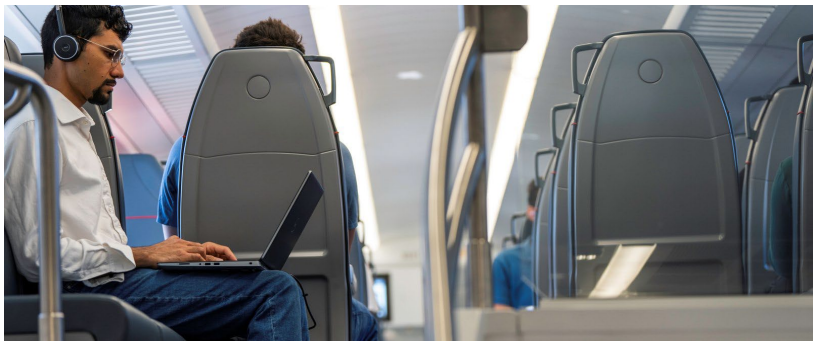






Quarterly Capital Project Report

Q1 FY27 · July–September 2026

Project status as of September 30, 2026

Caltrain

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Caltrain | Quarterly Capital Project Report

Q1 FY27

Status as of September 30, 2026 · 19 projects · $ in millions

Capital program at a glance

Projects reported

19

Project status summary

Project	Phase	Phase completion
Bridge projects		
San Francisquito Creek Bank Stabilization	Construction	02/19/27
San Francisquito Creek Bridge Replacement	Concept Design – 15%	03/30/27
Corridor grade crossing projects		
Rengstorff Ave Grade Separation	Design – 65%	08/31/26
Broadway Burlingame Grade Separation	Final Design – 100%	07/01/27
Middle Ave Pedestrian and Bicycle Undercrossing	Design – 65%	07/30/27
South Linden Ave and Scott St Grade Separation	Preliminary Design – 35%	03/30/27
Connecting Palo Alto	Preliminary Design – 35%	12/31/27
Bernardo Avenue Undercrossing	Preliminary Design – 35%	Mar 2026
Redwood City 4-Track Station	Planning (15% Design)	May 2026
Crossing closure projects		
Mountain View Transit Center Grade Separation and Access	Final Design – 100%	12/31/26
Villa Terrace Crossing Closure	Final Design – 100%	12/01/26
At-grade crossing safety enhancements		
Baseline Safety Enhancements Program	Construction	Jul 2027
Charleston Road Grade Crossing	Final Design – 100%	02/29/28
Rail systems projects		
Enterprise Asset Management (EAM) System	Procurement	01/07/27
Update and Upgrade GIS System	System Implementation	12/31/26
PADS Gap Coverage and Improvement	System Implementation	06/24/27
VoIP (Digital Dispatch System)	System Implementation	11/21/26
Other infrastructure projects		
Mini-High Platforms	Construction / Testing	02/28/27
22nd Street ADA Improvements	Design – 65%	12/31/2026

Funding watch list

Current-phase gap

- EAM System: $5.14M short of $6.54M EAC

Later phases need funding

- 22nd St ADA: ~$17M construction est.; FTA ASAP grant awarded
- Also: Middle Ave, S. Linden, Palo Alto, SF Creek Bridge

Section 1 of 6

Bridge projects

2 projects · pages 5–6

Bridges | Grade crossings | Crossing closures | Crossing safety | Rail systems | Other infrastructure

In this section

	Project	Proj. No.	Phase	Page
a.	San Francisquito Creek Bank Stabilization	100762	Construction	5
b.	San Francisquito Creek Bridge Replacement	100427	Concept Design – 15%	6

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: San Francisquito Creek Bank Stabilization (Proj. No. 100762)

Phase: Construction

Bridge projects · City of Palo Alto, City of Menlo Park, SFCJPA

Scope: Stabilize and protect the north bank of San Francisquito Creek to prevent erosion that could undermine Caltrain's bridge abutment, the footings of Palo Alto's Alma Street bike bridge, and a Menlo Park storm drain outfall.

Overall status · September 30, 2026

Schedule

In-stream work done 09/23/26, 3 weeks early

Budget

EAC $13.99M equals budget

Funding

Fully funded through closeout

Phase completion

02/19/27

Project completion: 08/25/27

Phase progress (plan vs forecast)

Env. permits	Contract award	In-stream start	In-stream complete	Substantial completion	Closeout
08/29/25 A	03/05/26 A	06/15/26 A	09/23/26 A	Fcst 11/27/26	Fcst 08/25/27
On plan	On plan	On plan	3 wks early	On plan	On plan

Key metrics (current phase)

Budget expended

46%

$6.45M of $13.99M EAC

Funding activated

95%

$13.32M of $13.99M EAC

Funding identified

$13.99M

Activated $13.32M; $0.67M programmed or planned.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Major contractors	2,711	2,020	2,771	–60
Construction	2,688	1,219	2,688	–
PM oversight	5,473	2,815	5,413	+60
Contingency	1,969	–	1,969	–
ICAP	1,145	399	1,145	–
Total	**13,986**	**6,454**	**13,986**	**–**

Funding sources ($K)

Source	Status	Amount
Caltrain and member agency funds	Activated	7,529
Caltrans LPP-F	Activated	3,572
Cities of Menlo Park and Palo Alto	Activated	2,215
SMCTA FY26/27 budget	Programmed	400
Caltrans LPP-F	Programmed	270
Total funding		**13,986**
Funding minus EAC		**–**

Completed in Q1 FY27

- Completed permanent in-stream bank stabilization, 3 weeks before Oct 15 milestone date
- Performed field inspections and addressed punch-list items
- Ended survey and cultural monitoring after excavation finished
- Coordinated progress with the Cities, SFCJPA and regulators

Next quarter

- Install storm drain outfall flap gate
- Remove 38-inch eucalyptus tree
- Advance above-top-of-bank restoration, irrigation and invasive removal
- Perform periodic environmental monitoring

Top risks

Resolved — Dry-season deadline met; schedule risk closed

No other open risks reported.

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: San Francisquito Creek Bridge Replacement (Proj. No. 100427)

Phase: Concept Design – 15%

Bridge projects · City of Palo Alto, City of Menlo Park, SFCJPA

Scope: Replace the 1902 bridge, which no longer meets load and clearance standards and limits freight operations, by 2033. Current funding takes the project to 15% design before environmental clearance.

Overall status · September 30, 2026

Schedule

15% design on plan for 03/30/27

Budget

EAC $3.32M equals budget

Funding

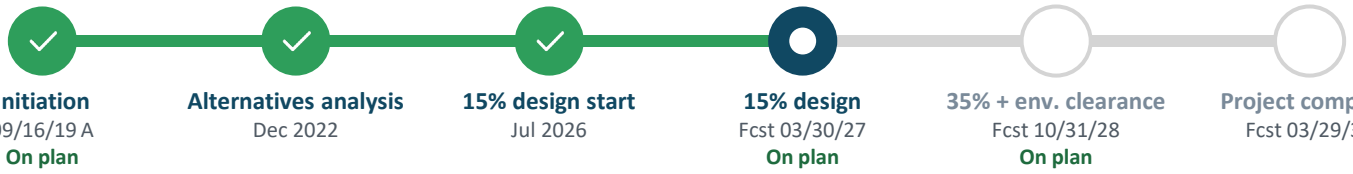
Funded through 15% design only

Phase completion

03/30/27

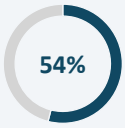
Project completion: 03/29/34

Phase progress (plan vs forecast)



Key metrics (current phase)

Budget expended



$1.80M of $3.32M EAC

Funding activated



$3.32M of $3.32M EAC

Fully funded

$3.32M

Total funding $3.32M vs EAC $3.32M. Funded through 15% design only.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Major contractors	1,615	874	1,615	–
PM oversight	1,237	858	1,344	–107
Contingency	275	–	175	+100
ICAP	190	72	180	+10
Total	**3,316**	**1,804**	**3,316**	**–**

Funding sources ($K)

Source	Status	Amount
FTA Section 5337	Activated	1,728
TIRCP / Measure RR bond swap	Activated	1,072
SFCTA Prop K	Activated	331
VTA STA SOGR	Activated	173
Measure RR (unrestricted)	Activated	12
Total funding		**3,316**
Funding minus EAC		**–**

Completed in Q1 FY27

- Advanced 15% design which includes alternatives, alignments, foundations, OCS
- Completed aerial and track surveys;
- Started utility investigations
- Held first quarterly stakeholder meeting (Cities, SFCJPA, Stanford)
- Completed 35% design phase budget estimate

Next quarter

- Hold design alternatives workshops (late Oct / early Nov)
- Develop preliminary geotechnical and H&H reports
- Advance ROW and utility mapping
- Coordinate supplemental track survey
- Perform Alternative Delivery Workshop

Top risks

Funding	No funding identified beyond 15% design
Condition	1902 bridge deficiencies persist until replacement
Environmental	Creek, historic and El Palo Alto constraints

Section 2 of 6

Corridor grade crossing projects

7 projects · pages 8–14

Bridges | **Grade crossings** | Crossing closures | Crossing safety | Rail systems | Other infrastructure

In this section

	Project	Proj. No.	Phase	Page
a.	Rengstorff Ave Grade Separation	100482	Design – 65%	8
b.	Broadway Burlingame Grade Separation	100244	Final Design – 100%	9
c.	Middle Ave Pedestrian and Bicycle Undercrossing	100703	Design – 65%	10
d.	South Linden Ave and Scott St Grade Separation	002152	Preliminary Design – 35%	11
e.	Connecting Palo Alto	100776	Preliminary Design – 35%	12
f.	Bernardo Avenue Undercrossing	100704	Preliminary Design – 35%	13
g.	Redwood City 4-Track Station	100570	Planning (15% Design)	14

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Rengstorff Ave Grade Separation (Proj. No. 100482)

Phase: Design – 65%

Corridor grade crossing projects · City of Mountain View, VTA

Scope: Replace the Rengstorff Avenue at-grade crossing in Mountain View with an underpass, lowering about 1,200 feet of roadway, and add an elevated walkway along the tracks.

Overall status · September 30, 2026

Schedule

65% done 08/31/26, 31 months after plan

Budget

EAC $25.54M within $25.56M budget

Funding

~$99M construction gap ($296M of $395M)

Phase completion

08/31/26

Project completion: 03/21/31

Phase progress (plan vs forecast)

15% design	Env. clearance	35% design	CMGC award	65% design	Transfer to VTA
03/04/19 A	09/15/21 A	10/31/22 A	08/01/24 A	08/31/26 A	Agreement pending
On plan	On plan	On plan	On plan	+31 mo	

Key metrics (current phase)

Budget expended

57%

$14.45M of $25.54M EAC

Funding activated

102%

$26.00M of $25.54M EAC

Funding above EAC

+$0.46M

Total funding $26.00M vs EAC $25.54M. ~$99M construction gap ($296M of $395M).

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Major contractors	16,882	10,985	16,673	+209
PM oversight	3,796	2,398	3,421	+375
Other direct cost	1	1	1	–
Contingency	2,833	–	3,825	–992
ICAP	2,050	1,064	1,616	+434
Total	**25,562**	**14,448**	**25,536**	**+26**

Funding sources ($K)

Source	Status	Amount
VTA Measure B (FY23)	Activated	22,500
City of Mountain View	Activated	3,500
Total funding		**26,000**
Funding minus EAC		**+464**

Completed in Q1 FY27

- Transmitted 65% PS&E package and open items to VTA
- Board authorized Master Cooperative Agreement with VTA
- Terminated Atkinson/Clark CMGC contract effective 09/30/26
- Completed CEQA filing on 09/03/26
- Updated closeout costs and EAC at 65%

Next quarter

- Execute Caltrain–VTA agreement for continued delivery
- Complete Designer of Record and CMGC contract closeout
- Participate project coordination meetings and support VTA and the City.

Top risks

Funding	~$99M construction funding gap
Transition	Lead agency shift to VTA may affect schedule
Scope	Leland Connector Phase 1 may cause rework

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Broadway Burlingame Grade Separation (Proj. No. 100244)

Phase: Final Design – 100%

Corridor grade crossing projects · TA, City of Burlingame

Scope: Eliminate the high-risk Broadway crossing in Burlingame with a fully grade-separated, elevated rail corridor, permanently closing Broadway Station. Two bike/ped undercrossings replace the Morrell crossing.

Overall status · September 30, 2026

Schedule

100% design on plan for 07/01/27

Budget

EAC $67.12M equals budget

Funding

Funded through design; next phase plan pending

Phase completion

07/01/27

Project completion: 11/30/32

Phase progress (plan vs forecast)

35% design	65% design	CMGC award	65% redesign	100% design	Project complete
01/07/22 A	01/26/23 A	03/08/24 A	07/07/26 A	Fcst 07/01/27	Fcst 11/30/32
On plan	+19 mo	On plan	+3 mo	On plan	

Key metrics (current phase)

Budget expended

60%

$40.38M of $67.12M EAC

Funding activated

64%

$43.12M of $67.12M EAC

Funding identified

$67.12M

Activated $43.12M; $24.00M programmed or planned.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Planning / prel. design	4,461	4,461	4,461	–
Major contractors	44,042	28,655	44,042	–
Real estate	2,035	35	2,035	–
PM oversight	5,754	3,986	5,754	–
Other direct cost	1,357	1,357	1,357	–
Contingency	6,029	–	6,029	–
ICAP	3,445	1,886	3,445	–
Total	**67,124**	**40,381**	**67,124**	**–**

Funding sources ($K)

Source	Status	Amount
SMCTA	Activated	37,188
City of Burlingame	Activated	6,025
Adjustment (prev. phase funds)	Activated	(89)
SMCTA	Programmed	21,600
City of Burlingame	Programmed	2,400
Total funding		**67,124**
Funding minus EAC		**–**

Completed in Q1 FY27

- TOPS Committee approved Designer and CMGC contract amendments
- Submitted PG&E application; EA issued
- Reviewed 65% plans with UPRR; developed fiber relocation options
- Developed bike/ped options from TA and City comments
- Reviewed Oak Grove control point options with Operations

Next quarter

- Board approval and execution of designer and CMGC amendments
- Update overall project schedule
- Continue Funding Ad Hoc Committee
- Site visit on UPRR fiber relocation; ROW activities
- Coordinate NEPA and Section 106 update with FTA

Top risks

Funding	Next-phase funding plan pending City and TA
ROW	Property acquisition and relocation timing
Utilities	Third-party utility conflicts

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Middle Ave Pedestrian and Bicycle Undercrossing (Proj. No. 100703)

Phase: Design – 65%

Corridor grade crossing projects · City of Menlo Park

Scope: Build a new bicycle and pedestrian undercrossing of the Caltrain tracks at Middle Avenue in Menlo Park, improving safety and connections to the Stanford development and nearby schools.

Overall status · September 30, 2026

Schedule

100% design now 07/30/27 (+8 mo)

Budget

EAC $8.59M equals budget

Funding

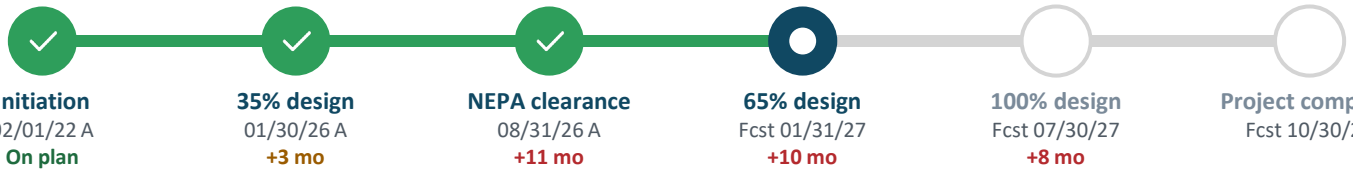
Funded through design; construction unfunded

Phase completion

07/30/27

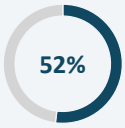
Project completion: 10/30/29

Phase progress (plan vs forecast)



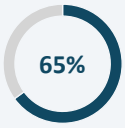
Key metrics (current phase)

Budget expended



$4.50M of $8.59M EAC

Funding activated



$5.59M of $8.59M EAC

Funding identified

$8.59M

Activated $5.59M; $3.00M programmed or planned.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Major contractors	5,121	2,723	5,120	+1
Construction	4	4	4	–
PM oversight	2,074	1,455	2,074	–
Contingency	824	–	824	–
ICAP and other	569	324	569	–
Total	**8,592**	**4,505**	**8,592**	**–**

Funding sources ($K)

Source	Status	Amount
Menlo Park Middle Ave Crossing 04443	Activated	2,000
Menlo Park Middle Ave Crossing 04443	Activated	3,020
FY23 City of Menlo Park 04437	Activated	572
Menlo Park Middle Ave Crossing 04443	Programmed	3,000
Total funding		**8,592**
Funding minus EAC		**–**

Completed in Q1 FY27

- Advanced 65% structural, utility, drainage and lighting design
- Advanced box-jacking design and construction sequencing
- Evaluated UPRR fiber relocation and property rights
- City submitted PG&E 4 kV relocation application
- Prepared for flagging and work-window workshop

Next quarter

- Review initial 65% design package (end of October)
- Follow up with PG&E on franchise agreement
- Refine staging and work windows with Operations and CMGC
- Support City LPP and SMCTA Cycle 8 grant applications

Top risks

Funding	Construction phase not yet funded
Utilities	PG&E and Cal Water conflicts unresolved
Third party	UPRR fiber review and property rights

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: South Linden Ave and Scott St Grade Separation (Proj. No. 002152)

Phase: Preliminary Design – 35%

Corridor grade crossing projects · South San Francisco, San Bruno, SMCTA

Scope: Grade separate South Linden Avenue (South San Francisco) and Scott Street (San Bruno), 1,850 feet apart, as one project to improve safety and reduce future traffic delays. Both crossings rank #6 on the CPUC safety list.

Overall status · September 30, 2026

Schedule

35% design on plan for 03/30/27

Budget

EAC $10.93M equals budget

Funding

Funded through 35%; construction unfunded

Phase completion

03/30/27

Project completion: 12/09/34

Phase progress (plan vs forecast)

Initiation	15% design	Design contract	Delivery method	35% design	Env. clearance
01/01/18 A	05/31/22 A	05/04/23 A	Fcst 11/30/26	Fcst 03/30/27	Fcst 05/30/27
On plan	On plan	On plan	On plan	On plan	On plan

Key metrics (current phase)

Budget expended



$7.68M of $10.93M EAC

Funding activated



$10.93M of $10.93M EAC

Fully funded

$10.93M

Total funding $10.93M vs EAC $10.93M. Funded through 35%; construction unfunded.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Major contractors	6,991	5,186	6,991	–
PM oversight	2,321	1,895	2,321	–
Contingency	837	–	837	–
ICAP	779	597	779	–
Total	**10,928**	**7,678**	**10,928**	–

Funding sources ($K)

Source	Status	Amount
SMCTA (planning and PE/env MOUs)	Activated	8,404
City of South San Francisco	Activated	1,211
Caltrain	Activated	949
City of San Bruno	Activated	366
Total funding		**10,930**
Funding minus EAC		**+2**

Completed in Q1 FY27

- Resolved Basis of Design comments; advanced 35% design
- Executed RSE Contract Amendment No. 1
- Drafted utility coordination matrix and ROW impact map
- Completed Phase I ESA report (under review)
- Updated risk register for design refinements

Next quarter

- Start utility relocation coordination with Cities and owners
- Confirm ROW owner outreach plan
- Complete Limited Phase II ESA
- Resolve Scott St culvert conflict
- Hold alternative delivery workshop

Top risks

Utilities	PG&E 230 kV transmission line relocation
ROW	Property acquisitions and easements
Funding	Construction phase not yet funded

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Connecting Palo Alto (Proj. No. 100776)

Phase: Preliminary Design – 35%

Corridor grade crossing projects · VTA, FRA, City of Palo Alto

Scope: Refine grade separation concepts for Churchill Avenue, Meadow Drive and Charleston Road in Palo Alto through preliminary engineering and environmental documentation, under a January 2025 Cooperative Agreement with the City and VTA.

Overall status · September 30, 2026

Schedule

PE and environmental on plan for 12/31/27

Budget

EAC $17.11M equals budget

Funding

Limited funding beyond 35% design

Phase completion

12/31/27

Project completion: 10/05/35

Phase progress (plan vs forecast)

Initiation	Cooperative agreement	15% design	35% design	PE + env. complete	Project complete
10/26/23 A	Jan 2025	09/30/26 A	Fcst 07/30/27	Fcst 12/31/27	Fcst 10/05/35
On plan		On plan	On plan	On plan	

Key metrics (current phase)

Budget expended



$6.18M of $17.11M EAC

Funding activated



$17.11M of $17.11M EAC

Fully funded

$17.11M

Total funding $17.11M vs EAC $17.11M. Limited funding beyond 35% design.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Conceptual design (done)	107	107	107	–
Major contractors	8,071	2,395	8,389	–318
PM oversight	5,649	3,212	6,168	–519
Contingency	3,280	–	1,248	+2,032
ICAP	–	466	1,195	–1,195
Total	**17,107**	**6,180**	**17,107**	**–**

Funding sources ($K)

Source	Status	Amount
VTA Measure B	Activated	11,900
City of Palo Alto	Activated	5,207
Total funding		**17,107**
Funding minus EAC		**–**

Completed in Q1 FY27

- City Council directed advancing concepts to 35% and environmental (09/28)
- Presented to PABAC (09/03) and Rail Committee (09/08)
- Started engagement summary and comment matrix
- Developed 35% design schedule

Next quarter

- Finalize 35% consultant scopes and budgets
- Begin coordinating potholing documents (e.g., SSWP, permitting)
- Conduct 35% design kick-off workshop and begin basis of design
- Perform Alternative Delivery workshop

Top risks

Utilities	24-inch PG&E gas line location unknown
Mobility	Meadow and Charleston may both need closure during construction
Funding	Limited funding beyond 35% design

Project: Bernardo Avenue Undercrossing (Proj. No. 100704) **Phase:** Preliminary Design – 35%

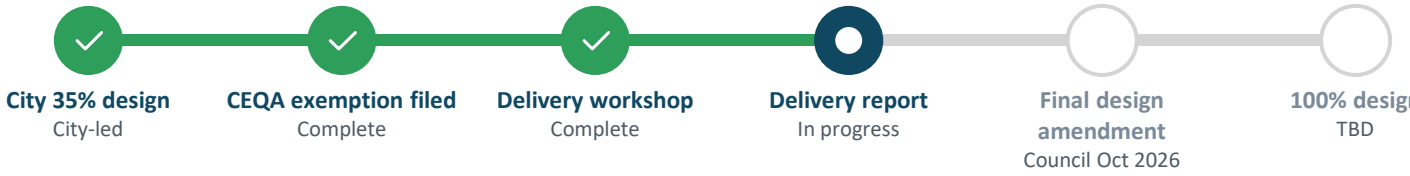
Corridor grade crossing projects · Sunnyvale, Mountain View

Scope: New bicycle and pedestrian undercrossing of the Caltrain right-of-way (ROW) at Bernardo Avenue (Project), on the border of Sunnyvale and Mountain View. The proposed undercrossing would provide key access across/under the ROW as well as the Central Expressway.

Overall status · September 30, 2026

Schedule	Budget	Funding	Phase completion
Under development	*Under development*	*Under development*	**Mar 2026** Project completion: TBD

Phase progress (plan vs forecast)



Key facts

Lead agency
Caltrain
Sunnyvale is the project sponsor

Next phase
65% design
Amendment underway

Approvals
TOPS approved
Board and City Council approvals next

Project scope

New bicycle and pedestrian undercrossing of the Caltrain 68.02ıtral Expressway at Bernardo Avenue, on the Sunnyvale–Mountain View border. Caltrain reviewed the City's 35% design, filed the CEQA Notice of Exemption, confirmed the NEPA CatEx can transfer to FTA, and is preparing the alternative delivery report.

Completed in Q1 FY27

- Updated draft work directive proposal request
- Resolved comments on service agreement amendment
- TOPS Committee approved the amendment

Next quarter

- Complete Alternative Delivery Analysis report
- Send work directive proposal request to GEC
- Obtain Board approval of the amendment
- Prepare for City Council approval
- Refresh 35% design comments

Top risks

Under development

Project: Redwood City 4-Track Station (Proj. No. 100570)

Phase: Planning (15% Design)

Corridor grade crossing projects · Redwood City and Caltrain (co-leads)

Scope: 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.

Overall status · September 30, 2026

Schedule	Budget	Funding	Phase completion
Planning phase complete (May 2026)	*Under development*	Environmental phase funded ($15.0M)	**May 2026** Project completion: TBD

Phase progress (plan vs forecast)

Preferred alternative	Technical study	Findings to Council and AMP	Env. phase scope	Environmental phase
2023	May 2026	Fall 2026	In progress	TBD

Key facts

Planning phase budget

$650K

$500K consultant, $150K Caltrain staff

Consultant budget spent

100%

Scope of work complete

Environmental phase funding

$15.0M

$13.5M Measure W RTC + $1.5M match

Project scope

Technical study of an elevated four-track station replacing the at-grade two-track station in downtown Redwood City, needed for 8 trains per peak hour per direction. The preferred alternative grade separates six crossings: Whipple, Brewster, Broadway, Maple (bike/ped), Main and Chestnut.

Completed in Q1 FY27

- Completed concept design and construability study.
- Caltrain and City preparing environmental phase scope, budget .

Next quarter

- Development Project Implementation Plan for Project Development Phase
- Establish project delivery organization chart
- Present findings to Redwood City Council and AMP Committee
- Hold workshops to scope and budget the environmental phase

Top risks

Under Development

Section 3 of 6

Crossing closure projects

2 projects · pages 16–17

Bridges | Grade crossings | **Crossing closures** | Crossing safety | Rail systems | Other infrastructure

In this section

	Project	Proj. No.	Phase	Page
a.	Mountain View Transit Center Grade Separation and Access	100617	Final Design – 100%	**16**
b.	Villa Terrace Crossing Closure	100966	Final Design – 100%	**17**

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Mountain View Transit Center Grade Separation and Access (Proj. No. 100617)

Phase: Final Design – 100%

Crossing closure projects · City of Mountain View, Santa Clara County, VTA

Scope: The current scope is to install fencing to close the street and prevent cars from crossing the tracks at Castro Street. Streets will be restriped to divert traffic. The vehicle crossing gates will be removed, and a single, widened at-grade pedestrian crossing will remain with a flashing gate assembly.

Overall status · September 30, 2026

Schedule

100% design now 12/31/26 (+2.5 mo)

Budget

EAC $17.00M equals budget

Funding

Fully funded through construction

Phase completion

12/31/26

Project completion: 12/05/28

Phase progress (plan vs forecast)

Initiation	65% design	Env. clearance	100% design	Construction award	Closeout
04/27/20 A	01/30/26 A	03/31/26 A	Fcst 12/31/26	Fcst 05/06/27	Fcst 12/05/28
On plan	On plan	On plan	+2.5 mo	On plan	On plan

Key metrics (current phase)

Budget expended

65%

$11.01M of $17.00M EAC

Funding activated

100%

$17.00M of $17.00M EAC

Fully funded

$17.00M

Total funding $17.00M vs EAC $17.00M.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Design package 1 (done)	9,378	9,378	9,378	–
Major contractors	1,271	1,249	1,271	–
Construction	2,889	–	2,889	–
PM oversight	1,767	277	1,786	–19
Other direct cost	100	–	100	–
Contingency	1,126	–	1,106	+20
ICAP	469	102	470	–1
Total	**17,000**	**11,006**	**17,000**	**–**

Funding sources ($K)

Source	Status	Amount
VTA Measure B	Activated	17,000
Total funding		**17,000**
Funding minus EAC		**–**

Completed in Q1 FY27

- Returned comments on 95% design from all stakeholders
- Answered VTA questions on construction cost estimate
- Reconciling HNTB and KMC construction estimates

Next quarter

- Hold 95% comment resolution meeting
- Begin 100% plans and specifications
- Finalize reconciled construction cost estimate
- Prepare Issue for Bid for Construction

Top risks

Third party	Late stakeholder decisions
Scope	City-added items raise construction cost
Cost	Bids may exceed project budget

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Villa Terrace Crossing Closure (Proj. No. 100966)

Phase: Final Design – 100%

Crossing closure projects · City of San Mateo, CPUC, Caltrans

Scope: Close the Villa Terrace rail crossing in San Mateo. The City builds cul-de-sacs and fencing; Caltrain removes the gates and crossing panels, restores ballast, and updates signal and PTC systems.

Overall status · September 30, 2026

Schedule

100% design/IFB on plan for 12/01/26

Budget

EAC $1.37M equals budget

Funding

Fully funded (Section 130)

Phase completion

12/01/26

Project completion: 03/31/28

Phase progress (plan vs forecast)

65% design	100% design / IFB	Construction NTP	Substantial completion	Closeout
Fcst 10/15/26	Fcst 12/01/26	Fcst 04/02/27	Fcst 12/01/27	Fcst 03/31/28
+2 wks	On plan	On plan	On plan	On plan

Key metrics (current phase)

Budget expended



$0.18M of $1.37M EAC

Funding activated



$1.37M of $1.37M EAC

Fully funded

$1.37M

Total funding $1.37M vs EAC $1.37M.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Design contractor	300	120	300	–
Construction	300	–	300	–
PM oversight	347	45	347	–
Other direct cost	100	–	100	–
Contingency	241	–	241	–
ICAP	86	14	86	–
Total	**1,374**	**179**	**1,374**	**–**

Funding sources ($K)

Source	Status	Amount
Caltrans Section 130 grant	Activated	1,374
Total funding		**1,374**
Funding minus EAC		**–**

Completed in Q1 FY27

- RSE continued 65% design plans and specifications
- City updating GO 88-B form for CPUC approval

Next quarter

- Review RSE 65% submittal (submitted 10/08)
- City resubmits GO 88-B with updated plans to CPUC
- Amend RSE work directive to add Bellevue closure design

Top risks

Third party	Stakeholder review delays (City, CPUC)
Resources	TASI resources pulled to urgent work

Section 4 of 6

At-grade crossing safety enhancements

2 projects · pages 19–20

Bridges | Grade crossings | Crossing closures | **Crossing safety** | Rail systems | Other infrastructure

In this section

	Project	Proj. No.	Phase	Page
a.	Baseline Safety Enhancements Program	100951	Construction	19
b.	Charleston Road Grade Crossing	100816	Final Design – 100%	20

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Baseline Safety Enhancements Program (Proj. No. 100951)

Phase: Construction

At-grade crossing safety enhancements · Local jurisdictions, CPUC, TAs

Scope: Install baseline safety upgrades at all Caltrain at-grade crossings: solar LED pavement markers, roadway delineators, refreshed striping, and traffic signal timing adjustments with local jurisdictions.

Overall status · September 30, 2026

Schedule

Construction underway

Budget

EAC $3.78M vs $5.88M budget

Funding

Funding exceeds EAC by $2.10M

Phase completion

Jul 2027

Project completion: Jul 2027

Phase progress (plan vs forecast)

- **Construction kick-off** — Sep 2026 ✓
- **Municipal outreach** — Sep 2026 ✓
- **Encroachment permits** — Oct 2026
- **Site work begins** — Oct 2026
- **Pilot recommendations** — Fall 2026 – Spring 2027
- **Program complete** — Jul 2027

Key metrics (current phase)

Budget expended

53%

$1.99M of $3.78M EAC

Funding activated

113%

$4.27M of $3.78M EAC

Crossings installed

10%

4 of 41 crossings

Funding above EAC

+$2.10M

Total funding $5.88M vs EAC $3.78M.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Implementation (TASI)	2,597	1,489	2,615	–18
PM oversight	396	186	504	–108
Other direct cost	176	176	176	–
Contingency	2,296	–	232	+2,064
ICAP	414	136	248	+166
Total	**5,880**	**1,987**	**3,776**	**+2,104**

Funding sources ($K)

Source	Status	Amount
SMCTA	Activated	2,320
VTA Measure B	Activated	1,950
FTA	Programmed	1,000
VTA	Programmed	440
Member funds (FTA match) and SFCTA	Programmed	170
Total funding		**5,880**
Funding minus EAC		**+2,104**

Completed in Q1 FY27

- Kicked off construction with TASI and striping subcontractors
- Notified all municipalities of upcoming work
- Started traffic control plan review and encroachment permits
- Collected ATP and RailSentry pilot data

Next quarter

- Continue encroachment permits and begin site work
- Continue ATP and RailSentry pilot data collection

Top risks

No risk register included in the MSR.

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Charleston Road Grade Crossing (Proj. No. 100816)

Phase: Final Design – 100%

At-grade crossing safety enhancements · CPUC, Caltrans, City of Palo Alto

Scope: Upgrade safety at the Charleston Road crossing in Palo Alto: two CPUC Standard 9 pedestrian gates, 25 seconds of advance signal preemption, and solar LED pavement markers and striping.

Overall status · September 30, 2026

Schedule

Substantial completion now 02/29/28 (+5 mo)

Budget

EAC $2.85M equals budget

Funding

$2.1M construction funds awaiting Caltrans

Phase completion

02/29/28

Project completion: 07/31/28

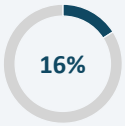
Phase progress (plan vs forecast)



65% design	100% design	CPUC GO 88-B	Work directive to TASI	Substantial completion	Closeout
10/01/25 A	12/31/25 A	07/23/26 A	Fcst 12/31/26	Fcst 02/29/28	Fcst 07/31/28
+4 wks	+4 wks	+2.5 mo	+7 mo	+5 mo	+5 mo

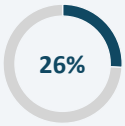
Key metrics (current phase)

Budget expended



$0.45M of $2.85M EAC

Funding activated



$0.75M of $2.85M EAC

Funding identified

$2.85M

Activated $0.75M; $2.10M programmed or planned.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Design contractor	250	250	250	–
Construction	865	–	865	–
PM oversight	760	165	760	–
Contingency	823	–	823	–
ICAP and adjustment	152	33	152	–
Total	**2,850**	**448**	**2,850**	**–**

Funding sources ($K)

Source	Status	Amount
Section 130 (Charleston Road)	Activated	750
Section 130 (Charleston Road)	Planned	2,100
Total funding		**2,850**
Funding minus EAC		**–**

Completed in Q1 FY27

- City submitted ROW Certificate to Caltrans
- Caltrans now requires City PES form to release construction funds
- Issued work directive proposal request to TASI
- Held monthly stakeholder meeting

Next quarter

- City submits PES form (since completed)
- Caltrans amends funding agreement (~6 weeks after PES)
- Receive TASI construction proposal
- Continue monthly City, Caltrans and CPUC meetings

Top risks

Funding	Construction funds depend on Caltrans amendment
Third party	City of Palo Alto coordination

Section 5 of 6

Rail systems projects

4 projects · pages 22–25

Bridges | Grade crossings | Crossing closures | Crossing safety | **Rail systems** | Other infrastructure

In this section

	Project	Proj. No.	Phase	Page
a.	Enterprise Asset Management (EAM) System	100564	Procurement	22
b.	Update and Upgrade GIS System	100565	System Implementation	23
c.	PADS Gap Coverage and Improvement	100614	System Implementation	24
d.	VoIP (Digital Dispatch System)	100615	System Implementation	25

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Enterprise Asset Management (EAM) System (Proj. No. 100564)

Phase: Procurement

Rail systems projects

Scope: Roll out an EAM system in phases: a central asset registry, work orders and maintenance planning (Phase 1); condition monitoring and predictive maintenance (Phase 2); and dashboards for decisions and compliance (Phase 3).

Overall status · September 30, 2026

Schedule

Implementation award now 01/07/27 (+3 mo)

Budget

EAC $6.54M equals budget (under review)

Funding

$5.14M funding gap

Phase completion

01/07/27

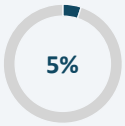
Project completion: 06/30/29

Phase progress (plan vs forecast)

Initiation	RFP release	SaaS purchase order	Implementation award	Implementation NTP	Project Completion
09/17/25 A	04/03/26 A	09/15/26 A	Fcst 01/07/27	Fcst 01/25/27	Fcst 06/30/29
			+3 mo	+3.5 mo	+1.5 mo

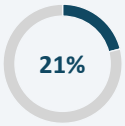
Key metrics (current phase)

Budget expended



$0.35M of $6.54M EAC

Funding activated



$1.40M of $6.54M EAC

Funding gap

–$5.14M

Activated $1.4M; planned $1.9M; state funds and working on securing additional $3.2M funds.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Major contracts	3,913	198	3,913	–
PM oversight	1,674	132	1,674	–
Contingency	500	–	500	–
ICAP	451	23	451	–
Total	**6,537**	**353**	**6,537**	–

Funding sources ($K)

Source	Status	Amount
SFCTA member agency funds	Activated	750
General Capital Fund	Activated	648
Total funding		**1,398**
Funding minus EAC		**–5,139**

Completed in Q1 FY27

- Finalized purchase order for a 4-year Octave subscription.
- Issued the 1GPA cooperative agreement; proposals due mid-October.
- Updated EAM records for vehicles, traction power, guideway mileage, and station condition ratings.
- Completed the 2026 TAM Plan, including a 10-year asset replacement backlog forecast.
- Expanded the EAM implementation scope to include OT assets in the final migration wave, improving cost efficiencies.

Next quarter

- Evaluate implementation proposal for January Board
- Prepare core asset data for implementation
- Refine unified asset registry (TERM Lite, TAM, CIP, NTD, RTCI)
- Update to-be workflows and systems architecture

Top risks

Funding — $5.1M gap to complete JPB system assets by FY28. Director of Fund Management has identified $1.9M state fund for full EAM implementation.

Schedule — Implementation services procurement delay.

Scope — Some future systems may not be ready for integration by FY28

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Update and Upgrade GIS System (Proj. No. 100565)

Phase: System Implementation

Rail systems projects

Scope: Standardize Caltrain's geospatial data to improve asset visibility. FY26 adds fiber, signal and communication layers and an Engineering Viewer; FY27 moves layers to an IT-hosted production system and improves underground utility mapping.

Overall status · September 30, 2026

Schedule

Substantial completion 12/31/26

Budget

EAC $2.12M equals budget

Funding

Funding exceeds EAC by $51K

Phase completion

09/30/26

Project completion: 06/30/27

Phase progress (plan vs forecast)

Initiation	Viewer go-live	Substantial completion	Startup / turnover	Closeout
02/10/22 A	03/31/26 A	09/30/26 A	Fcst 12/31/26	Fcst 06/30/27
On plan	On plan	On plan	On plan	On plan

Key metrics (current phase)

Budget expended

94%

$2.00M of $2.12M EAC

Funding activated

102%

$2.17M of $2.12M EAC

Funding above EAC

+$0.05M

Total funding $2.17M vs EAC $2.12M.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
PM oversight	1,237	1,121	1,237	–
Other direct cost	809	809	809	–
ICAP	89	79	89	–
Adjustment	(12)	(12)	(12)	–
Total	**2,122**	**1,997**	**2,122**	**–**

Funding sources ($K)

Source	Status	Amount
General Capital Fund	Activated	1,650
SFCTA Prop K	Activated	477
SAMTR non-CCF prepaid	Activated	34
STA FY19	Activated	12
Total funding		**2,173**
Funding minus EAC		**+51**

Completed in Q1 FY27

- Delivered core GIS layers and launched the Dev Viewer to improve QA/QC review and validation.
- Developed a parking lot layer to support ownership tracking and naming standardization.
- Established a 10-foot fiber buffer outside the ROW for Underground Service Alert (USA) notifications, with service activation planned for 2027.
- Enhanced the 2026 Track Chart with updated aerial imagery.

Next quarter

- Request purchase of two Vivax locator for fiber and utility mapping
- Migrate layers with fifteen standard attribute fields
- Update AGOL license allocations to all Caltrain departments

Top risks

Funding — Funding for data handover coordination.

Scope — EGIS portal migration approach

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: PADS Gap Coverage and Improvement (Proj. No. 100614)

Phase: System Implementation

Rail systems projects

Scope: Improve the Predictive Arrival/Departure System: add EMUs to PADS, add server redundancy, improve arrival prediction accuracy and train messaging, and deploy a real-time GTFS feed.

Overall status · September 30, 2026

Schedule

Substantial completion on plan for 06/07/27

Budget

EAC $5.61M equals budget

Funding

Funding exceeds EAC by $1.03M

Phase completion

06/24/27

Project completion: 06/24/27

Phase progress (plan vs forecast)

Initiation	Contract award	Design start	Substantial completion	Go live	Closeout
03/24/22 A	03/05/26 A	04/01/26 A	Fcst 06/07/27	Fcst 06/25/27	Fcst 09/25/27
On plan	+7 mo	On plan	On plan	On plan	On plan

Key metrics (current phase)

Budget expended

54%

$3.06M of $5.61M EAC

Funding activated

118%

$6.64M of $5.61M EAC

Funding above EAC

+$1.03M

Total funding $6.64M vs EAC $5.61M.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Design contractor	1,357	731	1,357	–
PM oversight	2,474	1,726	2,474	–
Other direct cost	378	378	378	–
Contingency	1,069	–	1,069	–
ICAP and adjustment	331	220	331	–
Total	**5,610**	**3,055**	**5,610**	**–**

Funding sources ($K)

Source	Status	Amount
TIRCP / Measure RR bond swap	Activated	4,236
TA (Res. 25-029)	Activated	2,400
Total funding		**6,636**
Funding minus EAC		**+1,026**

Completed in Q1 FY27

- Wabtec final design and test plans progressing on schedule
- RSE delivered wayside software package #4 on schedule
- Progressed Subdiv #1 and #2 V&V and deployment planning
- Ongoing TASI wayside software installation

Next quarter

- Wabtec progressing to software modification and lab test planning
- Receive RSE wayside software package #5
- Deploy Subdiv #1 in the field
- Deploy Subdiv #2 (late Oct / Nov)
- Finalize network configuration rework plan, prepare for deployment and resume back office interface testing
- Ongoing TASI wayside software installation

Top risks

Resources	PTC subdiv releases limited by TASI field crews
Schedule	

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: VoIP (Digital Dispatch System) (Proj. No. 100615)

Phase: System Implementation

Rail systems projects

Scope: Replace the obsolete Radio Dispatch System and unsupported AT&T analog leased lines with digital components that use Caltrain's fiber network and VoIP phones.

Overall status · September 30, 2026

Schedule

Substantial completion now 11/21/26 (+6 mo)

Budget

EAC $1.71M equals budget

Funding

Fully funded

Phase completion

11/21/26

Project completion: 05/28/27

Phase progress (plan vs forecast)



Initiation	100% design	Contract award	Substantial completion	Startup / turnover	Closeout
02/27/25 A	06/26/25 A	08/01/25 A	Fcst 11/21/26	Fcst 12/18/26	Fcst 05/28/27
On plan	On plan	1 mo early	+5.5 mo	+3.5 mo	+2 mo

Key metrics (current phase)

Budget expended



$1.28M of $1.71M EAC

Funding activated



$1.71M of $1.71M EAC

Fully funded

$1.71M

Total funding $1.71M vs EAC $1.71M.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Implementation	522	467	522	–
PM oversight	703	564	703	–
Other costs	151	151	151	–
Contingency	225	–	225	–
ICAP	112	96	112	–
Total	**1,713**	**1,278**	**1,713**	**–**

Funding sources ($K)

Source	Status	Amount
TIRCP / Measure RR bond swap	Activated	971
Measure RR capital	Activated	520
General Capital Fund	Activated	222
Total funding		**1,713**
Funding minus EAC		**–**

Completed in Q1 FY27

- Completed Penta Site Acceptance Test
- TASI pre-staged consoles at Menlo Park and San Jose
- Ran EMU test trains to find onboard radio issues

Next quarter

- Plan Penta cutover separately from new VHF site activation
- Resolve EMU onboard radio issues with Stadler
- Perform Cutover

Top risks

Technical	EMU onboard radio coverage issues
Technical	Legacy server failure before cutover



Section 6 of 6

Other infrastructure projects

2 projects · pages 27–28

Bridges | Grade crossings | Crossing closures | Crossing safety | Rail systems | **Other infrastructure**

In this section

	Project	Proj. No.	Phase	Page
a.	Mini-High Platforms	100684	Construction / Testing	**27**
b.	22nd Street ADA Improvements	100459	Design – 65%	**28**

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: Mini-High Platforms (Proj. No. 100684)

Phase: Construction / Testing

Other infrastructure projects

Scope: Install precast mini-high platforms, with grounding and bonding in electrified areas, to speed ADA boarding, shorten dwell times and improve service for all passengers.

Overall status · September 30, 2026

Schedule

Substantial completion on plan for 02/28/27

Budget

EAC $7.27M equals budget

Funding

Fully funded

Phase completion

02/28/27

Project completion: 06/30/27

Phase progress (plan vs forecast)

100% design / IFB	Contract award	EMU segment in service	Substantial completion	Turnover	Closeout
08/24/23 A	01/04/24 A	Complete	Fcst 02/28/27	Fcst 03/30/27	Fcst 06/30/27
On plan	On plan		On plan	On plan	On plan

Key metrics (current phase)

Budget expended

77%

$5.63M of $7.27M EAC

Funding activated

100%

$7.27M of $7.27M EAC

Fully funded

$7.27M

Total funding $7.27M vs EAC $7.27M.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Design contractor	215	215	215	–
Construction	4,236	2,808	3,920	+316
PM oversight	2,049	2,295	2,606	–557
Contingency	543	–	100	+443
ICAP	229	316	430	–201
Total	**7,271**	**5,633**	**7,271**	**–**

Funding sources ($K)

Source	Status	Amount
TIRCP / Measure RR bond swap	Activated	4,772
SAMTR non-CCF prepaid	Activated	1,964
FTA Section 5537	Activated	460
SMCTA (25th Ave)	Activated	75
Total funding		**7,271**
Funding minus EAC		**–**

Completed in Q1 FY27

- Continued handrail procurement for remaining platforms
- Planned delivery and installation of platforms and ramps
- Coordinated access and flagging with UPRR and RailPros

Next quarter

- Begin installation at Gilroy (late October)
- Install San Martin, Morgan Hill, Blossom Hill, Capitol (Nov–Jan)
- Finalize UPRR and RailPros flagging

Top risks

Cost	Handrail material cost escalation
Schedule	Schedule creep on remaining 5 stations
Procurement	Subcontractor pricing for WD 11313 Amd. 5

Caltrain | Quarterly Capital Project Report

Q1 FY27

Project: 22nd Street ADA Improvements (Proj. No. 100459)

Phase: Design – 65%

Other infrastructure projects · SFCTA · Lead agency: Caltrain

Scope: Add wheelchair-accessible ramps to both platforms at 22nd Street Station, now reachable only by stairs, plus wayfinding, tactile strips, lighting, signage and platform improvements.

Overall status · September 30, 2026

Schedule

65% design on plan for 12/31/26

Budget through Design Phase

EAC $2.03M equals budget

Funding

Design funded; ~$17M construction estimate

Phase completion

06/30/27

Project completion: 04/30/30

Phase progress (plan vs forecast)

15% design	30% design	65% design	100% design	Construction award	Substantial completion
03/21/23 A	03/21/24 A	Fcst 12/31/26	Fcst 06/30/27	Fcst 01/06/28	Fcst 09/30/29
On plan	On plan	On plan	On plan	On plan	On plan

Key metrics (current phase)

Budget expended

55%

$1.12M of $2.03M EAC

Funding activated

100%

$2.03M of $2.03M EAC

Fully funded through Design Phase

$2.03M

Total funding $2.03M vs EAC $2.03M. Design funded; ~$17M construction estimate.

Cost by category ($K)

Category	Budget	Expended	EAC	Variance
Planning–30% design (done)	734	677	677	+57
Major contractors	601	294	726	–125
PM oversight	342	108	333	+9
Contingency	228	–	207	+21
ICAP	128	38	91	+37
Total	**2,034**	**1,117**	**2,034**	**–**

Funding sources ($K)

Source	Status	Amount
SFCTA Prop L	Activated	1,300
SFCTA Prop K	Activated	734
Total funding		**2,034**
Funding minus EAC		**–**

Completed in Q1 FY27

- Received draft geotechnical report and draft 65% design
- Held 65% design workshop with Caltrain Engineering
- Confirmed ADA scope on both platforms, incl. mini-highs
- Site visit with electrical engineer and station architect

Next quarter

- Finalize geotechnical report; send to SFCTA
- Confirm environmental clearance approach
- Finalize 65% design (due November)
- Receive Federal Grant

Top risks

Funding	Construction funding gap (~$17M estimate)
Regulatory	Level boarding may need FTA and CPUC waivers
Design	Community feedback may change design