

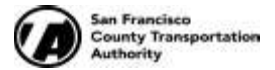
As of 9/8/23

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	Next Generation Visual Messaging Sign - FY25		
Implementing Agency:	PCJPB		
Prop L Expenditure Plan Information			
Prop L Program:	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project will install visual messaging signs and passenger information systems for Caltrain stations, which may include the 4th & King and 22nd Street Stations. The project improves the safety for customers and employees, and the security around the facilities, as these systems are used to share safety information with passengers.		
Project Location and Limits:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Communities located in the neighborhood of Bayview, South San Francisco, and Burlingame/San Mateo		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	This project will install VMS and passenger information system for the Caltrain stations. The current VMS signs are no longer supported by the manufacturer and the Predictive Arrival and Departure System (PADS) is obsolete. Activities may include design, research, and construction related to the replacement of the signs.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	FY24-25 NextGenVMS-Image1, FY24-25 NextGenVMS-Image2		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None		

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Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2024/25
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25
Notes						

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Next Generation Visual Messaging Sign - FY25</i>
Relative Level of Need or Urgency (time sensitive)	<p>This ongoing maintenance program needs to proceed to enable safe and reliable operations through the Caltrain corridor. Over the course of the past several years, there have been insufficient funds to address all Caltrain SOGR needs. These unmet needs have been identified as Caltrain's SOGR backlog. Ongoing funding is required to address current SOGR needs and the backlog of SOGR needs.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (S RTP) provides a near-term operating outlook for Caltrain. The S RTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous S RTPs, this one did not include a capital plan but it used operational scenarios, including Caltrain Electrified Service, that inform the capital needs for the 2023/24 - 2027/28 horizon. Caltrain is also in the process of developing a 10-year Capital Improvement Plan (CIP) that will include a comprehensive list of maintenance, renewal, and enhancement capital investments upon which the organization will expend resources. Caltrain 10-year CIP will build upon the Board-adopted Long-Range Service Vision, as well as Caltrain Transit Asset Management Plan, and will be a critical component to the implementation of the Vision.</p> <p>The JPB's biennial capital budget process also helped to further refine the list of Caltrain Maintenance, Rehabilitation and Replacement projects. Caltrain's Board of Directors approved the Operating and Capital Budgets for Fiscal Year (FY) 2024 and 2025 on June 2, 2023. The FY 2024 and 2025 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in Caltrain's S RTPs.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>This ongoing maintenance program enables the safe and reliable operations through the Caltrain corridor, and specifically through the EPCs located in Bayview, South San Francisco, and Burlingame/San Mateo. Caltrain has a system-wide average of low income (under \$27,180) riders of 13%, based on the 2020 Census, within a two mile buffer of the stations; therefore, improving operational reliability directly benefits the ability of disadvantaged communities to access transportation.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Equity</p> <p>Safety and Livability: improving the quality of the communications creates a safer environment for passengers and employees.</p> <p>Equity: this project maintains critical wayfinding and information displays, therefore improving accessibility for low-mobility individuals, improving travel time and job accessibility, and improving health of riders that take transit in lieu of waiting in traffic and being exposed to GHG emissions.</p>

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The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

08- Caltrain Transit Maintenance, Rehabilitation, and Replacement

Safety	System safety will deteriorate indirectly as the communication system's state of good repair levels are not maintained. The project improves the safety for customers and employees, and the security around the facilities. Also, communication systems are used to share safety information with passengers.
Need (Asset Useful Life)	The project rehabilitates and replaces signal systems and communication equipment and related hardware/software that is either at the end of its useful life or obsolete (e.g. VMS). The replaced PADS system will also communicate with the new EMU.
Improves Efficiency of Transit Operations	The existing equipment is not reliable, and the new system is more reliable. Service quality will also deteriorate indirectly as communication system's state of good repair levels are not maintained.
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