



Quarterly Capital Program Status Report and DBE Status Report

Prepared for the September 07, 2017 Caltrain Board Meeting

4th Quarter FY2017: April 01, 2017 – June 30, 2017

Peninsula Corridor Joint Powers Board



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Caltrain - Capital Program - Budget Status Summary

4th Quarter FY2017 - April 01, 2017 to June 30, 2017

All Costs in \$1,000's

Programs						
	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
1. Station and Intermodal Access	\$400	\$710	\$3,575	\$3,483	\$39,756	\$1,450
2. Right of Way / Signal & Communications	\$29,653	\$23,054	\$46,352	\$22,275	\$40,350	\$180,232
3. Rolling Stock	\$8,299	\$7,000	\$2,221	\$3,900	\$4,000	\$6,997
4. Operational Improvements/Enhancements	\$1,535	\$4,307	\$4,423	\$2,271	\$2,844	\$4,723
5. Others	\$1,990	\$1,990	\$2,690	\$1,740	\$4,220	\$2,756
6. Caltrain Modernization Program	\$19,600	\$2,032	\$13,322	\$9,291	\$122,529	\$315,873
7. Legal Mandates & Required Enhancements	\$0	\$0	\$117,982	\$1,595	\$3,337	\$14,721
Total Board Approved Budget by FY ⁽¹⁾	\$61,477	\$39,093	\$190,565	\$44,555	\$217,036	\$526,752
Total Audited Expenditures by FY ⁽²⁾	\$81,375	\$87,385	\$111,349	\$115,225	\$131,330	(3)

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.

	SCOPE		SCHEDULE		BUDGET / COST		HSR IMPACT		
	Q3 FY17	Q4 FY17	Q3 FY17	Q4 FY17	Q3 FY17	Q4 FY17	Q3 FY17	Q4 FY17	
CBOSS/PTC Project							N/A	N/A	4
Grade Crossing Improvements in Redwood City Project							N/A	N/A	6
Inward Facing Cameras on Trains Project							N/A	N/A	8
Los Gatos Creek Bridge Replacement Project									10
Marin Street and Napoleon Avenue Bridge Closure Project									12
New Control Point at Brittan Project									14
Railroad Communications System (SOG) Project - FY2013 & FY2014							N/A	N/A	16
Rail Grinding Project - FY2014 & FY2015							N/A	N/A	18
San Francisco Roadway Bridges Replacement Project									20
San Mateo Bridges Replacement Project									22
South San Francisco Station Improvement Project									24
South Terminal Phase II Project									26
Systemwide Signal System Rehab Project - FY2013							N/A	N/A	28
Systemwide Signal System Rehab Project - FY2014							N/A	N/A	30
Systemwide Signal System Rehab Project - FY2015							N/A	N/A	32
Systemwide Track Rehab Project - FY2016							N/A	N/A	34
Train Departure Monitor at Terminal Stations Project							N/A	N/A	36
Train Dispatch Voice Communication System Project									38
25th Ave. Grade Separation Project									40



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

CBOSS PTC Project



HSR IMPACT
N/A

SCOPE:



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

The CBOSS PTC Project is implemented in four phases:

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

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.

Phase 3/4 with fiber optic backbone - Activities including all remaining CBOSS PTC subsystem installation, all sub-system and system testing, training, safety certification, completion of the BCCF, commissioning and system acceptance, and one year warranty.

Issues:

The Prime contractor, PTG, was terminated by the JPB on Feb 22, 2017. Since then, the JPB has been in the process of re-procuring services to ensure the successful completion of the CBOSS PTC project. The JPB has been pursuing the re-procurement of these services through a phased approach. The first phase involves two short-term contracts, with long-term contracts to follow.

On May 16, 2017, JPB entered into a 120-day short-term contract with Alstom, in an effort to ensure progress continued on key Alstom scope items while long-term scope and contract documents were developed. This Alstom short-term contract focuses on onboard software and database

As of July 6th, the JPB has approved to enter a short-term contract with Rockwell Collins (ARINC). This contract focuses on an assessment of the CBOSS system as it was left by the terminated contractor. ARINC will undertake a two-step process for the integration work, beginning with an evaluation of the current state of the project in order to be able to identify how best to implement the scope needed to complete the project successfully. The final evaluation report and finding will be delivered to the JPB by mid-September. ARINC will also submit a proposal and schedule for completion of the project as the system integrator as the second step of the process. These steps will be key in completing the scope of work required by a new project integrator (taking over PTG's former role).

In parallel with these short-term contracts, JPB is developing Scopes of Work and commercial terms that will support a multi-contract structure for the completion of the project. These Scopes and commercial terms will be shared with potential candidates for the work as the documents are completed.

JPB is targeting to have all long-term contracts in place by the fall of 2017, to support the goal of Revenue Service Demonstration (RSD) by December 2018 for Caltrain territory. PTC operations on Union Pacific Railroad (UPRR) territory will be implemented per the agreement between JPB and UPRR.

Once long-term contracts are in place, the project re-baseline schedule that reflect each contractor's commitment will be finalized and published.

SCHEDULE:



Project schedule will be updated once evaluation of delivery of remaining project work is complete.

CBOSS PTC Project

Progress:

This Period:

Apr - Jun 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.
- 2) Released draft System Integrator Scope of Work for industry review.
- 3) Began oversight of 120-day contract with Alstom, with a focus on onboard software development.

Future

Activities:

Jul - Sep 2017

1. Continue to review information and documentation provided by PTG as part of transition due to contract termination.
2. Continue monitoring, evaluation and support of the implementation of the federated links and MTA 04 regional design completed in late January.
3. Continue to provide oversight for Alstom short-term Scope of Work.
4. Perform Cyber Security Assessment of ROCS and CBOSS systems.
5. Develop scope(s) of work for completion of the project.
6. Manage PTC Field Assessment being performed by ARINC (Rockwell Collins).

Issues:

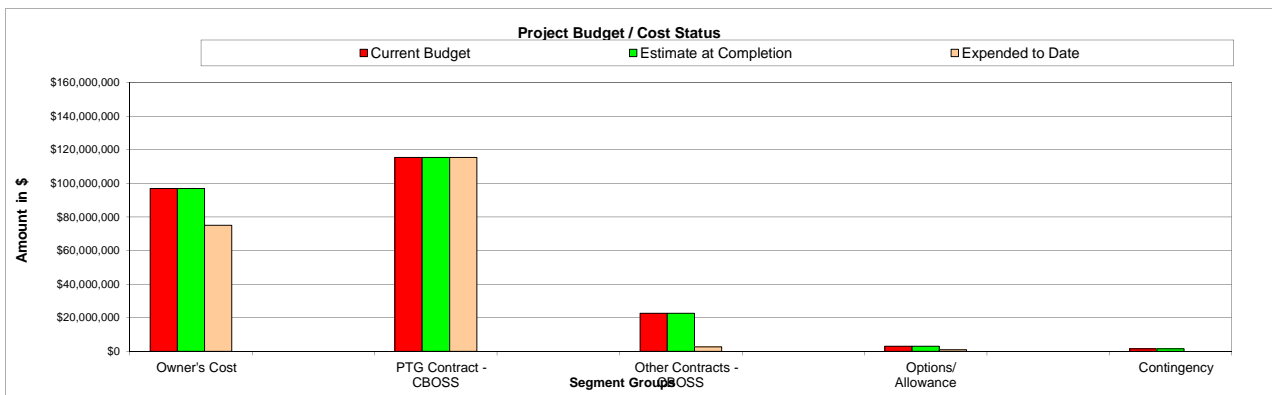
Re-Procurement effort is required to complete the project due to PTG termination.

BUDGET:



	(a)	(b)	(c)	(d)	(e)	(f) = (b) - (e)
Phase 1, 2, & 3 / 4 Cost Analysis	Original Budget	Current Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Owner's Cost	\$49,726,798	\$97,017,383	\$75,055,018	\$77,313,793	\$97,017,383	\$0
PTG Contract - CBOSS	\$138,135,673	\$115,516,860	\$115,516,860	\$128,321,323	\$115,516,860	\$0
Other Contracts - CBOSS	\$0	\$22,689,008	\$2,769,727	\$5,733,210	\$22,689,008	\$0
Options/ Allowance	\$35,647,734	\$3,161,900	\$1,052,780	\$1,052,780	\$3,161,900	\$0
Contingency	\$7,489,795	\$1,494,849	\$0	\$0	\$1,494,849	\$0
Total	\$231,000,000	\$239,880,000	\$194,394,385	\$212,421,106	\$239,880,000	\$0




FY16 Board Approved Budget = \$245MM. The Current Budget of \$239.8MM reflects the Current Funding. CBOSS Current Budget Amount for other Contracts will be updated when re-procurement effort is complete later this fall. Owner's Current Budget reflects all Owner's project cost to support RSD by December 2018. PTC Contract Current Budget Amount reflects total payment made to PTG upon date of termination.



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	SCHEDULE	BUDGET/COST	HSR IMPACT
			N/A

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:



Activity ID	Activity Description	Start	Finish	2016				2017				2018			
				01	02	03	04	01	02	03	04	01	02	03	04
100056 - Grade Crossing Improvements in Redwo...		01-Feb-16 A	31-Oct-18												
Engineering Design		01-Feb-16 A	31-Oct-16 A	█	█	█	█								
Bid and Award		01-Dec-16 A	31-Aug-17					█	█	█	█				
Construction		01-Sep-17	30-Jun-18									█	█	█	█
Project Close Out		01-Jul-18	31-Oct-18												█

Progress:

Apr - Jun 2017

- (1) Advertised the Invitation For Bid (IFB) package.
- (2) Received bids from potential contractors.
- (3) Conducted reference checks for the lowest competent bidder.

Future

Activities:

Jul - Sep 2017

- (1) Develop staff report and resolution to the Board for award of construction contract.
- (2) Begin construction.

Issues:

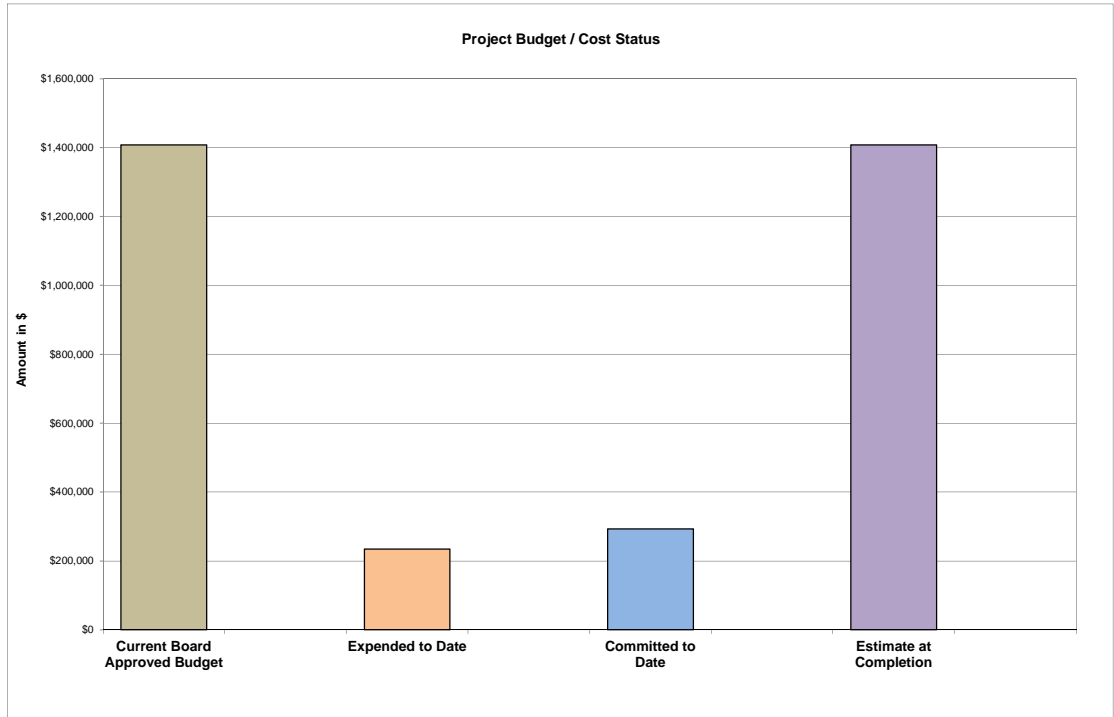
None.

Grade Crossing Improvements in Redwood City Project

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$1,408,250	\$234,493	\$292,618	\$1,408,250	\$0



Issues: None.

Inward Facing Cameras on Trains Project



HSR IMPACT

N/A



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:

No proposals were received from contractors, following Request for Proposals (RFP). It has been determined that a sole source procurement will be needed.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2016				2017				2018			
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
02148 - Inward Facing Cameras on Train		01-Nov-15 A	31-May-18												
Engineering Design		01-Nov-15 A	30-Apr-16 A	█	█	█									
Bid and Award		15-Jun-16 A	17-Nov-17		█	█	█	█	█	█	█	█			
Construction		18-Nov-17	31-Mar-18				█	█	█				█	█	█
Project Close Out		01-Apr-18	31-May-18												█

Progress:

- Apr - Jun 2017
- (1) Revised and advertised Request For Proposal (RFP).
 - (2) No proposals were received.
 - (3) Initiated sole source negotiations with contractor.

Future

Activities:

- Jul - Sep 2017
- (1) Continue procurement process, including consideration of sole source award to contractor.

Issues:

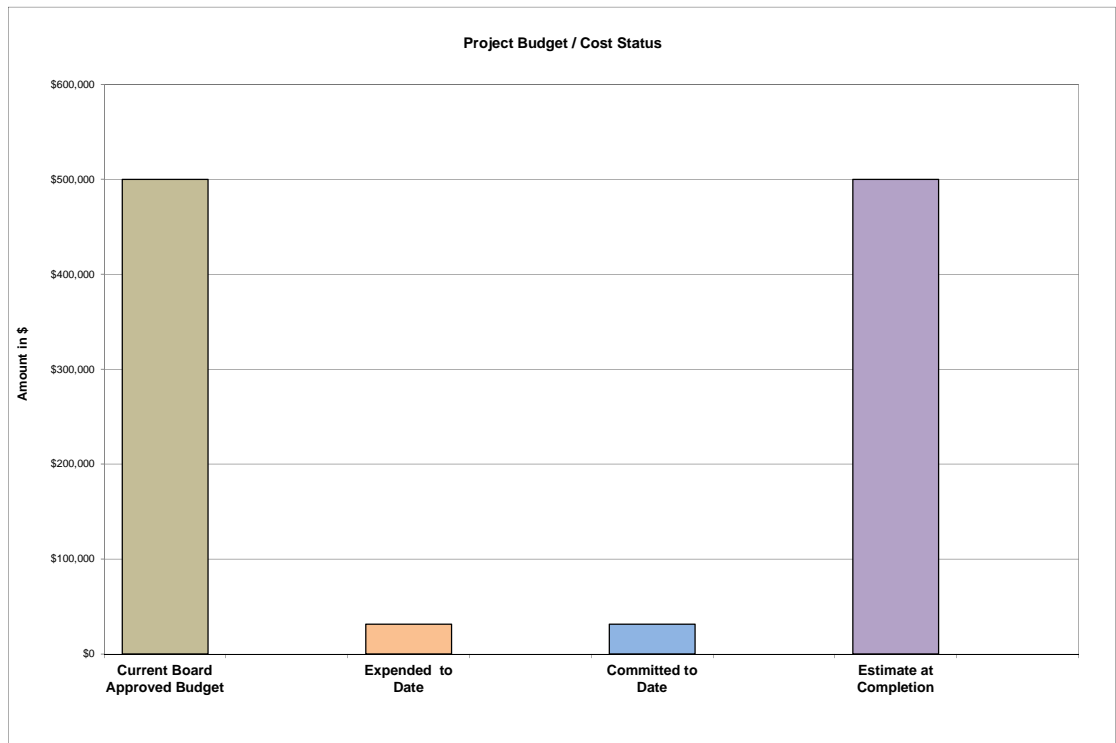
Schedule has been revised to reflect the sole source procurement and construction period.

Inward Facing Cameras on Trains Project

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$500,000	\$31,306	\$31,306	\$500,000	\$0



Issues: None.

LOS GATOS CREEK BRIDGE REPLACEMENT PROJECT



SCOPE:

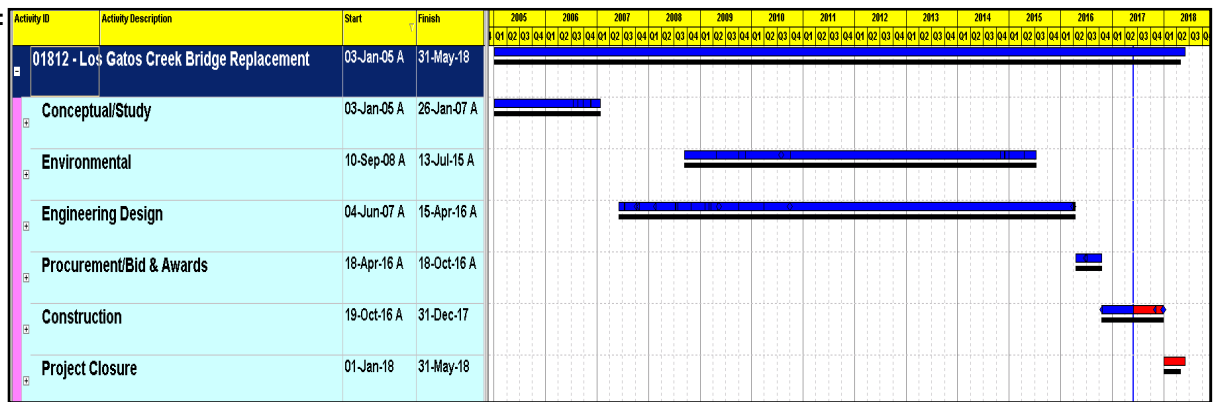


Scope of the Los Gatos Creek Bridge Replacement Project includes: Preliminary Design, Environmental Document, Final Design and Construction for removal and replacement of the existing MT-1 and MT-2 bridges crossing the Los Gatos Creek. As recommended in the PSR, the new replacement structure is to be 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. Environmental Clearance is obtained through the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) process.

Issues:

None.

SCHEDULE:



Progress:

Apr - Jun 2017

- (1) Continued coordination and cost sharing agreement with the City of San Jose.
- (2) Continued coordination with the UPRR.
- (3) Continued construction of abutments for new tail track.
- (4) Continued coordination with VTA for work at Vesona Lead track.
- (6) Disconnected PG&E 12kv overhead powerline.
- (7) Began construction of retaining wall.
- (8) Coordinated with environmental agencies for de-watering of the creek.
- (9) Began de-watering the creek.
- (10) Began construction of Bents for the tail track.

Future

Activities:

Jul - Sep 2017

- (1) Continue coordination and cost sharing agreement with the City of San Jose.
- (2) Continue coordination with the UPRR.
- (3) Continue coordination with VTA for work at Vesona Lead track.
- (4) Continue de-watering the creek.
- (5) Complete construction of abutments for new tail track.
- (6) Complete construction of retaining wall.
- (7) Complete construction of Bents of the tail track.
- (8) Begin installation of pre-cast griders of tail track.
- (9) Begin track & signal work for tail track.

Issues:

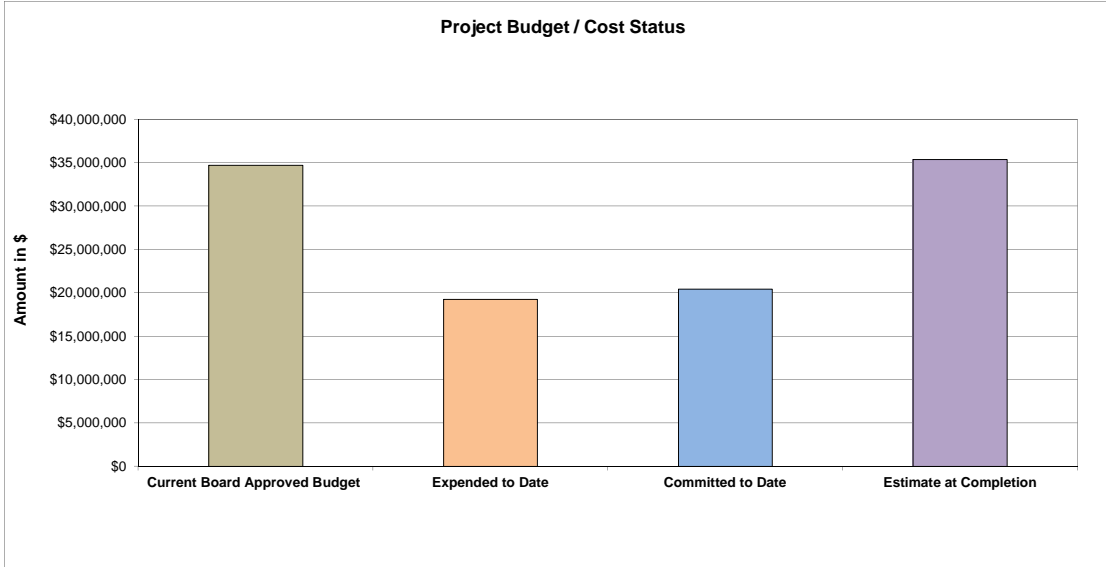
None.

LOS GATOS CREEK BRIDGE REPLACEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$34,734,910	\$19,256,554	\$20,457,272	\$35,400,000	(\$665,090)



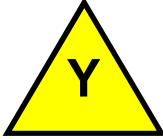
Issues: (1) Additional funding has been requested in the FY18 Capital Budget.

HSR IMPACT: None.



MARIN STREET AND NAPOLEON AVENUE BRIDGE CLOSURE PROJECT

SCOPE



SCHEDULE



BUDGET / COST



HSR IMPACT



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:

Project scope may be revised pending FY18 Capital Budget that may result in project re-scoping.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2015				2016				2017				2018				
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
02080 - Marin & Napoleon Ave Bridge Closure		01-Dec-14 A	15-Mar-19																	
Preliminary Engineering		01-Dec-14 A	31-Dec-15 A	■	■	■	■													
Engineering Design		04-Jan-16 A	31-Mar-17 A					■	■	■	■	■								
Bid and Award		15-Sep-17	31-Mar-18										■	■	■					
Construction		01-Apr-18	15-Jan-19										■	■	■	■	■	■	■	
Project Close Out		16-Jan-19	15-Mar-19													■	■	■	■	

Progress:

Apr - Jun 2017 (1) Awaiting for FY2018 funding confirmation to proceed with Bid and Award.

Future

Activities:

Jul - Sep 2017 (1) Await FY2018 funding confirmation to proceed with Bid and Award.

Issues:

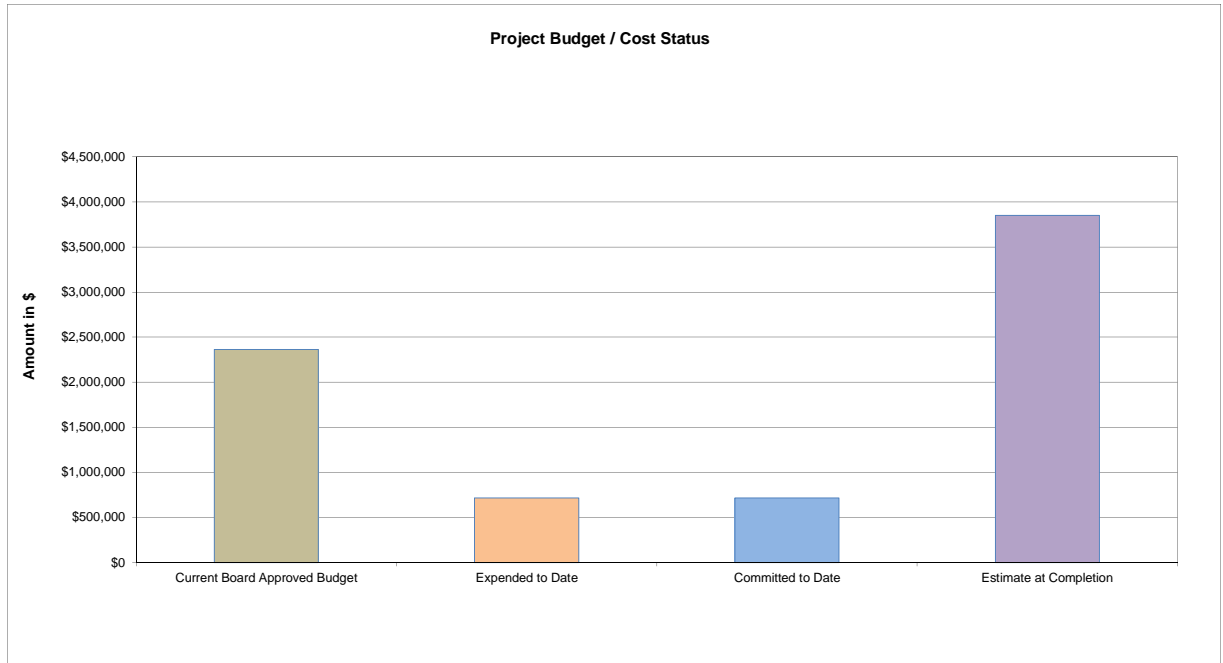
Bid & Award process has been deferred pending clarity on capital budget that may possibly alter the project scope.

MARIN STREET AND NAPOLEON AVENUE BRIDGE CLOSURE PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$2,364,000	\$714,684	\$714,684	\$3,850,000	(\$1,486,000)



Issues: Caltrain Board has approved the FY2018 Capital Budget - Resolution 2017-24. This budget increase will be reflected the next quarterly report. The traffic light has been changed to green for this reason.

HSR IMPACT: None.



NEW CONTROL POINT AT BRITTAN PROJECT

SCOPE	SCHEDULE	BUDGET / COST	HSR IMPACT

SCOPE:



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.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2015				2016				2017				2018			
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
002144 - New Control Point at Brittan		15-Apr-15 A	31-Dec-18																
Preliminary Engineering		15-Apr-15 A	01-Dec-15 A	█	█	█													
Final Design		02-Dec-15 A	31-Aug-17				█	█	█	█	█	█	█	█	█	█			
Bid and Award		02-Sep-17	31-Jan-18																█
Procurement		02-May-16 A	31-Mar-18				█	█	█	█	█	█	█	█	█	█			
Construction		01-Feb-18	30-Sep-18																█
Project Close Out		01-Oct-18	31-Dec-18																█

Progress:

- Apr - Jun 2017
- (1) Continued final design.
 - (2) Continued procurement of universal #20 crossover and signal houses.
 - (3) Procurement contract for owner furnished signal houses was advertised for bids that are due in early June.

Future

Activities:

- Jul - Sep 2017
- (1) Complete final design.
 - (2) Continue procurement of universal #20 crossover.
 - (3) Continue procurement of signal houses.
 - (4) Begin Bid & Award process.

Issues:

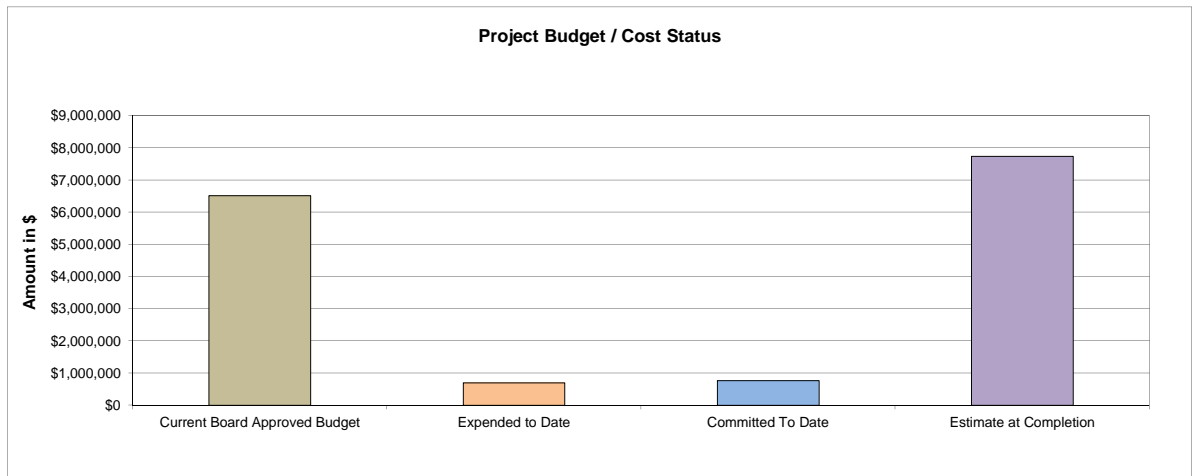
- (1) Final Design extended due to Caltrain/RSE needing additional time to complete final comments for the Bid package.
- (2) Bid and Award period extended due to the special track having to be re-bid and signal houses having receiving no bids.

NEW CONTROL POINT AT BRITTAN PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$6,516,245	\$692,951	\$762,511	\$7,736,000	(\$1,219,755)



Issues: Caltrain Board has approved the FY2018 Capital Budget - Resolution 2017-24. The increase will be reflected in next quarterly report. The traffic light has been changed to green for this reason.

HSR IMPACT: None



Railroad Communication System (SOGR) Project - FY2013/FY2014

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			N/A

SCOPE:



The State of Good Repair (SOGR) project consists of the following tasks for maintenance of the PCJPB's Communication (COM) Systems.

Completed tasks:

All tasks related to assessment, design and drawings of railroad communication system have been completed.

Remaining tasks:

Task 1: Install a new radio base station to improve voice radio coverage in the Mountain View and Sunnyvale area.

Task 2: Improve voice radio coverage in the Brisbane area.

Task 3: Remote reboot capability of channel 5 radio at Monument Peak.

Task 4: Implementation of a Communication System for Track Department's Weather Sensors.

Task 5: Install monitoring system for operation of the red obstruction light on top of the Central Control Facility (CCF) antenna tower.

Issues:

FY2013 and FY2014 Railroad Communication System Projects have been combined in this quarterly report.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2016				2017				Q1
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
02026/02090 - Railroad Communications System (...)		01-May-13 A	28-Feb-18									
Final Design		01-May-13 A	30-Nov-14 A									
Bid and Award		29-Jan-16 A	09-Mar-17 A									
Construction		10-Mar-17 A	30-Nov-17									
Project Close Out		01-Dec-17	28-Feb-18									

Progress:

Apr - Jun 2017

- (1) Issued Notice to Proceed NTP for construction.
- (2) Continued to review of submittals.
- (3) Began field work.

Future

Activities:

Jul - Sep 2017

- (1) Continue to review and approve submittals and work plans.
- (2) Continue with field work.

Issues:

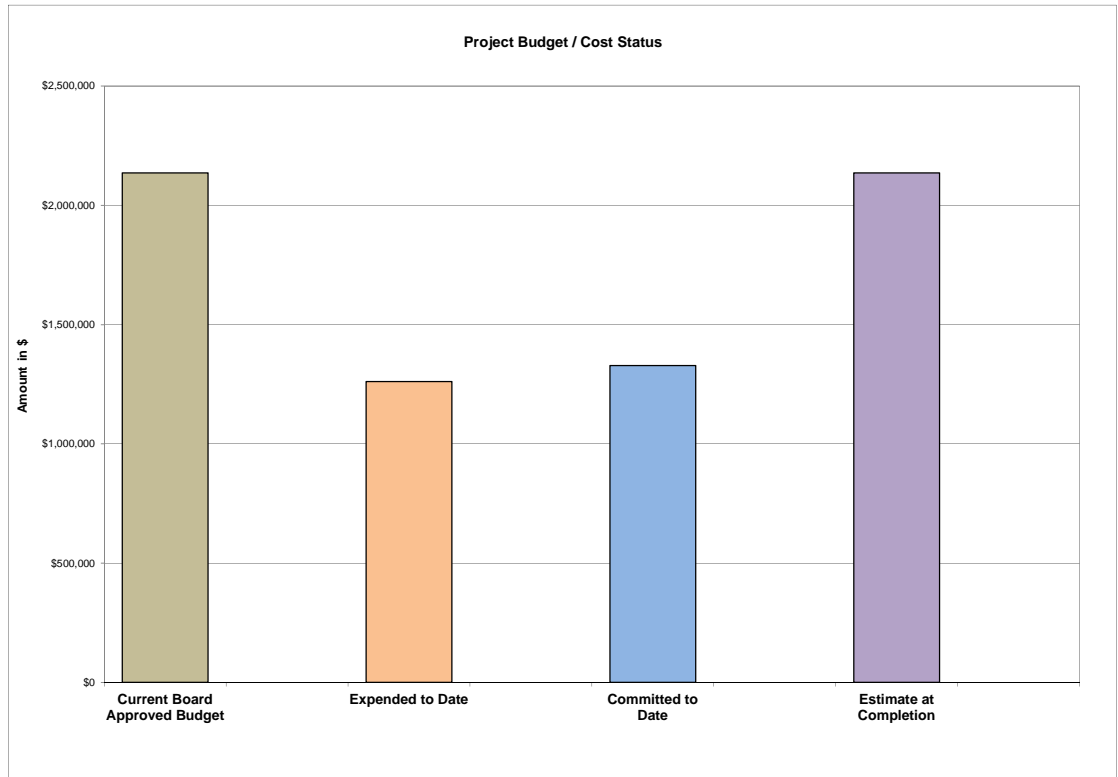
Schedule has been re-baselined based on approved schedule from the contractor.

Railroad Communication System (SOG) Project - FY2013/FY2014

BUDGET:






	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$2,135,640	\$1,260,908	\$1,327,781	\$2,135,640	\$0



Issues: None.

RAIL GRINDING PROJECT - FY2014/FY2015

SCOPE 	SCHEDULE 	BUDGET/COST 	HSR N/A
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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:



Activity ID	Activity Description	Start	Finish	2015				2016				2017							
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
02071 - FY2014 & FY2015 Rail Grinding		01-Sep-14 A	31-Dec-17																
Bid and Award		01-Sep-14 A	31-Dec-16 A	[Bar spans from Q3 2014 to Q4 2016]															
Construction		01-Mar-17 A	31-May-17 A																
Design Next Years Program		01-Jun-17 A	30-Sep-17																
Project Close Out		01-Oct-17	31-Dec-17																

Progress:

Apr - Jun 2017

- (1) Completed rail grinding work.
- (2) Initiated project close-out activities.
- (3) Began developing plan for future rail grinding including locations and time frames.

Future Activities:

Jul - Sep 2017

- (1) Complete plan for future grinding.
- (2) Continue project close-out activities.

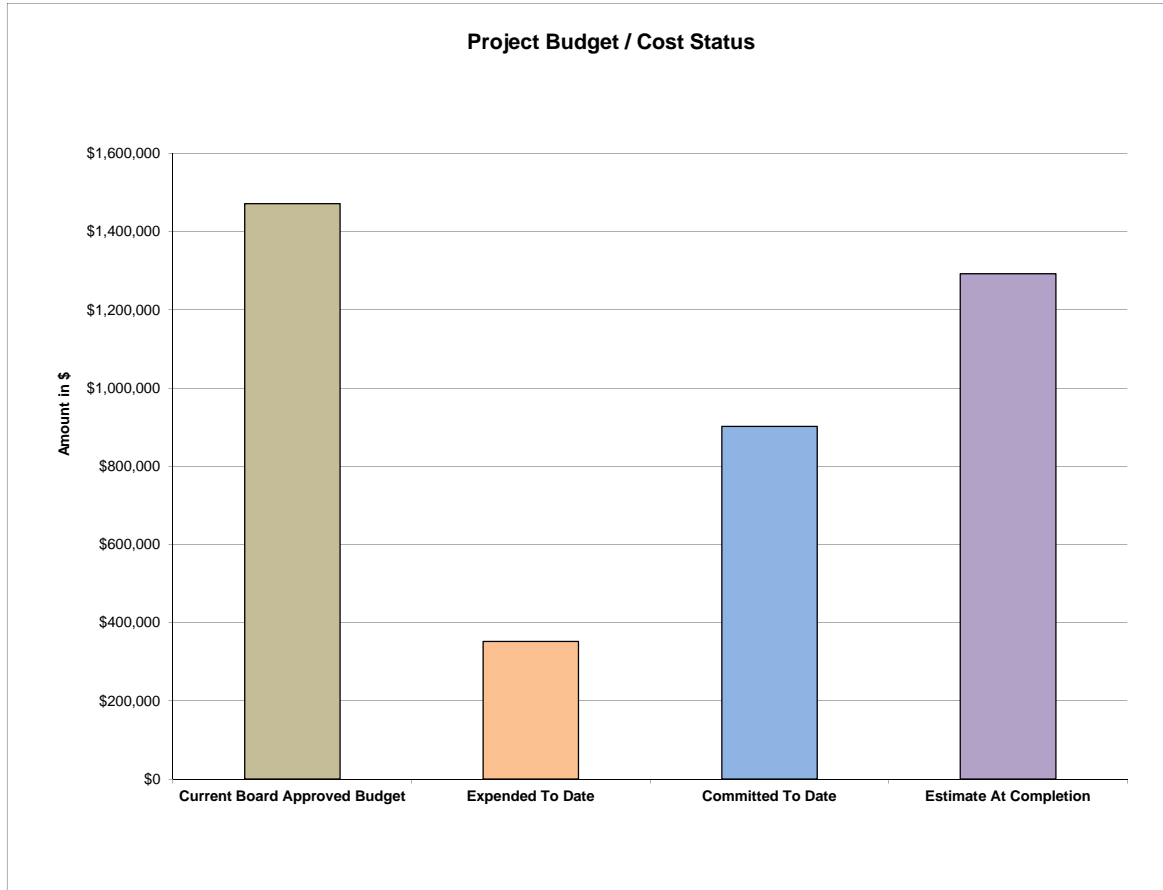
Issues: None.

RAIL GRINDING PROJECT - FY2014/FY2015

BUDGET:



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$1,471,414	\$987,115	\$1,075,937	\$1,100,000	\$371,414



Issues: None.

SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT PROJECT



SCOPE:

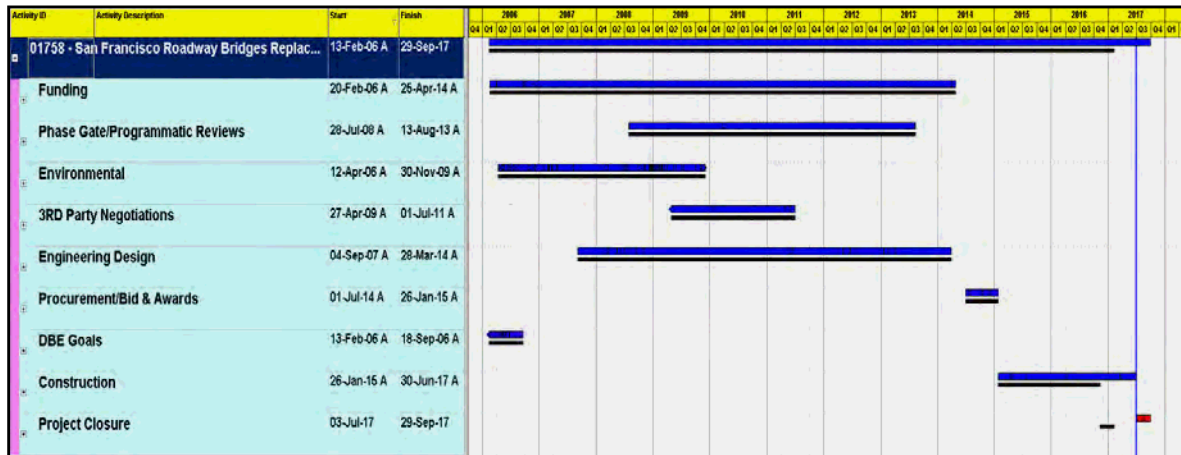


The San Francisco Roadway Bridges Replacement project upgrades the Caltrain owned vehicular bridges located at 22nd Street, 23rd Street and Paul Avenue and includes:
 (1) Remove and replace the existing two-span steel-through girder superstructures as the bridges have reached the end of their useful 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:

- Apr - Jun 2017
- (1) Completed transfer of utilities to permanent support at 22nd Street.
 - (2) Completed Bent construction at 22nd street.
 - (3) Completed Crash wall at 22nd street.
 - (4) Completed Bridge construction at 22nd street.
 - (5) Removed Temporary Utility Support at 22nd street.
 - (6) Placed sidewalks and installed barrier fence at 22nd street.
 - (7) Completed San Francisco Water Department (SFWD) system connection.
 - (8) Opened 22nd street bridge to traffic.
 - (9) Contractor demobilized from the project site.

Future

Activities:

- Jul - Sep 2017 (1) Begin project closeout.

Issues:

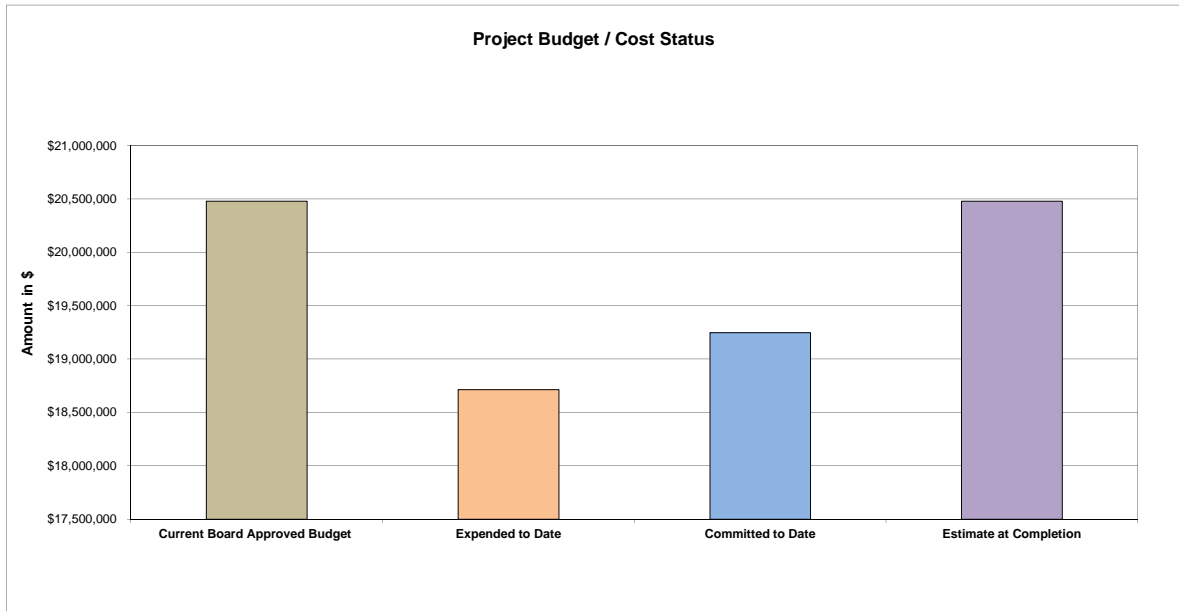
Traffic light for schedule section has been changed to green due to the construction being complete and the project is in the close out phase.

SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$20,480,449	\$18,715,523	\$19,248,538	\$20,480,449	\$0

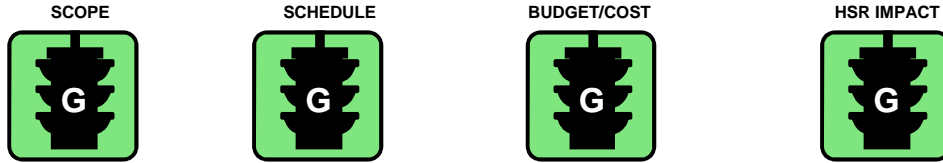


Issues: None.

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:



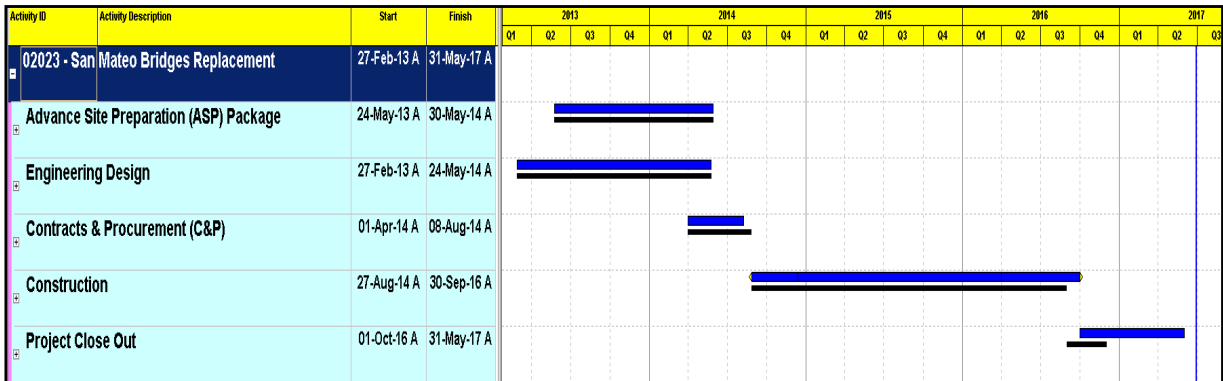
Phase I: Foundation Improvements to strengthen the existing foundations and construct new abutments for the future replacement of the bridge spans. Phase I was completed in 2011 (Project 1755).

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:



Progress:

Apr - Jun 2017 (1) Completed close out change orders.
(2) Completed project close out.

Future Activities:

Jul - Sep 2017 (1) None, project completed.

This will be the last report for the project.

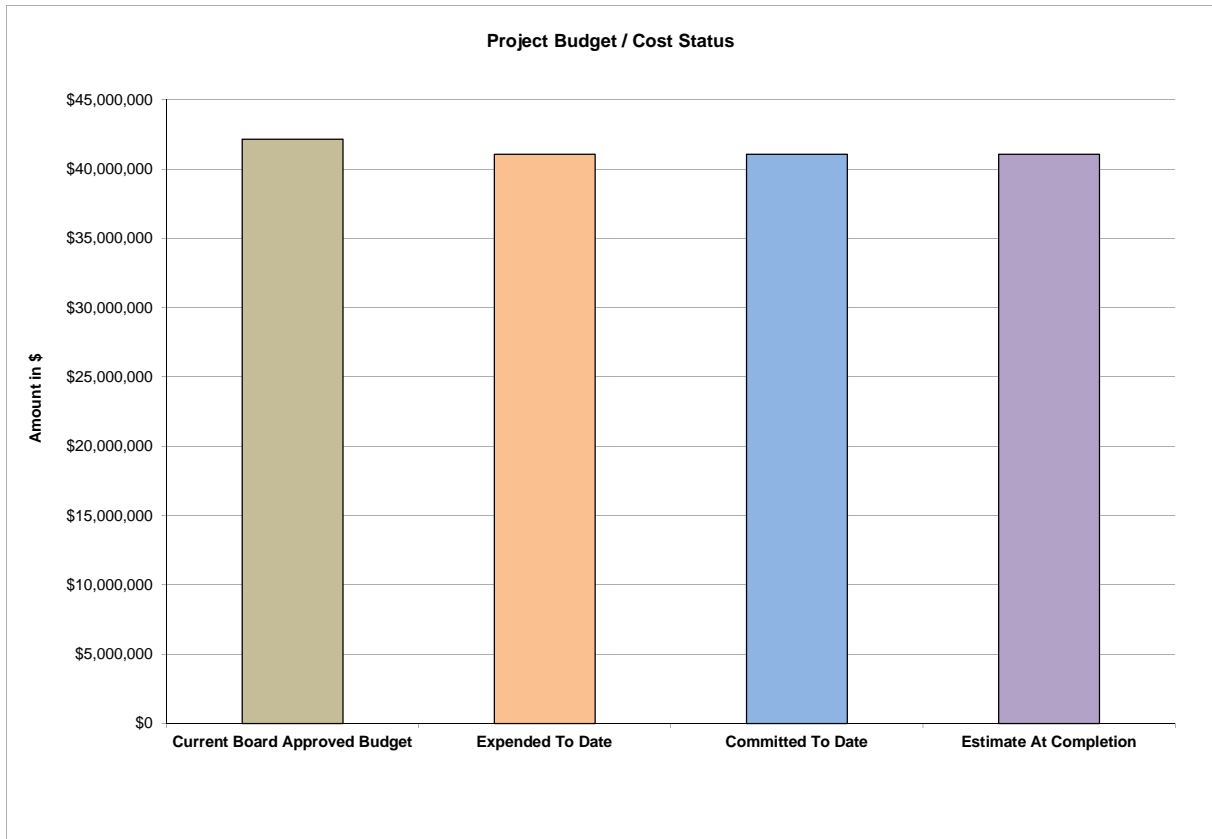
Issues: None.

SAN MATEO BRIDGES REPLACEMENT PROJECT

BUDGET:



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$42,137,323	\$41,063,817	\$41,063,817	\$41,063,817	\$1,073,506



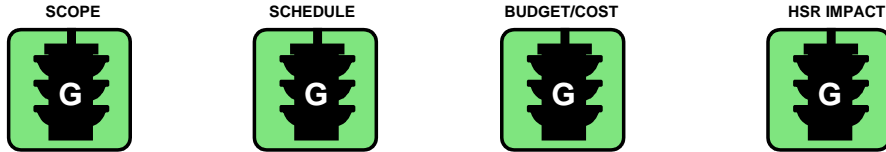
Issues: None.

HSR IMPACT:



None.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT



SCOPE:

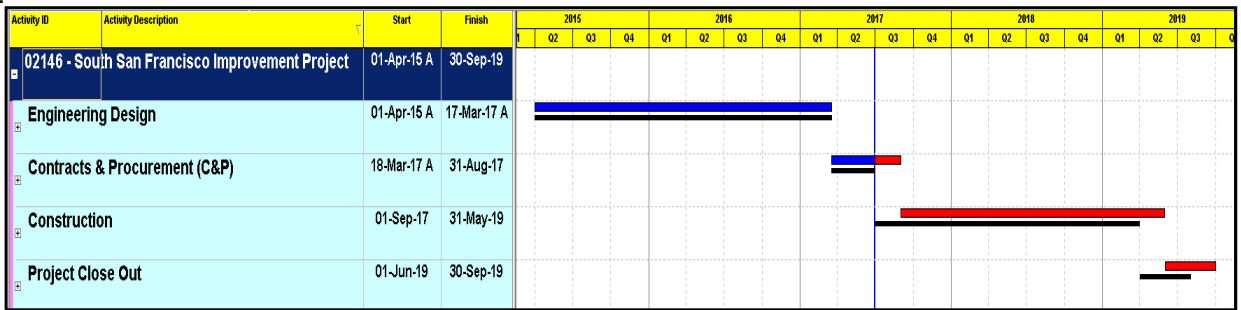
This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700 foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety by eliminating the hold out rule; in addition, the project provides connectivity along Grand Avenue for the City of South San Francisco (CSSF).

Key elements of the project include:

1. New center Platform.
2. New at-grade pedestrian crossing at the north end of station.
3. New pedestrian underpass at the south end of the station.
4. New pedestrian plaza area at west and east end of the pedestrian underpass.
5. Inclusion of CSSF design modifications for the west and east plaza and ramps.

Issues: None.

SCHEDULE:



Progress:

Apr - Jun 2017

- (1) Advertised the Issue For Bid (IFB) construction package.
- (2) Began responding to bidder inquiries on the IFB construction package.
- (3) Continued coordination on the cooperative agreement with Caltrans.
- (4) Continued discussions with the Positive Train Control (PTC) team.
- (5) Continued coordination with third party utilities that need to be relocated.
- (6) Continued discussions with the CSSF.

Future

Activities:

Jul - Sep 2017

- (1) Prepare staff report for the award of the construction contract.
- (2) Award the construction contract.
- (3) Begin field construction.
- (4) Continue coordination on the cooperative agreement with Caltrans.
- (5) Continue discussions with the PTC team.
- (6) Continue coordination with third party utilities that need to be relocated.
- (7) Continue discussions with the CSSF.

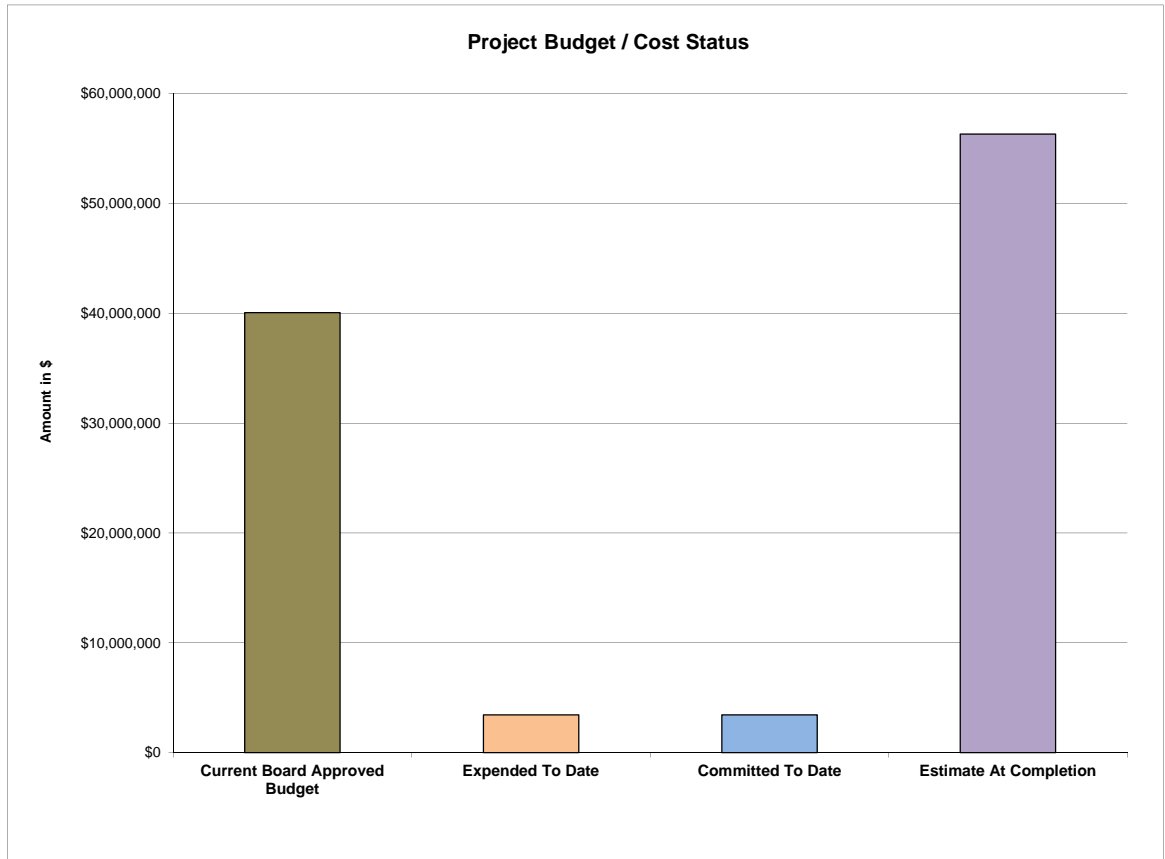
Issues: None.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

BUDGET:



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$40,064,000	\$3,448,755	\$3,450,865	\$56,300,000	(\$16,236,000)



Issues: Caltrain Board has approved the FY2018 Capital Budget - Resolution 2017-24. This budget increase will be reflected the next quarterly report. The traffic light has been changed to green for this reason.

HSR IMPACT: 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:



Activity ID	Activity Description	Start	Finish	2015					2016				2017					
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
002055 - South Terminal Phase II		02-Feb-15 A	30-Sep-17															
Preliminary Engineering		02-Feb-15 A	30-Sep-17															

Progress:

Apr - Jun 2017 (1) Awaiting NEPA clearance.

Future

Activities:

Jul - Sep 2017

- (1) Receive NEPA clearance.
- (2) Receive State Historic Preservation Officer (SHPO) feedback.
- (3) FTA/SHPO to initiate consultation to determine need for a Programmatic Agreement (PA).
- (4) FTA/SHPO to make a determination on the PA.

Issues:

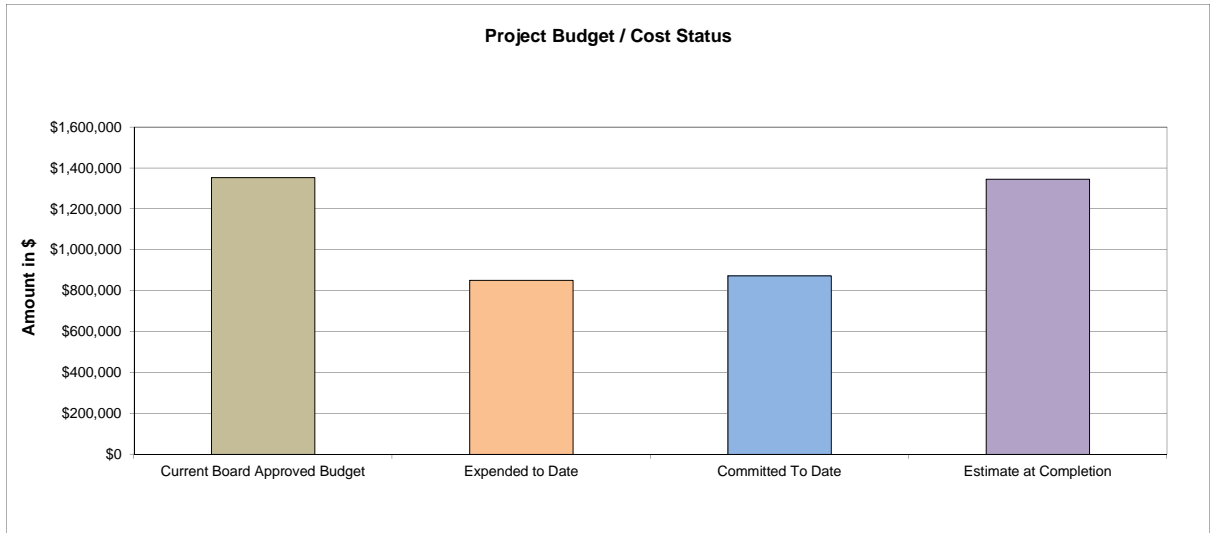
Preliminary Engineering has been extended to reflect the additional time to acquire NEPA clearance based on new questions raised by the FTA and requirements from FTA for a Caltrain/SHPO programmatic agreement.

SOUTH TERMINAL PHASE II PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$1,353,236	\$850,863	\$872,707	\$900,000	\$453,236



Issues: Project EAC has been reduced by \$400K this quarter as per the latest Project Manager's estimate.

HSR IMPACT: None



SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2013

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			N/A

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:



Activity ID	Activity Description	Start	Finish	2013		2014				2015				2016				2017				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1			
02031 - FY2013 Systemwide Signal Rehabilitation		21-Mar-13 A	31-Dec-17																			
Construction		21-Mar-13 A	30-Sep-17																			
Project Close Out		01-Oct-17	31-Dec-17																			

Progress:

Apr - Jun 2017

- (1) Continued with internal wiring preparation for new pedestrian gates and setting of foundations.
- (2) TASI continued with the procurement of subcontractor for sidewalk work. Met with subcontractor to clarify scope.
- (3) TASI continued with the award of directional boring contract. Insurance & bonding issues have been resolved.

Future Activities:

Jul - Sep 2017

- (1) Complete with internal wiring preparation for new pedestrian gates and setting of foundations.
- (2) TASI to complete with the procurement of subcontractor for sidewalk work. Resolve scope issues with subcontractor.
- (3) TASI to award of subcontractor services for directional boring.

Issues:

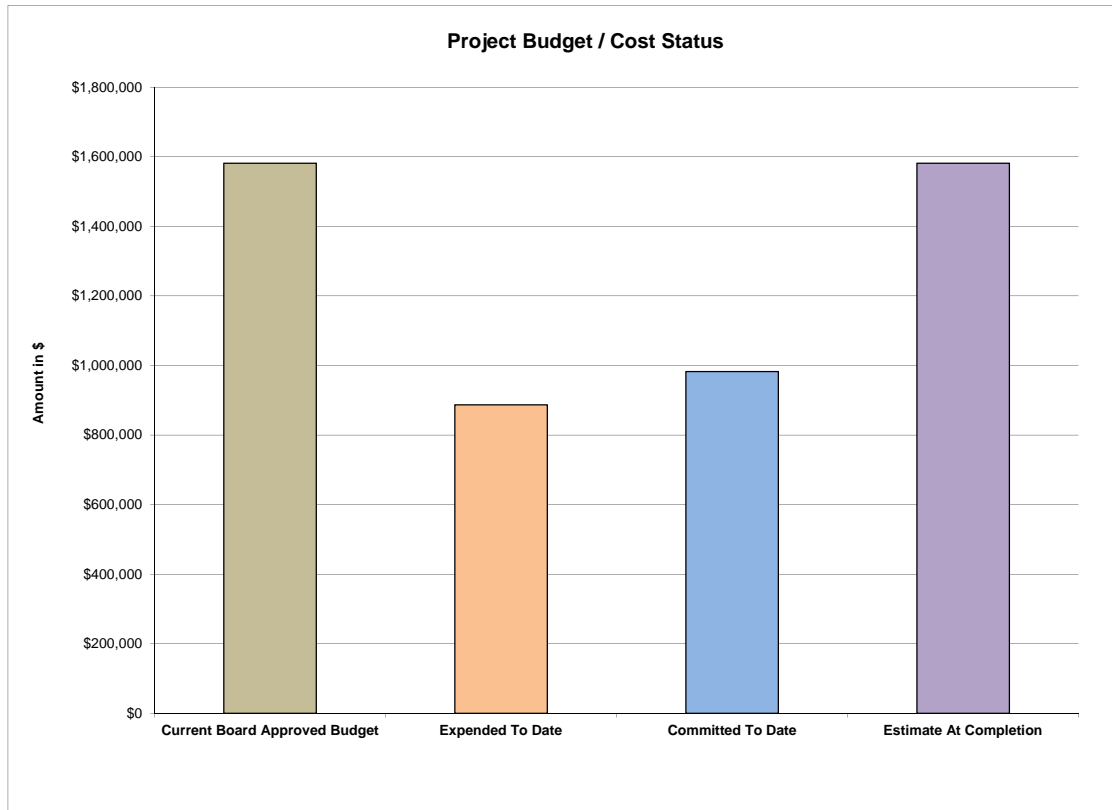
Schedule has slipped due to issues with award of contracts to TASI's subcontractors.

SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2013

BUDGET:



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$1,581,000	\$1,283,621	\$1,540,628	\$1,581,000	\$0



Issues: None.

SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2014

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			N/A

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.

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

Issues: None

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2014		2015				2016				2017					
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
02086 - FY2014 Systemwide Signal Rehabilitation		06-Jun-14 A	31-Aug-17																
Construction		06-Jun-14 A	31-May-17 A	[Gantt bar showing construction from Q2 2014 to Q3 2017]															
Project Close Out		01-Jun-17 A	31-Aug-17																

Progress:

Apr - Jun 2017

- (1) Completed installation of retrofitted EGMS units.
- (2) Initiated closeout of TASI work directive.
- (3) Continue project close out.

Future

Activities:

Jul - Sep 2017

- (1) Complete closeout of TASI work directive.
- (2) Complete project close out.

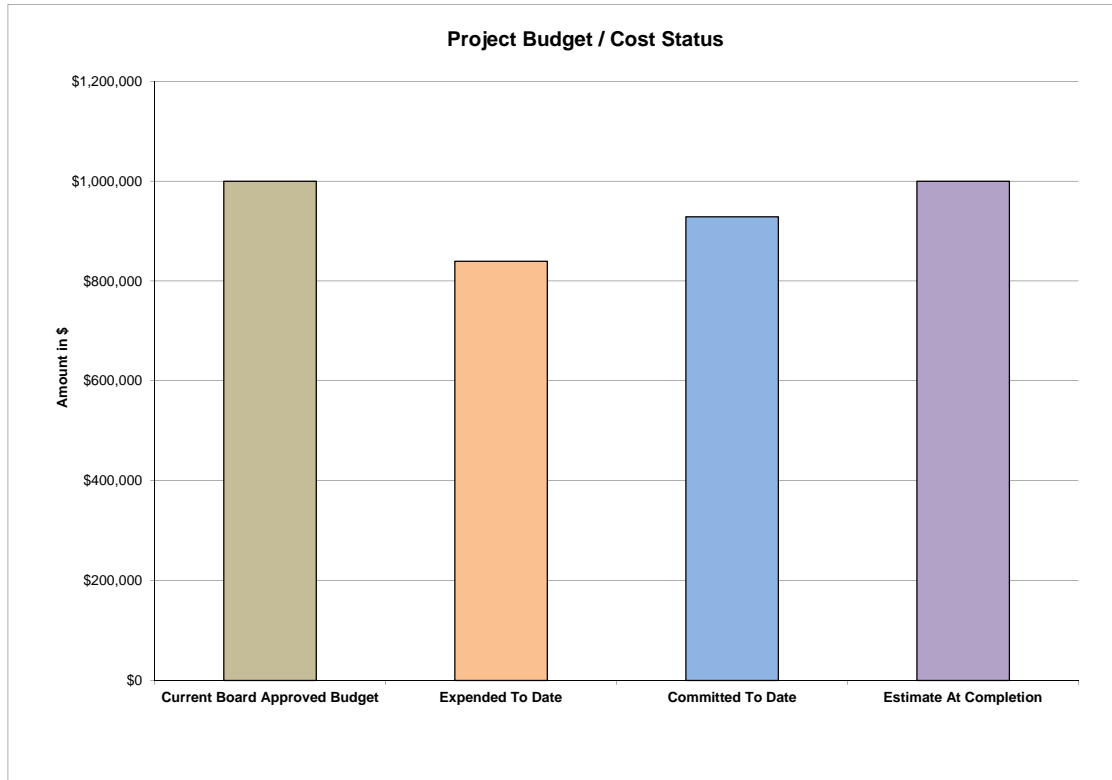
Issues: None.

SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2014

BUDGET:



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$1,000,000	\$882,022	\$972,022	\$1,000,000	\$0



Issues: None.

SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2015

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			N/A

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 Position 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.

Scope for the maintenance support was been issued through an amendment to the RSE work directive. This maintenance support will provide the on-going updates to the final CADD drawings as changes are made along the

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2016				2017						
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
02166 - FY2015 Systemwide Signal Rehabilitation		16-Nov-15 A	31-Dec-17											
Final Design		16-Nov-15 A	15-Sep-16 A											
Maintenance Support		01-Oct-16 A	30-Sep-17											
Project Close Out		01-Oct-17	31-Dec-17											

Progress:

Apr - Jun 2017 (1) Continued providing CADD maintenance support.

Future

Activities:

Jul - Sep 2017 (1) Continue to provide CADD maintenance maintenance support.

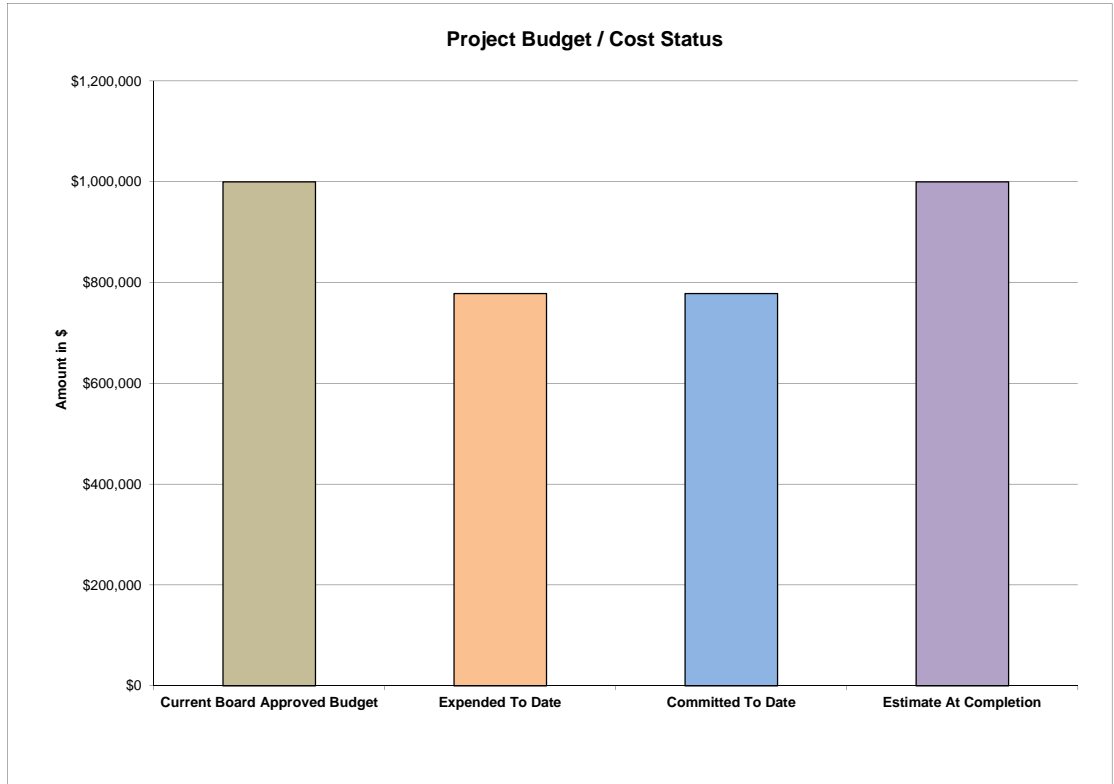
Issues: None.

SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2015

BUDGET:



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$1,000,000	\$803,612	\$803,612	\$1,000,000	\$0



Issues: None.

SYSTEM WIDE TRACK REHABILITATION PROJECT - FY2016

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			N/A

SCOPE:



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 turn outs 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.

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2017						
				Q4	Q1	Q2	Q3	Q4	Q1	
100004 - FY2016 Systemwide Track Rehabilitation ...		01-Oct-16 A	28-Feb-18							
	Construction	01-Oct-16 A	31-Dec-17							
	Project Close Out	01-Jan-18	28-Feb-18							

Progress:

Apr - Jun 2017

- | | |
|---|---|
| <ol style="list-style-type: none"> (1) Placed 190 tons of ballast. (2) Surfaced 14.8 miles of main line track. (3) Stabilized 14.8 miles of track (4) Regulated 14.8 miles of ballast. (5) Surfaced 26 turnouts. (6) Built up 34 frog inserts. (7) Ground 29 switches. (8) Performed 21 thermite welds. | <ol style="list-style-type: none"> (9) Replaced two switch points and one stock rail. (10) FRA conducted three site visits. (11) CPUC conducted a site visit. (12) Installed 63 cross ties. (13) Installed 139 switch tie. (14) Performed 21 ultrasonic (UT) tests. (15) Performed tree trimming. (16) Performed fencing. |
|---|---|

Future

Activities:

Jul - Sep 2017

- (1) Continue ongoing maintenance work.

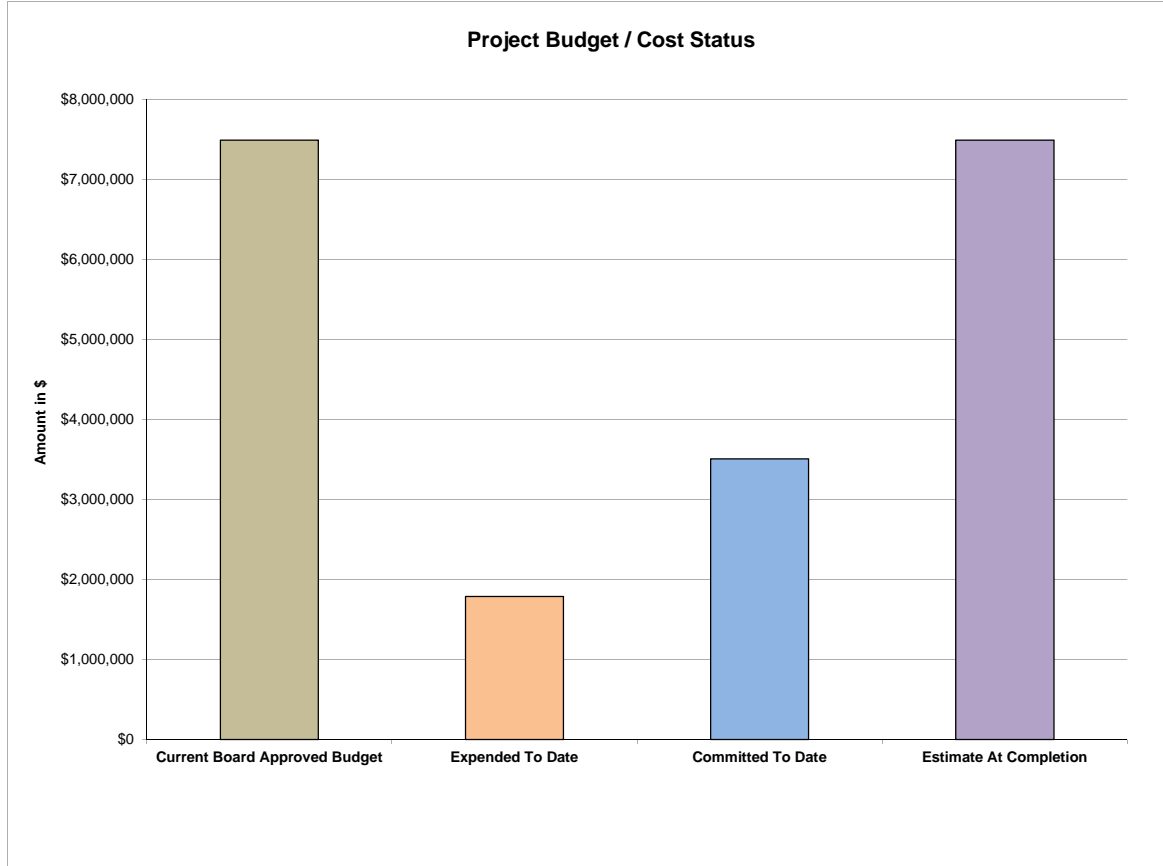
Issues: None.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY2016

BUDGET:



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$7,458,140	\$3,468,338	\$3,837,753	\$7,490,000	\$0



Issues: None.

Train Departure Monitor at Terminal Stations Project

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			N/A

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:



Activity ID	Activity Description	Start	Finish	2014				2015				2016				2017				
				01	02	03	04	01	02	03	04	01	02	03	04	01	02	03		
02069	Train Departure Monitors at Terminal Stati...	03-Feb-14 A	01-Aug-17																	
	Engineering Design	03-Feb-14 A	30-Sep-15 A	█	█	█	█	█	█											
	Bid and Award	01-Oct-15 A	15-Jun-16 A							█	█	█								
	Construction	16-Jun-16 A	30-Apr-17 A									█	█	█	█	█				
	Project Close Out	01-May-17 A	01-Aug-17															█	█	█

Progress:

Apr - Jun 2017

- (1) Successfully completed the Site Acceptance Test.
- (2) Completed construction.
- (3) Went live with the new monitors at San Francisco and San Jose Diridon stations.
- (4) Began project close out.

Future

Activities:

Jul - Sep 2017

- (1) Complete project close out.

This will be the last quarterly report for the project.

Issues:

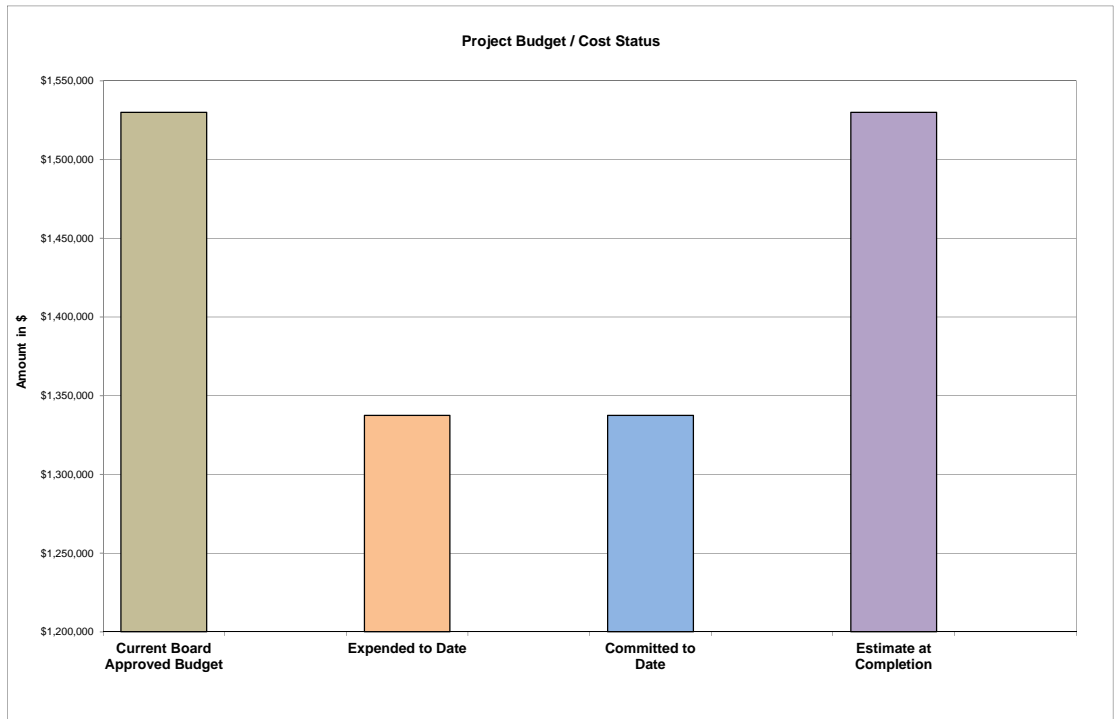
None.

Train Departure Monitor at Terminal Stations Project

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$1,622,753	\$1,337,456	\$1,337,456	\$1,530,000	\$0



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:



Activity ID	Activity Description	Start	Finish	2013				2014				2015				2016				2017		
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3		
02016 - Train Dispatch Voice Communication Sy...		01-Oct-12 A	30-Jun-17 A	[Gantt bar spanning from Oct 2012 to Jun 2017]																		
Milestone		08-Apr-13 A	09-Apr-13 A	[Milestone diamond at Apr 2013]																		
Engineering Design		01-Oct-12 A	28-Feb-13 A	[Gantt bar from Oct 2012 to Feb 2013]																		
Procurement/Bid & Awards		01-Mar-13 A	31-Dec-14 A	[Gantt bar from Mar 2013 to Dec 2014]																		
Construction		02-Jan-15 A	31-Mar-17 A	[Gantt bar from Jan 2015 to Mar 2017]																		
Project Closure		01-Apr-17 A	30-Jun-17 A	[Gantt bar from Apr 2017 to Jun 2017]																		

Progress:

Apr - Jun 2017 (1) Completed the project closeout.

Future

Activities:

Jul - Sep 2017 None. Project Completed.

This will be the last Quarterly report for the project.

Issues:

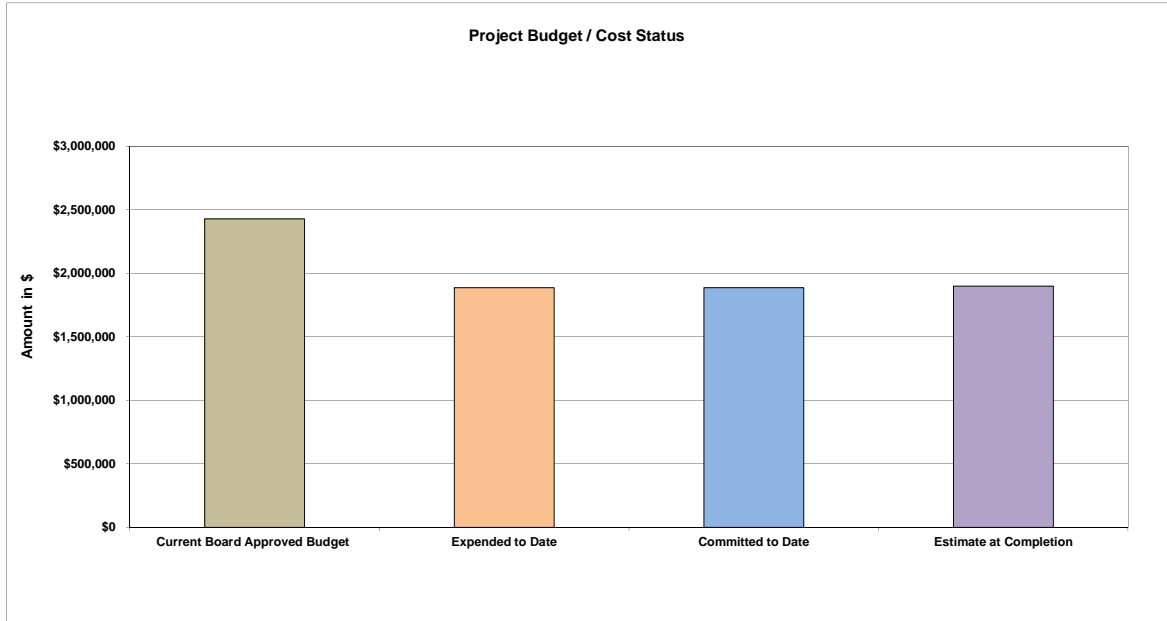
None.

TRAIN DISPATCH VOICE COMMUNICATION SYSTEM PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$2,428,000	\$1,887,192	\$1,887,192	\$1,900,000	\$528,000



Issues: None.

HSR IMPACT: None



25th AVENUE GRADE SEPARATION PROJECT



SCOPE:



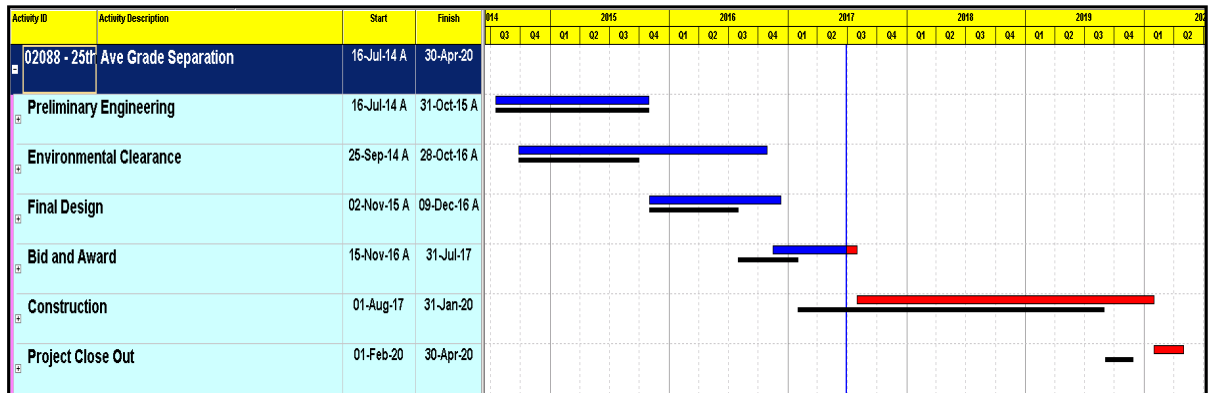
This project will raise the vertical alignment and provide grade separations between Hillsdale Boulevard and SR-92 in the City of San Mateo, including:

- Grade separating the 25th Avenue at-grade crossing.
- Construction of two new grade separated crossings at 28th and 31st Avenues.
- Perform relocation of the existing Hillsdale Caltrain station. The new station will be an elevated, center-board platform, located south of 28th Avenue.

Scope includes final design/environmental (CEQA and NEPA) clearance work and construction to replace the existing 25th Avenue at-grade crossing with a two-track elevated grade separation. The elevated rail alignment will require the relocation of the existing Hillsdale Caltrain Station northward to a location between 28th and 31st Avenues and will allow for new street connections between El Camino Real and Delaware Street at 28th and 31st Avenues in San Mateo, California.

Issues: None.

SCHEDULE:



Progress:

Apr - Jun 2017

- (1) Continued meeting with Stakeholders.
- (2) Continued discussion with property owners.
- (3) Continued PSE legal review.
- (4) Continued order of possession for ROW.
- (5) Continued review of Bid and Award documents.
- (6) Completed bidder inquiries.

Future

Activities:

Jul - Sep 2017

- (1) Continue meeting with Stakeholders.
- (2) Continue discussion with property owners.
- (3) Complete review of Bid and Award documents; award and execute the construction contract.
- (4) Complete PSE legal review.
- (5) Continue order of possession for ROW.
- (6) Begin construction phase.

Issues:

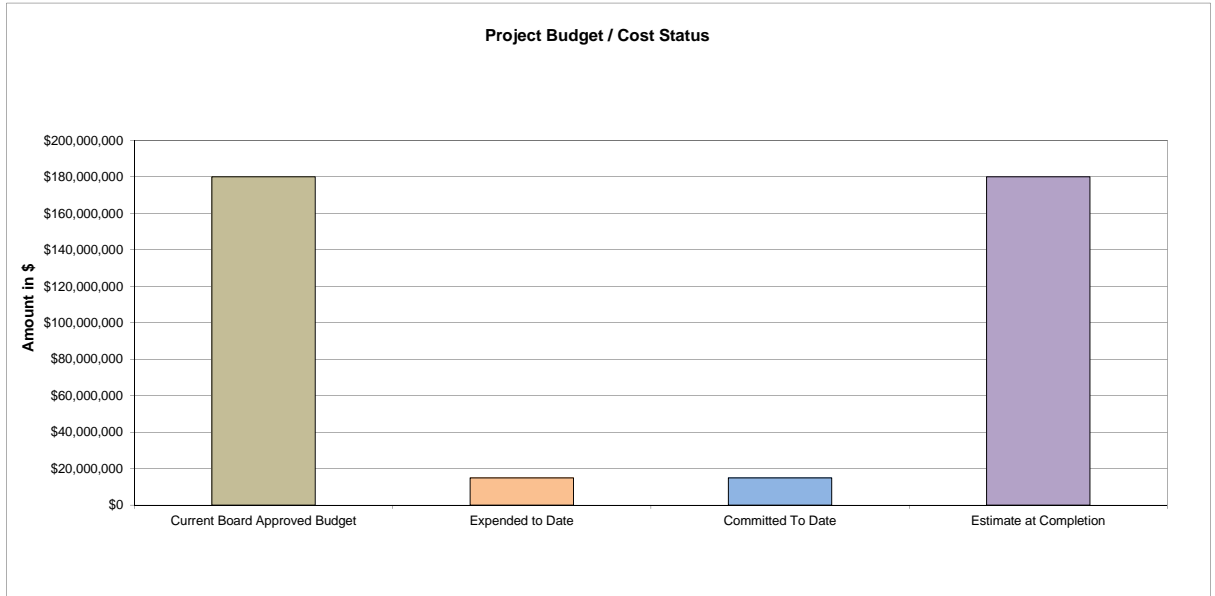
Project schedule has been extended by one month this quarter due to prolonged execution of funding agreements.

25th AVENUE GRADE SEPARATION PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$180,000,000	\$14,957,089	\$14,957,089	\$180,000,000	\$0



Issues: None.

HSR IMPACT: None.



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Caltrain Disadvantaged Business Enterprise (DBE) Quarterly Status Report

Based on Contracts through 3rd Quarter Federal Fiscal Year 2017
April 1, 2017 to June 30, 2017

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

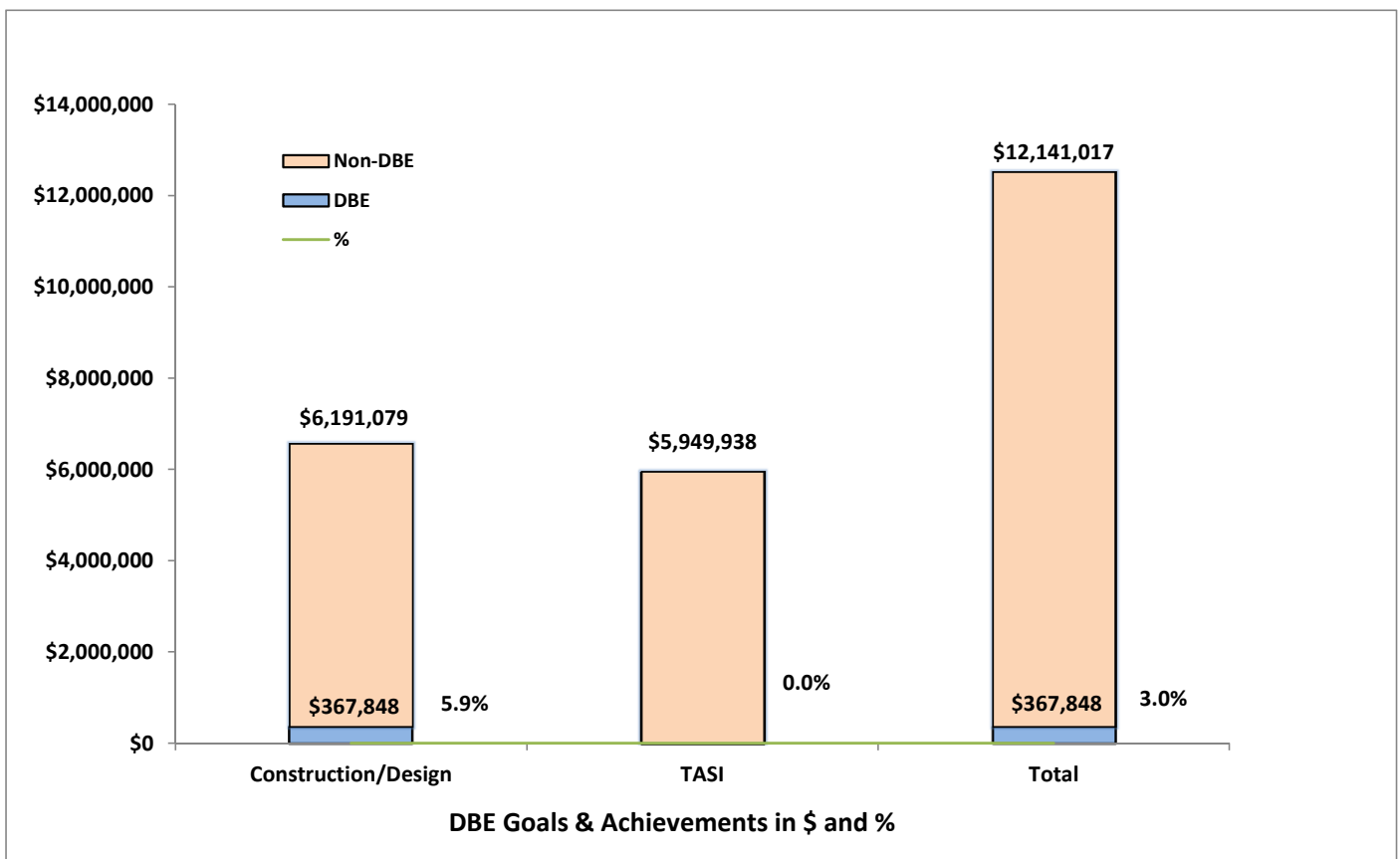
<u>Contract Type</u>	<u>Total Contracts Awarded</u>	<u>DBE Contracts Awarded</u>	<u>% DBE Awarded</u>
Construction/Design Contracts (1)	\$6,191,079	\$367,848	5.9%
TASI Contracts	\$5,949,938	\$0	0.0%
Total	\$12,141,017	\$367,848	3.0%

Overall Annual Goal in % 14.0%

% Over/(Under) Goal -11.0%

Contract-Specific DBE goals were set in the 4th quarter on upcoming Capital Projects to increase DBE utilization. Specifically, South San Francisco Station Improvement project has a 31 percent DBE utilization commitment.

(1) Also includes On-Call Consultants, Rent and Misc. Contracts.



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

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	(a) Scope is consistent with Budget or Funding. (b) Scope is consistent with other projects. (c) Scope change has been mitigated.	(a) Scope is NOT consistent with Budget or Funding. (b) Scope appears to be in conflict with another project. (c) Scope changes have been proposed.	(a) Significant scope changes / significant deviations from the original plan.
2. BUDGET	(a) Estimate at Completion forecast is within plus /minus 5% of the Current Approved Budget.	(a) Estimate at Completion forecast exceeds Current Approved Budget between 5% to 10% or by \$1,000K.	(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.
3. SCHEDULE	(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule. (b) Physical progress during the report period is consistent with incurred expenditures. (c) Schedule has been defined.	(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule. (b) No physical progress during the report period, but expenditures have been incurred. (c) Detailed baseline schedule NOT finalized.	(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.
4. HIGH SPEED RAIL (HSR) IMPACT	(a) No potential impact.	(a) Potential impact.	(a) Significant impact.

Schedule Legend

	Completed
	Critical path
	Baseline/target schedule