Quarterly Capital Program Status Report
and DBE Status Report

Prepared for the March 3, 2016 JPB Meeting

2nd Quarter FY2016: October 1, 2015 – December 31, 2015

Peninsula Corridor
Joint Powers Board

Caltrain®
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Note: The “Expended to Date Cost” is reported at the Project Level.
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
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</thead>
<tbody>
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<td>1. Station and Intermodal Access</td>
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<td>5. Others</td>
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<td>$1,990</td>
<td>$1,990</td>
<td>$2,690</td>
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<td>$2,032</td>
<td>$13,322</td>
<td>$9,291</td>
<td>$122,529</td>
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<td>7. Legal Mandates &amp; Required Enhancements</td>
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<td>$0</td>
<td>$0</td>
<td>$117,982</td>
<td>$1,595</td>
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<td><strong>Total Board Approved Budget by FY (1)</strong></td>
<td><strong>$36,626</strong></td>
<td><strong>$61,477</strong></td>
<td><strong>$39,093</strong></td>
<td><strong>$190,565</strong></td>
<td><strong>$44,555</strong></td>
<td><strong>$200,792</strong></td>
</tr>
</tbody>
</table>

| Total Audited Expenditures by FY (2)         | $92,126 | $81,375 | $87,385 | $110,229 | $105,651 (3) | $53,360 (3) |

Some of the major projects completed include, but are not limited to the following:

- Centralized Equipment Maintenance & Operations Facility (CEMOF)
- North Terminal Operations Improvements Project
- Burlingame Station Platform & Track Improvements Project
- Diridon Station Improvements
- Guadalupe River Bridge Interim Repair Project
- Cal Ave Station Improvements / Palo Alto Ped Underpass & Platform Improvements / Bridge Deck Repair Project
- San Bruno / South Linden Interim Safety Improvement Project
- Procurement of Eight Caltrain Passenger Cars
- San Mateo County Grade Crossing Improvement Program
- South San Francisco Station Parking Lot Project
- South Terminal and Santa Clara Stations Improvements Project
- San Mateo Bridges Rehabilitation Project
- Jerrold Avenue Bridge Replacement Project
- System Station Rehab Project - FY2012
- Narrow Banding Project
- Rail Operation Control System (ROCS) Project
- Real Time Transit Information Project - Predictive Arrival/Departure System (PADS)
- San Bruno Grade Separation Project
- Wayside Power at Diridon Station Project
- Pre-emption Improvement Project

Note: (1) The "Total Board Approved Budget by FY" reflects the annual budget approved by the JPB at the beginning of each fiscal year. This authorizes the amount that could be spent on projects. Unspent budget in a fiscal year will be carried forward to subsequent budget years.

(2) "Total Audited Expenditures by FY" reflects total cost expended in the fiscal year; funding source for the expenditures could be from prior fiscal years.

(3) Expenditures shown for FY2015 and FY2016 through December 31, 2015 have not been audited.
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## TRAFFIC LIGHT REPORT

The following projects represent a sub-set of the total Capital Program and have been selected for inclusion into the Quarterly Report due to project value, operational significance, and/or impact on customers.

<table>
<thead>
<tr>
<th>SCOPE</th>
<th>SCHEDULE</th>
<th>BUDGET / COST</th>
<th>HSR IMPACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atherton Station Improvements (Project On hold)</td>
<td>🟠 W W W W</td>
<td>🟥 🟥</td>
<td>4</td>
</tr>
<tr>
<td>Broadway Station Improvements (Project On hold)</td>
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<td>🟥 🟥</td>
<td>6</td>
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<tr>
<td>Crew Facility Rehab at San Francisco Terminal Project</td>
<td>🟠 ▲ R G G</td>
<td>G G</td>
<td>8</td>
</tr>
<tr>
<td>CBOSS/PTC Project</td>
<td>🟠 G G G G</td>
<td>G G</td>
<td>10</td>
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<tr>
<td>Peninsula Corridor Electrification Project</td>
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<td>G G</td>
<td>12</td>
</tr>
<tr>
<td>Jerrold Avenue North Span Removal Project</td>
<td>🟠 G G G G</td>
<td>G G</td>
<td>14</td>
</tr>
<tr>
<td>Los Gatos Creek Bridge Replacement Project</td>
<td>🟠 G R R R</td>
<td>G G</td>
<td>16</td>
</tr>
<tr>
<td>Marin Street and Napoleon Avenue Bridge Closure Project</td>
<td>🟠 ▲ R R R</td>
<td>G G</td>
<td>18</td>
</tr>
<tr>
<td>Quint Street Bridge Project</td>
<td>🟠 ▲ ▲ ▲ ▲</td>
<td>G G</td>
<td>20</td>
</tr>
<tr>
<td>Railroad Communications System (SOGR) Project - FY2013</td>
<td>🟠 G G G G</td>
<td>N/A N/A</td>
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<tr>
<td>Railroad Communications System (SOGR) Project - FY 2014</td>
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<td>N/A N/A</td>
<td>24</td>
</tr>
<tr>
<td>Rail Grinding Project - FY2014 &amp; FY2015</td>
<td>🟠 G R G G</td>
<td>G G</td>
<td>26</td>
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<tr>
<td>San Bruno Grade Separation Project</td>
<td>🟠 ▲ ▲ ▲ ▲</td>
<td>G G</td>
<td>28</td>
</tr>
<tr>
<td>San Francisco Roadway Bridges Replacement Project</td>
<td>🟠 G G G G</td>
<td>G G</td>
<td>30</td>
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<td>San Mateo Bridges Replacement Project</td>
<td>🟠 G G G G</td>
<td>G G</td>
<td>32</td>
</tr>
<tr>
<td>Signal Pre-emption Improvement Project</td>
<td>🟠 R R ▲ ▲</td>
<td>G G</td>
<td>34</td>
</tr>
<tr>
<td>Station Modifications for 6-Car Trains - Phase I</td>
<td>🟠 G G G G</td>
<td>G G</td>
<td>36</td>
</tr>
<tr>
<td>Systemwide Signal System Rehabilitation Project - FY2013</td>
<td>🟠 G G G G</td>
<td>N/A N/A</td>
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<tr>
<td>Systemwide Signal System Rehabilitation Project - FY2014</td>
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<td>N/A N/A</td>
<td>40</td>
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<tr>
<td>Systemwide Station Rehab Program - FY2014</td>
<td>🟠 R G R R</td>
<td>N/A N/A</td>
<td>42</td>
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<tr>
<td>Systemwide Track Rehab Program - FY2015</td>
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<td>N/A N/A</td>
<td>44</td>
</tr>
<tr>
<td>Train Dispatch Voice Communication System Project</td>
<td>🟠 R R R R</td>
<td>G G</td>
<td>46</td>
</tr>
<tr>
<td>25th Ave. Grade Separation</td>
<td>🟠 G G G G</td>
<td>G G</td>
<td>48</td>
</tr>
</tbody>
</table>

- 🟠 = Project On-Hold
- 🟠 = No Issues
- ▲ = Notable Issues
- 🟥 = Significant Issues
ATHERTON STATION IMPROVEMENTS

SCOPE:  This project provides for the design and construction of new station facilities at Atherton Station (MP 27.80) to eliminate the "hold out rule". The scope of the project includes demolishing the center platform and providing outboard boarding platforms with a center inter-track fence and a signalized/gated pedestrian crossing at the northern end of the platforms.

Issues:  Design has been completed; project was placed on hold for further efforts (see note in "Other" section). Scope of project is on hold; Caltrain capital program management team is reviewing the impacts of other improvements in the vicinity of the station to determine the appropriate scope definition for the Atherton Station project.

A Hold-Out Rule Elimination study which includes reviewing and advancing design options is being conducted for the Atherton Station, Broadway Station and South San Francisco Station.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Orig Dur</th>
<th>Early Start</th>
<th>Early Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>01572</td>
<td>Atherton Interim Outboard Platform</td>
<td>100</td>
<td>1JAN2016</td>
<td>1JUL2018</td>
</tr>
<tr>
<td></td>
<td>Preliminary Engineering</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engineering Design</td>
<td>80%</td>
<td>15JAN2018</td>
<td>31AUG2018</td>
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</tbody>
</table>

Progress:  Project is on hold.

Oct - Dec 2015

Future Activities:  Project is on hold.

Jan - Mar 2016

Issues:  Project is on hold; schedule needs to be redefined and re-baselined.
## Caltrain QUARTERLY REPORT

### Capital Projects

### ATHERTON STATION IMPROVEMENTS

#### BUDGET:

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
<th>(e) = (a - d)</th>
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<tbody>
<tr>
<td>Total Project</td>
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<td>$522,960</td>
<td>$529,173</td>
<td>$4,285,800</td>
<td>($2,285,800)</td>
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</table>

#### Issues:

The project was put on hold for any further design efforts. Estimate at Completion will be re-evaluated when project is re-activated.

#### HSR IMPACT:

Project scope, budget and delivery schedule could be impacted by High Speed Rail development along the Caltrain corridor.

#### Others:

Project has been placed on hold; Capital Program Management team is currently reviewing the impact of capital improvements (incl. Dumbarton Rail Extension) in the vicinity of Atherton Station.
**SCOPE:**

This project is to eliminate the “hold out rule”, reduce gate down time and provide pedestrian/patron safety by providing outboard boarding platforms at the Broadway Station (MP 15.2). The platforms are to be staggered, the Northbound platform north of Broadway Avenue and the Southbound platforms remaining south of Broadway Avenue. Scope includes track work, signal work, pedestrian active warning devices, lighting and general construction work on platforms and associated amenities. This work shall eliminate the hold out rule and reduce gate downtime. Most of the track rehab work in the vicinity of the Broadway station has been transferred to the Burlingame Outboard Platform Project.

**Issues:**

The project was put on hold for any further design efforts. Scope of project is on hold; Caltrain capital program management team is reviewing the impacts of other improvements in the vicinity of the station to determine the appropriate scope definition for the Broadway Station project.

A Hold-Out Rule Elimination study which includes reviewing and advancing design options is being conducted for the Broadway Station, Atherton Station and South San Francisco Station.

**SCHEDULE:**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Orig %</th>
<th>Early Start</th>
<th>Early Finish</th>
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<tr>
<td>01574</td>
<td>Broadway Interim Outboard Platform</td>
<td>100%</td>
<td>15.JAN 2014</td>
<td>15.AUG 2014</td>
</tr>
<tr>
<td></td>
<td>Preliminary Engineering</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engineering Design</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Progress:** Project is on hold.

**Future Activities:** Project is on hold.

**Issues:** Project is on hold; schedule needs to be redefined and re-baselined.
BROADWAY STATION IMPROVEMENTS

<table>
<thead>
<tr>
<th>BUDGET:</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
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<tr>
<td>Total Project</td>
<td>$2,789,341</td>
<td>$1,410,282</td>
<td>$1,417,334</td>
<td>$7,497,100</td>
<td>($4,707,759)</td>
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</table>

**Issues:**
The project was put on hold for any further design efforts. Estimate at Completion will be re-evaluated when project is re-activated.

**HSR IMPACT:**
None, based on the "Blended System" approach.

**OTHER:**
Project has been placed on hold; Capital Program Management team is currently reviewing the impact of future capital improvements in the vicinity of the Broadway station.
CREW FACILITY REHAB AT SAN FRANCISCO TERMINAL PROJECT

**SCOPE:**

1. Re-configure the existing rooms and non-functional spaces to meet the current operational needs.
2. Add a corridor in the facility to improve circulation.
3. Rehabilitate the locker rooms, restrooms, shower areas, sleeping quarters, kitchen, lobby and lounge areas.

**Issues:**

Continued working with Rail Operations and TASI to finalize usage of temporary facilities during construction.

**SCHEDULE:**

- **Activity ID:** 02111 - Crew Facility Rehab at San Francisco Ter...
- **Start:** 02-Sep-14
- **Finish:** 30-Dec-16

**Progress:**

Oct - Dec 2015

1. Received and analyzed bids from prospective contractors.
2. Responded to contract questions from bidders.
3. Completed discussions with Rail Operations on temporary facilities.
4. Recommended construction contractor.
5. PCJPB Board approved the recommended construction contractor.
6. Finalized remodel design of the temporary trailers.

**Future**

**Activities:**

Jan - Mar 2016

1. Issue Limited Notice to Process (LNTP) to construction contractor.
2. Complete renovation of the temporary trailers.
3. Begin construction of crew facility upgrade.

**Issues:**

Project schedule was extended by two months in July 2015 to reflect additional time needed for IFB review by the C&P group.
CREW FACILITY REHAB AT SAN FRANCISCO TERMINAL PROJECT

**BUDGET:**

<table>
<thead>
<tr>
<th>Project Total</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
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<tr>
<td></td>
<td>$1,075,000</td>
<td>$216,454</td>
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<td>$1,075,000</td>
<td>$0</td>
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**Issues:** None.

**OTHER:** None.
**SCOPE:**

This project includes design of a Communications Based Overlay Signal System Positive Train Control (CBOSS PTC), which will improve rail safety, provide operational benefits for public rail service, and fulfill federal mandates on positive train control safety improvements along the Caltrain/California High-Speed Train (CAHST) San Francisco to San Jose corridor. The CBOSS PTC communication system is being specified to provide reliable means for PTC information exchange at speeds up to 125 mph between CBOSS PTC-equipped trains, wayside devices, and on-board equipment.

**Issues:**

: None

**SCHEDULE:**

*Note: Pending new baseline schedule from Contractor; December schedule data is not yet available from Contractor.*

Focus of the project during phase 1 was as follows:

1. Project administrative planning;
2. Federal Railroad Administration (FRA) documentation deliverables such as the PTC Development Plan (PTCDP), PTC Implementation Plan (PTCIP) updates, and the PTC Safety Plan (PTCSP) outline;
3. PTC database management plan;
4. CBOSS PTC Preliminary Design and Critical Design for all sub-system hardware and software.

Focus of the project during phase 2 is as follows:

1. CBOSS PTC Final Design for all sub-system hardware and software;
2. Completion of Factory Integrated Subsystem System Demonstration;
3. Commence Installation of Data Communication System (including Fiber);

Focus of the project during phase 3 / 4 is as follows:

1. Complete remaining CBOSS PTC subsystem installation activities, including the BCCF;
2. Complete remaining sub-system testing, verification, training, and commissioning;
3. Complete safety certification, system acceptance, and the one year warranty.

**Issues:**

: Project is in the process of re-baseline effort and it will complete by the 1st quarter of 2016.
CBOSS PTC Project

Progress:
This Period: Oct - Dec 2015
1) Continued installation activities for Data Communication System (DCS) and Fiber Optic Backbone.
2) Completed Wayside subsystem installation on the WIUs, existing circuitry, and track transponders.
3) Completed Post installation checkout (PICO) testing of Wayside signal equipment.
4) Continued progress of RF Spectrum activities.
5) Completed addressing Signal Plan revision control items identified during field activities.
6) Continue interoperability planning.
7) Completed onboard pilot installations.
8) Completed BCCF buildout.
9) Continued installation of 14 radio base stations. Only BS3 needs power and tunnel base stations need grounding corrected.
10) Continued Switch and Signal validation in Segments 1 & 2.

Future Activities:
Jan - Mar 2016
1) Continue installation activities for Fiber Optic Backbone to San Carlos Offices.
2) Complete all pre-requisites in order to get test books 3 and 4 approval from FRA
3) Comence test books 3 and 4 with test train
4) Continue interoperability planning.
5) Work with PTC220 and TTCI to finalize Spectrum Slot Planning
6) Complete all basestation related activities

Issues: None

BUDGET:

<table>
<thead>
<tr>
<th>Phase 1, 2, &amp; 3 / 4 Cost Analysis</th>
<th>Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
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<td>Owner's Cost</td>
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<td>$0</td>
</tr>
</tbody>
</table>

The Current Board Approved Budget and EAC reflect all phases of the project.

Issues: None

HSR IMPACT: None
**PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

**SCOPE:**
The Peninsula Corridor Electrification Project will electrify the 51 mile Caltrain Commuter line from San Francisco to Tamien. The project budget includes activities associated with:
(1) Preparing and completing the environmental assessment and clearance and
(2) Technical refresh of previous 35% design.

The Federal Transit Administration (FTA) completed their National Environmental Policy Act (NEPA) Environmental Assessment (EA) of Corridor Electrification in 2009 with the adoption of a Finding of No Significant Impact (FONSI). FTA has identified to Caltrain that since the project description of the electrification project is the same as FTA analyzed in their 2009 EA, that there is no need to do a NEPA revaluation for this project. Based on FTA’s guidance, a state-only environmental clearance document is being prepared: the Peninsula Corridor Electrification Project EIR.

The budget reflects all efforts associated with processing a new environmental document and environmental planning, including public outreach, operations, project controls and engineering support. The, FY13, FY14 & 15 budgets include the DEIR, FEIR, 35% design updates to be performed by Owner’s technical team and procurement effort for the design build contract through June 2015.

**Issues:** None.

**SCHEDULE:**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Orig Due</th>
<th>Act Due</th>
<th>% Start</th>
<th>Finish</th>
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<tbody>
<tr>
<td>0336</td>
<td>DEIR Preparation</td>
<td>6/30/15</td>
<td>6/30/15</td>
<td>100%</td>
<td>6/30/15</td>
</tr>
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</table>

Progress:
Continued working on the environmental permitting documents as well as the federal consultation documentation. The Project Team continued preparation of items to be included in upcoming RFP addenda’s, scheduled for June. Continued progress on the tunnel modification design, with initial design development documents scheduled for July. Continued Power Study with PG&E and LTK to determine transmission capacity in support of the Caltrain Loads from Electrification, draft results received in late Jun with anticipated completion of study in July. Continued refinements of ROW engineering in support of real estate, ROW package and appraisals are being prepared in preparation of the ROW acquisition efforts. Continued real estate title research, development of appraisal maps, plats and legal descriptions for all Segments. Began Phase I and II investigations in support of ROW Appraisal efforts. Continued EMI/EMF Survey to identify sensitive receptors and set baseline readings to be included in one of the final addendums. Continued work on the electrification project labor agreement (PLA) along with work on third party, local, city and county jurisdictional agreements.

**Future Activities:**

Continued production of appraisal maps, plats and legal descriptions for real estate acquisition efforts for all four segments. Phase I and II investigation will continue in support of the ROW appraisal efforts. Project team will continue work to prepare for contract addendums and continue to work through RFP & Q&A’s. Continued design development efforts for tunnel modifications and complete review of Initial Design Development Documents and continue coordination with JPB Tunnel 4 Drainage project. Continued working on Power Study with PG&E to determine transmission capacity to support Caltrain loads from Electrification. Begin utility relocation discussions with PG&E in support of overhead utility relocations in Segments 2 and 4. Continue coordination with Caltrans for location Paralleling Station 7. Complete EMI / EMF survey report to be provided to the successful Design Build contractor. Present electrification project labor agreement (PLA) to the JPB Board for approval at July meeting. Continue work on third party, local, city and county jurisdictional agreements.

**Issues:** None.
CALTRAIN QUARTERLY REPORT

PENINSULA CORRIDOR ELECTRIFICATION PROJECT

<table>
<thead>
<tr>
<th>Segment Group</th>
<th>Current Budget</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
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<tr>
<td>Consultant - 2015 - Environmental Permit</td>
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<td>$2,002,826</td>
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</tbody>
</table>

Project Budget / Cost Status

Issues: None. A budget transfer was made between Project 2050 to project 2036 in May to compensate for a projected short fall of funds for the current fiscal year, is shown in Contingency.

HSR IMPACT: None.

OTHER: This will be the last report to be included in the JPB Quarterly Report, please refer to the CalMod Quarterly Report for details.
JERROLD AVENUE NORTH SPAN REMOVAL PROJECT

SCOPE:
This State of Good Repair project entails retrofitting the existing pier for seismic loading, remove the existing north span of the Jerrold Avenue Bridge (Span 1), and replace the span with an elevated soil berm structure.

The scope of work includes:
1. Retrofit unstable structural member.
2. Remove unsafe footing condition created by temporary construction measure to retain ballast to restore minimum safety levels for roadway workers and train crews.
3. Remove insufficient structural member.
4. Eliminate attractive trespasser encampment location.
5. Eliminate frequent trash dumping location.

Construction will be performed under two phases:
1. Phase 1 of Construction will consist of pier retrofit and will be executed by the San Francisco Roadway Bridges construction contract.
2. Phase 2 of Construction will consist of span removal and will be executed by the Quint Street Bridge Replacement construction contract.

Issues:
None.

SCHEDULE:

<table>
<thead>
<tr>
<th>ID</th>
<th>Activity Description</th>
<th>Start</th>
<th>End</th>
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<td>01-Jul-15</td>
<td>08-Sep-15</td>
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<td>01-Jul-11</td>
<td>30-Aug-14</td>
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<td>31-Aug-14</td>
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<tr>
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<td>01-Feb-15</td>
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<td>Construction - Phase 2</td>
<td>01-Sep-15</td>
<td>08-Jan-16</td>
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<tr>
<td></td>
<td>Project Close Out</td>
<td>08-Jan-16</td>
<td>09-Sep-16</td>
</tr>
</tbody>
</table>

Progress:
Oct - Dec 2015
1. Completed Phase 1 of construction, which consisted of pier-2 strengthening via tie-backs.
2. Completed Site Specific Work Plan (SSWP) for Jerrold Avenue construction Phase 2.
3. Continued review of technical submittals and deliverables.
4. Received and reviewed contingency cutover plan.

Future Activities:
Jan - Mar 2016
1. Continue review of technical submittals and deliverables.

Issues:
None.
**Caltrain QUARTERLY REPORT**

**JERROLD AVENUE NORTH SPAN REMOVAL PROJECT**

**BUDGET:**

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
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<th>(d)</th>
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<td>$221,758</td>
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<td>$590,000</td>
<td>$800</td>
</tr>
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</table>

**Issues:** Removal of the north span will require additional funding.

**HSR IMPACT:** None
**SCOPE:**
Scope of the Los Gatos Creek Bridge Replacement Project includes:
- Preliminary Design, Environmental Document, Final Design and Construction for the removal and replacement of the existing MT-1 and MT-2 bridges crossing the Los Gatos Creek. As recommended in the PSR, the new replacement structure is to be a pre-stressed / pre-cast concrete bridge with new foundations and a new widened bridge deck that allows construction for a permanent tail track and signal work. The permanent tail track and signal work is being covered under the South Terminal Phase 3 project.

**Issues:**
Environmental Clearance is obtained through the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) process. The CEQA process requires public input and Board approval of a Mitigated Negative Declaration.

**SCHEDULE:**
Project schedule will be re-baselined in the next quarterly report, reflecting construction in the 2017 Creek Access Season. This delay is due to availability of funding and the 3rd party agreements.

**Progress:**
- (1) Continued C&M agreement negotiations with the City of San Jose.
- (2) Continued discussions with fiber optics companies.
- (3) Completed 95% division specifications.
- (4) Revised construction sequence.
- (5) Continued negotiations with the UPRR and fiber optics companies.

**Future Activities:**
- (1) Continue C&M agreement negotiations with the City of San Jose.
- (2) Continue negotiations with the UPRR and fiber optics companies.
- (3) 95% design review is on hold due to pending resolution of construction sequence revision.

**Issues:**
None.
## LOS GATOS CREEK BRIDGE REPLACEMENT PROJECT

<table>
<thead>
<tr>
<th>Project</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project</td>
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<td>$5,760,758</td>
<td>$31,823,000</td>
<td>($8,520,588)</td>
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</tbody>
</table>

### Issues:

1. Additional funding needed will be part of FY17 budgeting process.

### HSR IMPACT:

None.
MARIN STREET AND NAPOLEON AVENUE BRIDGE CLOSURE PROJECT

SCOPE:
Marin Street and Napoleon Avenue bridges are located at MP 2.35 and MP 2.45 respectively in the City and County of San Francisco. Project Scope includes:
(1) The Main Street and Napoleon Ave. Bridge Closure is a hybrid improvement and maintenance project which will remove the structures at Marin Street and Napoleon Avenue and replace them with elevated soil berm structures. This project would retire both the structures and construct elevated soil berm in their places.
(2) Track Geometry will not be altered; tracks will be reconstructed to the current alignment and profile. The soil berm will be constructed to match the existing slopes and profiles of the adjacent berm structures.

Issues:
A Main Culvert Structure was found below the bridge spans, thus eliminating the possibility to retire the bridge structures. Project Scope may be impacted.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Activity Description</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>02000</td>
<td>Marin &amp; Napoleon Ave Bridge Closure</td>
<td>01-Dec-14</td>
<td>01-Jan-16</td>
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<tr>
<td></td>
<td>Preliminary Engineering</td>
<td>01-Dec-14</td>
<td>31-Dec-15</td>
</tr>
<tr>
<td></td>
<td>Engineering Design</td>
<td>01-Dec-15</td>
<td>30-Sep-16</td>
</tr>
<tr>
<td></td>
<td>ROW Acquisition</td>
<td>01-Feb-16</td>
<td>31-Dec-15</td>
</tr>
<tr>
<td></td>
<td>BID and Award</td>
<td>01-Oct-16</td>
<td>28-Feb-17</td>
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<tr>
<td></td>
<td>Construction</td>
<td>01-Mar-17</td>
<td>01-Apr-18</td>
</tr>
<tr>
<td></td>
<td>Project Close Out</td>
<td>02-Apr-18</td>
<td>01-Jun-18</td>
</tr>
</tbody>
</table>

Progress:
Oct - Dec 2015
(1) Completed PCJPB engineering conceptual options review for re-scoping of project to include retrofitting of the existing bridge structures.
(2) Environmental Clearance Initial survey is on hold.
(3) Continued evaluating and reviewing engineering options.
(4) Continued cost and schedule analysis of engineering options.

Future Activities:
Jan - Mar 2016
(1) Continue cost and schedule analysis of engineering options.
(2) Review engineering options and proposal.
(3) Attend PCCB for re-scoping the project.
(4) Issue new design work directive.

Issues:
Project schedule was delayed by 13 months in January 2015 due to insufficient funds. Project is currently funded only through Preliminary Engineering. Final design is on hold awaiting available funds.
MARIN STREET AND NAPOLEON AVENUE BRIDGE CLOSURE PROJECT

**BUDGET:**

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
<th>(e) = (a - d)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Current Board Approved Budget</td>
<td>Expended to Date</td>
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</table>

Additional funding needed will be requested as a part of the FY2017 budgeting process.

**HSR IMPACT:** None.
SCOPE:

(1) Close Quint Street crossing permanently to vehicular traffic. Remove the Quint Street Bridge, fill the bridge opening with an embankment and construct new tracks on the embankment.

(2) Perform other related work such as utility protection, trackwork and street utilities.

The Quint Street bridge replacement with tracks on embankment will enable completion of the project within the approved budget without compromising the JPB goals on seismic vulnerability, state of good repair and safety and will not preclude the potential construction of a station in the vicinity.

Issues:

The bridge over Quint Street is not perpendicular to the street, but has a significant "skew". The high skew and complex geometry, combined with the "age" of the structure, may render the bridge vulnerable during significant magnitude earthquakes.

Final design was based on Street Closure and Berm Construction as selected by the San Francisco County Transportation Commission & Board of Supervisors in July 2013.

Berm Construction consists of two retaining walls approximately 325 feet in length. The placement of cellular concrete fill, which is prior to the superstructure removal & reconstruction of the track, will be completed in a single cutover event.

SCHEDULE:

Progress:

Oct - Dec 2015

(1) Continued utilities coordination.
(2) Continued C&M agreement negotiations with the City of San Francisco.
(3) Continued LNTP Submittals review.
(4) Continued PG&E utility reconstruction.
(5) Issued NTP to Contractor.

Future Activities:

Jan - Mar 2016

(1) Continue utilities coordination.
(2) Continue C&M agreement negotiations with the City of San Francisco.
(3) Continue submittals review.
(4) Continue PG&E utility reconstruction.
(5) Begin sewer line utility work.
(6) Begin site cleaning.

Issues:

(1) Project is delayed due to PG&E’s construction utility delays.
(2) Projected completion of PG&E construction work is 01/25/2016.
## QUINT STREET BRIDGE PROJECT

### BUDGET:

<table>
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<tr>
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### Issues:

None.

### HSR IMPACT:

None.
SCOPE: The State of Good Repair (SOGR) project includes seven upgrades / replacement tasks of Caltrain's communication systems or subsystems.

The seven upgrades / replacement tasks are:

Task 1. Assessment of Back Office Train Control Systems at Central Control Facility (CCF).
Task 3. Assessment and Optimization of Caltrain's Telephone Lines used for Communication and Signal (C&S) functions.
Task 4. Increase voice radio coverage around Sunnyvale / Mountain View area.
Task 5. Remote reboot capability of channel 5 radio at Monument Peak.
Task 6. Develop standardized drawings and configuration management for railroad communication system.
Task 8. Design and install a monitoring system for the following:
   - Operation of the red obstruction light on top of the CCF antenna tower.
   - Excessive heat within the CCF server room.

Issues: Task 8 was added to this project from the FY2014 Railroad Communication System (SOGR) Project in order to effectively distribute funding between the projects. Task 8 was originally Task 3 in the FY2014 Railroad Communication System (SOGR) Project.

SCHEDULE:

Progress:
Oct - Dec 2015
(1) Prepared documentations for bid and award of Tasks 4, 5, and 7.
(2) Received proposal from TASI for Tasks 5, 7 and 8. No other bids received.

Future Activities:
Jan - Mar 2016
(1) Package small Tasks 5, 7 and 8 with CP Mary radio base task 4, and solicit for bid.

Issues: None.
BUDGET:

<table>
<thead>
<tr>
<th></th>
<th>Current Board Approved Budget</th>
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<th>Committed to Date</th>
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</table>

Project Budget / Cost Status

Issues: None.

OTHER: None.
SCOPE:
The State of Good Repair (SOGR) project consists of four tasks for maintenance of the PCJPB's Communication (COM) Systems.

Task 1: Sunnyvale / Mountain View Radio Base
Install a new radio base station to improve voice radio coverage in the Mountain View and Sunnyvale area (Design is to be completed as part of FY2013 COM SOGR Project).

Task 2: Brisbane Radio Base
Design improvements of voice radio coverage in the Brisbane area by developing radio coverage models for a new base station. This task also includes analyzing current conditions at nearby Sign Hill base station and identifying potential improvements.

Issues:
Task 3 - CCF Systems Monitor was removed from this project and added to the FY2013 Railroad Communication System (SOGR) Project in order to effectively distribute funding between the projects. Task 3 became Task 8 in the FY2013 Railroad Communication System (SOGR) Project.

SCHEDULE:

<table>
<thead>
<tr>
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<td>01-Jul-16</td>
<td>30-Nov-16</td>
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<td>Procurement</td>
<td>15-Dec-16</td>
<td>15-May-17</td>
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<tr>
<td>Construction</td>
<td>15-Oct-15</td>
<td>15-Mar-16</td>
</tr>
<tr>
<td>Project Close Out</td>
<td>16-Mar-16</td>
<td>15-May-16</td>
</tr>
</tbody>
</table>

Progress:
Oct - Dec 2015
(1) Completed IFB for CP Sierra radio base task.

Future Activities:
Jan - Mar 2016
(1) Coordinate with CBOSS/PTC project to await approval to use PTC Fiber.
(2) Solicit for bid.

Issues:
Project was delayed by six months due to additional time needed to determine funding split for Task 1 between FY2013 and FY2014 SOGR Projects.
### Railroad Communication System (SOGR) Project - FY2014

#### BUDGET:

<table>
<thead>
<tr>
<th></th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
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<tbody>
<tr>
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#### Project Budget / Cost Status

- **Current Board Approved Budget**: $592,140
- **Expended to Date**: $171,453
- **Committed to Date**: $171,453
- **Estimated at Completion**: $592,140
- **Variance at Completion**: $0

#### Issues:
None.

#### OTHER:
None.
Caltrain Quarterly Report

FY2014 & FY2015 RAIL GRINDING PROJECT

SCOPE:
This project will provide rail grinding services to both production and spot rail grinding as set forth in the rail grinding Work Plan, to be developed by the Contractor and approved by the JPB. The services will be provided on an annual basis and will include management of the rail grinding application, documentation and measurement of the completed grinding process, and program evaluation. The services include:

1. Identify a preferred rail grinding template or templates by evaluating JPB rolling stock and rail infrastructure.
2. Recommend design modifications for rail profile to improve the ride quality and steering characteristics, and to reduce noise levels.
3. Perform a computer analysis of the interaction characteristics between:
   a) the worn wheel profile and the existing rail profile, and
   b) the desired new rail profile and desired wheel profile.
4. Determine the status of rail profile in track and the rail grinding requirements to modify the rail to desired profile specifications.
5. Plan and program the application of production rail grinding so that any impact on the current JPB operations is minimized and the use of its infrastructure and resources are optimized.

Issues:
Due to bid protests, the bid documents are to be re-drafted and the contract re-advertised for bids.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
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<tbody>
<tr>
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<td>Engineering Design</td>
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<td>31-Jul-16</td>
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<td>Bid and Award</td>
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<tr>
<td></td>
<td>Construction</td>
<td>01-Jun-16</td>
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<tr>
<td></td>
<td>Project Close Out</td>
<td>01-Dec-16</td>
<td>28-Feb-17</td>
</tr>
</tbody>
</table>

Progress:
Oct - Dec 2015
1. Completed the re-drafted bid documents.
2. Submitted re-drafted bid documents to Contracts and Procurement.

Future
Activities:
Jan - Mar 2016
1. Complete re-bid with the goal of PCJPB Board award on May 2016.

Issues:
Project schedule was impacted as a result of the PCJPB Board rejecting all first round bids based on bid deficiencies - vendors did not meet minimum bid requirements or added unacceptable conditions to bid documents.
Caltrain Quarterly Report

FY2014 & FY2015 RAIL GRINDING PROJECT

BUDGET:

<table>
<thead>
<tr>
<th>Project Total</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
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</thead>
<tbody>
<tr>
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<td>$1,471,414</td>
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</tr>
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</table>

Issues: None.

OTHER: None.
Caltrain Quarterly Report

SAN BRUNO GRADE SEPARATION PROJECT

SCOPE:
The project raised the railroad in a retained embankment and lowered roadways crossing the railroad right of way from just south of the I-380 flyover to approximately San Felipe Road (MP 12.0) in San Bruno. The project eliminated at-grade vehicular crossings at San Bruno Avenue, San Mateo Avenue and Angus Avenue and replaced them with grade separated vehicular access. Pedestrian undercrossings were constructed at Euclid and Sylvan Avenues in San Bruno. The existing San Bruno station was relocated onto an elevated structure at San Bruno and San Mateo Avenues. The former site of the San Bruno Lumber was converted into a surface parking lot for the new San Bruno station.

The following were also completed under construction contract option 1:
- a new at-grade parking lot and transit center, northbound platform at San Bruno station, roadway improvements along First Avenue, construction of three pedestrian undercrossings and the demolition of the San Bruno temporary station.

Issues:
None. Project Complete.

SCHEDULE:

Progress:
Oct - Dec 2015
(1) Finalized change order negotiations.
(2) Performed final punchlist activities.
(3) Paid final progress payment.
(4) Complete project close out.

Future Activities
(1) None, project completed.

NOTE: This will be the last report for the project.

Issues:
None.
## SAN BRUNO GRADE SEPARATION PROJECT

### BUDGET:

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
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### Project Budget / Cost Status

<table>
<thead>
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<th>Amount in $</th>
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<td>$160,700,000</td>
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<td>$160,496,317</td>
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### Issues:

None.

### HSR IMPACT:

None.
SCOPE: The San Francisco Roadway Bridges Replacement project upgrades the Caltrain owned vehicular bridges located at 22nd Street, 23rd Street and Paul Avenue and includes:

1. Remove and replace the existing two-span steel-through girder superstructures as the bridges have reached the end of their useful lives, allowing sufficient vertical clearance to accommodate future projects such as electrification.
2. Remove and reconstruct the existing utility lines attached to the bridges. Provide temporary supports until the bridges are reconstructed.

Issues: None.

SCHEDULE:

Progress:
Oct - Dec 2015

1. Prepared site for PG&E to complete utility relocation at Paul Avenue.
2. Completed necessary work to facilitate the SF Water to cut and cap existing facilities at Paul Avenue.
3. Placed Column Concrete at 23rd Street.
4. Completed abutment excavations at 23rd Street.
5. Repaired pile anomalies at 23rd Street.
6. Completed concrete deck demolition at Paul Avenue.
7. Placed concrete for Bent Cap and abutment seats at 23rd Street.

Future Activities:
Jan - Mar 2016

1. Complete PG&E gas line main relocation at Paul Avenue.
2. Strip forms from concrete bent cap at 23rd Street.
3. Transfer utilities to permanent supports.
4. Initiate temporary utility support removal at 23rd Street.

Issues:
1. PCJPB is preparing a request to the District Local Assistance for additional funds for an Auxiliary Water Supply System (AWSS).
SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT PROJECT

BUDGET:

<table>
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Issues: None.

HSR IMPACT: None.
## SAN MATEO BRIDGES REPLACEMENT PROJECT

**SCOPE:**

The project will improve structural integrity and improve roadway clearances of four railroad bridges that are approximately 100-years old. The project consists of the following phases:

**Phase I:** Foundation Improvements to strengthen the existing foundations and construct new abutments for the future replacement of the bridge spans. Phase I was completed in 2011 (Project 1755).

**Phase II:** Utility relocation - relocate all utilities that have potential impact to the bridge construction. Phase II and Phase III will be performed at the same time.

**Phase III:** Bridge Replacement - remove and replace of the existing steel girder superstructure and timber deck spans for the four San Mateo bridges (Poplar Avenue, Santa Inez Avenue, Monte Diablo Avenue and Tilton Avenue); raising the track level and establishing 15’ track centers through the project limits; install associated utility work; and increase clearance between the railroad bridge and the street below.

**Issues:** None.

### SCHEDULE:

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<thead>
<tr>
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</table>

**Progress:**

Oct - Dec 2015

1. Replaced Tilton Bridge.
2. Replaced Monte Diablo Bridge.
3. Completed installing soldier piles.
4. Completed utility relocation coordination.
5. Completed fiber optic conduit ductbank construction.
6. Continued submitting required contract documents by contractor.
7. Continued public outreach.
8. Continued bridge fabrication.

**Future Activities:**

Jan - Mar 2016

1. Replace Santa Inez bridge.
2. Complete track raise.
3. Continue submitting required contract documents by contractor.
4. Continue public outreach.
5. Continue bridge fabrication.

**Issues:** None.
SAN MATEO BRIDGES REPLACEMENT PROJECT

BUDGET:

<table>
<thead>
<tr>
<th>Project Total</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
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<th>Estimate at Completion</th>
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Issues: None.

HSR IMPACT:

None.
SCOPE: The purpose of this project is to improve the safety of signalized traffic intersections adjacent to at-grade highway-rail crossings. The proposed improvements include backup batteries and train detection upgrades. The project will achieve a minimum of six to 14 seconds of advanced pre-emption for the following signalized traffic intersections:

(1) Brewster Avenue, Redwood City
(2) Churchill Avenue, Palo Alto
(3) East Meadow Avenue, Palo Alto
(4) Rengstorff Avenue, Mountain View
(5) Castro Street, Mountain View
(6) Improved phasing improvements at Brewster, Castro and Rengstorff.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity Description</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
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<td>05-Apr-13 A</td>
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<td>Design Support During Construction</td>
<td>05-Jun-13 A</td>
<td>31-Mar-14 A</td>
</tr>
<tr>
<td>Project Closure</td>
<td>01-Apr-14 A</td>
<td>31-Jul-15 A</td>
</tr>
</tbody>
</table>

Progress:

1. Completed project close out.
2. Completed claim negotiations with AT&T.

Future Activities:

1. None, project completed.

NOTE: This will be the last report for the project.

Issues: None.
### SIGNAL PRE-EMPTION IMPROVEMENT PROJECT

#### BUDGET:

<table>
<thead>
<tr>
<th></th>
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<th>(b)</th>
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#### Issues:

None.

#### HSR IMPACT:

None.
Station Modifications for 6-Car Trains - Phase I

SCOPE:
The station modification project will provide adequate stopping space for 6-car consists at the stations.

Phase I: Service Start-Up (Current Scope)
Installation/relocation of platform stop marker signs at twenty-five (25) stations.

Phase II: Full Build-Out (Future Scope)
Station platform modify at three (3) Santa Clara County stations:

1) Mountain View Station
   - Relocate the mini-highs on both platforms to align with a train which stops at the end of the platform and assess impacts on pedestrian crossing immediately south of the platforms.
   - Extend both platforms south, relocate pedestrian crossing and related signal system infrastructure.

2) Sunnyvale Station
   - Relocate the mini-highs on both platforms to align with a train which stops at the end of the platform and assess impacts on pedestrian crossing immediately south of the platforms, as well as nearby Sunnyvale Ave. grade crossing.
   - Extend both platforms south, relocate pedestrian crossing and related signal system infrastructure.

3) Santa Clara Station (Southbound platform only)
   - Recapture unused section of southbound platform occupied by historical railcar; upgrade this section of platform to current standards. (Allows all train doors to open and align ADA car with mini-high.)

Issues: None.

SCHEDULE:

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<td>31-Aug-15 A</td>
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Progress:
Oct - Dec 2015
(1) Continued project close out.
(2) Project completed.

Future Activities:
Jan - Mar 2016
(1) Project complete.

Note: This will be the last quarterly report for the project.

Issues: None.
Caltrain Quarterly Report

Station Modifications for 6-Car Trains - Phase I

BUDGET:

<table>
<thead>
<tr>
<th>Project</th>
<th>Current Board Approved Budget</th>
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<th>Estimate at Completion</th>
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Issues: None.

OTHER: None.
SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2013

SCOPE:
This project provides for the maintenance oversight by Caltrain to ensure that the signal system is maintained in a State of Good Repair (SOGR) and complies with all required regulations.

Design and construction components are as follows:

- **Design:**
  1) Design to retrofit the signal bridge at South San Francisco with safety improvements.
  2) Design to retrofit all railroad signal lights (including replacement of the current outdated unilense signal lights) with LEDs.
  3) Design to rehab Control Point (CP) Stockton signal house, update equipment & replace low speed switch machines with high speed machines.

- **Construction:**
  1) Procure LED signal light retrofit kits.
  2) Retrofit all incandescent railroad signal lights with LEDs. (By TASI).

Issues:
1) TASI forces have been retrofitting signal lights to LED's, however they are being redeployed to support the CBOSS/PTC project, the LED signal light retrofitting schedule has been impacted.

SCHEDULE:

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<tr>
<td>Project Close Out</td>
<td>01-Apr-16</td>
<td>30-Jun-16</td>
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</table>

Progress:
Oct - Dec 2015
1) Completed field testing the tri-color LED’s.
2) Retrofitting of the LED signal lights is still suspended due to the diversion of TASI resources.

Future Activities:
Jan - Mar 2016
1) Suspend retrofitting LED signal lights due to the diversion of TASI resources.

Issues:
The forecasted construction completion date assumes availability of TASI forces to resume work.
## SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2013

### BUDGET:

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### Project Budget / Cost Status

![Bar Chart showing budget status]

### Issues:

None.

### OTHER:

None.
SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2014

SCOPE:

This project provides for the maintenance oversight by Caltrain to ensure that the signal system is maintained in a State of Good Repair (SOGR) and complies with all required regulations for FY2014.

Design and construction components are as follows:

1. Procure and replace eight gate mechanisms at eight grade crossings.
2. Replace rectifiers at seven Control Points.
3. Retrofit gate savers at twelve of Caltrain’s busiest vehicular crossings.
4. Design and strengthen the signal cantilever at MP 0.52, in the San Francisco yard.

Issues:

TASI’s resources are being redeployed to support the CBOSS/PTC project, this has impacted the project schedule.

SCHEDULE:

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</table>

Progress:

Oct - Dec 2015
1. Completed procurement of gate mechanisms.
2. Continued procurement of rectifiers.
3. Continued receiving material.

Future Activities:
Jan - Mar 2016
1. Complete procurement of rectifiers.
2. Continue receiving material.
**SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2014**

**BUDGET:**

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**Issues:** None.

**OTHER:** None.
This project provides improvements at various passenger stations along the Caltrain right of way.

The project is divided into six modules which will allow more timely contracting and construction, the modules are:

1. Module 51 - Replace shelters – scope deleted from this project.
2. Module 52 - Replace shelters metal panels with glass.
3. Module 53 - Replace Information Display Cases – Continue with priority list.
4. Module 54 - Signage Rehab/Upgrade (ID Signs / Directional Signs) - scope deleted work performed under for TASI's Basic Service Plan.
5. Module 55 - Center track fence replacement – Continue with priority list.
6. Module 56 - Replace Windows – scope deleted from this project.

Modules 51 and 56 have been deleted from the scope due to budget constraints.

(1) Completed work on Module 55.

(1) None, project completed.

NOTE: This will be the last report for the project.
**SYSTEMWIDE STATION REHABILITATION PROJECT - FY2014**

### Budget:

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<th>Project Total</th>
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**Issues:**  
Cost savings from the FY 2013 System Wide Station Improvement project will be transferred to this project to off-set the potential overrun.

**Other:**  
None.
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 fiscal year is based upon the condition of the railroad as reflected in Caltrain’s State of Good Repair database. This database is updated regularly with input from track inspections and tests that are performed throughout the year. Each fiscal year, a new project is set up to cover the track work performed that year. The scope proposed for Fiscal Year 2015 system wide track rehabilitation includes the following:

1. Replace stock rails and points on an as-needed basis.
2. Production rail joint replacement at approximately 50 locations.
3. Remove old or bonded over insulated joints at about 50 locations, approximately 100 welds.
4. Replacement of standard ties and switch ties on main tracks and yards, approximately 1,500 ties.
5. Surfacing 30 miles of curve and tangent track, 25 turnouts at various locations.
6. Upgrade rail lubricators.
7. Purchase of small tools and equipment required for track maintenance activities.
8. Work in South San Francisco Yard, billable to UP.
9. Minor repairs to bridges, culverts and structures.
10. Leased equipment and facilities.
11. Purchased services – rail detector, geometry inspections, weed abatement.
12. Fence repairs and graffiti removal.

Issues: None.

SCHEDULE:

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<th>Activity ID</th>
<th>Activity Description</th>
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<tr>
<td></td>
<td>Project Close Out</td>
<td>01-Feb-16</td>
<td>30-Apr-16</td>
</tr>
</tbody>
</table>

Progress: Oct - Dec 2015

1. Placed 700 tons of ballast.
2. Surfaced 6.2 miles of main line track.
4. Regulated 3.1 miles of ballast.
5. Surfaced three turnouts.
6. Built up 38 frog inserts.
7. Ground 42 switches.
8. Performed six thermite welds.
9. Changed out 1,420 feet of rail.
10. Changed out three insulated joints.
11. Replaced 245 cross ties.
12. Replaced 18 switch ties.
14. Performed 80 ultrasonic tests.
15. Performed tree trimming.
17. Performed bridge inspection.
18. FRA visited the site.
19. CPUC visited the site.
20. Ran the geometry car.

Note 1: A frog is a mechanical device to allow trains to cross over rails in turnouts and crossings.

Future Activities:

Jan - Mar 2016
1. Continue ongoing maintenance work.

Issues: Project was extended by six months as the SOGR work for FY2016 is being performed under this FY2015 project. The FY 2016 SOGR project has yet to be setup due to the delay of available funding. Funding for the FY2016 scope should be available in two to three months.
## SYSTEMWIDE TRACK REHABILITATION PROJECT - FY2015

### BUDGET:

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<td>$7,374,000</td>
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### Issues:
None.

### OTHER:
None.
**SCOPE:** Train Dispatch Voice Communication System Project will replace the obsolete Digital Touch Exchange (DTX) system in the Central Control Facility (CCF) in San Jose and the DTX system in the San Francisco 4th & King station. The project consists of the following tasks: (1) Design and specify the requirements of a new DTX system; (2) Develop an Invitation for Bid (IFB) to procure and install the new system at CCF; (3) Test and validate the new system; (4) Train the dispatchers on the new system; (5) Cutover to the new system and perform an acceptance test; (6) Remove and dispose the old DTX system.

*This equipment is mission critical to effectively operate the railroad for communications between the dispatcher and the train and for post incident investigations.*

**Issues:** None.

**SCHEDULE:**

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**Progress:**

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>1) Installed the DTX equipment at CCF.</td>
</tr>
<tr>
<td>2) Accepted and issued a change order for the new voter and steerer proposal.</td>
</tr>
<tr>
<td>3) Received the new voter and steerer equipment.</td>
</tr>
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</table>

**Future Activities:**

<table>
<thead>
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<th>Jan - Mar 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Waiting for the CBOSS project to install and test the equipment as part of the CCF cutover test.</td>
</tr>
</tbody>
</table>

**Issues:**

| 1) A change order was issued to PTG under the CBOSS contract to replace the DTX system at CCF. This change delayed the project by 23 months. |
| 2) Project schedule will be re-baselined when the DTX system installation schedule is in place. |
## Caltrain QUARTERLY REPORT

### Active Capital Projects

#### TRAIN DISPATCH VOICE COMMUNICATION SYSTEM PROJECT

**BUDGET:**

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
<th>(e) = (a - d)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Board</td>
<td></td>
<td>Expended to Date</td>
<td>Committed to Date</td>
<td>Estimate at Completion</td>
<td>Variance at Completion</td>
</tr>
<tr>
<td>Approved Budget</td>
<td>$2,428,000</td>
<td>$1,097,346</td>
<td>$1,097,346</td>
<td>$2,653,000</td>
<td>($225,000)</td>
</tr>
<tr>
<td>Total Project</td>
<td>$2,428,000</td>
<td>$1,097,346</td>
<td>$1,097,346</td>
<td>$2,653,000</td>
<td>($225,000)</td>
</tr>
</tbody>
</table>

**Issues:** Additional funding needed will be requested as a part of the FY17 budgeting process.

**HSR IMPACT:** None
25th AVENUE GRADE SEPARATION PROJECT

SCOPE:
This project will provide grade separation between Hillsdale Boulevard and SR-92, including:
• Grade separating the 25th Avenue on grade crossing.
• Construction of two (2) new grade separated crossings at 28th and 31st Avenues.
• Perform Relocation of the Hillsdale station.

Scope of the current phase includes:
(1) Perform Preliminary Design (35%).
(2) Prepare Environmental Clearance documents: California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) which are required for grade separation.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>02088</td>
<td>25th Ave Grade Separation</td>
<td>15-Jul-14</td>
<td>29-Jul-16</td>
</tr>
<tr>
<td></td>
<td>Preliminary Engineering</td>
<td>15-Jul-14</td>
<td>31-Oct-15</td>
</tr>
<tr>
<td></td>
<td>Final Design</td>
<td>02-Nov-15</td>
<td>29-Jul-16</td>
</tr>
<tr>
<td></td>
<td>Environmental Clearance</td>
<td>25-Sep-14</td>
<td>29-Jan-16</td>
</tr>
</tbody>
</table>

Progress:
Oct - Dec 2015
(1) Completed studies for Environmental Clearance.
(2) Continued meeting with Stakeholders.
(3) Completed preliminary design of parking lot.
(4) Completed Preliminary Design for Environmental Clearance.
(5) Completed 35% design review.
(6) Finalized ROW needs.
(7) Finalized the revised funding agreement with the City of San Mateo.
(8) Continued 65% design.
(9) Began Draft Environment Clearances (DCE).
(10) Began Plats and Legal Survey for ROW.

Future Activities:
Jan - Mar 2016
(1) Complete 65% design plan and specification.
(2) Continue meeting with Stakeholders.
(3) Submit DCE to FTA.
(4) Continue Plats and Legal Survey for ROW.
(5) Begin 65% estimate and construction schedule.

Issues: None.
Caltrain QUARTERLY REPORT

25th AVENUE GRADE SEPARATION PROJECT

BUDGET:

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
<th>(e) = (a - d)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project</td>
<td>$4,500,000</td>
<td>$1,468,004</td>
<td>$1,468,004</td>
<td>$4,500,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

Issues: None.

Note: The current board approved budget includes $800K from the City of San Mateo for the design of the two new grade separated crossings at 28th and 31st Avenue.

HSR IMPACT: None.
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The following is a summary of Caltrain’s DBE Status:

<table>
<thead>
<tr>
<th>Status</th>
<th>Q1 FFY16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount of Contracts Awarded</td>
<td>$286,667</td>
</tr>
<tr>
<td>Amount of Contracts Awarded to DBEs</td>
<td>$28,667</td>
</tr>
<tr>
<td>Overall Annual Goal in %</td>
<td>12.0%</td>
</tr>
<tr>
<td>% DBE Attainment</td>
<td>10.0%</td>
</tr>
<tr>
<td>% Over/(Under) Goal</td>
<td>-2.0%</td>
</tr>
</tbody>
</table>

*Contract-Specific DBE goals will be instituted on upcoming Capital Projects to increase DBE utilization.
Definition of Terms

**Committed to Date** - The committed to date amount includes all actual expenditure of agency labor, other direct costs, the awarded amount of a work directive, a contract, or a purchase order which have been committed in the PeopleSoft accounting system.

**Current Board Approved Budget** - The current board approved budget includes the original board approved budget plus approved change orders or internal budget transfers which have been approved by the board.

**Estimate at Completion** - The forecasted final cost of the project. The estimate at completion can be different from the Current Board Approved Funding, which indicates a variance at completion.

**Expended to Date** - The cumulative project costs that have been expended through the current reporting period as reported in PeopleSoft + the accrual cost of the work performed that has not been recorded in PeopleSoft.

**Variance at Completion** - The difference between the Current Board Approved Funding and the Estimate at Completion. A negative variance indicates that additional funding is needed.
## Performance Status (Traffic Light) Criteria

<table>
<thead>
<tr>
<th>SECTIONS</th>
<th>On Target (GREEN)</th>
<th>Moderate Risk (YELLOW)</th>
<th>High Risk (RED)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. SCOPE</strong></td>
<td>(a) Scope is consistent with Budget or Funding.</td>
<td>(a) Scope is NOT consistent with Budget or Funding.</td>
<td>(a) Significant scope changes / significant deviations from the original plan.</td>
</tr>
<tr>
<td></td>
<td>(b) Scope is consistent with other projects.</td>
<td>(b) Scope appears to be in conflict with another project.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(c) Scope change has been mitigated.</td>
<td>(c) Scope changes have been proposed.</td>
<td></td>
</tr>
<tr>
<td><strong>2. BUDGET</strong></td>
<td>(a) Estimate at Completion forecast is within plus /minus 5% of the Current Approved Budget.</td>
<td>(a) Estimate at Completion forecast exceeds Current Approved Budget between 5% to 10%.</td>
<td>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.</td>
<td></td>
</tr>
<tr>
<td><strong>3. SCHEDULE</strong></td>
<td>(a) Project milestones / critical path are within plus/minus two months of the current baseline schedule.</td>
<td>(a) Project milestones / critical path show slippage. Project is more than two to six months behind the current baseline schedule.</td>
<td>(a) Project milestones / critical path show slippage more than two consecutive months.</td>
</tr>
<tr>
<td></td>
<td>(b) Physical progress during the report period is consistent with incurred expenditures.</td>
<td>(b) No physical progress during the report period, but expenditures have been incurred.</td>
<td>(b) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</td>
</tr>
<tr>
<td></td>
<td>(c) Schedule has been defined.</td>
<td>(c) Detailed baseline schedule NOT finalized.</td>
<td>(c) Schedule NOT defined for two consecutive months.</td>
</tr>
<tr>
<td><strong>4. HIGH SPEED RAIL (HSR) IMPACT</strong></td>
<td>(a) No potential impact.</td>
<td>(a) Potential impact.</td>
<td>(a) Significant impact.</td>
</tr>
</tbody>
</table>