



Executive Director's Monthly Report: September 2025

Executive Director Michelle Bouchard

Report prepared for October Board meeting; data current through August 2025.



Who We Are and What We Do

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

Caltrain's 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.

Caltrain's Core Values:

- Safety – First and Always.
- Excellence – In all that we do as a team.
- Resilience – Adapt to changing conditions and seize opportunities.
- Integrity – Stewards of public trust always doing what is right.
- Equity and Inclusion – Welcoming all makes a stronger Caltrain.
- Sustainability – Responsible today for the sake of tomorrow.



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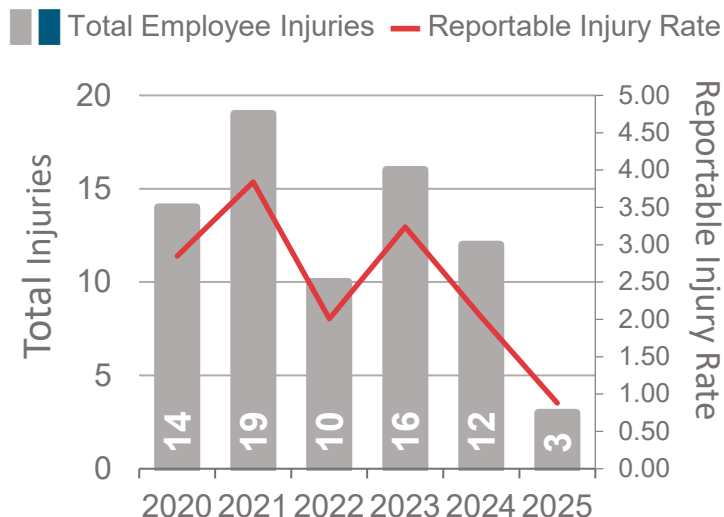
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Safety Updates – Injuries and Accidents

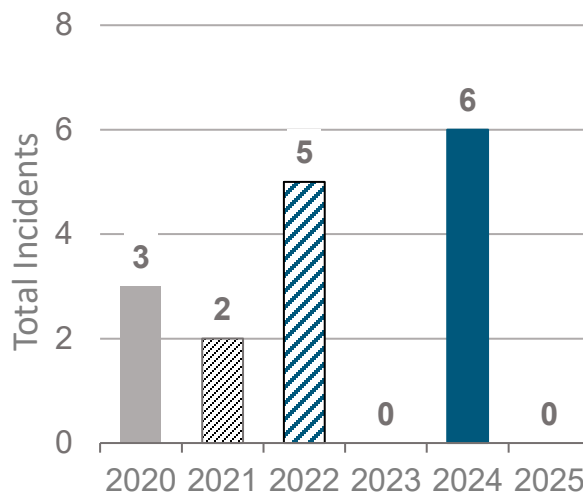
Reportable Injury Trends



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 0.88.

Strains or sprains constitute the majority (55%) of reportable injuries for Caltrain's operators.

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 9/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,923	5/27/2020
Operations	327	10/9/2024
Maintenance of Equipment	57	7/7/2025
Maintenance of Way	35	7/28/2025
Other	1,923	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 July 2025. Next Safety Leaders to be recognized in the upcoming All Hands Meeting.
- 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

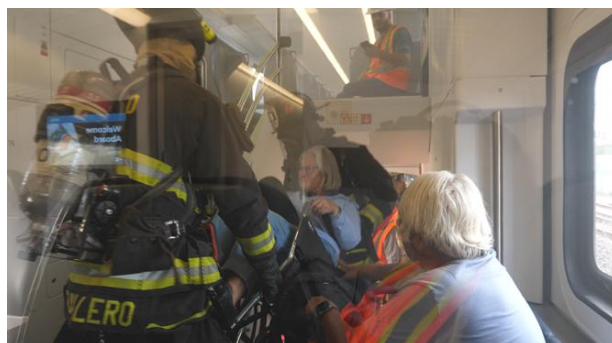
- Working with implementing ComplianceQuest for event reporting, hazard reporting, corrective action tracking, etc., Phase 1 user acceptance testing is ongoing, and Phase 2 is about to start.
- SOC continuing with general monitoring. CCF MTOs and Power Supervisors have access for operational use. Transit PD and other Caltrain/TASI Managers and staff were also given access to be able to view live footages via a phone app. Latest access was given to some of the Guadalupe Bridge project staff to be able to monitor CCTV that is pointed at the project trailer near Diridon due to concerns of trespassers in the area. There are currently discussions to potentially extend the lease/service of these towers to bridge the gap until the Enterprise CCTV system comes online.





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.
- The joint tabletop exercise with BART, SamTrans, and San Bruno Fire Dept. has been cancelled. Tabletop co-hosted by Caltrain, SamTrans and TSA is in early planning, tentatively scheduled for November. Regional tabletop hosted by MTC also in initial planning, tentatively scheduled for December.
- Awaiting CPUC approval to modify high risk grade crossings with solar markers and bollards. Installation at Broadway has already yielded a 100% elimination of track incursions.
- Continue to meet 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
- Safety Roadshows were a huge success – May 28 at CEMOF Maintenance Facility, Jun 25 at Menlo Park, July 30 at SFK 4th & King, and most recently Aug 27 at CEMOF. There is currently discussion on the next roadshow.
- Conducted a full-scale exercise at Redwood Junction on 8/16/25, with Redwood City FD, Menlo Park FD, Woodside FD, CERT volunteers, Transit PD and TASI. Simulated an on-board train fire and a high voltage step potential hazard outside the train (wire down).

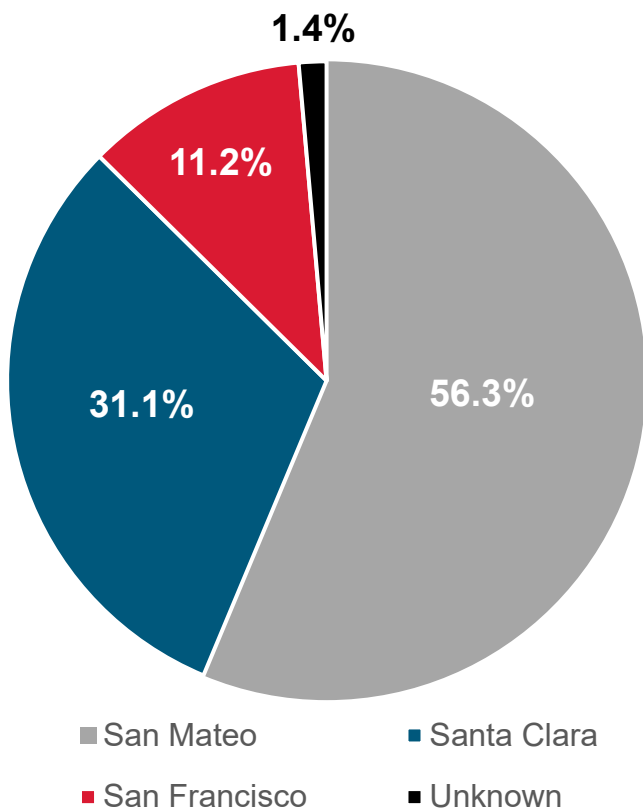




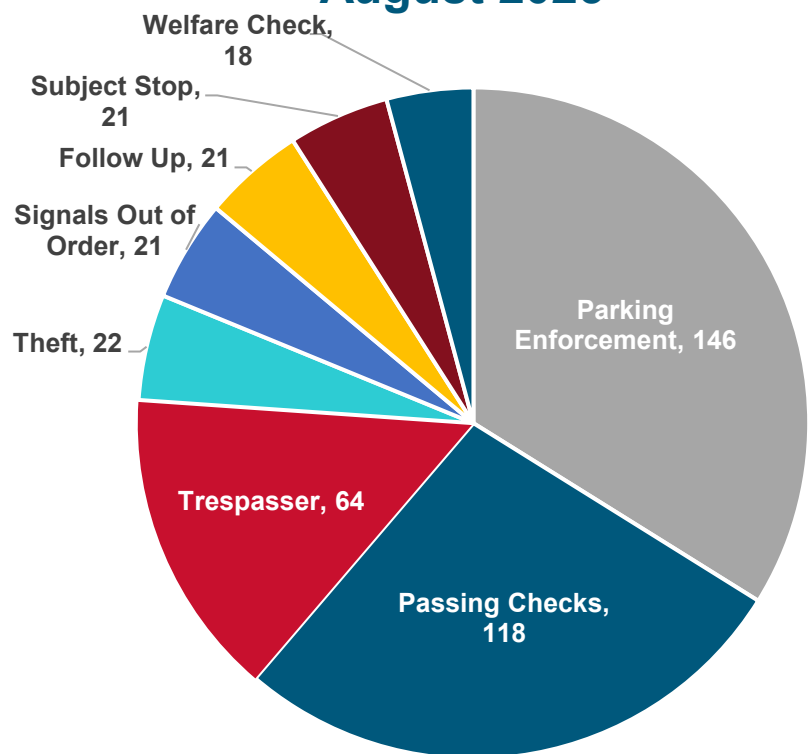
Security Update

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 August 2025



Number of Calls by Category August 2025¹



August 2025 Service Call Data

Overall Average Response Time: **20:36**

Average Response Time for **Priority 1** Calls*: **13:40**

Average Response Time for **Priority 2** Calls**: **21:06**

*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 599 in August across 20 categories. The pie chart shows the top 8 categories representing 472 calls or 74% of the total.

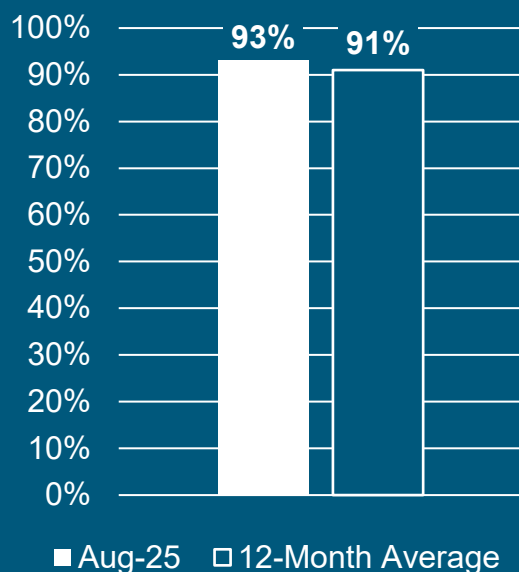




Performance at a Glance

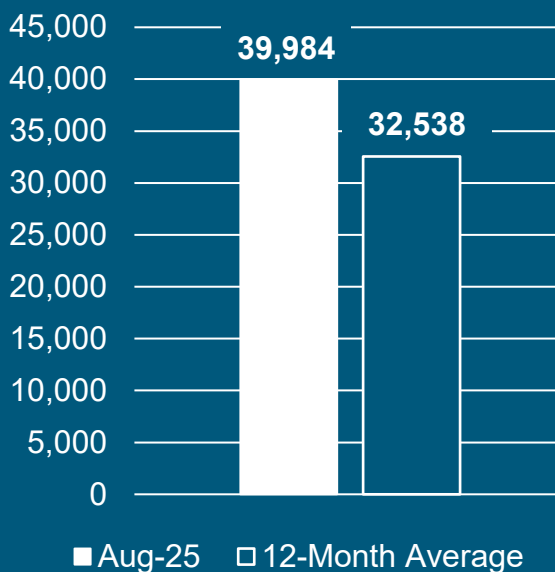
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



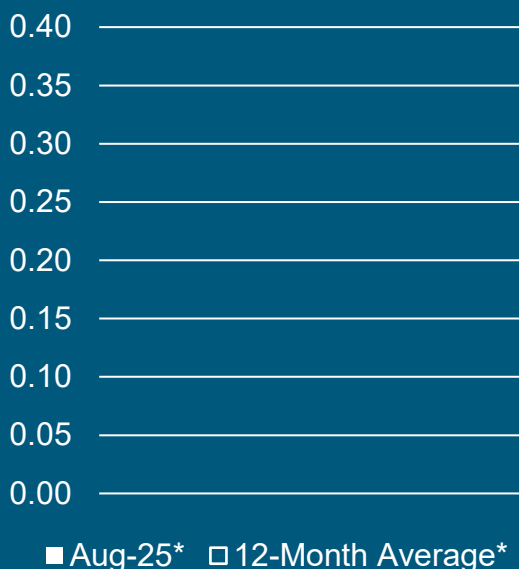
Average Daily Ridership

Average estimated weekday ridership



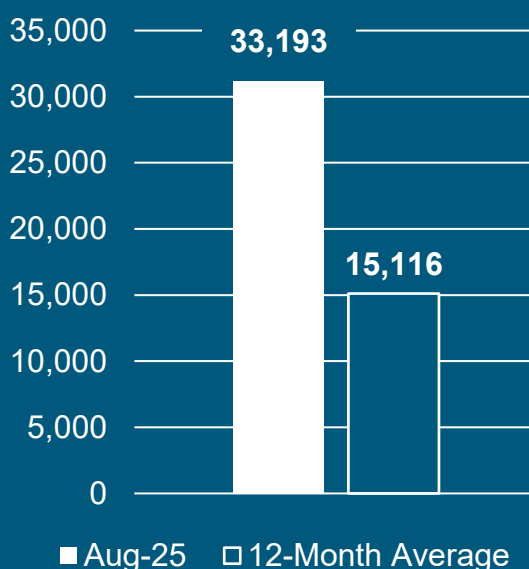
Farebox Recovery Ratio*

Ratio of fare revenue to operating costs



Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required

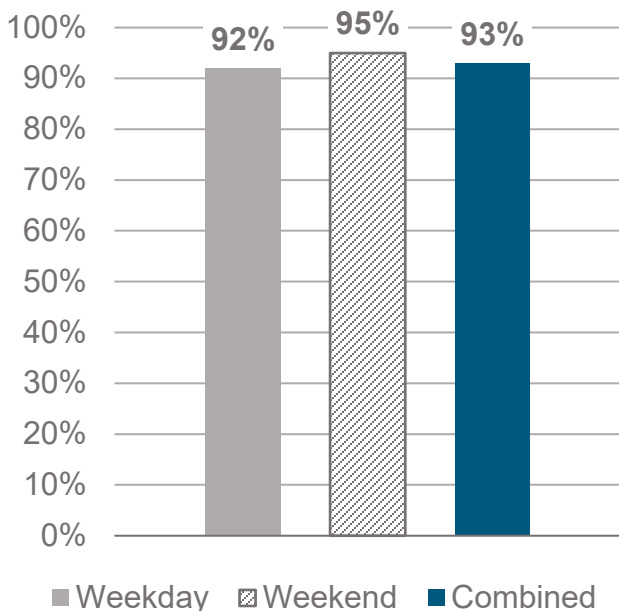


*Farebox Recovery Ratio is temporarily unavailable due to Fiscal Year End Close.



On-Time Performance

Performance This Month (Aug-25)

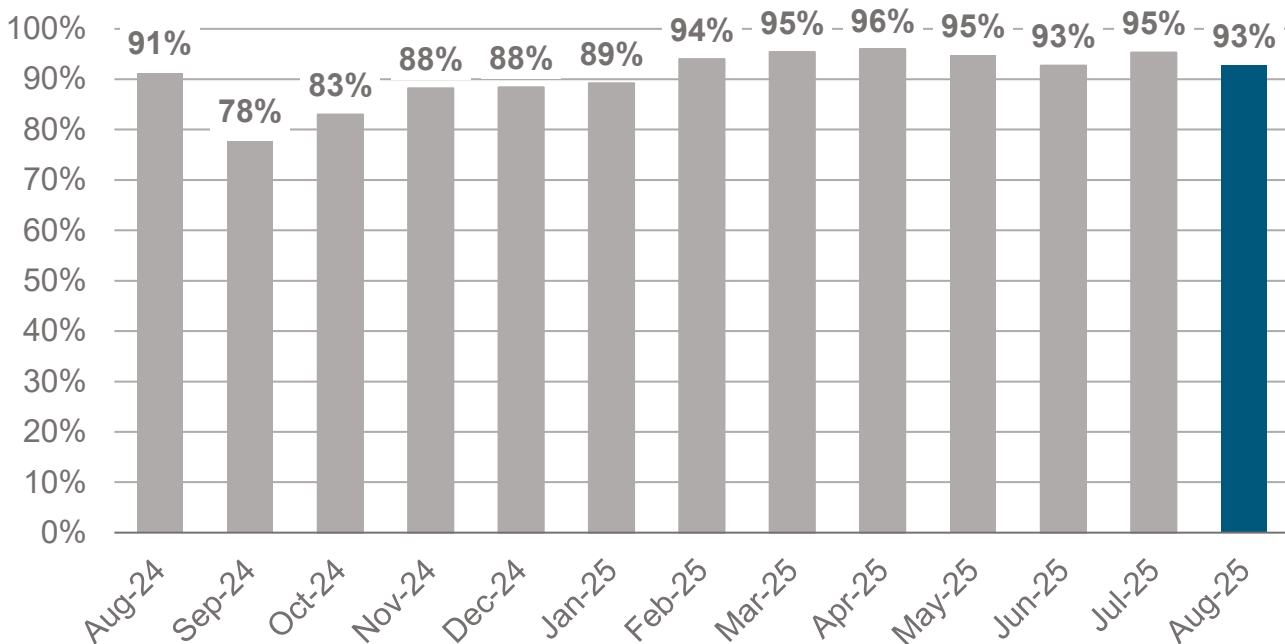


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of August was 92.8%; this resumes our achievement of 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

Jun-25

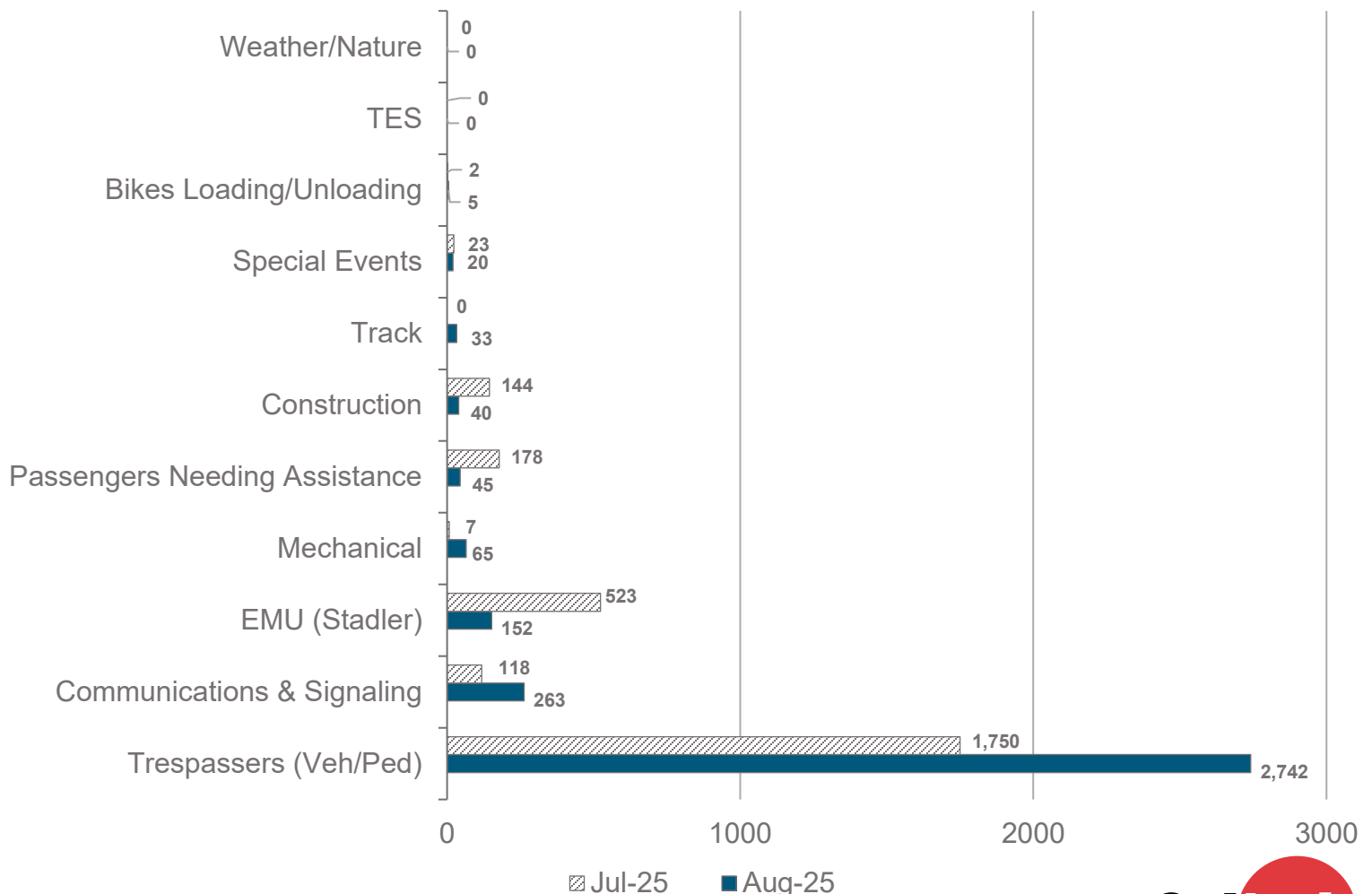
Jul-25

Aug-25

Number of Late Trains	214	145	218
Average Minutes Late for Late Trains	12	21	27
Number of Cancelled Trains	6	10	10

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.

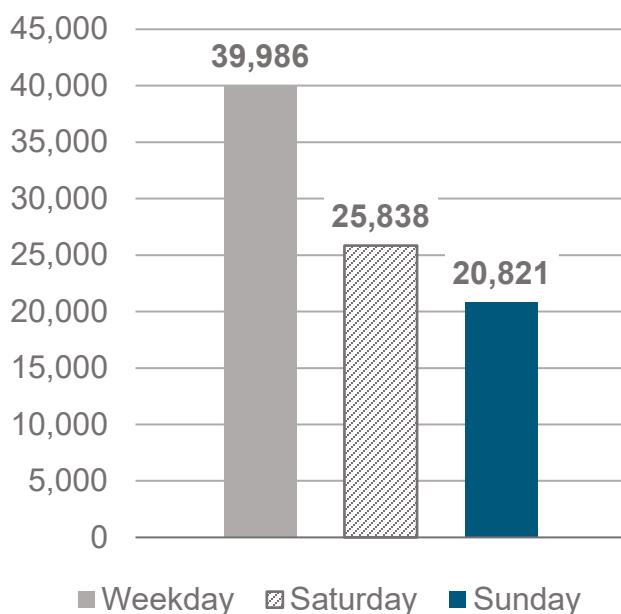
Reasons for Train Delays, by Minutes of Delay





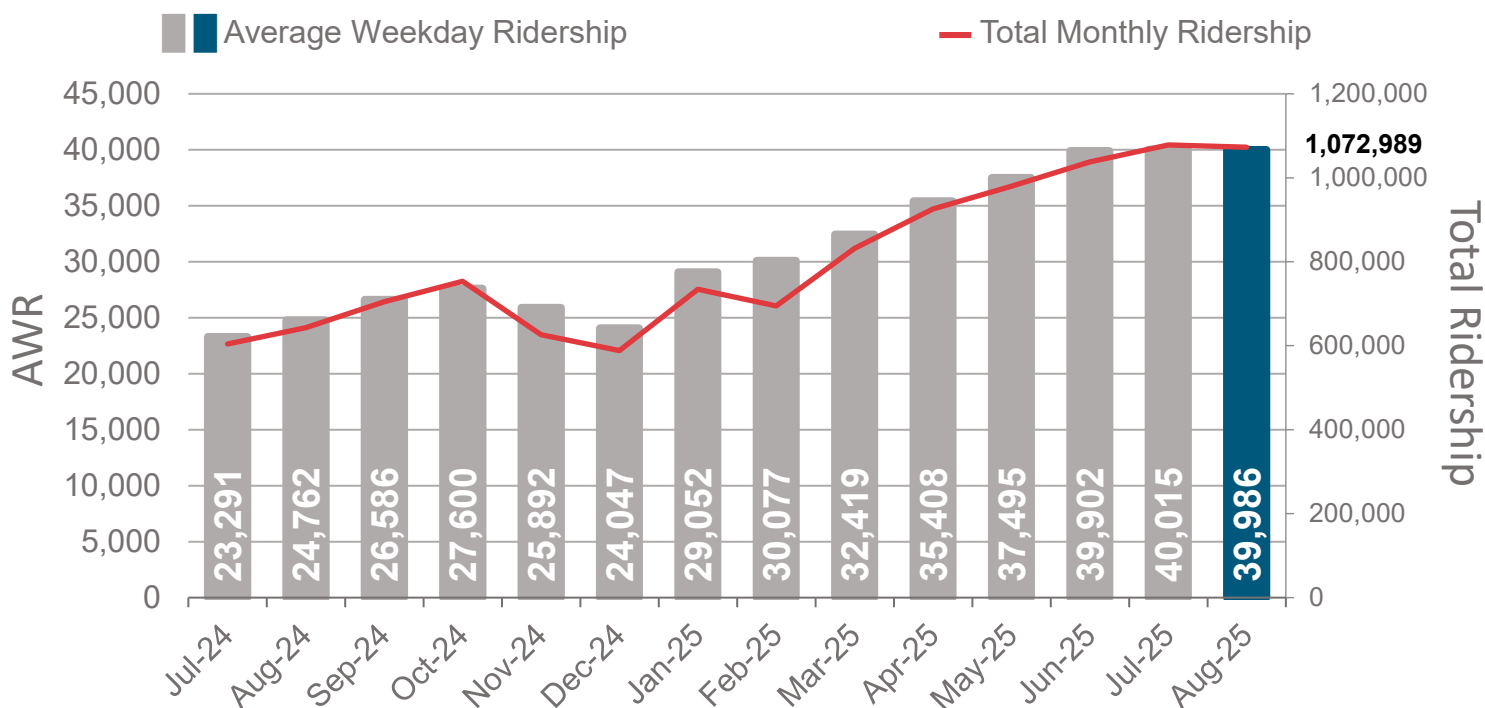
Ridership and Revenue

Average Daily Ridership (Aug-25)



Average weekday ridership (AWR) increased by approximately 62 percent compared to August 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.

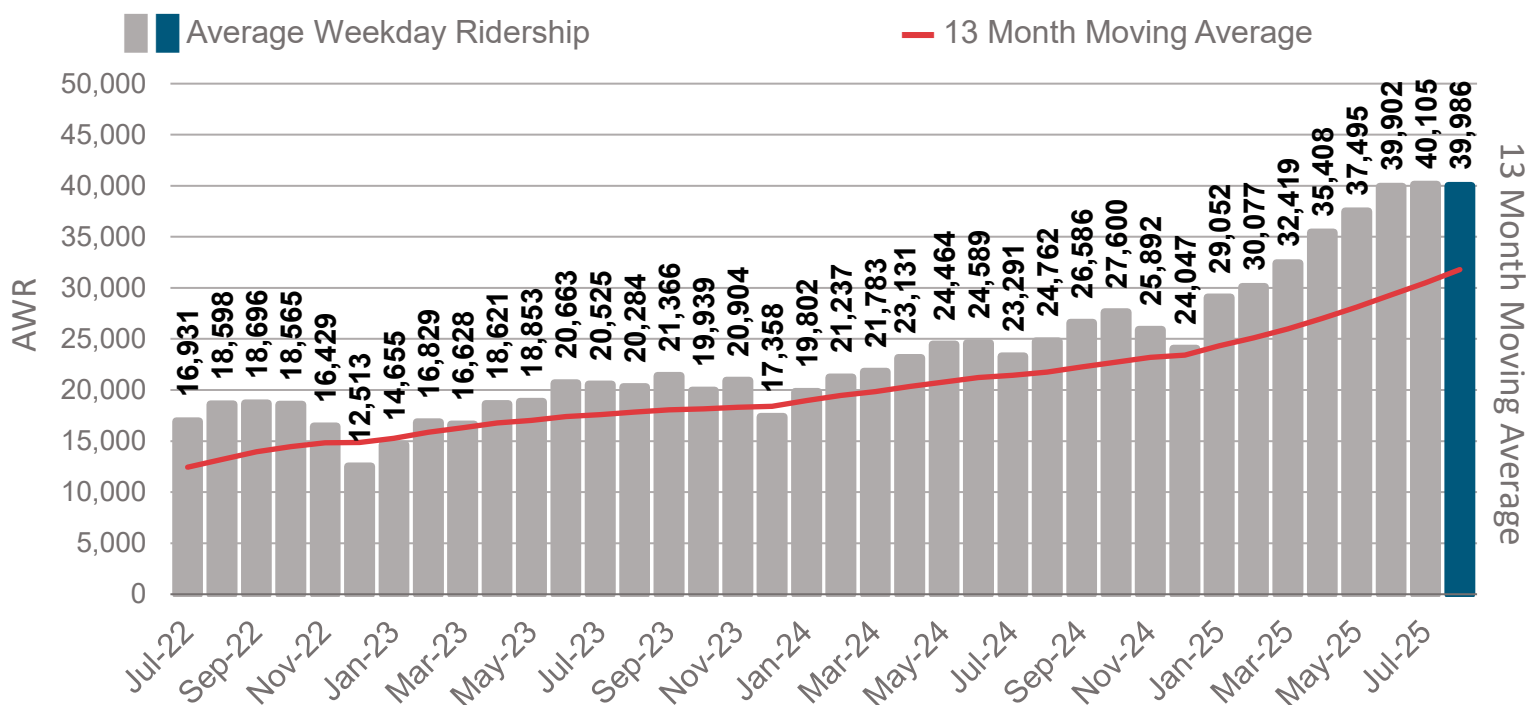




Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2023 to Present



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

: 62%





Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total event-day ridership at San Francisco Station in August was 131,270, a 90.7% increase compared to 2024 (68,844) and a 116.3% increase from 2019 (60,696).
 - In August 2025, there were 21 events (16 Giants regular season games, 6 Valkyries regular season games, and Bay FC's "The Show") compared to 13 in 2024 and 14 in 2019.

Mountain View Station

- Total event-day ridership at Mountain View Station in August was 2,028, a 162.7% increase compared to 2024 (772), and a 56% increase from 2019 (1,300).
 - In August 2025 there were 2 events counted (One 49ers preseason game, and a Morgan Wallen concert), compared to 1 in 2024, and 2 in 2019.

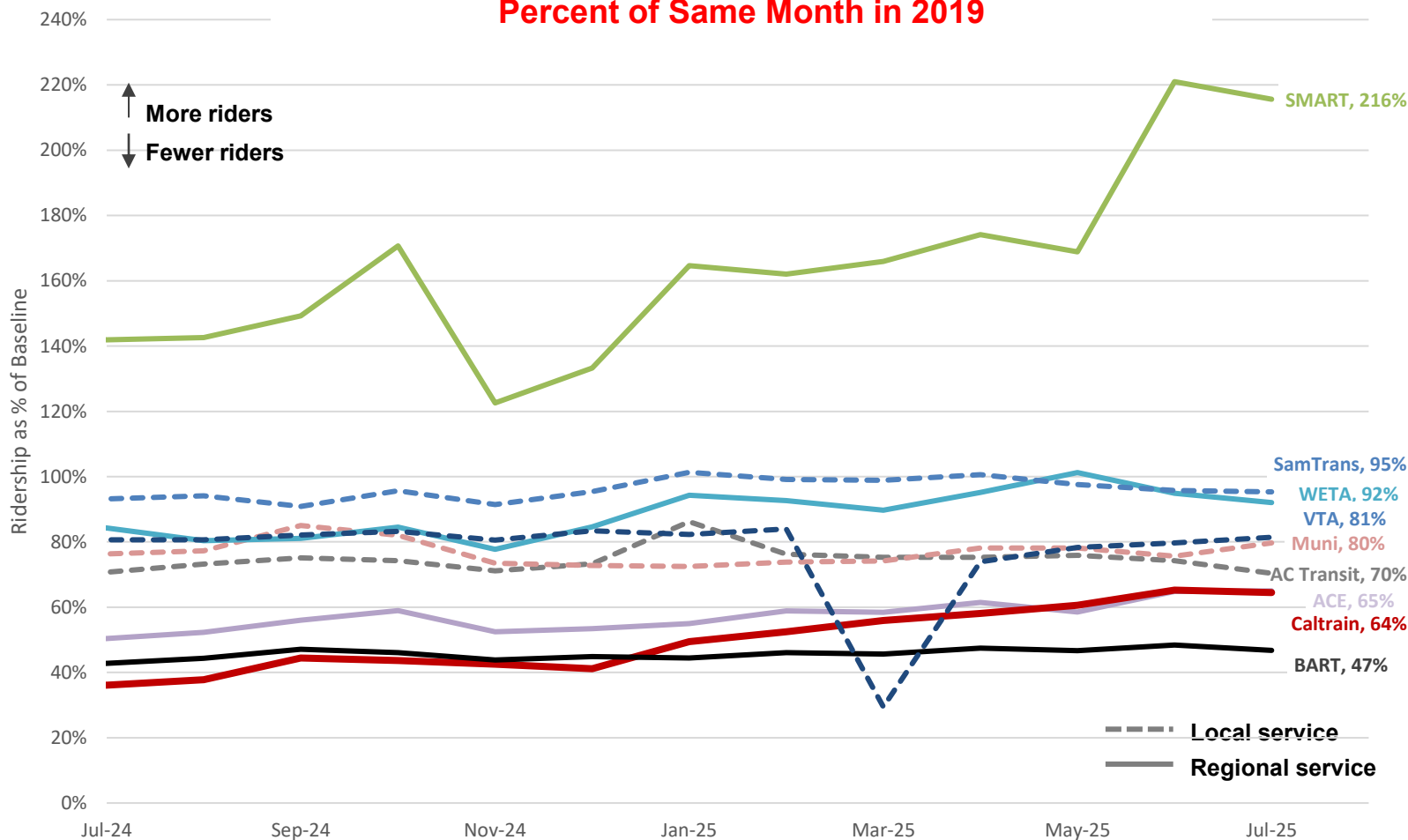




Public Transit Ridership Recovery in the Bay Area

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.

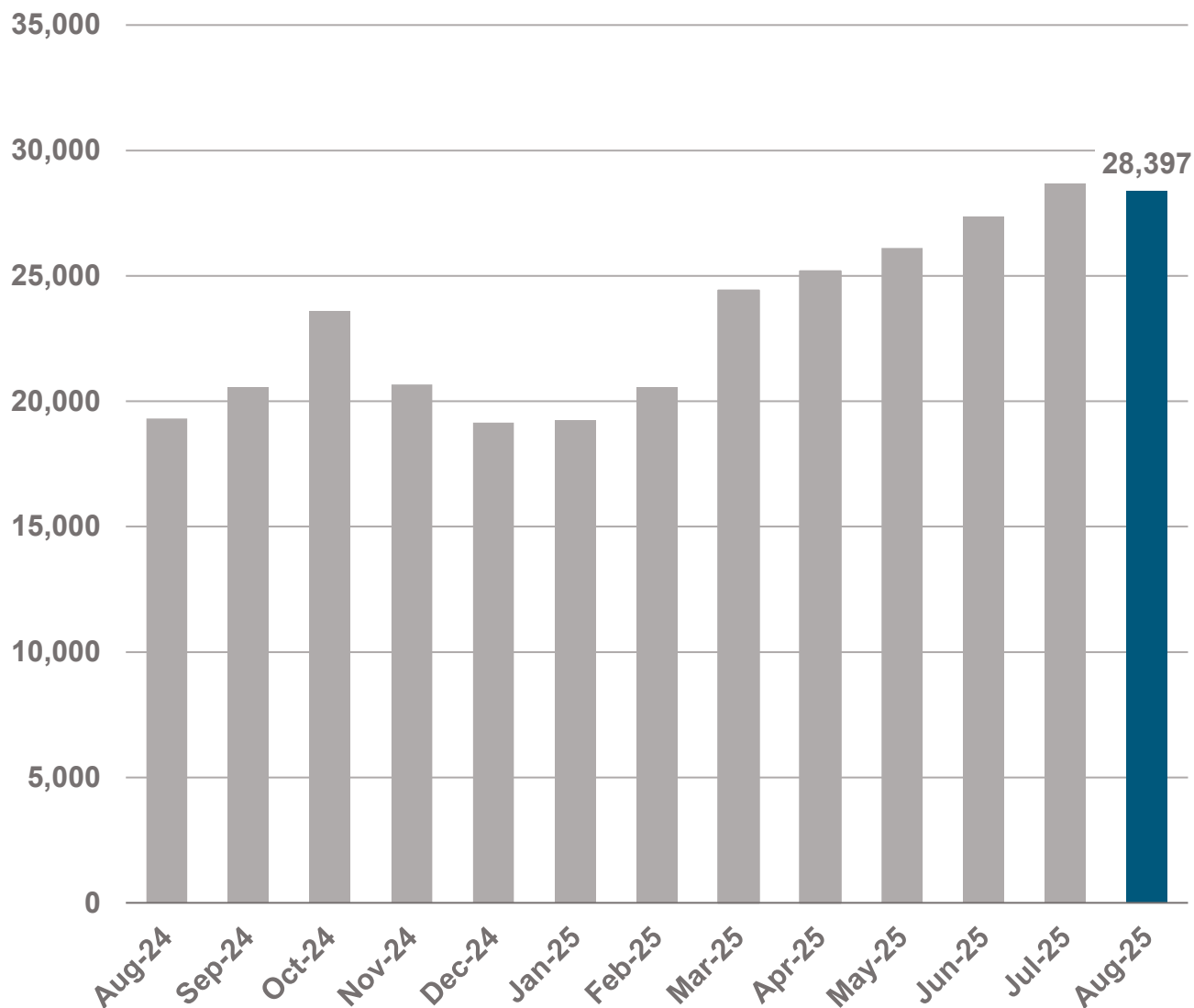
Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul
Muni	13,811	14,521	14,579	15,401	13,043	12,978	13,668	12,608	13,980	14,678	14,947	13,725	14,414
BART	4,659	4,963	5,085	5,349	4,373	4,289	4,597	4,464	4,897	5,244	5,172	5,170	5,089
ACTransit	3,092	3,498	3,678	3,923	3,229	3,118	3,788	3,173	3,502	3,575	3,579	3,022	3,079
VTA	2,345	2,519	2,595	2,871	2,427	2,379	2,420	2,250	908	2,250	2,465	2,273	2,368
SamTrans	813	948	962	1,068	881	865	929	823	958	948	989	832	832
Caltrain	604	643	704	754	626	588	735	695	832	926	980	1,038	1,078
WETA	247	276	267	237	263	184	181	205	181	215	261	280	287
SMART	89	93	94	98	80	78	94	83	96	105	108	123	135
ACE	62	70	70	84	60	54	70	67	73	81	83	73	73



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.

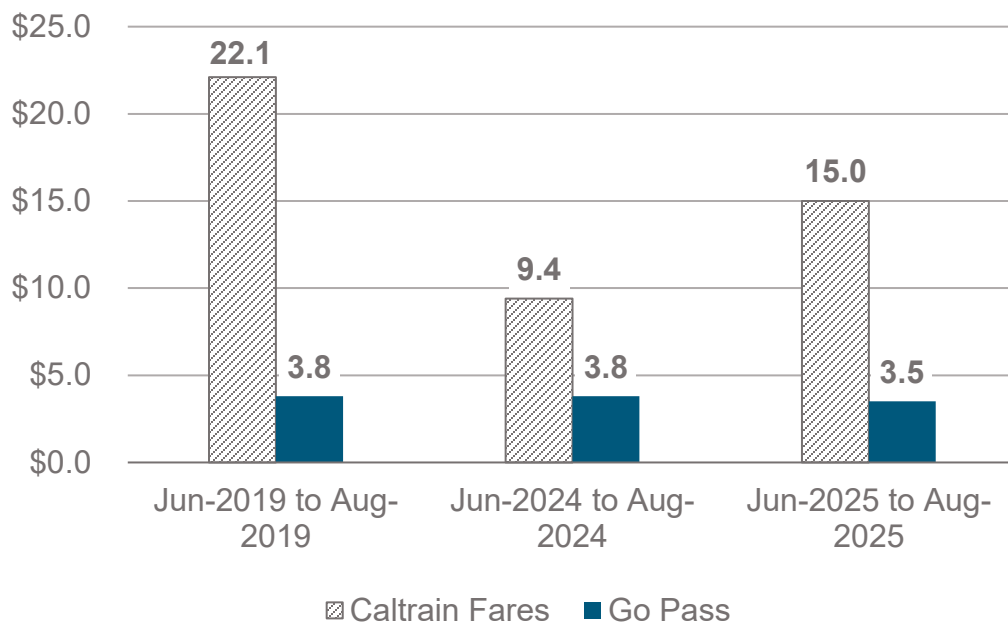
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

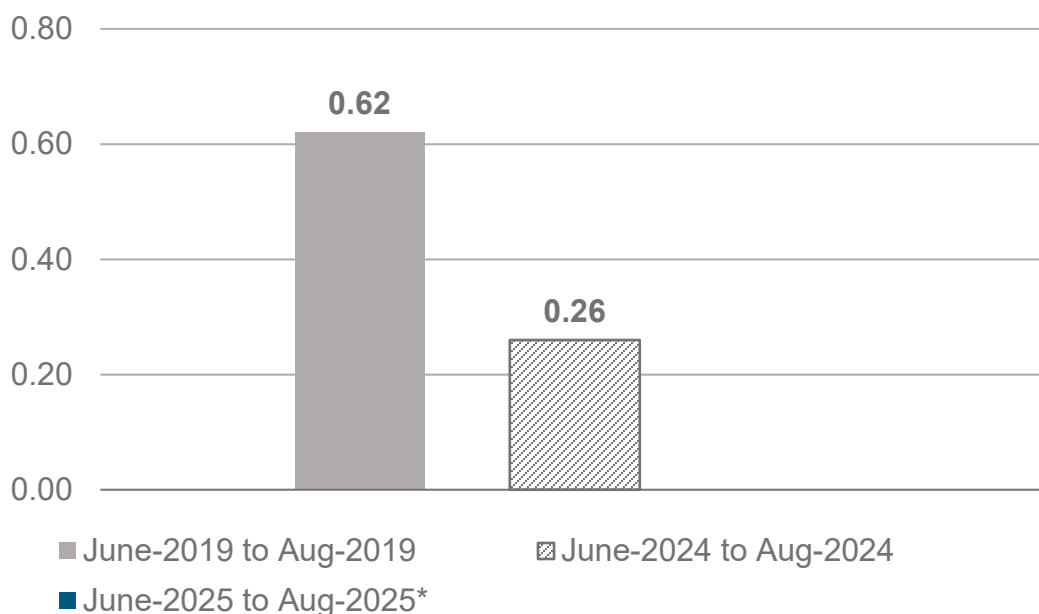
Total Fare Revenues (\$M) - Past 3 Months Comparison



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.

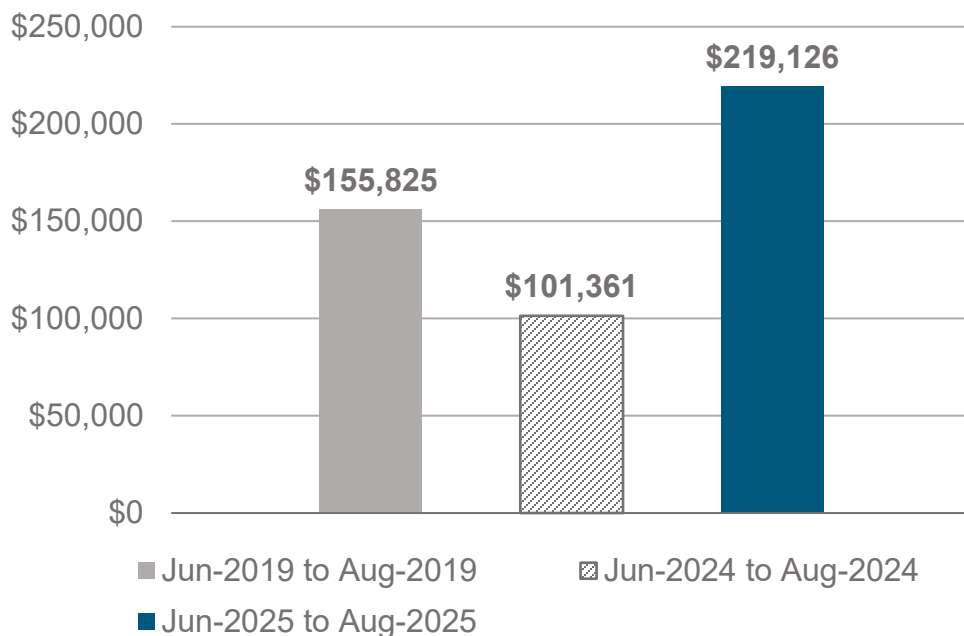
**Farebox Recovery Ratio for 2025 is temporarily unavailable due to Fiscal Year End Close.*





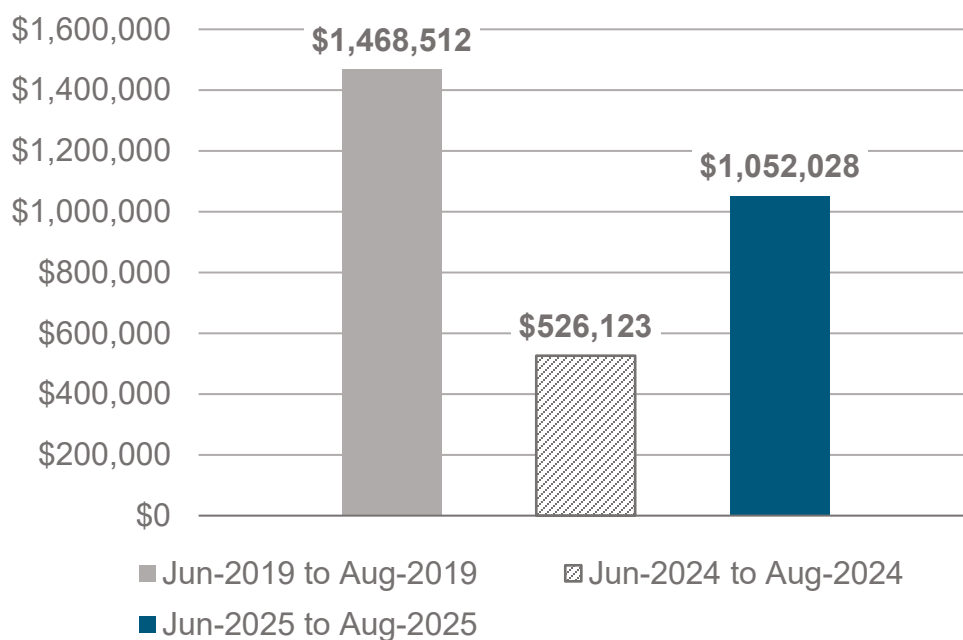
Ridership and Revenue

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)



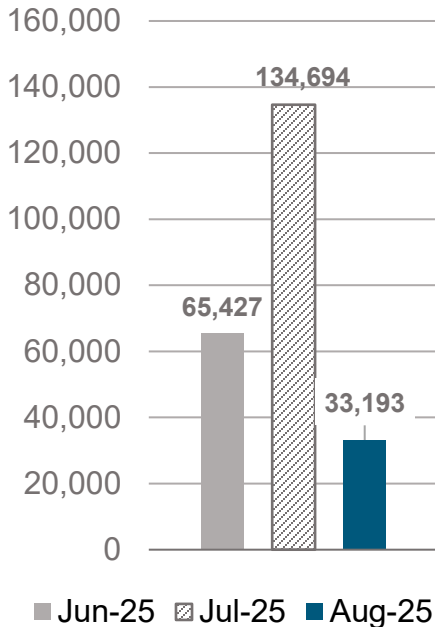
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.



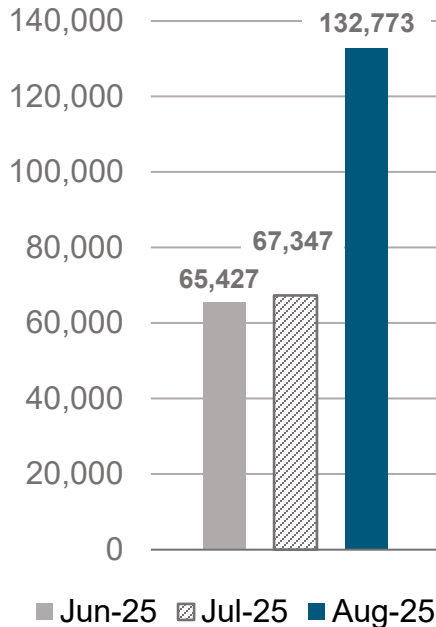


Maintenance Performance (EMU Fleet)

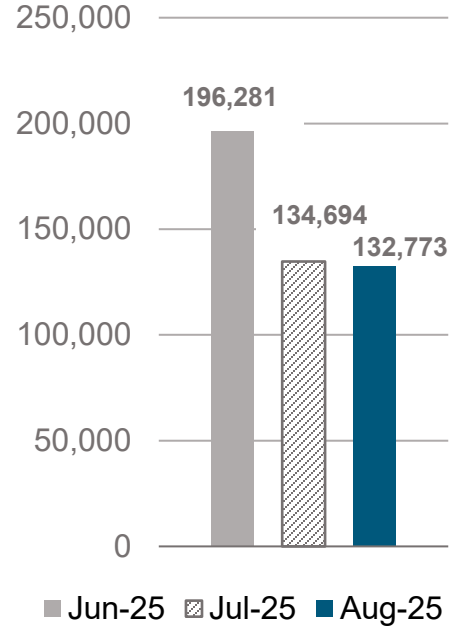
Mean Distance Between Failure
(EMU Locomotives)



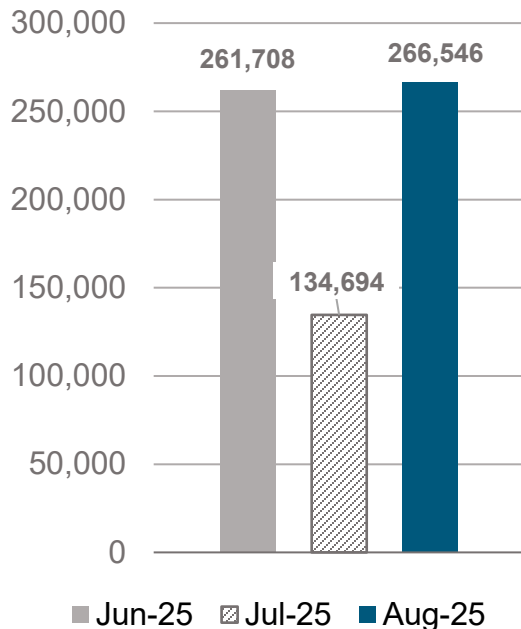
Mean Distance Between Failure
(EMU Cab Cars)



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.

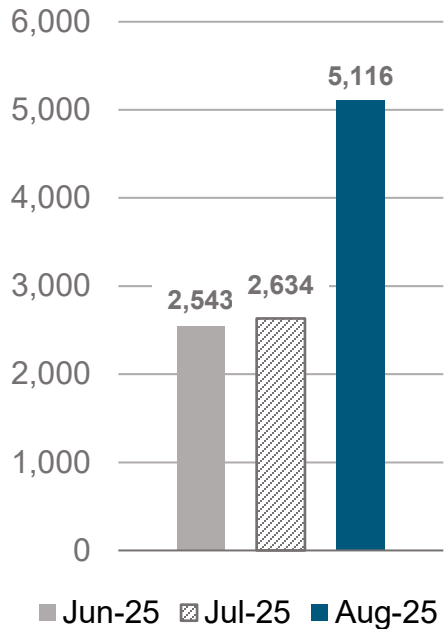
The graphs on this page represent MBDF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the following page.



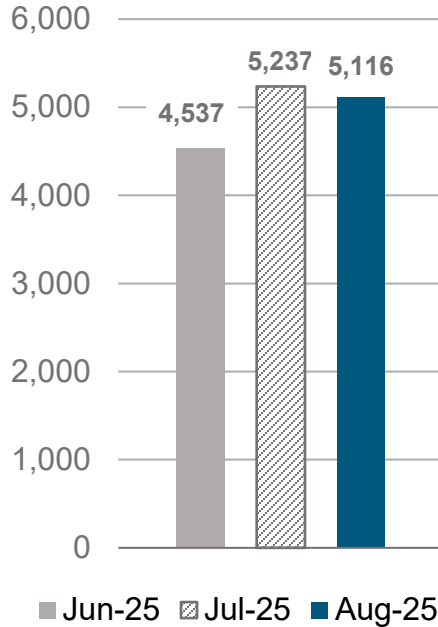


Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



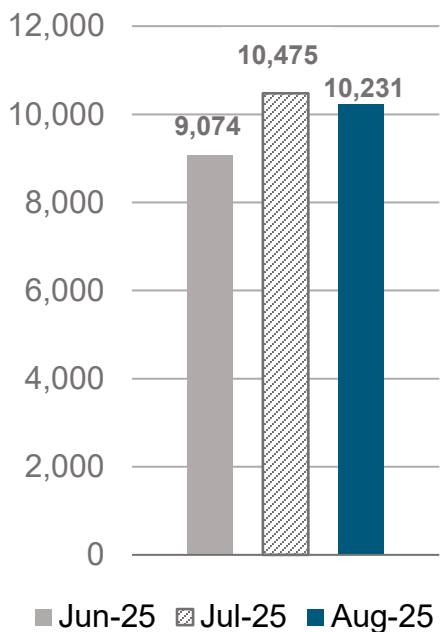
Mean Distance Between Failure (Cab Cars)



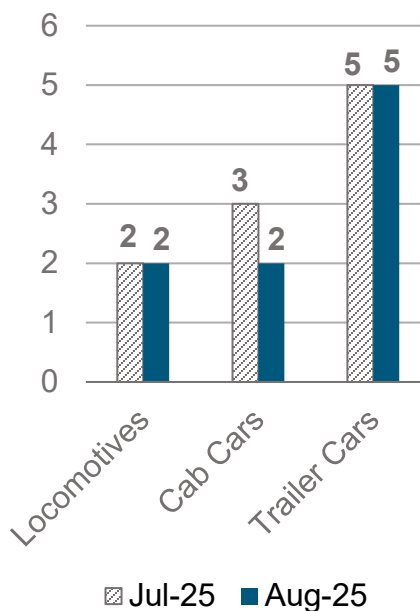
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

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



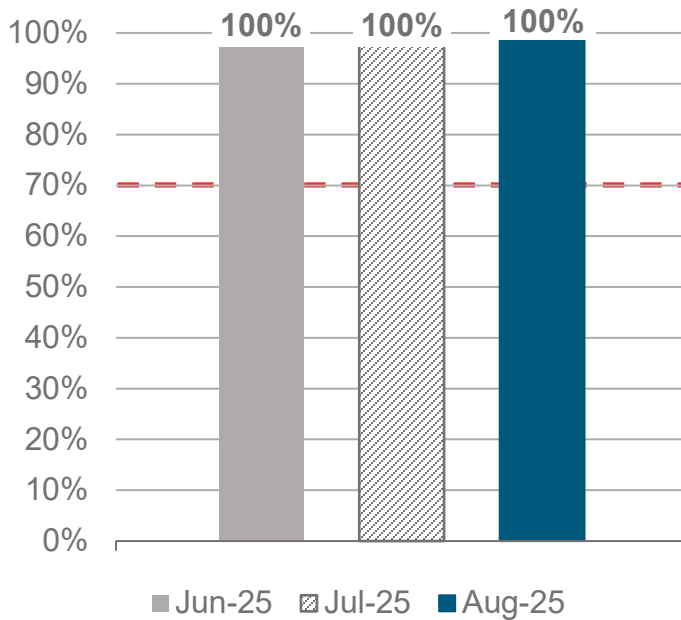
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





Maintenance Performance

Equipment Availability (EMUs)

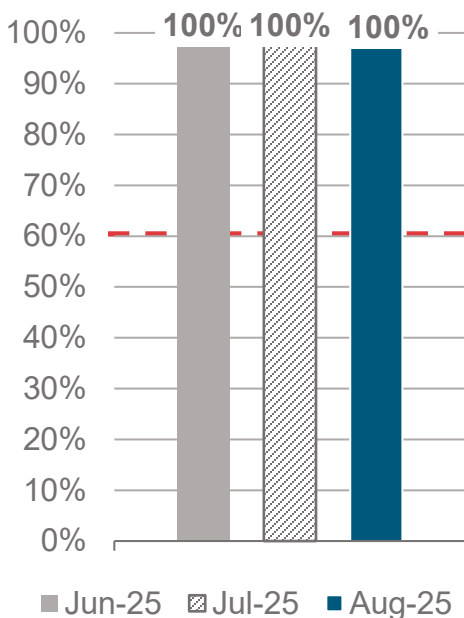


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

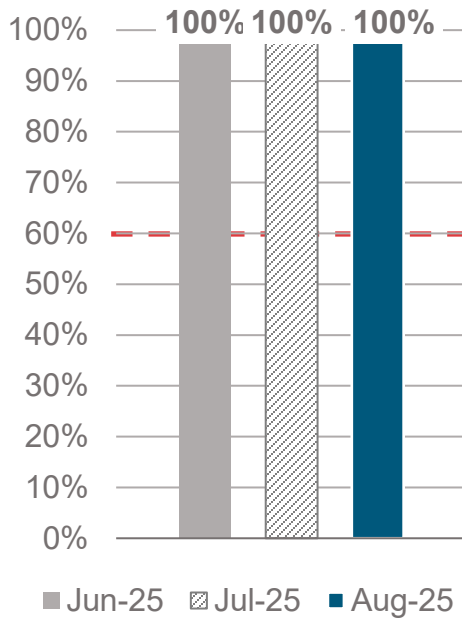
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

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

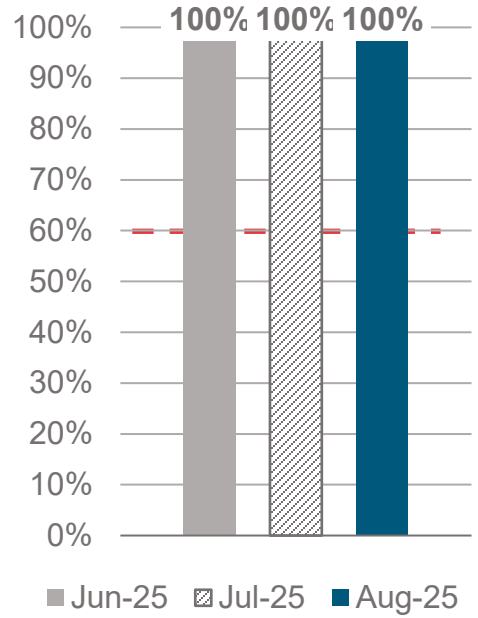
Equipment Availability (Diesel Locomotives)



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 Installs Digital Displays at South Santa Clara County Stations

Caltrain has installed new digital displays at its Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy stations to improve the South Santa Clara County riding experience. These displays will help keep riders informed, offering real-time train schedules, service alerts and announcements. Each display also includes text-to-speech functionality at the push of a button. This brings Caltrain's live train updates and real time notifications to South County stations for the first time.

Caltrain Partners with Bay FC for The Show at Oracle Park

Bay FC took on the Washington Spirit at Oracle Park on Saturday, Aug. 23, and fans headed to the pitch rode a special Bay FC-themed car to celebrate "The Show at Oracle Park". Fans could purchase a ticket bundle, which included both tickets to the match and a round-trip Caltrain ticket. Bay FC and Caltrain representatives were on board, offering riders the chance to win prizes and take home exclusive Bay FC and Caltrain merchandise.





Communications and Marketing Update

Press Releases & Earned Media

Press Releases:

- Skip the traffic: Take Caltrain to 49ers preseason opener this Saturday
- Caltrain Offers Connections to Outside Lands
- Caltrain Partners with Bay FC for The Show at Oracle Park
- Caltrain Installs Digital Displays at South Santa Clara County Stations
- Caltrain to operate weekend schedule for Labor Day

Earned Media:

- Man killed after stabbing at Caltrain station in Redwood City: sheriff - KRON
- Caltrain fatal stabbing suspect in custody, ID'd by San Mateo County sheriff - KTVU
- Caltrains delayed after pedestrian struck by train in Sunnyvale - KRON
- 'The Big Sync': Bay Area transit agencies coordinating schedules for seamless transfers - ABC7
- Letter: Caltrain numbers don't justify added VTA expenditures - Gilroy Dispatch
- VTA backs regional tax measure to fund transit, joining BART and Caltrain - Palo Alto Online
- San Mateo, Santa Clara join regional Bay Area transit funding measure - The Voice of San Francisco
- Bay Area Commutes Improve as "Big Sync" Streamlines Transit Schedules Across BART, Caltrain, and More - Hoodline
- BayPass program goes live, providing students with free public transportation - The Daily Californian

Caltrain E-Newsletter Metrics

	AUGUST 2025
Subscribers	14,863
Open Rate	27.2%
Click Rate	4.1%





Communications and Marketing Update

Digital Communications Activities

Caltrain Strategic Communications (Social and Media Relations)

Strategic Communications (Social):

The communications and marketing teams partnered with Bay FC to host a special themed train for Bay FC's "The Show" at Oracle Park — an event that set a new NWSL single-game attendance record with more than 35,000 tickets sold. Caltrain also hosted a giveaway for a pair of tickets to the game.

Messaging Highlights:

- Caltrain wins Rail Safety Gold Award from American Public Transportation Association
- Giants – Dodgers Homestand
 - Driving is for Dodgers Fans Campaign consists of social and marketing campaigns.
- Thrive @ Five, at Thrive City
- Tabling with Bay FC
- Kona Ice at Redwood City – Part of the GO Campaign

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.

AUGUST 2025	AUGUST 2024
Impressions: 536,392	Impressions: 1,935,342
Engagements: 11,775	Engagements: 105,140
Post Link Clicks: 1,616	Post Link Clicks: 14,137





Communications and Marketing Update

Marketing Activities

Go Faster Campaign

- Go Caltrain: Ads continue to run across the regional digital landscape, from social media to popular websites and apps.
 - Web pageviews to Go-related pages: 64,598 (July: 55k)
 - YouTube Views: 122,923 (July: 138k)
 - 280/101 Digital Billboard: Aug: 2,280,000 impressions (monthly estimate)
- A slate of activation marketing tactics continued through the end of the summer:
 - August 6: Camp Caltrain family event at Santa Clara Station (model railroad, treats, arts, face painter)
 - August 13: Free family Tai-Chi at Burlingame Station
- Looking Ahead: South County digital campaign, GoPass campaign and refreshed “Go Faster” imagery and messaging.
- **Beverage Coasters**
 - Staff distributed over 10,000 beverage coasters to event venues, dining establishments, and bars up and down the corridor to promote service and the “Go Explore” theme.





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.	NA	NA	NA	NA
Project Phase: 7 – Start-up/Turnover				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	30,441	27,068	26,976	10/23/2025
Percentages	100.00%	88.9%	88.6%	
Project Highlights – Recent and Upcoming Work				
August: The vendor installed an upgraded radio software for the entire fleet to improve the transition from one wayside radio to the next wayside radio. Collected data from a dozen trains and the data showed an improvement to the radio coverage to an acceptable level.				
September: Issue the Final Acceptance to the vendor Nomad Digital and begin the Operating & Maintenance contract with Nomad Digital.				
Schedule: The schedule is delayed due to the discovery of 2 locations with weak radio coverage that required 2 new radio antenna installation in the San Mateo area.				

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

Statuses: The criteria for the status lights reporting are under re-evaluation, and no status lights are included in this month's report.





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.				NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	2,520	1,557	1,481		09/25/2025		
Percentages	100.00%	61.8%	58.8%				
Project Highlights – Recent and Upcoming Work							
August: Began project closeout by turning all the construction documentation including warranties to Rail Operations and Maintenance.							
September: Continue project closeout.							

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

Statuses: The criteria for the status lights reporting are under re-evaluation, and no status lights are included in this month's report.





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.				NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date		Expended + Accruals			
Totals	5,472	5,098		5,063		09/25/2025	
Percentages	100.00%	93.2%		92.5%			
Project Highlights – Recent and Upcoming Work							
August: Began project closeout by turning over all the construction documentation including warranties to Rail Operations and Maintenance.							
September: Continue project closeout.							

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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.				NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	8,988	3,487	2,877		02/19/2027		
Percentages	100.00%	38.8%	32.0%				
Project Highlights – Recent and Upcoming Work							
<p>August: <u>Design</u>: Final optimized shoring and design drawings reviewed by JPB and project team. Geotechnical analysis required segmented construction sequencing; with late-month soil tests to support potential waiver. <u>Environmental Compliance</u>: Received permit approvals from RWQCB and USACE; all resource agency permits are now secured; Phytrophthora BMPs finalized; HMMP update underway to reflect final designs. <u>RWQCB In-Kind Mitigation</u>: Riparian enhancement design completed, internally reviewed, and circulated to the City of Palo Alto for comment. <u>Cities Coordination</u>: Ongoing coordination on project status; advanced tree removal scheduled for next month. <u>Procurement Preparation</u>: Developing detailed construction schedule, cost estimate, and constructability review; finalizing Division 1 specifications.</p> <p>September: <u>Design</u>: Incorporate comments and submit PE-stamped contract documents; update geotechnical memo with August soil test results to confirm sequencing requirements. <u>Environmental Compliance</u>: Finalize HMMP per final design documents; notify agencies and complete advanced tree removal before the dry season ends. <u>Cities Coordination</u>: Continue coordination on project status and permits for advanced tree removal. <u>Procurement Preparation</u>: Finalize construction and total project cost estimates to support budget and funding updates; initiate procurement; evaluate local nurseries for planting stock.</p> <p>Note: The project team is currently developing the total project cost estimate and preparing the construction contract IFB. The project’s baseline schedule and budget will be established upon conclusion of the IFB process. An update on the total project cost and funding plan will be presented to the Board in the coming months.</p>							

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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>	NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	7,271	6,409	5,179	08/24/2026
Percentages	100.00%	88.1%	71.2%	
Project Highlights – Recent and Upcoming Work				
<p>August: Progress continues on the Angotti & Reilly (A&R) settlement. In collaboration with TASI, work is advancing on the submittal and scheduling for Mini-High platforms at Belmont and Tamien Stations under Work Directive Amendment #2 (WD Amd #2). Additionally, the WDPR has been issued to TASI for Work Directive Amendment #3 (WD Amd #3), and their proposal should be back shortly. This amendment encompasses punchlist tasks at Bayshore, Burlingame, Hayward Park, California Ave, San Antonio, and Lawrence stations, handrail modifications at Belmont and Tamien, sign relocation at Belmont, and installation of 209 wheel stops at Hillsdale.</p> <p>September: Negotiations with Angotti & Reilly to finalize the settlement and with TASI to establish pricing for Work Directive Amendment #3 (WD Amd #3) are in progress. Once these agreements are concluded, the feasibility of completing some or all of the Option 1 stations south of Tamien, including Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy, will be assessed based on available funding, with potential work to proceed under a new Work Directive Amendment #4 (WD Amd #4).</p> <p>Note: The project is advancing steadily, with ongoing efforts to finalize the Angotti & Reilly (A&R) settlement and deliver key work items with TASI under multiple Work Directives. Current priorities include completing all remaining work in the EMU section such as Belmont and Tamien, addressing punch list items from the former A&R contract and installing wheel stops at Hillsdale. Looking ahead, the potential to advance some or all of the five Option 1 stations south of Tamien remains under consideration, pending successful negotiations and approvals.</p>				

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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>	NA	NA	NA	NA
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	10,128	9,657	9,555	12/31/2025
Percentages	100.00%	95.3%	94.3%	
Project Highlights – Recent and Upcoming Work				
<p>August: Construction closeout continues. Maintenance MOU draft submitted to the City</p> <p>September: Construction closeout and turnover will continue. Maintenance MOU discussion with the City to reach agreements on the roles and responsibilities.</p> <p>Schedule: The coordination efforts for maintenance agreement, especially the agreement on the roles and responsibility is ongoing. Expected to be executed by the end of November 2025.</p>				

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