



Executive Director's Monthly Report: October 2024

Executive Director Michelle Bouchard

Report prepared for November Board meeting; data current through September 2024.











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

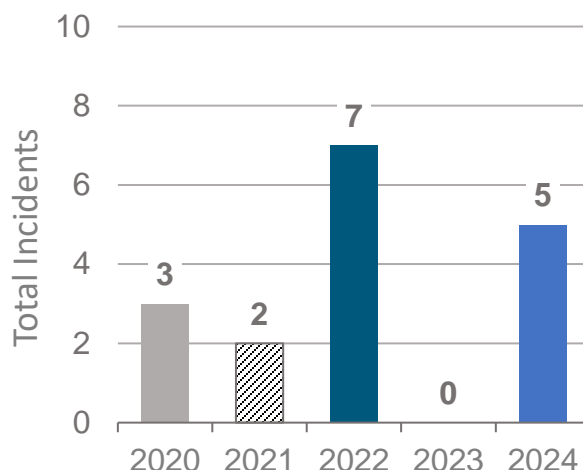
Reportable Injury Trends



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 2024 is 1.94.

Strains or sprains constitute the majority (52%) 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 in 2022. There were no reportable incidents in 2023 but there have been 5 incidents thus far in 2024.

Days without a Reportable Injury as of 10/1/2024

Department	Days Without Injury	Date of Last Injury
Dispatch	1,588	5/27/2020
Operations	125	5/29/2024
Maintenance of Equipment	82	7/11/2024
Maintenance of Way	230	2/14/2024
Other	1,588	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.
- 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 recently launched 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 fourth cohort thus far) was selected and recognized in October 2024.
- 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

- Attended APTA Mid-Year Safety and Risk Seminar
- Participated in Commuter Rail Safety Committee – presented Caltrain efforts on Roadway Worker Protection, Safety Culture and Grade Crossings
- Engaging cities along corridor to advance tree mitigation efforts
- Attended safety symposium in Pittsburgh, PA to present on Caltrain’s safety culture transformation and discuss best practices with industry peers
- 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
- Conducted two additional CPR/AED training sessions for administrative staff, with plans to schedule more
- Conducted joint emergency tabletop exercise between Caltrain/TASI, BART, San Bruno Fire Department and samTrans in June 2024

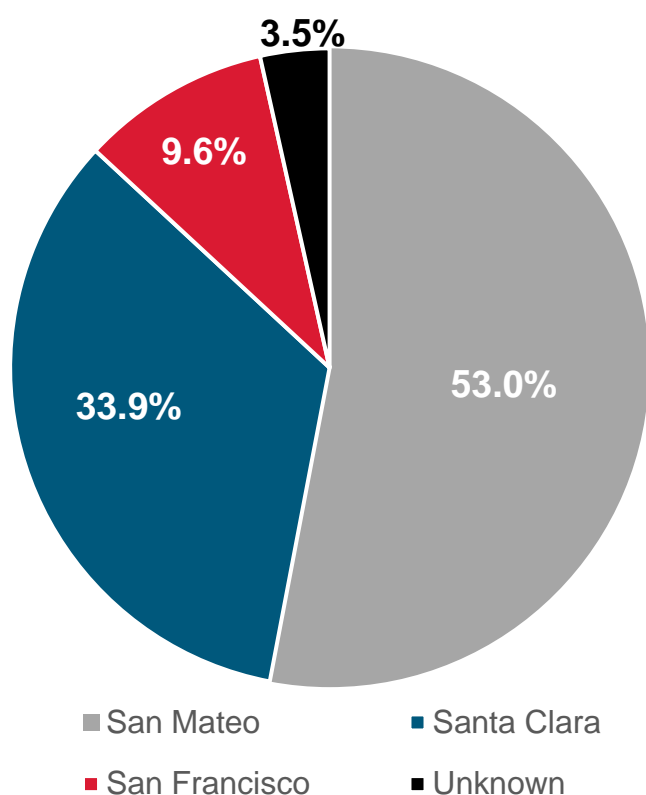




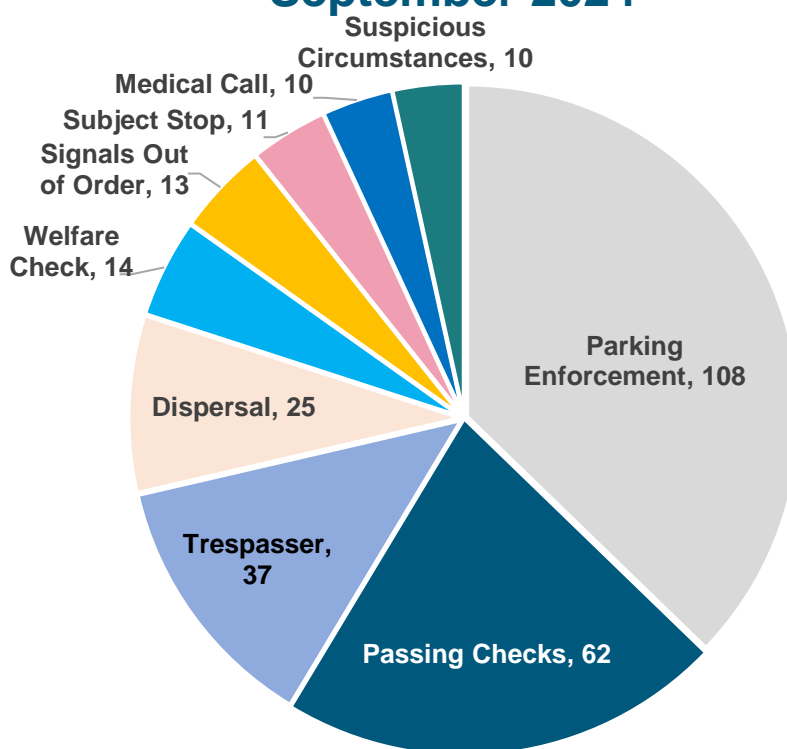
Security Update

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, right-of-ways and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

Calls for Service by County September 2024



Number of Calls by Category September 2024¹



September 2024 Service Call Data

Overall Average Response Time: **20:02**

Average Response Time for **Priority 1** Calls*: **18:28**

Average Response Time for **Priority 2** Calls**: **19:06**

*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 435 in September across 19 categories. The pie chart shows the top 9 categories representing 290 calls or 67% of the total.

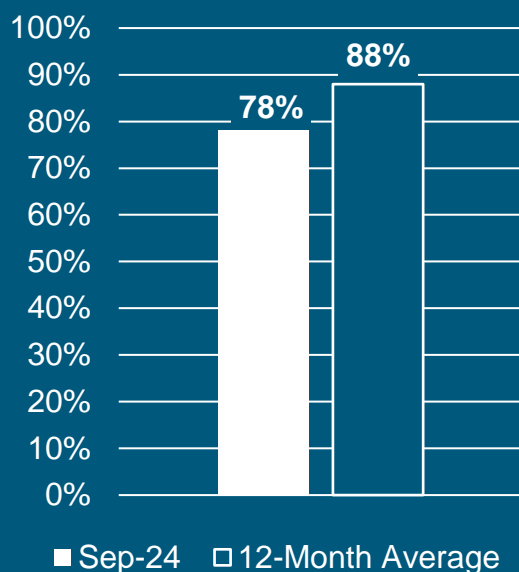




Performance at a Glance

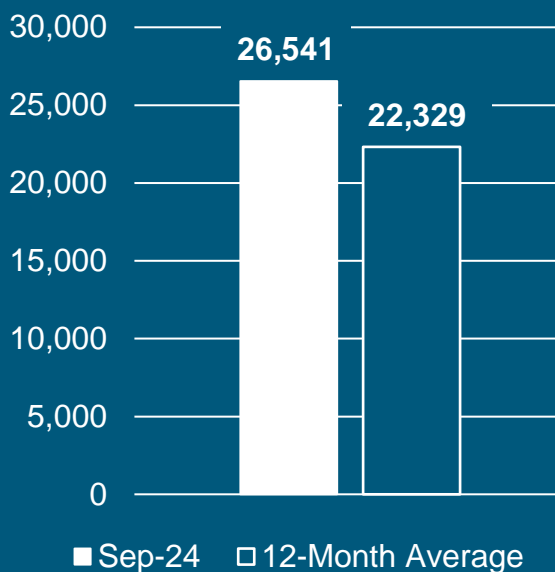
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



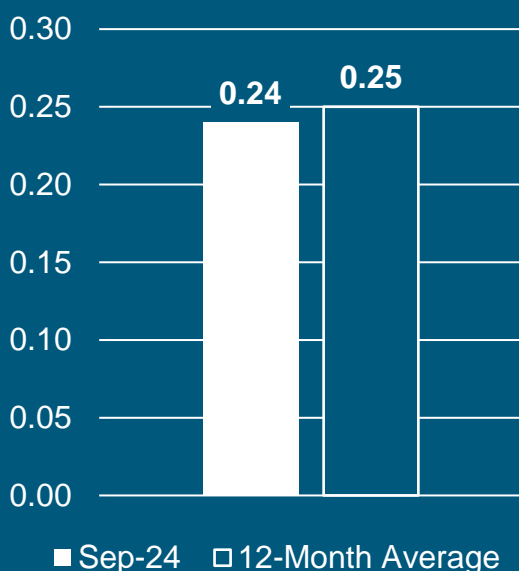
Average Daily Ridership

Average estimated weekday ridership



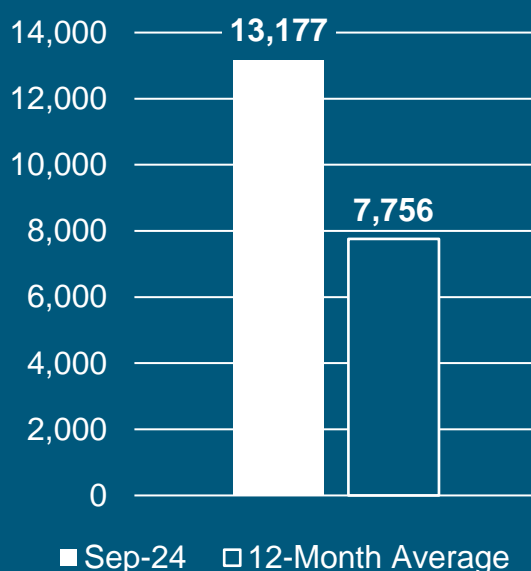
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

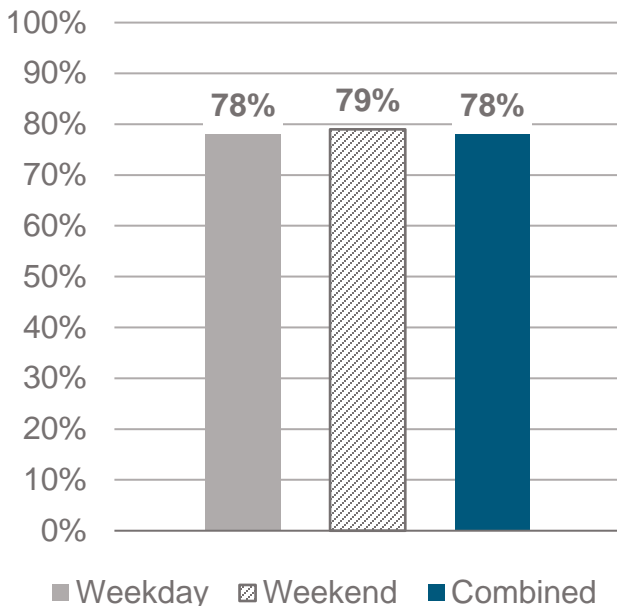
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Sep-24)

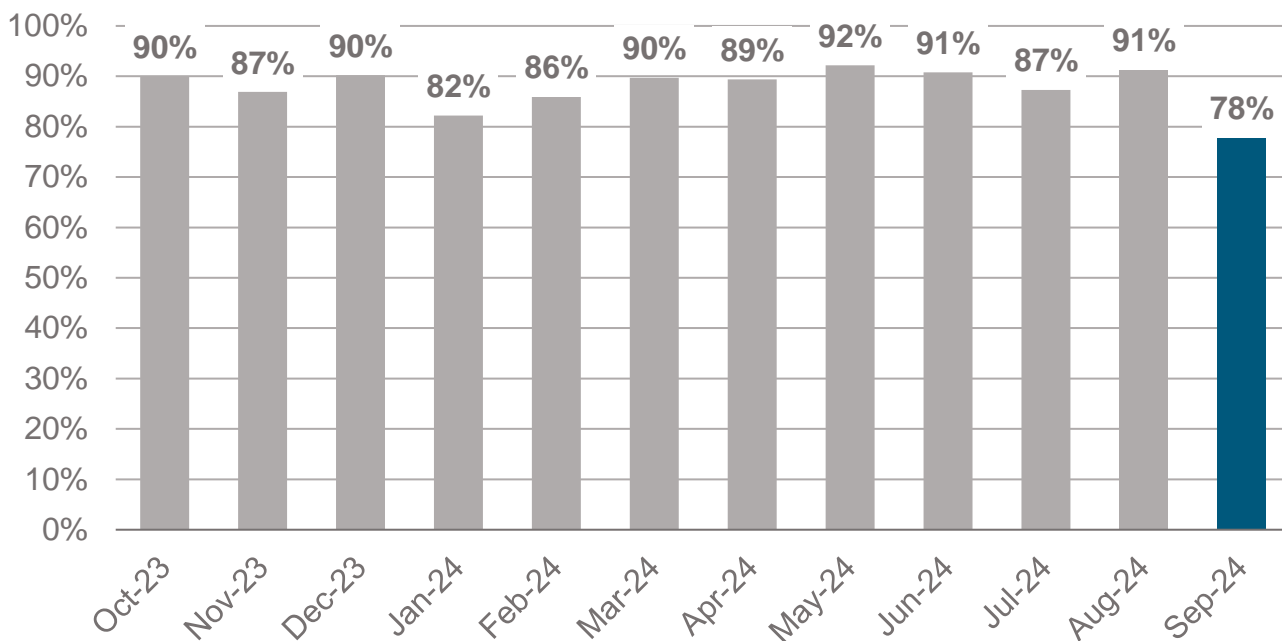


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95 percent. Combined OTP for the month of September was 78%.

Note that weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Jul-24

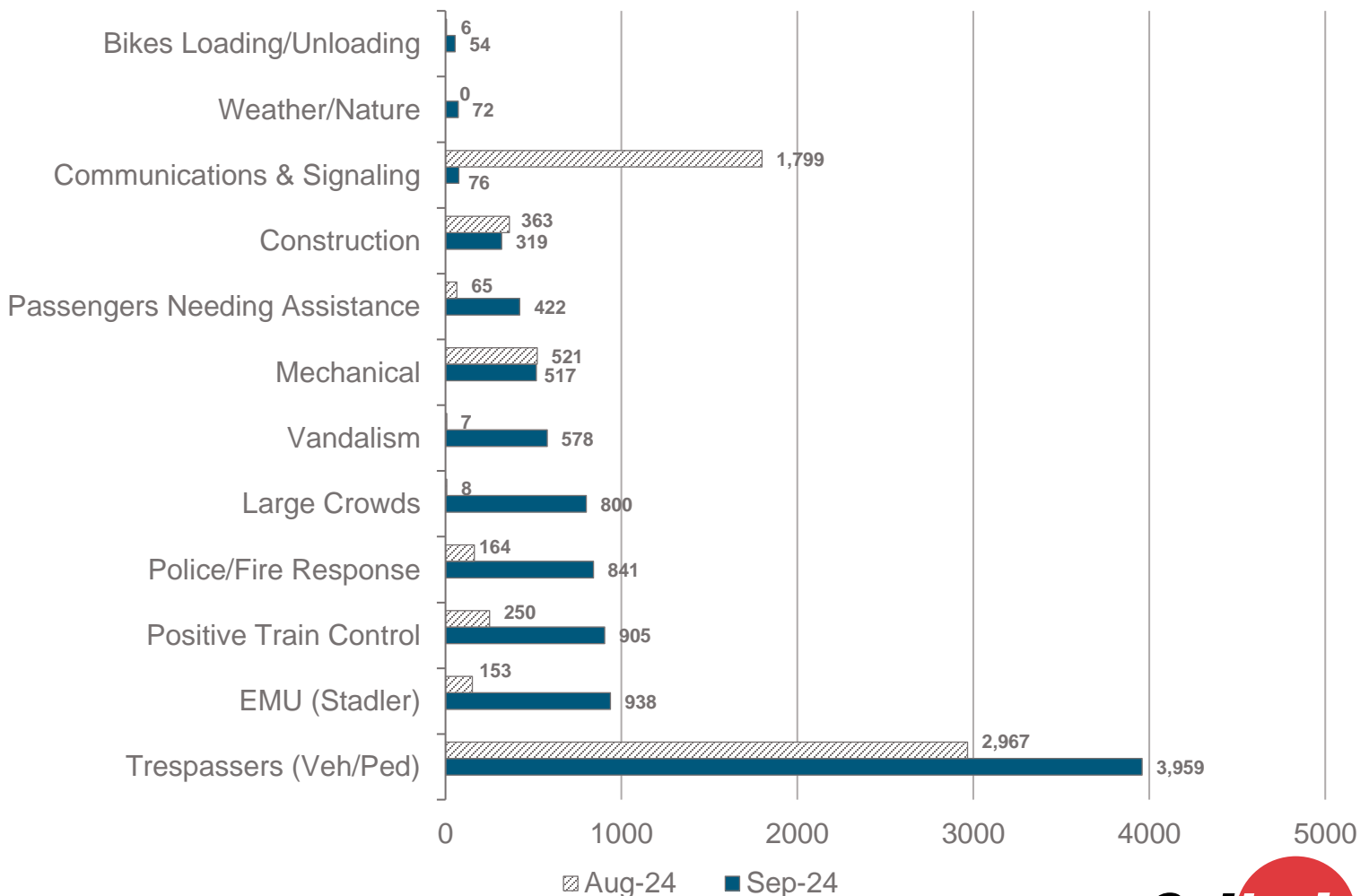
Aug-24

Sep-24

Number of Late Trains	326	224	574
Average Minutes Late for Late Trains	31	29	22
Number of Cancelled Trains	15	12	24

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.

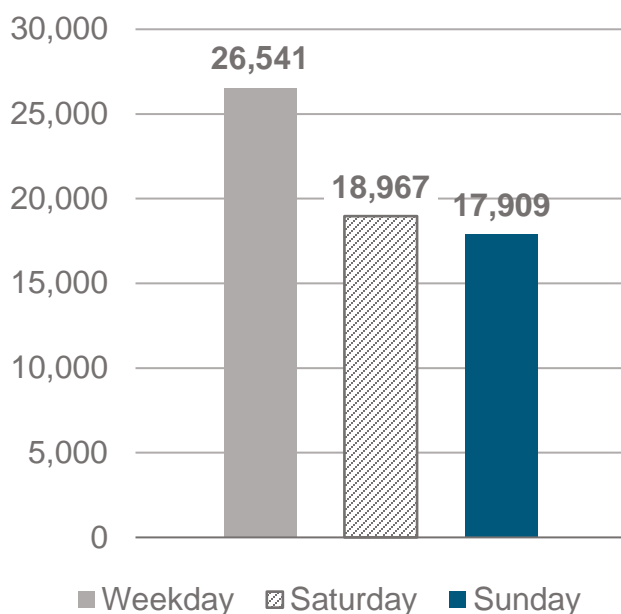
Reasons for Train Delays, by Minutes of Delay





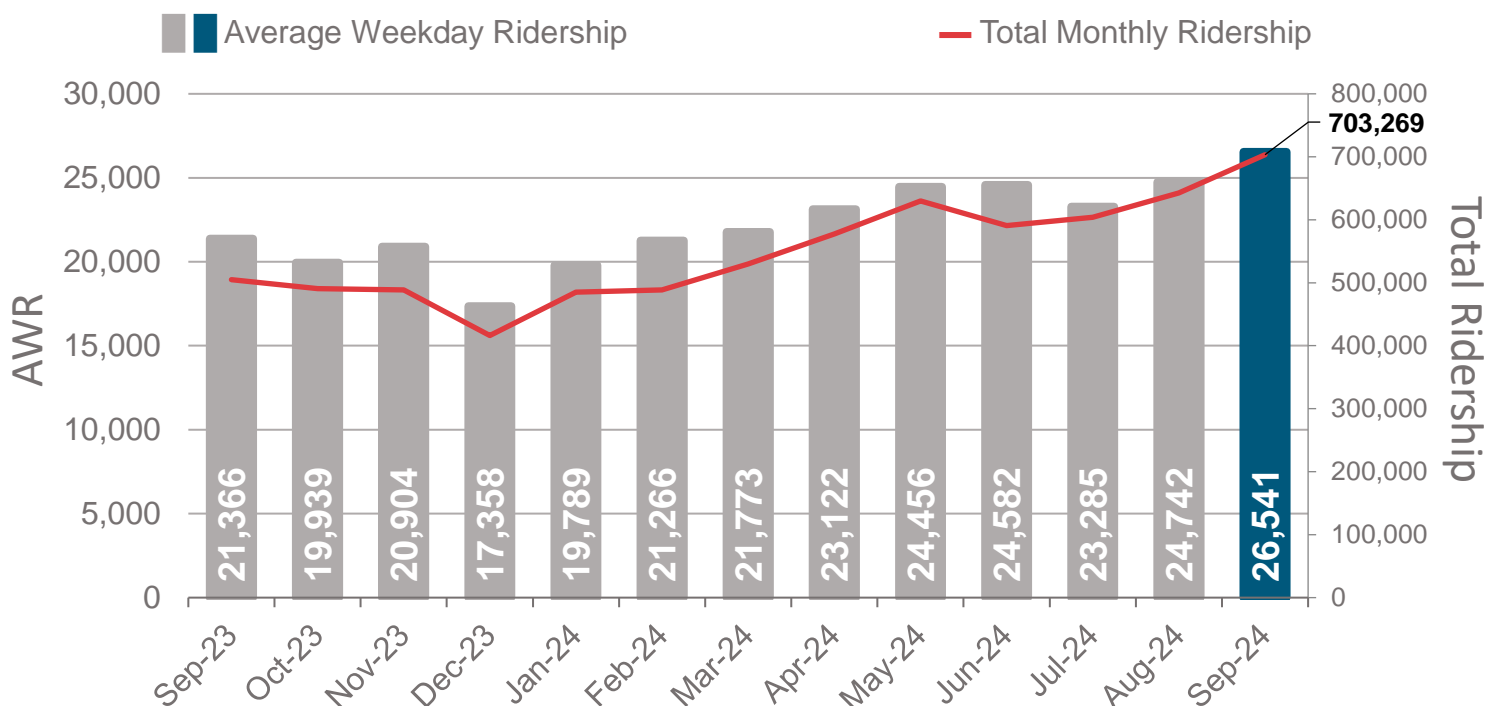
Ridership and Revenue

Average Daily Ridership (Sep-24)



Average weekday ridership (AWR) increased by approximately 24 percent compared to the same month in the prior year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year



April 2020 through October 2023: Due to pandemic-induced changes in travel patterns, ridership estimates were calculated using a combination of Clipper tap data and limited conductor counts.

November 2023 on: Caltrain implemented a ridership estimation model that is based entirely on fare media sales data.

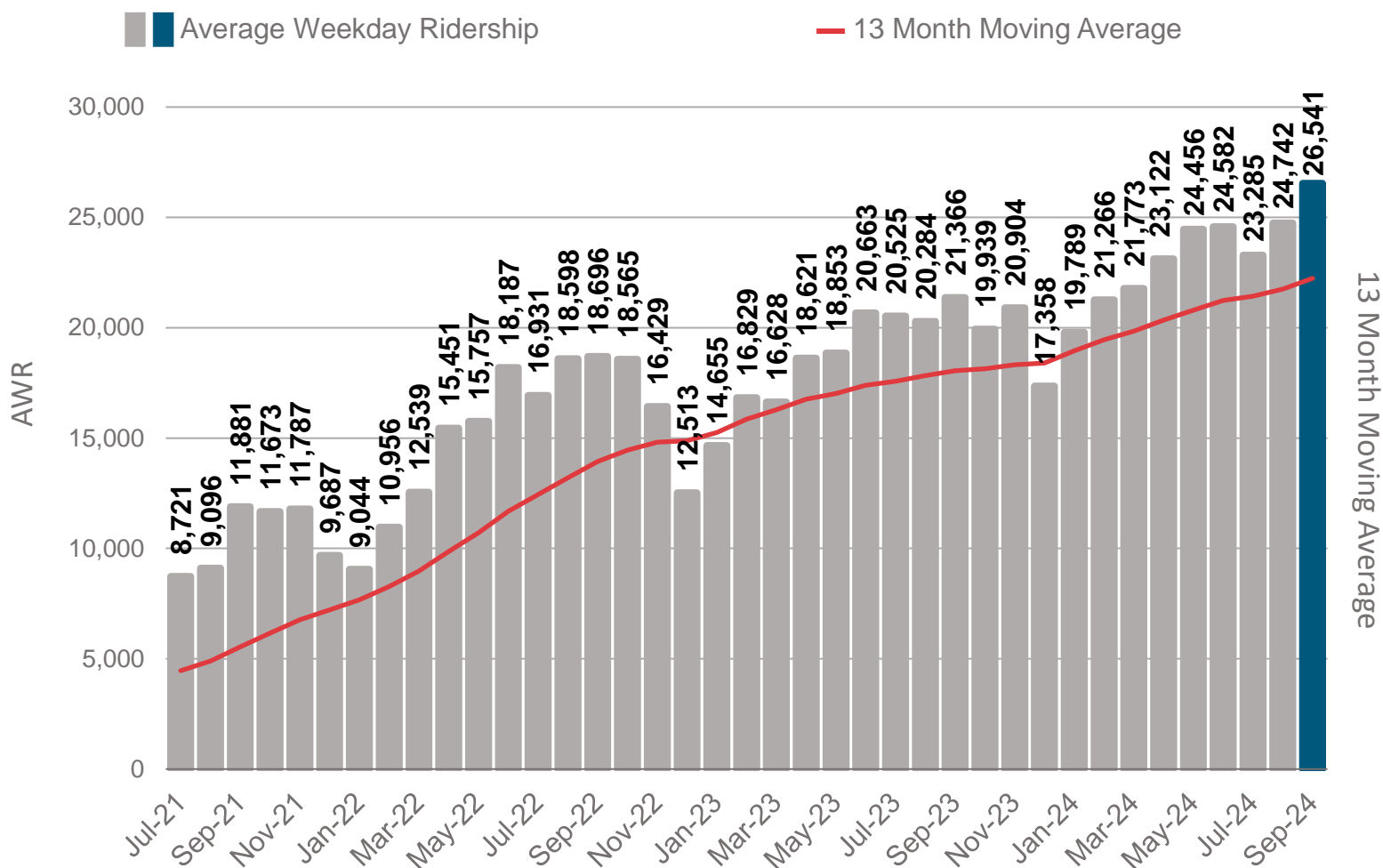




Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2022 to Present



Year Over Year AWR Increase

(September 2023 vs. September 2024)

: **24%**





Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total Special Event ridership at San Francisco Station in September was 72,054, a 43.2% increase compared to 2023 (50,307), and a 40.7% decrease from 2019 (121,504).
 - In September 2024 there were 14 events, compared to 11 in 2023, and 14 in 2019.

Palo Alto Station

- Total Special Event ridership at Palo Alto Station in September was 668, a 59.4% decrease compared to 2023 (1,645).
 - In September 2024 there was 1 event, compared to 3 in 2023. There were no events in 2019.

Mountain View Station

- Total Special Event ridership at Mountain View Station in September was 2,800, a 28.6% increase compared to 2023 (2,177), and a 30.7% increase from 2019 (2,143).
 - In September 2024 there were 2 events compared to 2 in 2023, and 1 in 2019.

San Jose Diridon Station

- Total Special Event ridership at San Jose Diridon Station in September was 378, a 1.1% increase compared to 2023 (374), and a 37.4% decrease from 2019 (604).
 - In September 2024 there was 1 event compared to 3 in 2023, and 3 in 2019.

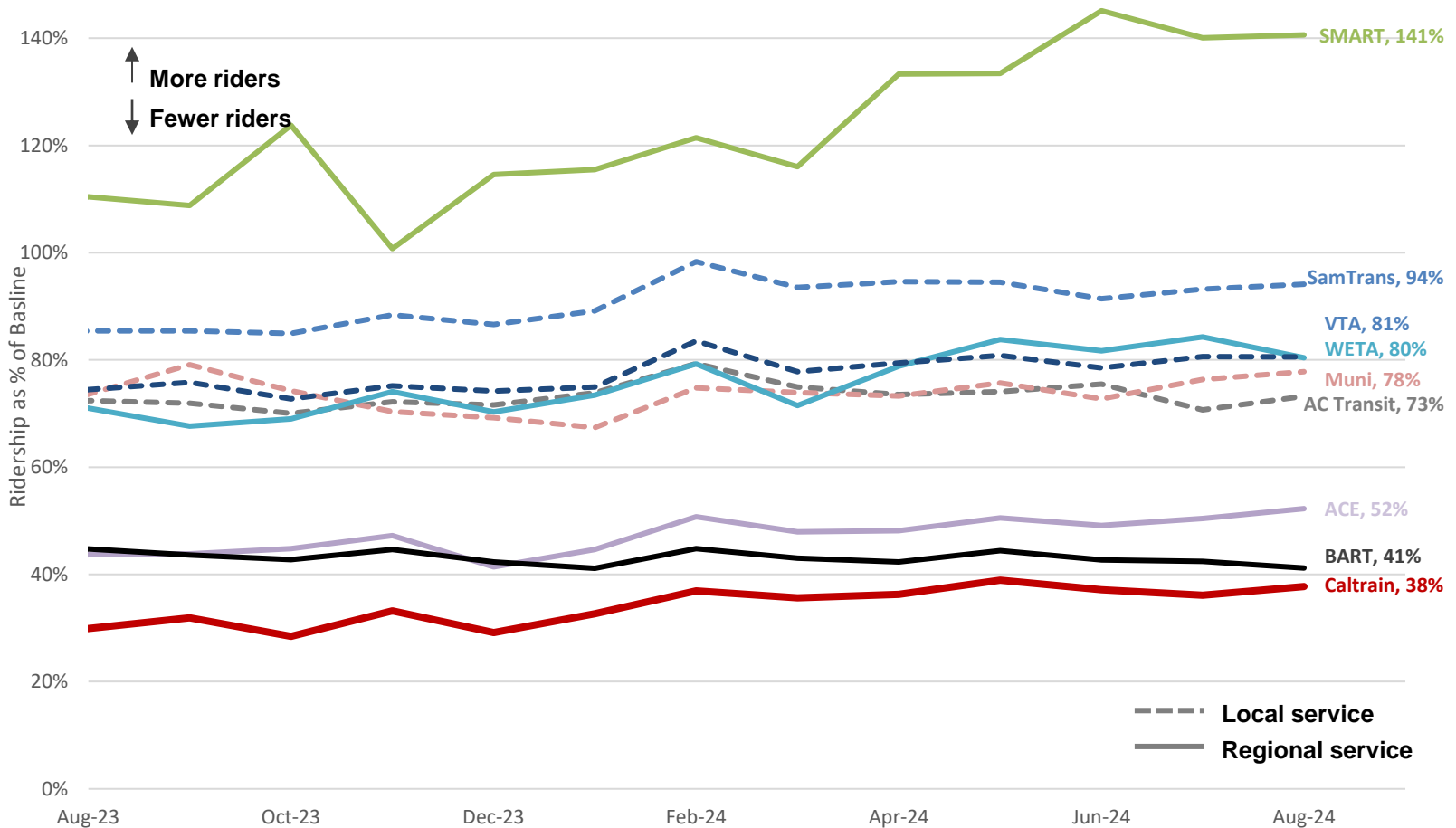




Public Transit Ridership Recovery in the Bay Area

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.

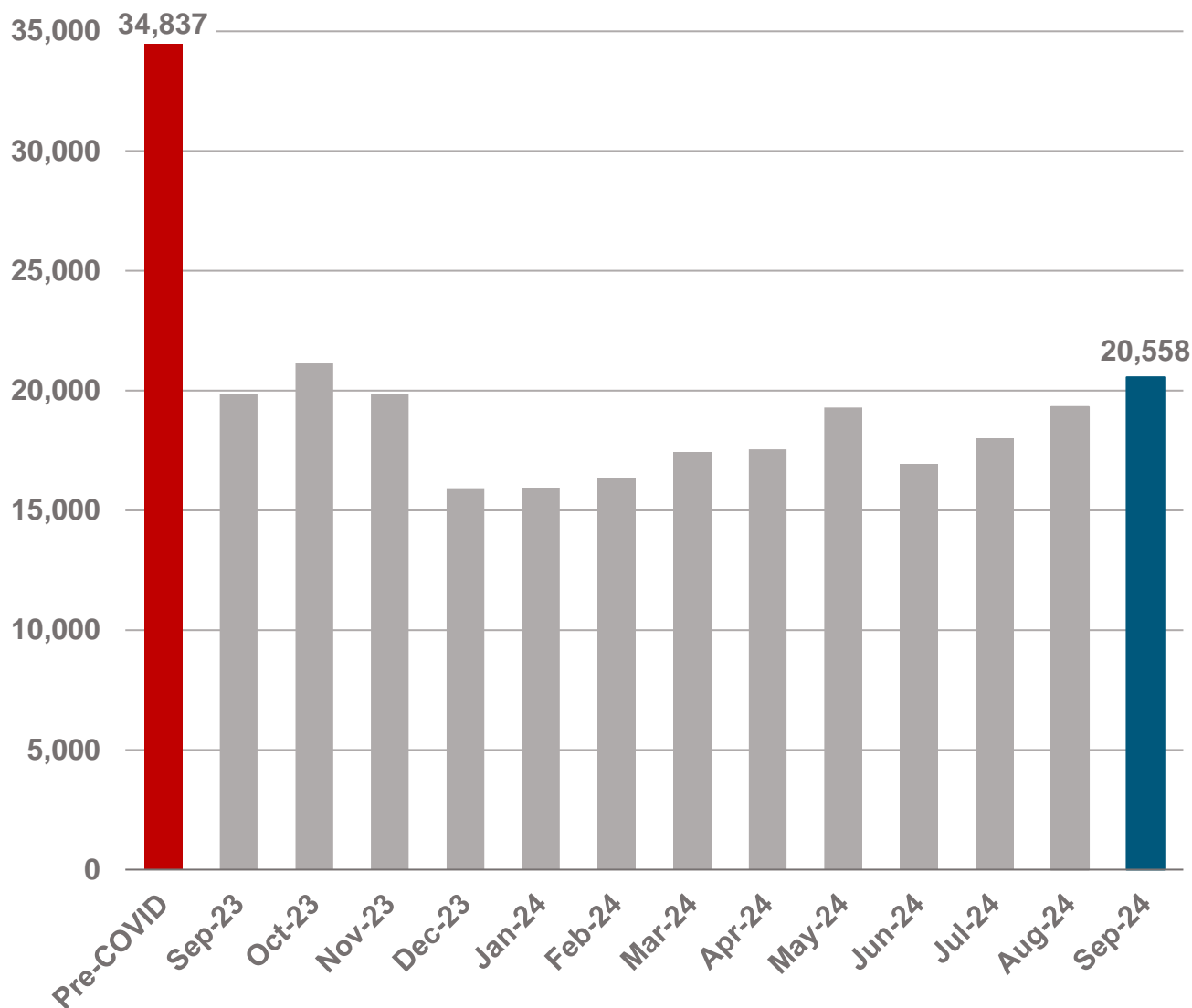
Total Monthly Ridership Estimates (in thousands)

Transit Operator	23-Aug	23-Sep	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug
Muni	13,824	13,561	13,942	12,491	12,344	12,710	12,770	13,942	13,756	14,487	13,194	13,819	14,618
BART	5,010	4,706	4,963	4,456	4,046	4,258	4,338	4,617	4,677	4,918	4,562	4,623	4,615
AC Transit	3,458	3,521	3,699	3,278	3,045	3,245	3,303	3,484	3,490	3,492	3,071	3,092	3,498
VTA	2,326	2,395	2,511	2,264	2,115	2,203	2,238	2,397	2,419	2,545	2,238	2,345	2,518
SamTrans	861	904	949	851	786	817	816	906	891	957	794	813	948
Caltrain	509	505	491	489	416	485	489	530	578	630	591	604	643
WETA	240	236	198	214	175	150	160	155	171	216	232	247	276
SMART	72	69	71	65	67	66	62	67	80	85	81	88	92
ACE	49	43	59	55	63	54	42	57	58	60	63	71	55



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.

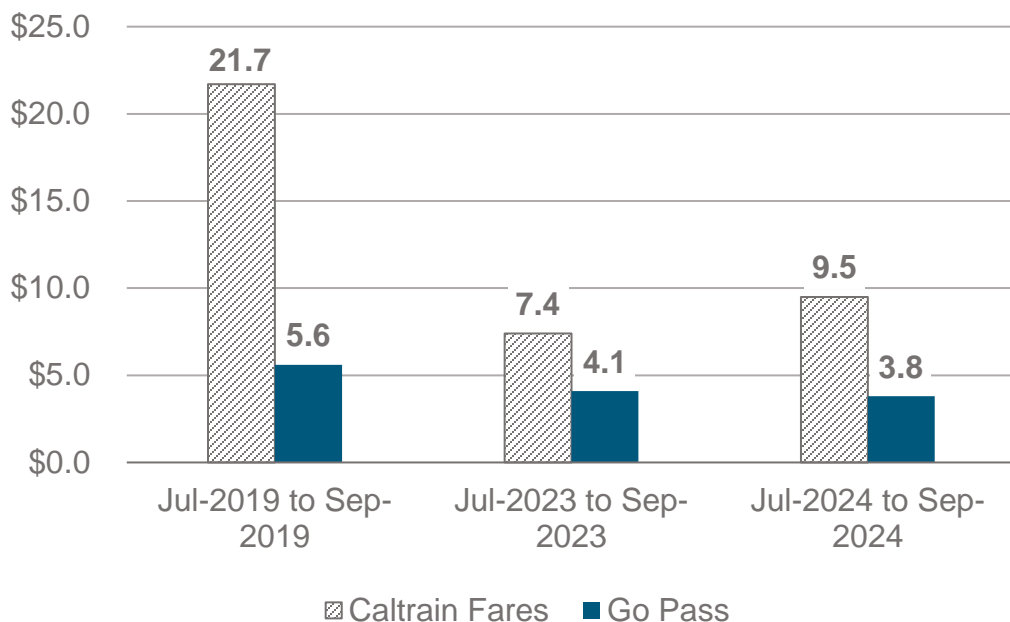
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

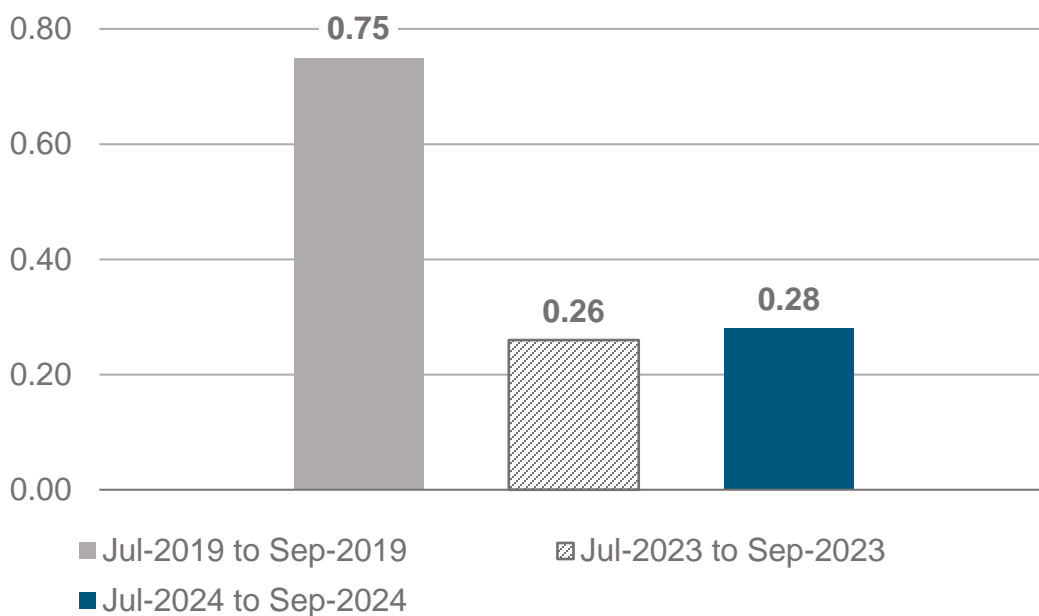
Total Fare Revenues (\$M) - Past 3 Months Comparison



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)



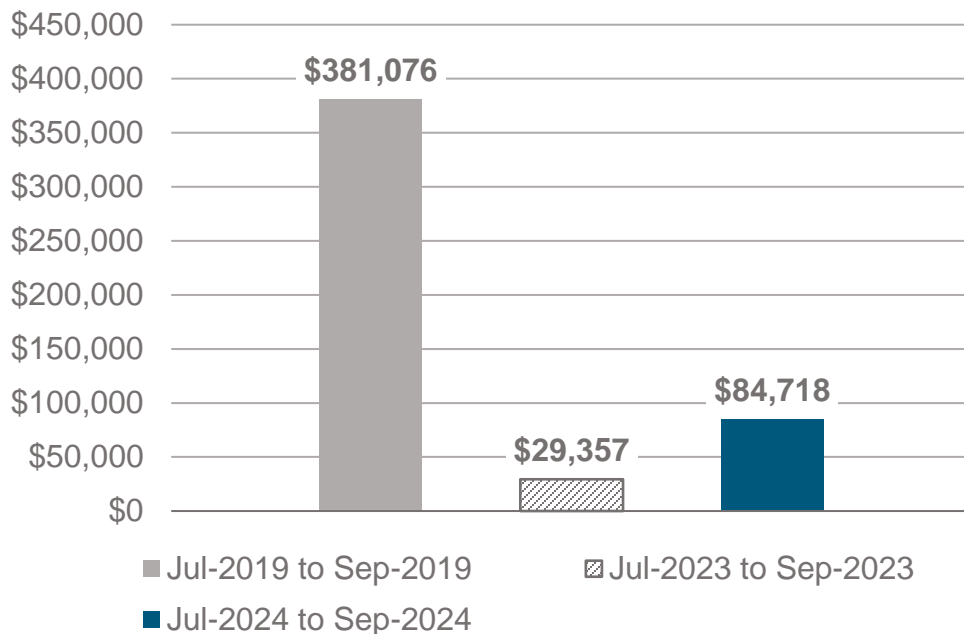
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





Ridership and Revenue

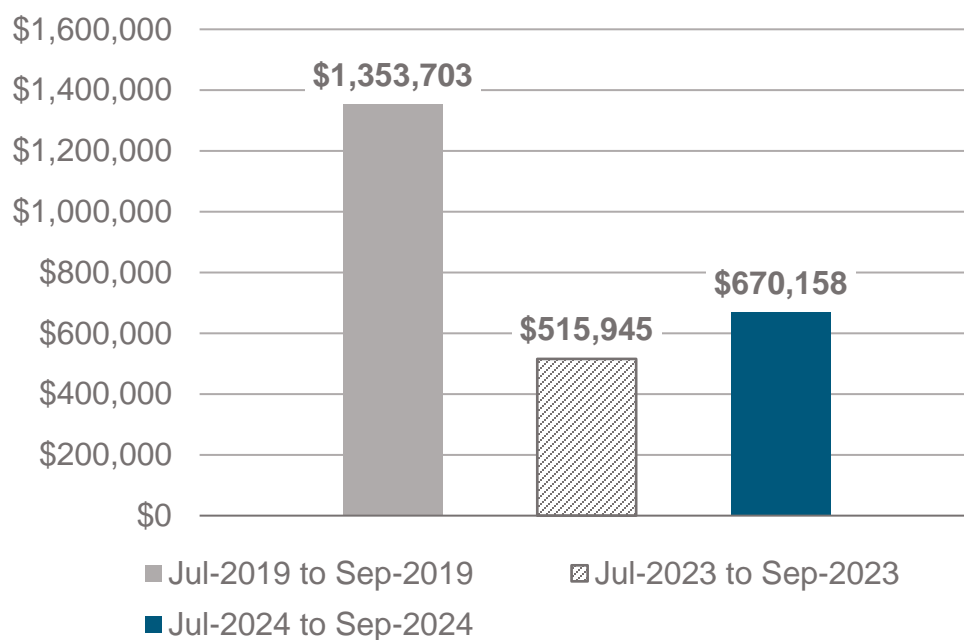
Advertising Revenue (3-Month Rolling Average)



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

Note: Financial data are preliminary due to ongoing year end close out activities for FY 2024.

Parking Revenue (3-Month Rolling Average)



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

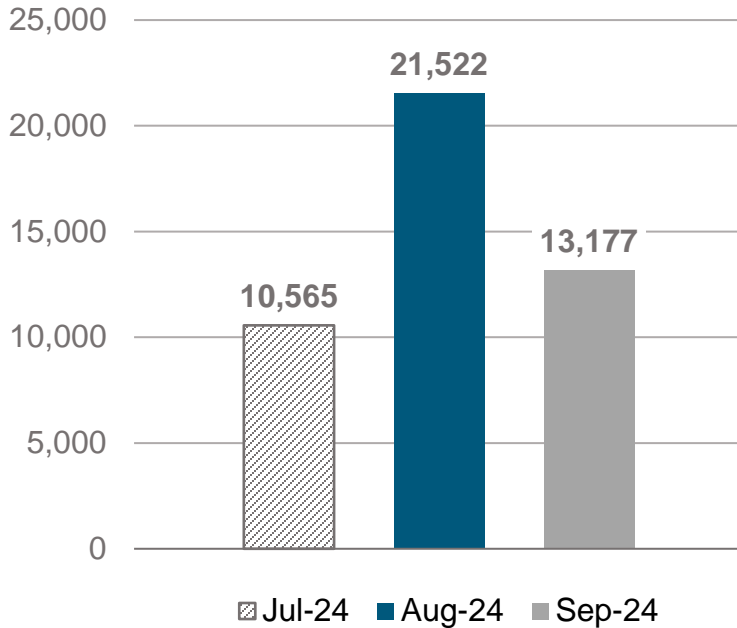
Note: Financial data are preliminary due to ongoing year end close out activities for FY 2024.





Maintenance Performance

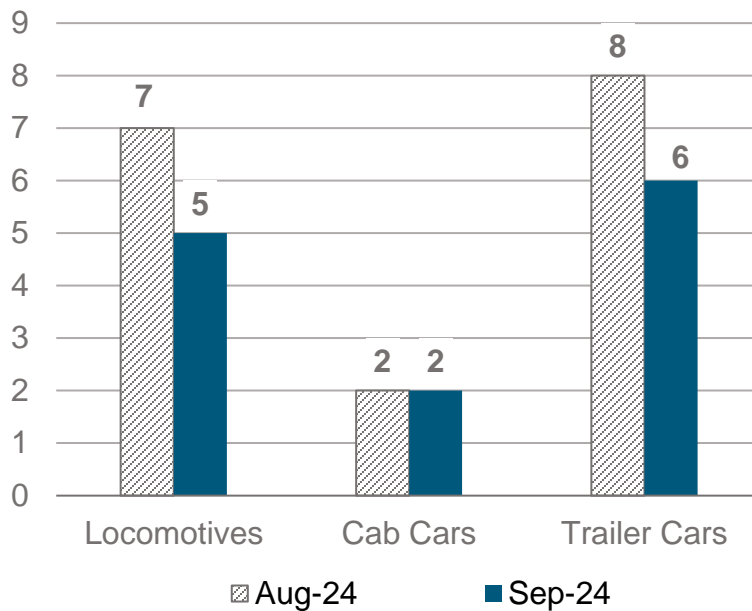
Mean Distance Between Failure (Locomotives)



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 graph to the left represents MDBF for all diesel passenger locomotives in Caltrain's fleet. Future reporting will incorporate EMU reliability data.

Equipment in Maintenance/Repair



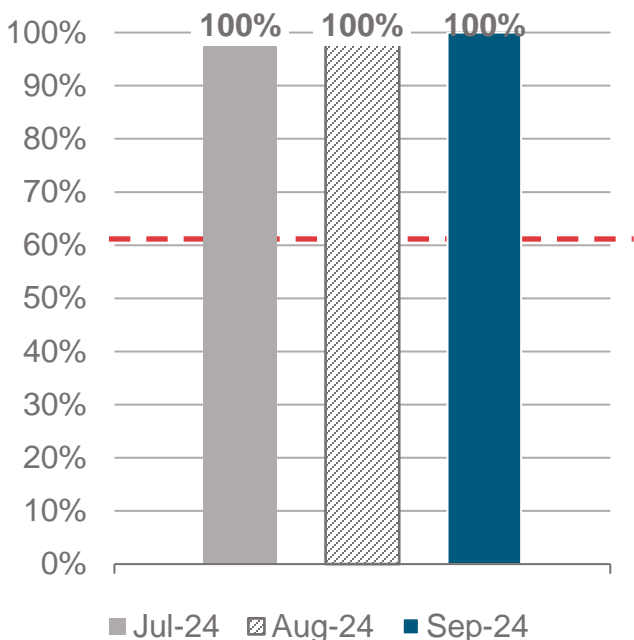
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. Future reporting will incorporate EMU maintenance/repair data.





Maintenance Performance

Equipment Availability (Locomotives)

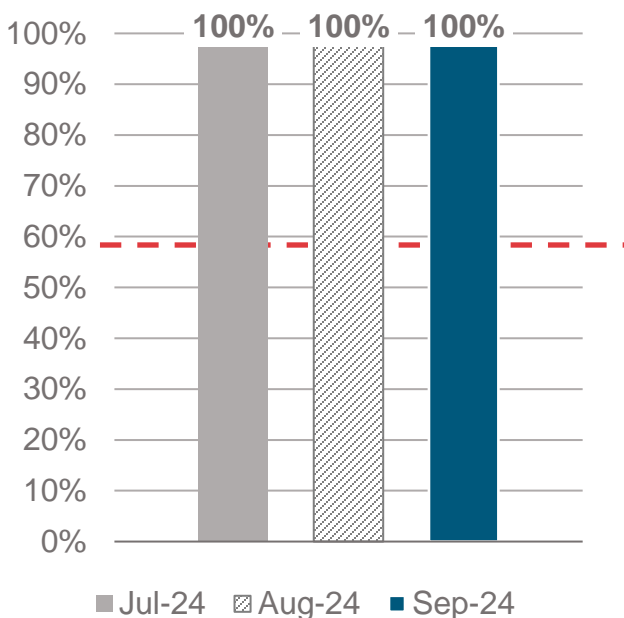


Equipment Availability is the number of cars or locomotives available for service on an average day each month as a percentage of the daily equipment required to run base service.

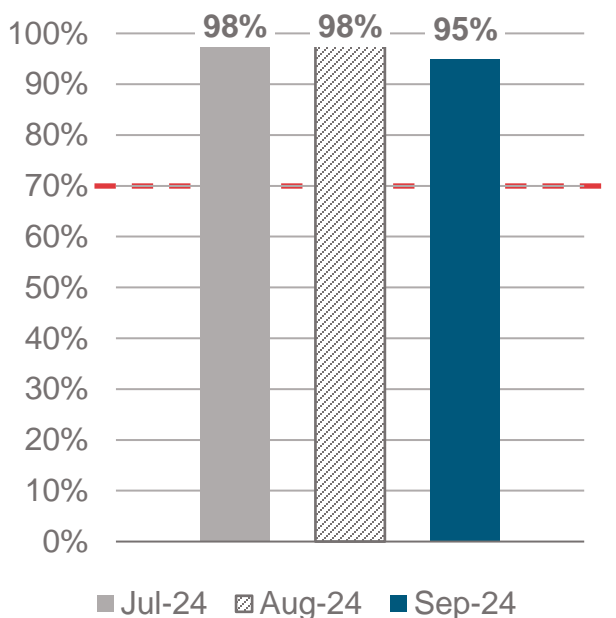
Post-electrification, Caltrain will retain 41 Bombardier passenger cars and 9 diesel locomotives to operate South County service and maintain fleet resiliency.

The graphs on this page represent diesel equipment data. Future reporting will be updated to reflect the addition of EMUs into Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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 Commences Fully Electrified Service

On September 21st Caltrain launched its new electrified schedule, bringing the 160-year-old San Francisco-San Jose rail corridor from diesel power to electric. Caltrain is now running 100% renewable, zero-emission service from San Francisco to San Jose for the first time. Caltrain celebrated the launch of the new service with free fares during opening weekend and held celebratory events in every city along the corridor.

The new high-performance, state-of-the-art electric trains offer a better experience for Caltrain riders. Caltrain service is now faster and more frequent, with 16 stations receiving trains every 15 to 20 minutes during peak hours, weekend trains arriving twice hourly and express service from San Francisco to San Jose in under an hour. Additionally, the new vehicles offer enhanced amenities, including free Wi-Fi, onboard digital displays, power outlets at each forward-facing seat, energy-efficient lighting, baby-changing tables in the bathroom, security cameras, an improved climate control system, and expanded storage under the cantilevered seats. The electric trains also generate less noise than their diesel equivalents, making the trip more enjoyable both for riders and residents that live near Caltrain tracks.





Communications and Marketing Update

Press Releases & Earned Media

Press Releases:

- Caltrain Recognizes September as Rail Safety & Suicide Prevention Month
- Caltrain is the Winning Ride For 49ers Fans This Season to Levi's® Stadium
- Caltrain to Celebrate Full Electrification This Weekend with Launch Party and Free Rides
- Green Day Fans Are Hitchin' a Ride with Caltrain to the Concert at Oracle Park
- Caltrain Names Train in Honor of Congresswoman Anna Eshoo
- Caltrain Commences Fully Electrified Service
- Caltrain Connects to the Portola Music Festival

Earned Media:

- Bay Area transit agencies share details on possible ballot measure to stay afloat - KTVU
- Largest SF transit operators paint dire financial picture - SF Examiner
- Check Out Caltrain's New Electric Train - KGO
- Caltrain service resumes at San Bruno, San Mateo after power incident - Yahoo
- Caltrain kicks off electrification with Peninsula-wide party - The Almanac
- Caltrain Begins Fully Electrified Train Service - Metro Magazine
- Caltrain Launches 100% Renewable Energy-Powered Electric Trains on San Francisco-San Jose Route - Hoodline
- Caltrain completes launch of all-electric fleet - CBS
- Caltrain celebrates full electrification with free rides, station parties this weekend - San Jose Mercury News
- Caltrain goes fully electric - San Mateo Daily Journal
- Want to buy an old Caltrain? - San Mateo Daily Journal
- Scientist measures final days of Caltrain diesel emissions before electric switchover - CBS
- Caltrain launches full schedule of electrified train service this weekend - KTVU
- As electric trains race ahead, thousands in South Bay are left behind - San Jose Mercury News
- Nomad Digital completes trackside connectivity network for Caltrain – European Railway Review





Communications and Marketing Update

Earned Media, cont'd:

- Caltrain to launch electric fleet this weekend - NBC
- It's electrifying: Caltrain celebrates a historic switch - Palo Alto Online
- Caltrain trying to recoup ridership by focusing on people under 18 - KPIX
- Mallon: Caltrain electrification is a win for sustainable transit - San Jose Spotlight
- Is Caltrain's next stop San Francisco? Here's where the rail line's new headquarters could land - SF Business Journal
- California's first electric train could be what's coming to your city - Fox News

Digital Communications Activities

Caltrain Digital Marketing

Electrification Updates/Events:

- Official launch took place the weekend of Sept. 21 and 22 with a historic turnout with more than 16,000 RSVPs to the events hosted in Palo Alto and San Mateo. Free fares were implemented for the opening weekend.
- September was not only the launch of Electrification, but Transit Month as well as Rail Safety & Suicide Prevention Month. The launch of Electrification was Caltrain's way of celebrating Transit Month. Throughout the month messaging was pushed out on social media reminding riders on safety protocols when riding the system for rail safety month.





Communications and Marketing Update

Electrification Updates/Events, cont'd:

- The F40s were retired the evening of Sept. 20, leading up to the launch.
- Communications: Launch of Electrification, with over 50% of social messaging focusing on launch weekend; Dollar Youth Fare, implemented on Sept. 1, Transit Month, Rail Safety & Suicide Prevention Month, and end of season for the Giants.

Messaging Highlights:

- Transit Month
- Rail Safety Month
- Electrification Launch
- Dollar Youth Fare
- F40 Retirement
- Electrification Palo Alto Event – September 21, free fares
- Electrification San Mateo Event – September 22, free fares

Social Metrics: (Year to Year)

Metric	September 2024	September 2023
Impressions	1,723,966	994,891
Engagements	68,314	37,043
Post Link Clicks	4,913	9,487

Note: An impression is anytime our content is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment. These data do not include any web metrics.





Capital Projects Update

Project: MP-36 Locomotive Mid-Life Overhaul Project

Project Description		Status Summary			
		Safety	Schedule	Budget	Funding
<p>This project involves performing mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul includes complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work is occurring off-site at the contractor’s facility location. The 6 locomotives to be overhauled are Locomotive #'s 923, 924, 925, 926, 927 & 928. In order to maintain daily service, only 1 to 2 of these locomotives are released at a time for overhaul work that is expected to take approximately 8 months per locomotive. Due to this restriction, the overall completion of this work is expected to take approximately 4 years.</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	14,833	14,508	13,009		12/30/24
Percentages	100%	97.8%	87.7%		
Project Highlights – Recent and Upcoming Work					
<p>September: Locomotive 928 granted Final Acceptance and is in service. 923 exterior painting is complete and will begin static testing. Locomotive 924 is out of warranty.</p> <p>October: Locomotive 923 will have Release for Shipment and begin transit to CEMOF.</p>					

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.





Statuses: – Green – Yellow – Red





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.					
Project Phase: 6 – Construction/Implementation					
Project Costs (in thousands of dollars)					Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals		
Totals	63,699	34,406	33,785		
Percentages	100.00%	54.0%	53.0%		
Project Highlights – Recent and Upcoming Work					
<p>September: JPB staff obtained approval of an Erosion and Sediment Control Plan and 2024 Debris Removal Plan from the National Marine Fisheries Service (NMFS), US Army Corps of Engineers (USACE), San Francisco Bay Regional Water Quality Control Board, California Department of Fish and Wildlife (CDFW) and Valley Water. JPB staff hosted weekly meetings with interested resource agencies to communicate the status of the ongoing implementation of both plans and solicit feedback.</p> <p>October: JPB will winterize the site by completing the implementing the Erosion and Sediment Control Plan and 2024 Debris Removal Plan prior to the end of the ongoing 2024 dry season. Concurrently, JPB staff will work with all agencies listed above to jointly develop a plan to obtain all necessary approvals for the project. This plan will influence the overall project approach, schedule, and budget.</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 - Based on preliminary forecasts, the environmental permitting challenges above will result in cost increases in excess of the current approved project budget. 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 September 30, 2024, and is subject to change prior to the November 2024 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.				
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	30,441	25,044	24,894	
Percentages	100.00%	82.3%	81.8%	
12/24/24				
Project Highlights – Recent and Upcoming Work				
<p>September: All EMU trains have been delivered and equipped with the Broadband equipment by Stadler has been validated and commissioned by Nomad Digital and is in revenue service. Nomad completed the dynamic test and System Acceptance Test. The test showed a coverage gap in the South San Francisco and in Millbrae. An additional radio antenna has been installed in the SSF area and working. An additional radio antenna will be installed in Millbrae next month.</p> <p>October: Install the additional radio antenna in Millbrae and re-run the System Acceptance Test. Complete any punch list items from the trackside civil work.</p> <p>The schedule is delayed due to 2 areas that has a weak radio coverage for Wi-Fi. One area is in South San Francisco which an additional radio antenna has been installed. The second area is in Millbrae and an additional radio antenna is scheduled to be installed by the end of October. Another Final Acceptance Test will be conducted after the radio antenna in Millbrae is installed.</p>				

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses:  – Green  – Yellow  – Red





Capital Projects Update

Project: Bayshore Station Bridge Painting

Project Description		Status Summary			
		Safety	Schedule	Budget	Funding
This project will perform rehabilitation of the coatings of the existing steel pedestrian overpass bridge at the Bayshore Station in Brisbane. The bridge’s paint coatings need rehabilitation due to surface rust. This work combined with a complete repainting of the bridge will bring the structure to a state of good repair.		<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	6,870	6,138	5,906		12/31/2024
Percentages	100.00%	89.3%	86.0%		
Project Highlights – Recent and Upcoming Work					
September: Continued to work with the team in completing final punch list items. In addition, continued to work with legal team to identify next steps and schedule for close-out phase.					
October: Continue to work with the team in completing final punch list items. In addition, continue to work with legal team to identify next steps and schedule for close-out phase.					

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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	1,534	1,209		6/30/2025		
Percentages	100.00%	60.9%	48.0%				
Project Highlights – Recent and Upcoming Work							
September: Stacy and Witbeck, Inc. completed all their scope tasks for the track and civil work. The northern crossing has been widened and open for use.							
October: TASI to install the new pedestrian gates and implement the advance signal preemption. Go to the Management Committee to re baseline the schedule.							
Churchill Ave grade crossing project is being performed concurrently with a City of Palo Alto project. The City of Palo Alto project is responsible for performing numerous pre-requisite tasks prior to the contractor, Stacy and Witbeck, Inc. (SWI), is able to perform their scope of work. A few of the City's critical pre-requisite tasks have been delayed. The third-party City's delays have resulted in SWI being delayed in starting their scope and will result in SWI exceeding the current contract completion date of September 8, 2024. An extension of 104 calendar days to the contract completion date is required, and results in a new contract completion date of December 21, 2024. Project Manager will request approval of a revised schedule from the Management Committee in October 2024.							

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 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	5,471	4,389	2,814		5/29/2025		
Percentages	100.00%	80.2%	51.4%				
Project Highlights – Recent and Upcoming Work							
September: Stacy Witbeck installed the concrete panels at 4th and 5th Ave. TASI shipped the new signal houses to a wiring shop in Southern California.							
October: Stacy & Witbeck will complete the sidewalk work at 4th and 5th Ave. TASI to receive the new signal houses completely wired. Go to the Management Committee to rebaseline the schedule.							
Transit Services America, Inc. (TASI) must perform pre-requisite work prior to the general contractor, Stacy and Witbeck, Inc. (SWI), but the TASI work was continually delayed due to manpower resource issues. TASI was unable to accomplish the pre-requisite work in time for SWI to continue with their scope, per SWI's baseline schedule. The TASI delays result in SWI exceeding the current contract completion date. An extension of 104 calendar days to the contract completion date is required, and results in a new contract completion date of December 21, 2024. Project Manager will request approval of a revised schedule from the Management Committee in October 2024.							

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 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: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	6,800	4,820	4,734	6/15/2025
Percentages	100.00%	70.9%	69.6%	
Project Highlights – Recent and Upcoming Work				
September: VMS replacement at Option 1 and Option 2 station continues, troubleshooting for certain VMS is ongoing.				
October: Continue option 1 and option 2 stations VMS replacement.				
The remaining activated funds are currently insufficient to cover the expenses for the rest of the construction phase. FY25 Board approved funds are not yet available for this project, resulting in a 'Red' status for funding. Working with grants to swap the funds from other capital project.				

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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 12/30/2025
	Current Budget	Committed to Date	Expended + Accruals		
Totals	8,988	3,876	1,662		
Percentages	100.00%	43.1%	18.5%		
Project Highlights – Recent and Upcoming Work					
<p>September: During the month of September 2024, JPB staff further developed the preliminary schedule with input from Construction Management team, Contracts & Procurement team, and Environmental team for completing the permanent bank stabilization project. As the emergency status has been denounced, project needs to follow the regular IFB process to solicit a qualified construction contractor. New project manager started weekly team meetings on September 25th. Project team is identifying design activities and deliverables required for completing final design and environmental permitting.</p> <p>October: JPB staff will continue coordination with CDFW, RWQCB, and USACE to acquire the necessary environmental permits for the permanent bank stabilization project. Design team proceeds with engineering design to finish deliverables necessary for environmental permitting and IFB. Concurrently, JPB staff will prepare documents for construction contractor solicitation.</p>					

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

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 preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave. Grade Separation Project. The track, which will be located between 10th and 14th Aves., will be accessed from 9th Ave., approximately 1,000 feet in length and have a single switch.</p> <p>Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.</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	10,128	8,455	6,381	05/31/2025
Percentages	100.00%	83.5%	63.0%	
Project Highlights – Recent and Upcoming Work				
<p>September: In September 2024, Grants team continued to work with Caltrans to execute program supplement agreement for LPP funds. Track work was performed in August in coordination with TASI who performed the signal scope. Significant ongoing activities in September included construction of the screen wall, the irrigation system and maintenance road among other activities.</p> <p>October: In October 2024, Grants team will continue to work with Caltrans to execute program supplement agreement for LPP funds. Among other construction activities, SWI will complete construction and painting of the screen wall.</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	2,884	2,679		09/17/25
Percentages	100.00%	39.7%	36.8%		
Project Highlights – Recent and Upcoming Work					
<p>September: Continued the installation of Mini-Highs platforms at multiple stations.</p> <p>October: Continue the installation of Mini-Highs platforms at multiple stations. Complete pre-coordination with UPRR to line up flagging.</p>					

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Statuses: ● – Green ● – Yellow ● – Red



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