

Project Name and Sponsor				
Project Name:	SF Local Capital Match Placeholder			
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 is a placeholder for ongoing maintenance programs on the Caltrain Corridor between the 4th & King Station in San Francisco County and Control Point Lick, at Milepost 51.6, in Santa Clara County. Caltrain may use funding for one or more activities listed in the below detailed scope.			
Project Location and Limits:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties			
Supervisorial District(s):	Citywide			
Is the project located on the 2022 Vision Zero High Injury Network ?	No	<table border="1"> <tr> <td>Is the project located in an Equity Priority Community (EPC)?</td> <td>Yes</td> </tr> </table>	Is the project located in an Equity Priority Community (EPC)?	Yes
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).	<p>Prop L offsets San Francisco’s local match contribution Caltrain's capital budget for Caltrain maintenance projects. The JPB has been rehabilitating the Caltrain corridor within San Francisco, San Mateo and Santa Clara Counties through Rolling Stock Rehabilitation, Signal and Communications, Stations and Facilities, Track and Structures programs to maintain safe, reliable and a high quality of levels of service and provide the capability for future increases in service and enhanced operational flexibility. Prop L funds may be requested for recurring maintenance programs as follows:</p> <p>The Rolling Stock Rehabilitation program may include but is not limited to: maintenance of locomotives and passenger cars, inspection and maintenance of the EMU carriages, and any other necessary components for the rolling stock to function correctly.</p> <p>The Signal Systems and Communication Rehabilitation may include but is not limited to: CCTV replacement including an assessment study, maintenance and rehabilitation of signal, fiber and radio systems along with station communications, updates on office systems hardware and software (e.g. central train control, positive train control, predictive arrival and departure systems (PADS)), study to outline the next generation for the Visual Messaging Sign (VMS), planned maintenance/replace/upgrade of the dynamic envelope at 4 grade crossing, and any other necessary components for the communications systems to function correctly.</p>			
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.				
Type of Environmental Clearance Required:	Categorically Exempt			
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	None			

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



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)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder. Schedule will be determined once specific projects are identified and an allocation request is submitted.						

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Prop L Supplemental Information
Please fill out each question listed below (rows 2-8) for all projects.

Project Name	<i>SF Local Capital Match Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	These ongoing maintenance programs need 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.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The Caltrain 2023-2028 Short Range Transit Plan (SRTP) provides a near-term operating outlook for Caltrain. The SRTP was presented to the JPB Board of Directors on December 1, 2022 for adoption. Unlike previous SRTPs, 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 SRTPs.</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	These ongoing maintenance programs are critical to enabling the safe and reliable operations of public rail passenger service 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.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Environmental Sustainability, Accountability and Engagement, Economic Vitality, Equity</p> <p>Safety and Livability: improving the quality of the assets along the corridor creates a safer environment for passengers and employees.</p> <p>Environmental Sustainability: rehabilitation programs along the corridor provide assets that are more energy efficient and offer a safer environment for all.</p> <p>Economic Vitality: rehabilitating assets along the corridor will facilitate the access to main employment areas connected to the corridor and will foster the development of businesses in communities surrounding the stations.</p> <p>Equity: each community will benefit from rehabilitated assets along the corridor that ensure the Caltrain system operates safely and on-time. Maintaining the Caltrain system in a state of good repair provides better accessibility for low-mobility individuals, improved travel time and job accessibility, and ensures improved health of riders in lieu of waiting in traffic and being exposed to GHG emissions.</p>

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Project Information Form (PIF) Template**



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 as corridor assets are not maintained in a good level of state of good repair. The programs improve the safety for customers and employees, around the right-of-way, stations, and facilities.
Need (Asset Useful Life)	The maintenance programs rehabilitate and replace assets that are at the end of their useful life, obsolete, or as part of a mid-life overhaul for the Rolling Stock.
Improves Efficiency of Transit Operations	Rehabilitated equipment provides higher reliability for operations. Service quality will also deteriorate indirectly as assets are not maintained in a good State of Good Repair.
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