



Quarterly Capital Program Status Report and DBE Status Report

Prepared for the March 04, 2021 Caltrain Board Meeting

2nd Quarter FY2021: October 01, 2020 – December 31, 2020

Peninsula Corridor Joint Powers Board



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Caltrain - Capital Program - Budget Summary

2nd Quarter FY2021 - October 01, 2020 to December 31, 2020

All Costs in \$1,000's

Programs						
	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
1. Station and Intermodal Access	\$39,756	\$1,450	\$745	\$6,600	\$4,870	\$2,100
2. Right of Way / Signal & Communications	\$40,350	\$180,232	\$22,438	\$20,072	\$20,877	\$27,816
3. Rolling Stock	\$4,000	\$6,997	\$12,826	\$17,034	\$5,063	\$12,664
4. Operational Improvements/Enhancements	\$2,844	\$4,723	\$31,054	\$2,050	\$3,800	\$31,377
5. Planning and Studies	\$4,220	\$2,756	\$3,040	\$6,425	\$12,290	\$8,698
7. Legal Mandates & Required Enhancements	\$3,337	\$14,721	\$1,220	\$1,327	\$500	\$1,500
Total Board Approved Budget by FY	\$94,507	\$210,879	\$71,323	\$53,508	\$47,400	\$84,155

The Caltrain Modernization Program is reported separately and not included in this quarterly report.

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

Currently in Progress

- 25th Avenue Grade Separation Project
- Automatic Passenger Counters 4th & King
- BayShore Station Overpass Pedestrian Bridge Rehab Project
- Broadband Communication
- Burlingame Broadway Grade Separation Project
- CCF and BCCF Virtualization Project
- Churchill Avenue Grade Crossing
- Grade Crossing Improvement FY 2019 & 2020
- Guadalupe River Bridge Replacement and Extension Project
- Marin and Napoleon Bridge Replacement Project
- Mary Avenue Traffic Signal Project
- MP-36 Locomotive Mid-Life Overhaul
- Next Generation Visual Message Signs (VMS) & Pads
- Railroad Communications System Project - FY2017
- Railroad Communications System Project - FY2018
- Railroad Communications System Project - FY2019
- Rengstorff Avenue Grade Separation
- Right Of Way Fencing Project
- South San Francisco Station Improvements Project
- Station Enhancement and Renovation Project
- Systemwide Signal System Rehabilitation Project - FY2019
- Systemwide Track Rehabilitation Project - FY2019
- Ticket Vending Machine Rehab Program Project
- Wayside Bike Parking Improvement 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		SAFETY		
	Q1FY21	Q2FY21	Q1FY21	Q2FY21	Q1FY21	Q2FY21	Q1FY21	Q2FY21	
25th Ave. Grade Separation Project									4
Automatic Passenger Counters 4th & King									6
BayShore Station Overpass Pedestrian Bridge Rehab Project									8
Broadband Communication									10
Burlingame Broadway Grade Separation Project (Preliminary Design/Environmental Clearance)									12
CCF and BCCF Virtualization Project									14
Churchill Avenue Grade Crossing									16
Grade Crossing Improvement FY 2019 & 2020									18
Guadalupe River Bridges Replacement and Extension Project (Preliminary Design/Environmental Clearance)									20
Marin and Napoleon Bridge Replacement Project									22
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Rengstorff Avenue Grade Separation									36
Right Of Way Fencing Project									38
South San Francisco Station Improvement Project									40
Station Enhancement and Renovation Project									42
Systemwide Signal System Rehabilitation Project - FY2019									44
Systemwide Track Rehabilitation Project - FY2019									46
Ticket Vending Machine Rehab Program Project									48
Wayside Bike Parking Improvement Project									50



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

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.

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. Construction Contract was awarded in August 2017. Project is currently in construction phase. JPB is the lead implementing agency.

Issues: No Issues related to Scope of Work.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline																							
				2014	2015	2016	2017	2018	2019	2020	2021																
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
002088 - 25th Avenue Grade Separation		16-Jul-14 A	01-Nov-21																								
▣ Preliminary Engineering		16-Jul-14 A	31-Oct-15 A																								
▣ Environmental Clearance		25-Sep-14 A	28-Oct-16 A																								
▣ Final Design		02-Nov-15 A	09-Dec-16 A																								
▣ Bid & Award		15-Nov-16 A	09-Aug-17 A																								
▣ Construction		10-Aug-17 A	01-Sep-21																								
▣ Project Close Out		02-Sep-21	01-Nov-21																								

Note: Schedule slipped by 2 months for change orders related to work at 31st Avenue.

Progress:

- Oct - Dec 2020
- (1) Continued work on north parking.
 - (2) Continued lowering of 28th East side - Roadway/Structure Excavation.
 - (3) Coordinating with Clean Water CSM team for 30" sewer line work within JPB ROW.
 - (4) Coordination with City for 25th Ave. stage construction work.
 - (5) Ongoing final grading and form work in south parking lot.
 - (6) Ongoing work at Station House for amenities, platform fixtures.
 - (7) Ongoing coordination with PG&E for getting power to Hillsdale Station.
 - (8) Completed final work on ramps and stairs.
 - (9) Completed work at Borel Creek - Demo of Old Bridge and Creek Restoration Work.

Future

Activities:

- Jan - Mar 2021
- (1) Continue roadway work for 28th Ave, schedule for paving and opening of 28th Ave
 - (2) Continue work at Station House for amenities, platform fixtures.
 - (3) Continue final grading and form work in south parking lot.
 - (4) Continue coordination with the City for 25th Ave. stage construction work.
 - (5) Continue work on mass excavation at 31st Ave, Soldier Piles for RW 9 & 10.
 - (6) Continue coordination with PG&E for getting power to Hillsdale Station.
 - (7) Project team to request additional funds of \$25.9M. To be presented in City Council/TA Board meetings.

Issues:

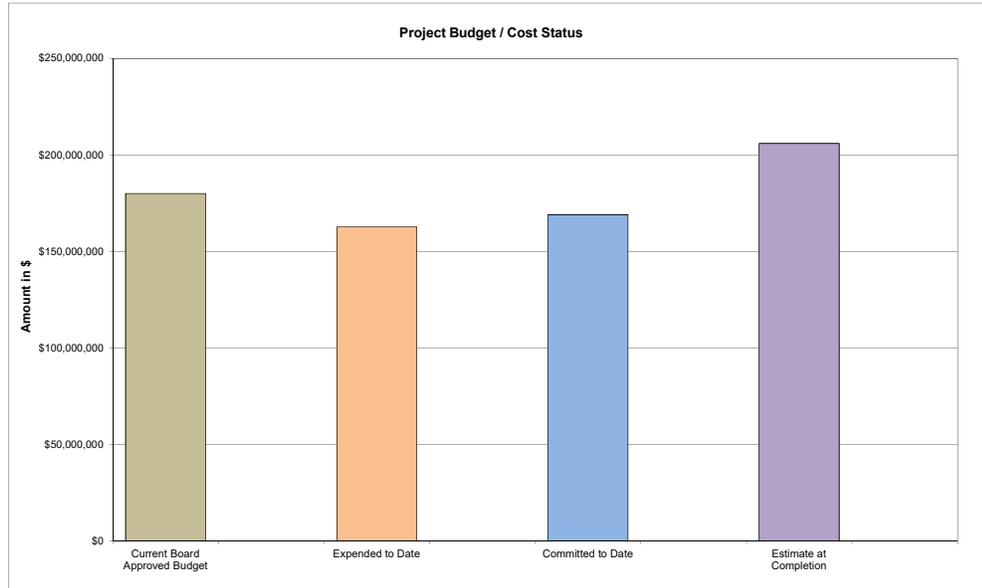
- (1) Calwater Agreement for work on 28th and 25th Ave - needs to be executed (can cause potential schedule impacts to project).
- (2) PG&E delays in crew assignment for connecting power to Hillsdale Station. Once PG&E hooks up power, it will take about 4-5 weeks for commissioning, testing, inspection and opening of station.
- (3) Coordination with City of San Mateo for 25th Ave Stage Construction Work.

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	\$162,671,719	\$169,018,887	\$205,900,000	(\$25,900,000)



Note: In January 2021, the City of San Mateo approved \$2.1M and the TA Board approved \$23.8 million of additional funds for the project which will be reflected in the next report.

Issues:

Total Project Estimate at Completion has been increased due to delays in utility relocations, high cost in PG&E high pressure gas (HPG) pipeline, cost of utility connections to new Caltrain facilities, differing site conditions, and changes in the design and construction of a set-out track.

SAFETY:

No incidents reported this quarter.



Automatic Passenger Counters at 4th & King



SCOPE:



This project will be for the design and installation of Automatic Passenger Counters (APC) at the platform doors at the Caltrain 4th & King station. Included will be the design of the hardware installation of the APC at 4th & King and the software implementation to retrieve the APC data and analyze it remotely. A contractor will be selected through an IFB process to install the APC equipment at 4th & King.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2019			2020			2021								
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
100445 - Automatic Passenger Counters at 4th & King		01-Dec-19 A	31-Oct-21															
+	Bid & Award	01-Dec-19 A	26-Feb-21															
+	Construction	31-Dec-19 A	30-Jul-21															
+	Project Close Out	31-Jul-21	31-Oct-21															

Note: Contract with Centum Adetel was awarded in February 3, 2021 and will be reflected in the next report.

Progress:

- Oct - Dec 2020
- (1) Final design package was submitted.
 - (2) Requested a proposal from TASI.
 - (3) Worked with Centum Adetel to address their issues with the Agreement.
 - (4) Received Certificate of Insurance from Centum Adetel.

Future

Activities:

- Jan - Mar 2021
- (1) Award construction contract to Centum Adetel.
 - (2) Receive TASI's proposal.

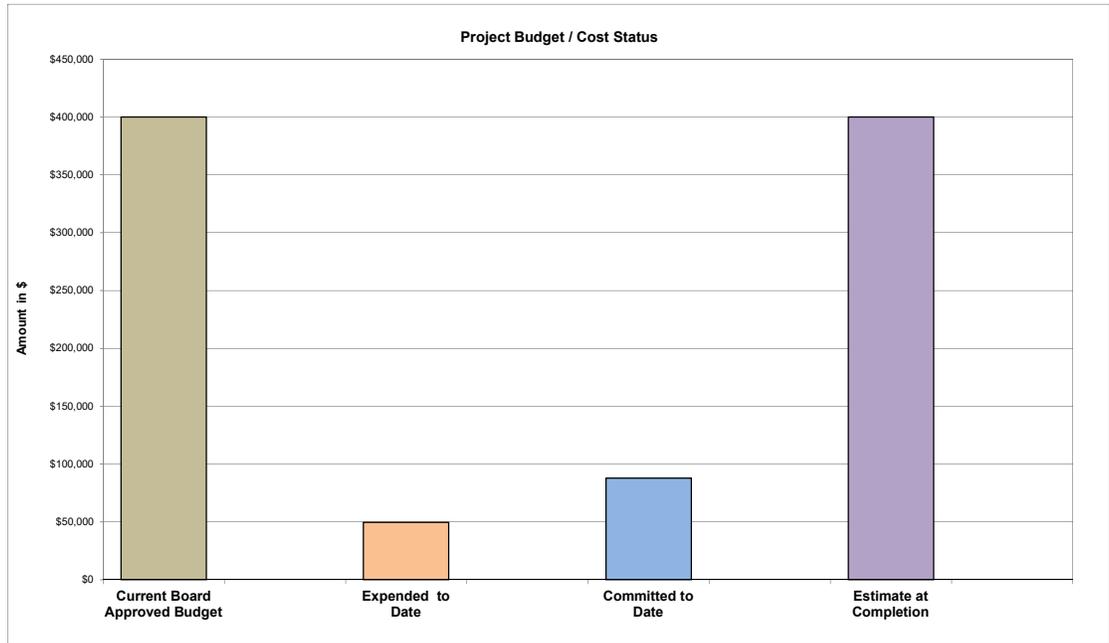
Issues: None.

Automatic Passenger Counters at 4th & King

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	\$400,000	\$49,539	\$87,940	\$400,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

BAYSHORE STATION OVERPASS PEDESTRIAN BRIDGE REHAB PROJECT

SCOPE	SCHEDULE	BUDGET/COST	SAFETY
			

SCOPE:



The Project scope consists of the removal and replacement of existing paint coatings on the steel surfaces of the pedestrian bridge and stairs at the Caltrain Bayshore Station in San Francisco.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2020			2021			2022				
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
100439 - Bayshore Overpass Rehabilitation		01-Feb-20 A	14-Jul-22											
Constructability		01-Feb-20 A	31-Jul-20 A											
Bid & Award		01-Aug-20 A	13-May-21											
Construction		14-May-21	16-May-22											
Project Close Out		17-May-22	14-Jul-22											

Progress:

Oct - Dec 2020

- (1) Working with Operations team for revising specs related to work hours, track access, on track safety envelope requirements as per new guidelines.
- (2) Presented the project to City of Brisbane and SFCTA. No comments except for some noise concerns, and coordination with locals.
- (3) Procured Transystem for deisgn review of Bayshore contract documents.
- (4) Working with design consultant to edit the scope of work, cost estimate and construction schedule.
- (5) Working with PCEP team and Paint Consultant for designing containment system through the OH wires (PCEP OH wires will be installed when the project is in construction, however, not energized).
- (6) Working with engineering team for defining the structural repair criteria, if needed, removal and replacement of bolt specs.

Future

Activities:

Jan - Mar 2021

- (1) Continue working with design consultant to edit the scope of work, cost estimate and construction schedule.
- (2) Continue working with Operations team for revising specs related to work hours, track access, on track safety envelope requirements as per new guidelines.
- (3) Continue working with PCEP team and Paint Consultant for designing containment system through the OH wires (PCEP OH wires will be installed when the project is in construction, however, not energized).

Issues:

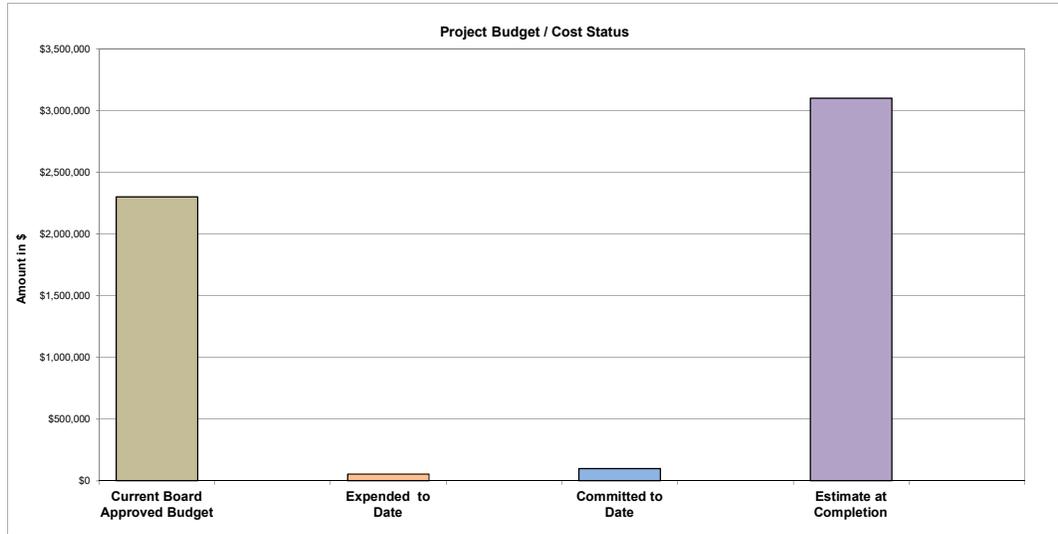
- (1) Scope of work, cost estimate and construction schedule are currently under revision with design consultant.
- (2) PCEP overhead Wires are in conflict with containment system.
- (3) Currently there is an interim JPB Project Manager assigned to this project. Efforts are underway to find a replacement.

BAYSHORE STATION OVERPASS PEDESTRIAN BRIDGE REHAB 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	\$2,300,000	\$54,224	\$98,669	\$3,100,000	(\$800,000)



Issues: Additional funding is needed according to the latest revised construction estimate and previous bids of 2015.

SAFETY: No incidents reported this quarter.



Broadband Communication



SCOPE:



The project will design a broadband wireless communications system along the Caltrain corridor for the wayside train maintenance diagnostics and passenger WiFi service. The project will investigate leveraging the existing infrastructure such as the Overhead Contact System (OCS) poles and JPB fiber network to communicate with passing trains. Wayside antennas may be mounted on the OCS poles at a constant interval to communicate with moving trains that will be equipped with radios and antennas.

The current project scope is for the design only.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2020				2021					
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
100403 - Broadband Communication		11-Nov-19 A	30-Sep-21										
+	Planning	11-Nov-19 A	30-Nov-20 A										
+	Final Design	01-Jan-21	30-May-21										
+	Project Close Out	31-May-21	30-Sep-21										

Note: Design has been paused to allow for a 3rd party review of the project implementation plan, team and the current conceptual design by Xentrans. Project team wants to make sure not to miss any other alternative technologies for the Broadband Wireless system and assess if the conceptual design was sound and did not have any gaps or high risks items. The 3rd party review will also perform a risk assessment of the implementation plan and team and perform a gap analysis to determine any holes in the plan and team. The final deliverable will be a report to confirm if the project is going in the right direction.

Progress:

- Oct - Dec 2020
- (1) Worked with LTK and Stadler on the EMU design for the WiFi equipment.
 - (2) Worked on the amendment to the design work directive to go from conceptual to final design.
 - (3) Completed the conceptual design.
 - (4) Xentrans presented the issues and impacts for the EMU roof antenna placement.
 - (5) Issued the contract to Civic Foundry for the 3rd Party project review.

Future

Activities:

- Jan - Mar 2021
- (1) Civic Foundry to review the project implementation plan.
 - (2) Engineering to continue researching other systems and technologies.

Issues:

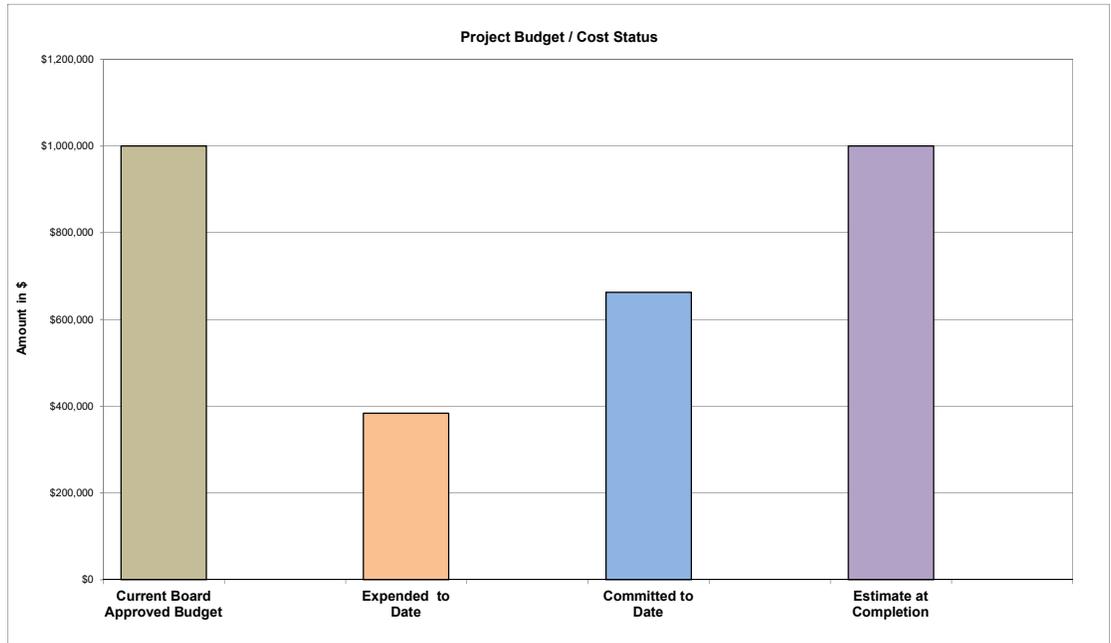
None.

Broadband Communication

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	\$1,000,000	\$384,010	\$662,683	\$1,000,000	\$0



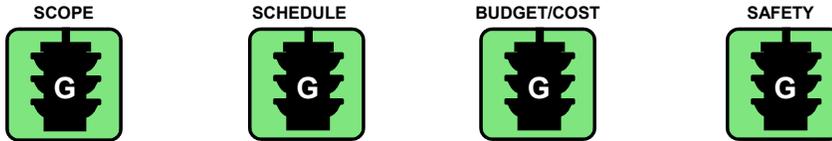
Issues: None.

SAFETY:



No incidents reported this quarter.

BURLINGAME BROADWAY GRADE SEPARATION PROJECT



SCOPE:



This project will grade separate the Broadway railroad crossing in the City of Burlingame by partially elevating the rail and partially depressing the roadway. The elevated rail alignment will require the reconstruction of the Broadway Caltrain Station. Reconstruction of the Broadway Caltrain Station will remove the operational requirement of the hold-out rule.

Currently the project is funded up to "Final Design" phase. The Estimate at Completion (EAC) is for up to "Final Design" phase only. Project is evaluating Value Engineering Options.

Issues:

None with the scope of work.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2017	2018	2019	2020	2021	2022	2023	2024
100244	Burlingame Broadway Grade	18-Dec-17 A	04-Jul-24								
	Preliminary Engineering 35%	18-Dec-17 A	30-Oct-19 A								
	Environmental Clearance	01-Dec-19 A	08-Oct-20 A								
	Final Design	04-Jan-21	04-Jul-23								
	Utility Relocation	05-Jul-23	04-Jul-24								

Note: The schedule has been rebaselined based on the award of design contract.

Progress:

Oct - Dec 2020

- (1) Obtained FTA NEPA Environmental Clearance in October 2020
- (2) Awarded final design contract at the November 2020 board meeting.
- (3) Reviewed Conceptual Value Engineering Option in coordination with City of Burlingame and JPB.
- (4) Executed funding agreement between City of Burlingame, SMCTA and JPB.
- (5) Executed design contract with Mark Thomas Inc.

Future

Activities:

Jan - Mar 2021

- (1) Kick Off Final Design Phase in January 2021.
- (2) Design Team to prepare memos for Value Engineering (VE) Options.
- (3) There are 5 Value Engineering (VE) Items that will be circulated, reviewed and analyzed by various JPB functional teams and City of Burlingame.
- (4) VE Memos will be prepared. Final Analysis of VE Items will be completed by March 2021.
- (5) 65% Design will start in April 2021 with "approved" VE options.

Issues:

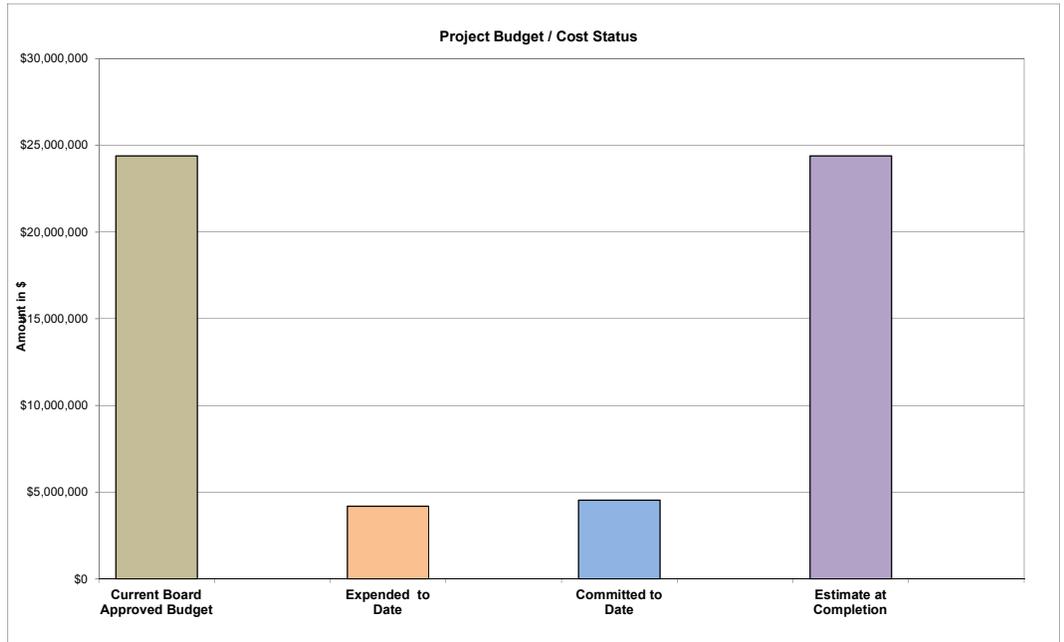
None.

BURLINGAME BROADWAY 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	\$24,388,000	\$4,195,085	\$4,548,561	\$24,388,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



CCF AND BCCF VIRTUALIZATION PROJECT



SCOPE:



The Scope of the Caltrain Virtualization Project is to migrate the datacenters supporting rail operations to a single virtual platform. This effort will include the primary and secondary data centers.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2020					
				Q1	Q2	Q3	Q4	Q1	Q2
100430 - CCF and BCCF Virtualization		10-Feb-20 A	12-Feb-21						
+	Planning	10-Feb-20 A	06-Mar-20 A						
+	Execution	09-Mar-20 A	22-Jan-21						
+	Migration	10-Aug-20 A	22-Jan-21						
+	Project Close Out	25-Jan-21	12-Feb-21						

Progress:

Oct - Dec 2020

- (1) Installed the Discovery tools in both Data Centers.
- (2) Began to poll the devices (Physical and Virtual).
- (3) Conducted working session to build a road map for successful virtualization and re-architecting the network to support that effort.
- (4) Polling server phase is finished.
- (5) Review infrastructure with CDW after polling is complete.
- (6) CDW finished reviewing questionnaires filled out by vendors.
- (7) Interviews have been scheduled with Wabtec and Arinc.

Future

Activities:

Jan - Mar 2021

- (1) Interviews with vendors.

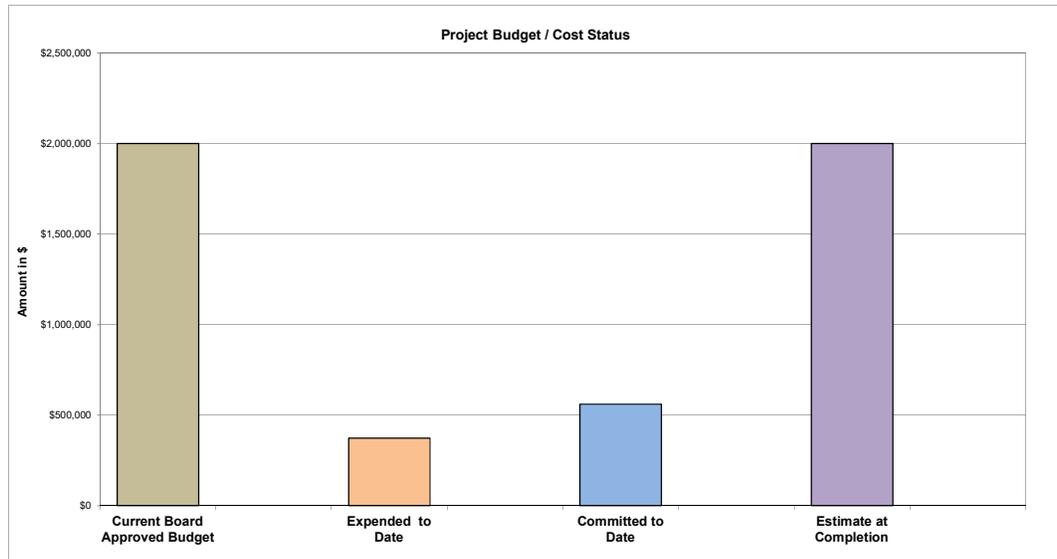
Issues: None.

CCF AND BCCF VIRTUALIZATION 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	\$2,000,000	\$372,562	\$560,404	\$2,000,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



CHURCHILL AVENUE GRADE CROSSING

SCOPE	SCHEDULE	BUDGET/COST	SAFETY

SCOPE:



The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill avenue grade crossing in Palo Alto.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline													
				2019	2020			2021			2022			2023			
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
100426 - Churchill Avenue Grade Crossing		01-Sep-19 A	30-May-23														
▣ Preliminary Engineering		01-Sep-19 A	30-Jun-21														
▣ Procurement		01-Jul-21	03-Feb-22														
▣ Construction		04-Feb-22	30-Dec-22														
▣ Project Close Out		31-Dec-22	30-May-23														

Progress:

Oct - Dec 2020

- (1) Conducted the kick off meeting with the city of Palo Alto and their design consultant.
- (2) Attended a design coordination meeting with the City of Palo Alto to be able to coordinate and match up our designs between our design drawings and the city of Palo Alto design drawings, we need to have the same reference points to measure from. We provided the city our 35% design drawings that has the base background information with the reference points. It also has our underground signal cables locations.

Future

Activities:

Jan - Mar 2021

- (1) Continue coordinate the design with the City of Palo Alto.

Issues:

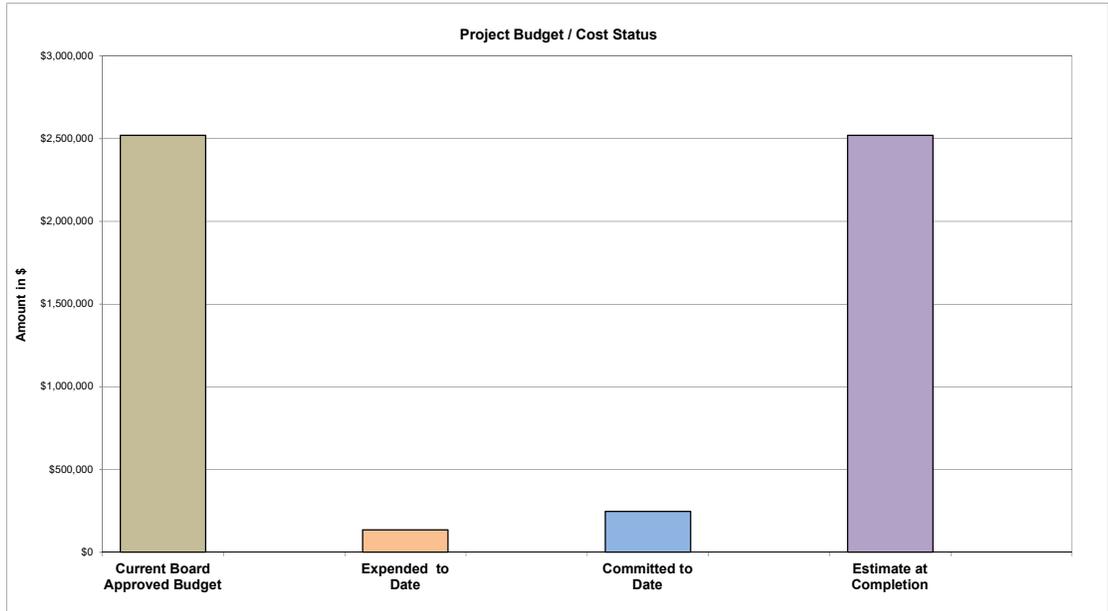
- (1) Delay caused by the City of Palo Alto and their design schedule. We have regular meetings with the City of Palo Alto, Caltrans and CPUC and they all realize that the city is holding up our design effort. We'll continue to meet to coordinate the designs but the funding sponsors are aware of the schedule.

CHURCHILL AVENUE GRADE CROSSING

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	\$2,520,000	\$135,190	\$245,897	\$2,520,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



FY19 & 20 GRADE CROSSING IMPROVEMENTS PROJECT



SCOPE:



This project is the continuation of the Caltrain Grade Crossing Improvement Program. The project will include the design, bid & award process, installation of medians, pavement markers and markings to deter motorists from driving around a down gate or stopping on top of the tracks and turning onto the tracks.

The FY2019 and FY2020 funding will be used to improve the safety at the following five grade crossings:

San Mateo

- > 1st Avenue
- > 2nd Avenue
- > 3rd Avenue

Menlo Park

- > Glenwood
- > Oak Grove in Menlo Park.

These 5 locations were selected from the Caltrain Grade Crossing Hazard Analysis Report priority list. The Hazard Analysis Report assesses the potential risks at each Caltrain grade crossings. These crossings were high on the priority list because these crossings do not have medians at the crossing to prevent vehicles from going around a down crossing gate.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline											
				2019			2020				2021				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
100333 - FY19 & 20 Grade Crossing Improvements		01-Apr-19 A	31-Dec-21	[Gantt chart showing project duration from Q2 2019 to Q1 2021]											
Final Design		01-Apr-19 A	30-Jun-20 A	[Gantt chart showing Final Design from Q2 2019 to Q3 2020]											
Bid & Award		01-Jul-20 A	31-Dec-20 A	[Gantt chart showing Bid & Award from Q3 2020 to Q4 2020]											
Construction		01-Jan-21	01-Oct-21	[Gantt chart showing Construction from Q1 2021 to Q4 2021]											
Project Close Out		02-Oct-21	31-Dec-21	[Gantt chart showing Project Close Out from Q4 2021 to Q1 2022]											

Progress:

Oct - Dec 2020

- (1) Received bid proposals for construction contract.
- (2) Submitted Staff Report and Resolution for the December 2020 Board meeting.
- (3) Attended the Agenda Review and SCC meetings.
- (4) The construction contract was awarded to Sposeto Engineering at the December Board.
- (5) Developed a Work Directive to hire a Resident Engineer.

Future

Activities:

Jan - Mar 2021

- (1) Hire a Resident Engineer for the project.
- (2) Issue the Limited Notice to Proceed (LNTTP) for construction to Sposeto Engineering.

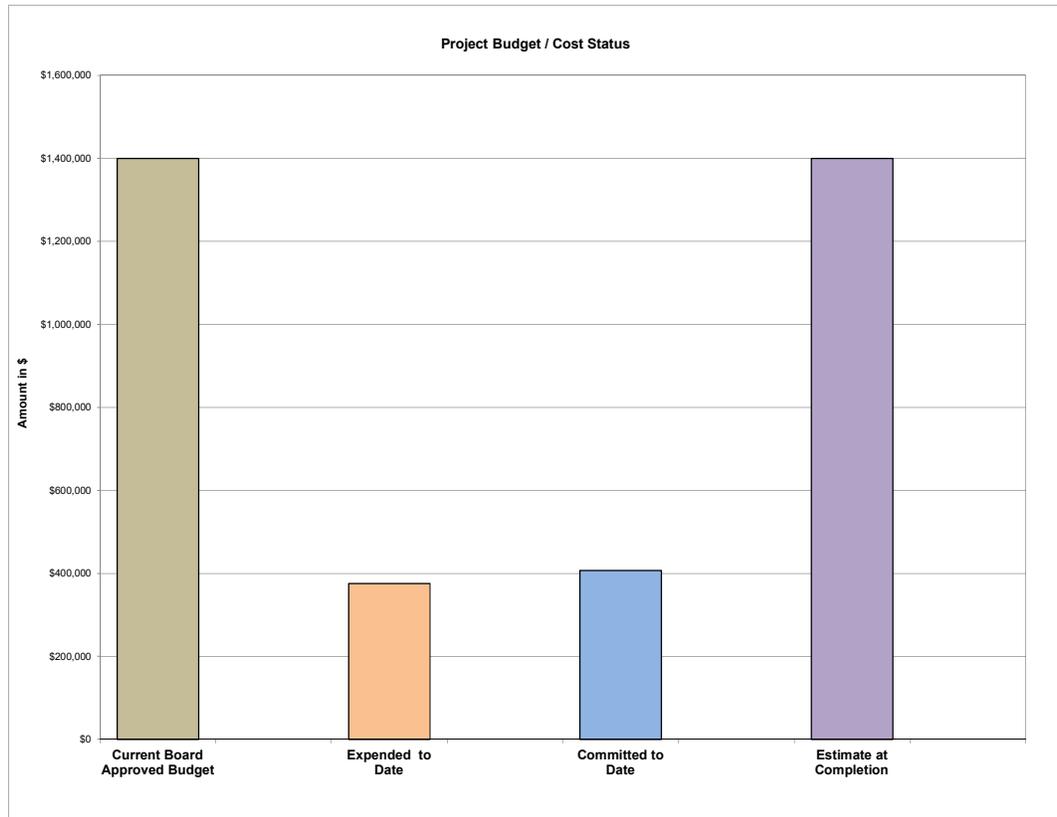
Issues: None.

FY19 & 20 GRADE CROSSING IMPROVEMENTS 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	\$1,400,000	\$375,355	\$406,677	\$1,400,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



**GUADALUPE RIVER BRIDGES REPLACEMENT AND EXTENSION PROJECT
(Preliminary Design/Environmental Clearance)**



SCOPE:

The purpose of the project is to address the geomorphic instability of the Guadalupe River channel in the vicinity of the two rail bridges, MT1 and MT2, over Guadalupe River in San Jose; and address the structural deficiencies of MT-1 Bridge to provide for long-term public safety and service reliability.

To stabilize the river channel and the structural conditions of the trestle, the project proposes to widen the channel to reduce scour and risk to bridge structures, replace UPRR MT1 with new longer bridge and extend MT2 at the south end.

The project is currently in preliminary design (65%) and in preparation of environmental studies for CEQA and NEPA clearance. The current scope, budget and estimate at completion is through final design only.

Issues: None.

SCHEDULE:

Activity ID	Activity Name	Start	Finish	2018				2019				2020				2021			
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
002113 - Guadalupe Bridge Replacement		21-Aug-17 A	31-Dec-21																
+	Preliminary Engineering 35%	21-Aug-17 A	30-Apr-20 A																
+	Preliminary Engineering 65%	11-May-20 A	30-Nov-20 A																
+	Environmental Clearance	07-Aug-18 A	31-Mar-21																
+	Final Design/ROW Clearance	01-Dec-20	31-Dec-21																

Progress:

- Oct - Dec 2020
- (1) Received the Mitigated Negative Declaration for Guadalupe River Bridge Replacement – adopted and approved by JPB Board.
 - (2) Real Estate and Designer's sub-contractor (RSE) preparing legal description and plat for City of San Jose application.
 - (3) Revision of 65% Design estimate for project.
 - (4) Continued to coordinate with project stakeholders including SCVWD, UPRR, Utility Owners and FTA on project needs.
 - (5) Continued to coordinate with PCEP project for potential conflicts and project needs.

Future

Activities:

- Jan - Mar 2021
- (1) Approval of Resolution for CEQA by PCJPB Board in February 2020.
 - (2) Complete the 65% design review with UPRR.
 - (3) Approval of NEPA (clearance) to proceed to Final Design.
 - (4) Agreement from UPRR on cost sharing.
 - (5) Continue to coordinate with project stakeholders.
 - (6) Coordinate Fiber Optic and PTC relocation with UPRR.

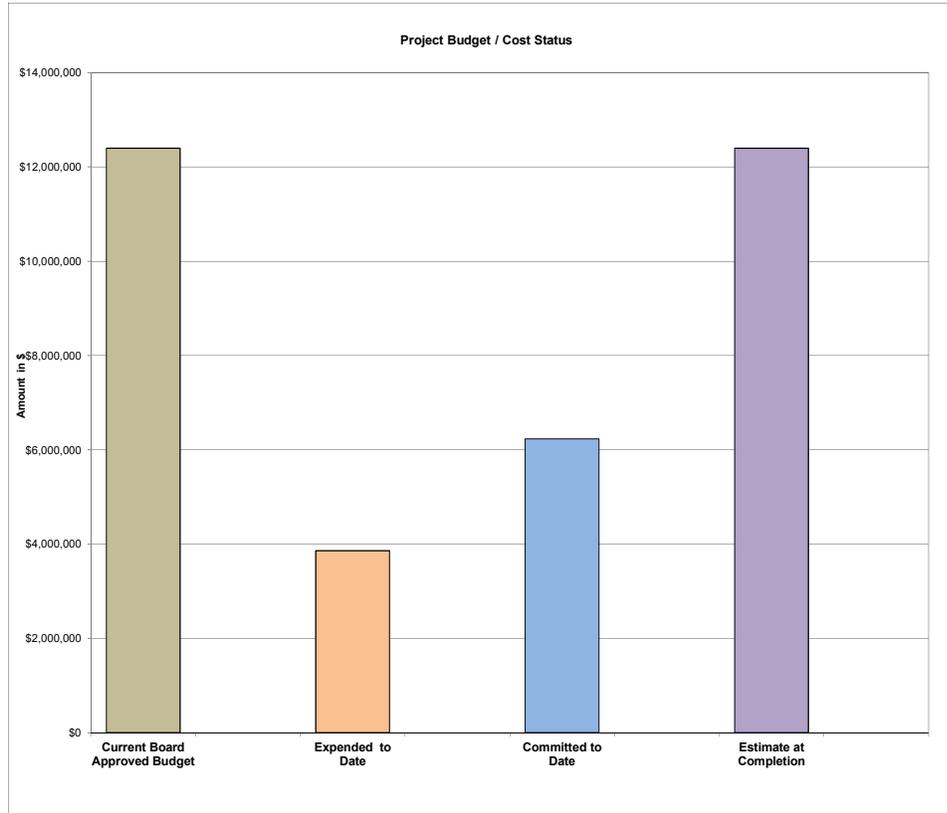
Issues: (1) Design and relocation of the conflicting OCS poles will add cost and time to the project schedule.

**GUADALUPE RIVER BRIDGES REPLACEMENT AND EXTENSION PROJECT
(Preliminary Design/Environmental Clearance)**

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	\$12,400,000	\$3,860,623	\$6,232,460	\$12,400,000	\$0



Note: FY2021 Capital Budget Amendment of \$2.1M approved by PCJPB Board in October 2020 has been added this period.

Issues: None.

SAFETY: No incidents reported this quarter.

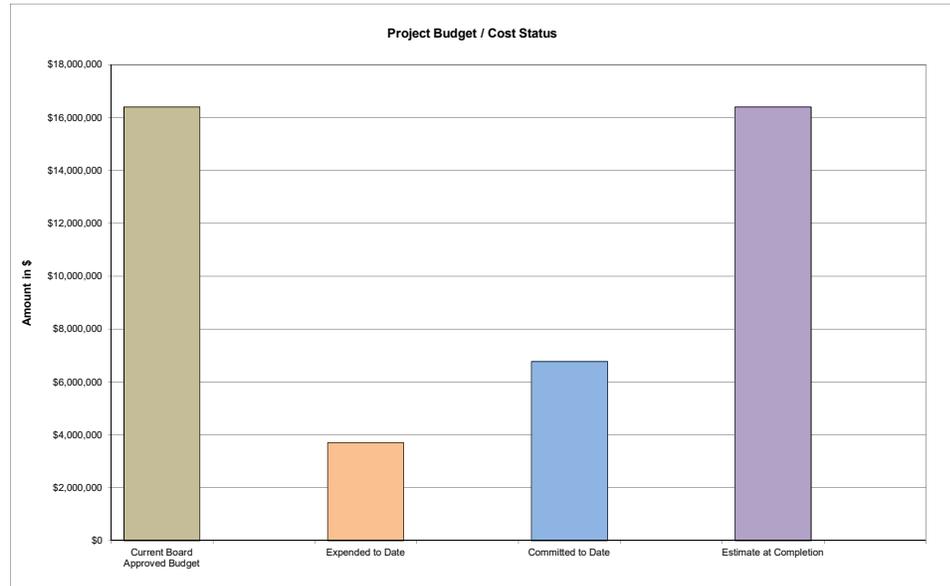


MARIN AND NAPOLEON BRIDGE REPLACEMENT PROJECT

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	\$16,400,000	\$3,708,734	\$6,771,933	\$16,400,000	\$0



Note: PCJPB Board approved \$1.25M as increase in project authority and \$1M for change order authority in January 2021. This will be reflected in the next Quarterly Report.

Issues: None.

SAFETY:



No incidents reported this quarter.

MARY AVENUE TRAFFIC SIGNAL PREEMPTION PROJECT



SCOPE:



Caltrain and the City of Sunnyvale are implementing advance signal preemption at the Mary Ave grade crossing in Sunnyvale. Currently there is simultaneous signal preemption interconnect between the Caltrain railroad signal system and the City of Sunnyvale Mary Ave & Evelyn Ave signalized traffic intersection. This project will install new signal equipment to provide an additional 24 seconds of advance signal preemption time for the traffic controller to clear out vehicles at the intersection when the train is approaching.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2018				2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100278 - Mary Avenue Traffic Signal		01-Feb-18 A	30-Oct-21	[Gantt chart showing project duration from Feb 2018 to Oct 2021]															
Final Design		01-Feb-18 A	06-May-20 A	[Gantt bar for Final Design]															
Bid & Award		07-May-20 A	20-Jul-20 A	[Gantt bar for Bid & Award]															
Construction		21-Jul-20 A	30-Jun-21	[Gantt bar for Construction]															
Project Close Out		01-Jul-21	30-Oct-21	[Gantt bar for Project Close Out]															

Progress:

- Oct - Dec 2020
- (1) TASI completed the underground work for the track wires.
 - (2) TASI installed the chassis inside the signal house for the new equipment.
 - (3) TASI continued to pre-wire the signal cases and signal house for the new equipment.

Future

Activities:

- Jan - Mar 2021
- (1) Continue to pre-wire the signal cases and signal house. Add communications lines to the signal house and signal house.

Issues:

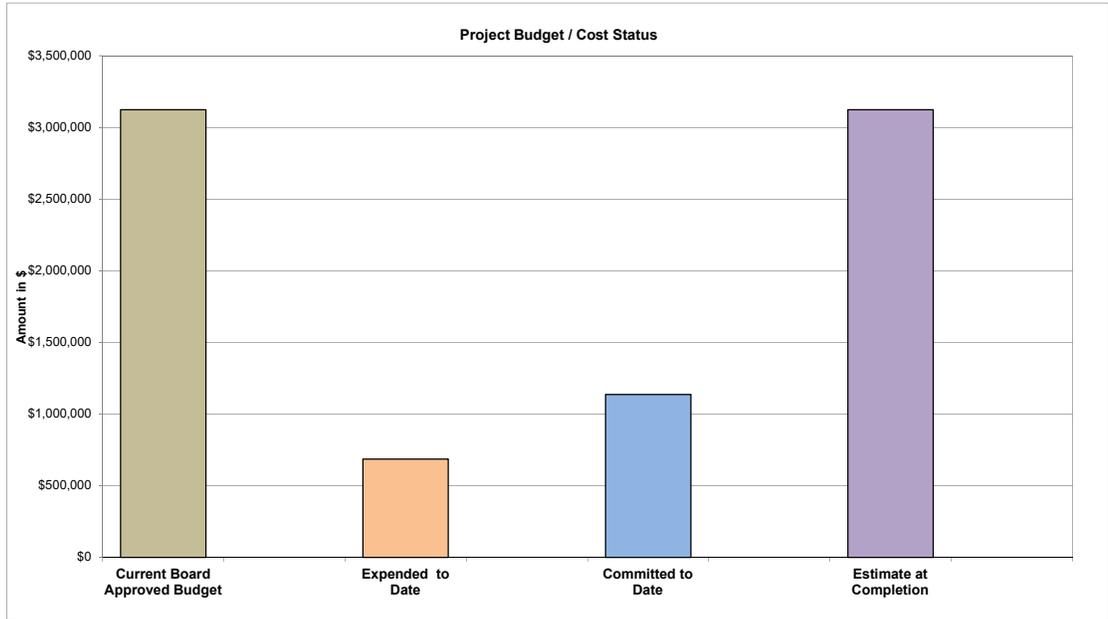
None.

MARY AVENUE TRAFFIC SIGNAL PREEMPTION 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	\$3,125,000	\$687,133	\$1,138,011	\$3,125,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

MP-36 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT



SCOPE:

This project will perform mid-life overhaul of six MP-36-3C 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 the 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 project work shall be completed off-site at the contractor's facility location. Project also includes onsite inspection and contract management by JPB's vehicle consultant. Final acceptance of the completed locomotive overhaul will be conducted at the JPB's CEMOF facility in San Jose. The six locomotives are:

1. Locomotive # 923
2. Locomotive # 924
3. Locomotive # 925
4. Locomotive # 926
5. Locomotive # 927
6. Locomotive # 928

Issues: None.

SCHEDULE:

Activity ID	Activity Name	Start	Finish	Timeline																							
				2017	2018	2019	2020	2021	2022	2023																	
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
100233 - MP-36 Locomotive Mid-Life Overhaul		01-Apr-17 A	30-Jun-23	[Gantt chart showing project duration from 2017 Q1 to 2023 Q2]																							
Technical Specs		01-Apr-17 A	28-Feb-18 A	[Gantt chart showing activity from 2017 Q1 to 2018 Q4]																							
Bid & Award		01-Jul-19 A	30-Apr-20 A	[Gantt chart showing activity from 2019 Q3 to 2020 Q2]																							
Construction		16-Jun-20 A	31-Mar-23	[Gantt chart showing activity from 2020 Q2 to 2023 Q1]																							
Project Close Out		01-Apr-23	30-Jun-23	[Gantt chart showing activity from 2023 Q1 to 2023 Q2]																							

Progress:

Oct - Dec 2020

- (1) The 927 is being sandblasted and the corrosion to the body is being repaired according to the contract specifications.
- (2) Main Engine; Trucks/Traction Motors; Main Generator; HEP Engine/Alternator are all at suppliers in OH process.
- (3) COVID 19 is affecting some of the suppliers delivery dates, Alstom to keep PM posted of all delays and its effect on the project.
- (4) The 924 passed its pre-delivery inspection by the UP, was picked up in early November and was sent to Alstom.
- (5) The 927 is currently 25% completed.

Future

Activities:

Jan - Mar 2021

- (1) The 924 will be delivered for an inbound inspection.
- (2) To propose new 360 degree cab cameras for all the MP36's, 923-928 to offer better visibility and the ability to gather cab related info more efficiently than the previous cameras currently on our fleet.
- (3) Justification and contingency requests will be reviewed and submitted for the 360 degree cameras and the additional M ain Engine/HEP work.
- (4) The silencer hatch on the 927 is rusted and corroded beyond repair and the scope of work, it will need to be re-fabricated.
- (5) COVID-19 has caused supplier delays and delays in production due to positive tested employees, the new completion date for the 927 will be in June 2021.

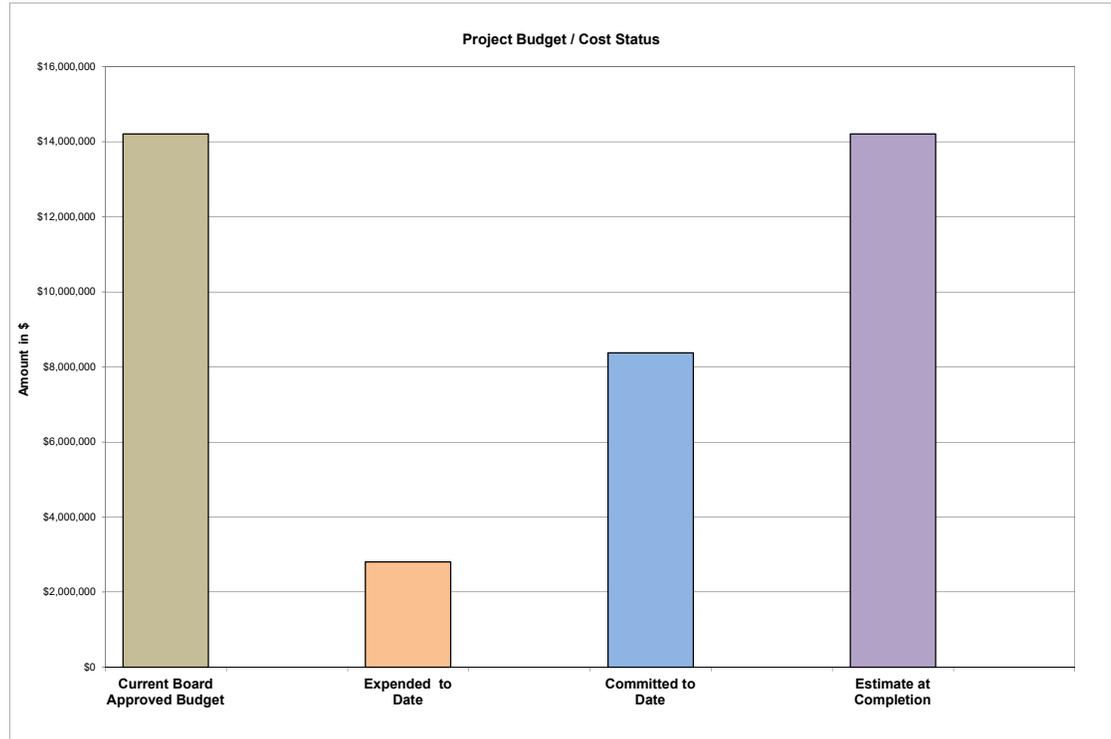
Issues: None.

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
Total Project	\$14,209,714	\$2,802,032	\$8,377,743	\$14,209,714	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



Next Generation Visual Message Signs (VMS) & Pads



SCOPE: This project will determine the new visual message signs (VMS) and passenger information system for the Caltrain stations. The current VMS signs are no longer supported by the manufacturer and the predictive arrival and departure system (PADS) is becoming obsolete. Research will be done to determine whether it's best to replace the signs that will work with the current predictive arrival and departure system (PADS) or replace signs for the next generation passenger information system.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2020				2021			
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	
100449 - Next Generation Visual Message Signs (VMS) & Pads		01-May-20 A	29-Oct-21								
Design		01-May-20 A	31-Jul-21								
Project Close Out		01-Aug-21	29-Oct-21								

Progress:

Oct - Dec 2020

- (1) Prepared workplan, project presentation, and a new project schedule.
- (2) Adjusted Workplan per Stakeholder's and Workplan review committee's requests.
- (3) Set up Management Committee Meeting.
- (4) Adjustment of requirements documents for both a new passenger information system and a new visual message sign continued.
- (5) Received comments from Marketing and Customer experience for both the VMS and passenger information system requirement documents.

Future

Activities:

Jan - Mar 2020

- (1) Submit Workplan.
- (2) Finalize requirement documents.

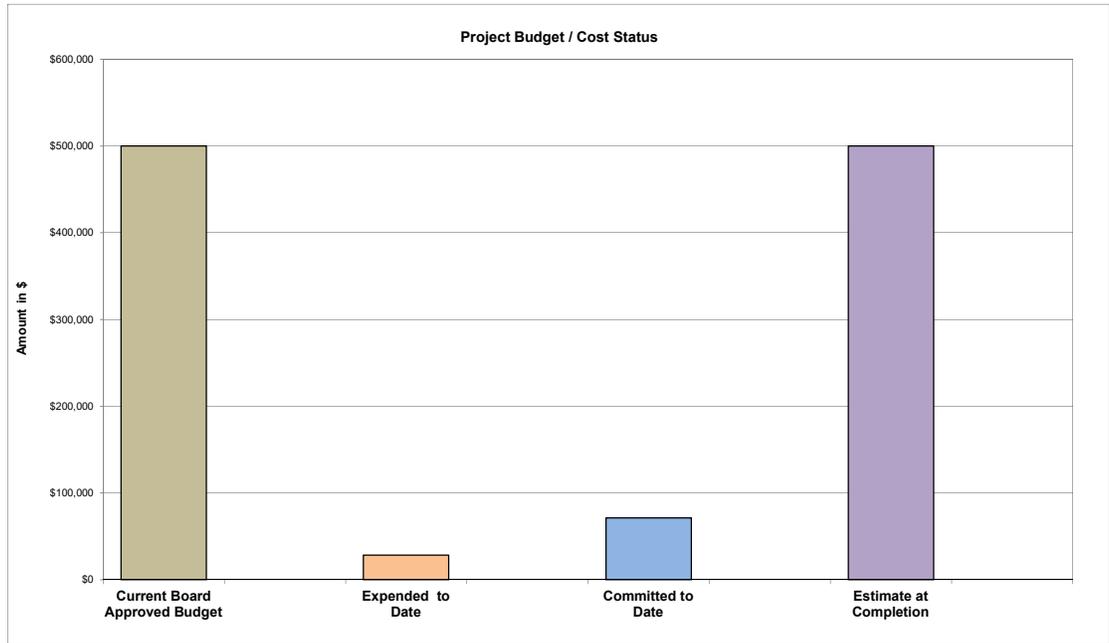
Issues: The schedule has been extended to add more time for reviewing documents.

Next Generation Visual Message Signs (VMS) & Pads

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	\$28,249	\$71,157	\$500,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2017



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

- Task 1: Improve radio coverage between Train Engineers and Maintenance of Way (MoW) Personnel.
- Task 2: Provide support to manage configuration of communication software.

Current scope is for design only.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2019					2020					
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
100147 - FY17 Railroad Communication SOGR		01-Sep-18 A	31-Mar-21											
Final Design		01-Sep-18 A	30-Nov-20 A	[Gantt bar from Sep 2018 to Nov 2020]										
Project Close Out		01-Jan-21	31-Mar-21											[Red bar in Q1 2021]

Progress:
Oct - Dec 2020 (1) Submitted Final Design for acceptance.

Future Activities:
Jan - Mar 2021 (1) Receive Final Design acceptance.
(2) Begin close out.

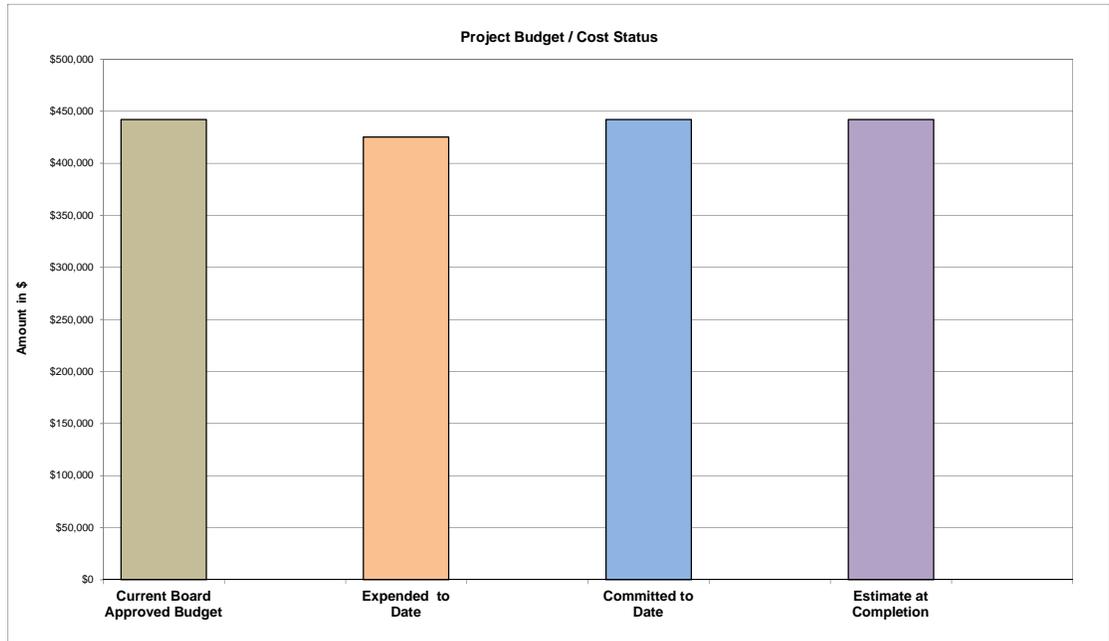
Issues: (1) Issues associated with this project were addressed by 65% design. Final design will address only FY2018 SOGR issues and has been submitted for acceptance.
(2) Bid & Award and Construction will be performed under a separate project.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2017

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	\$442,000	\$425,182	\$442,000	\$442,000	\$0



Issues: Current funding is limited to design only. Construction work will be performed under a separate project due to funding.

SAFETY:



No incidents reported this quarter.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2018



SCOPE:



This project is the annual state of good repair (SOGR) program for Caltrain’s communication system. It includes a combination of design and construction of various tasks to maintain Caltrain’s communication systems in good repair.

Project will consist of the following tasks:

1. Construction of voice Radio Microwave between Sign Hill and San Bruno Mountain.
2. Purchase five new radios to replace non-supported Motorola radios.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2019			2020				2021			
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
100228 - FY19 RR Comm System SOGR		09-May-19 A	30-Sep-21											
Procurement		09-May-19 A	30-Sep-19 A	█	█									
Final Design		12-Jul-19 A	30-Apr-20 A		█	█	█							
Bid & Award		01-May-20 A	01-Jan-21				█	█	█					
Construction		02-Jan-21	30-Jun-21					█	█			█	█	
Project Close Out		01-Jul-21	30-Sep-21										█	█

Progress:

Oct - Dec 2020

- (1) Continued with Bid & Award.
- (2) No bids were received as a part of the Issued for Bids (IFB) process.
- (3) Contracts and Procurement (C&P) and Legal reviewed procurement options.
- (4) Proposed to move the construction portion of the work to a different project.
- (5) Change Request Form was submitted.
- (6) Conducted Change Request Review meeting.

Future

Activities:

Jan - Mar 2021

- (1) Conduct Management Committee Meeting.
- (2) Work with Grants to de-obligate funding associated with construction on this project and move these de-obligated funds to a new project.

Issues:

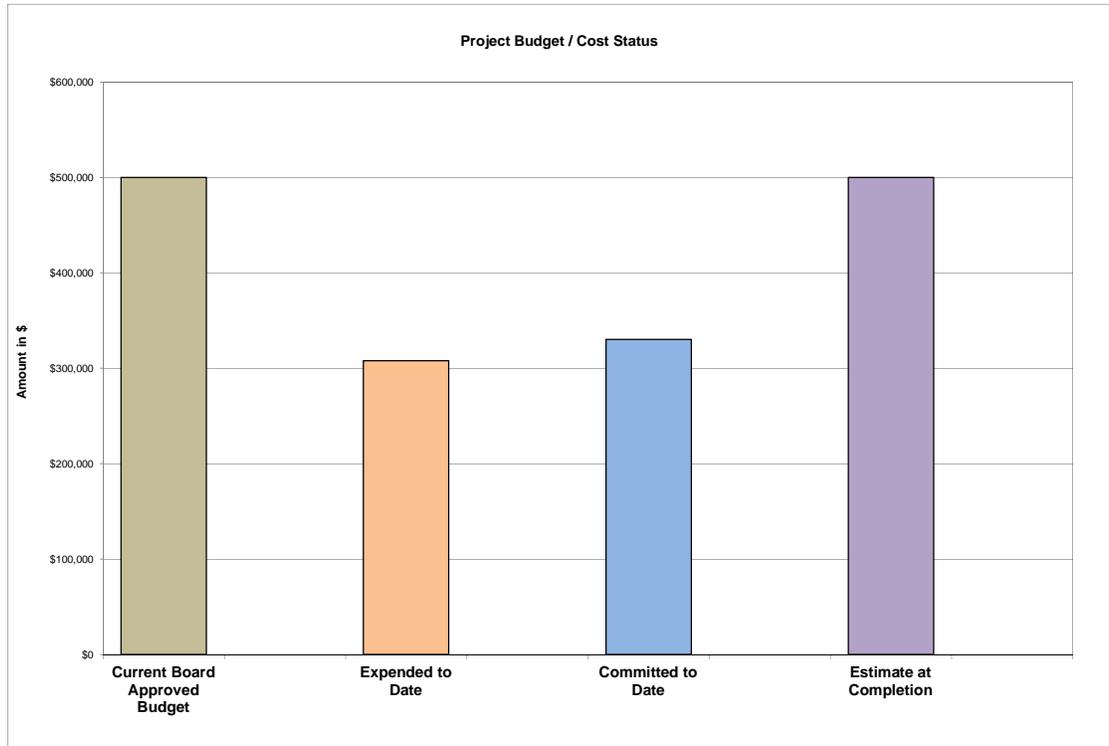
- (1) The current schedule delay is due to the late award of the design contract. No bids were received and this will impact the schedule completion.
- (2) It has been proposed that it is best to move the construction portion of the work to a different project.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2018

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	\$307,866	\$330,248	\$500,000	\$0



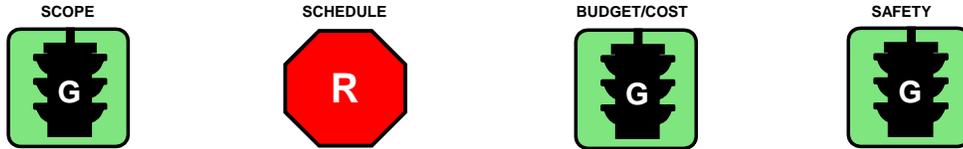
Issues: None.

SAFETY:



No incidents reported this quarter.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2019



SCOPE:



This Communication State of Good Repair (SOGR) project will ensure that the Caltrain network and radio systems are in a SOGR for efficient and safe operation. This will be accomplished by testing, inspection, and performing necessary minor and urgent repairs identified.

The project will conduct the following tasks:

- Network Security Intrusion Assessment (NSIA).
- Radio Frequency (RF) Load Test for Microwave, VHF, and ATCS systems.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2019				2020					
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
100406 - FY19 RR Communication System (SOGR)		20-May-19 A	31-May-21										
Bid & Award		20-May-19 A	20-Nov-19 A	█	█								
Testing		21-Nov-19 A	28-Feb-21				█	█	█	█			
Close Out		01-Mar-21	31-May-21										█

Progress:

Oct - Dec 2020

1. Continued with RF loading assessment.
2. Received latest version of the Network Intrusion Assessment.
3. Latest Network Intrusion Assessment draft under review.
4. Received 100% Design from Stantec.
5. Began reviewing 100% Design.

Future

Activities:

Jan - Mar 2021

- (1) Complete Network Security Intrusion Assessment.
- (2) Complete with RF load assessment.

Issues:

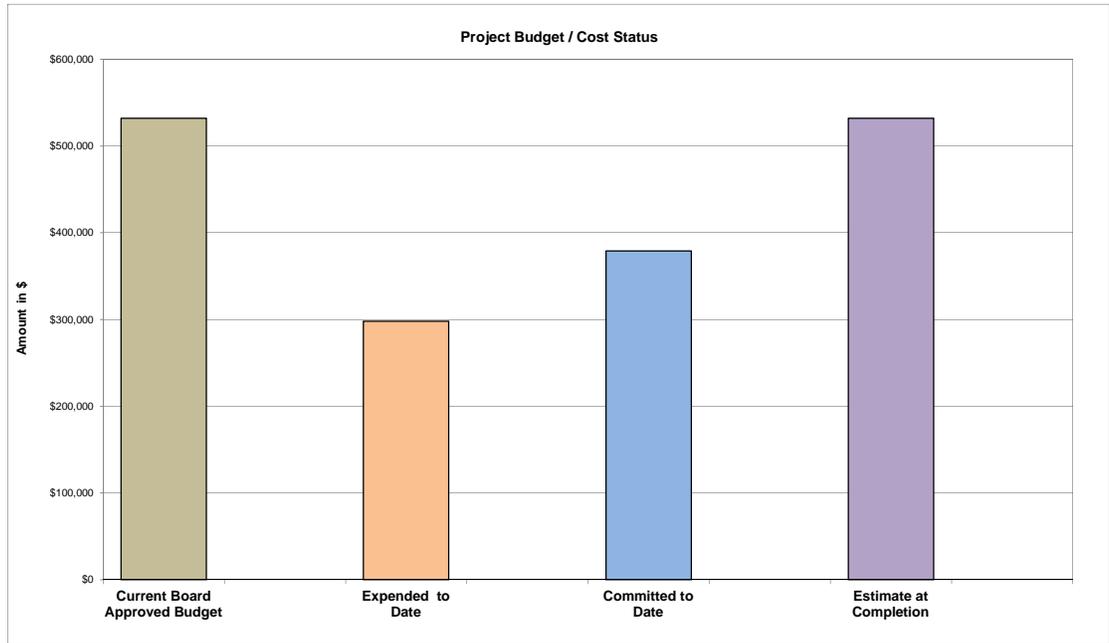
Schedule delay is due to COVID-19 shelter in place order causing the contractor to restrict travel of its personnel.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2019

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	\$532,000	\$298,061	\$378,988	\$532,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

RENGSTORFF AVENUE GRADE SEPARATION



SCOPE:



The project proposes to replace the existing at-grade train crossing at Renstorff Avenue with a grade separated crossing in the City of Mountain View. In 2014, the City of Mountain View completed a Renstorff Avenue Grade Separation Design Concepts – Final Report. Of the three design concepts that were presented in the Final Report, the City was in favor of the Complete Street Concept which includes a Renstorff Avenue Underpass and the construction of a new elevated pedestrian walkway parallel to the Caltrain tracks connecting Crisanto Avenue to the commercial area east of Rengstorff Avenue. The grade separation will require the lowering Rengstorff Avenue and its connecting roadways, including Central Expressway.

The current scope of work includes the evaluation of the design concepts that are presented by the City of Mountain View and preparation of preliminary design at 35% for a design validation and constructability review, and preparation of environmental studies for CEQA and NEPA clearance. The goal of the current preliminary design phase is to reach consensus with the project stakeholders in the project definition and approach to advance the project to final design.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2020							
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	
100482 - Rengstorff Avenue Grade Crossing		05-Aug-19 A	31-Mar-21								
Preliminary Engineering		05-Aug-19 A	31-Mar-21	[Gantt bar showing activity from Aug 2019 to Mar 2021]							
Environmental Clearance		27-Mar-20 A	31-Mar-21	[Gantt bar showing activity from Mar 2020 to Mar 2021]							

Progress:

Oct - Dec 2020

- (1) Mailed out community meeting notices and letters to impacted property owners.
- (2) Work Directive amendment for additional geotechnical and traffic scope of work.
- (3) Finalized Preliminary Design Concept to advance to 35% design. Began 35% design.
- (4) Discussed future Caltrain operation requirements at the project location.
- (5) Performed weekly public outreach planning meeting with the City of Mountain View.
- (6) Continued data collection for proceeding with environmental clearance.

Future

Activities:

Jan - Mar 2021

- (1) Perform additional supplemental traffic analysis and geotechnical analysis.
- (2) Complete preliminary engineering.
- (3) Obtain environmental clearance.

Issues:

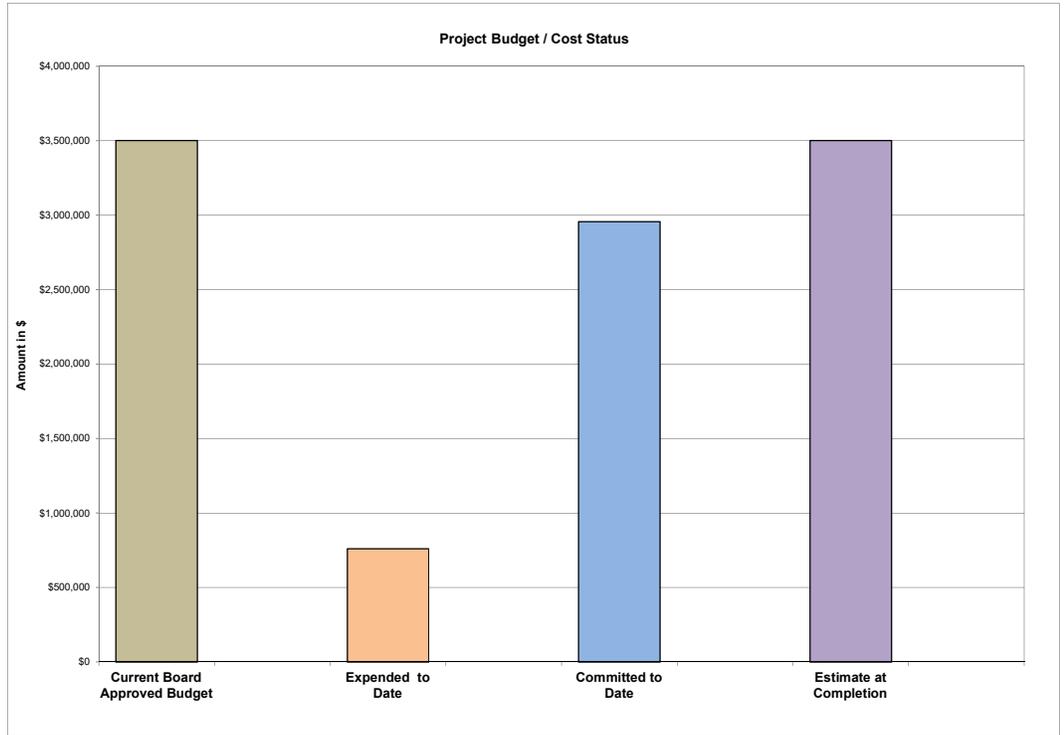
- (1) Design team waiting for direction from the City and Amendment Approval from PCJPB to proceed with more Geotech and Traffic investigation work.
- (2) High water table was found at the project location that may affect the structural design.
- (3) Preliminary design was extended to March 2021.
- (4) Currently there is an interim JPB Project Manager assigned to this project. Efforts are underway to find a replacement.

RENGSTORFF AVENUE GRADE SEPARATION

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	\$3,500,000	\$760,711	\$2,956,017	\$3,500,000	\$0



Note: The current phase of the project is fully funded by the City of Mountain View.

SAFETY: No incidents reported this quarter.



RIGHT OF WAY FENCING PROJECT



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.

Currently the construction contract has authority to perform work through option 2.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2016				2017				2018				2019				2020			
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
100053 - Right of Way Fencing Project		02-Jun-16 A	28-Feb-21	[Gantt chart bars showing project duration across quarters]																			
Construction (Base)		02-Jun-16 A	31-Mar-18 A	[Gantt chart bar for base construction]																			
Construction (Option 1)		16-Apr-18 A	31-Aug-19 A	[Gantt chart bar for option 1 construction]																			
Construction (Option 2)		01-Dec-19 A	30-Nov-20 A	[Gantt chart bar for option 2 construction]																			
Close Out		01-Dec-20	28-Feb-21	[Gantt chart bar for close out]																			

Progress:

- Oct - Dec 2020
- (1) Fencing work stopped due to expiration of Option 2 contract. The contract will not be extended.
 - (2) Instructed Agbayani to hand over any remaining Material on Hand (MOH).
 - (3) Began closing contract with Agbayani
 - (4) TASI working to get a contractor to resume fencing work.

Future

Activities:

- Jan - Mar 2021
- (1) TASI to continue working on getting a contractor to resume fencing work.
 - (2) Complete closing contract with Agbayani.
 - (3) Remaining funds will be spent on several work directives for TASI.

Issues:

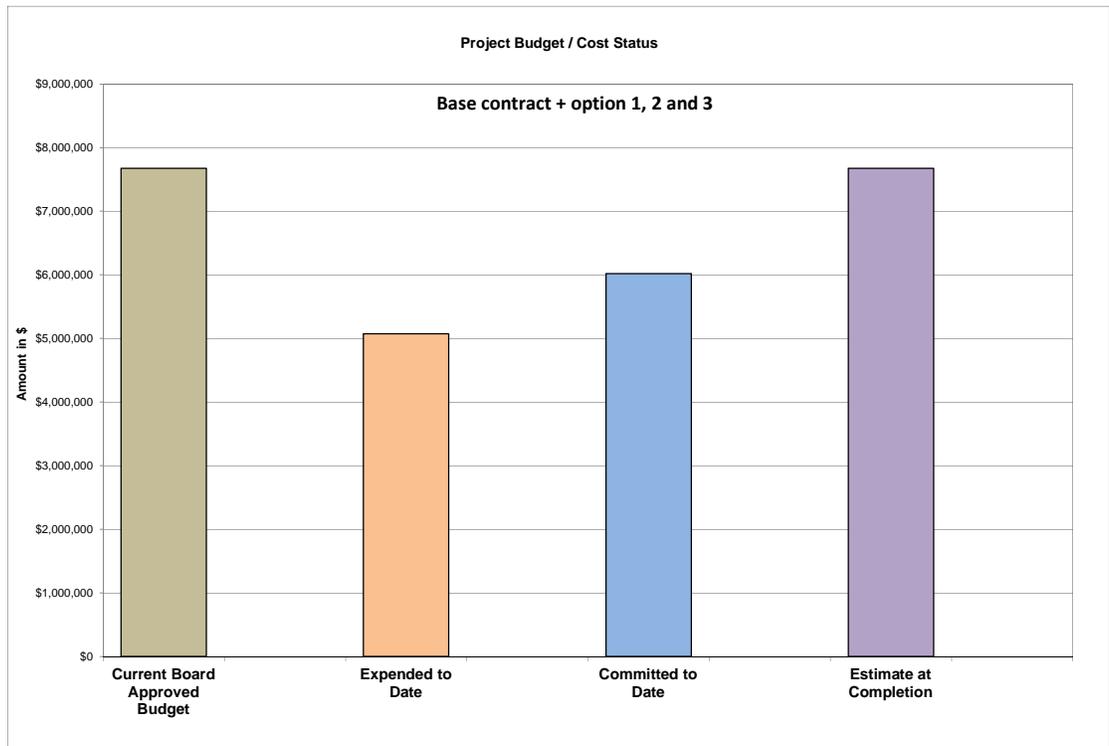
- (1) Schedule dates and percentage complete are for the base contract, option 1 and 2 only.
- (2) Option 2 contract expired in November 2020 and will not be extended.
- (3) The Right of Way contract was awarded in April 2016, with a base contract and three options. The duration of the Contract was four years if options were exercised. Unforeseen site conditions, material availability and Contractor support added to delays. Under the advice of Contracts and Procurement and Legal the base contract and option 1 were increased to include additional lineal footage. Continual funding expirations dates reduced long term forecasting.

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
Total Project	\$7,672,958	\$5,073,712	\$6,020,679	\$7,672,958	\$0



Note: Current Board approved budget, expended, committed and estimate at completion reflect the base contract and option 1, 2 and 3.

Issues: A portion of the funds is due to expire in March 2021.

SAFETY:



No incidents reported this quarter.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT



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 Name	Start	Finish	Timeline																							
				2015			2016			2017			2018			2019			2020			2021					
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
002146 - South San Francisco Station Improvement		01-Apr-15 A	01-Oct-21																								
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	01-Jul-21																								
Project Close Out		02-Jul-21	01-Oct-21																								

Progress:

- Oct - Dec 2020
- (1) Completed construction of Center platform.
 - (2) Began construction of ramp 3.
 - (3) Completed installation of East Platform underground utilities.
 - (4) Completed drilling and placing station light Pole & VMs foundation.
 - (5) Completed installation of Fire Line and Stub ups.

Future Activities:

- Jan - Mar 2021
- (1) Continue construction of ramp 3.
 - (2) Begin construction of Ramp 1 / Stair 1 shoring.
 - (3) Install Signal Houses onsite (Automatic Signal and North Pedestrian Crossing).
 - (4) Cutover new MT1 Track.

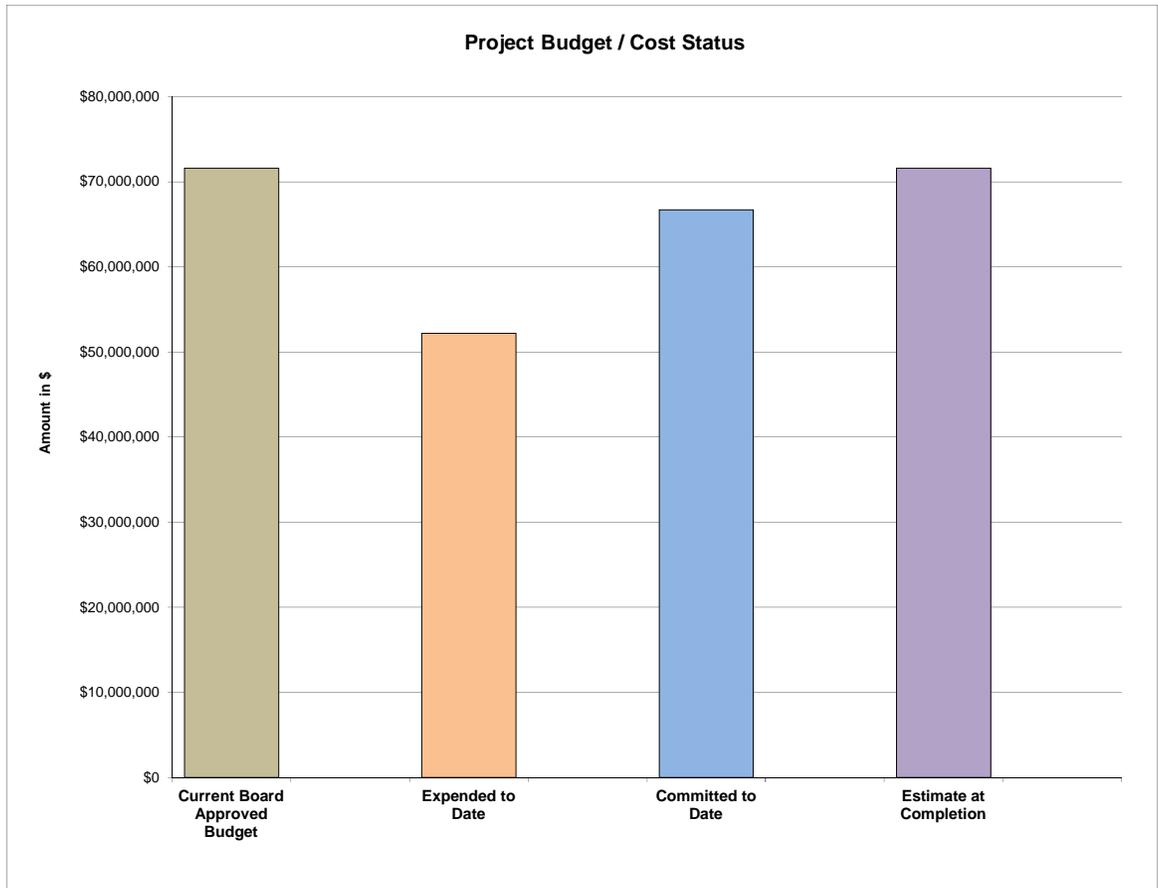
Issues: The contractor has delayed current stage of construction and a recovery schedule has not been provided yet. Schedule is under review.

SOUTH SAN FRANCISCO STATION IMPROVEMENT 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
Project Total	\$71,600,000	\$52,194,707	\$66,698,872	\$71,600,000	\$0



Issues: Estimate at Completion (EAC) will increase. EAC is currently under review.

SAFETY: No incidents reported this quarter.



STATION ENHANCEMENT AND RENOVATION



SCOPE: This project will include the following work:



San Francisco Station Restroom Renovation: The San Francisco (4th & King) Station restrooms have been subject to many years of abuse and vandalism. The project would include a full restoration of the restrooms with modern vandal resistant fixtures and finishes.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2018				2019				2020					
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		
100149 - Station Enhancement and Renovation		01-Mar-18 A	31-Mar-21														
Final Design		01-Mar-18 A	30-Apr-19 A														
Bid & Award		01-May-19 A	15-Jun-20 A														
Construction		16-Jun-20 A	31-Dec-20 A														
Project Close Out		01-Jan-21	31-Mar-21														

Progress:
Oct - Dec 2020

- (1) Completed construction work.
- (2) Conducted final punchlist inspection.

Future Activities:

Jan - Mar 2021

- (1) Inspect final punchlist work.
- (2) Initiate closeout.

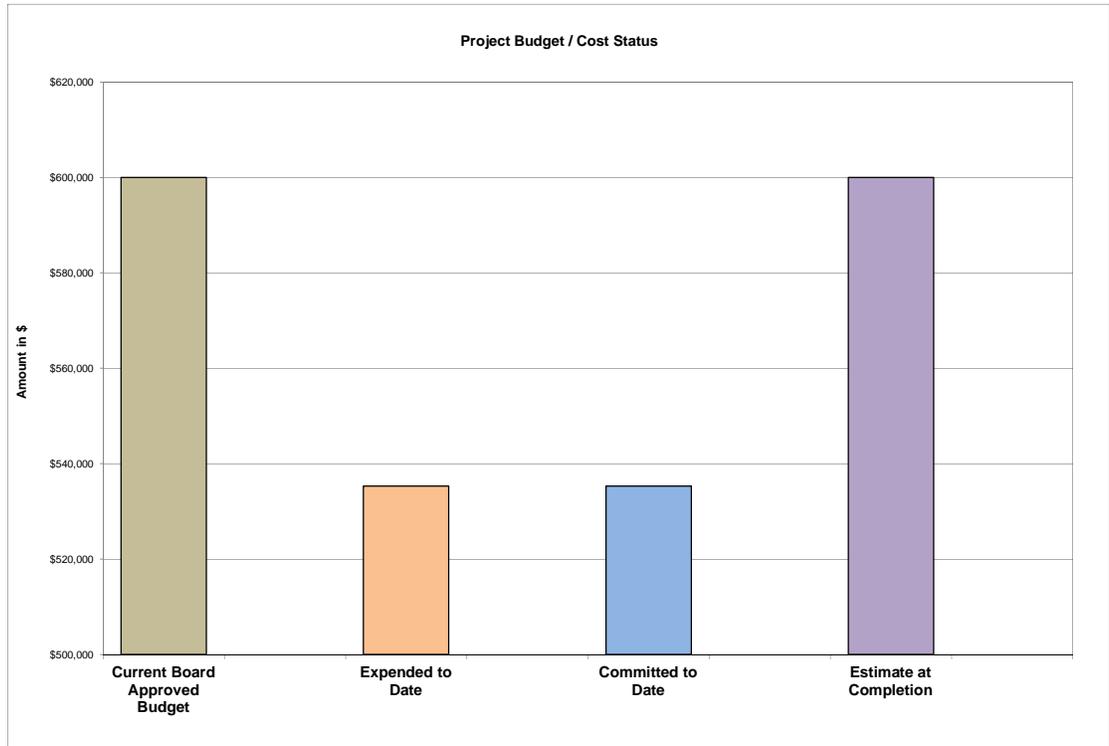
Issues: None.

STATION ENHANCEMENT AND RENOVATION

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	\$600,000	\$535,280	\$535,280	\$600,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE SIGNAL SYSTEM REHABILITATION PROJECT - FY2019

SCOPE	SCHEDULE	BUDGET/COST	SAFETY

SCOPE:



This project is a part of an annual program to maintain the Caltrain railroad signal system in a State of Good Repair (SOGR). The project will procure new equipment and replace old signal equipment that is starting to fail and is beyond its useful life, to maintain Caltrain's railroad signal systems in good repair.

FY2019 Signal Rehab Project will replace an existing assortment of solid state controller units that are beyond their useful life with updated controller units. Specifically, the project will:

- Develop a priority list and conduct a survey to collect age of existing controllers to be replaced with Siemens solid state SSCC IIIA controller units.
- Based upon age and importance of unit to Operations, develop a priority list for replacements.
- Procure and replace the oldest 10 SSCC IIIA units controller units.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline											
				2019			2020						2021		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
100405 - FY19 Systemwide Signal System Rehab		20-May-19 A	30-Jun-21												
Bid & Award		20-May-19 A	08-Jul-19 A												
Construction		09-Jul-19 A	31-Mar-21												
Project Close Out		01-Apr-21	30-Jun-21												

Progress:

Oct - Dec 2020 (1) Replacement of controllers on hold to allow TASI resources work on higher priority project.

Future

Activities:

Jan - Mar 2021 (1) Re-initiate replacement of controllers.
 (2) Complete replacement of controllers.

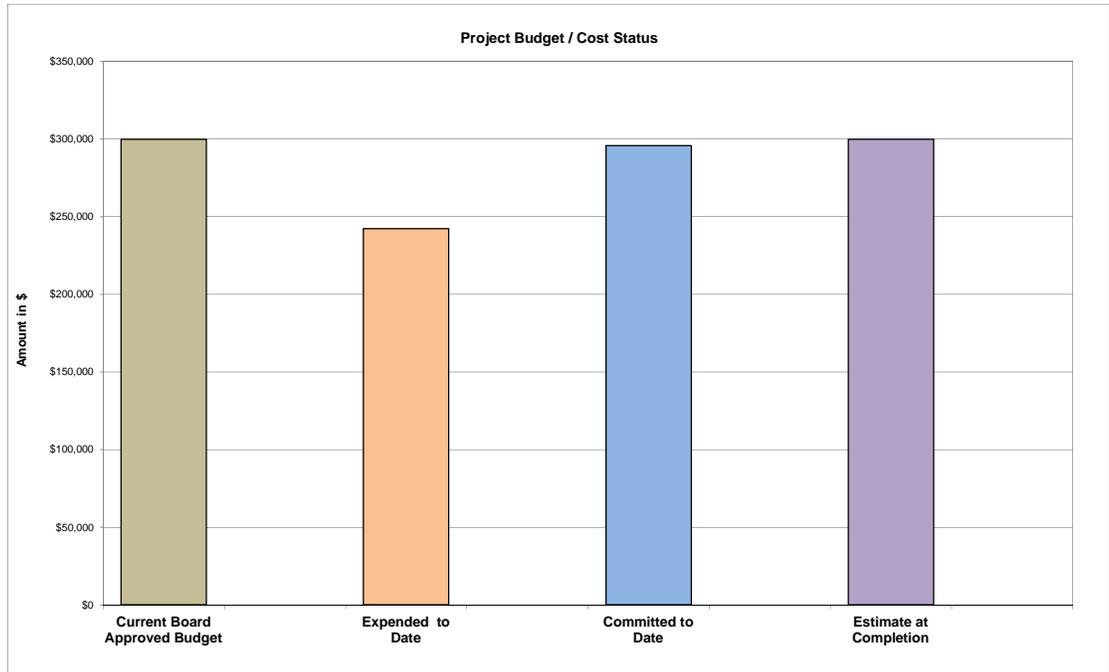
Issues: Schedule delay is due to TASI resource availability issues.

SYSTEMWIDE SIGNAL SYSTEM REHABILITATION PROJECT - FY2019

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	\$300,000	\$242,320	\$295,923	\$300,000	\$0



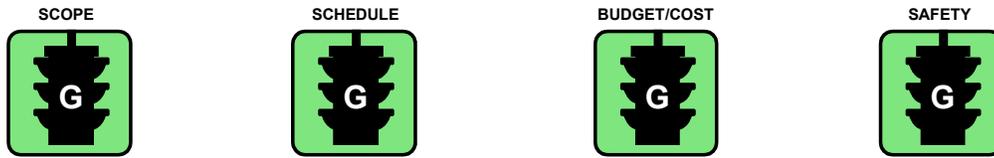
Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY2019



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 FY2019 system wide track rehabilitation includes the following:

1. Replace stock rail points and frogs on turnouts per identified needs in the SOGR database and on as-needed basis due to unexpected failures of such components.
2. Perform welds to perform the removal of bonded insulated joints, replaced stock rails, points and frogs.
3. Replacement of standard ties on mainline tracks.
4. Replacement of switch ties on main tracks and yard tracks.
5. Surfacing of curve and tangent track, turn outs, at various locations determined by geometry car inspections and field track inspections.
6. Upgrade and maintain rail lubricators.
7. Purchase of small tools and equipment required for track maintenance activities.
8. Work in South San Francisco yard - install ties, replace rail, install ballast and surface, maintain a SOGR and in accordance with JPB, CPUC and FRA standards for class of track - billable to UPRR.
9. Repair track and station platforms at College Park Station.
10. Minor repairs to bridges, culverts and structures – per annual inspection needs.
11. Lease facilities, purchase and equipment rental.
12. Purchased services – rail detector, geometry inspections, weed abatement etc.
13. Fence repairs and graffiti removal.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline											
				2019				2020				2021			
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
100230 - FY19 Systemwide Track Rehabilitation Project		01-Jul-19 A	30-Sep-21												
ROW Maintenance		01-Jul-19 A	30-Jun-21												
Close Out		02-Jul-21	30-Sep-21												

Progress:

Oct - Dec 2020

- | | |
|---|--|
| <ul style="list-style-type: none"> (1) Surfaced 4.21 miles of main line track. (2) Stabilized 4.21 miles of track. (3) Regulated 4.21 miles of ballast. (4) Built up 18 frog inserts. (5) Ground 56 switches. (6) Surfaced eight turnouts. (7) Installed 355 cross ties. | <ul style="list-style-type: none"> (8) Installed 15 switch ties. (9) FRA conducted three visits. (10) CPUC conducted two visits. (11) Performed UT Hyrail inspections. (12) Performed tree trimming. (13) Performed fencing. |
|---|--|

Future Activities:

Jan - Mar 2021

- (1) Continue ongoing maintenance work.

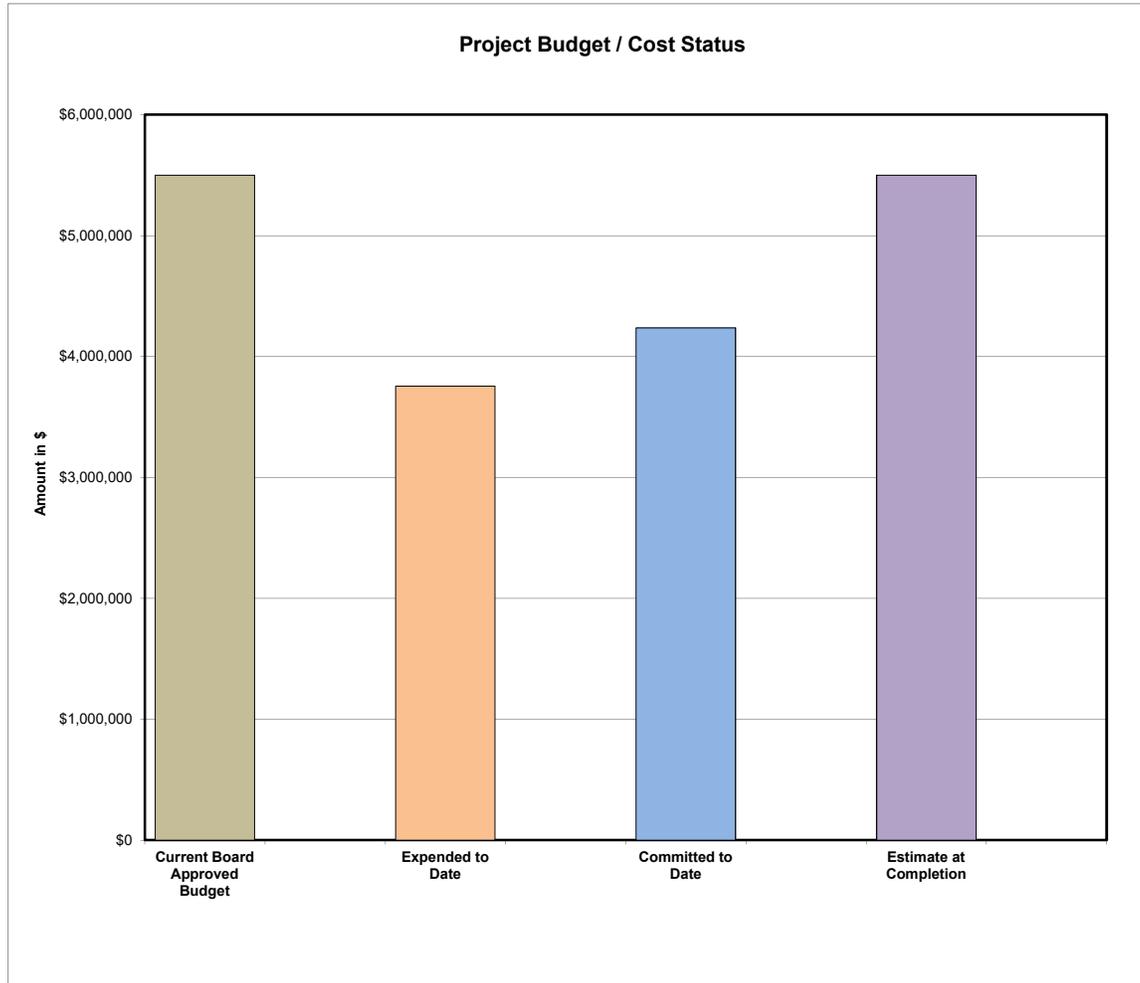
Issues: None.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY2019

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$5,500,000	\$3,753,519	\$4,236,763	\$5,500,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

TICKET VENDING MACHINE REHAB PROGRAM PROJECT



SCOPE:



The project will develop the central back office software necessary to upgrade the TVMs to have Clipper functionality and upgrade components which are obsolete. Additional scope to replace the credit card readers in all existing TVMs has been added to a separate construction contract and is being funded by the IT Department.

The current scope of this project is through the Phase 3 Option only:

Phase 1 - Two prototype TVM's will be refurbished with Clipper functionality and upgraded components. The prototypes will be installed at Central for testing and development work.

Phase 2 - Based on the final upgraded prototype, 12 existing TVM's will be upgraded at the stations.

Phase 3 - will upgrade an additional 22 TVMs and will provide an option to upgrade up to another 55 TVMs when funding becomes available.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2018				2019				2020				2021			
				Q1	Q2	Q3	Q4												
100240	Ticket Vending Machine Rehab Program	01-Jan-18 A	30-Sep-21																
	Final Design	01-Jan-18 A	01-Nov-18 A																
	Bid & Award	01-Mar-18 A	30-Apr-19 A																
	Construction	01-May-19 A	30-Jun-21																
	Project Close Out	01-Jul-21	30-Sep-21																

Progress:

- Oct - Dec 2020
- (1) Worked on the permanent door graphics for the upgraded TVM.
 - (2) Cut over to the new TVM server and software.
 - (3) Cut over to the new TVM database and connected all the TVMs at the stations to the new TVM server and database.
 - (4) Began Phase 2 to upgrade 12 TVMs at the stations.
 - (5) Upgraded one TVM at San Jose Diridon. Let the public use the TVM and monitor any issues.
 - (6) Sent Ventek the Request for Proposal (RFP) for Phase 3.

Future

Activities:

- Jan - Mar 2021
- (1) Receive the new door graphics.
 - (2) Upgrade 11 TVMs in the field.
 - (3) Receive the proposal from Ventek for Phase 3.

Issues:

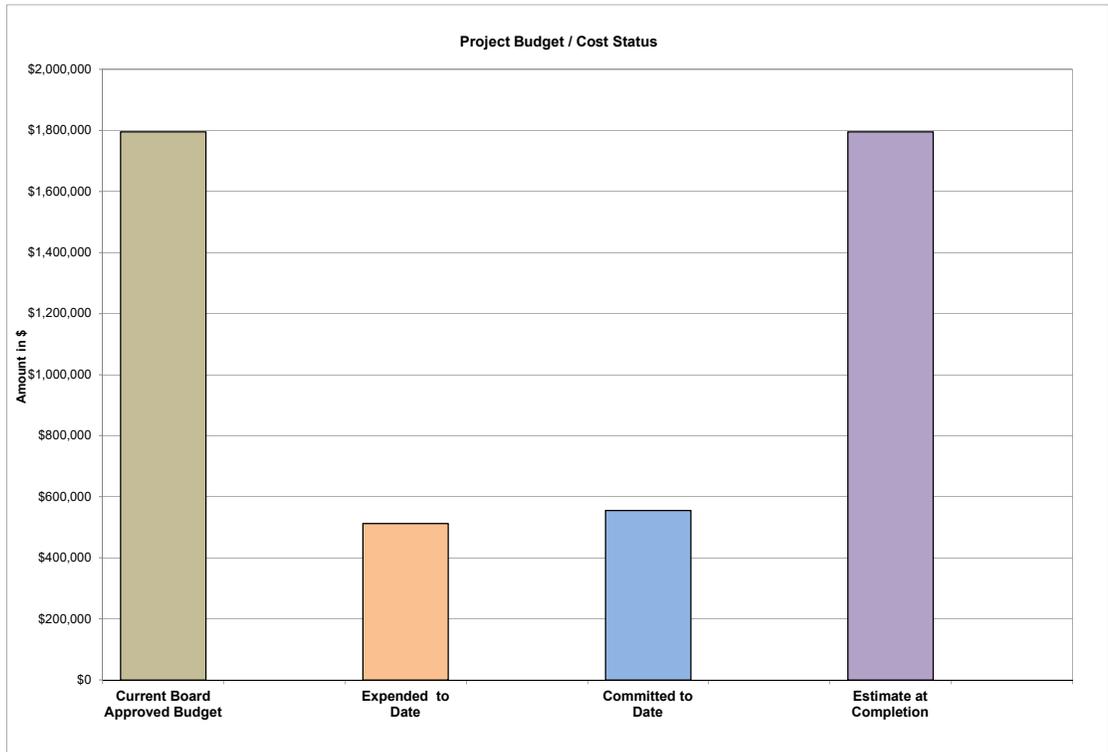
None.

TICKET VENDING MACHINE REHAB PROGRAM 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	\$1,795,000	\$512,743	\$554,708	\$1,795,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

WAYSIDE BIKE PARKING IMPROVEMENT PROJECT



SCOPE:



The project will greatly increase the number of bicycle parking spaces provided at Caltrain stations, reducing the demand for on board bike space. The first portion of the project will upgrade the existing individually assigned bicycle lockers to on-demand electronic bicycle lockers (e-lockers). Other efforts include installing additional bike racks, upgrading bike rooms at some stations and potentially installing modular bike rooms.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2020				2021				2022				2023			
				Q1	Q2	Q3	Q4												
100479 - Wayside Bike Parking Improvement Project		01-Jan-20 A	31-Mar-24																
Final Design		01-Jan-20 A	30-Jun-20 A	█	█														
Bid & Award		01-Jul-20 A	30-Sep-20 A			█	█												
Construction		01-Jan-21	31-Dec-23					█	█	█	█	█	█	█	█	█	█	█	█
Project Close Out		01-Jan-24	31-Mar-24																█

Progress:

Oct - Dec 2020 (1) Waited for finalization of contract with eLock Technologies.

Future

Activities:

- Jan - Mar 2021
- (1) Sign the main contract.
 - (2) Install 16 electronic bicycle lockers each at Belmont, Redwood City, Mountain View and Lawrence Stations.
 - (3) Install 32 electronic bicycle lockers at Diridon Station.
 - (4) Work to install 16 locker spaces at Hillsdale in coordination with the station opening.
 - (5) Work with Planning and Operations on a list of stations for future lockers installations.

Issues:

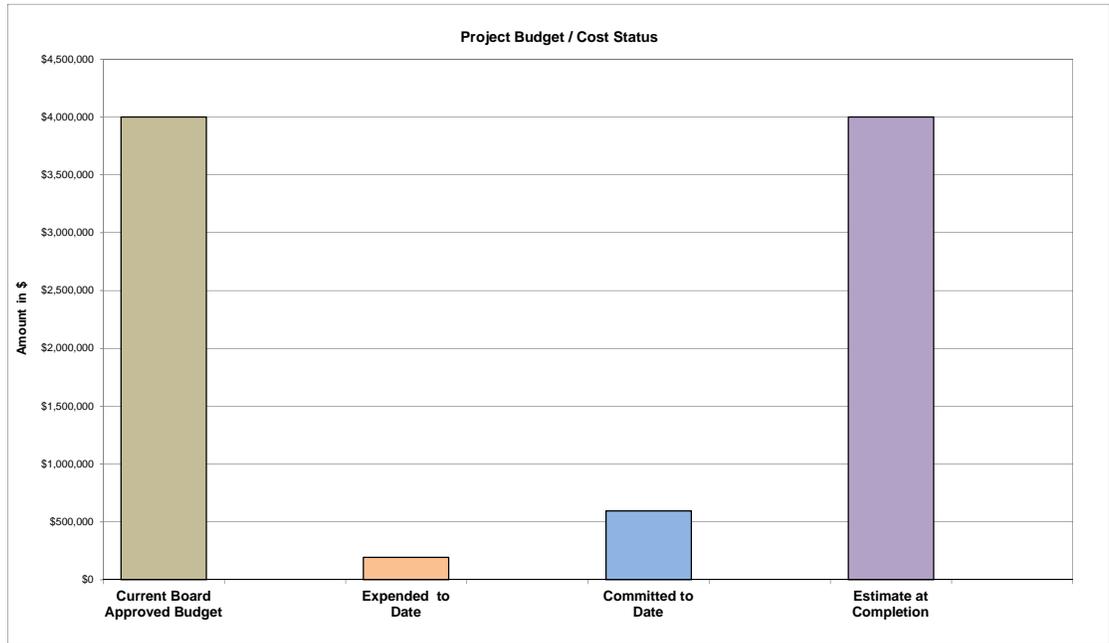
None.

WAYSIDE BIKE PARKING IMPROVEMENT 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	\$4,000,000	\$194,619	\$595,776	\$4,000,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

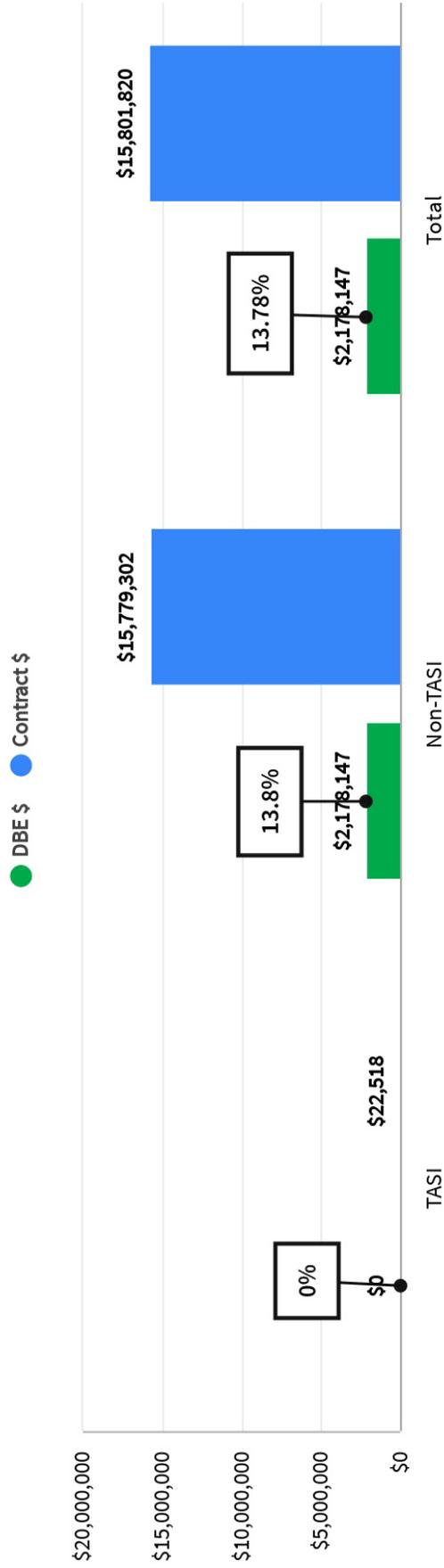
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Caltrain : Disadvantaged Business Enterprise (DBE)

Quarterly Status Report:

- The Caltrain overall DBE goal is 13.5%.
- TASI had zero percent (0%) DBE utilization for the first quarter.
- High DBE participation in the first quarter (13.78%) due in part to low TASI awards.

FFY21 Q1: October 01, 2020 to December 31, 2020



Definition of Terms

Committed to Date – The encumbered amount of work directives, contracts, and purchase orders plus any non PO related expenditures.

Current Board Approved Budget – The original budget plus approved budget changes.

Estimate at Completion (EAC) – The estimated final cost of the project.

Expended to Date – The project costs that have been recorded in the financial system plus the accrual cost of work performed through the current period.

Variance at Completion – The difference between the Current Board Approved Budget and the EAC. A positive value reflects a potential underrun whereas a negative amount indicates a possible overrun.

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 is within plus /minus 5% of the Current Board Approved Budget.	(a) Estimate at Completion exceeds the Current Board Approved Budget by 5% to 10%.	(a) Estimate at Completion exceeds the Current Board Approved Budget by more than 10%.
3. SCHEDULE	(a) Project milestones / critical path are within plus/minus two 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 two 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) Project milestones / critical path show slippage more than two consecutive months. (b) Forecast project completion is later than the current baseline scheduled completion by more than six months. (c) Schedule NOT defined for two consecutive months.
4. SAFETY	(a) No reported safety related incidents on the project.	(a) One Near Miss or incident requiring written report based on contract requirements.	(a) Injury (worker or passenger) requiring reporting to the Federal Railroad Administration. (b) Two or more Miss or incident requiring written report based on contract requirements.

Schedule Legend

	Completed
	Critical path
	Baseline/target schedule