

2023 Prop L 5-Year Prioritization Program

Caltrain Maintenance, Rehabilitation, and Replacement

Approved: October 24, 2023



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the Peninsula Corridor Joint Powers Board.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Caltrain Maintenance is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Caltrain Maintenance as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Provides San Francisco’s local match contribution for the Caltrain capital program, on behalf of the City and County of San Francisco until 2022 Sales Tax funds for this program run out. Programmatic improvements such as the upgrade, rehabilitation, and replacement of transit vehicles, spare parts, and on-board equipment; transit facilities (including stations) and facilities related equipment; and guideways such as rail, signals, communications, traction power equipment, and the overhead contact system. Facilities and guideways improvements may include upgrades to improve resilience to climate change. Service planning and capital planning efforts are also eligible. Includes project development and capital costs. Sponsor Agency: PCJPB. Total Funding: \$550.3M; EP: \$100M.”

PCJPB stands for Peninsula Corridor Joint Powers Board.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Caltrain Maintenance, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$4.50 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that

engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 – Winter 2022. The New Expenditure Plan for San Francisco’s Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including investment in transit, with a focus on improvements in reliability, and the importance of maintenance.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority’s website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023. Key themes emerged from this process including support for transit reliability improvements.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco’s Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Caltrain Maintenance 5YPP:

- System usage (increase in ridership)
-

- On-time performance
- Adherence to industry and government maintenance guidelines

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Since its inception, Caltrain has relied on contributions to its capital and operating budgets from its member agencies: San Mateo County Transit District, Santa Clara Valley Transportation Authority, and the City and County of San Francisco. Prop K has provided San Francisco's contribution to the Caltrain capital budget since it superseded Prop B in 2004. Projects that correspond to Prop L's Caltrain Maintenance program fell under Prop K's PCJPB Capital Improvement Program, and from the PCJPB share of the Vehicles, Facilities, and Guideways Expenditure Plan programs.

Table 1 shows the Project Status of open Caltrain Maintenance grants under Prop K, grouped by Prop K Expenditure Plan program.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
Capital Improvement Program						
PCJPB	Maintenance Facility State of Good Repair - EP 7	Construction	2017/18	\$393,794	\$8,127	Yes
PCJPB	Automatic Passenger Counters at 4th and King - Construction	Construction	2019/20	\$400,000	\$75,356	Yes

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehab	Construction	2019/20	\$753,506	\$746,686	
PCJPB	Caltrain Station Infrastructure Refresh/Upgrade	Construction	2019/20	\$464,506	\$152,730	
PCJPB	Major Initiatives Corridor-wide Grade Separation Study	Planning	2019/20	\$60,000	\$45,968	
PCJPB	Next Generation Visual Message Signs and PADS	Design	2019/20	\$500,000	\$26,582	
PCJPB	Update and Upgrade GIS system	Construction	2020/21	\$477,175	\$101,682	
PCJPB	Enterprise Asset Management Software System	Construction	2021/22	\$750,000	\$750,000	
PCJPB	Right of Way Fencing	Construction	2021/22	\$250,000	\$250,000	
PCJPB	Guadalupe River Bridge Replacement and Extension - Construction EP7	Construction	2022/23	\$272,825	\$272,825	
Vehicles						
PCJPB	Gallery Car State of Good Repair Program	Construction	2010/11	\$408,551	\$205,854	Yes
PCJPB	Rolling Stock State of Good Repair	Construction	2012/13	\$1,000,000	\$212,786	Yes
PCJPB	F40 Locomotives State of Good Repair	Construction	2017/18	\$388,650	\$32,400	Yes
PCJPB	Passenger Cars State of Good Repair	Construction	2017/18	\$785,095	\$302,125	
PCJPB	Revenue Vehicle Rehabilitation	Construction	2018/19	\$3,807,115	\$3,261,397	
PCJPB	Bombardier Cars SOGR	Construction	2019/20	\$2,100,000	\$2,100,000	
PCJPB	F40 Locomotives State of Good Repair	Construction	2019/20	\$150,000	\$150,000	
PCJPB	Bombardier Cars State of Good Repair	Construction	2020/21	\$1,663,825	\$1,663,825	
PCJPB	Revenue Vehicle Rehabilitation	Construction	2022/23	\$22,195	\$22,195	
Facilities						
PCJPB	Maintenance Facility State of Good Repair - EP 20P	Construction	2017/18	\$250,632	\$42,626	Yes

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehab - Design	Design	2019/20	\$300,000	\$118,047	
PCJPB	Station Enhancements and Improvements - Construction	Construction	2019/20	\$430,506	\$362,430	
PCJPB	Stations State of Good Repair	Construction	2020/21	\$400,000	\$200,710	
Guideways						
PCJPB	Brisbane Tunnel Track and Drainage Rehabilitation - P/C Engineering	Planning	2013/14	\$33,400	\$4,624*	Yes
PCJPB	Systemwide Track Rehabilitation	Construction	2015/16	\$1,398,243	\$71,241	Yes
PCJPB	Railroad Communication System State of Good Repair - Construction	Construction	2017/18	\$80,000	\$30,118	Yes
PCJPB	Systemwide Track Rehabilitation	Construction	2017/18	\$700,000	\$350,776	
PCJPB	Guadalupe River Bridge Replacement and Extension	Design	2018/19	\$600,000	\$11,546	
PCJPB	Systemwide Track Rehabilitation	Construction	2018/19	\$1,100,000	\$1,100,000	Yes
PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	Construction	2018/19	\$137,541	\$137,541	Yes
PCJPB	Guadalupe River Bridge Replacement and Extension	Design	2019/20	\$1,000,000	\$1,000,000	
PCJPB	Resolve Speed and Route Signaling Conflict - Construction	Construction	2019/20	\$300,000	\$294,506	
PCJPB	Resolve Speed and Route Signaling Conflict - Design	Design	2019/20	\$200,000	\$175,937	
PCJPB	San Francisquito Creek Bridge Replacement - Design	Design	2019/20	\$120,000	\$60,327	
PCJPB	Structure Maintenance - State of Good Repair	Construction	2019/20	\$160,000	\$74,349	
PCJPB	Systemwide Track Rehabilitation	Construction	2019/20	\$180,000	\$180,000	Yes
PCJPB	Grade Crossing Safety Improvements	Design	2020/21	\$500,000	\$156,032	
PCJPB	Guadalupe River Bridge Replacement and Extension	Design	2020/21	\$227,500	\$227,500	

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/13/23)	REMAINING BALANCE (AS OF 9/13/23)	OPEN FOR USE?
PCJPB	San Francisquito Creek Bridge Replacement	Design	2020/21	\$227,500	\$144,325	
PCJPB	Structures SOGR	Design	2020/21	\$40,000	\$40,000	
PCJPB	Structures SOGR	Construction	2020/21	\$120,000	\$120,000	
PCJPB	Systemwide Track Rehabilitation	Construction	2020/21	\$1,144,000	\$1,144,000	
PCJPB	Guadalupe River Bridge Replacement and Extension - Construction EP22P	Construction	2022/23	\$1,691,000	\$1,691,000	
PCJPB	Systemwide Track Rehabilitation	Construction	2022/23	\$720,030	\$720,030	

Projects are sorted by Prop K Expenditure Plan program, then allocation year, then name.

*Invoice and close-out pending

The COVID-19 pandemic had a profound impact on the schedules for Caltrain capital projects. Caltrain has been faced with challenges such as supply chain issues related to the purchase and procurement of track materials and vehicle parts. Take for example Systemwide Track Rehabilitation. While Caltrain regularly waits 3-6 months for most track materials, supply chain issues extended the wait time to 1-2 years for long lead items such as rail and railroad tie materials. The same is true with vehicle parts for trains, such as lights and AC filler, which are not made anymore and required time to find creative solutions to move the projects forward. Caltrain was also experiencing staffing shortages in multiple departments, including project controls, grants, billing, and procurements. Caltrain has since filled the necessary roles to support the delivery of the projects. We are meeting with Caltrain staff to get a detailed update on project status of past grants, updated cash flow reimbursement schedules, and assisting with grant close out process.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving

transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Caltrain Maintenance 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from Caltrain Maintenance ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix A.

The Transportation Authority advanced funds for the Caltrain Maintenance program in the Prop L Strategic Plan Baseline beyond the pay-as-you-go amounts to support Caltrain budgeting and corresponding commitments from funding partners in the three Peninsula Joint Powers Board counties. The baseline includes \$5,000,000 yearly through Fiscal Year 2045/46.

Prop L Project Submissions Evaluation - EP 08 Caltrain Maintenance

		Prop L-Wide Criteria					Program Specific Criteria			
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging ¹	Safety	Need (Asset Useful Life)	Improves Efficiency of Transit Operations	Total
Citywide	Right-of-Way Fencing	5	0	3	1	4	4	0	2	19
Citywide	SOG MOW Track - Track Equipment	5	0	3	1	2	4	4	4	23
Citywide	Station SOGR	5	0	3	1	0	1	4	4	18
Citywide	FY24 Next Generation Visual Messaging Sign	5	0	3	1	0	3	4	2	18
Citywide	SOG MOW Track	5	0	3	1	2	4	4	4	23
Citywide	FY25 Next Generation Visual Messaging Sign	5	0	3	1	0	3	4	2	18
Citywide	SF Local Capital Match Placeholder (FY26-FY28)	Caltrain prioritizes within its capital improvement program and then works with the member JPB counties to identify the specific projects to fund each budget cycle. Projects nominated for SF's share will be prioritized using the Prop L criteria once identified.								
Total Possible Score			4	5	5	4	4	4	4	30
¹ Leveraging scores in the table above reflect leveraging for the specific project proposed. Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Each of the JPB counties (San Francisco, San Mateo, and Santa Clara) are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project by project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources.										
Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.										
Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.										
Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.										
Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.										
Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process. Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations. Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations. One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations. Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.										
Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources. NOTE FOR CALTRAIN MAINTENANCE: Each of the JPB counties (San Francisco, San Mateo, and Santa Clara) are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project by project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources.										
Safety: Highest possible score is 4. Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly. Points are based on the safety information presented in the Project Information Form.										
Need (Asset Useful Life): Highest possible score is 4. Project replaces asset at end of useful life or for transit vehicles addresses best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.										
Improves Efficiency of Transit Operations: Highest possible score is 4. Project supports reliable transportation services and improved efficiency.										

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
08- Caltrain Transit Maintenance, Rehabilitation, and Replacement
Programming Year

Pending October 24, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	Right-of-Way Fencing	Construction	\$462,000	\$0	\$0	\$0	\$0	\$462,000
PCJPB	State of Good Repair Maintenance of Way Track - Track Equipment - FY24	Construction	\$2,113,000	\$0	\$0	\$0	\$0	\$2,113,000
PCJPB	Stations State of Good Repair	Construction	\$1,227,000	\$0	\$0	\$0	\$0	\$1,227,000
PCJPB	Next Generation Visual Messaging Sign - FY24	Construction	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
PCJPB	Next Generation Visual Messaging Sign - FY25	Construction	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000
PCJPB	State of Good Repair Maintenance of Way Track	Construction	\$0	\$2,600,000	\$0	\$0	\$0	\$2,600,000
PCJPB	SF Local Capital Match Placeholder	Construction	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
PCJPB	SF Local Capital Match Placeholder	Construction	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000
PCJPB	SF Local Capital Match Placeholder	Construction	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Funds Requested in 2023 5YPP			\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Cumulative Remaining Programming Capacity			\$19,998,000	\$14,998,000	\$9,998,000	\$4,998,000	(\$2,000)	(\$2,000)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
08- Caltrain Transit Maintenance, Rehabilitation, and Replacement
Cash Flow (Maximum Annual Reimbursement)

Pending October 24, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement						Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	
Right-of-Way Fencing	Construction	\$250,000	\$212,000					\$462,000
State of Good Repair Maintenance of Way Track - Track Equipment - FY24	Construction	\$613,000	\$1,500,000					\$2,113,000
Stations State of Good Repair	Construction	\$613,000	\$614,000					\$1,227,000
Next Generation Visual Messaging Sign - FY24	Construction	\$300,000	\$600,000	\$300,000				\$1,200,000
Next Generation Visual Messaging Sign - FY25	Construction		\$1,000,000	\$1,400,000				\$2,400,000
State of Good Repair Maintenance of Way Track	Construction		\$900,000	\$500,000	\$500,000	\$700,000		\$2,600,000
SF Local Capital Match Placeholder	Construction			\$2,500,000	\$2,500,000			\$5,000,000
SF Local Capital Match Placeholder	Construction				\$2,500,000	\$2,500,000		\$5,000,000
SF Local Capital Match Placeholder	Construction					\$2,500,000	\$2,500,000	\$5,000,000
Cash Flow Requested in 2023 5YPP		\$1,776,000	\$4,826,000	\$4,700,000	\$5,500,000	\$5,700,000	\$2,500,000	\$25,002,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$0	\$25,000,000
Cumulative Remaining Cash Flow Capacity		\$3,224,000	\$3,398,000	\$3,698,000	\$3,198,000	\$2,498,000	(\$2,000)	(\$2,000)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Caltrain Maintenance	81.8%	24.1%*

*Anticipated leveraging excludes the 2025/26-2027/28 SF Local Capital Match Placeholders.

We are confident that program-wide leveraging will meet or exceed Expenditure Plan expectations, even if not met on a project-by-project basis, since Prop L is helping to provide San Francisco's local match to Caltrain's overall state of good repair capital program. Specific projects to be funded are identified as part of the 2-year budget process by Caltrain in coordination with the three member counties (San Francisco, San Mateo, and Santa Clara). Each of the counties are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project-by-project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources.

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

Project Name and Sponsor			
Project Name:	Right of Way Fencing		
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):	The Right of Way Fencing project will install approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of improvement intended to enhance safety, including suicide prevention.		
Project Location and Limits:	The Caltrain Corridor serves the counties of San Francisco, San Mateo, and Santa Clara		
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).	The purpose of this project is to install approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of improvement intended to enhance safety, including suicide prevention. The Caltrain Corridor serves the counties of San Francisco, San Mateo, and Santa Clara.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	N/A		
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	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Start Construction (e.g. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2025/26
Project Completion (means last eligible expenditure)		In-house and Contracted			Q1-Jul-Aug-Sep	2025/26
Notes						

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



Project Name:	Right of Way Fencing									
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Project Cost Estimate		Funding Source		
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 1,992,635	\$ 462,000	\$ 1,530,635	FY24 Capital Budget
Operations (i.e. paratransit)	\$ -	\$ -		
Total Project Cost	\$ 1,992,635	\$ 462,000	\$ 1,530,635	
Percent of Total		23%	77%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 462,000	\$ 250,000	\$ 212,000	\$ -	\$ -	\$ -
San Mateo		Construction	Programmed	2023/24	\$ 730,635	\$ -	\$ -	\$ -	\$ -	\$ -
Congressional earmark		Construction	Planned	2023/24	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,992,635	\$ 250,000	\$ 212,000	\$ -	\$ -	\$ -

Notes

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



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Right of Way Fencing</i>
Relative Level of Need or Urgency (time sensitive)	This project needs to proceed to enhance safety, including suicide prevention.
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	This project supports safety improvement intended to enhance safety, including suicide prevention along the Caltrain Corridor, which serves the counties of San Francisco, San Mateo, and Santa Clara.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Equity, Environmental Sustainability</p> <p>Safety and livability: this project makes the transit system a safer travel option Environmental Sustainability: the project also reduces vulnerability to weather elements. Equity: each community will benefit from enhanced safety along the corridor that ensures the Caltrain system operates safely and on-time.</p>

**Prop L Sales Tax Program
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	Installation of approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of safety improvement intended to enhance safety, including suicide prevention.
Need (Asset Useful Life)	The project is a phased approach to a series of safety improvement intended to enhance safety, including suicide prevention.
Improves Efficiency of Transit Operations	The project offers more efficient transit operations, and reduces the risk of delays.

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



Project Name and Sponsor			
Project Name:	SOGGR Maintenance of Way Track Equipment - FY24		
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 support the purchase of critical track Maintenance-of-Way equipment to keep the track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations. It also reduces the risk of harm and limits the impact to the customers and employees in case of an incident.		
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).	<p>The purpose of this project is to support the purchase of critical track Maintenance-of-Way equipment to keep the track in a SOGR. It includes the replacement of trucks, mowers and forklifts.</p> <p>This project may also include the purchase and replacement of new rail and crossties, purchase and replacement of special track components, purchase and installation of thermite welds, purchase and installation of other track materials, maintenance welding and grinding at special track locations, track surfacing throughout the corridor, rail grinding, highway grade crossing restoration and repair, ballast purchase and placement, purchased services including inspections, undercutting, paving, earthwork, weed abatement, vegetation removal and the purchase of small tools and other supplies.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	N/A		
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)	35%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25
Notes						
Prop L will only reimburse eligible costs incurred after allocation of funds and execution of a Standard Grant Agreement.						

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



Project Name:	SOGR Maintenance of Way Track Equipment - FY24									
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Project Cost Estimate		Funding Source			
Phase	Cost	Prop L	Other	Source of Cost Estimate	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -		
Right of Way	\$ -	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -		
Construction	\$ 2,557,000	\$ 2,113,000	\$ 444,000	FY2024 Capital budget	
Operations (i.e. paratransit)	\$ -	\$ -			
Total Project Cost	\$ 2,557,000	\$ 2,113,000	\$ 444,000		
Percent of Total		83%	17%		

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 2,113,000	\$ 613,000	\$ 1,500,000		\$ -	\$ -
SMCTA		Construction	Programmed	2023/24	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -
STA SOGR		Construction	Programmed	2023/24	\$ 264,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 2,557,000	\$ 613,000	\$ 1,500,000	\$ -	\$ -	\$ -

Notes
Each of the JPB counties (San Francisco, San Mateo, and Santa Clara) are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project by project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources.

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



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>SOGR Maintenance of Way Track Equipment - FY24</i>
Relative Level of Need or Urgency (time sensitive)	<p>This project needs to proceed to enable safe and reliable movement of trains 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, Environmental Sustainability, Equity</p> <p>Safety and livability: this project makes the transit system a safer travel option by reducing the risk of failure of the infrastructure components.</p> <p>Environmental Sustainability: the project also reduces the vulnerability to weather elements.</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>

**Prop L Sales Tax Program
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	Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations and reduces the risk of harm and limits the impact to the customers and employees in case of an incident. This project keeps the railroad in compliance with Federal safety standards (see Code of Federal Regulations Title 49 Part 213 A-F).
Need (Asset Useful Life)	The project replaces track components and equipment at the end of their useful life along with maintaining structures along the corridor.
Improves Efficiency of Transit Operations	The project offers more efficient transit operations and reduces the risk of delays.

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



Project Name and Sponsor			
Project Name:	Stations SOGR - FY24		
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 make various upgrades/repairs to Caltrain Stations, which may include the 4th & King and 22nd Street Stations. Maintenance of stations improves customer and employee safety on the system and makes Caltrain a more attractive option for travel. Keeping the station areas in optimal condition contributes to on-time operations at arrival and departure from the stations.		
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).	The stations State of Good Repairs (SOGR) work relates to planned maintenance, replacement and rehab activities which may include: corrosion mitigation, rain shelter replacements, elevator rehab, concrete repairs, repair and replace station building roofs, bathroom repairs, replace of roll up gates and decorative fencing, resurfacing of parking lot surface, and any other necessary components for the stations to offer an optimal service.		
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)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25
Notes						

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



Project Name:	Stations SOGR - FY24
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Project Cost Estimate		Funding Source		
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 1,227,000	\$ 1,227,000	\$ -	FY2024 Capital budget
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,227,000	\$ 1,227,000	\$ -	
Percent of Total		100%	0%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 1,227,000	\$ 613,000	\$ 614,000	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,227,000	\$ 613,000	\$ 614,000	\$ -	\$ -	\$ -

Notes

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



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	Stations SOGR - FY24
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 (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	<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, Economic Vitality, Equity</p> <p>Safety and Livability: this project participates in improving the customers and employees' safety on the system and also makes the transit system a more attractive option for travels. Economic Vitality: maintaining stations in state of good repair is critical to maintaining the attractiveness and user experience on the Caltrain system, which participates in the regional economic vitality.</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>

**Prop L Sales Tax Program
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	Renovating stations contributes to offering a harm free zone to the customers and employees at the stations.
Need (Asset Useful Life)	The project replaces various station components at the end of their useful life.
Improves Efficiency of Transit Operations	Part of the repairs performed in this project is done on the platform, which is the interface between the station and the rolling stock. Keeping the station areas in optimal condition ensures on-time operations at arrival and departure from the stations.

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



Project Name and Sponsor			
Project Name:	Next Generation Visual Messaging Sign - FY24		
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 Visual Message Signs (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		

**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)	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						

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



Project Name:	Next Generation Visual Messaging Sign - FY24									
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Project Cost Estimate		Funding Source		
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 1,200,000	\$ 1,200,000	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,200,000	\$ 1,200,000	\$ -	
Percent of Total		100%	0%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2023/24	\$ 1,200,000	\$ 300,000	\$ 600,000	\$ 300,000	\$ -	\$ -
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Total By Fiscal Year					\$ 1,200,000	\$ 300,000	\$ 600,000	\$ 300,000	\$ -	\$ -

Notes

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



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 - FY24</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 and maintain the foundational goal of safety.</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>
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Equity</p> <hr/> <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, improved travel time and job accessibility, and health of riders that take transit in lieu of waiting in traffic and being exposed to GHG emissions.</p>

**Prop L Sales Tax Program
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.

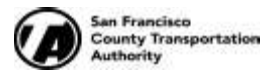
08- Caltrain Transit Maintenance, Rehabilitation, and Replacement

Safety	System safety will deteriorate indirectly as the communication system's state of good repair levels are not maintained. The project improves the safety for customers and employees, as well as 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 their 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 equipments are not reliable, and the new system is more reliable. Service quality will also deteriorate indirectly as the communication system's state of good repair levels are not maintained.
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**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		

**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)	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						

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



Project Name:	Next Generation Visual Messaging Sign - FY25
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Project Cost Estimate		Funding Source		
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 2,400,000	\$ 2,400,000		
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 2,400,000	\$ 2,400,000	\$ -	
Percent of Total		100%	0%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Programmed	2024/25	\$ 2,400,000	\$ -	\$ 1,000,000	\$ 1,400,000	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Total By Fiscal Year					\$ 2,400,000	\$ -	\$ 1,000,000	\$ 1,400,000	\$ -	\$ -

Notes

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



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 (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	<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>

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



Project Name and Sponsor			
Project Name:	SOGR Maintenance of Way Track		
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):	The System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each year is based upon the condition of the railroad, which is determined through inspections and tests performed throughout the previous year. This project makes the transit system a safer travel option by reducing the risk of failure of infrastructure components.		
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).	The System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each year is based upon the condition of the railroad, which is determined through inspections and tests performed throughout the previous year. The project includes many different work activities that remain consistent from year to year. These activities include replacement of rail and crossties, replacement of special track components and other track materials, installation of thermite welds, maintenance welding and grinding at special track locations, track surfacing throughout the corridor, purchased services including inspections and weed abatement, and vegetation removal and the purchase of small tools.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	N/A		
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)	10%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2026/27
Advertise Construction	5%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Start Construction (e.g. Award Contract)	35%	Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use		In-house			Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)		In-house			Q4-Apr-May-Jun	2027/28
Notes						

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



Project Name:	SOGR Maintenance of Way Track									
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Project Cost Estimate		Funding Source			
Phase	Cost	Prop L	Other	Source of Cost Estimate	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -		
Right of Way	\$ -	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -		
Construction	\$ 3,800,593	\$ 2,600,000	\$ 1,200,593	Capital budget	
Operations (i.e. paratransit)	\$ -	\$ -			
Total Project Cost	\$ 3,800,593	\$ 2,600,000	\$ 1,200,593		
Percent of Total		68%	32%		

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	08- Caltrain Transit Maintenance, Rehabilitation, and Replacement	Construction	Planned	2024/25	\$ 2,600,000		\$ 900,000	\$ 500,000	\$ 500,000	\$ 700,000
Federal SOGR		Construction	Programmed	2024/25	\$ 955,255	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Toll		Construction	Programmed	2024/25	\$ 245,338	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,800,593	\$ -	\$ 900,000	\$ 500,000	\$ 500,000	\$ 700,000

Notes

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



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>SOGR Maintenance of Way Track</i>
Relative Level of Need or Urgency (time sensitive)	<p>This project needs to proceed to enable safe and reliable movement of trains 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 (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	<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>
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Environmental Sustainability, Equity</p> <p>Safety and livability: this project makes the transit system a safer travel option by reducing the risk of failure of the infrastucture components.</p> <p>Environmental Sustainability: the project also reduces the vulnerability to weather elements.</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>

**Prop L Sales Tax Program
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	Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations. It also reduces the risk of harm and limits the impact to the customers and employees in case of an incident. This project keeps the railroad in compliance with Federal safety standards (see Code of Federal Regulations Title 49 Part 213 A-F).
Need (Asset Useful Life)	The project replaces track components and equipment at the end of their useful life along with maintaining structures along the corridor.
Improves Efficiency of Transit Operations	The project offers more efficient transit operations and reduces the risk of delays.

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



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		
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).	<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.						

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



Project Name:	SF Local Capital Match Placeholder										
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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
Phase		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 15,000,000	\$ 15,000,000		
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 15,000,000	\$ 15,000,000	\$ -	
Percent of Total		100%	0%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Prop L	08- Caltrain Transit Maintenance, Rehabilitation and	Construction	Planned	2025/26	\$ 5,000,000	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -
Prop L	06- Caltrain Transit Maintenance, Rehabilitation and	Construction	Planned	2026/27	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -
Prop L	08- Caltrain Transit Maintenance, Rehabilitation and	Construction	Planned	2027/28	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Total By Fiscal Year					\$ 15,000,000	\$ -	\$ -	\$ 2,500,000	\$ 5,000,000	\$ 5,000,000	\$ 2,500,000

Notes

Other JPB counties are expected to contribute the same amount of funding as Prop L. Prop L funds will be significantly leveraged by those member contributions, federal transit formula and other funds. Details to be provided when the projects are identified.

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



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)	<p>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.</p>
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	<p>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.</p>
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>

**Prop L Sales Tax Program
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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