



October-December 2025 Quarterly Capital Project Report





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Caltrain | Quarterly Capital Project Report

October – December 2025

Project: San Francisquito Creek Bank Stabilization

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 02/19/2027

Estimated Project Completion Date: 08/25/2027

PROJECT SCOPE

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/Pedestrian Bridge owned by the City of Palo Alto and reconstruct a drainage outfall owned by the City of Menlo Park.

PROJECT STATUS

Following completion of 2023 emergency bank stabilization, the project team finalized design, completed field investigations to support temporary shoring and protect critical infrastructure during construction, and prepared required environmental permit reapplications and amendments. To address schedule and constructability risks, temporary shoring and river diversion plans have been finalized. Project costs have increased due to construction delays, additional soft costs, escalation, and expanded environmental mitigation requirements. A comprehensive total cost estimate for a single dry-season construction has been developed to support the requested budget increase and funding needs. All environmental permits have been secured, and construction contract award is anticipated in March 2026.

KEY ACTIVITIES - CURRENT QUARTER

Issued the Invitation for Bids (IFB) documents. Hosted on-site and virtual pre-bid conferences. Responded to bidder inquiries and issued addenda, including revised drawings. Procured plant and seed materials in advance of construction due to long lead times. Continued coordination with the Cities of Menlo Park and Palo Alto and the San Francisquito Creek Joint Powers Authority (SFCJPA), including sharing IFB design documents. Provided project status and funding plan updates at the December JPB Technology, Operations, Planning, and Safety (TOPS) Committee meeting.

KEY ACTIVITIES - NEXT QUARTER

Receive construction bids and conduct responsiveness and responsibility reviews. Update the project cost estimate and funding plan based on bid results and current market conditions. Finalize the construction management staffing plan. Conduct a community outreach planning meeting with the Cities of Palo Alto and Menlo Park to prepare advance notification to nearby residents. Prepare budget and schedule updates and contract award recommendation materials for consideration at the February JPB TOPS Committee meeting, followed by JPB Board approval in March. Adopt project baseline budget, schedule and funding.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
35% Development Complete	05/19/23	05/19/23 A
65% Development Complete	07/05/23	07/05/23 A
Environmental Permits Complete	08/29/25	08/29/25 A
Modified 100% Development Complete/IFB	09/15/25	09/15/25 A
Substantial Completion	11/27/26	11/27/26

FUNDING (in thousands of \$)

Funding Status & Sources	
	Total
Local Funding (Activated Funding)	6,996
Local Funding (Programmed Funding)	2,615
State Funding (Planned Funding)	7,826
TOTAL PROJECT FUNDING	17,437

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	1,585	1,301	1,575	2,876
Construction	3,721	308	6,443	6,751
Project Management Oversight and Support	2,934	1,920	3,403	5,323
Contingency	910	0	1,651	1,651
ICAP	462	112	725	836
Total	9,611	3,641	13,796	17,437





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Project: San Francisquito Creek Bridge Conceptual Design & Community Engagement

Project Phase: Planning (15% design)

Estimated Current Phase Completion Date: 11/30/2026

Estimated Project Completion Date: 05/16/2035

PROJECT SCOPE

The Project will advance the 15% conceptual design to replace the existing 1902 bridge carrying both Caltrain mainline tracks with a modern structure that meets current safety, operational, and clearance standards. This phase will develop preliminary engineering plans and a Design Basis Memorandum, assess constructability, environmental, and right-of-way constraints, and coordinate with the Cities of Palo Alto and Menlo Park and regulatory agencies. Deliverables will include 15% design drawings that provide sufficient details to confirm the preferred replacement alternative and initiate environmental clearance.

PROJECT STATUS

The project has secured funding through the 15% conceptual design phase. It has been on a programmatic pause following the transmittal of the San Francisquito Bridge Replacement Alternative Analysis Memo by Caltrain’s Executive Director in December 2022, followed by the letter from the Chief of Design & Construction to the City of Palo Alto regarding the Bridge Inspection and Load Rating Report in May 2023. The next step will be to re-engage the Cities of Palo Alto and Menlo Park to resume coordination on the bridge replacement effort and ensure alignment with Caltrain’s path forward to achieve the project objectives.

KEY ACTIVITIES - CURRENT QUARTER

- After a programmatic pause, the project team resumed the bridge replacement effort as outlined in 2022 Alternative Analysis Memo.
- The team revisited the project’s programmatic needs to reconfirm the scope, schedule, budget, and required resources.
- Staff also began preparing a Work Directive Proposal Request to onboard a General Engineering Consultant to advance the project to the 15% conceptual design level.

KEY ACTIVITIES - NEXT QUARTER

- Caltrain will re-engage key local stakeholders, including the Cities of Palo Alto and Menlo Park, to share project updates and ensure continued collaboration supporting long-term bridge safety, resilience, and community benefits.
- The team will also finalize the Work Directive Proposal Request to select the most qualified engineering consultant to complete the 15% conceptual design.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	09/16/19	09/16/19 A
15% Development Complete	11/30/26	11/30/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Federal Funding	1,728
Local Funding	1,588
TOTAL PROJECT FUNDING	3,316

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	1,469	507	1,006	1,513
Project Management Oversight and Support	1,503	951	597	1,548
Contingency	209	0	215	215
ICAP	135	36	104	139
Total	3,316	1,494	1,922	3,415





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Project: Rengstorff Ave. Grade Separation Project **Project Phase:** Final Design

Estimated Current Phase Completion Date: 03/25/2027

Estimated Project Completion Date: 11/02/2030

PROJECT SCOPE

The project proposes to replace the existing at-grade rail train crossing at Rengstorff Avenue with a grade separated crossing in the City of Mountain View. In 2014, the City of Mountain View completed a Rengstorff Avenue Grade Separation Design Concepts – Final Report. Out of the three design concepts that were presented in the Final Report, the City was in favor of the Complete Street Concept which includes a Rengstorff Avenue Underpass and the construction of a new elevated pedestrian walkway parallel to the Caltrain tracks connecting Crisanto Avenue to the commercial area east of Rengstorff Avenue. The grade separation will require the lowering of approximately 1,200 feet of Rengstorff Avenue and connecting roadways, including Central Expressway. The City has elected to advance the Leland Connector portion of the project as the initial construction phase.

PROJECT STATUS

The project continues to advance toward the 65% Plans, Specifications, and Estimates (PS&E). Enabling studies, including geotechnical investigations, are underway to support development of the 65% plans. Coordination with PG&E on utility relocations is ongoing, as is collaboration with the City of Mountain View and VTA on final design efforts.

KEY ACTIVITIES - CURRENT QUARTER

- Completed Geotechnical Investigations and continued with the foundation design and cut-off wall design.
- Continued with the overall 65% design development
- Conducted a utility coordination workshop with PG&E to address outstanding items.
- The City of Mountain View staff presented the "Cost Reduction Measures" to the City Council on Dec. 18, 2025.
- Held a workshop on "Work Window Coordination" with Caltrain's Operations planning and Safety groups. The Operations planning work will continue as we move forward towards construction.

KEY ACTIVITIES - NEXT QUARTER

- Continue coordinating with the City on Right-of-Way tasks and final design enabling studies and maintain collaboration with PG&E to develop undergrounding strategies for overhead electric lines consistent with Caltrain's design criteria.
- Continue refining construction staging to optimize the schedule, begin quantity take-offs, and prepare specifications.
- Advance civil design, continue progressing the 65% design plans, coordinate with PG&E, AT&T, and UPRR on utility and project interface items, and with the city on the sewer and water modeling activities.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
15% Development Complete	03/04/19	03/04/19 A
35% Development Complete	10/31/22	10/31/22 A
65% Development Complete	02/06/24	05/15/26
100% Development Complete	03/30/26	03/25/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	26,000
TOTAL PROJECT FUNDING	26,000

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	17,694	7,135	10,558	17,694
Project Management Oversight and Support	3,816	1,865	1,952	3,816
Other Costs	1	1	0	1
Contingency	2,000	0	2,000	2,000
ICAP	2,050	620	1,430	2,050
Total	25,562	9,622	15,940	25,562





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Project: Mountain View Transit Center Grade Separation & Access Project

Project Phase: Design - 65%

Estimated Current Phase Completion Date: 10/02/2026

Estimated Project Completion Date: 12/25/2028

PROJECT SCOPE

In May 2017, Mountain View City Council adopted the Transit Center Master Plan as the first step in a multi-year process to plan, design and construct the new station area and improve Castro Street. The master planning process considered interrelated options for station access, expressway crossing, grade separation, platform extension, bus/shuttle circulation, vehicle parking and joint development with a view to supporting future Downtown vitality, station access, and multimodal Circulation. In January 2025, the City of Mountain View issued a Suspension of Work for the original scope design and adopted "Design Package 2" which closes the grade crossing to vehicles but keeping the existing pedestrian crossings active.

PROJECT STATUS

The design consultant is working on the 65% design package which is due at the end of January 2026. The City of Mountain View went to their Bicycle & Pedestrian Advisory Committee and their Council Transportation Committee and presented the 35% design plans. The city plans to go to their City Council on February 10, 2026 for approval of the design.

KEY ACTIVITIES - CURRENT QUARTER

- The designer HNTB continued to complete the 65% plans and specifications which is due by the end of Jan 2026.
- The Caltrain System Modification Review Committee approved the elimination of the northern pedestrian crossing and widening the existing southern pedestrian crossing for the Castro St grade crossing.
- A memo was sent to the City of Mountain View's Public Works Director stating justification for having just one pedestrian crossing at Castro St., and a Change Order to the HNTB design contract was developed for the additional tasks requested by the City of Mountain View for the 65% Design and awaiting final signatures for execution.

KEY ACTIVITIES - NEXT QUARTER

- HNTB will submit the 65% design plans and specifications.
- Execute the Change Order to HNTB's design contract for the additional tasks requested by the City.
- Work on the Invitation For Bid Special Provisions.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	04/27/20	04/27/20A
NTP- Final Design Contract	04/10/25	04/10/25A
65% Development Complete	10/13/25	01/30/26
100% Development/IFB Complete	04/06/26	10/02/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	17,000
TOTAL PROJECT FUNDING	17,000

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Design Package 1	9,378	9,378	0	9,378
Major Contractors	1,110	457	824	1,281
Construction	1,341	0	2,542	2,542
Project Management Oversight and Support	1,420	120	1,326	1,447
Contingency	981	0	1,444	1,444
ICAP-Non Agency Labor	172	21	228	249
Total	14,401	9,976	6,364	16,340





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Project: Broadway Burlingame Grade Separation

Project Phase: Design - 65%

Estimated Current Phase Completion Date: 07/09/2026

Estimated Project Completion Date: 07/13/2033

PROJECT SCOPE

The Project will improve traffic safety and circulation at the Broadway grade crossing in Burlingame by elevating the tracks over the existing roadway and eliminating the existing grade crossing. To accommodate this change, Broadway Station will also be elevated. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method and is currently between 35% and 65% design.

PROJECT STATUS

In May 2025, the City Council approved a Value Engineering (VE) solution for the Broadway Grade Separation Project. A second MOU amendment with the City and TA initiated a major redesign to incorporate VE concepts and develop new 65% design documents. The redesign aims to cut construction costs by removing the station and shifting the track east. In September 2025, the JPB approved extending the CMGC and Designer contracts to include the new 65% design.

KEY ACTIVITIES - CURRENT QUARTER

- Executed contract amendments for both the CMGC and the designer
- Continued 65% Design Development and updating Basis of Design (BOD)
- Roadway Bike/Ped Options presented to TSPC (by City) and completed geotechnical investigation along Carolan
- Rerouting Sanchez Creek hydraulics evaluation and presentation to JPB and City
- Retaining wall alternatives - sheet pile & wire wall scenarios Broadway closure staging and strategy evaluation and presentation to JPB and City

KEY ACTIVITIES - NEXT QUARTER

- Geotechnical Field investigation to be conducted and continue Environmental review and coordination
- Hold work window and access workshop with Designer, Builder, Caltrain Safety and Operations planning.
- Continue 65% Design Development and proceed with the option for a passageway at Cadillac and Sanchez Creek for Roadway Bike/Ped circulation and operational analysis for Carolan and Cadillac crossings as well as detour analysis
- Continue Broadway closure staging and strategy evaluation and OCS layout and strategies for operations

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	12/18/17	12/18/17 A
35% Development Complete	01/07/22	01/07/22 A
65% Redesign Development Complete	04/04/25	07/09/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	43,124
TOTAL PROJECT FUNDING	43,124

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C=A+B)
Planning & Prel. Design	4,461	4,461	0	4,461
Major Contractors	30,009	20,331	9,678	30,009
Real Estate (incl. Enabling ROW)	2,102	13	2,089	2,102
Project Management Oversight and Support	2,499	1,715	783	2,499
Other Costs	1,353	1,353	0	1,353
Contingency	610	0	610	610
ICAP	2,091	1,069	1,022	2,091
Total	43,124	28,943	14,182	43,124





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Project: Middle Ave Pedestrian and Bicycle Undercrossing

Project Phase: Preliminary Design - 35%

Estimated Current Phase Completion Date: 01/30/26

Estimated Project Completion Date: 07/23/2029

PROJECT SCOPE

The Middle Avenue Undercrossing (Project) is a proposed bicycle and pedestrian undercrossing that would improve safety and connectivity in the area around Middle Avenue in Menlo Park, including the newly completed Stanford development and nearby schools. The City’s modified design and location were approved by the Menlo Park City Council on July 11, 2023. An MOU was fully executed on July 2, 2024, between Caltrain and the City to support development of an Alternative Contract Delivery Analysis, design, and RFPs in accordance with the selected Construction Manager/General Contractor (CM/GC) delivery method. The current MOU covers only Phase One, which includes work through completion of the 35% design milestone, with the option for additional phases to advance the design to 65% and final design in the future.

PROJECT STATUS

The project continues to progress, with Myers completing the 35 percent Opinion of Probable Construction Cost (OPCC). The 35 percent design milestone, which includes the CMGC contractor’s constructability review, cost estimate, and schedule development, was completed in December 2025. The City of Menlo Park is expected to make a decision in January 2026 on whether to advance the project beyond 35 percent design and proceed to 100 percent design. If the City authorizes full design development, the 65 percent design milestone is scheduled for August 2026, followed by the 100 percent design milestone in March 2027.

KEY ACTIVITIES - CURRENT QUARTER

- The team continued supporting advancement of the 35 percent design, including ongoing constructability, cost, and value engineering analyses by Meyers and Sons and KMC.
- TYLin coordinated potholing efforts within the Caltrain right-of-way, which are now limited to fiber.
- Potholing for fiber was scheduled for December but was delayed due to rain and deferred to January 2026.
- Meyers and Sons and KMC complete the 35 percent OPCC, which includes their constructability, cost, and value engineering assessments, and this will be used to develop the updated total project cost.

KEY ACTIVITIES - NEXT QUARTER

- Potholing for fiber within the Caltrain right-of-way will be performed in January 2026. Potholing for other utilities will occur between the 35% and 65% design.
- The 35 percent OPCC and supporting CMGC documentation will be finalized and used to develop the updated total project cost.
- Materials incorporating the 35 percent design findings, including cost and constructability information, will be prepared for City of Menlo Park committee and study sessions in January 2026 to support the City’s decision on whether to advance the project beyond the 35 percent design milestone.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/01/22	02/01/22 A
35% Development Complete	10/28/25	01/30/26
Environmental Clearance Complete	10/06/25	05/08/26
65% Development Complete	04/02/26	08/31/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	2,572
TOTAL PROJECT FUNDING	2,572

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Major Contractors	1,087	1,139	0	1,139
Construction	4	0	0	0
Project Management Oversight and Support	1,303	1,245	11	1,256
Other Costs	178	199	3	202
Total	2,572	2,583	15	2,598





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Project: South Linden Avenue and Scott Street Grade Separation

Project Phase: Preliminary Design - 35%

Estimated Current Phase Completion Date: 02/05/2027

Estimated Project Completion Date: 05/18/2034

PROJECT SCOPE

The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other. The Cities of South San Francisco and San Bruno are co-sponsors of the Project.

PROJECT STATUS

The project began preliminary design in 2016 and has since advanced into environmental clearance while progressing toward the 35% design milestone. In early 2025, stakeholders selected a more cost-effective alternative, requiring scope, schedule, and budget realignment. Design development for this alternative is underway, targeting completion by late 2026. To support delivery, an MOU among cities and the Transportation Authority is nearing execution, with cost-sharing agreements expected by spring 2026. RSE is advancing design basis elements, surveys, property investigations, and coordination with adjacent developments.

KEY ACTIVITIES - CURRENT QUARTER

RSE (Designer) activities: Restructured scope to reflect adopted alternative; Advanced Preliminary Design Variance Memorandum (DVM) and Basis for Design (BFD); Resurveyed and mapped project site; Investigated subsurface foundations near South Line development. Caltrain activities: Investigating PG&E franchise rights in SSF; Reviewing AT&T property near Scott Street for underground box placement; Holding monthly stakeholder meetings on schedule, budget, and risks; Preparing targeted financial reports for cities and TA; Supporting funding-sharing agreement preparations; Evaluating RSE’s scope and 35% design submittals.

KEY ACTIVITIES - NEXT QUARTER

Advance the Preliminary Design Variance Memorandum (DVM) and Preliminary Basis for Design (BFD); Continue reviewing and investigating South Line subsurface foundations adjacent to the project in early 2026; Assess AT&T impacts on the Scott Street underground “box” location. Coordinate and finalize investigation of PG&E franchise rights in SSF; Investigate AT&T property related to underground box placement; Advance and execute the MOU amendment; Perform Alternative Delivery Methodology analysis by June 2026; Finalize independent cost estimate for RSE’s proposal and cost submission;

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	01/01/18	01/01/18 A
15% Development Complete	05/31/22	05/31/22 A
Award - Preliminary Design Contract	05/04/23	05/04/23 A
35% Development Complete	06/08/26	02/05/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	6,281
TOTAL PROJECT FUNDING	6,281

CURRENT PHASE PROJECT COST(in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	4,962	2,581	4,184	6,765
Project Management Oversight and Support	900	1,600	653	2,253
Other Costs	10	15	0	15
Contingency	129	0	200	200
ICAP	341	146	384	530
Total	6,341	4,342	5,421	9,764





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Project: Connecting Palo Alto / City of Palo Alto
Grade Separation Project

Project Phase: Preliminary Design – 35%

Estimated Current Phase Completion Date: 12/31/2027

Estimated Project Completion Date: 10/05/2035

PROJECT SCOPE

The City of Palo Alto initiated the plan to consider grade separation at all four of the existing at-grade crossings in Palo Alto a decade ago. Since 2017, the City's focus has been on the three (3) grade crossings of Churchill Avenue, Meadow Drive, and Charleston Road as part of the Railroad Grade Separation and Safety Improvements Capital Improvement Project, also referred as Connecting Palo Alto. The crossing at Palo Alto Avenue was separated to be integrated with other City planning efforts and to prioritize the other crossings. In January 2025, Caltrain entered into a Cooperative Agreement with the City of Palo Alto and Santa Clara Valley Transportation Authority (VTA) to refine the Churchill Avenue, Meadow Drive, and Charleston Road concepts through preliminary engineering and environmental documentation with robust engagement with the community, Rail Committee, and City Council.

PROJECT STATUS

The project team is currently developing the work directive scopes for the contractor style cost estimates and construction schedules to be completed as part of the 15% and 35% design. On 12/15/2025, the City Council motioned to proceed with the following alternatives through 15% design: 1) Churchill Ave. Partial Underpass without landscape strip and Seale Ave. Bicycle and Pedestrian Crossing at Alma St. Ramp 2) Meadow Drive Hybrid with options for earthen berm or podium and 3) Charleston Rd. Underpass with Direct Access Ramp.

KEY ACTIVITIES - CURRENT QUARTER

- Presented at Rail Committee (Nov 18), Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) (Dec 2), and City Council (Dec 10 and 15) meetings
- Updated the community feedback matrix with Community, Rail Committee and City Council comments
- Developed preliminary basis of design and stormwater drainage reports (under Caltrain review)
- Completed geotechnical borings

KEY ACTIVITIES - NEXT QUARTER

- Verify property info via title reports and address comments on basis of design and stormwater reports
- Develop work directive for independent cost estimates and schedules for 15% and 35% design
- Hold design workshop to kick off 15% design and confirm key assumptions
- Finalize draft staffing plan, contract tracker, org chart, and 15% design schedule for City (late Jan/early Feb)
- Conduct PDT, Design, Engagement, and Controls team meetings

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	10/26/23	10/26/23 A
15% Development Complete	06/30/26	06/30/26
35% Development Complete	12/31/27	12/31/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	17,107
TOTAL PROJECT FUNDING	17,107

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Conceptual Design Phase (Complete)	107	107	0	107
Major Contractors	8,942	826	8,116	8,942
Project Management Oversight and Support	4,778	1,773	3,361	5,134
Contingency	3,280	0	1,812	1,812
ICAP	0	158	954	1,112
Total	17,107	2,864	14,243	17,107





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Project: Charleston Road Grade Crossing

Project Phase: Design - 100%

Estimated Current Phase Completion Date: 01/06/2026

Estimated Project Completion Date: 03/01/2028

PROJECT SCOPE

The scope of work for this project is to:

- Replace two CPUC Standard 9 warning devices for pedestrian gates.
- Install 25 seconds of advance signal preemption.
- Install solar LED pavement markers and pavement striping for the crossing.

PROJECT STATUS

The project is at the Final Design Phase. The design consultant submitted the 100% design package which is under review.

KEY ACTIVITIES - CURRENT QUARTER

- The design consultant RSE submitted the 100% design package which included the plans, specs and construction cost estimate. The design package was sent out to all the stakeholders for review.
- Staff met with the city of Palo Alto to coordinate with their design work for the improvements outside the Caltrain Right of Way (ROW). Palo Alto is at 50% design and is scheduled to complete their final design at the end of February 2026.

KEY ACTIVITIES - NEXT QUARTER

- Complete the review of the 100% design and provide the design consultant the comments.
- Meet with the City of Palo Alto and decide whether to keep the existing preemption cable or replace it with a new cable.
- Staff will continue to have monthly meetings with the city, Caltrans and CPUC to coordinate the design and provide status updates to all the stakeholders.
- The City will submit a draft GO 88-B form to the CPUC for review.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	08/24/23	08/24/23 A
65% Development Complete	09/01/25	10/01/25 A
100% Development	12/01/25	01/06/26
Substantial Completion	10/01/27	10/01/27
Project Closeout Complete	03/01/28	03/01/28

FUNDING (in thousands of \$)

Funding Status & Sources	
	Total
Federal Funding (Activated Funding)	750
TOTAL PROJECT FUNDING	750

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	355	250	5	255
Project Management Oversight and Support	231	58	717	775
Other Costs	165	54	630	684
Total	750	362	2,488	2,849





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Project: Bernardo Avenue Undercrossing

Project Phase: Preliminary Design – 35%

Estimated Current Scope Completion: March 2026

Project Partners: Cities of Sunnyvale and Mountain View

Lead Agency: City of Sunnyvale

PROJECT SCOPE

The Cities of Sunnyvale and Mountain View are the project sponsors for a proposed new bicycle and pedestrian undercrossing of the Caltrain right-of-way (ROW) at Bernardo Avenue (Project), on the border of the two cities. The proposed undercrossing would provide key access across/under the ROW as well as the Central Expressway.

The current service agreement between Caltrain and the City of Sunnyvale covers tasks that will help to complete the 35% Preliminary Design/Environmental Clearance phase (Led and performed by the City) and prepare to launch the next phase of design. These tasks include a technical review of available deliverables of 35% design documents as designed by the City of Sunnyvale, completing a CEQA Notice of Determination (NOD) and performing a NEPA clearance through the FTA.

PROJECT STATUS

Caltrain has provided comments on the 35% design documents provided by the City, which will need to be incorporated when a Designer is selected to advance next phase of the project. Caltrain has filed a Notice of Exemption with Santa Clara County and the State Clearinghouse, confirming the work that the City has completed. The remaining task is to advance the NEPA clearance through FTA and is endeavoring to do this through adopting the Categorical Exclusion (CE) the City has obtained from Caltrans/FHWA.

Caltrain and the City are discussing the scope of the ensuing agreement that would advance the project to the next phase. Caltrain has proposed beginning the alternative delivery analysis with funds in the current agreement while developing the scope that would launch the next phase of design.

Through the end of December, 29% of the total budget of \$373,276 (contingency included) of the agreement has been spent. The activities in the current agreement are expected to be completed in Spring 2026.

KEY ACTIVITIES - CURRENT QUARTER

- The Caltrain Environmental team met with the FTA in December to discuss Caltrain projects with the agency, including this project.
- Once future FTA funds are identified for the project, FTA would review and accept transferring the project's NEPA clearance. A new NEPA clearance with the FTA would not need to be undertaken.
- Caltrain staff met with the City Staff to review design scope beyond 35% design led by the City.

KEY ACTIVITIES - NEXT QUARTER

- With the resolution with the FTA determined, the key activity for this month will be to coordinate with the City on next steps for the project based on shared project goals.
- Perform Alternative Delivery Method Analysis with the City and provide recommendation.





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Redwood City 4-Track Station

Project Phase: Conceptual Planning – 15%

Estimated Current Scope Completion: March 2026

Project Partners: Redwood City

Lead Agency: Redwood City and Caltrain

PROJECT SCOPE

Caltrain and the City of Redwood City are jointly funding and managing the Redwood City Four-Track Station Planning Project (Project). The Project is a technical study of the proposed elevated four-track station in downtown Redwood City, which will replace the existing at-grade two-track station. A four-track station in Redwood City is required for Caltrain to implement its Service Vision of 8 trains per peak hour per direction. In 2023, Redwood City Council adopted a preferred alternative for the four-track station that includes grade separating six existing at-grade railroad crossings: Whipple Avenue, Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. All the grade separations would include vehicles, except at Maple Street which is a proposed undercrossing for bikes and pedestrians only.

The current Project is advancing the technical analysis with investigations into environmental requirements, construction methods and phasing, and conceptual engineering to support future next steps for the program. Mott MacDonald is the primary firm delivering this work.

PROJECT STATUS

In December, Caltrain and Redwood City agreed on a track alignment that minimizes cost and right-of-way impacts. Mott MacDonald is advancing the track design, constructability analysis, environmental approach assessment, and cost estimate for this alignment, which will help inform decisions about the next phase of work. The environmental phase for this project is partially funded through an RTC grant (\$13.5 million) that was recently awarded.

The project budget for this phase includes \$500,000 for consultant work, and \$150,000 for Caltrain staff time. Through the end of December 2025, Mott MacDonald has spent 58% of the total consultant budget. Current phase activities are expected to be completed in Spring 2026.

KEY ACTIVITIES - CURRENT QUARTER

- Met with Redwood City staff, provided project update, and decided on track alignment option
- Advanced design of the track plan and profile, shoofly plan and profile, structural plan, and staging concepts on the recommended alignment option.

KEY ACTIVITIES - NEXT QUARTER

- Continue to advance design of the track plan and profile, shoofly plan and profile, structural plan, and staging concepts. Draft deliverable will be submitted in February 2026, and Caltrain will provide comments by mid-March.
- Compile list of design deviations and share updated CAD file and profiles, profile roll plots, and vertical alignments with Caltrain Engineering for review.





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Enterprise Asset Management (EAM) System Implementation

Project Phase: Planning (15% design)

Estimated Current Phase Completion Date: 07/01/2027

Estimated Project Completion Date: 06/29/2030

PROJECT SCOPE

Caltrain is implementing a new Enterprise Asset Management (EAM) system in phases to improve asset tracking, maintenance, and operational efficiency. This phased approach supports safety, reliability, and sustainable asset management.

- Phase 1: Establishes a centralized system for infrastructure assets (excluding EMUs), with core features like asset registry, work orders, maintenance planning, and integration with GIS and PeopleSoft.
- Phase 2: Adds real-time condition monitoring and predictive maintenance using sensors, Lidar, and AI tools, along with continuous system improvements.
- Phase 3: Introduces dashboards for data-driven decisions and regulatory compliance, with potential ERP integration and long-term enhancements.

PROJECT STATUS

Caltrain is advancing a solicitation strategy for an Enterprise Asset Management System (EAMS) that aligns with funding, technical and operational needs, total cost of ownership, and schedule constraints.

After demonstrations and market analysis, four vendors were shortlisted. Following a thorough evaluation, IT, O&M, and D&C unanimously selected the top vendor, reflecting strong alignment with Caltrain’s requirements.

KEY ACTIVITIES - CURRENT QUARTER

- Caltrain departments and EAM vendors are assigned structured roles and responsibilities to ensure clarity and accountability.
- Stakeholder Alignment: Efforts are focused on clarifying the Caltrain application environment, FRA requirements, and CPUC audits to support the system information strategy.
- Executive Briefing: On December 19, an executive-level debriefing on the FTA Transit Economic Requirements Model was presented to the Caltrain Chiefs. The model forecasts future financial needs to guide strategic planning and maintain financial health. It will be integrated with future EAM systems to meet federal requirements and streamline reporting efforts.

KEY ACTIVITIES - NEXT QUARTER

- Contracts & Procurement (C&P): continues their efforts reviewing cooperative agreements through multiple procurement platforms and cooperative purchasing organizations
- Legal: Reviewing terms and conditions in cooperative contracts.
- Project Team: Developing EAM scope of work to ensure the agreement meets all stakeholder needs. Continue to align EAM functionality with data from all departments in Caltrain.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	11/06/23	11/6/23 A
100% Development Complete	10/01/25	04/28/28
Main Contract Award Board Approval	01/15/26	01/15/26
Substantial Completion	06/30/27	06/30/29
Start-up/Turnover Complete	07/01/28	07/02/29
Project Closeout Complete	07/03/29	06/29/30

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	1,398
TOTAL PROJECT FUNDING	1,398

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	273	0	586	586
Construction	387	0	831	831
Project Management Oversight and Support	679	101	1,356	1,457
ICAP	59	1	125	126
Total	1,398	102	2,898	3,000





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Update and Upgrade GIS System

Project Phase: System Implementation

Estimated Current Phase Completion Date: 02/27/2026

Estimated Project Completion Date: 12/27/2026

PROJECT SCOPE

The GIS project is designed to enhance Caltrain’s operational efficiency by leveraging geospatial data to support staff and streamline processes. The initiative focuses on identifying critical datasets, conducting field data collection, and developing standardized GIS layers. FY25 priorities include mapping and documenting Electrification Project’s the Overhead Catenary System (OCS), including wire runs, poles, cantilevers, and support structures; cataloging Traction Power Substations and related equipment; and integrating Positive Train Control (PTC) components such as wayside interface units and base station upgrades, focusing on optimizing signal systems in at-grade crossings. FY26 priorities will expand to include GIS layers for fiber infrastructure, signal and communication assets and the Underground Service Alert boundary. The team will also launch engineering-specific GIS layers by February 2026 inside an engineering viewer. The Engineering Asset Viewer will enhance user testing to guide future development.

PROJECT STATUS

Feature layer (OCS, Signal & Communication, and Grade Crossings) are near completion, an amendment adds following tasks for non-fare revenue and strategic planning: • Engineering Asset Development Viewer– Adds geospatial data from engineering workflows. • USA Boundary & Viewer – Protects fiber infrastructure; under SME review. • Non-Fare Revenue Maps – Updated building footprints to support 5G and site monetization. • Title VI Maps – Updated with Census 2020 data to support equitable planning.

KEY ACTIVITIES - CURRENT QUARTER

- Fiber Feature Layer is currently under Subject Matter Expert (SME) review to ensure accuracy and completeness prior to integration into the production environment.
- Comprehensive Signal & Communication Feature Layer has been finalized. It extends from fiber nodes to connected assets essential for operational reliability. The assets are Signal enclosures include hand-throw switches, AFTAC house. Interlocking systems, repeaters ,Impedance bonds, New at-grade crossings (89 units, with 52 equipped with signal equipment)
- These locations are critical for ensuring safe operations across the network.

KEY ACTIVITIES - NEXT QUARTER

- Engineering Viewer work is underway to develop a prototype that integrates geospatial data from engineering workflows (as-built, in-service plans). This effort streamlines QA/QC of new feature layers and improve team communication.
- New layers: OCS, signal, fiber, communication base stations/antenna, station buildings, platforms, fare collection parking lots, new access gates, fences, at-grade crossings, new storm drains, culverts, three county waterways, and outfalls.
- This development will enable faster, more accurate asset visualization and support better decision-making across projects.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/10/22	02/10/22 A
Substantial Completion	08/28/25	02/27/26
Startup/Turnover Complete	11/28/25	05/27/26
Closeout	02/28/26	12/27/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
State Funding	316
Local Funding	3,183
TOTAL PROJECT FUNDING	3,499

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	29	17	0	17
Construction	94	55	0	55
Project Management Oversight and Support	3,291	1,701	213	1,914
ICAP	85	37	12	49
Total	3,499	1,809	225	2,035





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Predictive Arrival/Departure System (PADS) Gap Coverage

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 01/15/2027

Estimated Project Completion Date: 09/13/2027

PROJECT SCOPE

The Predictive Arrival/Departure System (PADS) Gap Coverage & Improvement will include below scope:

1. Adding new Electric Multiple Unit (EMU) into existing PADS to process EMU location with timetable, and display train information on Visual Messaging Sign (VMS).
2. Virtually add server to provide redundancy for PADS operation, which will increase system liability and availability.
3. Develop technical requirement for future PADS Modernization Program.
4. PADS Improvement: Enhance the Predictive Arrival Departure System (PADS) by improving arrival prediction accuracy, integrating additional data sources for both ROCS and PADS, enhancing train arrival and departure messaging, improving single tracking messaging, deploy industry-compliant GTFS real-time feed, and increasing system responsiveness.

PROJECT STATUS

The project is in procurement phase for PADS improvement. The Wabtec Contract Award is subject to approval at the JPB board meeting on March 5, 2026. PADS improvement Technical Specification was sent to Wabtec for proposal. Proposal revision was received from Wabtec and is under engineer evaluation. Wayside application logic development (RSE) as an input to ROCS/PADS, is in a pause due to a change request from supplier RSE. WDPR for RSE was prepared and is in process for internal approval to send out.

KEY ACTIVITIES - CURRENT QUARTER

- Review Wabtec technical and cost proposal, Caltrain review and formal comments were prepared with various coordination meetings and conceptual design discussions with Wabtec.
- Preparing staff report and presentation for February Finance Committee In February and JPB board meeting in March.
- Issuing WDPR to RSE for proposal, which is for wayside application logic development.

KEY ACTIVITIES - NEXT QUARTER

- Request JPB board approval of Wabtec Contract award.
- Negotiate WDP with RSE, issue WD to RSE and restart field activities

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	03/24/22	03/24/22 A
NTP - Implementation Contract	04/25/25	04/25/25 A
Award Wabtec Contract	08/07/25	03/05/26
Substantial Completion	10/27/26	01/15/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	6,636
TOTAL PROJECT FUNDING	6,636

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	2,414	607	1,510	2,117
Construction	1,508	264	944	1,208
Project Management Oversight and Support	1,636	819	780	1,600
Other Costs	1,078	109	1,325	1,435
Total	6,636	1,799	4,560	6,359





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: VoIP (Digital Dispatch System)

Project Phase: System Implementation

Estimated Current Phase Completion Date: 06/03/2026

Estimated Project Completion Date: 03/22/2027

PROJECT SCOPE

The scope is to perform a technology refresh of the obsolete RDS (Radio Dispatch System) with digital components to utilize the JPB fiber network and the digital VoIP phones. The current RDS hardware and software are obsolete and no longer supported by the manufacturer. AT&T T1 analog leased lines are obsolete, and AT&T will no longer support them.

PROJECT STATUS

The Final Design Report (FDR) package has been submitted, reviewed and been approve. Supplier has started the procurement for equipment.

Cut-over plan is in discussion. TASI revised WDP is approved, the cost is 31% reduced compare with previous version. To provide justification for the gap between ICE and WDP price.

KEY ACTIVITIES - CURRENT QUARTER

- Pushing TASI to submit WDP.
- Partial equipment delivery to start testing preparation.

KEY ACTIVITIES - NEXT QUARTER

- Receive TASI WDP, and issue TASI WD.
- Preparing test plan and test form
- Receive SAT document from PENTA

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/27/25	02/27/25 A
100% Development	06/26/25	06/26/25 A
Substantial Completion	06/03/26	06/03/26
Start-Up / Turnover Complete	09/01/26	09/01/26
Closeout Complete	03/22/27	03/22/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	1,713
TOTAL PROJECT FUNDING	1,713

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Construction	522	169	353	522
Project Management Oversight and Support	760	99	661	767
Other Costs	148	141	6	148
Contingency	214	0	214	214
ICAP	69	18	50	69
Total	1,713	428	1,285	1,713





Caltrain | Quarterly Capital Project Report

October – December 2025

Project: Mini-High Platforms

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 06/30/2026

Estimated Project Completion Date: 12/02/2026

PROJECT SCOPE

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 the stations within the areas that will be electrified. 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.

PROJECT STATUS

The project continues to progress, with ongoing efforts to advance construction activities under active TASI Work Directives. Current priorities include completing the remaining base bid work within the EMU section under TASI WD Amendment #2. Tamien Station reached substantial completion in November 2025, and Belmont Station reached substantial completion in December 2025. Additional efforts include addressing outstanding punchlist items from the former Angotti & Reilly (A&R) contract and continuing wheel stop installation at Hillsdale under TASI WD Amendment #3. Staff and legal continue to coordinate on the Angotti & Reilly (A&R) claim, with negotiations completed in December 2025. Once this work is complete, a Work Directive Proposal Request will be issued to TASI for Option 1 stations south of Tamien, including Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy stations.

KEY ACTIVITIES - CURRENT QUARTER

- TASI continued construction activities under WD Amendment #2, with Tamien Station remaining substantially complete following November completion and Belmont Station reaching substantial completion in December 2025.
- Work under WD Amendment #3 also continued during the reporting period, including wheel stop installation at Hillsdale and associated supporting activities, with base bid completion within the EMU section targeted for February 2026.
- Settled dispute with Angotti & Reilly, prepared final change order.
- Continue project close out remaining punchlist items.

KEY ACTIVITIES - NEXT QUARTER

- Final walkthroughs are scheduled at both Tamien and Belmont Stations under WD Amendment #2.
- Finalize negotiated change order with Angotti & Reilly.
- Work under WD Amendment #3 will continue, including wheel stop installation at Hillsdale and completion of remaining punchlist items, supporting base bid completion within the EMU section by February 2026. A WDPR is anticipated to be initiated with TASI to advance Option 1 stations south of Tamien.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/22/22	02/22/22 A
100% Development Complete/IFB	08/24/23	08/24/23 A
NTP - Construction Contract	02/20/24	02/20/24 A
Substantial Completion	07/19/25	06/23/26
Start-up/Turnover Complete	09/17/25	08/31/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Federal Funding	460
Local Funding	6,811
TOTAL PROJECT FUNDING	7,271

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Major Contractors	215	215		215
Construction	2,561	2,539	23	2,561
Project Management Oversight and Support	4,104	2,817	1,529	4,346
Contingency	100	0	100	100
ICAP	291	322	99	421
Total	7,271	5,893	1,751	7,644

