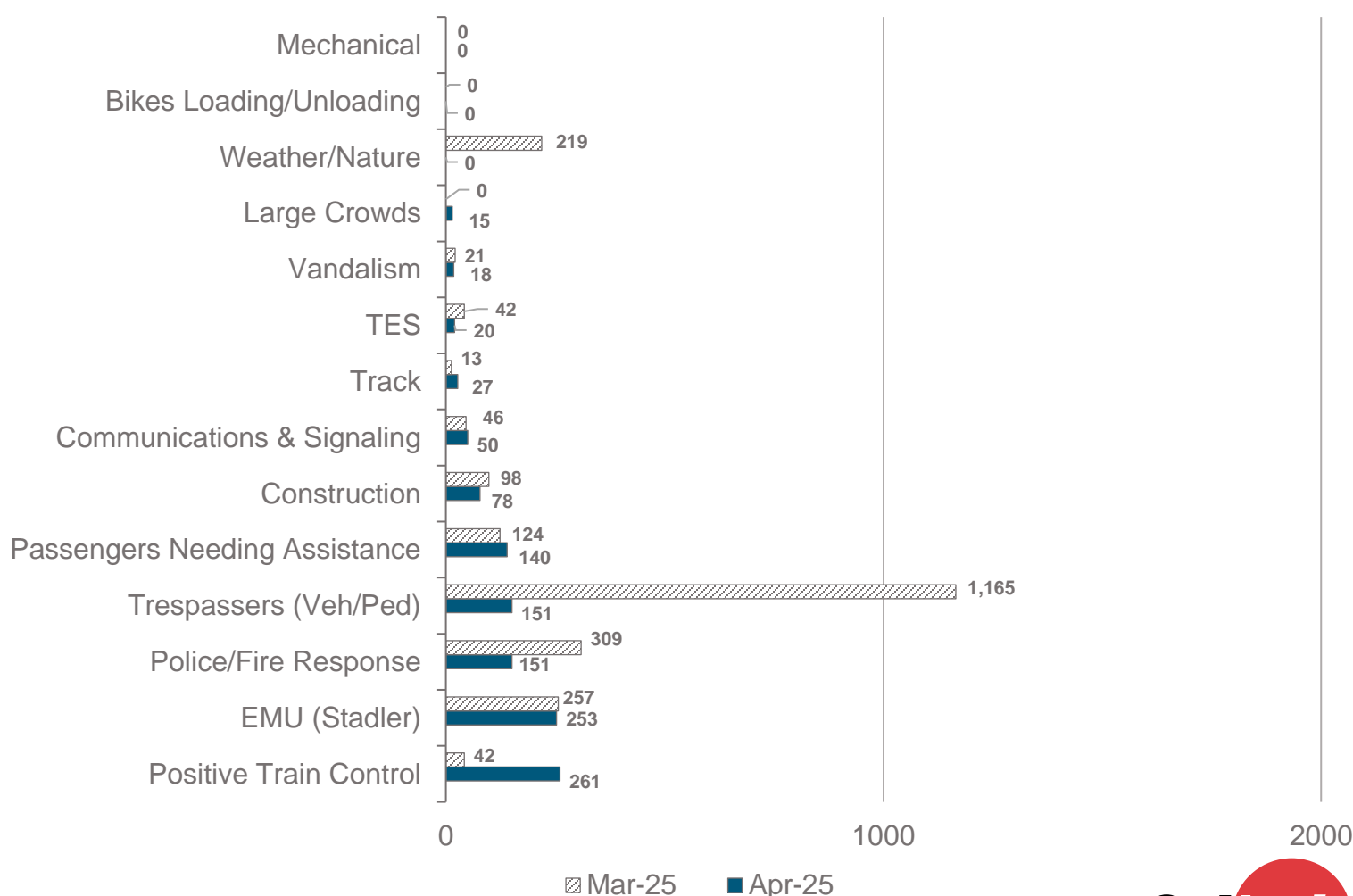
Mar-25

Apr-25

<b>Number of Late Trains</b>	164	138	121
<b>Average Minutes Late for Late Trains</b>	17	19	13
<b>Number of Cancelled Trains</b>	18	8	9

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.

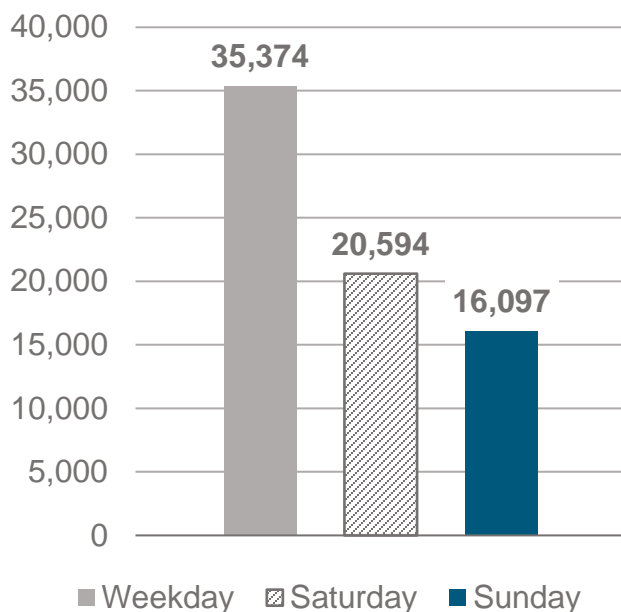
## Reasons for Train Delays, by Minutes of Delay





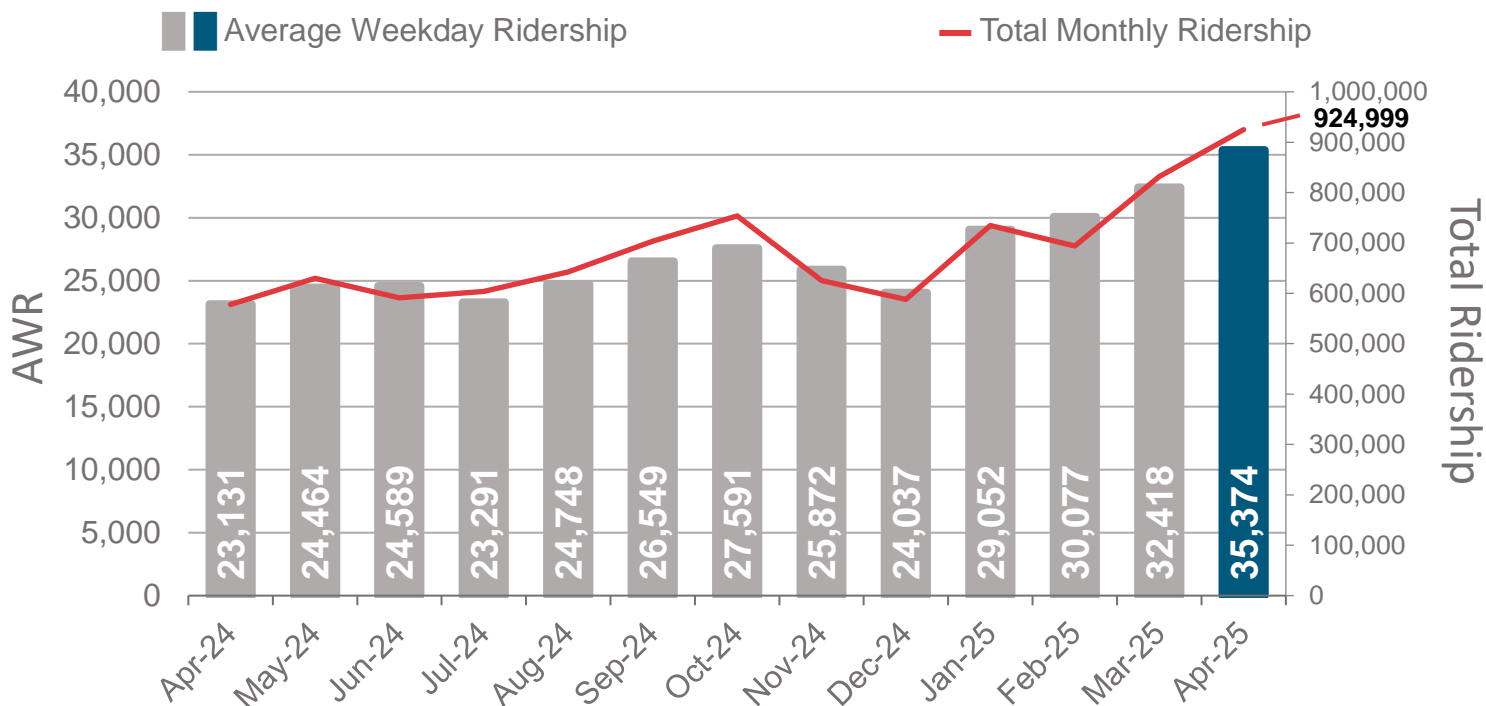
# Ridership and Revenue

## Average Daily Ridership (Apr-25)



Average weekday ridership (AWR) increased by approximately 53 percent compared to April 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.

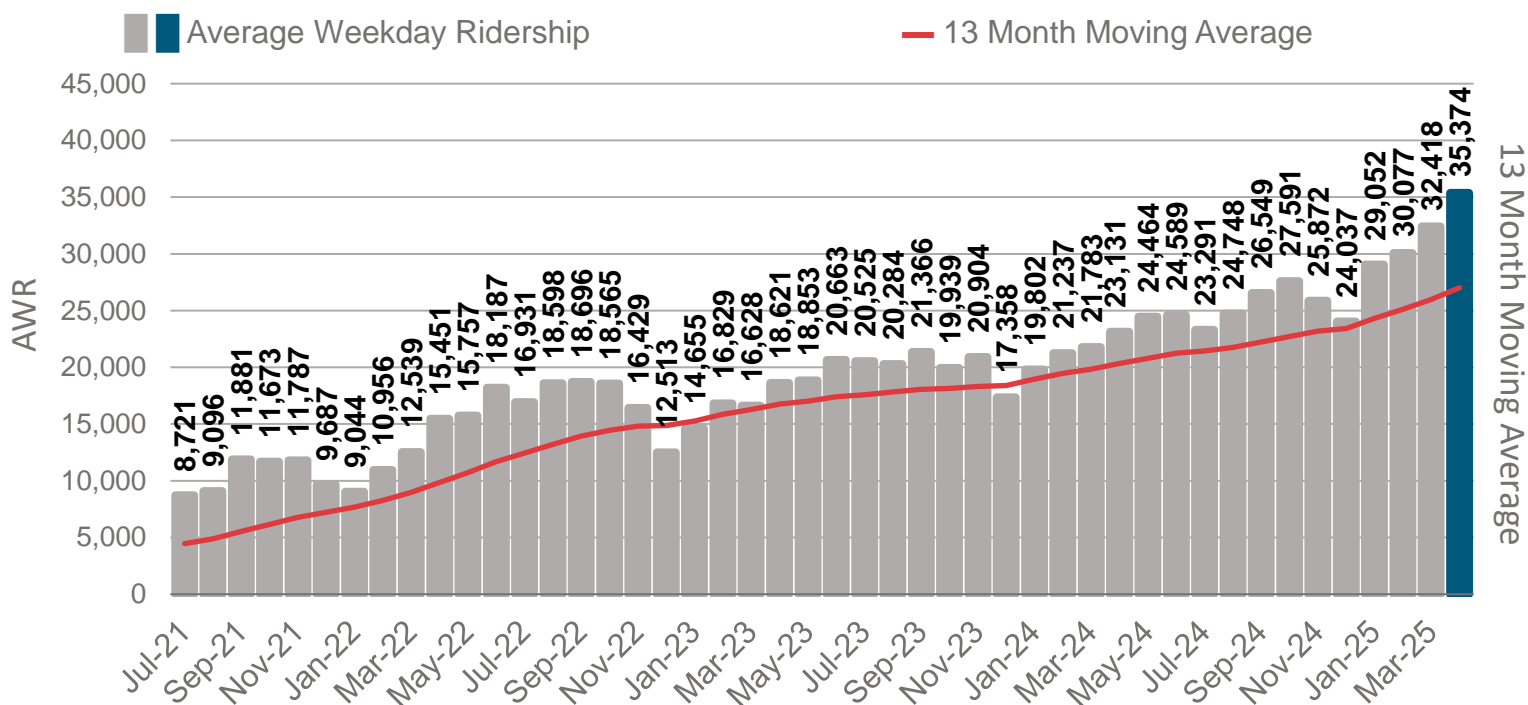




# Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2022 to Present



Year Over Year AWR Increase

(April 2024 vs. April 2025)

: 53%







# **Ridership and Revenue**

## **Special Service Ridership Report**

### **San Francisco Station**

- Total event-day ridership at San Francisco Station in April was 86,609, a 12.6% increase compared to 2024 (76,950) and a 33.5% decrease from 2019 (130,238).
  - In April 2025, there were 18 events (13 Giants regular season games, 3 Warriors regular season games, and 4 Warriors playoff games) compared to 20 in 2024 and 15 in 2019.

### **Santa Clara Station**

- Total event-day ridership at Santa Clara Station in April was 984, a 23.6% increase compared to 2024 (796).
  - In April 2025, there was 1 event (USWNT vs Brazil) compared to 2 (2 Earthquakes games) in 2024. There were no events counted in 2019.

### **San Jose Diridon Station**

- Total event-day ridership at San Jose Diridon Station in April was 1,483, a 43.7% increase compared to 2024 (1,032) and a 1,032.1% increase from 2019 (131).
  - In April 2025, there were 4 events (4 Sharks games) compared to 6 in 2024 and 1 in 2019.

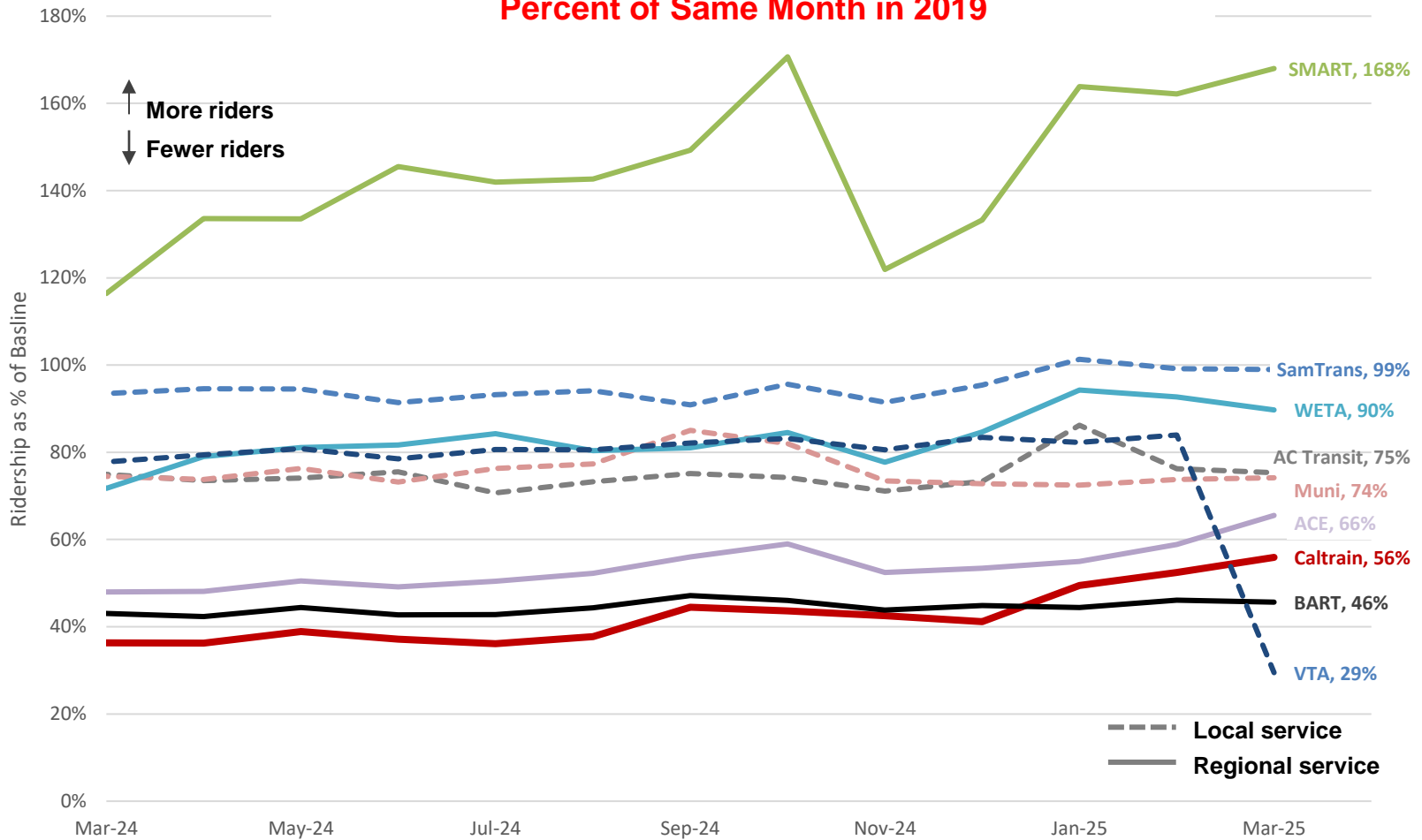




# Public Transit Ridership Recovery in the Bay Area

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.

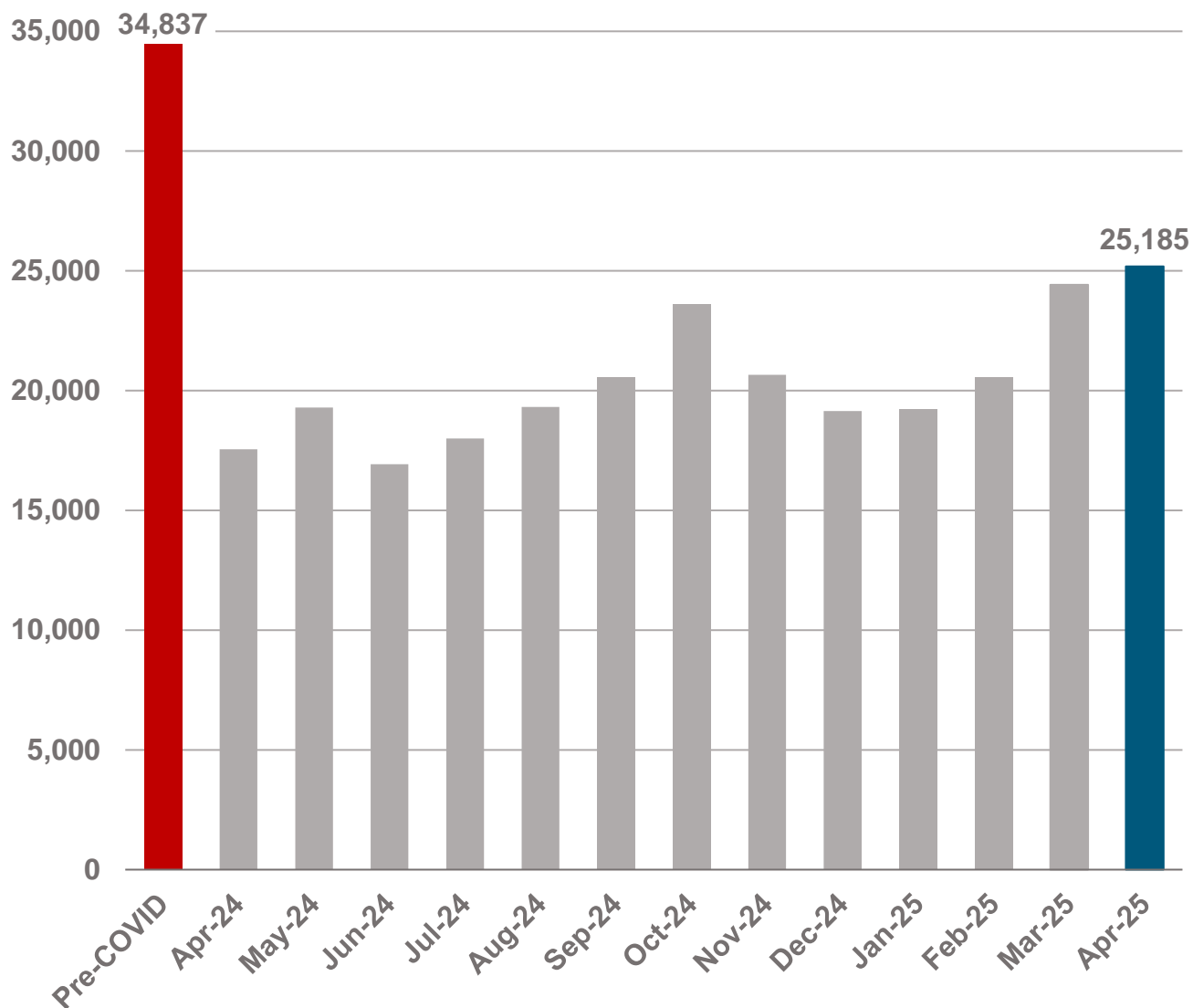
## Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar
Muni	14,042	13,851	14,601	13,279	13,811	14,521	14,579	15,401	13,043	12,978	13,668	12,608	13,980
BART	4,617	4,677	4,918	4,562	4,659	4,963	5,085	5,349	4,373	4,289	4,597	4,464	4,897
AC Transit	3,484	3,490	3,492	3,071	3,092	3,498	3,678	3,923	3,229	3,118	3,788	3,173	3,502
VTA	2,397	2,419	2,545	2,238	2,345	2,519	2,595	2,871	2,427	2,379	2,420	2,250	908
SamTrans	906	891	957	795	813	948	962	1,068	881	865	929	823	960
Caltrain	540	578	630	591	604	643	704	754	626	588	735	694	832
WETA	155	172	217	224	247	276	267	237	263	184	181	205	181
SMART	68	80	85	81	89	93	94	98	79	78	94	83	98
ACE	60	63	71	55	62	70	70	84	60	54	70	67	82



## 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.

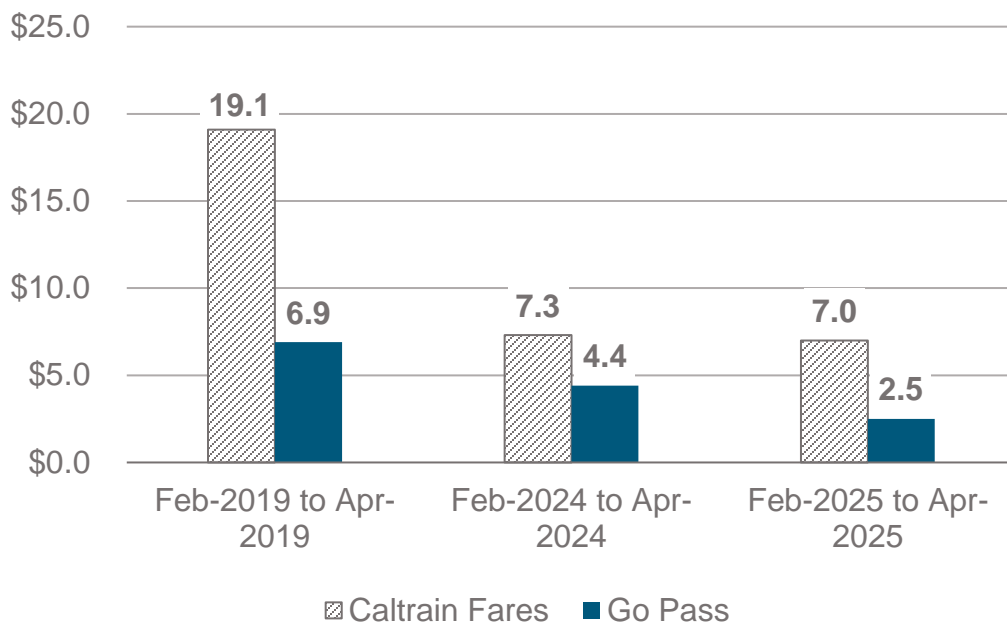
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





## Ridership and Revenue

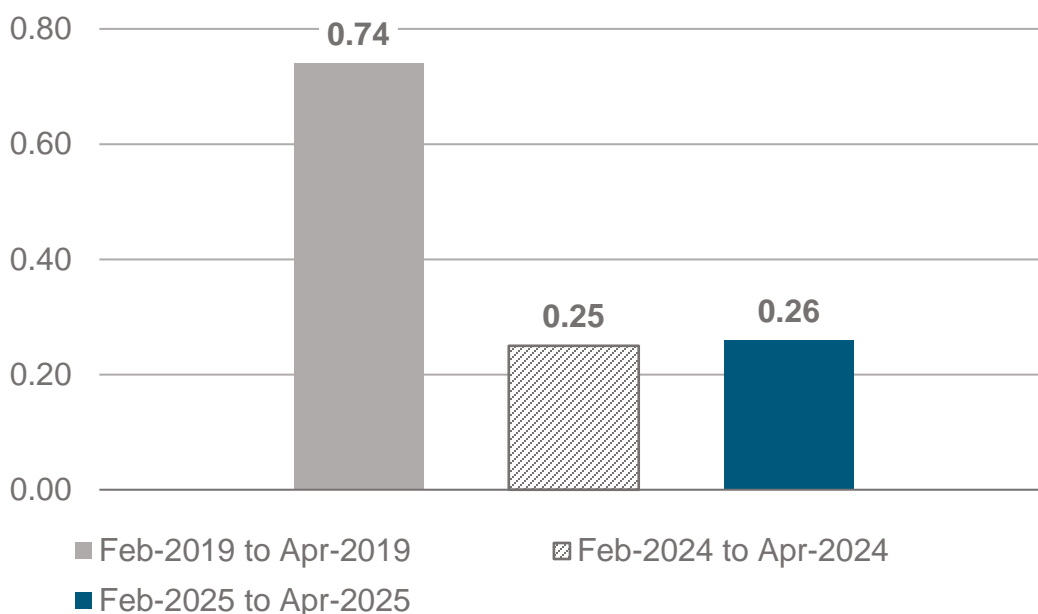
### Total Fare Revenues (\$M) - Past 3 Months Comparison



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.

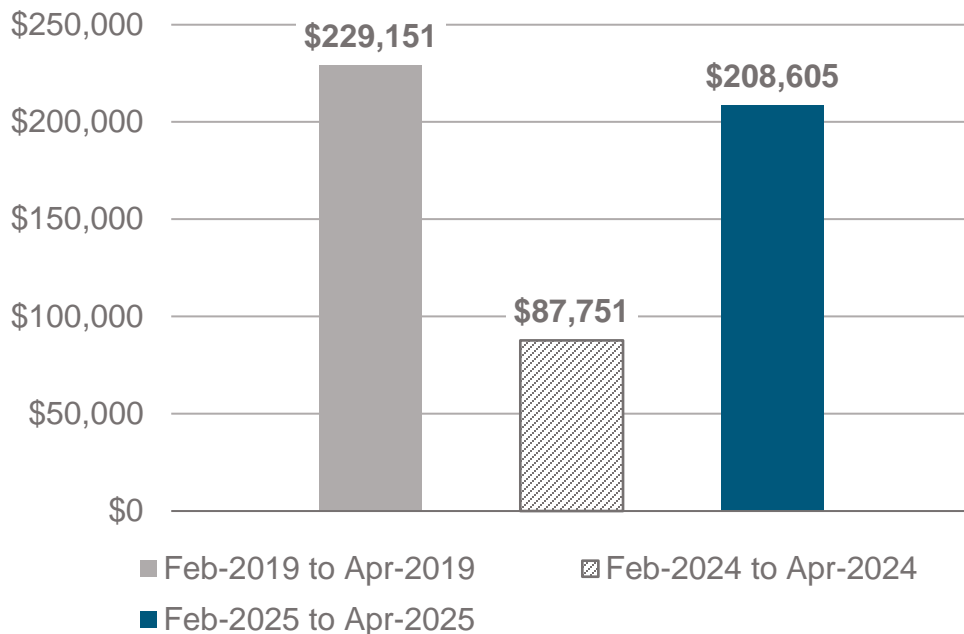






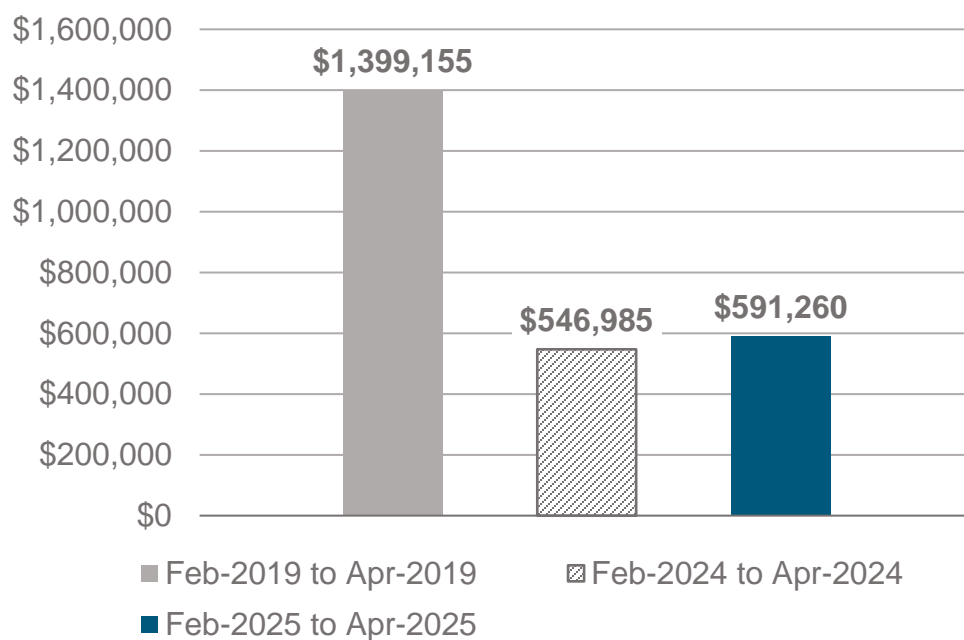
# Ridership and Revenue

## 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)



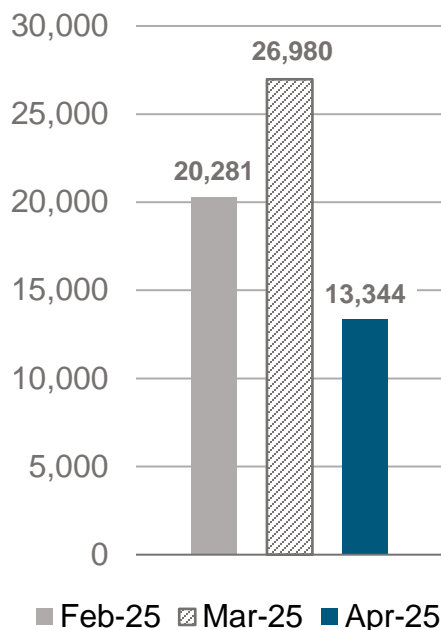
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



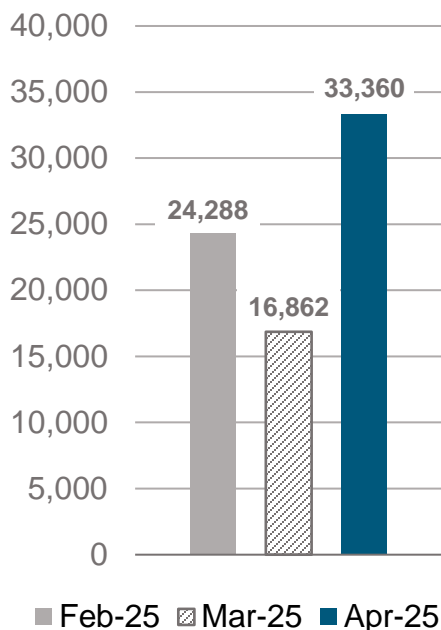


## Maintenance Performance (EMU Fleet)

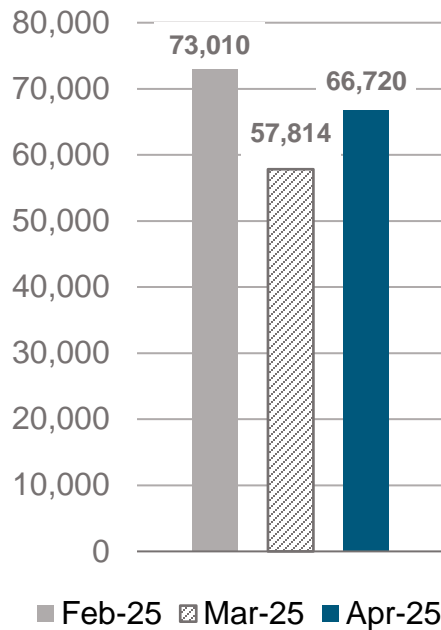
Mean Distance Between Failure  
(EMU Locomotives)



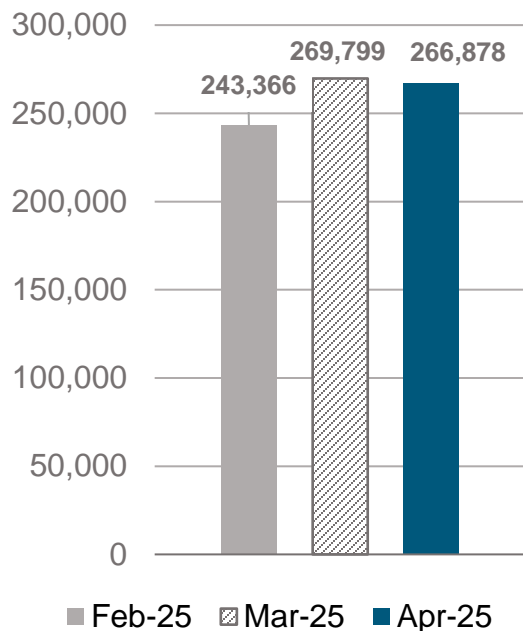
Mean Distance Between Failure  
(EMU Cab Cars)



Mean Distance Between Failure  
(EMU Coach Cars)



Mean Distance Between Failure  
(EMU Bike Cars)



Mean Distance Between Failure (MDBF) 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.

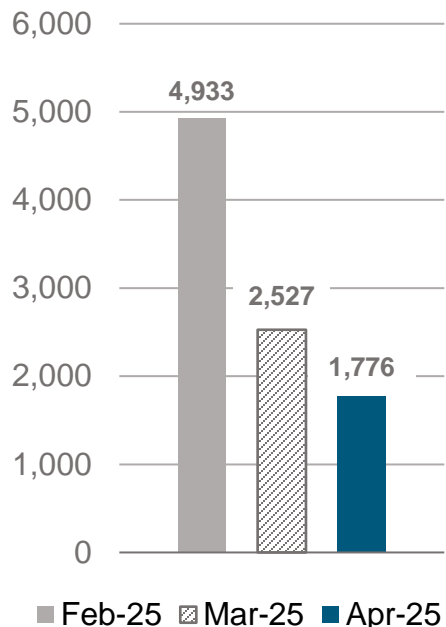
The graphs on this page represent MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the previous page.



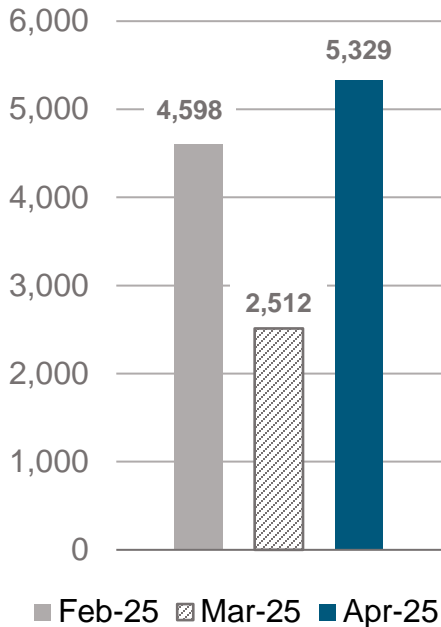


# Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



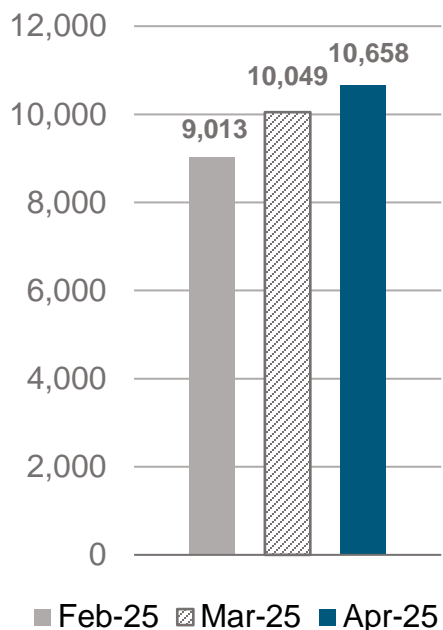
Mean Distance Between Failure (Cab Cars)



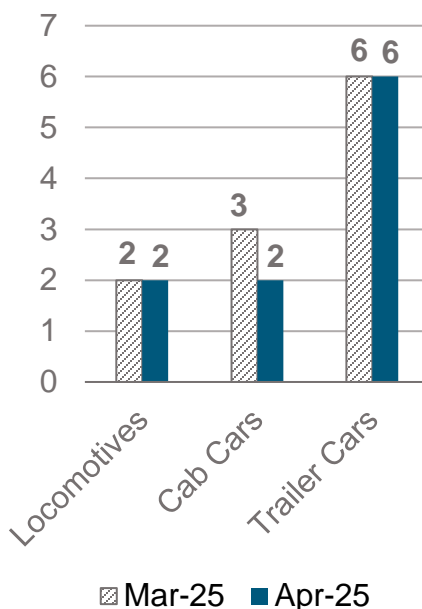
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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



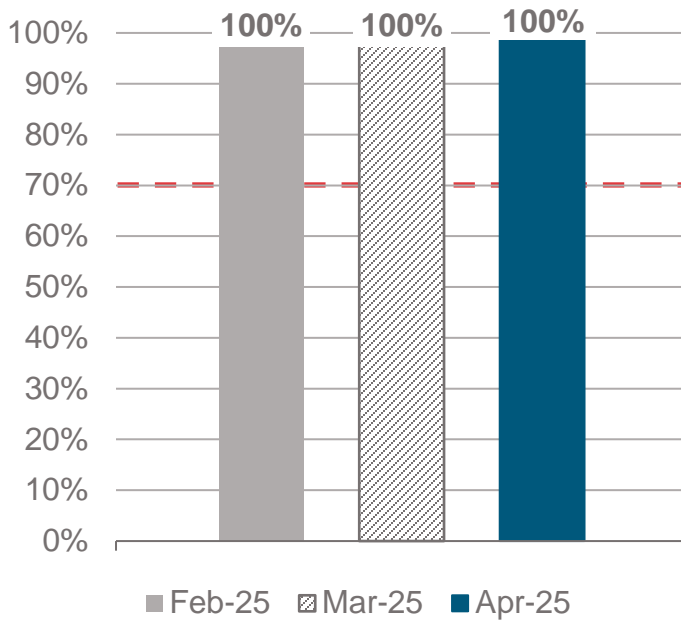
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





# Maintenance Performance

## Equipment Availability (EMUs)

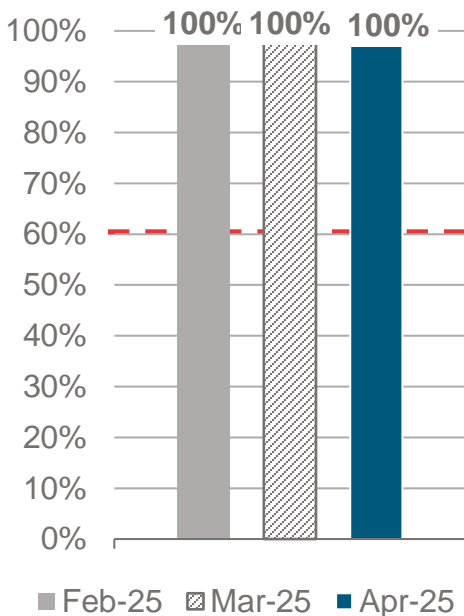


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

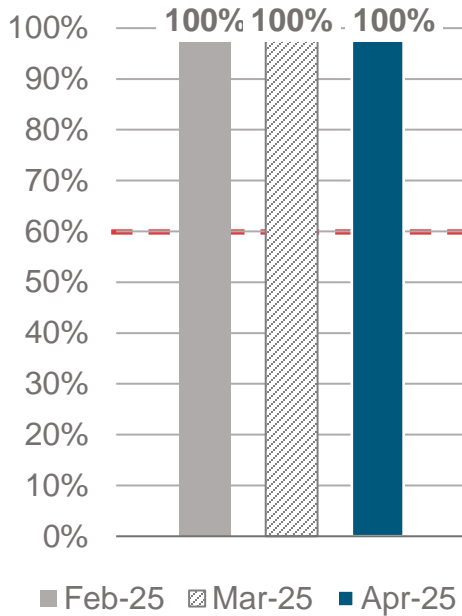
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

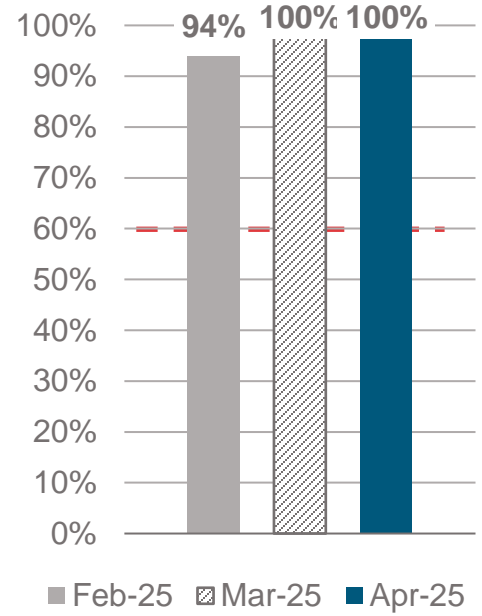
## Equipment Availability (Diesel Locomotives)



## 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**

### **Caltrain Celebration Bike to Wherever Days**

Bike to Wherever Days returned Thursday, May 15, through Saturday, May 17, and Caltrain helped Bay Area cyclists get to wherever they want to go.

Caltrain, in partnership with the Silicon Valley Bicycle Coalition (SVBC) and San Francisco Bicycle Coalition (SFBC), and in recognition of National Bike Month, co-sponsored energizer stations at Caltrain Stations across the three counties the rail agency serves. Caltrain also hosted additional energizer stations at San Francisco, Millbrae, San Mateo and Mountain View stations with snacks, coffee, free swag, and much more in order to welcome bike riders.

Currently, approximately 20% of Caltrain riders access the system with a bicycle. Caltrain has more on-board bike space than any train system in the country, but space on the bike cars is filling up. People are encouraged to use the bike lockers or the free bike valet service on Townsend Street in San Francisco, especially if they do not need a bike on both ends of their journey. The eLockers and bike valet provide customers with easy to use, secure facilities and help alleviate some of the demand for bike space on trains.

In addition to the bike parking improvements, Caltrain is also installing signage on the platforms that show customers where the bike car doors are located. These stencils help guide customers with bikes to the bike cars while also helping other riders to access the non-bike cars.

People who use bikes to access Caltrain can take advantage of more than 350 bicycle eLockers at 22 Caltrain stations, including several new spaces that accommodate large bikes designed to carry a passenger. Standard eLocker rates can be as low as 5 cents per hour, with large bike rates of 8 cents per hour. Caltrain is currently giving 100 free hours of bicycle parking at Caltrain-owned eLockers to riders when they download the easy-to-use BikeLink app and use it to access a BikeLink locker at a Caltrain station for the first time. The eLocker installations provide customers with an easy to use, secure facility and help alleviate some of the demand for bike space on trains. The eLockers are funded from the Bay Area Air Quality District and the State of California.





## **Service and Program Updates**

### **Caltrain Celebrated All Aboard Bay Area Transit Day on May 6**

As transit ridership continues to rebound onboard Caltrain and around the Bay Area, Caltrain joined its fellow Bay Area agencies for All Aboard Bay Area Transit Day to celebrate public transit's vital role in reducing traffic congestion, improving air quality, and connecting communities. All Aboard Day also marked the beginning of Spare the Air's summer smog season.

This regional effort, led by the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality District, highlighted the many essential economic, environmental, and social benefits that public transit provides.

To commemorate the day, regional transit leaders gathered for a press event at the San Francisco Ferry Plaza on Tuesday, May 6 at 10 a.m. to highlight service improvements and collaborative initiatives that are making transit more efficient, sustainable, and rider-friendly.

"Faster trips, more trains, and a smoother, quieter ride — Caltrain's new electric trains deliver a better experience for riders and a cleaner future for our communities," said Michelle Bouchard, Caltrain Executive Director. "Every ride helps cut pollution and protect the Bay Area for generations to come. We invite everyone to hop on board and experience the difference."

### **Caltrain: Your Ride to the Valkyries**

The Golden State Valkyries kicked off their preseason on May 6, at 7:00 p.m. when they took on the LA Sparks, and they did so again for their regular season home opener on Friday, May 16; Caltrain delivered fans to both games, as well as every other home game at Chase Center this season. WNBA fans can take Caltrain to the San Francisco Station at 4th and King Streets, where they can walk less than a mile to Chase Center or take advantage of a free transfer to Muni Light Rail with a Valkyries ticket.





# Communications and Marketing Update

## Press Releases & Earned Media

### Press Releases:

- Caltrain Runs Service to Giants Home Opener April 4
- Caltrain Wins 2025 Sustainability Award for New High-Performance Electric Trains
- Caltrain Delivers Fans to Watch the USWNT at PayPal Park
- Caltrain Seeks Volunteers for Citizens Advisory Committee
- Kylie Minogue fans can't get Caltrain out of their heads

### Earned Media:

- [How California's high-speed rail is already helping the planet](#) - MSN
- [Electric trains are quieter, more reliable than diesel. New study finds they're healthier, too.](#) - UC Berkeley News
- [Caltrain's switch to electric fleet cut carcinogen exposure by 89%: study](#) - KRON
- [Electric Trains Revolutionise California's Air Quality, Cutting Toxins By 89%](#) - NDTV
- [The Secret Formula for Faster Trains](#) - Bloomberg
- [Lợi ích bất ngờ của tàu điện](#) - Người Dưa Tím

## Digital Communications Activities

### Caltrain Digital Marketing Messaging

**Electrification:** Caltrain won the 2025 Sustainability Award for the new electric trains, and ridership was up more than 40% in the month of April.

**Events:** Women's History Month, FanFest, Giants Exhibition games and Transit Employee Appreciation Day

### Messaging Highlights:

- Giants Season kicked off
- SF Giants Social Media Giveaway for Opening Day
- Earth Day
- Climate Survey
- New Bike Decals started to appear at our stations





# Communications and Marketing Update

## 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.

\*Please note last year we were heavily promoting the San Carlos Electrification tour in April, tour was in May.

APRIL 2025	APRIL 2024
Impressions: 565,897	Impressions: 1,443,612
Engagements: 17,463	Engagements: 83,156
Post Link Clicks: 5,377	Post Link Clicks: 6,029

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

## Marketing Activities

### Giants Promotion

- **Giants Ridership - April: 93,454 passengers**
  - Giants-related web page pageviews: 21,222 (March: 4,902)
  - Social Media Impressions: 264,289
  - Paid Promotion: \$2,800 for 6,418 clicks to Oracle Park page
- **Ticket Contest** (Two free Opening Day tickets) - 282 email contacts (entries to win)
- **Opening Day Table** - Contacted 287 people at 4th & King
- **Partnership with the Giants** - Caltrain secured a rights deal with the Giants and Major League Baseball to use the phrase "Go Giants. Go Caltrain." A photo shoot with mascot Lou Seal took place in April and provided exciting content for upcoming advertisements. We will co-brand Caltrain and Giants promotion throughout the season as a sustainable way to travel to and from the ballpark.

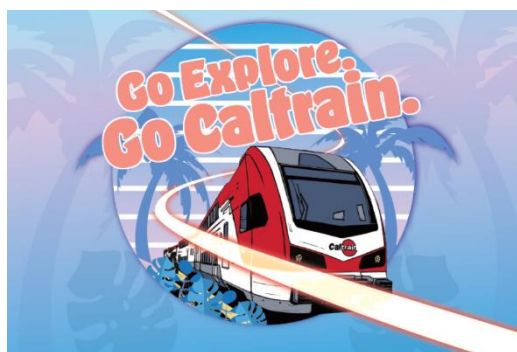




# Communications and Marketing Update

## Go Explore Summer Campaign

- The Marketing team finalized planning and assets for a robust spring/summer marketing campaign called “Go Caltrain” to increase ridership. The campaign includes a new web landing page [Caltrain.com/go](https://caltrain.com/go) digital billboard, ads and more. A slate of station activations and community-building marketing tactics completed the planning phase, including promotional activities around SF Pride, DJs at the San Francisco Station, themed Lady Gaga and Wu-Tang concert trains, social media giveaways, ice cream, Tai Chi at the Station and more. The team will include sample marketing assets (ads, billboards, video) in May’s board report.



## How to Ride Caltrain Webinar

- On April 17 Comms hosted its second “How to Ride” webinar, a high-touch effort to help new or anxious riders gain the confidence to get on board. Registrations were down from 91 to 21, with less promotion and less hype around electrification likely driving the decline.
- Emails to be used for contacts database, email marketing.
- Future Webinars: Brent Tietjen plans on a “How to Use GoPass” webinar for organizations in the GoPass program. Discussions to host on narrower topics including Accessibility, GoPass sales, and Bikes.





# 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	43,304	42,284		TBD
Percentages	100.00%	68.0%	66.4%		
Project Highlights – Recent and Upcoming Work					
<p><b>April:</b> Staff continued to work with environmental permitting agencies to advance the permit amendment process and has been working with the construction contractor to prepare to begin construction in 2025.</p> <p><b>May:</b> Staff will continue to work with environmental permitting agencies to advance the permit amendment process and prepare to resume construction in June of 2025.</p> <p><b>Schedule:</b> 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. Staff is developing the project rebaseline schedule based on permit agencies application review status and will provide an updated schedule to the Board in June 2025.</p> <p><b>Budget &amp; Funding:</b> Staff is finalizing Project rebaseline budget and funding plan assuming 2025 dry season construction, the rebaseline project budget and funding plan will require JPB board approval in June 2025.</p>					

**Note:** The Capital Projects information is current as of April 30, 2025, and is subject to change prior to the June 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: 7 – Start-up/Turnover					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	30,441	26,998	26,999		07/01/2025
Percentages	100.00%	88.7%	85.4%		
Project Highlights – Recent and Upcoming Work					
<p><b>April:</b> Nomad submitted the design and Site-Specific Work Plan for the installation of the 2 additional radio antennas required. There was damaged to one radio site due to a vehicle accident at the Linden grade crossing. Nomad is investigating the necessary repair for that location.</p> <p><b>May:</b> Repair the damaged radio site at the Linden grade crossing in San Bruno. Install the 2 additional radio antennas and rerun the Acceptance Test.</p> <p><b>Schedule:</b> 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.</p>					

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**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	1,501	1,435		08/29/2025		
Percentages	100.00%	59.6%	56.9%				
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> The city of Palo Alto performed their bench testing for their traffic controller and it failed. The cutover scheduled for May 2 - 4 has been cancelled until the city has fixed the issues with their traffic controller.</p> <p><b>May:</b> Cutover and test the advance signal preemption.</p> <p><b>Schedule:</b> The cutover for the advance signal preemption scheduled for the weekend of May 2-4, 2025, has been cancelled until the city of Palo Alto corrects the issues with their traffic controller.</p>							

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**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	4,945		4,739		06/20/2025	
Percentages	100.00%	90.4%		86.6%			
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> TASI continued to trench and installed new conduits for the new signal house at 4th Ave. TASI pulled the new cables to the new signal house. The city of San Mateo pulled the new preemption cable to the new signal house. TASI was not able to get the fiber sub to install the fiber lateral cable to the new signal house in April.</p> <p><b>May:</b> TASI to install the new fiber cable for the new signal house. TASI to cutover the new signal house at 4th Ave.</p>							

**Note:** The Capital Projects information is current as of April 30, 2025, and is subject to change prior to the June 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: 8 - Closeout					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	6,800	6,250	6,250		04/24/2025
Percentages	100.00%	91.9%	91.9%		
Project Highlights – Recent and Upcoming Work					
<b>April:</b> Management committee approved for Gate 7 – Start-up/Turnover and Gate 8 – Closeout. Completed the project closeout.					
<b>May:</b> None. Project is now closed.					

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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.					
Project Phase: 6 – Construction/Implementation					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	8,988	2,711	2,048		02/13/2026
Percentages	100.00%	30.2%	22.8%		
Project Highlights – Recent and Upcoming Work					
<p><b>April:</b> <u>Temporary Shoring</u>: Held biweekly technical workshops to coordinate field investigations and finalize shoring design. Completed site reconnaissance at the bridge foundation to inform next month’s potholing. Continued planning for geotechnical borings, in-stream investigations, and 2025 dry-season tree removal. <u>Environmental Compliance</u>: Revising the Biological Assessment to support a condensed Biological Opinion from NMFS. Developing a project-specific Phytophthora protocol. <u>RWQCB In-Kind Mitigation</u>: Followed up with RWQCB and the city of Palo Alto on the mitigation proposal. <u>Project Schedule</u>: Aligned design deliverables and anticipated permit approvals with key project milestones.</p> <p><b>May:</b> <u>Temporary Shoring</u>: Conduct foundation potholing in May and Geotechnical borings in June. Perform in-stream investigations upon agency approval, targeted for June. <u>Environmental Compliance</u>: Finalize and submit the revised Biological Assessments to NMFS. Continue coordinating with resource agencies for permit approvals. Finalize the Phytophthora protocol and plan field testing. <u>RWQCB In-Kind Mitigation</u>: Meet with City of Palo Alto to review the proposed riparian enhancements and obtain input on irrigation design. <u>Risk Analysis</u>: Refine risk register with subject matter experts and hold a risk workshop with all JPB departments. <u>Cost Estimation</u>: Finalize soft cost estimates and prepare for procurement of professional services to support the construction cost estimate.</p> <p><b>Schedule</b>: The permanent stabilization project will be postponed until the 2026 dry season, as the approvals for all three required permits are not expected until June 2025 at the earliest. Project will go to Management Committee to request rebaseline 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	9,380	9,115		07/25/2025		
Percentages	100.00%	92.6%	90.0%				
Project Highlights – Recent and Upcoming Work							
<p><b>April:</b> Construction closeout continues.</p> <p><b>May:</b> Construction closeout and turnover will continue. An MOU for maintenance between JPB and the City will be prepared and reviewed with the City.</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	5,687	5,117		03/15/2026
Percentages	100.00%	78.2%	70.4%		
Project Highlights – Recent and Upcoming Work					
<p><b>April:</b> Continued efforts to confirm TASI's cost proposal for the completion of Belmont and Tamien Stations. Reviewing A&amp;R's final invoice and scheduled a meeting to negotiate the settlement. Evaluating the potential path forward for South County work, which remains dependent on successful negotiations with both TASI and A&amp;R.</p> <p><b>May:</b> Confirm TASI's cost proposal to proceed with the completion of Belmont and Tamien Stations. Review and respond to A&amp;R's final invoice and negotiate a settlement. Evaluate the path forward for South County work, which is contingent on successful negotiations with both TASI and A&amp;R.</p> <p><b>Schedule &amp; Budget:</b> 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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Stephanie Torres, Social Media Specialist

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Henry Flores, Director, Rail Vehicle Maintenance

Graham Rogers, Project Manager SOGR

Jason Dayvault, Business Operations Project Manager

Patrice Givens, Administrative Analyst II

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