Quarterly Capital Program Status Report
and DBE Status Report

Prepared for the June 1, 2017 Caltrain Board Meeting

3rd Quarter FY2017: January 1, 2017 – March 31, 2017

Peninsula Corridor
Joint Powers Board
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### Programs

<table>
<thead>
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<th>Programs</th>
<th>FY2012</th>
<th>FY2013</th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2016</th>
<th>FY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station and Intermodal Access</td>
<td>$400</td>
<td>$710</td>
<td>$3,575</td>
<td>$3,483</td>
<td>$39,756</td>
<td>$1,450</td>
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<td>Rolling Stock</td>
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<td>$7,000</td>
<td>$2,221</td>
<td>$3,900</td>
<td>$4,000</td>
<td>$6,997</td>
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<td>$2,844</td>
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<td>Others</td>
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<td>$1,740</td>
<td>$4,220</td>
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<tr>
<td>Caltrain Modification Program</td>
<td>$19,600</td>
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<td>$13,322</td>
<td>$9,291</td>
<td>$122,529</td>
<td>$315,873</td>
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<tr>
<td>Legal Mandates &amp; Required Enhancements</td>
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<td>$0</td>
<td>$117,982</td>
<td>$1,595</td>
<td>$3,337</td>
<td>$14,721</td>
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</tbody>
</table>

**Total Board Approved Budget by FY**<sup>(1)</sup> $61,477 $39,093 $190,565 $44,555 $217,036 $526,752

<table>
<thead>
<tr>
<th>Programs</th>
<th>FY2012</th>
<th>FY2013</th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2016</th>
<th>FY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Audited Expenditures by FY**&lt;sup&gt;(2)&lt;/sup&gt;</td>
<td>$81,375</td>
<td>$87,385</td>
<td>$111,349</td>
<td>$115,225</td>
<td>$131,330</td>
<td>(3)</td>
</tr>
</tbody>
</table>

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

- 25th Avenue Grade Separation Project
- Caltrain Right of Way Fencing Project
- Jerrold Avenue Bridge Replacement Project
- Los Gatos Bridge Replacement Project
- Narrow Banding Project
- Quint Street Bridge Project
- Rail Operation Control System (ROCS) Project
- Railroad Communications System Project
- Real Time Transit Information Project - Predictive Arrival/Departure System (PADS)
- Right of Way Fencing Program
- San Bruno Grade Separation Project
- San Francisco Bridge Replacement Project
- San Mateo Bridges Rehabilitation Project
- Signal Pre-emption Improvement Project
- South San Francisco Station Improvements Project
- South Terminal and Santa Clara Stations Improvements Project
- Systemwide Signal Rehabilitation Project
- Systemwide Station Rehabilitation Project
- Systemwide Track Rehabilitation Project
- Wayside Power at Diridon Station Project

Note: (1) The "Total Board Approved Budget by FY" reflects the annual fiscal year capital budget approved by the Caltrain Board. This authorizes the amount that can be spent on projects. Unspent budget in a fiscal year may 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 FY2017 have not yet 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></td>
<td>Q2 FY17</td>
<td>Q3 FY17</td>
<td>Q2 FY17</td>
</tr>
<tr>
<td>Atherton Station Improvements Project (Project On hold)</td>
<td>W</td>
<td>W</td>
<td>W</td>
</tr>
<tr>
<td>Broadway Station Improvements Project (Project On hold)</td>
<td>W</td>
<td>W</td>
<td>W</td>
</tr>
<tr>
<td>CBOSS/PTC Project</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>Grade Crossing Improvements in Redwood City Project</td>
<td>G</td>
<td>G</td>
<td>G</td>
</tr>
<tr>
<td>Inward Facing Cameras on Trains Project</td>
<td>G</td>
<td>G</td>
<td>A</td>
</tr>
<tr>
<td>Los Gatos Creek Bridge Replacement Project</td>
<td>G</td>
<td>G</td>
<td>G</td>
</tr>
<tr>
<td>Marin Street and Napoleon Avenue Bridge Closure Project</td>
<td>G</td>
<td>G</td>
<td>A</td>
</tr>
<tr>
<td>New Control Point at Brittan Project</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>Railroad Communications System (SOGR) Project - FY2013</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>Railroad Communications System (SOGR) Project - FY2014</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>Rail Grinding Project - FY2014 &amp; FY2015</td>
<td>G</td>
<td>G</td>
<td>G</td>
</tr>
<tr>
<td>San Francisco Roadway Bridges Replacement Project</td>
<td>G</td>
<td>G</td>
<td>A</td>
</tr>
<tr>
<td>San Mateo Bridges Replacement Project</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>South San Francisco Station Improvement Project</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>South Terminal Phase II Project</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>Systemwide Signal System Rehab Project - FY2013</td>
<td>G</td>
<td>G</td>
<td>A</td>
</tr>
<tr>
<td>Systemwide Signal System Rehab Project - FY2014</td>
<td>G</td>
<td>G</td>
<td>G</td>
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<tr>
<td>Systemwide Signal System Rehab Project - FY2015</td>
<td>G</td>
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<td>G</td>
</tr>
<tr>
<td>Systemwide Track Rehab Project - FY2016</td>
<td>G</td>
<td>G</td>
<td>G</td>
</tr>
<tr>
<td>Train Departure Monitor at Terminal Stations Project</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>Train Dispatch Voice Communication System Project</td>
<td>G</td>
<td>G</td>
<td>R</td>
</tr>
<tr>
<td>25th Ave. Grade Separation Project</td>
<td>G</td>
<td>G</td>
<td>G</td>
</tr>
</tbody>
</table>

Key:
- **W** = Project On-Hold
- **G** = No Issues
- **A** = Notable Issues
- **R** = Significant Issues
**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>% Complete</th>
<th>Early Start</th>
<th>Early Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>01572</td>
<td>Atherton Interim Outboard Platform</td>
<td>1</td>
<td>100</td>
<td>15JUN0X0A</td>
<td>16SEP0X0A</td>
</tr>
<tr>
<td>+ Preliminary Engineering</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>+ Engineering Design</td>
<td></td>
<td>90X</td>
<td>98</td>
<td>15JUN0X0A</td>
<td>16AUG0X0E</td>
</tr>
</tbody>
</table>

**Progress:**

Project is on hold.

Jan - Mar 2017

**Future Activities:**

Project is on hold.

Apr - Jun 2017

This will be the last quarterly report until the project is re-activated.

**Issues:**

Project is on hold; schedule needs to be redefined and re-baselined.
### ATHERTON STATION IMPROVEMENTS PROJECT

#### BUDGET:

<table>
<thead>
<tr>
<th></th>
<th>(a) Current Board Approved Budget</th>
<th>(b) Expended to Date</th>
<th>(c) Committed To Date</th>
<th>(d) Estimate at Completion</th>
<th>(e) = (a - d)</th>
</tr>
</thead>
<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>
</tr>
</tbody>
</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.
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>% Dur</th>
<th>Early Start</th>
<th>Early Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>01574</td>
<td>Broadway Interim Outboard Platform</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>+ Preliminary Engineering</td>
<td>273</td>
<td>100</td>
<td>16.JUL.03</td>
<td>16.AUG.04</td>
</tr>
<tr>
<td></td>
<td>+ Engineering Design</td>
<td>503</td>
<td>100</td>
<td>13.AUG.04</td>
<td></td>
</tr>
</tbody>
</table>

Progress: Project is on hold.

Future Activities: Project is on hold.

This will be the last quarterly report until the project is re-activated.

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

### BUDGET:

<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>
<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>
</tr>
</tbody>
</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.
This project includes design of a Communications Based Overlay Signal System Positive Train Control (CBOSS PTC), which will improve rail safety, provide enhanced operational benefits for passenger rail service, and fulfill federally mandated positive train control safety improvements along the Caltrain California High Speed Train (CAHST) San Francisco to San Jose corridor. The CBOSS PTC communication system has been specified to provide a reliable means for PTC information exchange at speeds up to 125 mph between the CBOSS PTC-equipped trains, wayside equipment, and control centers.

The CBOSS PTC Project will be implemented in three phases:

- **Phase 1 - Project Administrative Planning, Preliminary Design and Critical Design of CBOSS PTC system.**
  - 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;

- **Phase 2 with fiber optic backbone - Activities including acceptance of CBOSS PTC Final Design and the Factory Acceptance Test, as well as installation of the data communications subsystem including fiber optic backbone.**
  - 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. Complete Installation and Verification of Data Communication System (including Fiber).

- **Phase 3/4 with fiber optic backbone - Activities including all remaining CBOSS PTC subsystem installation, all sub-system and system testing.**
  - Focus of the project during phase 3 / 4 is as follows:
    1. Complete remaining CBOSS PTC subsystem installation including the BCCF.
    2. Complete remaining sub-system testing, verification, training and commissioning.
    3. Commerce Revenue Service Demonstration.
    4. Complete safety certification, system acceptance, and one year warranty.

**Issues:**
- The Prime contractor PTG was terminated by the JPB on Feb 22, 2017

**Issues:**
- Project schedule will be updated once evaluation of delivery of remaining project work is complete.
Progress:
This Period:
Jan - Mar 2017 1) The Prime Contractor (Parsons) was terminated as of February 22, 2017. Team currently working towards de-mobilization of contract with Parsons and re-procurement of services to complete the project.

Future Activities:
Apr - Jun 2017 1. Review information and documentation provided by PTG as part of transition due to contract determination.
2. Continue monitoring, evaluation and support of the implementation of the federated links and MTA 04 regional design completed in late January.
3. Review dynamic train set testing results provided by PTG as part of de-mobilization.
4. Perform Cyber Security Assessment of ROCS and CBOSS systems.
5. Develop scope of work for completion of the project and perform industry review and comment.

Issues: Re-Procurement effort is required to complete the project due to PTG termination.

BUDGET:

<table>
<thead>
<tr>
<th>Segment Groups</th>
<th>Owner's Cost</th>
<th>Design Build Contract</th>
<th>Options/ Allowance</th>
<th>Contingency</th>
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<tr>
<td>Original Budget</td>
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<td>$35,647,734</td>
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<tr>
<td>Current Board Approved Budget</td>
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<td>$14,423,796</td>
<td>$7,617,502</td>
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<tr>
<td>Expended to Date</td>
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<td>$127,315,436</td>
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<td>$0</td>
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<tr>
<td>Committed to Date</td>
<td>$76,618,402</td>
<td>$133,321,323</td>
<td>$1,052,780</td>
<td>$0</td>
</tr>
<tr>
<td>Estimate at Completion</td>
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<td>$161,457,206</td>
<td>$3,161,901</td>
<td>$1,749,718</td>
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<tr>
<td>Variance at Completion</td>
<td>($15,054,951)</td>
<td>($4,218,771)</td>
<td>$11,261,895</td>
<td>$5,867,785</td>
</tr>
</tbody>
</table>

Total: $231,000,000 $245,309,789 $202,111,615 $210,992,505 $247,453,830 ($2,144,042)

Issues: The project is in the process of evaluation of delivery of remaining project work in light of PTG termination. The Total Installed Cost (TIC) will be updated once subject effort is concluded in the future month.
Grade Crossing Improvements in Redwood City Project

Scope:

This project will make improvements to three grade crossings (Whipple Ave, Main St. and Broadway) in Redwood City according to the scope defined in the CPUC Section 130 program. The grade crossing improvements will cover railroad, traffic, and roadway safety systems. The design components at each grade crossing include but are not limited to the following:

- Replacing vehicle gate arms
- Channelized pedestrian crossing with fencing & rails
- Improve sidewalk markings
- Improve pavement markings (striping, stop bars, etc.)
- Install standalone pedestrian gates
- Upgrade traffic signal interconnect

Issues:

None.

Schedule:

<table>
<thead>
<tr>
<th>Activity/Year</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering Design</td>
<td>1/1-16 A</td>
<td>1/27-16 A</td>
</tr>
<tr>
<td>Bid and Award</td>
<td>12/1-16 A</td>
<td>6/27-17</td>
</tr>
<tr>
<td>Construction</td>
<td>1/1-17</td>
<td>8/27-17</td>
</tr>
<tr>
<td>Project Close Out</td>
<td>1/1-18</td>
<td>3/31-18</td>
</tr>
</tbody>
</table>

Progress:

Jan - Mar 2017

(1) Continued preparation of the Invitation For Bid (IFB) package.

Future Activities:

Apr - Jun 2017

(1) Advertise the IFB package.

Issues:

None.
Grade Crossing Improvements in Redwood City 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></td>
<td>Current Board Approved Budget</td>
<td>Expended + Accrual to Date</td>
<td>Committed to Date</td>
<td>Estimated at Completion</td>
<td>Variance at Completion</td>
</tr>
<tr>
<td>Total Project</td>
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<td>$189,740</td>
<td>$189,740</td>
<td>$1,408,250</td>
<td>$0</td>
</tr>
</tbody>
</table>

Issues:

None.
Inward Facing Cameras on Trains Project

SCOPE:
This project will install one inward facing camera and one interior microphone on Caltrain locomotives and cab cars to capture in-cab action during critical incidents based on recent NTSB recommendations. The cameras and microphones will be compatible with the existing system installed in 2013.

In 2013, Caltrain installed outward facing cameras and exterior microphones in its locomotives and cab cars to provide the agency with a tool for post incident investigation. The existing system includes a digital video recorder (DVR) and 500 GB hard drive which can store up to 28 days of video footage.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
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<td>92148</td>
<td>Inward Facing Cameras on Train</td>
<td>01-Nov-16 A</td>
<td>28-Feb-18</td>
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<tr>
<td></td>
<td>Engineering Design</td>
<td>01-Nov-16 A</td>
<td>30-Apr-16 A</td>
</tr>
<tr>
<td></td>
<td>Bid and Award</td>
<td>15-Jun-16 A</td>
<td>29-Aug-17</td>
</tr>
<tr>
<td></td>
<td>Construction</td>
<td>30-Aug-17</td>
<td>29-Jan-18</td>
</tr>
<tr>
<td></td>
<td>Project Close Out</td>
<td>30-Jan-18</td>
<td>28-Feb-18</td>
</tr>
</tbody>
</table>

Progress:
(1) Completed legal review of Request for Quotation (RFP) package.
(2) Met with project stakeholders to review goals and scope of project.

Future Activities:
(1) Revise RFP documents, based on input from stakeholders.
(2) Advertise RFP and continue procurement process.

Issues: (1) Schedule will be re-baselined at the award of construction contract.
Caltrain Quarterly Report
Inward Facing Cameras on Trains 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>Total Project</td>
<td>$500,000</td>
<td>$14,825</td>
<td>$14,825</td>
<td>$522,000</td>
<td>($22,000)</td>
</tr>
</tbody>
</table>

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

### SCOPE:
Scope of the Los Gatos Creek Bridge Replacement Project includes:
- 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.
- Environmental Clearance is obtained through the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) process.

### Issues:
None.

### SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start</th>
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<td>01-May-18</td>
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<td>03-Jan-17 A</td>
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<td>16-Sep-17 A</td>
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<td>18-Apr-18 A</td>
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<td>18-Apr-18 A</td>
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<td>02-Jan-18 A</td>
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</table>

### Progress:
Jan - Mar 2017
1. Continued cost sharing agreement negotiations with the City of San Jose.
2. Continued coordination with the Union Pacific Railroad (UPRR).
3. Completed third party fiber relocation process.
4. Notice to Proceed was issued to allow field construction activities to commence.
5. Obtained environmental permits that are necessary for field construction activities to commence.
6. Continued construction activities.

### Future Activities:
Apr - Jun 2017
1. Continue C&M agreement negotiations with the City of San Jose.
2. Continue coordination with the UPRR.
4. Coordinate with Valley Transportation Authority (VTA) for permits.
5. Cut fiber optic line temporarily until the completion of tail track construction.
6. Disconnect PG&E 12kv overhead powerline.

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

### BUDGET:

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### Issues:

1. Additional funding will be requested as a part of the future capital budgeting process.
2. Project EAC increased by $1.3M this quarter due to additional environmental work, the fiber optic line and unforeseen site conditions.

### HSR IMPACT:

None.
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.
(1) Project Scope was revised due to the discovery of a city facility below the planned elevated berm that prohibits the original planned scope. The scope was revised so that instead of removing the existing bridges entirely, the revised work scope is to rehabilitate and replace the bridge components that are in need of repair, as well as remove several short spans that are no longer needed functionally.
(2) Track Geometry will not be altered; tracks will be reconstructed to the current alignment and profile.

Issues:
None.

SCHEDULE:

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Progress:
Jan - Mar 2017
(1) Completed 100% design submittals.
(2) Reviewed and issued 100% design.

Future Activities:
Apr - Jun 2017
(1) Await FY2018 funding confirmation to proceed with Bid and Award.

Issues:
Project schedule has been extended due to insufficient funding to proceed to award of construction.
## MARIN STREET AND NAPOLEON AVENUE BRIDGE CLOSURE PROJECT

<table>
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<td>Variance at Completion</td>
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</table>

### Issues:
1. Additional funding will be requested as a part of FY2018 budgeting process.

### HSR IMPACT:
None.
This project will design, procure and construct one new Control Point (CP) adjacent to the Brittan Avenue Underpass (MP 23.90). This CP will include a universal #20 crossover, two new signal houses, and the associated track and signal improvements. The new CP will increase operational flexibility system wide.

The new CP will help reduce delays due to single tracking and allow the Caltrain capital program to maximize operating flexibility for construction and emergency activities while maintaining public timetable commitments, both peak and off-peak, weekdays and weekends.

Issues:
None.

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<tr>
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</tbody>
</table>

Progress:
(1) Continued final design.
(2) Continued procurement of universal #20 crossover and signal houses.

Future Activities:
(1) Complete final design.
(2) Continue procurement of universal #20 crossover and signal houses.
(3) Begin Bid & Award process.

Issues:
(1) Project schedule was extended due to scope being added to the design and additional time needed to complete design review.
(2) Procurement of special trackwork has been delayed until additional FY2018 funding is approved.
### New Control Point at Brittan Project

#### Budget:

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### Issues:

1. Additional funding will be requested as a part of the future capital budgeting process.
2. Project EAC has been increased by $21K as per the Project Manager's revised estimate.

### HSR Impact:

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

The eight 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.

Issues:
FY2013 and FY2014 Railroad Communication System Projects will be combined in the next quarterly report.

SCHEDULE:

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<tr>
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</table>

Progress:
Jan - Mar 2017
(1) Resolved bonding and insurance issues with construction contractor.
(2) Issued Limited Notice to Proceed (LNTP) for construction.
(3) Began review of submittals.

Future Activities:
Apr - Jun 2017
(1) Issue Notice to Proceed (NTP) for construction.
(2) Continue review of submittals.
(3) Begin field work.

Issues:
Schedule will be re-baselined when an approved schedule from the contractor is received.
## Railroad Communication System (SOGR) Project - FY2013

### BUDGET:

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<th>(b)</th>
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</tbody>
</table>

### Issues:

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: FY2013 and FY2014 Railroad Communication System Projects will be combined in the next quarterly report.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
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<td>Engineering Design</td>
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<td>Bid and Award</td>
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<td>Project Close Out</td>
<td>01-Jan-18</td>
<td>31-Mar-18</td>
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</tr>
</tbody>
</table>

Progress: Jan - Mar 2017
(1) Resolved bonding and insurance issues with construction contractor.
(2) Issued Limited Notice to Proceed (LNTP) for construction.
(3) Began review of submittals.

Future Activities: Apr - Jun 2017
(1) Issue Notice to Proceed (NTP) for construction.
(2) Continue review of submittals.
(3) Begin field work.

Issues: Schedule will be re-baselined when an approved schedule from the contractor is received.
## Railroad Communication System (SOGR) Project - FY2014

### BUDGET:

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### Project Budget / Cost Status

![Project Budget / Cost Status Diagram]

### Issues:

None.
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: None.

SCHEDULE:

<table>
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<th>Activity Description</th>
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<td></td>
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<td>31-Dec-17</td>
</tr>
</tbody>
</table>

Progress: Jan - Mar 2017

1. Issued Limited Notice to Proceed (LNTP) for the rail grinding contract.
2. Began receiving and reviewing submittals.

Future Activities: Apr - Jun 2017

1. Initiate rail grinding work including the pre-grind rail profile measurements.
2. Begin process to exercise Option Year 1 work.

Issues: None.
BUDGET:

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<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>
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Issues: None.
SCHEDULE:

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.

Progress:

Jan - Mar 2017

1. Completed bent 2 diaphragm at 22nd street.
2. Completed Abutment 01 and 03 seat and backwall at 22nd street.
3. Grouted the girders and tie-rods at 22nd street.
4. Installed permanent deck forms for north sidewalk at 22nd street.
5. Transferred Auxiliary Water Supply System (AWSS) to permanent pipe supports.
6. Installed crashwall shoring/start forming crashwall at 22nd street.
7. Removed temporary utility support at 22nd street.
8. Placed deck on 22nd street.

Future Activities:

Apr - Jun 2017

1. Form/Place north and south sidewalks at 22nd street.
2. Form/Place north and south barriers.
4. Coordinate with SFWD for tie-in of 2nd south water line.
5. Complete remaining construction activities.
6. Begin project closeout.

Issues:

The project schedule has been extended due to a complex utility relocation at 22nd Street.
SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT PROJECT

**BUDGET:**

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<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
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</table>

**Issues:** 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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Progress:
Jan - Mar 2017
1. Continued close out change orders.
2. Continued project close out.

Future Activities:
Apr - Jun 2017
1. Complete close out change orders.
2. Complete project close out.

Issues: None.
SAN MATEO BRIDGES REPLACEMENT PROJECT

BUDGET:

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<tr>
<th></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>
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<td>$40,773,159</td>
<td>$40,776,894</td>
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Project Budget / Cost Status

<table>
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<th>Amount in $</th>
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<th>Expended To Date</th>
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<th>Estimate At Completion</th>
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<tr>
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<tr>
<td>$5,000,000</td>
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<tr>
<td>$45,000,000</td>
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</tr>
</tbody>
</table>

Issues: None.

HSR IMPACT:

None.
SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

SCOPE:
This project consists of track work, signal work, a new 700 foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive.

This will replace the existing South San Francisco Station with a new center boarding platform connecting to a new pedestrian underpass. The project improves safety by eliminating the hold out rule; in addition, the project provides connectivity along Grand Avenue for the City of South San Francisco. The City of South San Francisco (CSSF) has added design modifications to incorporate the downtown master plan as part of this station project.

Issues:
None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>02168 - South San Francisco Improvement Project</td>
<td>01-Apr-17</td>
<td>31-Jul-17</td>
</tr>
<tr>
<td>Engineering Design</td>
<td>01-Apr-17</td>
<td>17-Mar-17</td>
</tr>
<tr>
<td>Contracts &amp; Procurement (C&amp;P)</td>
<td>10-Mar-17</td>
<td>30-Jun-17</td>
</tr>
<tr>
<td>Construction</td>
<td>01-Jul-17</td>
<td>31-Mar-18</td>
</tr>
<tr>
<td>Project Close Out</td>
<td>01-Apr-19</td>
<td>31-Jul-19</td>
</tr>
</tbody>
</table>

Progress:
Jan - Mar 2017
(1) Completed City of South San Francisco (CSSF) design modifications to address structural and water table issues.
(2) Completed incorporating field data into design package.
(3) Completed incorporating the change from the secant pile to a pre-cast box for the station underpass.
(4) Distributed the plans & specifications for the IFB (Issue For Bid) package.
(5) Continued coordination on the cooperative agreement with Caltrans.
(6) Continued discussions with the Positive Train Control (PTC) team.
(7) Continued coordination with third party utilities that need to be relocated.
(8) Continued discussions with the CSSF.

Future Activities:
Apr - Jun 2017
(1) Continue coordination on the cooperative agreement with Caltrans.
(2) Continue discussions with the PTC team.
(3) Continue coordination with third party utilities that need to be relocated.
(4) Continue discussions with the CSSF.
(5) Continue preparing the IFB package.

Issues:
(1) Schedule has been re-baselined with the resolution of the design modifications with CSSF.
**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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<tbody>
<tr>
<td></td>
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<td>$2,821,567</td>
<td>$56,300,000</td>
<td>($16,236,000)</td>
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</tbody>
</table>

**Issues:**

1. Additional funding is being requested in the FY2018 capital budget. When the FY2018 funding is approved the Budget/Cost traffic light will be changed to green.
2. Estimate at completion was increased by $1.2 million this quarter due to the addition of the CSSF design modifications.

**HSR:** None.
SOUTH TERMINAL PHASE II PROJECT

SCOPE:
This project will include planning, design and construction of a 4th mainline track, new signal controls, and new cross overs and slip switches, between the south end of Centralized Equipment Maintenance and Operation Facility (CEMOF) and the north end of the South Terminal Diridon Station.

The purpose of this additional track is to increase corridor flexibility and capacity, increase reliability of service which will allow more frequent non-revenue operations between the South Terminal and CEMOF.

Issues:
Current scope is for Preliminary Engineering in support of obtaining environmental clearance.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>002055</td>
<td>South Terminal Phase II</td>
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<td>30-Jun-17</td>
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<tr>
<td></td>
<td>Preliminary Engineering</td>
<td>02-Feb-15</td>
<td>30-Jun-17</td>
</tr>
</tbody>
</table>

Progress:
Jan - Mar 2017
1. Conducted field investigation to address State Historic Preservation Officer (SHPO) Section 106 comments.
2. Incorporated field investigation findings in a new technical report.
3. Awaiting for NEPA clearance.

Future Activities:
Apr - Jun 2017
1. Await for NEPA clearance.

Issues:
Preliminary Engineering schedule was extended to reflect the additional time to acquire NEPA clearance.
### SOUTH TERMINAL PHASE II PROJECT

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
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<th>(d)</th>
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</table>

#### Issues:
None.

#### HSR IMPACT:
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).
3) Additional scope - separate pedestrian gates arms from vehicular gates to meet CPUC standards at five stations.

Issues:
None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity Description</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
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</thead>
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<tr>
<td>02013 - FY2013 Systemwide Signal Rehabilitation</td>
<td>21-Mar-13</td>
<td>30-Sep-17</td>
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<tr>
<td>Construction</td>
<td>21-Mar-13</td>
<td>30-Jun-17</td>
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<tr>
<td>Project Close Out</td>
<td>01-Jul-17</td>
<td>30-Sep-17</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Progress:
Jan - Mar 2017

1) TASI initiated rebid of the subcontractor services for directional boring.
2) TASI continued with procurement for directional boring.
3) Continued procurement of subcontractor services.
4) Continued with internal wiring preparation for new pedestrian gates.
5) TASI hired an permanent signal manager.
6) TASI continued with procurement of subcontractor for sidewalk work.

Future Activities:
Apr - Jun 2017

1) Continue with internal wiring prep for new pedestrian gates.
2) TASI to continue to procure subcontractor for sidewalk work.
3) TASI to continue to procure subcontractor services for directional boring.

Issues:
Schedule has slipped due to the lack of signal maintainers and a signal manager to lead construction activities. Currently the available signal maintainers and a signal manager are being used on the Electrification project. TASI is attempting to hire to hire a permanent signal manager.
### SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2013

#### 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>
</tr>
</thead>
<tbody>
<tr>
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#### Project Budget / Cost Status

- **Current Board Approved Budget**: $1,581,000
- **Expended To Date**: $886,438
- **Committed To Date**: $982,692
- **Estimate At Completion**: $1,581,000

#### Issues:

- 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:

Due to issues implementing the Electronic Gate Management System (EGMS) Caltrain will be installing new retrofitted gate mechanisms at the eight grade crossings.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity/Description</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide Signal Rehabilitation</td>
<td>06-Jun-14</td>
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<tr>
<td>Construction</td>
<td>06-Jun-14</td>
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</tr>
<tr>
<td>Project Close Out</td>
<td>01-May-17</td>
<td>31-Jul-17</td>
</tr>
</tbody>
</table>

Progress:

Jan - Mar 2017

1. Completed installation and testing of EGMS units at four stations.
2. Began installation of retrofitted EGMS units at remaining four crossings.

Future Activities:

Apr - Jun 2017

1. Complete installation and testing of retrofitted EGMS units at remaining four crossings.
2. Begin project closeout.

Issues:

1. The EGMS contained a defective component which was falsely dropping the pedestrian gates. This issue is currently being mitigated.
2. Due to issues implementing the EGMS Caltrain will be installing new retrofitted gate mechanisms at the eight grade crossings.
**SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2014**

**Issues:** None.

**BUDGET:**

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

- Current Board Approved Budget: $1,000,000
- Expended To Date: $839,400
- Committed To Date: $928,531
- Estimate At Completion: $1,000,000
SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2015

SCOPE:
The fiscal year 2015 (FY15) Signal Rehab Project is a part of the ongoing program to keep Caltrain’s signal system at a State of Good Repair (SOGR).

The scope of this project is to locate the underground signal cables in the field and then survey and plot their locations using Global Positioning System (GPS) devices. This will include underground railroad signal cables from San Francisco - MP 0.2 to San Jose - MP 51.6. The signal cable locations will be incorporated into PCJPB’s master CADD file. These signal records will help mitigate signal cable conflicts during design and construction.

Issues:
Scope for the maintenance support has been through an amendment to the RSE work directive. This maintenance support will provide the ongoing updates to the final CADD drawings as changes are made along the right of way.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
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<tbody>
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<td>15-Sep-16</td>
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<td></td>
<td>Maintenance Support</td>
<td>01-Oct-16</td>
<td>30-Sep-17</td>
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<tr>
<td></td>
<td>Project Close Out</td>
<td>01-Oct-17</td>
<td>31-Oct-17</td>
</tr>
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</table>

Progress:
Jan - Mar 2017
(1) Continued providing CADD maintenance support.

Future Activities:
Apr - Jun 2017
(1) RSE to continue to provide CADD maintenance support.

Issues:
None.
## SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2015

### BUDGET:

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<tr>
<th></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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### Project Budget / Cost Status

- **Current Board Approved Budget**: $1,000,000
- **Expended To Date**: $778,122
- **Committed To Date**: $778,122
- **Estimate At Completion**: $1,000,000

### Issues:

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 FY2015 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. Rebuild 3 grade crossings: Charleston, Meadow, Churchill
10. Minor repairs to bridges, culverts and structures.
11. Leased equipment and facilities.
12. Purchased services – rail detector, geometry inspections, weed abatement.

The FY2015 Systemwide Track Rehabilitation Project 02117 has been closed and all costs and encumbrances will now be collected against this new project.

### Schedule:

<table>
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<th>Activity</th>
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<td>20-Feb-18</td>
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<tr>
<td>Construction</td>
<td>01-Oct-16</td>
<td>31-Dec-17</td>
</tr>
<tr>
<td>Project Close Out</td>
<td>01-Jan-18</td>
<td>20-Feb-18</td>
</tr>
</tbody>
</table>

### Progress:

**Jan - Mar 2017**

1. Placed 1,320 tons of ballast.
2. Surfaced 13.1 miles of main line track.
4. Regulated 13.7 miles of ballast.
5. Surfaced 17 turnouts.
6. Built up 33 frog inserts.
7. Ground 53 switches.
8. Performed 12 thermite welds.
9. Performed 12 ultrasonic (UT) tests.
10. Installed 760 pandrols.
11. Changed out 1,019 feet of rail.
12. Installed 517 cross ties.
13. Installed 26 switch tie.
15. FRA conducted a site visit.
16. CPUC conducted a site visit.
17. Ran the geometry car.
18. Performed hyrail inspection.

### Future Activities:

**Apr - Jun 2017**

1. Continue ongoing maintenance work.

### Issues:

None.
Caltrain Quarterly Report
Active Capital Projects

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY2016

BUDGET:

<table>
<thead>
<tr>
<th></th>
<th>Current Board Approved Budget</th>
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<td>$3,508,524</td>
<td>$7,490,000</td>
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Issues: None.
SCOPE: Installation of Train Departure Monitors will replace the existing wooden "dog bone" signs and station stop posters at the doors to the San Francisco platforms. For the San Jose Diridon station, the monitors will be installed at the station lobby and in the pedestrian underpass. The monitors will replace the track departure posters at the Diridon station.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity Description</th>
<th>Start</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Engineering Design</td>
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<td>30-Sep-16</td>
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<tr>
<td>Bid and Award</td>
<td>01-Oct-16</td>
<td>16-Jun-16</td>
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<tr>
<td>Construction</td>
<td>16-Jun-16</td>
<td>30-Apr-17</td>
</tr>
<tr>
<td>Project Close Out</td>
<td>01-May-17</td>
<td>01-Aug-17</td>
</tr>
</tbody>
</table>

Progress:
- (1) Completed testing of all monitors at San Francisco 4th & King and San Jose Diridon stations.
- (2) Completed the software corrections in the laboratory.
- (3) Resolved all the software issues.

Future Activities:
- (1) Perform the Site Acceptance Test for all the new monitors at San Francisco 4th & King.
- (2) Go live with all the monitors and make them operational for revenue service.
- (3) Begin project close out.

Issues: None.
### Train Departure Monitor at Terminal Stations Project

#### Budget:

<table>
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<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>
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</table>

#### Project Budget / Cost Status

![Project Budget / Cost Status](chart.png)

**Issues:** None.
TRAIN DISPATCH VOICE COMMUNICATION SYSTEM PROJECT

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:

<table>
<thead>
<tr>
<th></th>
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<td>Train Dispatch Voice Communication Sy.</td>
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<td>Engineering Design</td>
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<td></td>
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</tr>
</tbody>
</table>

Progress:
Jan - Mar 2017
(1) Contractor corrected the issues with the new DTX system at CCF.
(2) Contractor successfully completed the software testing.

Future Activities:
Apr - Jun 2017
(1) Begin the project closeout.

Issues: Traffic light for schedule section has been changed to green due to the construction being complete and the project is in the close out phase.
TRAIN DISPATCH VOICE COMMUNICATION SYSTEM PROJECT

BUDGET:

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
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<tbody>
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<td>$528,000</td>
</tr>
</tbody>
</table>

Issues: Project EAC has been reduced by $678K this quarter as the construction is completed and the project will be in the close-out phase.

HSR IMPACT: None
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 new grade separated crossings at 28th and 31st Avenues.
- Perform Relocation of the Hillsdale station.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>16-Jul-14 A</td>
<td>24-Aug-14 A</td>
</tr>
<tr>
<td>Environmental Clearance</td>
<td>25-Sep-14 A</td>
<td>20-Oct-14 A</td>
</tr>
<tr>
<td>Final Design</td>
<td>02-Nov-16 A</td>
<td>09-Dec-16 A</td>
</tr>
<tr>
<td>Bid and Award</td>
<td>15-Nov-16 A</td>
<td>30-Jun-17</td>
</tr>
<tr>
<td>Construction</td>
<td>01-Jul-17</td>
<td>31-Dec-17</td>
</tr>
<tr>
<td>Project Close Out</td>
<td>01-Jan-20</td>
<td>31-Mar-20</td>
</tr>
</tbody>
</table>

Progress:

Jan - Mar 2017

1. Continued meeting with Stakeholders.
2. Completed appraisals for ROW.
3. Continued discussion with property owners.
5. Continued Bid and Award period.
6. Continued bidder inquiries.
7. Conducted pre-bid meetings.
8. Began order of possession for property.

Future Activities:

Apr - Jun 2017

1. Continue meeting with Stakeholders.
2. Continue discussion with property owners.
3. Continue PSE legal review.
4. Complete Bid and award process and award the construction contract.
5. Continue order of possession for property.

Issues: Construction award date was extended due to issuance of additional contract addenda.
## 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>$179,800,000</td>
<td>$13,723,017</td>
<td>$13,862,973</td>
<td>$179,800,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

### Issues:

None.

### HSR IMPACT:

None.
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Caltrain
Disadvantaged Business Enterprise (DBE)
Quarterly Status Report

Based on Contracts through 2nd Quarter Federal Fiscal Year 2017
October 01, 2016 to March 31, 2017

The following is a summary of Caltrain’s Federal Fiscal Year to date DBE Status:

<table>
<thead>
<tr>
<th>Contract Type</th>
<th>Total Contracts Awarded</th>
<th>DBE Contracts Awarded</th>
<th>% DBE Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction/Design Contracts (1)</td>
<td>$3,114,519</td>
<td>$239,843</td>
<td>7.7%</td>
</tr>
<tr>
<td>TASI Contracts</td>
<td>$4,653,245</td>
<td>$0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total</td>
<td>$7,767,764</td>
<td>$239,843</td>
<td>3.1%</td>
</tr>
</tbody>
</table>

Overall Annual Goal in % 14.0%
% Over/(Under) Goal -10.9%

(1) Also includes On-Call Consultants, Rent and Misc. Contracts.
*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>1. SCOPE</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>2. BUDGET</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% or by $1,000K.</td>
<td>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.</td>
</tr>
<tr>
<td>3. SCHEDULE</td>
<td>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</td>
<td>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</td>
<td>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six 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></td>
</tr>
<tr>
<td></td>
<td>(c) Schedule has been defined.</td>
<td>(c) Detailed baseline schedule NOT finalized.</td>
<td></td>
</tr>
<tr>
<td>4. HIGH SPEED RAIL (HSR) IMPACT</td>
<td>(a) No potential impact.</td>
<td>(a) Potential impact.</td>
<td>(a) Significant impact.</td>
</tr>
</tbody>
</table>

### Schedule Legend

- **Completed**
- **Critical path**
- **Baseline/target schedule**