



## **Quarterly Capital Program Status Report and DBE Status Report**

**Prepared for the March 01, 2018 Caltrain Board Meeting**

**2nd Quarter FY2018: October 01, 2017 – December 31, 2017**

# **Peninsula Corridor Joint Powers Board**





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## Caltrain - Capital Program - Budget Status Summary

2rd Quarter FY2018 - October 01, 2017 to December 31, 2017

All Costs in \$1,000's

Programs						
	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
1. Station and Intermodal Access	\$710	\$3,575	\$3,483	\$39,756	\$1,450	\$745
2. Right of Way / Signal & Communications	\$23,054	\$46,352	\$22,275	\$40,350	\$180,232	\$22,438
3. Rolling Stock	\$7,000	\$2,221	\$3,900	\$4,000	\$6,997	\$12,826
4. Operational Improvements/Enhancements	\$4,307	\$4,423	\$2,271	\$2,844	\$4,723	\$31,054
5. Others	\$1,990	\$2,690	\$1,740	\$4,220	\$2,756	\$2,190
6. Caltrain Modernization Program	\$2,032	\$13,322	\$9,291	\$122,529	\$315,873	\$0
7. Legal Mandates & Required Enhancements	\$0	\$117,982	\$1,595	\$3,337	\$14,721	\$1,220
<b>Total Board Approved Budget by FY <sup>(1)</sup></b>	<b>\$39,093</b>	<b>\$190,565</b>	<b>\$44,555</b>	<b>\$217,036</b>	<b>\$526,752</b>	<b>\$70,473</b>

FY2018 - Right of Way / Signal & Communications was increased by \$3.1 million this quarter due to the award of a grant for the installation of the advance signal preemption at the Mary Avenue grade crossing in the City of Sunnyvale.

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

**Currently in Progress**

- 25th Avenue Grade Separation Project
- CBOSS/PTC Project
- Caltrain Right of Way Fencing Project
- F-40 Locomotive Mid-Life Overhaul Project
- Grade Crossing Improvement Projects
- Los Gatos Bridge Replacement Project
- New Control Point at Brittan Project
- Right of Way Fencing Program
- South San Francisco Station Improvements Project
- Sunnyvale Station Rehabilitation Project
- Systemwide Signal Rehabilitation Project
- Systemwide Station Rehabilitation Project
- Systemwide Track Rehabilitation Project

**Completed Projects**

- Jerrold Avenue Bridge Replacement Project
- Narrow Banding Project
- Quint Street Bridge Project
- Rail Grinding Project
- Rail Operation Control System (ROCS) Project
- Real Time Transit Information Project - Predictive Arrival/Departure System (PADS)
- San Bruno Grade Separation Project
- San Francisco Bridge Replacement Project
- San Mateo Bridges Rehabilitation Project
- South Terminal and Santa Clara Stations Improvements Project
- Wayside Power at Diridon Station Project

Note: 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.

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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		
	Q1 FY18	Q2 FY18	Q1 FY18	Q2 FY18	Q1 FY18	Q2 FY18	Q1 FY18	Q2 FY18	
CBOSS/PTC Project							N/A	N/A	4
F-40 Locomotive Mid-Life Overhaul Project								N/A	6
Grade Crossing Improvement Project – FY2016							N/A	N/A	8
Grade Crossing Improvements in Redwood City Project							N/A	N/A	10
Inward Facing Cameras on Trains Project							N/A	N/A	12
Los Gatos Creek Bridge Replacement Project									14
Marin Street and Napoleon Avenue Bridge Closure Project									16
MP-36 Locomotive Mid-Life Overhaul Project								N/A	18
New Control Point at Brittan Project									20
Railroad Communications System (SOG) Project - FY2013 & FY2014							N/A	N/A	22
Right Of Way Fencing Project							N/A	N/A	24
San Francisco Roadway Bridges Replacement Project									26
Santa Clara County Grade Crossing Medians Project							N/A	N/A	28
South San Francisco Station Improvement Project									30
South Terminal Phase II Project									32
Sunnyvale Station Platform Rehabilitation Project								N/A	34
Systemwide Signal System Rehab Project - FY2013							N/A	N/A	36
Systemwide Signal System Rehab Project - FY2016							N/A	N/A	38
Systemwide Station Improvements Project							N/A	N/A	40
Systemwide Track Rehab Project - FY2016							N/A	N/A	42
Upgrade CCF Equipment Room Cooling Project							N/A	N/A	44
25th Ave. Grade Separation Project									46



= 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 San Francisco to San Jose corridor.

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 for lack of performance. 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 development. The current work on this contract was completed in November 2017.

As of July 6th, the JPB approved 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. The final evaluation report and finding was delivered to the JPB in mid-October.

In parallel with these short-term contracts, JPB has developed Scopes of Work and commercial terms that support the completion of the project. JPB is targeting to have all long-term contracts in place 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 reflects 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:**

Oct - Dec 2017

- 1) The Prime Contractor (Parsons) was terminated as of February 22, 2017.
- 2) Reviewed Rockwell Collins status assessment of PTC system.
- 3) Completed oversight of 120-day contract with Alstom, which had a focus on onboard software development.
- 4) Developed Scopes of Work for completion of the project.

**Future**

**Activities:**

Jan - Mar 2018

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 2017.
3. Update scope(s) of work as necessary for completion of the project.
4. Perform Cyber Security Assessment of ROCS and CBOSS systems.
5. Meet for a discussion with FRA on Federal mandate.

**Issues:**

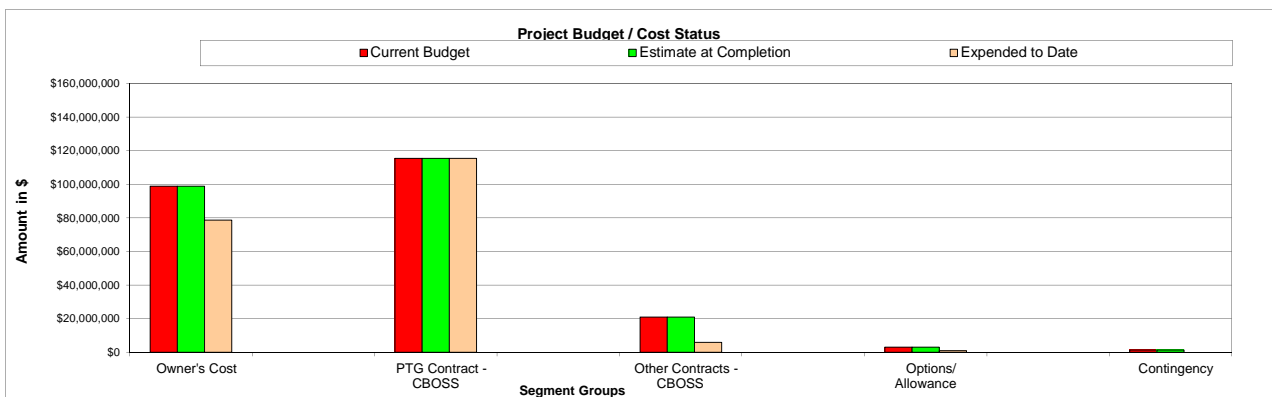
Re-Procurement effort is required to complete the project due to PTG termination.

**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	\$98,928,447	\$78,661,895	\$78,988,161	\$98,928,447	\$0
PTG Contract - CBOSS	\$138,135,673	\$115,516,860	\$115,516,860	\$115,516,860	\$115,516,860	\$0
Other Contracts - CBOSS	\$0	\$20,969,074	\$6,033,211	\$6,033,210	\$20,969,074	\$0
Options/ Allowance	\$35,647,734	\$3,161,900	\$1,052,780	\$1,052,780	\$3,161,900	\$0
Contingency	\$7,489,795	\$1,303,719	\$0	\$0	\$1,303,719	\$0
<b>Total</b>	<b>\$231,000,000</b>	<b>\$239,880,000</b>	<b>\$201,264,746</b>	<b>\$201,591,011</b>	<b>\$239,880,000</b>	<b>\$0</b>

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. PTG 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.

**F-40 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT**

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			<b>N/A</b>

**SCOPE:**



This project will perform mid-life overhaul of three F40PH2C locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive carbody, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The work shall be completed off-site at contractor's (Motive Power) facility location at Boise, Idaho. The three locomotives are:

1. Locomotive # 920
2. Locomotive # 921
3. Locomotive # 922

**Issues:** None.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2017			2018					
				Q2	Q3	Q4	Q1	Q2	Q3	Q4		
100005 - F-40 Mid-Life Overhaul		31-Mar-17 A	30-Apr-19									
Technical Specs		31-Mar-17 A	31-Mar-17 A									
Bid and Award		01-Apr-17 A	02-Oct-17 A									
Construction		03-Oct-17 A	31-Jan-19									
Project Close Out		01-Feb-19	30-Apr-19									

**Progress:**

Oct - Dec 2017 (1) Shipped locomotive #920 and #921 to Boise, ID.

**Future**

**Activities:**

Jan - Mar 2018 (1) Begin locomotive #920 and #921 overhaul at Boise, ID.

**Issues:**

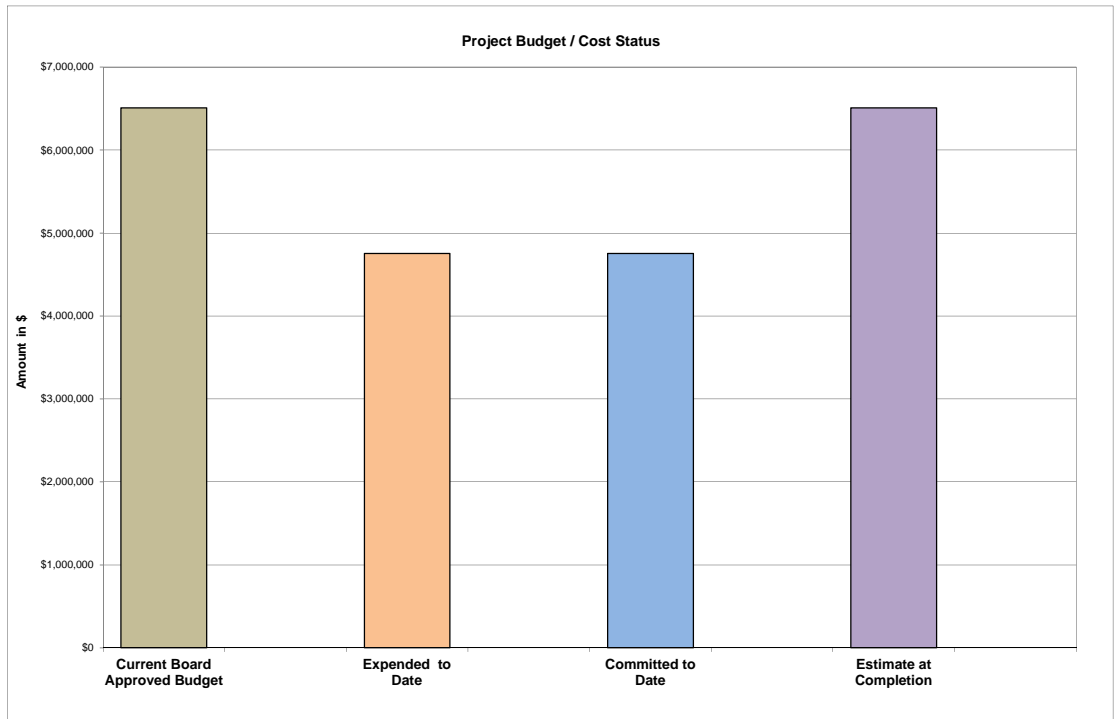
This is the 1st report for the project. The technical specifications were completed and the contract has been awarded to Motive Power Inc.

F-40 LOCOMOTIVE MID-LIFE OVERHAUL 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
<b>Total Project</b>	<b>\$6,510,000</b>	<b>\$4,755,661</b>	<b>\$4,755,661</b>	<b>\$6,510,000</b>	<b>\$0</b>



Issues: None.

**GRADE CROSSING IMPROVEMENT PROJECT – FY2016**

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			<b>N/A</b>



**SCOPE:** This project is the continuation of the Caltrain Grade Crossing Improvement Program. It will take the conceptual design of the following top 10 (out of 42) highest priority crossings identified in the Caltrain Grade Crossing Hazard Analysis Report and advance them to final design. The ten grade crossings were chosen because they had an average daily traffic count of 12,000 vehicles or more, which is considered high usage. The ten grade crossing are:

- |                                      |                                  |
|--------------------------------------|----------------------------------|
| 1. Broadway (Burlingame)             | 6. Castro Street (Mountain View) |
| 2. Mary Avenue (Sunnyvale)           | 7. Peninsula Avenue (Burlingame) |
| 3. Ravenswood Avenue (Menlo Park)    | 8. Alma Street (Palo Alto)       |
| 4. Rengstorff Avenue (Mountain View) | 9. 16th Street (San Francisco)   |
| 5. Charleston Road (Palo Alto)       | 10. 4th Street (San Mateo)       |

**Issues:**

- (1) The single bid received for the construction was rejected due to non-competitive issues and bid documents were revised and re-advertised for bid. In post bid discussions with contractors that did not submit bids, it was determined that the track and signal work at Charleston was too difficult to bid. This scope will now be performed by the contract operator (TASI). The apparent low bid received for the re-advertisement is within the project budget.
- (2) Grade Crossing Improvement FY2016 construction contract has been combined with Santa Clara County Grade Crossing Medians Project (see page 28) for administrative efficiency.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2016				2017				2018				2019	
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100002 - FY2016 Grade Crossing Improvement ...		01-Sep-15 A	30-Apr-19														
Final Design		01-Sep-15 A	31-Oct-16 A														
Bid and Award		01-Nov-16 A	31-Jan-18														
Construction		01-Feb-18	31-Jan-19														
Project Close Out		01-Feb-19	30-Apr-19														

**Progress:**

Oct - Dec 2017

- (1) Advertised the revised bid without the track and signal work.
- (2) Received three proposals for the re-issued bid.
- (3) Conducted reference checks on the apparent low bidder and developed the staff report for the January 2018 Board meeting.

**Future**

**Activities:**

Jan - Mar 2018

- (1) Approval to award construction contract at January 2018 Board Meeting.
- (2) Begin construction.

**Issues:**

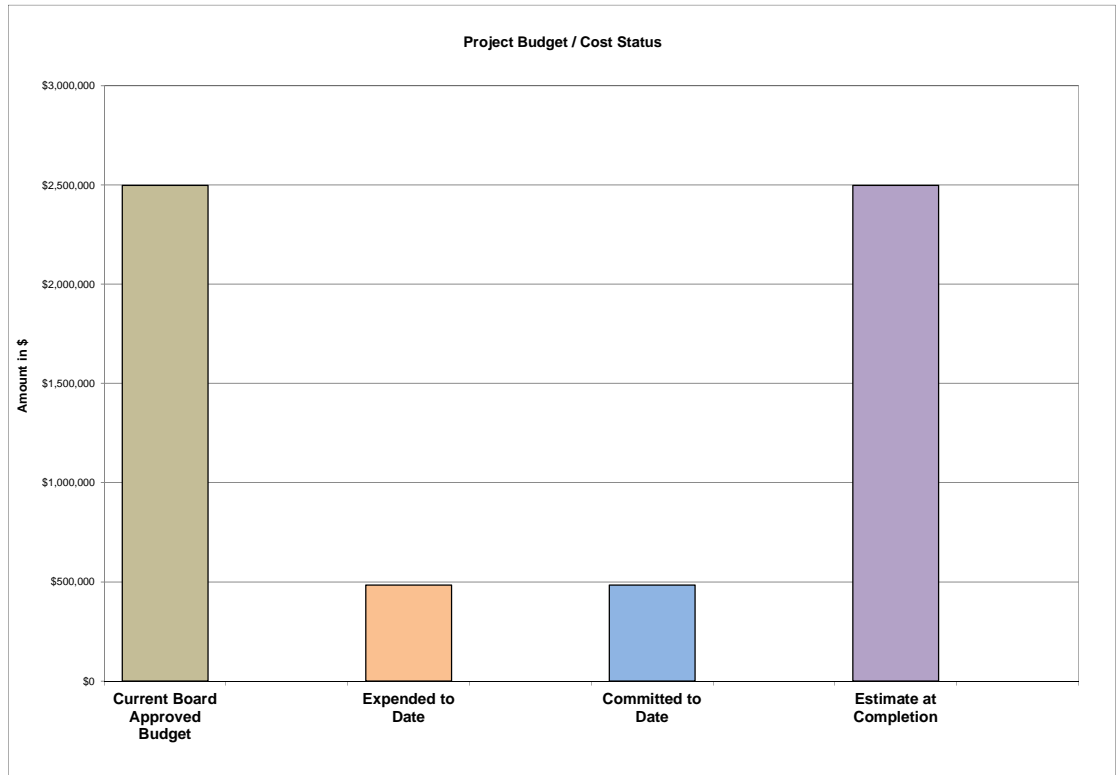
Schedule extension is due to delay in receiving FRA grant funding and high bid received in response to first IFB resulting in rejection of bid and subsequent re-scoping and re-advertising of the construction contract. The schedule will be re-baselined after award of construction contract.

**GRADE CROSSING IMPROVEMENT PROJECT – FY2016**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$2,499,000</b>	<b>\$484,704</b>	<b>\$484,704</b>	<b>\$2,499,000</b>	<b>\$0</b>



**Issues:** None.

**GRADE CROSSING IMPROVEMENTS IN REDWOOD CITY PROJECT**



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		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
100056	Grade Crossing Improvements in Redwo...	01-Feb-16 A	01-Oct-18											
	Engineering Design	01-Feb-16 A	31-Oct-16 A	[Blue bar]										
	Bid and Award	01-Dec-16 A	31-Aug-17 A					[Blue bar]						
	Construction	01-Sep-17 A	30-Jun-18									[Red bar]		
	Project Close Out	01-Jul-18	01-Oct-18											[Red bar]

**Progress:**

Oct - Dec 2017

- (1) Issued the Limited Notice to Proceed (LNTP) for construction.
- (2) Conducted the pre-construction meeting.
- (3) Received and reviewed submittals from the contractor.
- (4) Responded to several Request for Information (RFI).
- (5) Received and reviewed submittals from the contractor.

**Future**

**Activities:**

Jan - Mar 2018

- (1) Continue to receive and review submittals.
- (2) Continue to respond to any RFI.
- (3) Issue Notice to Proceed (NTP) to allow site construction to proceed.

**Issues:**

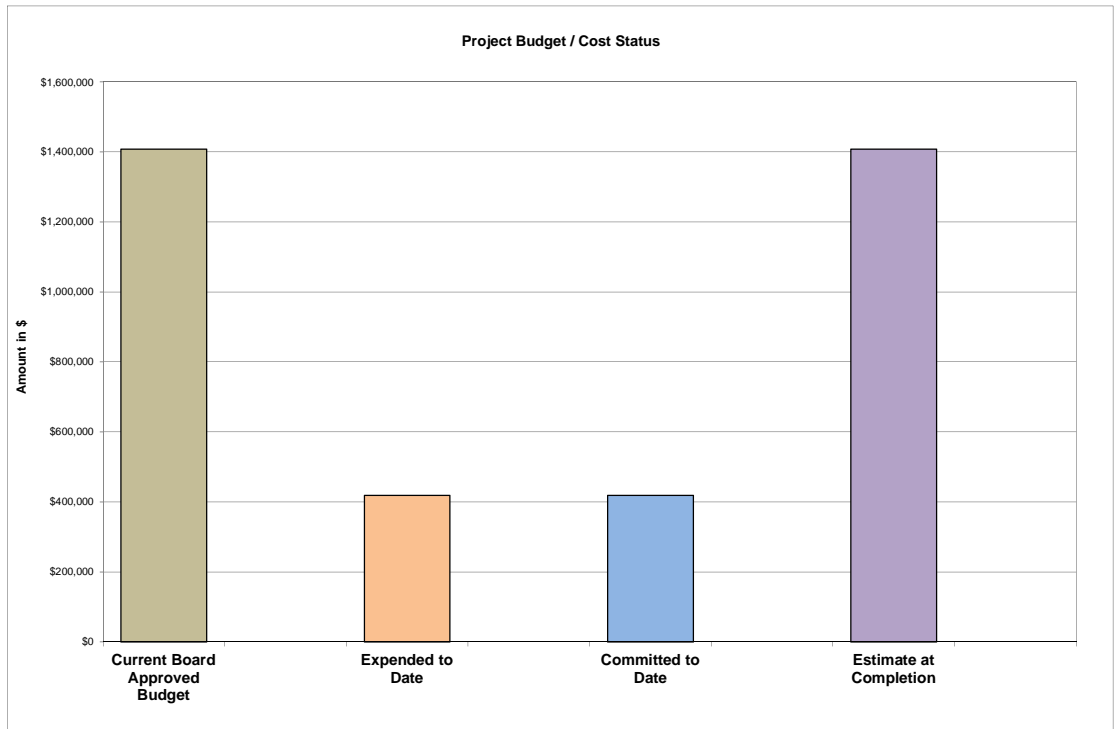
Design took longer to complete because of the coordination and review by City of Redwood City. Schedule will be re-baselined when the contractor's baseline schedule is received.

**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
<b>Total Project</b>	<b>\$1,408,250</b>	<b>\$418,406</b>	<b>\$418,406</b>	<b>\$1,408,250</b>	<b>\$0</b>



**Issues:** None.

**INWARD FACING CAMERAS ON TRAINS PROJECT**

SCOPE 	SCHEDULE 	BUDGET/COST 	HSR IMPACT <b>N/A</b>
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**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:**



Activity ID	Activity Description	Start	Finish	2016				2017				2018				
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
02148 - Inward Facing Cameras on Train		01-Nov-15 A	31-Jul-18													
Engineering Design		01-Nov-15 A	30-Apr-16 A	█	█	█										
Bid and Award		01-Mar-17 A	30-Nov-17 A			█	█	█	█							
Construction		11-Dec-17 A	31-May-18				█	█	█				█	█	█	█
Project Close Out		01-Jun-18	31-Jul-18												█	█

**Progress:**

Oct - Dec 2017

- (1) Finalized sole source agreement with contractor and awarded the contract.
- (2) Issued Notice to Proceed (NTP) and conducted a pre-construction kick off meeting.

**Future**

**Activities:**

Jan - Mar 2018

- (1) Continue construction.
- (2) Receive work plans and baseline schedule.

**Issues:**

Original baseline schedule was delayed due to lack of staff resources to advertise the project. Also, the Request for Proposal (RFP) did not receive any proposals therefore the sole source procurement was pursued. Schedule will be re-baselined when an approved schedule from the contractor is received.

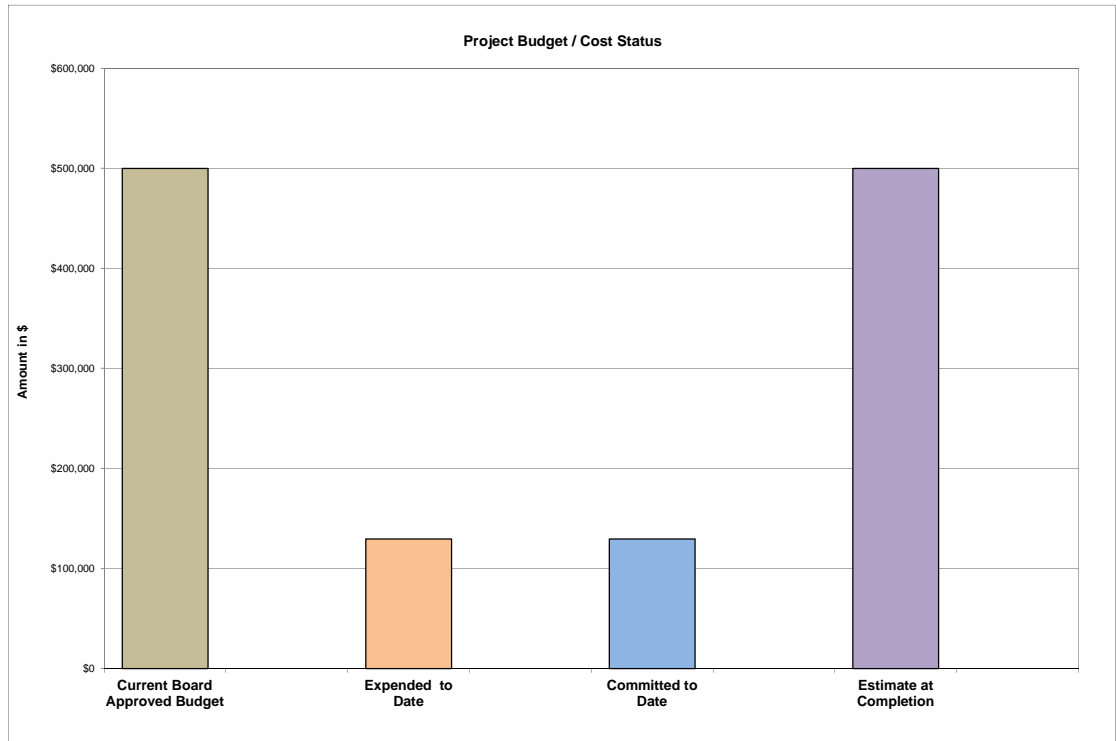


**INWARD FACING CAMERAS ON TRAINS PROJECT**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$500,000</b>	<b>\$129,519</b>	<b>\$129,519</b>	<b>\$500,000</b>	<b>\$0</b>



**Issues:** None.

**LOS GATOS CREEK BRIDGE REPLACEMENT PROJECT**



**SCOPE:**

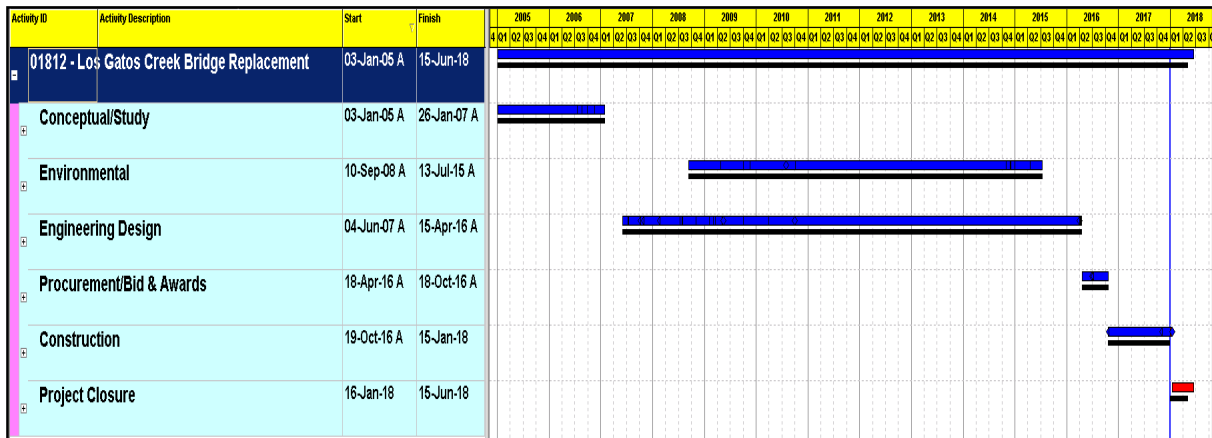


Scope of the Los Gatos Creek Bridge Replacement Project includes: Preliminary Design, Environmental Document, Final Design and Construction for removal and replacement of the existing MT-1 and MT-2 bridges crossing the Los Gatos Creek. As recommended in the PSR, the new replacement structure is to be 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:**

- Oct - Dec 2017
- (1) Continued coordination and cost sharing agreement with the City of San Jose.
  - (2) Continued coordination with the UPRR.
  - (3) Continued coordination with VTA for work at Vasona Lead track.
  - (4) Completed installation of MT-1 & MT-2 girders.
  - (5) Completed MT-1 and MT-2 track & signal work.
  - (6) Completed PTC (Fiber) testing, pulling and splicing.
  - (7) Completed storm-drain relocation.
  - (8) Completed bio-swale construction.
  - (9) Continued punch list work.

**Future**

**Activities:**

- Jan - Mar 2018
- (1) Continue coordination and cost sharing agreement with the City of San Jose.
  - (2) Complete coordination with the UPRR.
  - (3) Continue punch list work.
  - (4) Achieve substantial completion.
  - (5) Begin project close-out.

**Issues:**

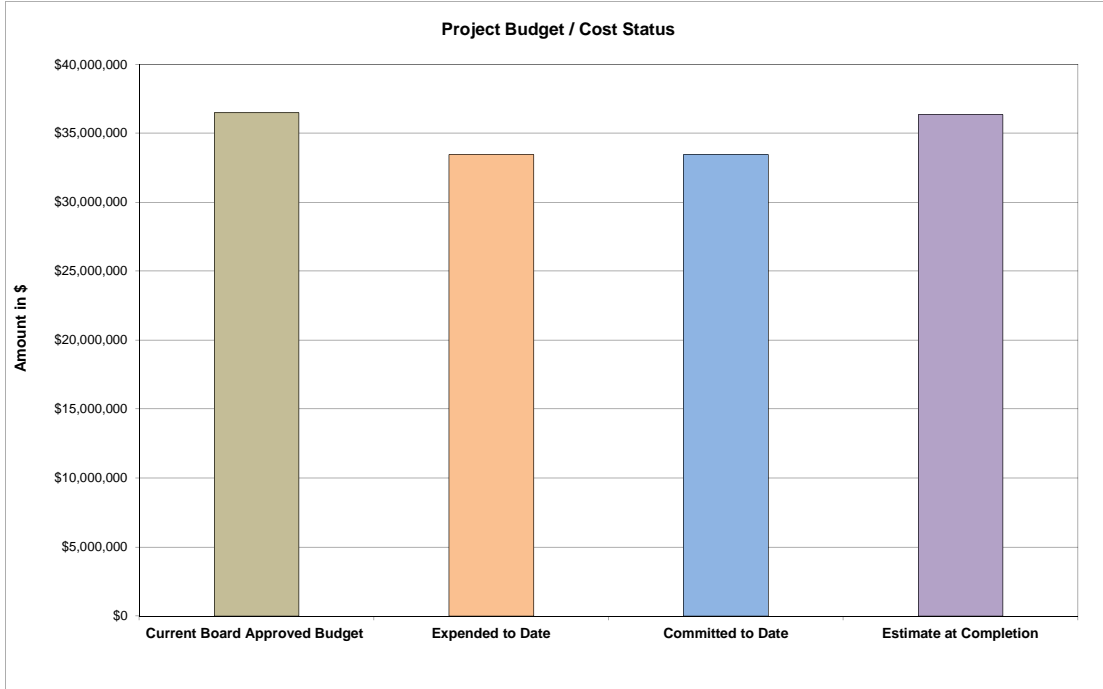
None.

**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
<b>Total Project</b>	\$36,485,963	\$33,442,131	\$33,442,131	\$36,358,553	\$127,410



**Issues:** None.

**HSR IMPACT:** None.



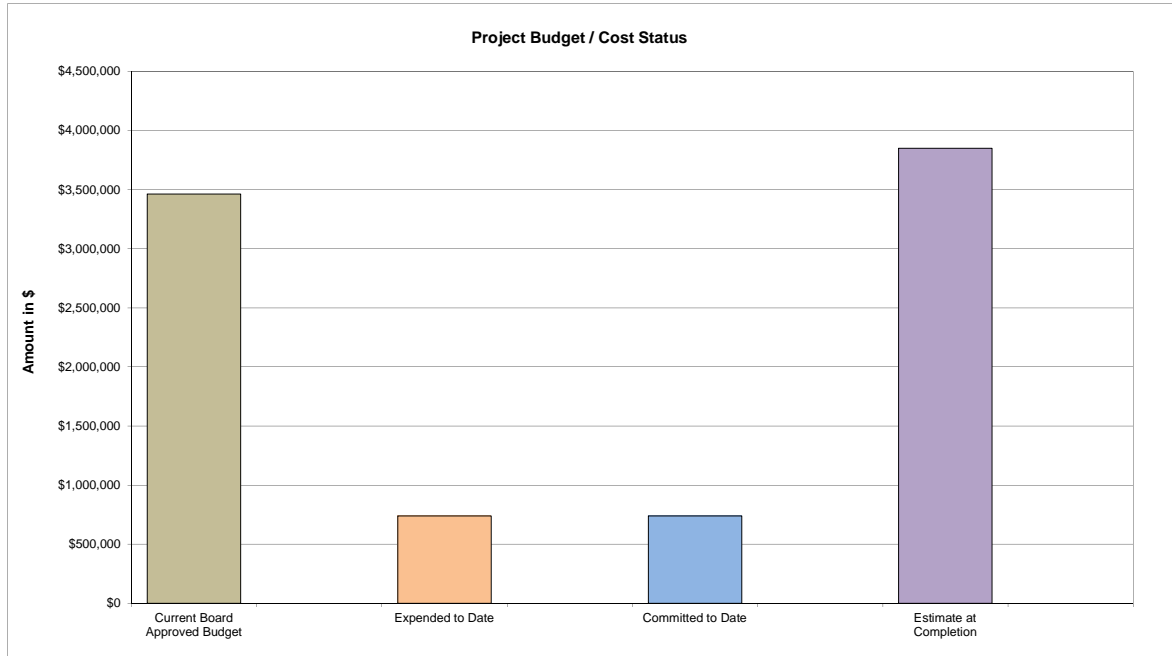


**MARIN STREET AND NAPOLEON AVENUE BRIDGE CLOSURE PROJECT**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$3,464,000</b>	<b>\$739,308</b>	<b>\$739,308</b>	<b>\$3,850,000</b>	<b>(\$386,000)</b>



**Issues:** Estimate at completion is currently greater than the current Board approved budget. This will be reviewed and revised based on the management decision on revising scope.

**HSR IMPACT:** None.



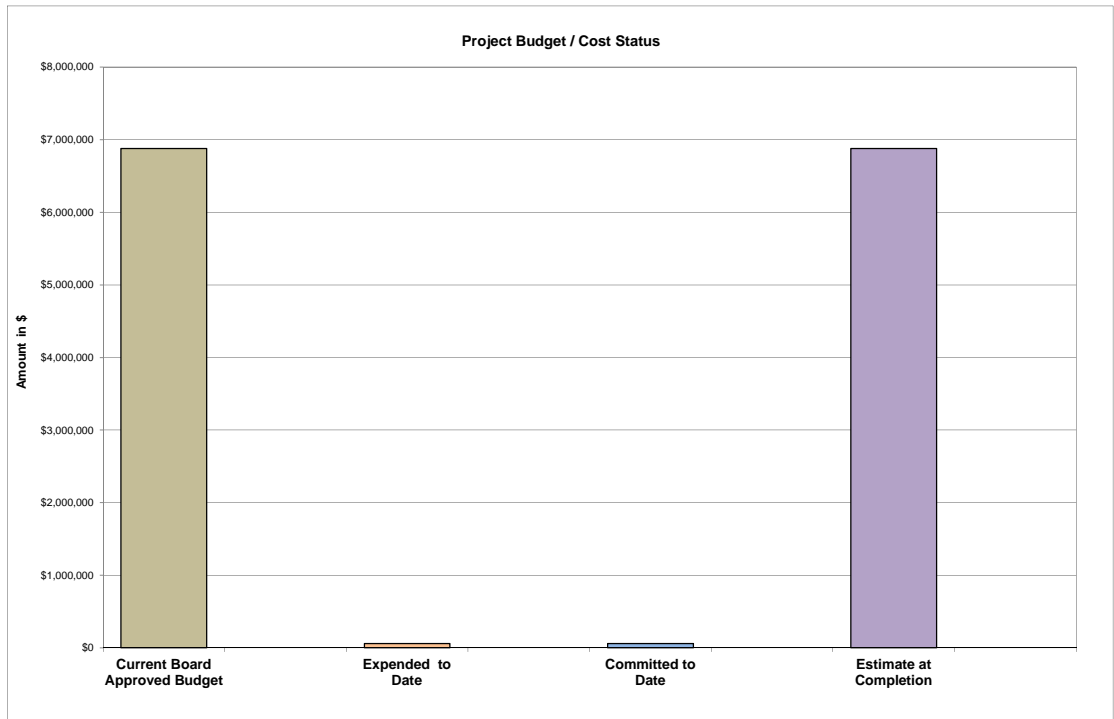


**MP-36 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$6,880,614</b>	<b>\$60,171</b>	<b>\$60,171</b>	<b>\$6,880,614</b>	<b>\$0</b>



**Issues:** None.

**NEW CONTROL POINT AT BRITTAN PROJECT**



**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			
				Q1	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	13-Jan-19																
Preliminary Engineering		15-Apr-15 A	01-Dec-15 A	█	█														
Final Design		02-Dec-15 A	30-Sep-17 A					█	█	█	█								
Bid and Award		01-Aug-17 A	30-Apr-18																
Procurement		02-May-16 A	31-Mar-18					█	█	█	█	█	█						
Construction		01-May-18	13-Nov-18																
Project Close Out		14-Nov-18	13-Jan-19																

**Progress:**

Oct - Dec 2017

- (1) Completed Issue for Bid (IFB) documents.
- (2) Continued fabrication of universal #20 crossover.
- (3) Continued to work with the Electrification project to procure signal houses.
- (4) Continued bid and award phase for construction contract.
- (5) Conducted pre-bid meeting and site visit.
- (6) Responded to bidder inquiries and issue Addenda.

**Future**

**Activities:**

Jan - Mar 2018

- (1) Continue fabrication of universal #20 crossover.
- (2) Continue to work with the Electrification project to procure signal houses.
- (3) Continue bid and award phase for construction contract.
- (4) Continue responding to bidder inquiries. Issue Addenda and receive bids.

**Issues:**

- (1) Final Design extended due to additional time needed to complete bid package to incorporate comments for the IFB Package.
- (2) Bid and Award period extended in order to issue an addendum regarding revising track access requirements.
- (3) Construction will require close coordination with Electrification and 25th Avenue Grade Separation projects for track access.

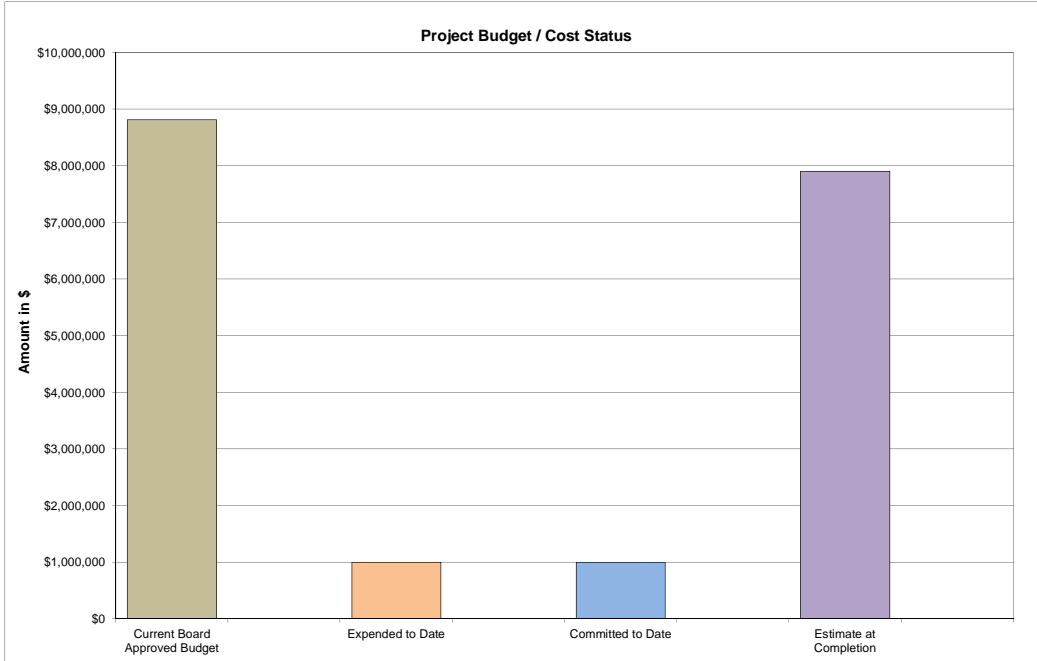


**NEW CONTROL POINT AT BRITTAN PROJECT**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$8,812,500</b>	<b>\$999,857</b>	<b>\$999,857</b>	<b>\$7,906,000</b>	<b>\$906,500</b>



**Issues:** Project Estimate at Completion will be re-evaluated after bids have been reviewed.

**HSR IMPACT:** None



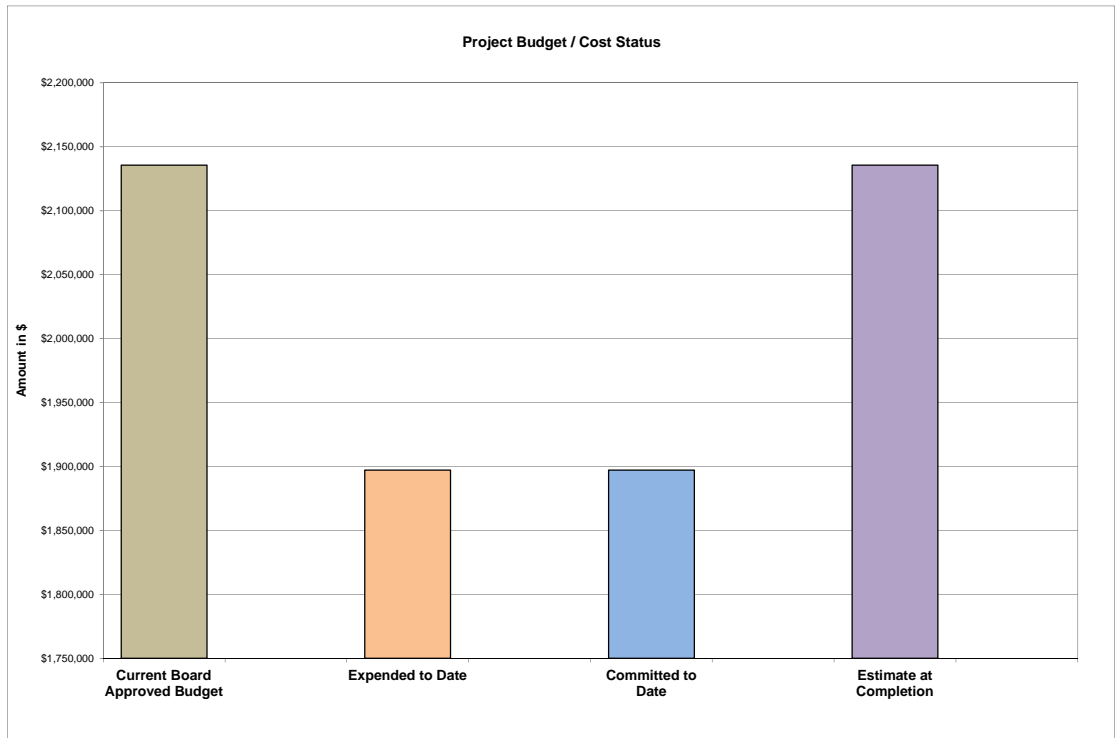


**RAILROAD COMMUNICATION SYSTEM PROJECT - FY2013/FY2014**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$2,135,640</b>	<b>\$1,897,155</b>	<b>\$1,897,155</b>	<b>\$2,135,640</b>	<b>\$0</b>



**Issues:** None.

**RIGHT OF WAY FENCING PROJECT**



HSR IMPACT  
**N/A**

**SCOPE:**



This project is a part of the ongoing program to keep Caltrain's fencing in a State of Good Repair (SOGR). The goal of this project is to reduce trespassing on the Caltrain right of way by installing fence on at least one side of the property between San Francisco MP 0.2 to Lick MP 52.

Caltrain will install vandal resistant fencing at key locations along the main line rail corridor to deter trespassing. This work will include a base contract and three optional contracts which may be exercised with the General Manager's approval. These contracts includes site clearing, fence demolition, fence installation and vegetation removal.

**Issues:** The current scope is for the base contract only.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2016				2017				2018		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
100053 - Right of Way Fencing Project		01-Jun-16 A	30-Jun-18											
	Bid and Award	01-Jun-16 A	01-Jun-16 A											
	Construction (Base)	01-Jun-16 A	31-Mar-18											
	Project Close Out	01-Apr-18	30-Jun-18											

**Progress:**

- Oct - Dec 2017
- (1) Continued fence installation.
  - (2) Began executing option 1 of construction contract.

**Future**

**Activities:**

- Jan - Mar 2018
- (1) Continue fence installation.
  - (2) Execute option 1 of construction contract.
  - (3) Begin option 1 construction work.

**Issues:**

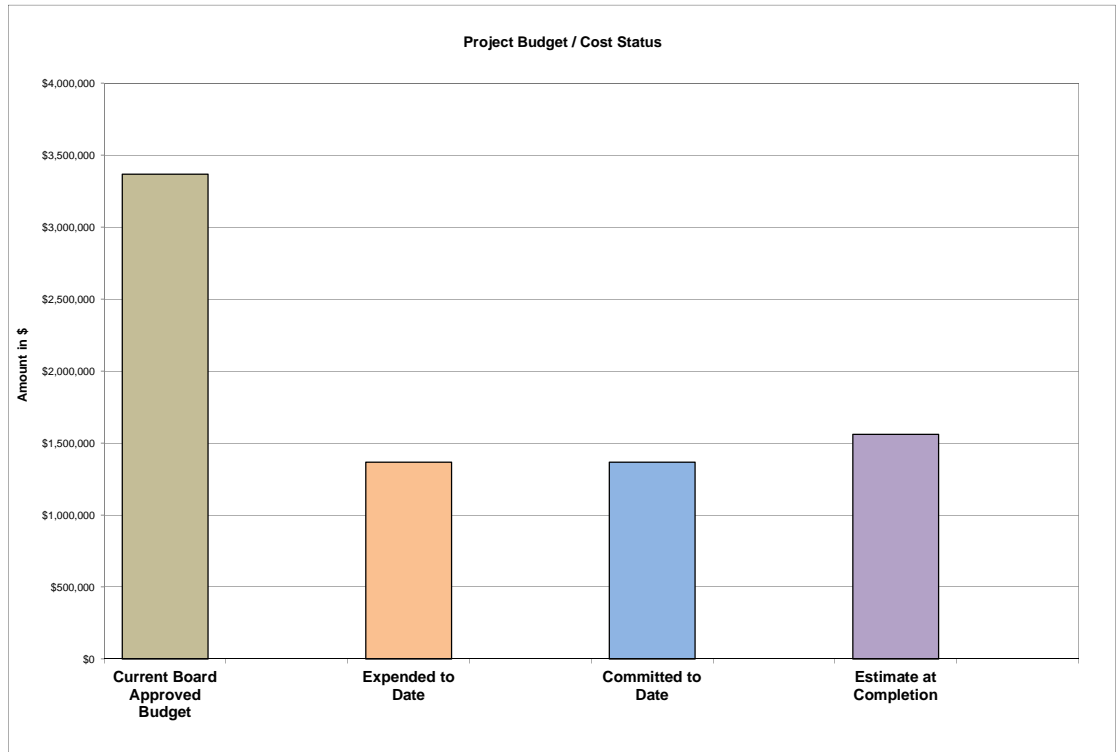
Schedule has been extended due to lack of flagging resources which were allocated to other capital projects and problems verifying the locations of fiber optic lines. The schedule extension for base contract does not impact project cost as work is released by task order as issues and requirements are identified.

**RIGHT OF WAY FENCING 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
<b>Total Project</b>	<b>\$3,366,958</b>	<b>\$1,365,996</b>	<b>\$1,365,996</b>	<b>\$1,560,000</b>	<b>\$1,806,958</b>



**Issues:** Current Board approved budget reflects total authorized budget through option 1. The committed and estimate at completion currently reflect the base contract without options. As options are executed these values will be revised.

**SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT PROJECT**



**SCOPE:**

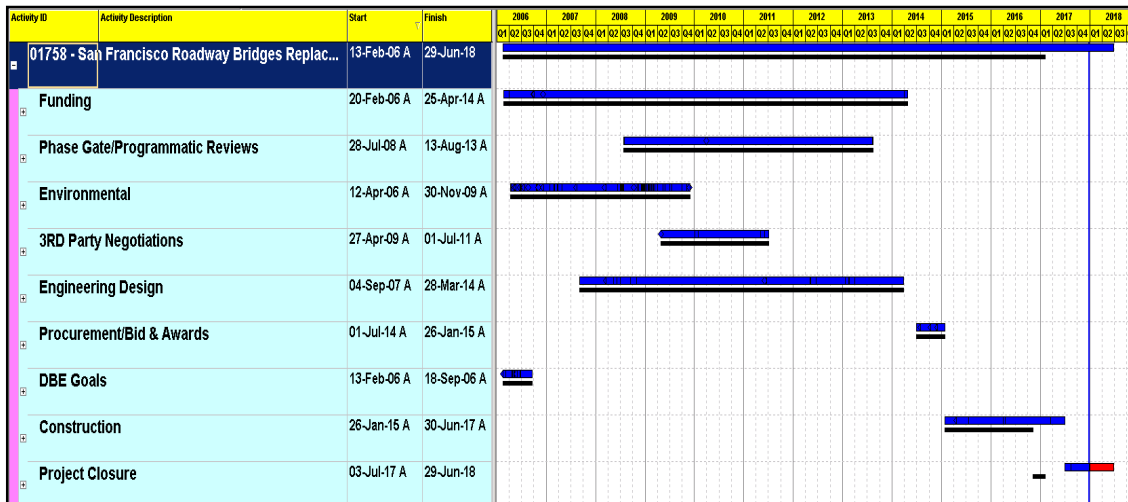


The San Francisco Roadway Bridges Replacement project upgrades the Caltrain owned vehicular bridges located at 22nd Street, 23rd Street and Paul Avenue and includes:  
 (1) Remove and replace the existing two-span steel-through girder superstructures as the bridges have reached the end of their useful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

Oct - Dec 2017 (1) Continued project closeout.

**Future**

**Activities:**

Jan - Mar 2018 (1) Replace fire hydrant at 22nd street to comply with Buy America standards.  
 (2) Continue project closeout.

**Issues:**

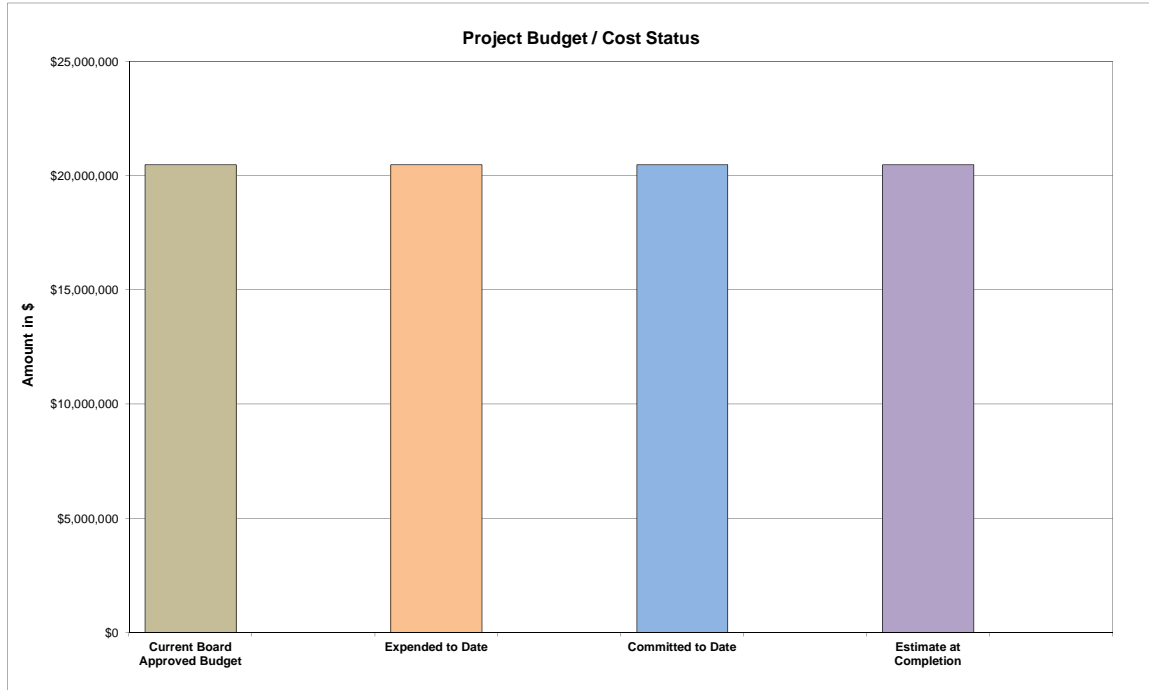
The project schedule is being extended due to the Buy America issue in replacing the fire hydrant at 22nd Street.

**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
<b>Total Project</b>	<b>\$20,480,449</b>	<b>\$20,480,449</b>	<b>\$20,480,449</b>	<b>\$20,480,449</b>	<b>\$0</b>



**Issues:** None

**HSR IMPACT:** None.



**SANTA CLARA COUNTY GRADE CROSSING MEDIANS PROJECT**

SCOPE 	SCHEDULE 	BUDGET/COST 	HSR IMPACT <b>N/A</b>
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**SCOPE:**



This project will install medians at six grade crossings in Santa Clara County (MP 31 to MP 49) including Churchill Avenue, East Meadow Avenue, Charleston Road, Sunnyvale Avenue, Auzerias Avenue and Virginia Street.

The project will be conducted in two phases:

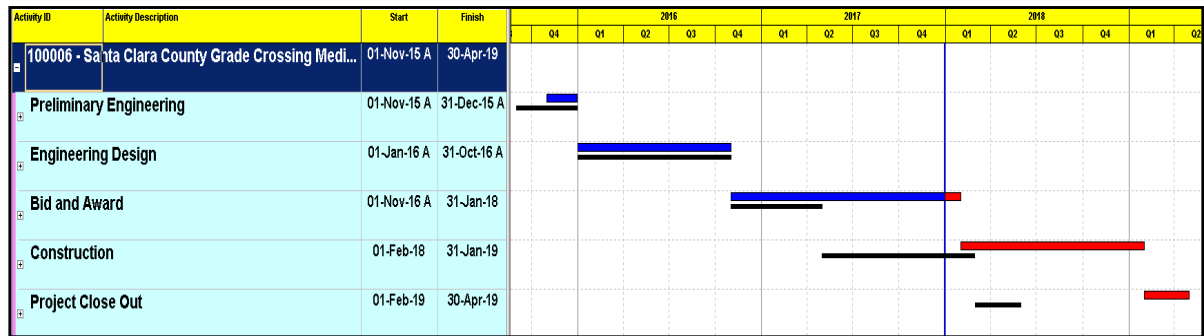
PHASE I: will analyze the feasibility of installing medians (or other means to prevent vehicles from crossing the railroad tracks when the crossing gates are down) at the grade crossings identified above in Santa Clara County. Investigate items needed to install safety medians at the grade crossings.

PHASE II: will incorporate the recommendations of Phase I, refine the project schedule & estimate and develop associated construction documents for installation.

**Issues:**

- (1) The single bid received for the construction was rejected due to non-competitive issues and bid documents were revised and re-advertised for bid. In post bid discussions with contractors that did not submit bids, it was determined that the track and signal work at Charleston was too difficult to bid. This scope will now be performed by the contract operator (TASI). The apparent low bid received for the re-advertisement is within the project budget.
- (2) Santa Clara County Grade Crossing Medians construction contract has been combined with Project Grade Crossing Improvement Project – FY2016 (see page 8) for administrative efficiency.

**SCHEDULE:**



**Progress:**

- Oct - Dec 2017
- (1) Advertised the revised bid without the track and signal work.
  - (2) Received three three proposals for the re-issued bid.
  - (3) Conducted reference checks on the apparent low bidder and developed the staff report for the January 2018 Board meeting.

**Future**

**Activities:**

- Jan - Mar 2018
- (1) Approval to award construction contract at January 2018 Board Meeting.
  - (2) Begin construction.

**Issues:**

Schedule extension is due to delay in receiving FRA grant funding for FY2016 Grade Crossing Improvement Project and having to re-advertise construction contract. The schedule will be re-baselined after award of construction contract.

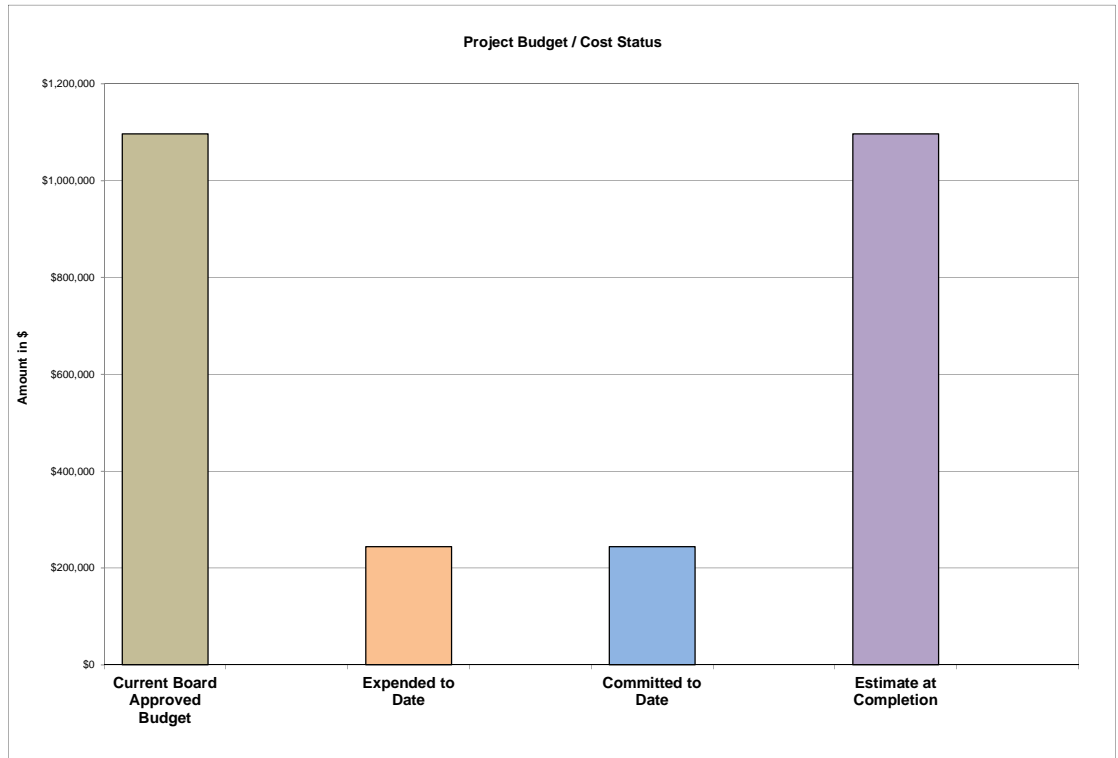


**SANTA CLARA COUNTY GRADE CROSSING MEDIANS PROJECT**

**BUDGET:**

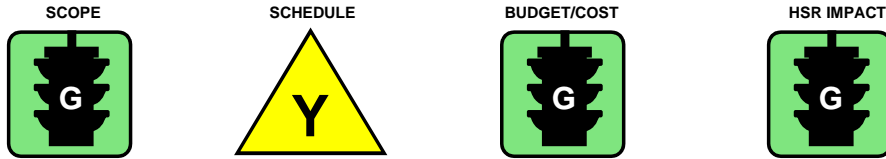


	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$1,097,000</b>	<b>\$243,965</b>	<b>\$243,965</b>	<b>\$1,097,000</b>	<b>\$0</b>



**Issues:** 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.
6. Funding of UPRR for replacement of tracks being removed as part of this project.

**Issues:** None.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2015				2016				2017				2018				2019			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
02146 - South San Francisco Improvement ...		01-Apr-15 A	10-Oct-19																				
Engineering Design		01-Apr-15 A	17-Mar-17 A																				
Contracts & Procurement (C&P)		18-Mar-17 A	06-Oct-17 A																				
Construction		09-Oct-17 A	10-Jun-19																				
Project Close Out		11-Jun-19	10-Oct-19																				

**Progress:**

Oct - Dec 2017

- (1) Continued relocation coordination with Caltrans.
- (2) Continued coordination with third party utilities that need to be relocated.
- (3) Continued review of submittals during Limited notice to proceed (LNTP) period.
- (4) Issued LNTP to the construction contractor.
- (5) Completed Kinder Morgan relocation.
- (6) Mobilized office trailers at project site.

**Future**

**Activities:**

Jan - Mar 2018

- (1) Continue relocation coordination with Caltrans.
- (2) Continue coordination with remaining third party utilities that need to be relocated.
- (3) Continue to review submittals during LNTP. Notice to proceed (NTP) anticipated in January 2018.
- (4) Establish staging area within station parking lot.
- (5) Construct temporary station platform.

**Issues:**

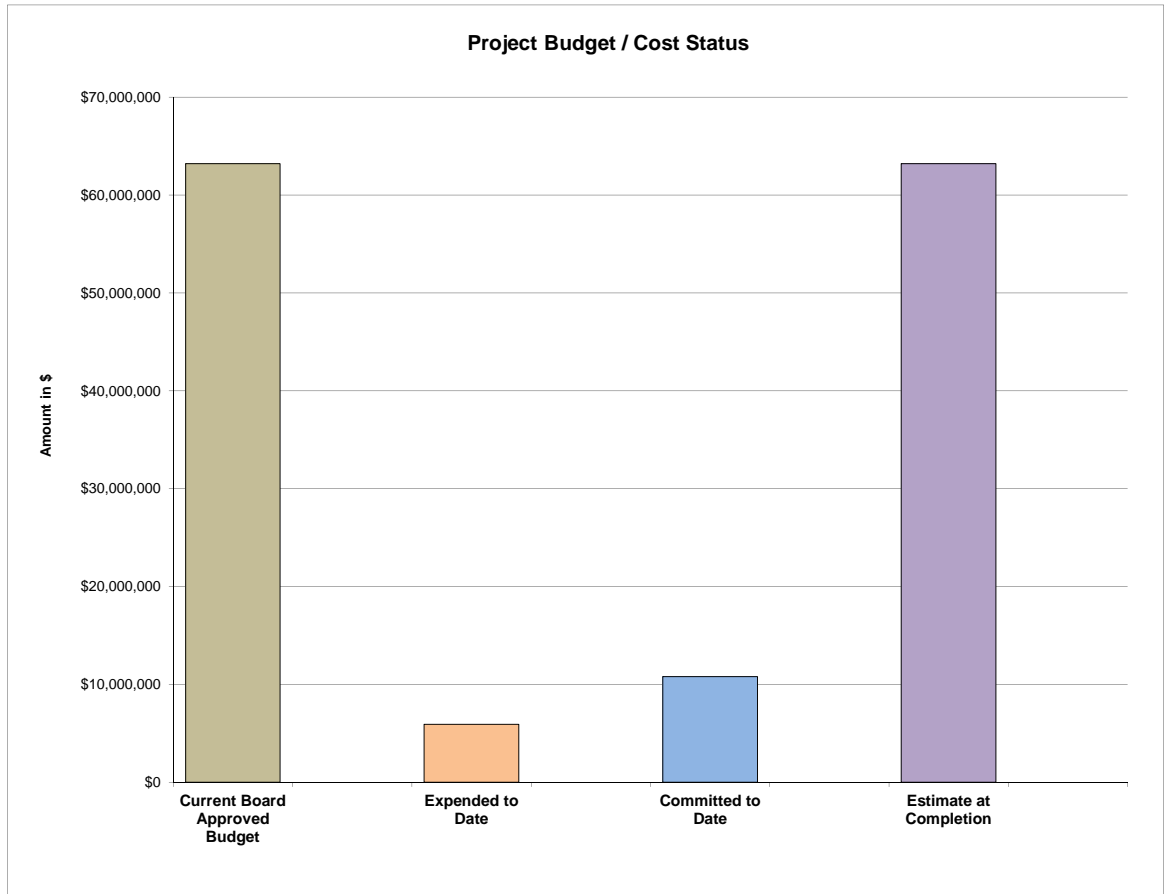
Procurement was extended to respond to bidders questions and clarifications. The project schedule will be rebaselined when the baseline construction schedule is approved.

**SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT**

**BUDGET:**



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Project Total</b>	<b>\$63,200,000</b>	<b>\$5,922,950</b>	<b>\$10,778,886</b>	<b>\$63,200,000</b>	<b>\$0</b>



**Issues:** None.

**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	28-Feb-18																
Preliminary Engineering		02-Feb-15 A	28-Feb-18																

**Progress:**

- Oct - Dec 2017
- (1) Awaiting NEPA clearance.
  - (2) Working with FTA to get State Historic Preservation Officer (SHPO) review/feedback.

**Future**

**Activities:**

- Jan - Mar 2018
- (1) Await NEPA clearance.
  - (2) Receive the SHPO feedback, FTA/SHPO will initiate consultation to determine need for a Programmatic Agreement (PA). FTA will communicate to JPB when SHPO has made a determination on the PA.

**Issues:**

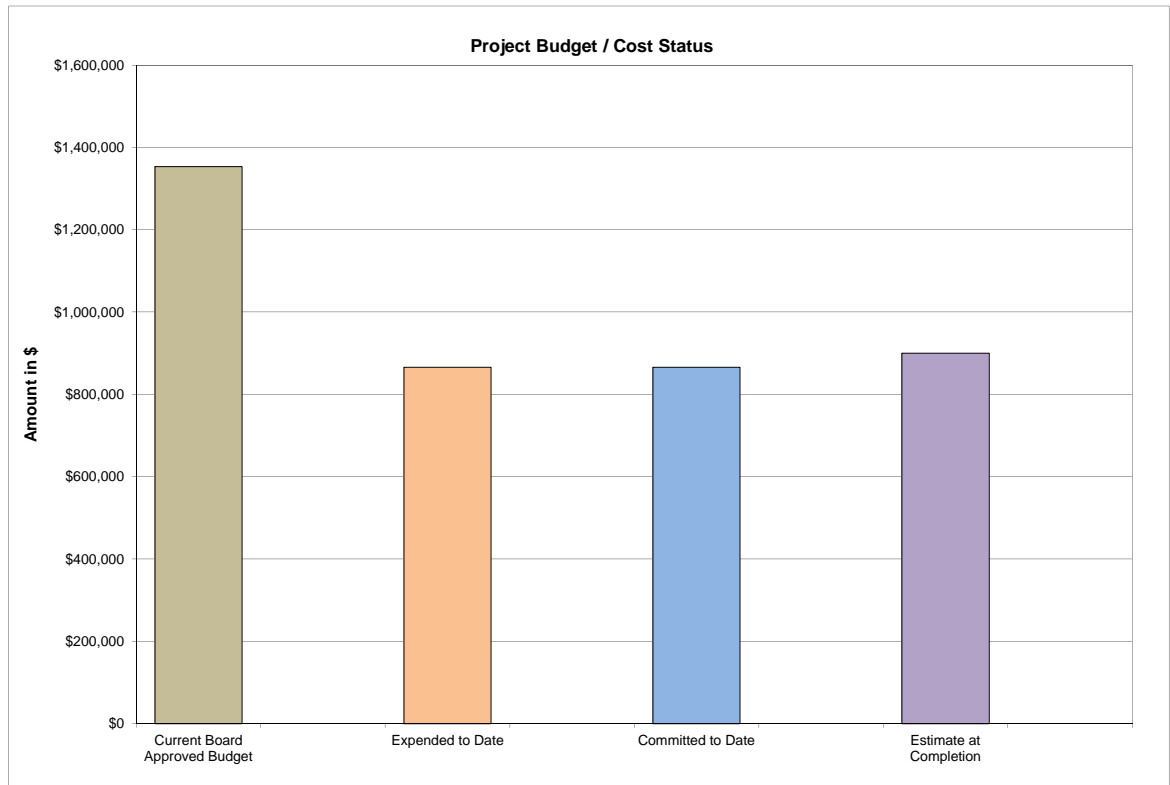
Preliminary Engineering has been extended to reflect the additional time to acquire NEPA clearance based on new questions raised by the FTA and requirements from FTA for a Caltrain/SHPO programmatic agreement.

### 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
<b>Total Project</b>	<b>\$1,353,236</b>	<b>\$866,030</b>	<b>\$866,030</b>	<b>\$900,000</b>	<b>\$453,236</b>



**Issues:** None.

**HSR IMPACT:** None



**SUNNYVALE STATION PLATFORM REHABILITATION PROJECT**



HSR IMPACT  
**N/A**

**SCOPE:**



This project will reconstruct a portion of both existing platforms at Sunnyvale Station. Due to differential settlement the pavers used in the original construction are creating multiple tripping hazards. The reconstruction will remove the existing pavers, backfill and prepare the subgrade, insert #4 rebar into the existing concrete slabs and place new tinted concrete that will be stamped with a smooth finish similar to what was done at the Burlingame Station.

**Issues:** None.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2017								2018				
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3				
02149 - Sunnyvale Station Platform Rehab		01-Aug-16 A	30-Sep-18													
Final Design		01-Aug-16 A	30-Nov-16 A	█	█											
Bid and Award		01-Dec-16 A	30-Sep-17 A			█	█	█	█							
Construction		01-Oct-17 A	30-Jun-18					█	█	█	█	█	█			
Project Close Out		01-Jul-18	30-Sep-18												█	█

**Progress:**

Oct - Dec 2017 (1) Issued Limited Notice to Proceed (LNTP) for construction.  
(2) Conducted kick-off meeting with the contractor.

**Future**

**Activities:**

Jan - Mar 2018 (1) Begin receiving submittals.  
(2) Begin construction.

**Issues:**

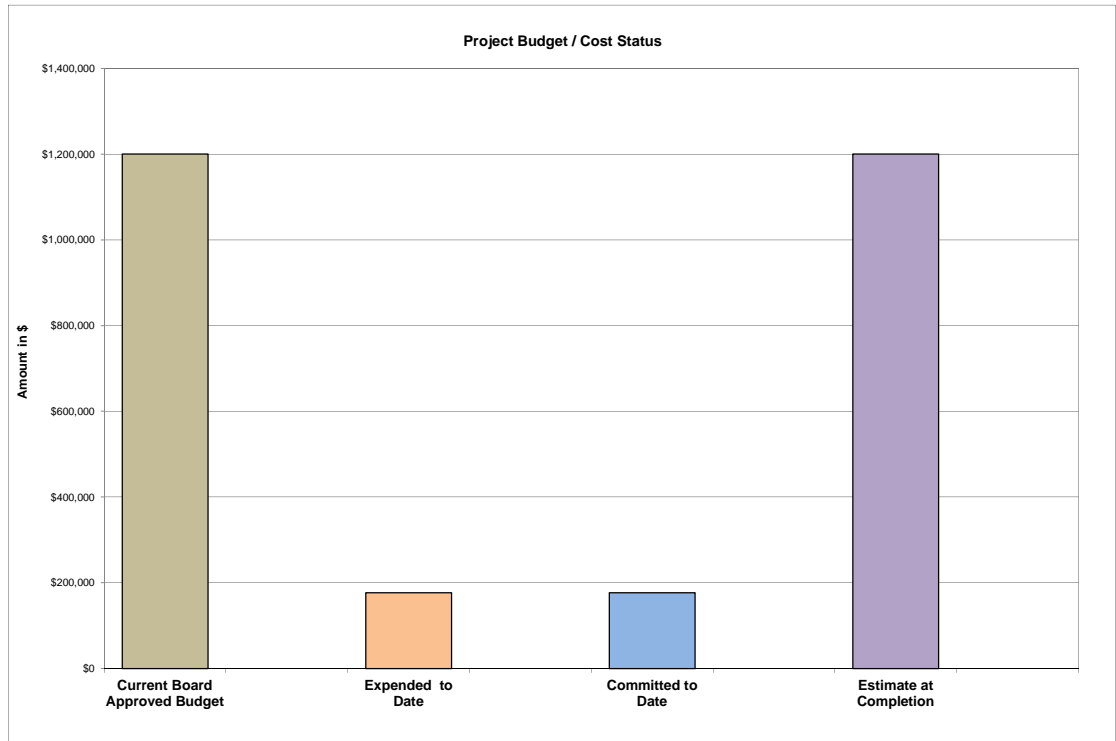
(1) This is the first report for this project. Design has been completed and the construction contract was awarded to Sposeto Engineering, Inc.  
(2) Schedule slip is due to internal Caltrain staffing constraints which delayed the contract award. Schedule will be re-baselined when an approved schedule from the contractor is received.

**SUNNYVALE STATION PLATFORM REHABILITATION 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
<b>Total Project</b>	<b>\$1,200,000</b>	<b>\$176,412</b>	<b>\$176,412</b>	<b>\$1,200,000</b>	<b>\$0</b>



**Issues:** None.

**SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2013**

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			<b>N/A</b>

**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				2018		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
02031 - FY2013	Systemwide Signal Rehabilitation	21-Mar-13 A	31-Jul-18																							
	Construction	21-Mar-13 A	31-Mar-18																							
	Project Close Out	01-Apr-18	31-Jul-18																							

**Progress:**

Oct - Dec 2017

- (1) Issued Amendment to TASI's work directive to cover additional expenses associated with night work, additional materials costs, and extended construction schedule.
- (2) Continued negotiation with TASI's directional boring subcontractor on changes.
- (3) Continued internal wiring for new pedestrian gates and setting of foundations.

**Future**

**Activities:**

Jan - Mar 2018

- (1) Continue with internal wiring of new pedestrian gates and setting of foundations.
- (2) Complete negotiation with TASI's directional boring subcontractor on changes.
- (3) TASI to complete pre-cutover testing at 4th Avenue Crossing.

**Issues:**

Project schedule has been extended as construction has been delayed due to TASI's directional drilling subcontractor's schedule, unforeseen underground field issues, and negotiation settlements with TASI's drilling contractor on changes.

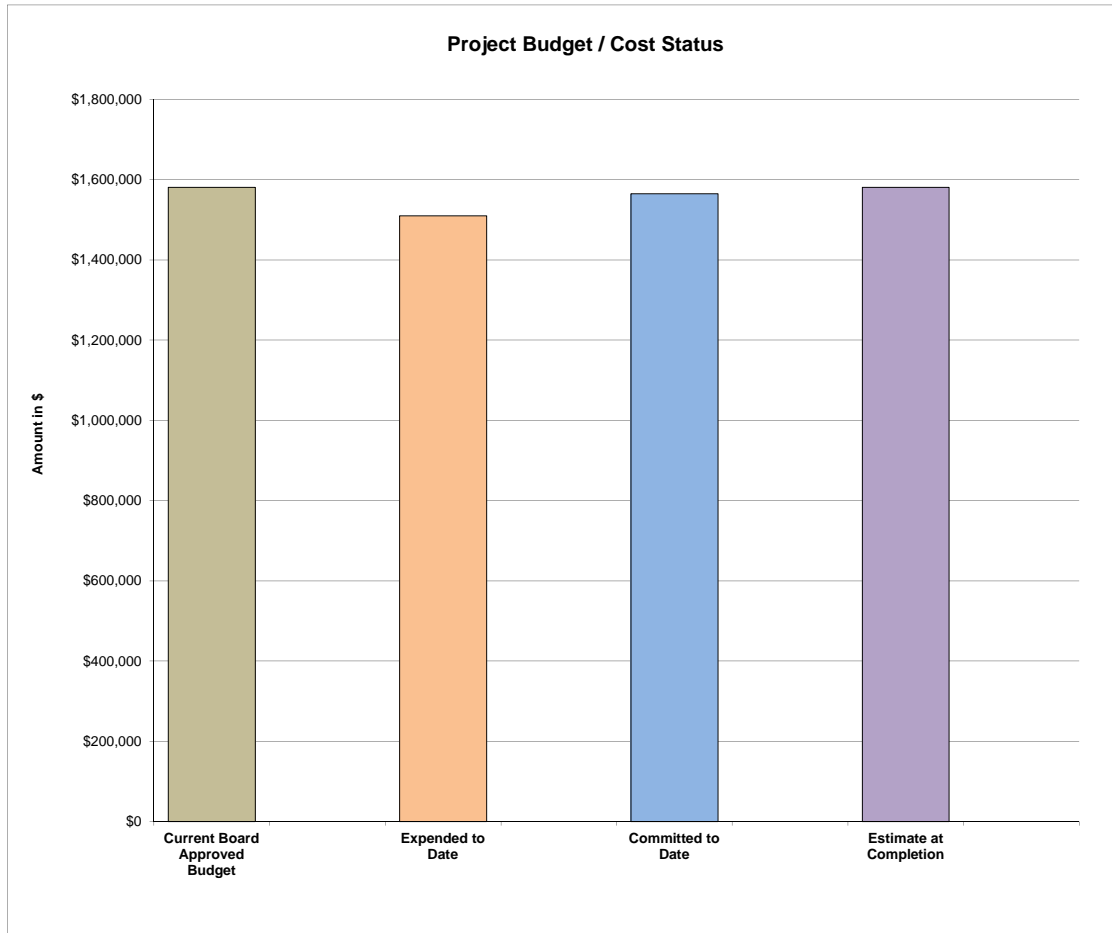


**SYSTEMWIDE SIGNAL REHABILITATION PROJECT - FY2013**

**BUDGET:**



	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Project Total</b>	<b>\$1,581,000</b>	<b>\$1,509,545</b>	<b>\$1,564,950</b>	<b>\$1,581,000</b>	<b>\$0</b>



**Issues:** None.

**SYSTEMWIDE SIGNAL SYSTEM REHAB PROJECT - FY2016**

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			<b>N/A</b>

**SCOPE:** This project scope includes the following tasks:



1. Procure and replace incandescent crossing gate lights with LEDs.
2. Replace gate mechanisms at eight grade crossings.
3. Investigate the synchronization issues between the railroad signals in the field and the dispatch software.

**Issues:** None.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2017											
				2017				2018							
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
100003 - FY2016 Systemwide Signal System Re...		04-Aug-17 A	31-Mar-19												
▣ Bid and Award		04-Aug-17 A	29-Nov-17 A	█	█										
▣ Construction		30-Nov-17 A	31-Dec-18			█	█	█	█	█	█	█	█	█	
▣ Study		23-Aug-17 A	31-May-18	█	█	█	█								
▣ Project Close Out		01-Jan-19	31-Mar-19										█	█	

**Progress:**

Oct - Dec 2017

- (1) Continued Synchronization Study.
- (2) TASI initiated procurement of new gate mechanisms and LED gate lights.

**Future**

**Activities:**

Jan - Mar 2018

- (1) Continue with Synchronization Study.
- (2) TASI to continue with procurement of new gate mechanisms and LED gate lights.

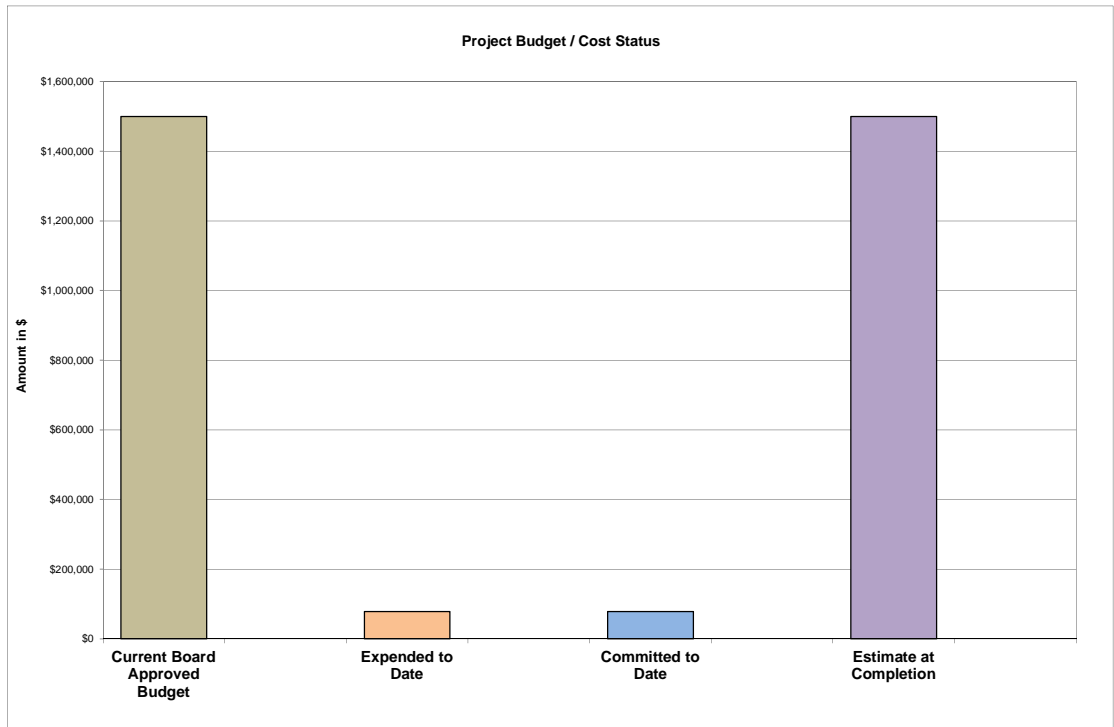
**Issues:** None.

**SYSTEMWIDE SIGNAL SYSTEM REHAB PROJECT - FY2016**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$1,500,000</b>	<b>\$78,742</b>	<b>\$78,742</b>	<b>\$1,500,000</b>	<b>\$0</b>



**Issues:** None.

**SYSTEMWIDE STATION IMPROVEMENTS PROJECT – FY2016**

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			<b>N/A</b>

**SCOPE:** This project provides improvements at various passenger stations along the Caltrain right of way.



The project is divided into the following two modules :

1. Module 75 - San Francisco 4th & King Station Floor Rehabilitation. (Complete)
2. Module 76 - San Carlos Station LED Replacement. (Complete)

**Issues:** Additional scope will be added to this project.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2017				2018	
				Q1	Q2	Q3	Q4	Q1	Q2
100001 - FY2016 Systemwide Station Improvem...		01-Jan-17 A	30-Jun-18						
	Final Design	01-Jan-17 A	15-Feb-17 A	█					
	Bid and Award	16-Feb-17 A	15-Mar-17 A	█					
	Construction	16-Mar-17 A	01-Apr-18		█	█	█	█	
	Project Close Out	02-Apr-18	30-Jun-18					█	█

**Progress:**

Oct - Dec 2017 (1) Completed work on Module 76.

**Future**

**Activities:**

Jan - Mar 2018 (1) Begin developing additional modules.

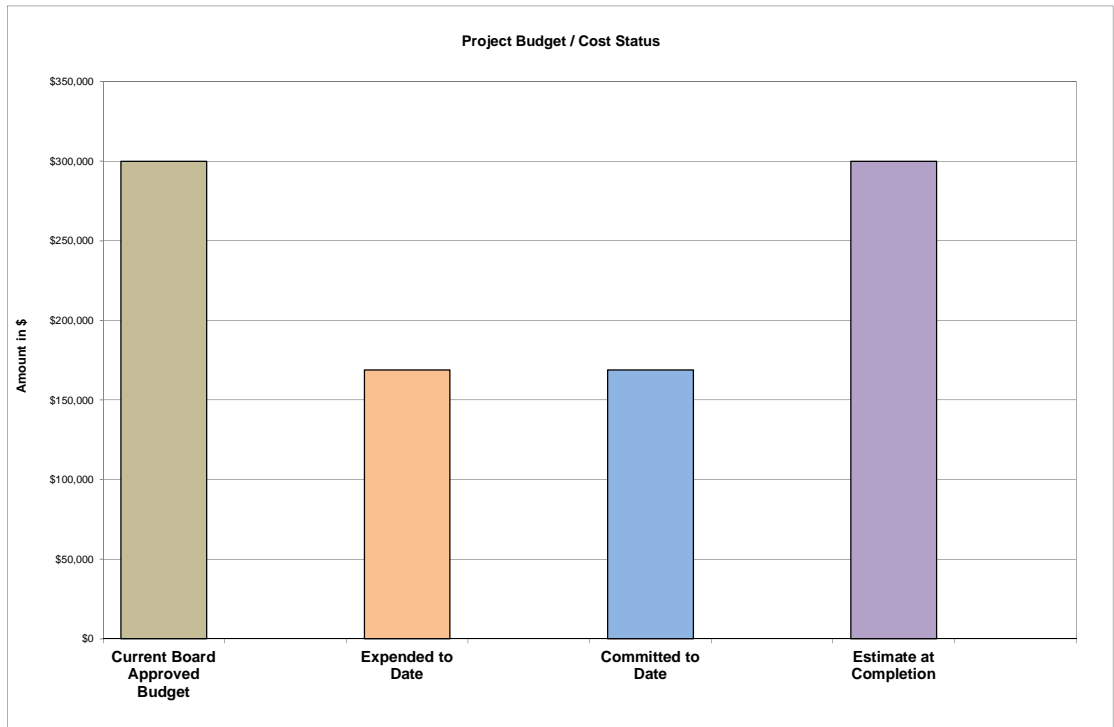
**Issues:** Schedule will be revised when additional scope has been added.

**SYSTEMWIDE STATION IMPROVEMENTS PROJECT – FY2016**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$300,000</b>	<b>\$168,911</b>	<b>\$168,911</b>	<b>\$300,000</b>	<b>\$0</b>



**Issues:** The additional scope will be performed within the current approved budget limits.

**SYSTEM WIDE TRACK REHABILITATION PROJECT - FY2016**

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			<b>N/A</b>

**SCOPE:**



This project 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.
13. Fence repairs and graffiti removal.

**Issues:** None.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2017					2018		
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	
100004 - FY2016 Systemwide Track Rehabilitation ...		01-Oct-16 A	30-Jun-18								
Construction		01-Oct-16 A	31-Mar-18	[Gantt bar spanning Q4 2017 to Q1 2018]							
Project Close Out		01-Apr-18	30-Jun-18							[Gantt bar in Q2 2018]	

**Progress:**

Oct - Dec 2017

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>(1) Surfaced 11.6 miles of main line track.</li> <li>(2) Stabilized 11.2 miles of track</li> <li>(3) Regulated 11.8 miles of ballast.</li> <li>(4) Surfaced 13 turnouts.</li> <li>(5) Built up 22 frog inserts.</li> <li>(6) Grounded 90 switches.</li> <li>(7) Installed one insulated joints (IJ).</li> <li>(8) Replaced one switch point.</li> <li>(9) FRA conducted seven site visits.</li> <li>(10) CPUC conducted two visits.</li> </ul> | <ul style="list-style-type: none"> <li>(11) Installed 471 cross ties.</li> <li>(12) Installed 111 switch tie.</li> <li>(13) Performed one hyrail inspection.</li> <li>(14) Performed ultrasonic (UT) turnout inspection.</li> <li>(15) Ran the geometry car.</li> <li>(16) Performed gauge restraint.</li> <li>(17) Performed tree trimming.</li> <li>(18) Performed fencing.</li> </ul> |
|---|--|

**Future**

**Activities:**

Jan - Mar 2018

- (1) Continue ongoing maintenance work.

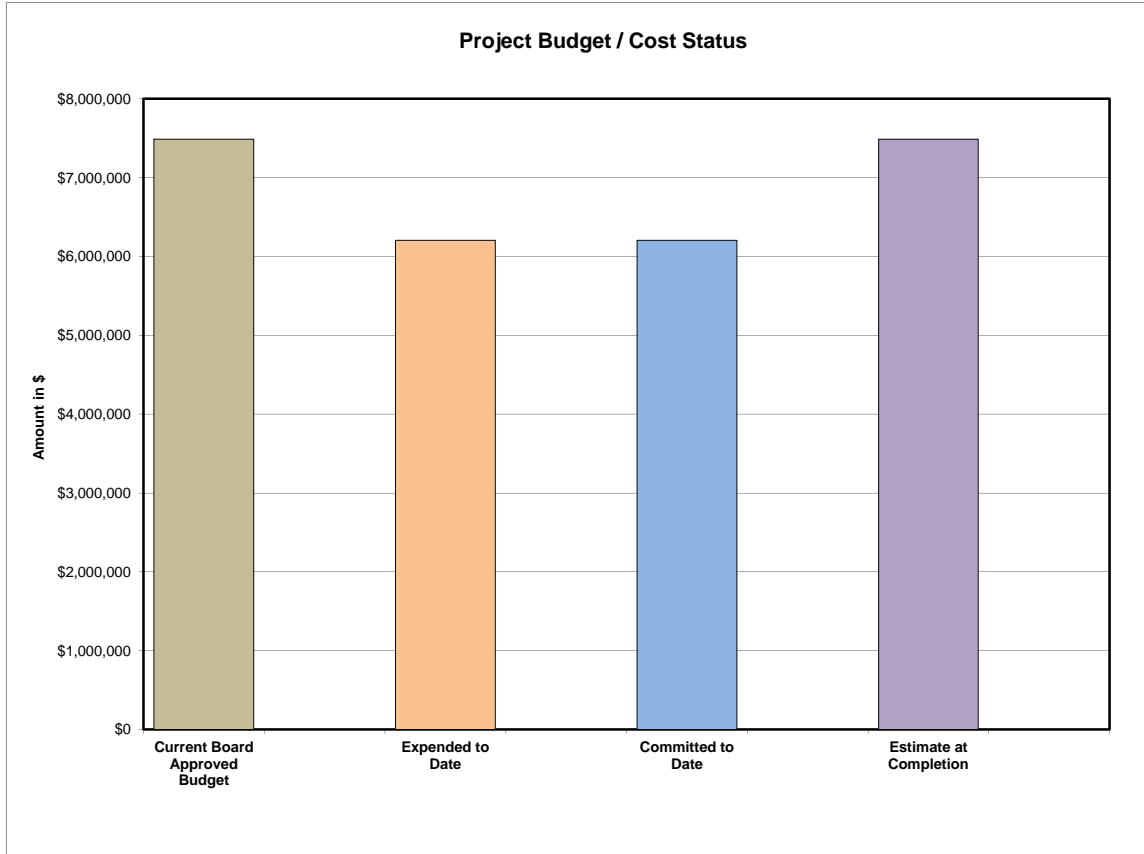
**Issues:** None.

**SYSTEM WIDE TRACK REHABILITATION PROJECT - FY2016**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Project Total</b>	<b>\$7,490,000</b>	<b>\$6,206,835</b>	<b>\$6,206,835</b>	<b>\$7,490,000</b>	<b>\$0</b>



**Issues:** None.

**UPGRADE CCF EQUIPMENT ROOM COOLING PROJECT**

SCOPE	SCHEDULE	BUDGET/COST	HSR IMPACT
			<b>N/A</b>

**SCOPE:**



This project will provide larger A/C equipment and high temperature alarms at Central Control Facility (CCF). Currently, the HVAC system in the CCF equipment room does not have adequate capacity for existing or future equipment, redundancy, or alarming.

**Issues:** None.

**SCHEDULE:**



Activity ID	Activity Description	Start	Finish	2017					2018				
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3		
100152	Upgrade CCF Equipment Room	30-Nov-16 A	31-Aug-18										
	Procurement	30-Nov-16 A	30-Nov-17 A		■	■	■	■					
	Construction	01-Dec-17 A	30-Jun-18						■	■	■		
	Project Close Out	01-Jul-18	31-Aug-18									■	■

**Progress:**

- Oct - Dec 2017
- (1) Finalized agreement with contractor.
  - (2) Issued Limited Notice to Proceed (LNTP) and conducted a pre-construction kick off meeting.

**Future**

**Activities:**

- Jan - Mar 2018
- (1) Receive contractor's submittals including work plans and baseline schedule.

**Issues:** None.

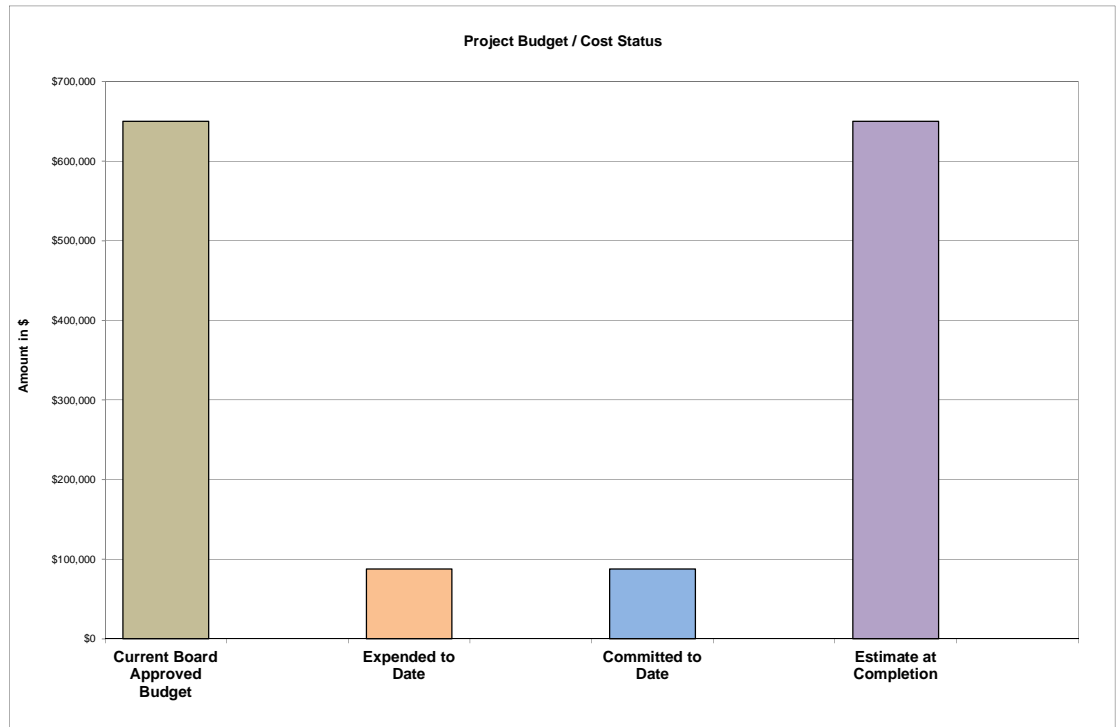


**UPGRADE CCF EQUIPMENT ROOM COOLING PROJECT**

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$650,000</b>	<b>\$87,925</b>	<b>\$87,925</b>	<b>\$650,000</b>	<b>\$0</b>



**Issues:** Additional funding (\$150,000) was required to award construction contract due to higher than expected bids. Funding was transferred in this quarter from savings from previous projects.

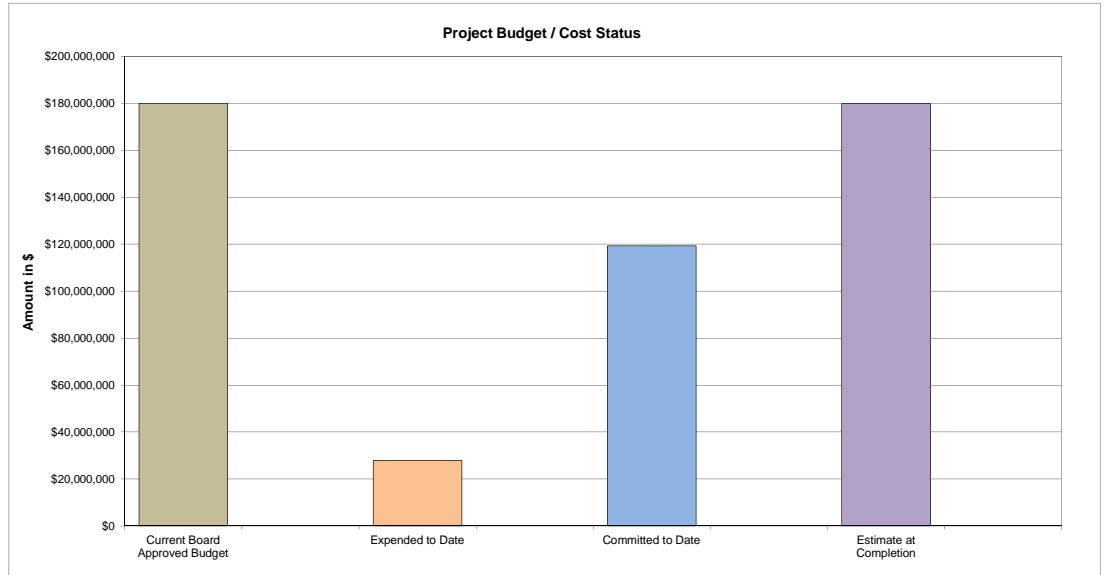


25th AVENUE GRADE SEPARATION PROJECT

**BUDGET:**



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
<b>Total Project</b>	<b>\$180,000,000</b>	<b>\$27,855,183</b>	<b>\$119,322,291</b>	<b>\$180,000,000</b>	<b>\$0</b>



**Issues:** None.

**HSR IMPACT:** None.



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# Caltrain Disadvantaged Business Enterprise (DBE) Quarterly Status Report

Based on Contracts through 1st Quarter Federal Fiscal Year 2018  
October 01, 2017 to December 31, 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)	\$2,527,842	\$61,989	2.5%
TASI Contracts	\$2,340,815	\$0	0.0%
<b>Total</b>	<b>\$4,868,657</b>	<b>\$61,989</b>	<b>1.3%</b>

**Overall Annual Goal in %      14.0%**

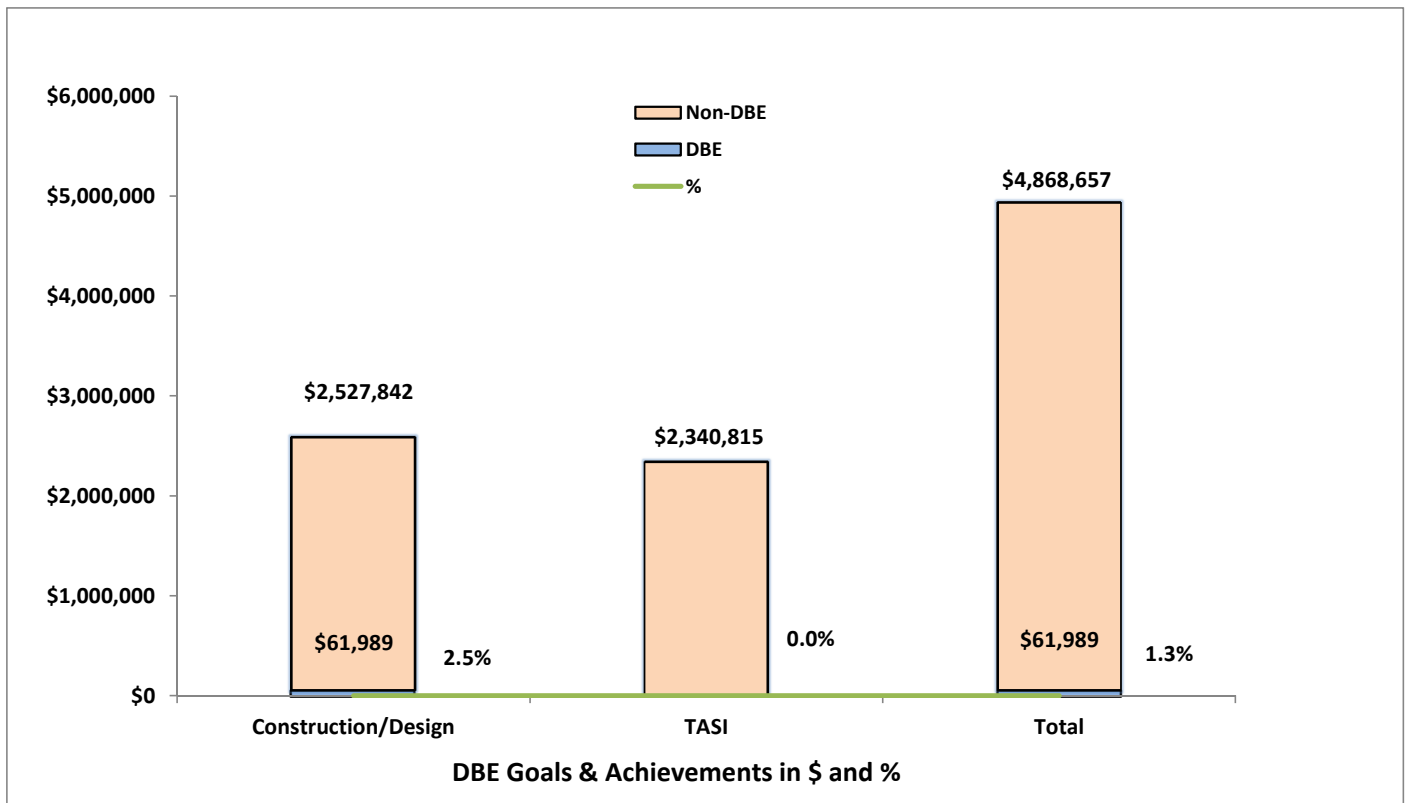
**% Over/(Under) Goal      -12.7%**

Low DBE awards due to most of the federal dollars are going to on-call contracts . Also, there were change orders awarded on construction contracts which had no DBE participation.

Remedies : Contract specific DBE goals have been set for the upcoming awards of CP Brittan and Tunnel Notching projects.

*(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 changes and internal budget transfers.

**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)
<b>1. SCOPE</b>	(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.
<b>2. BUDGET</b>	(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%.
<b>3. SCHEDULE</b>	(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.
<b>4. HIGH SPEED RAIL (HSR) IMPACT</b>	(a) No potential impact.	(a) Potential impact.	(a) Significant impact.

### Schedule Legend

	<b>Completed</b>
	<b>Critical path</b>
	<b>Baseline/target schedule</b>