



Quarterly Capital Project Report (April-June 2026)





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Bridge Projects



Caltrain | Quarterly Capital Project Report

April-June 2026

Project: San Francisquito Creek Bank Stabilization

Project Phase: Construction

Estimated Current Phase Completion Date: 02/19/2027

Estimated Project Completion Date: 08/25/2027

PROJECT SCOPE

Stabilize and protect the northern bank of San Francisquito Creek to prevent erosion that could undermine:

- the northern abutment of Caltrain's existing San Francisquito Creek Bridge,
- the northern foundations of the City of Palo Alto's Alma Street Bicycle Bridge, and
- an existing 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. All environmental permits have been secured, and construction contract award was approved by the JPB in March 2026 and construction has started in June 2026. The In-Channel construction will be complete within 2026 dry season. Project Baseline budget and schedule are established with full funding.

KEY ACTIVITIES - CURRENT QUARTER

- **Construction:** Completed site mobilization and utility mark outs, established the field office and staging area, implemented traffic control and tree protection measures, constructed cofferdams, and initiated construction surveying and monitoring.
- **Construction Management:** Completed administrative planning and established construction management processes.
- **Stakeholder & Regulatory Coordination:** Secured final regulatory approval of Stream Diversion Implementation plan and obtained a Saturday work permit from the City of Menlo Park. Continued coordination with the Cities and regulatory agencies.

KEY ACTIVITIES - NEXT QUARTER

- **Construction:** Continue excavation and boulder revetment construction, complete the south bank toe trench, initiate north bank revetment work, perform minor shoring, and continue construction surveying and monitoring.
- **Construction Management:** Continue quality assurance, implementing owner's testing program, and coordination with contractors.
- **Railroad Coordination:** Continued coordination with Caltrain Operations on Site Specific Work Plans (SSWPs)
- **Stakeholder & Regulatory Coordination:** Continue coordination with the Cities and regulatory agencies and advance public outreach.

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)	9,633
State Funding (Activated Funding)	3,683
Local Funding (Programmed Funding)	400
State Funding(Programmed Funding)	270
TOTAL PROJECT FUNDING	13,986

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	2,711	1,735	976	2,711
Construction	2,688	698	1,990	2,688
Project Management Oversight and Support	5,473	2,460	3,013	5,473
Contingency	1,969	0	1,969	1,969
ICAP	1,145	265	880	1,145
Total	13,986	5,157	8,829	13,986





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: San Francisquito Creek Bridge Conceptual Design & Community Engagement

Project Phase: Planning (15% design)

Estimated Current Phase Completion Date: 03/30/2027

Estimated Project Completion Date: 03/29/2034

PROJECT SCOPE

The San Francisquito Creek Bridge in Palo Alto, built in 1902, is 124 years old. Bridge load rating analyses and detailed inspections completed in 2022 confirmed that it no longer meets current service and fatigue load requirements and has substandard clearances. As a result, Rail Operations implemented a safety directive in August 2022 prohibiting two freight trains from crossing the bridge simultaneously, creating a constraint on corridor capacity.

Caltrain seeks to complete the bridge replacement by 2033 to maintain safe and reliable commuter rail operations. Initial funding will advance the project to the 15% conceptual design phase, including preparation of the Design Basis Memorandum and preliminary constructability reviews to assess key environmental, operational, and right-of-way impacts. The 15% design deliverables will provide sufficient detail to confirm the preferred replacement alternative and support initiation of environmental clearance in the next phase.

PROJECT STATUS

The project was placed on a programmatic pause following the transmittal of the San Francisquito Bridge Replacement Alternative Analysis Memo from Caltrain's Executive Director to the City of Palo Alto in December 2022 and has since secured funding through the 15% conceptual design phase.

In March 2026, staff re-engaged the Cities of Palo Alto and Menlo Park, along with other stakeholders, to resume coordination and align on the path forward to achieve project objectives. Staff has prepared the Scope of Work for Bridge preliminary design and selected the Designer through on-call Engineering Support Contract process.

KEY ACTIVITIES - CURRENT QUARTER

- **Design of Record (DOR):** Evaluated proposals and coordinated with Contracts & Procurement team to award the Work Directive (WD) for onboarding HDR, Inc. as the bridge Designer.
- **Project & Funding Planning:** Developed a detailed project schedule, with input from Caltrain engineering, environmental compliance, and management, to support the project's long-term funding strategy and successful project delivery.
- **Key Stakeholders Engagement:** Met with Cities and key stakeholders to advance bridge replacement design.

KEY ACTIVITIES - NEXT QUARTER

- **Designer of Record (DOR):** Award the Work Directive (WD) and onboard the design team to initiate 15% design phase.
- **Project & Funding Planning:** Start developing a detailed budget estimate through the 35% design phase to support near-term funding needs, based on the project schedule.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	09/16/19	09/16/19 A
15% Development Complete	03/30/27	03/30/27

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 of \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Major Contractors	1,468	507	907	1,414
Project Management Oversight and Support	1,502	1,057	511	1,561
Contingency	208	0	197	197
ICAP	139	55	89	145
Total	3,316	1,614	1,704	3,316





Corridor Grade Crossing Projects



Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Rengstorff Ave. Grade Separation Project **Project Phase:** Design – 65%

Estimated Current Phase Completion Date: 08/31/2026

Estimated Project Completion Date: 03/21/2031

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 achieved the 65% PS&E design submission in May 2026, when AECOM submitted the design package on May 15, 2026. During June, Caltrain, VTA, the City of Mountain View, AECOM, and other project stakeholders reviewed the package and coordinated on project delivery, utility impacts, and cost estimating. Caltrain and VTA also refined transition planning for VTA to assume lead agency responsibilities following completion of the 65% design phase. Utility and interagency coordination continued in support of project delivery.

KEY ACTIVITIES - CURRENT QUARTER

- Progressed review of the 65% PS&E package with VTA, the City of Mountain View, Santa Clara County, AECOM, and other project stakeholders.
- Advanced transition planning with VTA regarding lead agency responsibilities, future agency agreements, environmental coordination, and post 65% project delivery roles.
- Established the framework for separate two-party agreements between VTA and Caltrain and between VTA and the City of Mountain View.
- Coordinated development of the CMGC and Independent Cost Estimator 65% project cost estimates and associated schedule requirements.

KEY ACTIVITIES - NEXT QUARTER

- Continue review of the 65% PS&E package and conduct comment resolution meetings with project stakeholders.
- Perform construction cost estimate based on the 65% design plan.
- Continue delivery agency transition effort, establish Master Cooperative Agreement (MCA) for the remaining phases of the Grade Separation Project with VTA.
- Coordinate with PG&E and the City of Mountain View to resolve utility relocation and right-of-way requirements.

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	08/31/26
100% Development Complete	03/30/26	05/25/27

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	16,882	10,201	7,061	17,262
Project Management Oversight and Support	3,796	2,130	1,575	3,705
Other Costs	1	1	0	1
Contingency	2,833	0	3,000	3,000
ICAP	2,050	891	702	1,593
Total	25,562	13,224	12,338	25,562





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Project: Broadway Burlingame Grade Separation **Project Phase:** Design - 65%

Estimated Current Phase Completion Date: 07/07/2026
Estimated Project Completion Date: 11/30/2032

PROJECT SCOPE

The Broadway Grade Separation Project in Burlingame, CA aims to eliminate the high-risk Broadway at-grade rail crossing to significantly improve public safety, enhance traffic flow, and ensure the design accommodates future rail improvements. Following Value Engineering (VE), the new scope delivers a fully grade-separated rail corridor with significantly reduced cost and schedule by permanently eliminating the Broadway Caltrain Station. The structural design shifts to a narrower, elevated guideway, supported by MSE (Mechanically Stabilized Earth) walls utilizing Deep-Soil-Mix (DSM) and reduced bridge widths. For local access, the project will replace the at grade crossing at Morrell with two undercrossing north of Morrell for pedestrian cross-passages and integrated bike/ped pathways. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method.

PROJECT STATUS

In May 2025, the City Council approved a Value Engineering (VE) solution for the Broadway Grade Separation Project. The MOU second amendments with the City and TA are established to introduce a significant redesign effort for the Broadway Burlingame Grade Separation Project to incorporate value engineering concepts and develop new 65% design documents. The redesign aims to significantly reduce the project's construction cost by eliminating the station and shifting the track to the east. In September of 2025, the JPB approved extension of CMGC and Designer contract amendment to include the 65% re-design. Currently, the project will complete 65% redesign in July 2026.

KEY ACTIVITIES - CURRENT QUARTER

- Held weekly design coordination meeting with the Design Team and Contractor.
- Submitted CMGC, Independent cost estimates for construction cost estimate based on 65% design plans.
- Conducted CMGC and ICE Cost reconciliation workshops
- Submitted 65% structure calculations, specifications, quantities, UPRR package, and main package that contained: Plans, BOD, Draft Geotechnical Report and list of outstanding design items
- RCE application submitted on 6/8

KEY ACTIVITIES - NEXT QUARTER

- Review the overall project schedule, ensuring alignment with key milestones and deliverables.
- Meet with the Real Estate team to discuss ROW Strategy
- Continue Design Development: Develop Sanchez creek culvert concept type selection and setup constructability review meeting with CMGC and Caltrain and 100% utility design plans for PG&E relocate workshop.
- Finalize total project cost estimate update based on 65% design and review with the City and TA.
- Provide project status to City Council and obtain city approval of advancing 100% design

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	07/07/26

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	29,762	28,136	1,301	29,437
Real Estate (incl. Enabling ROW)	2,115	98	2,017	2,115
Project Management Oversight and Support	2,239	2,073	113	2,186
Other Costs	1,357	1,357	0	1,357
Contingency	1,187	0	1,476	1,476
ICAP	2,004	1,694	399	2,093
Total	43,124	37,818	5,306	43,124





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Middle Ave Pedestrian and Bicycle Undercrossing

Project Phase: Design - 65%

Estimated Current Phase Completion Date: 06/30/2027

Estimated Project Completion Date: 09/30/2029

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 a proposed MOU amendment currently under development to advance the Project through final design is anticipated to be executed in Q2 2026.

PROJECT STATUS

During June 2026, Caltrain issued a Notice to Proceed to TYLin to resume final design for the Middle Avenue Pedestrian and Bicycle Undercrossing following approval of the MOU amendment. Caltrain, the City of Menlo Park, TYLin, Myers & Sons, and other project stakeholders reestablished project coordination and began planning the work needed to advance the project from 35% to 65% design. The team also began updating the final design schedule, coordinating key engineering and constructability recommendations, and preparing for utility investigations to support design development.

KEY ACTIVITIES - CURRENT QUARTER

- Issued a Notice to Proceed to TYLin to resume final design and began updating project schedule to advance through the 65%, 95%, and 100% design milestones.
- Reestablished project coordination with cities and other project stakeholders.
- Advanced the Engineering Recommendations Workshop effort to address key design, constructability, cost, and railroad work-window considerations for the 65% design milestone.

KEY ACTIVITIES - NEXT QUARTER

- Perform utility locating, potholing, and subsurface utility verification to confirm existing utility locations and continue operational and constructability coordination regarding proposed railroad closures, construction staging, and access requirements.
- Incorporate Engineering Recommendations Workshop decisions and utility investigation results into development of the 65% design milestone.
- Update the final design schedule and confirm dates for the 65%, 95%, and 100% design milestones.
- Execute MOU amendment for the Final Design

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 A
Environmental Clearance Complete	10/06/25	09/01/26
65% Development Complete	04/02/26	11/30/26
100% Development	12/02/26	06/30/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	3,572
TOTAL PROJECT FUNDING	3,572

CURRENT PHASE PROJECT COST(in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	5,130	1,686	3,431	5,117
Construction	4	4	-	4
Project Management Oversight and Support	2,187	1,310	877	2,187
Other Costs	1,326	221	1,105	1,326
Total	8,646	3,233	5,413	8,646





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: South Linden Avenue and Scott Street Grade Separation

Project Phase: Preliminary Design - 35%

Estimated Current Phase Completion Date: 03/30/2027

Estimated Project Completion Date: 12/09/2034

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. The two crossings are currently rated #6 on the California Public Utilities Commission referencing safety concerns.

PROJECT STATUS

The project began its preliminary design phase in 2016 and has since advanced into environmental clearance while progressing toward the 35% design milestone. Following an extensive evaluation process, a new, more cost-effective optimized alternative was selected, prompting a realignment of the project's scope, schedule, and budget. A Memorandum of Understanding (MOU) amendment among the participating cities and the Transportation Authority has been approved at the May 2026 SMCTA Board meeting. The Designer's contract amendment is being finalized for approved and execution. This amendment's scope and costs have been established.

KEY ACTIVITIES - CURRENT QUARTER

Designer RSE: 1) Led workshop meetings with stakeholders; 2) Facilitated design refinement reviews and presented design updates with city departments and committees; 3) Coordinated with Southline for feedback and partnership; 4) Updated RSE contract amendment; 5) Updated Preliminary Basis for Design (BOD) and Design Variance Request (DVR); 6) Evaluated vertical and horizontal alignment requirements and assess project impacts; 7) Supported the SSF Council presentation for MOU amendment; 7) Discussed potential PG&E 230kV relocation solutions.

KEY ACTIVITIES - NEXT QUARTER

Designer RSE will: 1) Continue design refinements; 2) Present and support SSF meeting and approval; 3) Complete preliminary BOD and DVR review; 4) Submit SSF DVR for review and approval; 5) Confirm track elevation design; 6) Continue coordination with Southline designers and obtain the requested information; 7) Submit PG&E relocation application; 8) Submit Geotech permit application.

SCHEDULE MILESTONES

Milestone	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	05/31/26	03/30/27
Environmental Clearance Complete	06/08/26	03/30/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding (Activated)	6,284
Local Funding (Programmed)	4,646
TOTAL PROJECT FUNDING	10,930

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Major Contractors	4,804	3,824	3,167	6,991
Project Management Oversight and Support	958	1,847	566	2,413
Other Costs	8	15	0	15
Contingency	150	0	815	815
ICAP	361	324	370	694
Total	6,281	6,010	4,918	10,928





Caltrain | Quarterly Capital Project Report

April-June 2026

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

Project Phase: Planning (15% Design)

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 is developing 15% design plans and technical report package. On May 11, 2026, the City Council decided not to implement a temporary closure at Churchill Avenue. The City Council directed staff to 1) Explore a long-term rail crossing guard, 2) Identify targeted recommendations and evidence-based strategies to address safety at all 4 crossings, and 3) Prioritize and expedite quiet zones at all 4 crossings.

KEY ACTIVITIES - CURRENT QUARTER

- Caltrain and City reviewed 15% design and report comment responses and revisions. The 15% design plans and reports are now complete including the property acquisition review via the title reports.
- Developed the revised preliminary independent cost estimates and construction durations for each of the crossing delivery packages. Caltrain began reviewing the cost estimates and durations.
- Continued coordination with the Cities and regulatory agencies for environmental clearance strategy and city council presentations.

KEY ACTIVITIES - NEXT QUARTER

- Develop preliminary cost estimates and construction durations for submission to the City for review at the end of July.
- WSP to submit environmental clearance strategy to project team and develop schedule and technical studies for documentation
- Host community meetings and presenting at council meetings the refined designs.
- Continue preparing the scope and schedule for 35% design.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	10/26/23	10/26/23 A
15% Development Complete	09/30/26	09/30/26
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	1,837	7,532	9,369
Project Management Oversight and Support	4,778	2,524	2,312	4,836
Contingency	3,280	0	1,629	1,629
ICAP	0	365	801	1,166
Total	17,107	4,833	12,274	17,107





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Bernardo Avenue Undercrossing

Project Phase: Preliminary Design – 35%

Estimated Current Scope Completion: June 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), reviewing the project's NEPA Categorical Exclusion Document, and performing an Alternative Delivery Analysis.

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.

Through the end of March, 31% of the total budget of \$373,276 (contingency included) of the agreement has been spent. The activities in the existing agreement have been completed. The Alternative Delivery analysis is added to the current agreement as a new task.

Caltrain has begun work with the City of Sunnyvale on an amendment to the agreement to proceed with final design for the project. The scope of work for the amendment will take the project to 100% design and get the project shovel ready. Currently, the estimated target for having the amendment approved at the City Council is September of 2026.

KEY ACTIVITIES - CURRENT QUARTER

- Selected delivery method for the project through the Alternative Delivery Workshop
- Began development of Alternative Delivery Analysis Report .
- Developed scope of work and draft agreement for final design
- Updated project schedule and budget for final design
- Began work on Agreement Amendment for final design

KEY ACTIVITIES - NEXT QUARTER

- Complete the Alternative Delivery Analysis Report
- Finalize Agreement Amendment
- Develop detailed scope of work for final design
- Begin procurement for final design services





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Redwood City 4-Track Station

Project Phase: Conceptual Planning – 15%

Estimated Current Scope Completion: May 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

As of May 2026, Mott MacDonald has completed work for this phase, which includes advancing the track design, constructability analysis, environmental approach assessment, and cost estimate for this alignment. The project budget for this phase includes \$500,000 for consultant work, and \$150,000 for Caltrain staff time. Through the end of May 2026, Mott MacDonald has spent 100% of the total consultant budget and has completed the scope of work. The next phase of work is the Environmental Phase, which is funded through a Measure W Regional Transit Connections (RTC) grant (\$13.5 million), with a \$1.5 million match that is split between Caltrain and Redwood City.

KEY ACTIVITIES - CURRENT QUARTER

- In May, Mott provided the final submittal for this phase which included: Cover and General Sheets, Track Plan and Profile for Mainlines and Shoofly tracks, Track Typical Sections, Utilities Plan, Right of Way Plan, Cost Estimate, and Constructability Phasing Plan.
- Caltrain and Redwood City staff worked together to prepare for the Environmental Phase, which includes building out the scope and budget, and initiating procurement.

KEY ACTIVITIES - NEXT QUARTER

- Caltrain and Redwood City staff will prepare materials to present the findings from this phase to Redwood City Council and Caltrain AMP Committee in September.
- Caltrain Capital Delivery, Engineering, Planning, and Environmental teams will hold multiple workshops to scope and budget for next phase.





Crossing Closure Projects



Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Mountain View Transit Center Grade Separation & Access Project

Project Phase: Final Design - 100%

Estimated Current Phase Completion Date: 12/31/2026

Estimated Project Completion Date: 12/30/2028

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

Comments from all the stakeholders for the 65% design were received and resolved. The design consultant is working on the 95% design plans, technical specifications and the construction cost estimate which are due on July 30, 2026.

KEY ACTIVITIES - CURRENT QUARTER

- JPB, City of Mountain View and Santa Clara County resolved the last comment for the bike and pedestrian movements at the Moffett Blvd and Central Expressway intersection.
- HNTB worked on the 95% submittal due on July 30th and project team worked on the new Division 1 template and sections with the new format which is due in August.
- Issued the Work Directive to the consultant KMC to perform an independent construction cost estimate.
- Met with the City of Mountain View and VTA to present the updated project schedule and budget.

KEY ACTIVITIES - NEXT QUARTER

- HNTB to complete and submit the 95% design submittal which is due on July 30th.
- Provide the 95% design to KMC for their construction cost estimate.
- Work on the Special Provisions Division 1 with the new format which will be completed in Aug 2026.
- Receive the draft VTA Funding Agreement and review the new project scope, schedule and budget.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	4/27/2020	04/27/20A
NTP- Final Design Contract	4/10/2025	04/10/25A
65% Development Complete	10/13/2025	01/30/26A
100% Development/IFB Complete	12/31/2026	12/31/2026
Substantial Completion	7/8/2026	7/8/2028
Project Closeout	12/30/2028	12/30/2028

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	1,271	1,003	268	1,271
Construction	2,889	0	2,889	2,889
Project Management Oversight and Support	1,767	223	1,544	1,767
Contingency	1,126	0	1,126	1,126
ICAP	469	78	391	469
Total	17,000	10,682	6,318	17,000





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Villa Terrace Crossing Closure

Project Phase: Final Design - 100%

Estimated Current Scope Completion: 12/31/27

Project Partners: City of San Mateo, CPUC, Caltrans

Lead Agency: City of San Mateo

PROJECT SCOPE

The purpose of the project is to improve the safety at the Villa Terrace crossing by eliminating the public crossing. The City of San Mateo will close the street on both sides of the railroad tracks by modifying the street to end as a cul-de-sac on both sides. The city will also install Right of Way fencing to prevent access onto the Caltrain Right of Way for both vehicles and pedestrians.

The scope of work for Caltrain is to remove all the signal gates and swing gates. The concrete track panels and asphalt within the Right of Way will be removed and be replaced with ballast. Modifications to the signaling circuitry and software will be done along with the modifications to the Positive Train Control system.

PROJECT STATUS

Received and executed the funding agreement with Caltrans under the CPUC Section 130 Program. Created an internal Caltrain project number and activated the funds on March 13, 2026. The project budget is \$1,374,000 and is funded by the CPUC Section 130 Program.

RSE began the Villa Terrace Grade Crossing Closure design. Current design phase activities are expected to be completed in November 2026.

KEY ACTIVITIES - CURRENT QUARTER

- Issued the NTP to RSE for June 1, 2026.
- Conducted a kickoff meeting with RSE to start the design.
- RSE began working on the 65% design plans.
- The City of San Mateo submitted a draft GO88-B to CPUC for review.

KEY ACTIVITIES - NEXT QUARTER

- Work on the 65% design which is due on Oct 1, 2026.
- Submit GO88-B form to CPUC for approval.





At-Grade Crossing Safety Enhancements



Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Baseline Safety Enhancements Program

Project Phase: Procurement

Estimated Current Scope Completion: December 2027

Project Partners: Local Jurisdictions, CPUC, & TAs

Lead Agency: Caltrain

PROJECT SCOPE

The At-Grade Crossing Safety Enhancement Program includes the Baseline Safety Enhancements and the Advanced Safety Enhancements Programs. The Baseline Safety Enhancement Program includes the following safety enhancements for all Caltrain at-grade crossings. The Baseline improvements include:

- Solar LED pavement markers
- Roadway delineators between and outside of the railroad tracks
- Refreshing of the existing pavement striping markings
- Working with the local jurisdiction to identify and implement any traffic signal timing adjustments for roadways adjacent to the railroad.

The Advanced Safety Enhancements Program includes site specific safety measures recommended from Caltrain's Grade Crossing Hazard Assessment. Example site specific improvements include pedestrian gate separation and lighting.

PROJECT STATUS

- Baseline Safety Enhancements: For the physical improvements at the crossings (solar markers, delineators and striping refreshing) existing conditions/site layout/typical design drawings will be prepared and provided to TASI, the Caltrain contract operator for implementation.
- There are two active pilot programs: for Anti-trespass Panels (ATPs) and for RailSentry (intrusion detection). The data collection and staff recommendation for the pilot programs are expected to conclude in Fall 2026 and Spring 2027 respectively.

KEY ACTIVITIES - CURRENT QUARTER

- Staff concluded meeting with local jurisdictions to discuss the Baseline Safety Program GO-88Bs.
- Staff continued the CPUC Waiver process for the remainder of the Caltrain crossings that were not included in the "Part 1" of the CPUC delineator waiver (approved in December 2025).
- The Delineator "Part 2" Waiver is scheduled for CPUC Commission consideration was approved at the June 11, 2026 CPUC Commission Meeting.
- Collected data for the ATP and RailSentry pilot programs.

KEY ACTIVITIES - NEXT QUARTER

- In July, staff will continue GO-88B process for all local jurisdictions for the Baseline Safety Improvements. Note that the Delineator "Part 2" Waiver must be approved by the CPUC Commission before the GO-88Bs are considered and approved.
- Continue collecting data for the ATP and RailSentry pilot programs.





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Charleston Road Grade Crossing

Project Phase: Final Design - 100%

Estimated Current Phase Completion Date: 11/30/2027

Estimated Project Completion Date: 04/30/2028

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 100% design from RSE has been completed and approved by JPB and the city of Palo Alto.
- The City of Palo Alto is behind schedule for their completion of the 100% design. The current schedule from the city's 100% design is May 2026.
- Note: A time extension has been approved by Caltrans for the design funds to December 2028.

KEY ACTIVITIES - CURRENT QUARTER

- The GO88-B form was submitted to the CPUC for review and approval.
- Conducted the monthly meeting with all the stakeholders to go over the status of the design and GO88-B form.
- Worked on the Work Directive Proposal Request (WDPR) for TASI to perform the construction.

KEY ACTIVITIES - NEXT QUARTER

- Receive approval from the CPUC for the GO88-B form. Approval of the GO88-B is expected by the end of July and the construction funds will be available in August 2026.
- 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.
- Secure construction funding commitment with the TAs.
- Evaluate TASI work directive proposal and installation schedule before issuing Notice to Proceed.

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	12/31/25 A
Substantial Completion	10/01/27	10/01/27
Project Closeout Complete	04/01/28	04/01/28

FUNDING (in thousands of \$)

Funding Status & Sources	
	Total
Federal Funding (Activated Funding)	750
Federal Funding (Planned Funding)	2,100
TOTAL PROJECT FUNDING	2,850

CURRENT PHASE PROJECT COST(in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	341	250	-	250
Construction	865	-	865	865
Project Management Oversight and Support	756	146	610	756
Other Costs	979	31	949	979
Total	2,850	426	2,424	2,850





Rail Systems Projects



Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Enterprise Asset Management (EAM) System Implementation

Project Phase: Procurement

Estimated Current Phase Completion Date: 10/1/2026
Estimated Project Completion Date: 11/16/2026

PROJECT SCOPE

Caltrain is rolling out a new Enterprise Asset Management (EAM) system in phases to improve asset monitoring, maintenance, and operational efficiency. **Phase 1** establishes a centralized system for infrastructure assets (excluding EMUs) with an asset registry, work orders, maintenance planning, and integrated geospatial and financial data. **Phase 2** adds real-time condition monitoring and predictive maintenance using proven rail-industry technology. **Phase 3** delivers dashboards for data-driven decisions and regulatory compliance, with potential system integrations to support long-term enhancements.

PROJECT STATUS

Caltrain is advancing its solicitation strategy for the Enterprise Asset Management System (EAMS), ensuring alignment with funding availability, technical and operational requirements and schedule constraints. IT, Operations & Maintenance, and Design & Construction have collaboratively developed a detailed scope of work for the leading vendor candidate, reflecting strong alignment with Caltrain's business and functional needs.

KEY ACTIVITIES - CURRENT QUARTER

- C&P received the software proposal in late May, which includes sufficient licensing and subscriptions for Caltrain staff and operating contractors for the four-year implementation period.
- The current implementation cost proposal, received in early June, exceeds available funding through FY28.
- Software costs remain favorable, but implementation services need refinement to align with budget and avoid escalation.

KEY ACTIVITIES - NEXT QUARTER

- Review the implementation services, address key questions, and confirm consultant qualifications and key personnel clause.
- Verify SaaS license quantities for implementation and go-live and support Procurement and Legal with agreement review
- Continue geospatial data quality improvements and prepare core asset documentation for EAM migration.
- Monitor FY26 financial data availability and adjust system integration sequencing as needed.
- Update readiness materials and maintain alignment across all workstreams.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation (on-holf 2023 to 2025)	11/06/23	09/17/25A
RFP Release	-	04/03/26A
Award of Implementation Contract	10/01/26	10/01/26
NTP - Implementation Contract	10/16/26	10/16/26
Substantial Completion	11/16/28	11/16/28

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 Contracts	1,045	137	909	1,045
Project Management Oversight and Support	197	107	89	197
Contingency	59	0	59	59
ICAP	97	16	81	97
Total	1,398	260	1,138	1,398





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Update and Upgrade GIS System

Project Phase: System Implementation

Estimated Current Phase Completion Date: 09/30/2026

Estimated Project Completion Date: 06/30/2027

PROJECT SCOPE

The GIS project enhances Caltrain's operational efficiency by standardizing geospatial data, improving data accuracy, and supporting staff with clearer asset visibility. FY25 focuses on asset capitalization for the Electrification Project, including OCS, traction power substations, and key PTC components. FY26 expands GIS layers to fiber, signal, and communication assets, adds the Underground Service Alert boundary, and launches an Engineering Viewer to support testing and future development. FY27 transitions GIS layers to an IT-hosted production environment and strengthens underground utility mapping to improve excavation planning. Expanded visibility into underground assets may also enable non-fare revenue opportunities through rooftop use, unused duct banks, and spare fiber capacity.

PROJECT STATUS

Key feature layers (OCS, Signal & Communication, Grade Crossings) are nearly complete. Four added tasks: 1) **Engineering Development Viewer** – Active 3/31/2026; 2) **Underground Service Alert (USA) Boundary** – In progress, targeting USA activation in July; 3) **Non-Fare Revenue Maps** – Energy/communications system locations underway; 4) **2026 Track Chart** background imagery.

KEY ACTIVITIES - CURRENT QUARTER

- Updated the Engineering Development Viewer with new geospatial layers (OCS poles and foundation types, signal, fiber/communications, stations, platforms, building footprints, fare equipment, parking, access gates, fences, electric duct banks, at-grade safety enhancements, and drainage features).
- Enhanced asset visualization, accelerated underground utility location, and streamlined publication of official signal and fiber in-service assets by subject-matter experts.

KEY ACTIVITIES - NEXT QUARTER

- Support the CAD department on the Track Chart by producing 2025/2026 background imagery using standard naming conventions, validating rail-alignment and curve/tangent attributes, adding northing/easting to structures, and expanding asset characteristics to assist MOW in prioritizing maintenance needs. Achieve cost savings by leveraging public imagery libraries and existing consultant subscriptions to enhance chart visual quality.
- Support Underground Service Alert asset boundary updates and development of non-fare revenue maps.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/10/22	02/10/22 A
Substantial Completion	08/28/25	09/30/26
Startup/Turnover Complete	11/28/25	12/31/26
Closeout	02/28/26	06/30/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
State Funding	12
Local Funding	2,161
TOTAL PROJECT FUNDING	2,173

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Project Management Oversight and Support	1,097	1,050	47	1,097
Other Costs	1,024	869	155	1,024
Total	2,121	1,919	202	2,121





Caltrain | Quarterly Capital Project Report

April-June 2026

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

Project Phase: System Implementation

Estimated Current Phase Completion Date: 06/24/2027

Estimated Project Completion Date: 06/24/2027

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

Phase 1 "Gap Coverage" work complete (Scope #1-3) Wabtec contract for ROCS & PADS updates executed and design in progress. RSE WD #12079 for wayside software updates executed, design and delivery progressing in phases. TASI WD #11806 for wayside application logic installation and testing executed and in progress.

KEY ACTIVITIES - CURRENT QUARTER

- Reviewed Wabtec design CDRLs and held technical review workshops.
- Installed 13 non-vital field locations, working in and around modification blackout period for FIFA.
- Anticipated first subdiv, but tabled pending completion of FIFA blackout and field resources pending workload backlog
- Received RSE software package #1 and finalized the RSE WD amendment scope to be ready for request for proposal
- Completed PM transition.

KEY ACTIVITIES - NEXT QUARTER

- Update risk register, staffing plan, project costs w/ staffing & RSE amendment (previously planned), more detailed schedule updates
- Anticipate receiving RSE second batch of wayside application logic.
- Plan and resume field installations (package #2) post-FIFA blackout; prepare vital SW & subdiv deployment
- C&P to finalize & transmit RSE WD amendment (Mountain View fix & additional subdivs) - anticipate execution
- Wabtec continue design and test plans and negotiate and finalize Wabtec Option to resolve Mountain View train tracking issue
- Execute ROCS update to activate 13 Station Indication Berth Bits into production

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	3/24/2022	03/24/22 A
NTP - Implementation Contract	4/25/2025	04/25/25 A
Award Wabtec Contract	8/7/2025	03/05/26 A
Substantial Completion	10/27/2026	6/7/2027
Start-up/Turnover Complete	12/27/2026	6/24/2027
Go Live	12/28/2026	6/25/2027
Project Closeout Date	3/31/2027	9/25/2027

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	1,857	357	1,156	1,513
Project Management Oversight and Support	2,988	1,628	1,327	2,955
Other Costs	1,792	523	1,645	2,168
Total	6,636	2,508	4,128	6,636





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: VoIP (Digital Dispatch System)

Project Phase: System Implementation

Estimated Current Phase Completion Date: 08/15/2026

Estimated Project Completion Date: 04/29/2027

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

Penta PMx application servers have been deployed and configured at MPCC and SJCC. Integration with the VoIP phone system and E911 reporting is complete and initial integration with radio site equipment has been completed at inactive test sites. TASI Communications is actively staging Radio over IP (RoIP) interface units at all remaining radio sites in preparation for cutover testing. The Stancil audio recording system is the only remaining integration to be completed.

KEY ACTIVITIES - CURRENT QUARTER

- Completed VoIP phone system and E911 integration and testing.
- Finalized Penta PMx application server configuration at MPCC and SJCC.
- TASI Communications has completed all primary tasks for the VHF Optimization.

KEY ACTIVITIES - NEXT QUARTER

- Deploy Radio over IP (RoIP) interface units at all radio sites.
- Replicate Penta dispatch console software configuration to all new console workstations.
- Deploy and integrate the Stancil audio recording system.
- Conduct pre-SAT integration testing across all systems in preparation for the August 3–7 Site Acceptance Test.
- Complete system cutover

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	09/15/26
Start-Up / Turnover Complete	09/01/26	11/17/26
Closeout Complete	03/22/27	04/29/27

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	434	89	522
Project Management Oversight and Support	719	400	254	654
Other Costs	149	151	0	151
Contingency	209	0	278	278
ICAP	113	80	28	108
Total	1,713	1,064	649	1,713





Other Infrastructure Project



Caltrain | Quarterly Capital Project Report

April-June 2026

Project: Mini-High Platforms

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 12/30/2026

Estimated Project Completion Date: 06/30/2027

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

Mini high platform improvements within the EMU operating segment are complete and in service. During June 2026, W.G. Fritz Construction picked up selected Caltrain furnished materials from the San Jose yard for the planned mini-high platform improvements at Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy stations. The contractor plans to submit shop drawings in July, with the handrail shop drawings and subsequent fabrication remaining on the project's critical path. The remaining project scope also includes the installation of 24 additional wheel stops at Hillsdale Station.

KEY ACTIVITIES - CURRENT QUARTER

- Advanced the transfer of available funding from the Peninsula Corridor Electrification Project to address the funding shortfall associated with Amendment No. 5.
- Subcontractor to TASI picked up selected Caltrain-furnished materials from the San Jose yard for the planned mini-high platform improvements at Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy stations.

KEY ACTIVITIES - NEXT QUARTER

- Receive and review TASI's submittals for the five stations south of Tamien, with priority given to the critical path handrail drawings.
- Following approval of the handrail shop drawings, receive an updated project schedule from TASI and proceed with handrail fabrication.
- Continue planning and coordination for implementation of all work included in Amendment No. 5.

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	12/30/26
Start-up/Turnover Complete	09/17/25	03/31/27

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	0	215
Construction	4,132	3,155	1,173	4,328
Project Management Oversight and Support	2,049	2,280	264	2,544
Contingency	543	0	100	100
ICAP	229	334	141	484
Total	7,271	5,993	1,678	7,671





Caltrain | Quarterly Capital Project Report

April-June 2026

Project: 22nd Street ADA Improvements

Project Phase: Final Design – 100%

Estimated Current Scope Completion: 03/01/27

PROJECT SCOPE

The project will improve access and enhance the customer experience at the 22nd St Station by adding wheelchair accessible ramps to the northbound and southbound platforms, which are currently only accessible by stairs. In addition, the project will include other ADA-related improvements including wayfinding and safety improvements such as tactile strips, lighting, signage, and platform improvements.

PROJECT STATUS

- The project received funding from SFCTA for the final design, and the funding was activated.
- A design consultant, TYLin was hired to develop the final design from the previous 30% design from HNTB.
- Caltrain assigned a new Project Manager to the project.

KEY ACTIVITIES - CURRENT QUARTER

- The work directive for the final design was issued to TYLin on 5/28/26 and NTP was issued as of 6/1/26.
- Kick-off meeting was held with project participants and design tasks have begun.
- Site meeting at 22nd St Station was held to assess existing conditions.
- Project schedule and budget was developed.
- Project Risk Assessment Workshops were held.

KEY ACTIVITIES - NEXT QUARTER

- TYLin will continue to develop the Geotechnical Report
- TYlin will provide updated Design Criteria and assumptions, draft construction sequencing, finalize Right-of-way and Environmental Considerations.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/03/20	02/03/20 A
15% Development Complete	03/21/23	03/21/23 A
30% Development Complete	03/21/24	03/21/24 A
65% Development Complete	11/11/26	11/11/26
100% Development Complete	03/01/27	03/01/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	2,034
TOTAL PROJECT FUNDING	2,034

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Planning through 30% Design	734	677	-	677
Total (through Feb. 2026)				
Major Contractors	601	60	541	601
Project Management	342	37	305	342
Oversight and Support				
Other Costs	356	8	406	414
Total	2,034	781	1,253	2,034

