



Quarterly Capital Program Status Report and DBE Status Report

Prepared for the June 03, 2021 Caltrain Board Meeting

3rd Quarter FY2021: January 01, 2021 – March 31, 2021

Peninsula Corridor Joint Powers Board



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Caltrain - Capital Program - Budget Summary

3rd Quarter FY2021 - January 01, 2021 to March 31, 2021

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	\$6,225
2. Right of Way / Signal & Communications	\$40,350	\$180,232	\$22,438	\$20,072	\$20,877	\$53,246
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	\$31,777
5. Planning and Studies	\$4,220	\$2,756	\$2,190	\$6,425	\$12,290	\$7,648
7. Legal Mandates & Required Enhancements	\$3,337	\$14,721	\$1,220	\$1,327	\$500	\$1,000
Total Board Approved Budget by FY	\$94,507	\$210,879	\$70,473	\$53,508	\$47,400	\$112,560

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
- San Mateo Grade Crossing Improvements
- 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		
	Q2FY21	Q3FY21	Q2FY21	Q3FY21	Q2FY21	Q3FY21	Q2FY21	Q3FY21	
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									12
CCF and BCCF Virtualization Project									14
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South San Francisco Station Improvement Project									42
Station Enhancement and Renovation Project									44
Systemwide Signal System Rehabilitation Project - FY2019									46
Systemwide Track Rehabilitation Project - FY2019									48
Ticket Vending Machine Rehab Program Project									50
Wayside Bike Parking Improvement Project									52



= 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 (2015-2021)											
				2015	2016	2017	2018	2019	2020	2021					
				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	10-Sep-21						█	█	█	█	█	█	█
	Project Close Out	11-Sep-21	01-Nov-21												█

Progress:
Jan - Mar 2021

- (1) Continued excavation for parking lot.
- (2) Coordinating with Clean Water CSM team for 30" sewer line work within JPB ROW.
- (3) Ongoing final grading and form work in south parking lot.
- (4) Completed final work on ramps and stairs.
- (5) Opened 28th Ave. for traffic.
- (6) Closed eastbound 25th Ave. and began demolition and excavation.
- (7) Continued work at Station House for amenities, platform fixtures and electrical and communications.
- (8) Continued work on mass excavation and underground at 31st Ave, Solider Piles for RW 9 & 10.
- (9) Continued concrete work at North Parking Lot. Paved the majority of the North Parking Lot.
- (10) Continued coordination with PG&E for getting power to Hillsdale Station.

Future Activities:
Apr - Jun 2021

- (1) Close Westbound 25th Ave.
- (2) Continue excavation on 25th Ave.
- (3) Start drainage work at 25th Ave.
- (4) Start work on RW 4 and RW 5 at 25th Ave.
- (5) PG&E provide power to Hillsdale Station.
- (6) Continue work on RW 9 & 10.
- (7) Install and connect systems at the new station.
- (8) Open Hillsdale Station on April 26, 2021.
- (9) Continue underground work at 31st Ave.
- (10) Grade slopes north of 25th Ave.

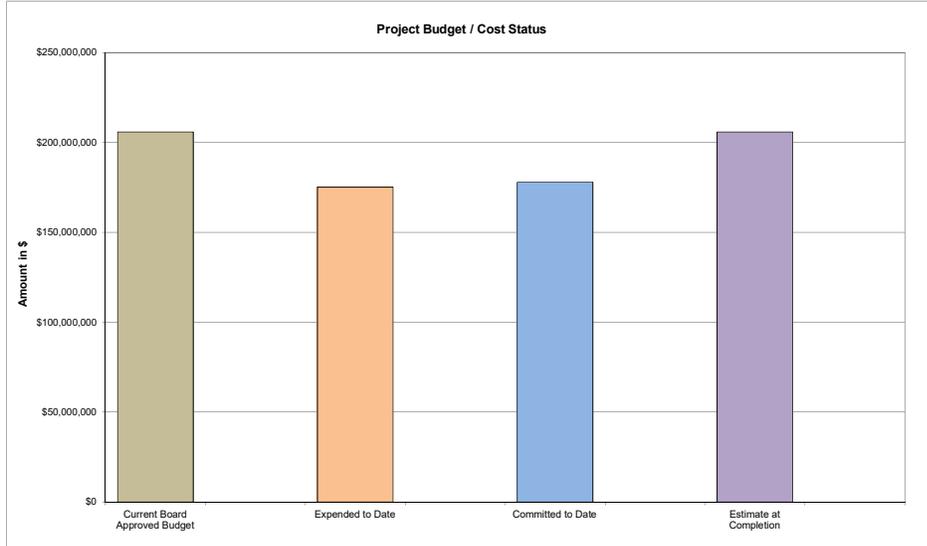
Issues:

- (1) Calwater Agreement for work on 28th and 25th Ave - needs to be executed (can cause potential schedule impacts to project).
- (2) 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	\$205,900,000	\$175,178,459	\$177,851,040	\$205,900,000	\$0



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 is reflected in the current 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	2020				2021					
				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	03-Feb-21 A										
	Construction	01-Apr-21	30-Jul-21										
	Project Close Out	31-Jul-21	31-Oct-21										

Progress:

Jan - Mar 2021

- (1) Received TASI's revised Work Directive Proposal (WDP) and Issued WD to TASI.
- (2) Finalized Agreement with Centum Adetel.
- (3) Had Construction Kick-off meeting with TASI and Centum Adetel.
- (4) Discussed with IT whether to have a change for a rack mounted server instead of the current planned workstation. Made a no cost change for the rack mounted server with Centum Adetel.

Future

Activities:

Apr - Jun 2021

- (1) Have site visit with Centum Adetel and TASI.
- (2) Meet with Operations and TASI's subcontractor.
- (3) Receive Work Plan from TASI.

Issues:

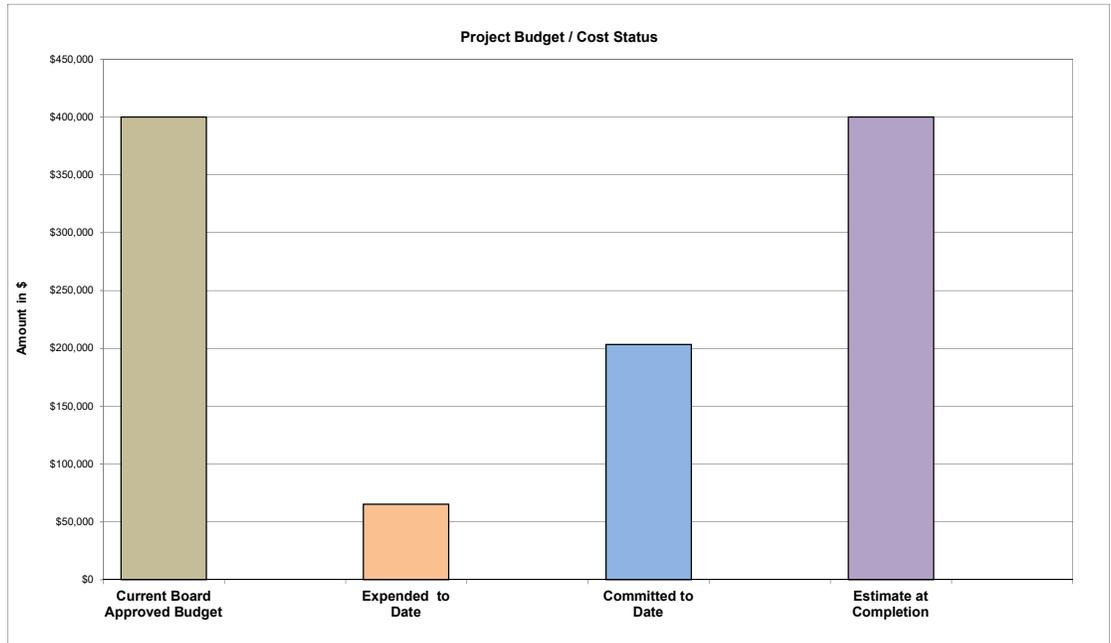
None.

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	\$65,431	\$203,399	\$400,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

BAYSHORE STATION OVERPASS PEDESTRIAN BRIDGE REHAB PROJECT

SCOPE 	SCHEDULE 	BUDGET/COST 	SAFETY 
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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	Timeline											
				2019	2019	2019	2020	2020	2020	2021	2021	2021	2022	2022	2022
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
100439	Bayshore Overpass Rehabilitation	01-Feb-20 A	02-Nov-22												
	Constructability	01-Feb-20 A	31-Jul-20 A												
	Bid & Award	01-Aug-20 A	06-Jan-22												
	Construction	07-Jan-22	04-Sep-22												
	Project Close Out	05-Sep-22	02-Nov-22												

Progress:

Jan - Mar 2021

- (1) Working with Ops and Safety team for defining track accessibility hours and current recommendation for stage construction to work over live tracks (24/7) in fully contained containment system – Safety Division concurred with working over live tracks in fully contained system.
- (2) Working with design consultant to edit the scope of work, cost estimate and construction schedule.
- (3) 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).
- (4) Working with engineering team for defining the structural repair criteria, if needed, removal and replacement of bolt specs.

Future

Activities:

Apr - Jun 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).
- (4) Continue working with engineering team for defining the structural repair criteria, if needed, removal and replacement of bolt specs.

Issues:

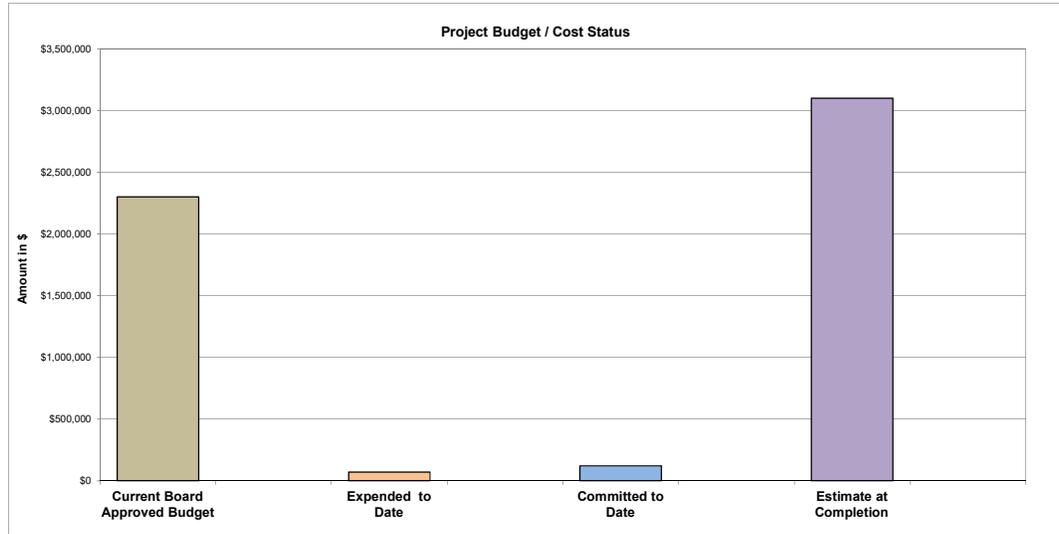
- (1) Scope of work, cost estimate and construction schedule are currently under revision with design consultant.
- (2) Project and PCEP teams working to resolve containment system and overhead wire needs.

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	\$69,869	\$121,297	\$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
100403	Broadband Communication	11-Nov-19 A	30-Sep-21	[Gantt chart showing project duration from Nov 2019 to Sep 2021]							
	Planning	11-Nov-19 A	30-Nov-20 A	[Gantt chart showing planning phase from Nov 2019 to Nov 2020]							
	Final Design	01-Apr-21	01-Jun-21	[Gantt chart showing final design phase from Apr 2021 to Jun 2021]							
	Project Close Out	02-Jun-21	30-Sep-21	[Gantt chart showing project close out phase from Jun 2021 to Sep 2021]							

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:

- Jan - Mar 2021
- (1) Engineering researched other technologies and system for Broadband communications.
 - (2) Civic Foundry completed their review of Xentrans' design and other technologies.
 - (3) Civic Foundry continued assessing the staffing resources for the project.
 - (4) Civic Foundry is recommending a 3 tier RFP.
 - (5) Civic Foundry received documentation from Stadler on the EMU subsystems.
 - (6) Worked with Engineering to decide the best location for the pilot demonstration.

Future

Activities:

- Apr - Jun 2021
- (1) Finalize the Request for Proposal (RFP).
 - (2) Civic Foundry to complete the project staffing analysis.

Issues:

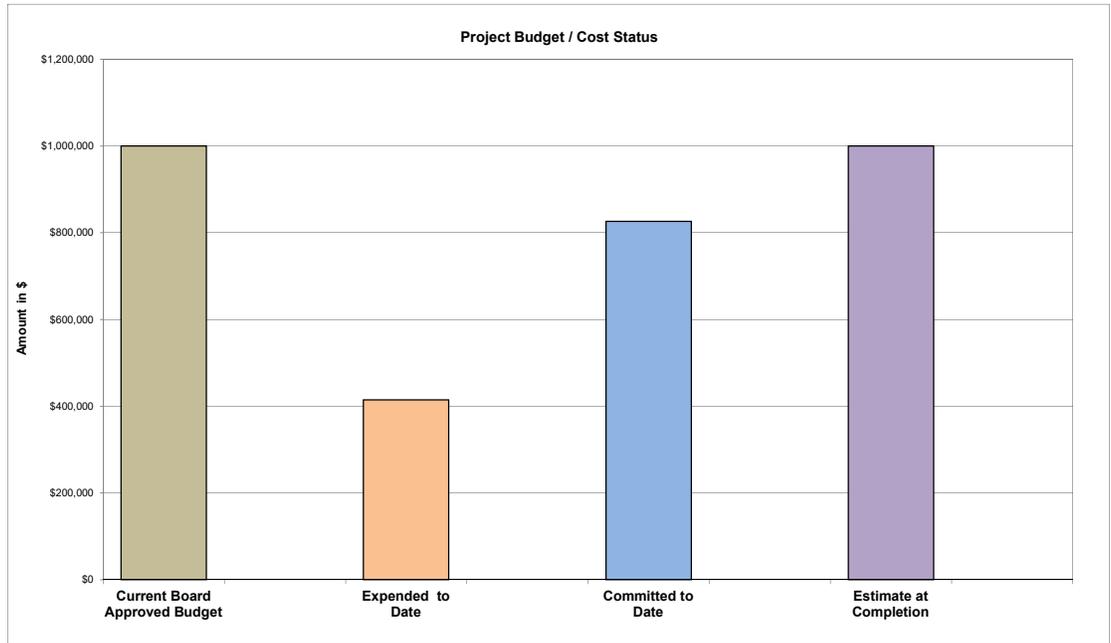
None.

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	\$415,020	\$825,925	\$1,000,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

BURLINGAME BROADWAY GRADE SEPARATION PROJECT

SCOPE	SCHEDULE	BUDGET/COST	SAFETY

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	2018		2019		2020		2021		2022		2023	
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100244 - Burlingame Broadway Grade Sep		18-Dec-17 A	04-Jul-23												
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 A	04-Jul-23												

Progress:

Jan - Mar 2021

- (1) Continued reviewing Value Engineering Options in coordination with City and JPB.
- (2) Project NTP on Jan 04, 2021 - Conducted kick off meetings with JPB functional teams and stakeholders.
- (3) Continued meeting with stakeholders.

Future

Activities:

Apr - Jun 2021

- (1) Continue reviewing Value Engineering Options in coordination with City and JPB.

Issues:

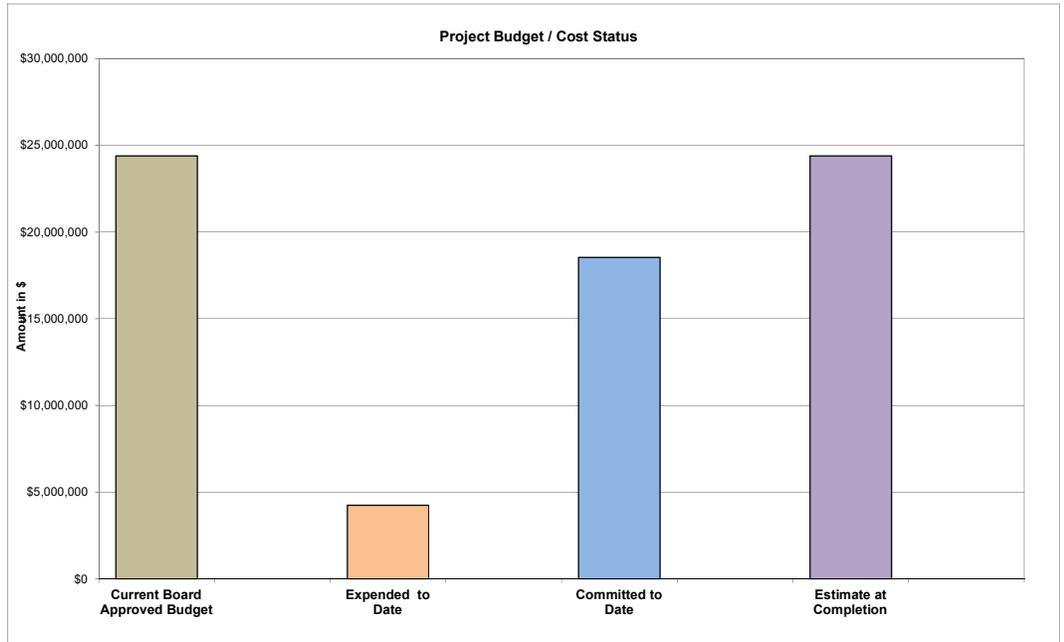
None.

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	\$4,251,126	\$18,543,948	\$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	Gantt Chart											
				2019			2020				2021				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
100430 - CCF and BCCF Virtualization		10-Feb-20 A	15-Mar-21 A												
± Planning		10-Feb-20 A	06-Mar-20 A												
± Execution		09-Mar-20 A	22-Jan-21 A												
± Migration		10-Aug-20 A	22-Jan-21 A												
± Project Close Out		25-Jan-21 A	15-Mar-21 A												

Notes:

(1) Project schedule for Phase Two will be updated.

Progress:

Jan - Mar 2021

- (1) Interviews with vendors.
- (2) The Virtualization Phase one is completed.
- (3) Final Presentation and documentation has been delivered on March 8th, 2021.
- (4) Closed out Phase one.

Future

Activities:

Apr - Jun 2021

- (1) Conduct multiple meetings to define an approach on Phase two
- (2) Receive BOM/SOW for Phase two and equipment.

Issues:

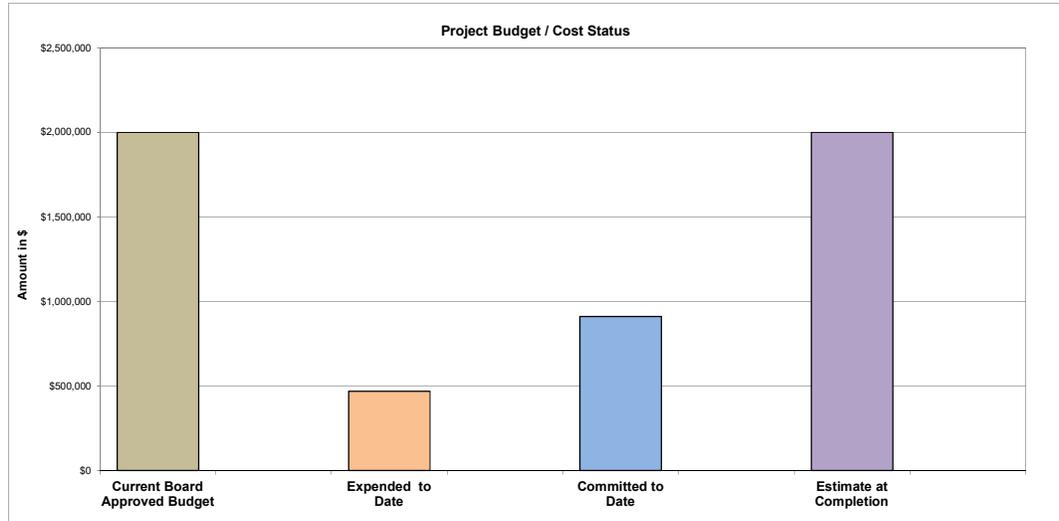
None.

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	\$469,187	\$911,216	\$2,000,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



CHURCHILL AVENUE GRADE CROSSING



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 D	Activity Name	Start	Finish	Timeline														
				2019	2020			2021			2022			2023				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
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:

Jan - Mar 2021

- (1) Continued to coordinate the design with the City of Palo Alto design consultant.
- (2) Held a meeting to discuss the scope of work and the city of Palo Alto's conceptual design.
- (3) Discussed the location of the traffic pre-signal and the relocation of the electrical meter box and water backflow.

Future

Activities:

Apr - Jun 2021

- (1) Continue coordinate the design with the City of Palo Alto.
- (2) Work on the 65% design.

Issues:

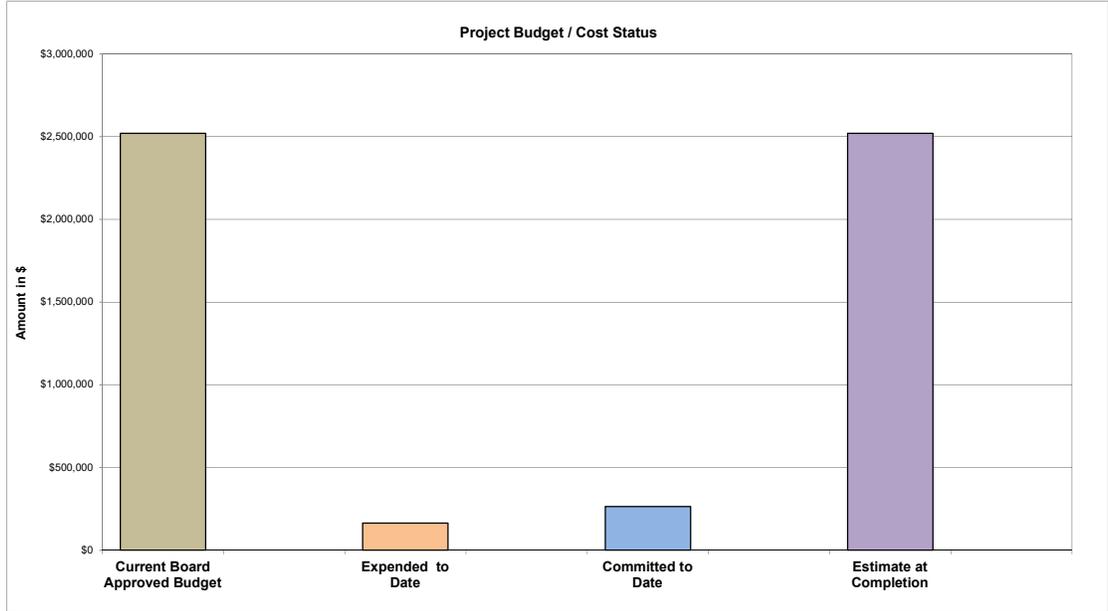
- (1) Delay caused by the City of Palo Alto and their design schedule. We have regular meetings with the City of Palo Alto, Caltrans and CPUC and they all realize that the city is holding up our design effort. We'll continue to meet to coordinate the designs but the funding sponsors are aware of the 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	\$163,979	\$262,776	\$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												
Final Design		01-Apr-19 A	30-Jun-20 A												
Bid & Award		01-Jul-20 A	31-Dec-20 A												
Construction		01-Jan-21 A	01-Oct-21												
Project Close Out		02-Oct-21	31-Dec-21												

Progress:

Jan - Mar 2021

- (1) Hired a Resident Engineer.
- (2) Issued LNTP to Sposeto Engineering.
- (3) Conducted the pre-construction meeting with the contractor.
- (4) Received and approved the Site Specific Work Plan for the San Mateo grade crossings.
- (5) Sposeto obtained the encroachment permits from the city of San Mateo and Menlo Park.
- (6) Issued NTP for April 1, 2021 to Sposeto Engineering.

Future

Activities:

Apr - Jun 2021

- (1) Begin construction at 1st, 2nd and 3rd Ave in San Mateo.
- (2) Answer any Request for Information from the contractor.

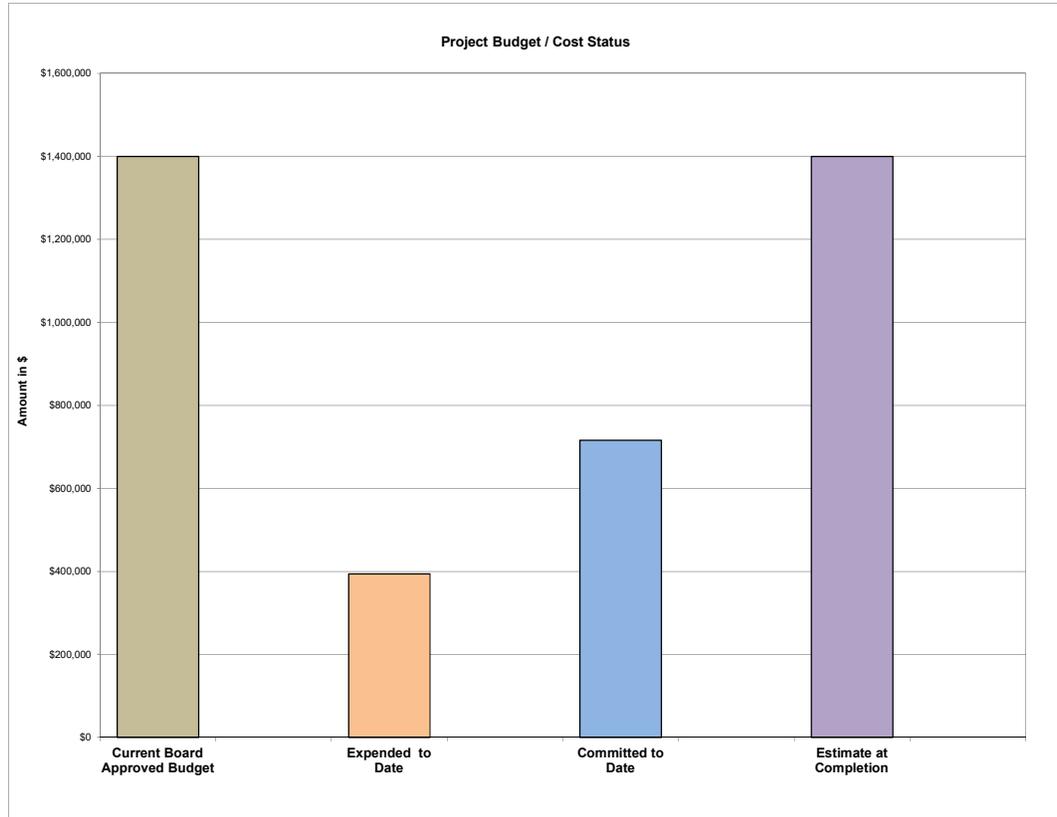
Issues: None.

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	\$394,007	\$715,794	\$1,400,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



GUADALUPE RIVER BRIDGES REPLACEMENT AND EXTENSION PROJECT



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 current scope, budget and estimate at completion is through final design only.

Issues: None.

SCHEDULE:

Activity ID	Activity Name	Start	Finish	Timeline														
				2018	2019			2020			2021			2022				
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
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	27-Apr-21															
+	Final Design/ROW Clearance	01-Dec-20 A	31-Dec-21															

Progress:

- Jan - Mar 2021
- (1) Continued to coordinate with project stakeholders including SCVWD, UPRR, Utility Owners and FTA on project needs. Continued to Push for UPRR buy-into design concept and funding participation.
 - (2) Continued to coordinate with Design Team & PCEP/Electrification for potential conflicts and project needs during Construction.
 - (3) Resolution of CEQA was approved by JPB board; FTA concurrence for NEPA Documented Categorical Exclusion (DEC) is underway.
 - (4) JPB received and completed the review of the 65% design submittal.

Future Activities:

- Apr - Jun 2021
- (1) Conduct Zoom meeting with Senior management of UPRR and JPB to further discuss the path forward to proceed with final design.
 - (2) Receive Environmental Clearance from FTA.
 - (3) Continue discussion with JPB real estate and the design team's to finalize TCE from Caltrans, SCVWD, and the City.
 - (4) Continue to obtain permits from impacted agencies.
 - (5) Develop preliminary FY22 CIP budget forecast for review by Deputy Chief and Finance team.

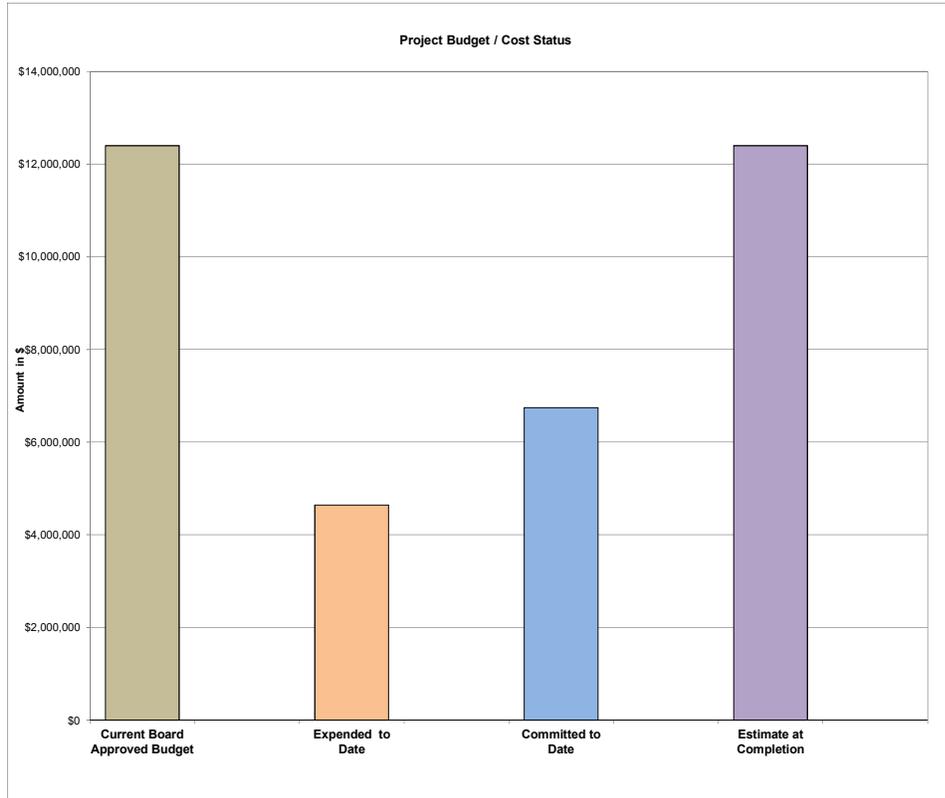
- Issues:**
- (1) Design and relocation of the conflicting OCS poles will add cost and time to the project schedule.
 - (2) Negotiations with UPRR on cost sharing and fiber relocation has potential impact on project schedule. Guadalupe River has regulatory restrictions on in-water work windows. Small delays have potential to push work into following years in-water work window.

GUADALUPE RIVER BRIDGES REPLACEMENT AND EXTENSION 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	\$12,400,000	\$4,644,617	\$6,745,262	\$12,400,000	\$0

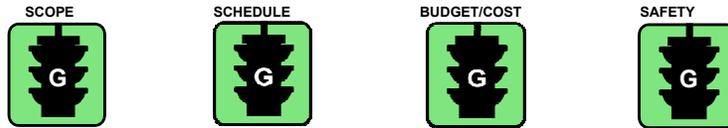


Issues: None.

SAFETY: No incidents reported this quarter.



MARIN AND NAPOLEON BRIDGE REPLACEMENT PROJECT



SCOPE:



Marin Street and Napoleon Avenue bridges are located at MP 2.35 and MP 2.45 respectively in the City and County of San Francisco.
 Project Scope is for:
 (1) Marin Street Bridge - Improve safety and security, maintain the bridge at a state of good repair, and improve worker safety.
 (2) Napoleon Street Bridge - improve safety and security, minimize future maintenance repairs, and replace deficient bridge components by removing the 4 short bridge spans not located over box culvert and replace with earth berm, replacing the main center steel bridge with precast concrete girders and adding new wing walls.
 (3) Additional trackwork to replace the rail on MT1 and MT2 from approximate MP 2.10 to MP 2.63.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2015	2016	2017	2018	2019	2020	2021	2022												
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
002080 - Marin Street & Napoleon Bridge Closure		01-Dec-14 A	31-Dec-21																				
⊖ Preliminary Engineering		01-Dec-14 A	30-Apr-16 A																				
⊖ Engineering Design		01-May-16 A	31-Aug-19 A																				
⊖ Revised Final Design		06-Jan-20 A	15-Feb-20 A																				
⊖ Bid & Award		16-Feb-20 A	09-Jul-20 A																				
⊖ Construction		01-Aug-20 A	31-Aug-21																				
⊖ Project Close Out		02-Sep-21	31-Dec-21																				

Progress:

Jan - Mar 2021

- (1) Completed structure excavation at Napoleon St. Bridge.
- (2) Cavities found under existing footing at Pier 3 and 4.
- (3) Extended micro piles by additional 15' and poured modified footing cap to address foundation issues.
- (4) Poured new in-fill walls on southern approach between Piers 4 & 5.
- (5) Relocated homeless and performed cleanup at and under Marin Street Bridge.
- (6) Discovered delamination in the Marin bridge soffit concrete apparently due to old fire. Need recommendation from designer as spall repair methodology is not appropriate due to large area.
- (7) Continued Steel girder fabrication.
- (8) Began building temporary protective bridge over triple box culvert, and building crane pads.
- (9) Additional micro piles obtained and to be installed. CCO to be negotiated with contractor.

Future

Activities:

Apr - Jun 2021

- (1) Complete backfilling behind new retaining wall and on top of cellular concrete.
- (2) Begin delivering and storing materials (ties, ballast, rail, etc.) at CP Army.
- (3) Mobilize cranes.
- (4) Complete and ship steel girders.
- (5) Marin St. Bridge walkway and abutment lagging replacement work, slope protection, bonding, and completion of spalls and crack repair work.
- (6) Full 54-Hr. bus bridge shutdown weekends of April 17th and 24th 2021, for replacement of the Napoleon bridge and spot tie replacement work.

Issues:

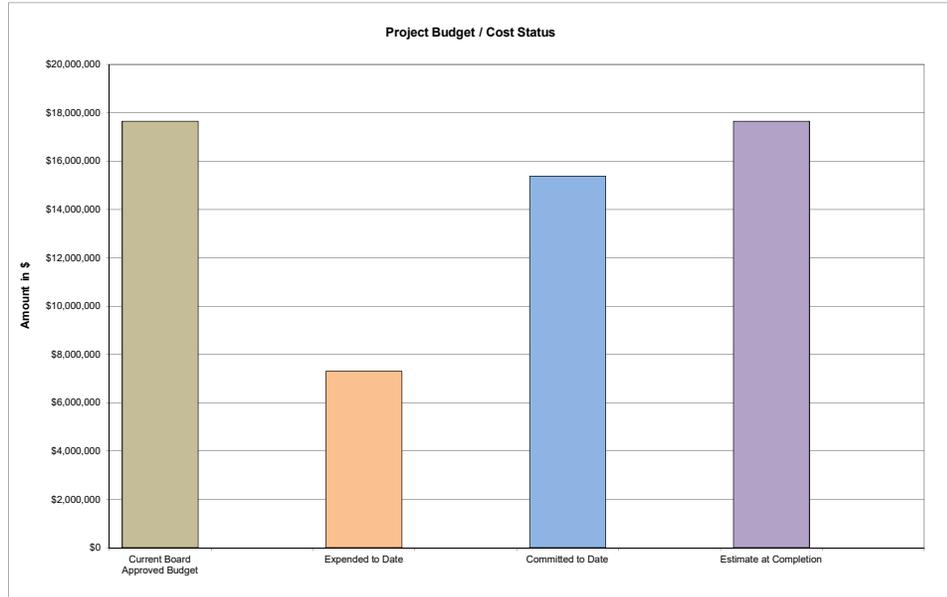
- (1) Constant issues with clean up and homeless removal at Marin Bridge (Related to Security and Safety of Area).
- (2) Existing foundation including existing timber piles and soil under pier footings is found to be deteriorated and in bad condition - not suitable for bridge loading. For interim, footings cavities and holes are filled with structural concrete. For final design recommendation, additional micro piles will be needed.

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	\$17,650,000	\$7,299,589	\$15,372,595	\$17,650,000	\$0



Note: PCJPB Board approved \$1.25M as increase in project authority and \$1M for change order authority in January 2021.

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	Timeline															
				2018				2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100278	100278 - Mary Avenue Traffic Signal	01-Feb-18 A	31-Oct-21	[Gantt chart showing project duration from Feb 2018 to Oct 2021]															
	Final Design	01-Feb-18 A	06-May-20 A	[Gantt chart showing Final Design duration from Feb 2018 to May 2020]															
	Bid & Award	07-May-20 A	20-Jul-20 A	[Gantt chart showing Bid & Award duration from May 2020 to Jul 2020]															
	Construction	21-Jul-20 A	30-Jun-21	[Gantt chart showing Construction duration from Jul 2020 to Jun 2021]															
	Project Close Out	01-Jul-21	31-Oct-21	[Gantt chart showing Project Close Out duration from Jul 2021 to Oct 2021]															

Progress:

- Jan - Mar 2021
- (1) TASI continued to wire the new equipment for the advance signal preemption.
 - (2) Worked on connecting the new equipment to the existing communications network.
 - (3) Installed the new shunts for the advance warning times.
 - (4) TASI completed the wiring for the new equipment for the advance signal preemption.
 - (5) Worked on the cutover and test plan.

Future

Activities:

- Apr - Jun 2021
- (1) Finish the cutover and test plan.
 - (2) Start testing the new equipment.

Issues:

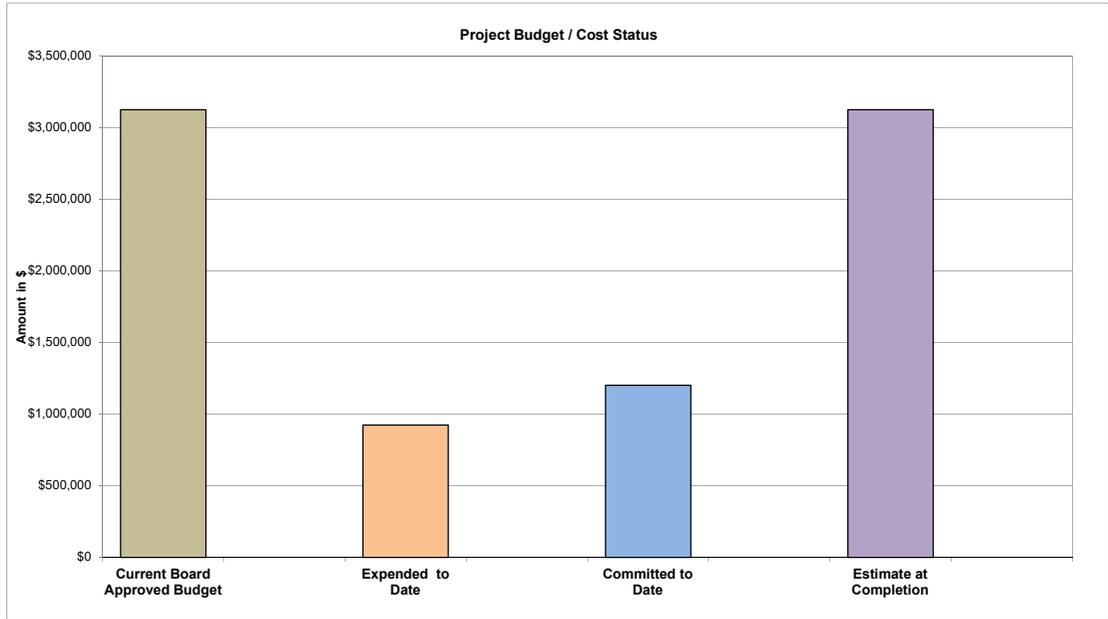
None.

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	\$924,233	\$1,202,550	\$3,125,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

MP-36 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT



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	2017	2018	2019	2020	2021	2022	2023
100233	MP-36 Locomotive Mid-Life Overhaul	01-Apr-17 A	30-Jun-23							
	Technical Specs	01-Apr-17 A	28-Feb-18 A	█						
	Bid & Award	01-Jul-19 A	30-Apr-20 A		█					
	Construction	16-Jun-20 A	31-Mar-23				█	█	█	
	Project Close Out	01-Apr-23	30-Jun-23							█

Progress:

Jan - Mar 2021

- (1) The shell of 927 is currently being sandblasted, rust repairs are being performed and then primed prior to paint.
- (2) The trucks and main engine are being shipped back after being over-hauled to begin installation.
- (3) The trucks and the main generator are on-site, returned from overhaul.
- (4) 927 sandblasting and Priming is currently 90% complete.
- (5) Alstom proposed a change to the reservoirs/control and equalizing reservoir testing in contract, JPB is currently reviewing.
- (6) Alstom proposed a change to the turbo charger lube oil pump, the JPB has reviewed the proposed change and approved the change request as this pump is an upgrade to the pump currently on the locomotive with better access to replacement availability.

Future

Activities:

Apr - Jun 2021

- (1) 927 HEP and Main Engine deliveries expected in the next few weeks.
- (2) Begin interior painting of 927.

Issues:

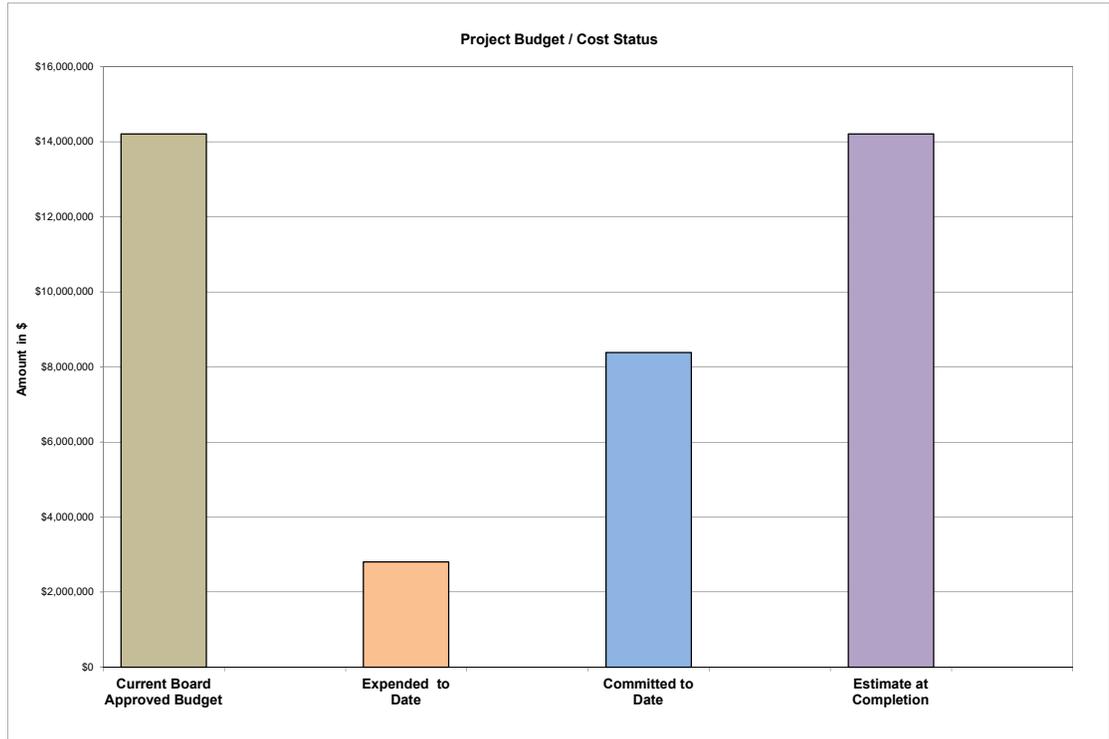
COVID-19 has caused supplier delays and delays in production due to positive tested employees, the new completion date for the 927 will be in June 2021.

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	\$2,805,552	\$8,380,506	\$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	Q1		
100449	Next Generation Visual Message Signs	01-May-20 A	14-Jan-22										
	Design	01-May-20 A	29-Oct-21										
	Project Close Out	30-Oct-21	14-Jan-22										

Progress:

Jan - Mar 2021

- (1) Continued adjusting requirements documents for both a new passenger information system and new visual message signs.
- (2) Met with the Director of Engineering and discussed the changes he is suggesting for the direction of this project.
- (3) Started a Concept of Operations.
- (4) Had discussions with stakeholders about where to take this project moving forward. It was decided that the replacement of the public address system should be included in this study as well.
- (5) Continued developing Concept of Operations every week with Operations and Engineering team.
- (6) Contacted ADA department for further requirements needed.
- (7) Reached out to External Stakeholders.

Future

Activities:

Apr - Jun 2021

- (1) Continue developing Concept of Operations.
- (2) Continue meeting with stakeholders to have them agree upon the direction of the project moving forward.
- (3) Collect the As-builts and other necessary information needed from the current Predictive Arrival and Departure system, Current VMS signs, and current Public address system.

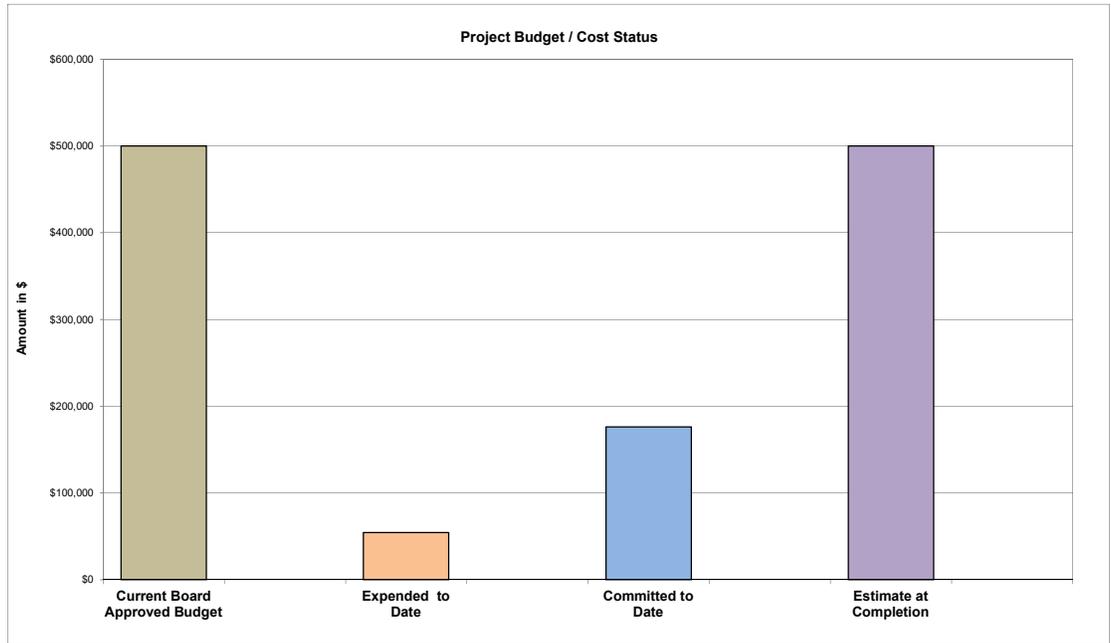
Issues: The schedule has been extended to add more time for reviewing documents.

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	\$54,274	\$176,256	\$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. Bid & Award and Construction will be performed under a separate project.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline																		
				2019					2020													
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2								
100147 - FY17 Railroad Communication SOGR		01-Sep-18 A	30-Apr-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 A	30-Apr-21																			

Progress:
Jan - Mar 2021 (1) Began project close out.

Future Activities:
Apr - Jun 2021 (1) Complete project close out.

This will be the last report for this project.

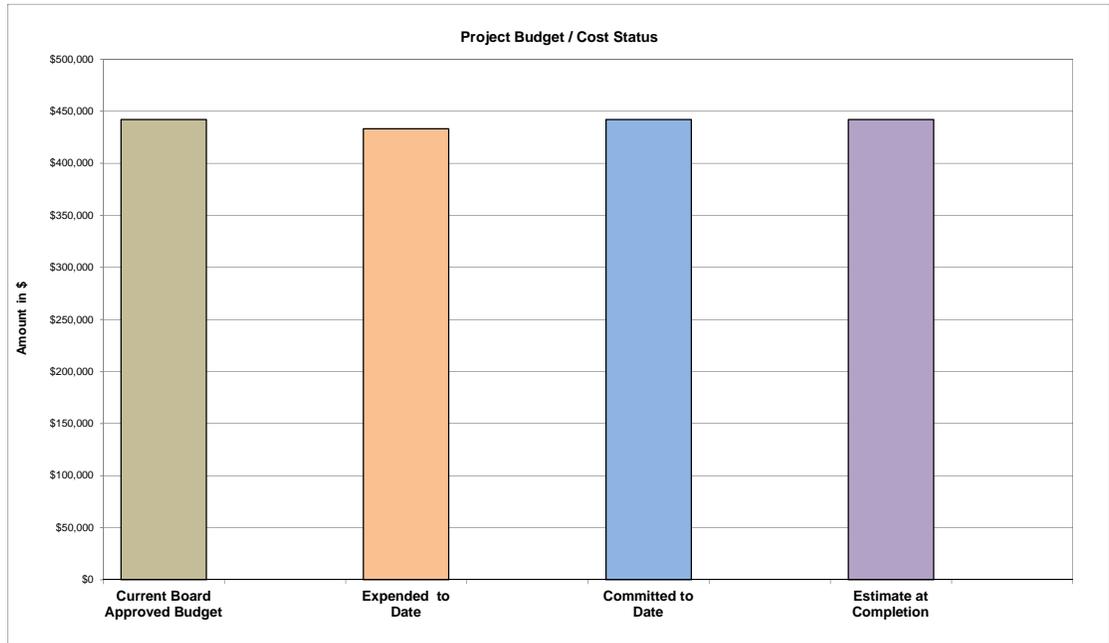
Issues: None.

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	\$433,103	\$442,000	\$442,000	\$0



Issues: None.

SAFETY:



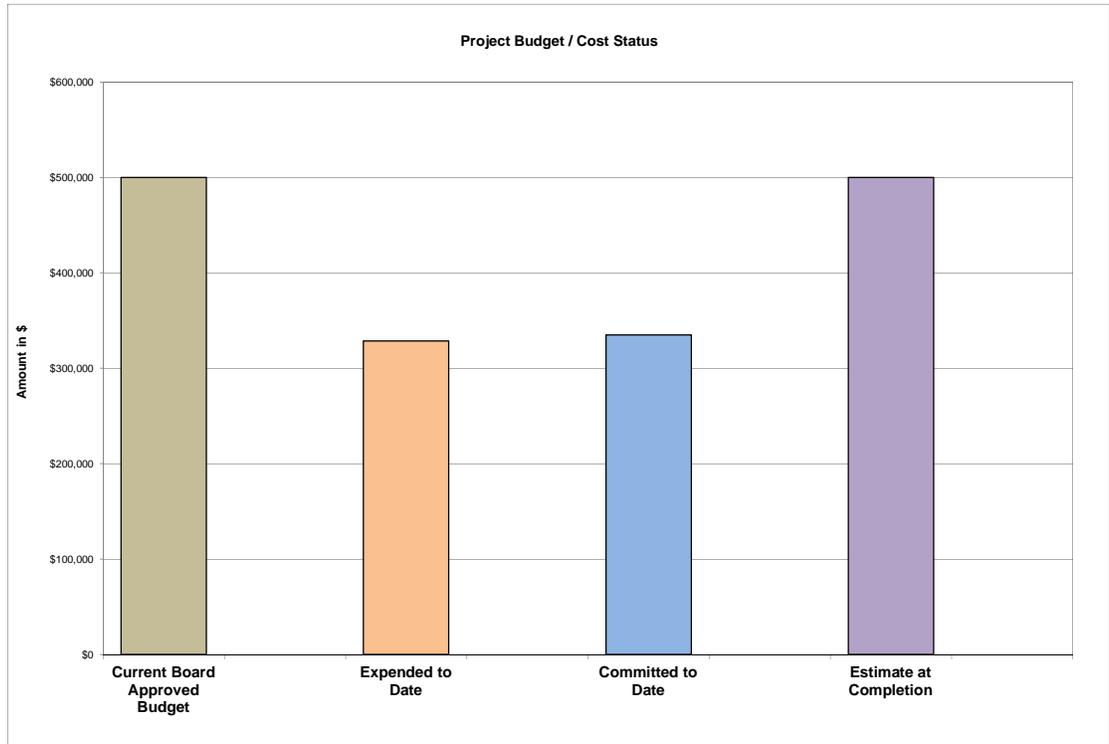
No incidents reported this quarter.

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	\$328,619	\$334,975	\$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				2021			
				2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
100406 - FY19 RR Communication System (SOGR)		20-May-19 A	30-Sep-21											
Bid & Award		20-May-19 A	20-Nov-19 A	[Bar]										
Testing		21-Nov-19 A	30-Jun-21				[Bar]							
Close Out		01-Jul-21	30-Sep-21											[Bar]

Progress:

- Jan - Mar 2021
- (1) Review of latest Network Intrusion Assessment was completed. Review team had no additional comments and Bulletproof was asked to close out.
 - (2) Received and completed review of updated 100% design.
 - (3) Discussed concerns over selection of voice base station radio.

Future

Activities:

- Apr - Jun 2021
- (1) Presentation by the designer and evaluation of alternative options for voice base station radio.

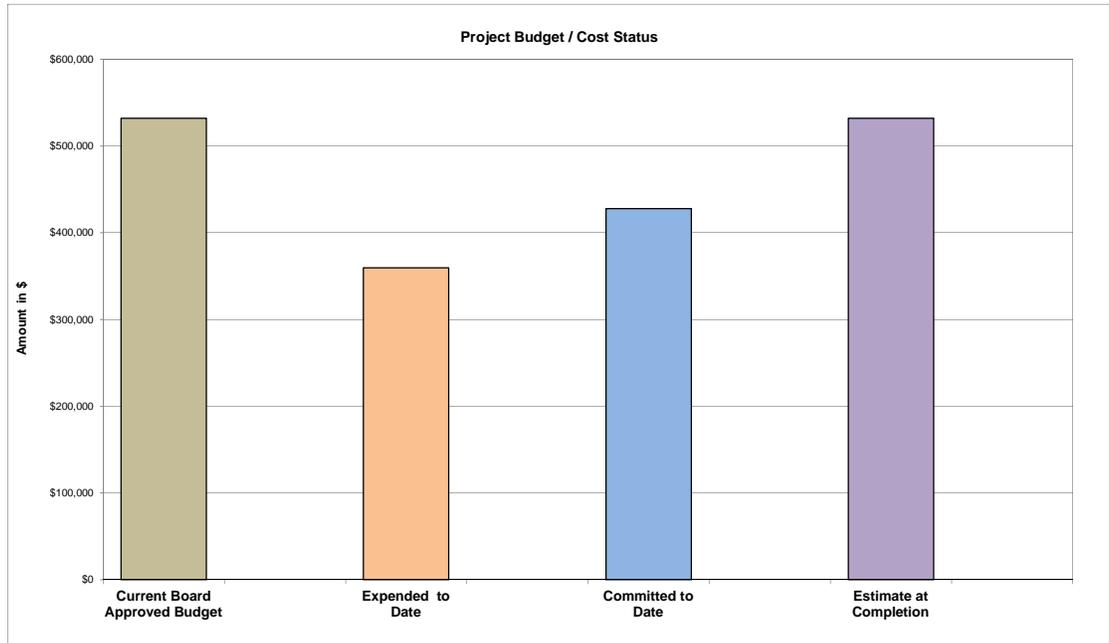
Issues: Schedule delay is due to COVID-19 shelter in place order causing the contractor to restrict travel of its personnel.

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	\$359,472	\$427,696	\$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.

Note:

The current scope, budget and estimate at completion is through preliminary design only.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline													
				2019		2020			2021								
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4						
100482 - Rengstorff Avenue Grade Crossing		05-Aug-19 A	30-Sep-21														
Preliminary Engineering		05-Aug-19 A	01-Jul-21														
Environmental Clearance		27-Mar-20 A	30-Sep-21														

Progress:

Jan - Mar 2021

- (1) Hired new Project Manager.
- (2) Continued coordination with external stakeholder.

Future Activities:

Apr - Jun 2021

- (1) Continue coordination with external stakeholder.
- (2) Review the project files.
- (3) Conduct Zoom meeting discussion with JPB Environmental lead and consultant (WSP).

Issues:

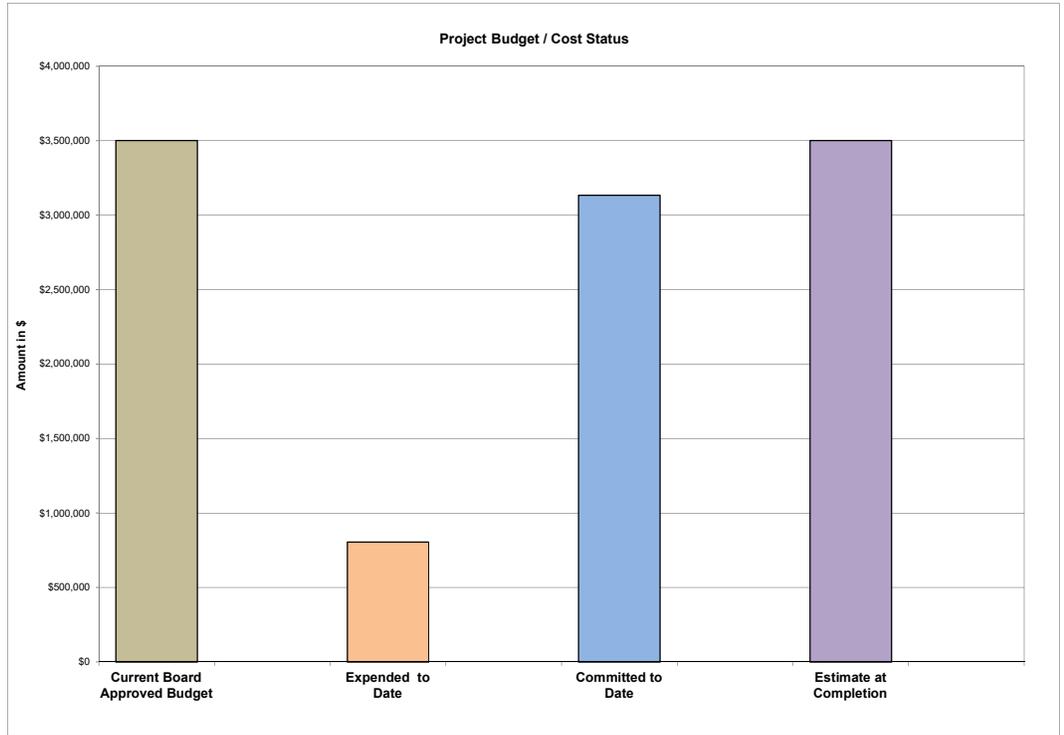
- (1) Design team waiting for direction from the City and Amendment Approval from PCJPB to proceed with more Geoetch and Traffic investigation work.
- (2) High water table was found at the project location that may affect the structural design.
- (3) Preliminary design was extended to July 01, 2021.

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	\$805,347	\$3,132,721	\$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.

More locations for ROW fence has been identified and added to the project using remaining funds after Option 2 was concluded.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline																							
				2016	2017				2018				2019				2020				2021				2022		
				Q1	Q2	Q3	Q4	Q1	Q2	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	31-May-22	[Gantt chart showing project duration from 2016 to 2022]																							
	Construction (Base)	02-Jun-16 A	31-Mar-18 A	[Gantt bar from 2016 Q2 to 2018 Q1]																							
	Construction (Option 1)	16-Apr-18 A	31-Aug-19 A	[Gantt bar from 2018 Q2 to 2019 Q3]																							
	Construction (Option 2)	01-Dec-19 A	30-Nov-20 A	[Gantt bar from 2019 Q4 to 2020 Q3]																							
	Close Out (Option 2)	01-Dec-20 A	31-May-21	[Gantt bar from 2020 Q4 to 2021 Q1]																							
	Construction (TASI)	01-Jun-21	28-Feb-22	[Gantt bar from 2021 Q2 to 2022 Q1]																							
	Close Out	01-Mar-22	31-May-22	[Gantt bar from 2022 Q1 to 2022 Q2]																							

Note: Schedule has been re-baselined as the contractor hired by TASI will resume fencing work after option 2 contract with existing contractor is closed out.

Progress:

- Jan - Mar 2021
- (1) TASI continued working on hiring a contractor to resume fencing work.
 - (2) Proccesed final payment to Agbayani.
 - (2) Continued closing option 2 contract with Agbayani.

Future

Activities:

- Apr - Jun 2021
- (1) TASI contracts with Golden Bay to resume fencing work.
 - (2) Release retention to Agbayani.
 - (3) Complete closing option 2 contract with Agbayani.

Issues:

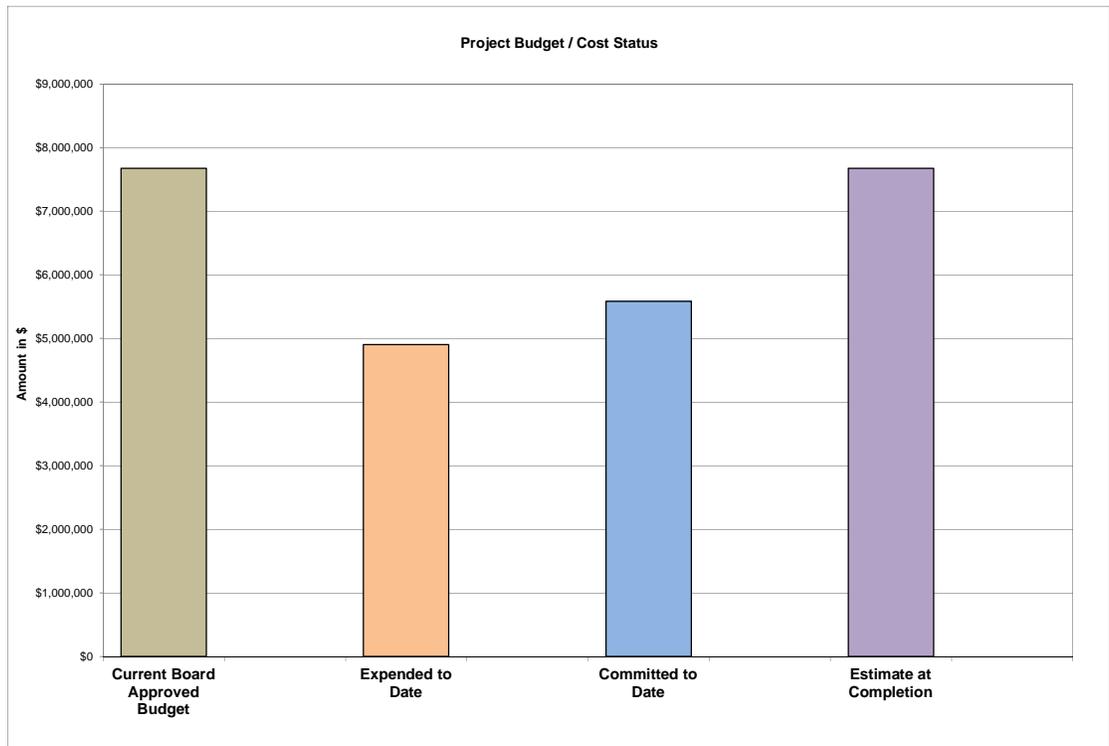
Option 2 contract expired in November 2020 and will not be extended. Remaining funds will be utilized to have TASI contractor Golden Bay perform ROW fence work. The new scope of work has added several more locations for ROW fence to be installed that will secure and protect our ROW.

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	\$4,904,765	\$5,584,742	\$7,672,958	\$0



Note:

- (1) Board approved budget reflects funds approved by PCJPB and Samtrans Boards.
- (2) Minor reduction in Expended to Date is due to adjustment by Budgets.

Issues: None.

SAFETY:



No incidents reported this quarter.

San Mateo Grade Crossing Improvements



SCOPE:



This project will design and implement safety improvement including quad gates or exit gates at the 4th and 5th Ave grade crossings in San Mateo. This project will make the two grade crossings safer for the train, motorist and pedestrians. The project is funded by the CPUC/Caltrans Section 130 program.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline											
				2021			2022			2023					
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
100566	San Mateo Grade Crossing Improvem	01-Apr-21	31-Dec-23												
	Final Design	01-Apr-21	31-Dec-21												
	Bid & Award	01-Jan-22	07-Jul-22												
	Construction	08-Jul-22	01-Sep-23												
	Project Close Out	02-Sep-23	31-Dec-23												

Progress:

Jan - Mar 2021 (1) Got approval for the Work Plan.
 (2) Issued the Work Directive to RSE for the design of the grade crossing improvements.

Future

Activities:

Apr - Jun 2021 (1) Hold a kick off meeting with RSE to start the design.

Issues:

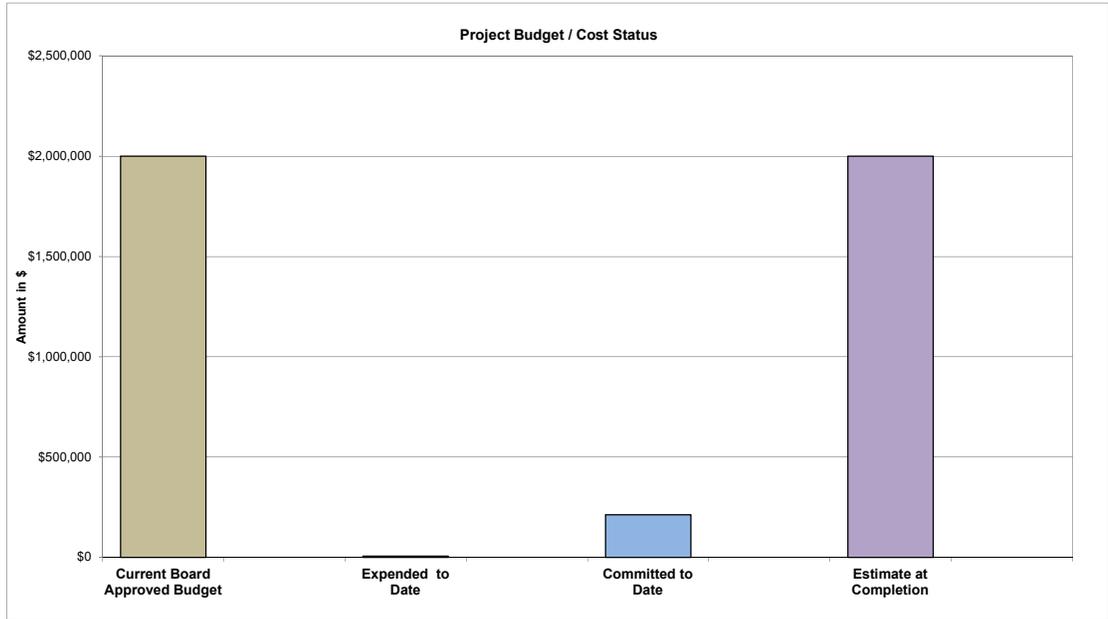
None.

San Mateo Grade Crossing Improvements

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	\$6,817	\$212,011	\$2,000,000	\$0



Issues: None.

SAFETY:



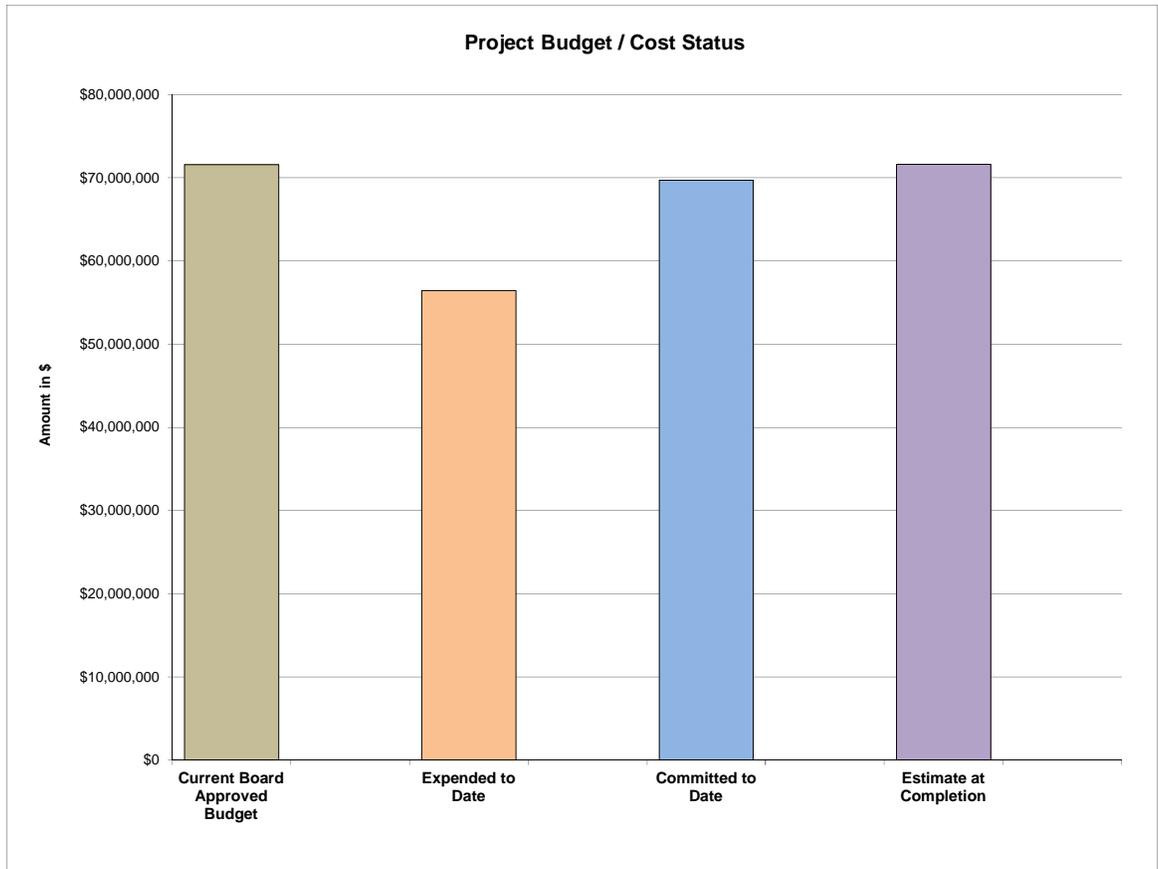
No incidents reported this quarter.

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	\$56,431,234	\$69,702,160	\$71,600,000	\$0



Issues:

Estimate at Completion (EAC) will increase. EAC is currently under review. We have engaged a third-party firm to evaluate the remaining costs, and anticipate their report by May 28th, 2021 to inform a revised EAC.

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				2021	
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2					
100149 - Station Enhancement and Renovation		01-Mar-18 A	31-Mar-21 A	[Gantt chart bars showing project duration across quarters]																					
Final Design		01-Mar-18 A	30-Apr-19 A	[Gantt chart bar for Final Design]																					
Bid & Award		01-May-19 A	15-Jun-20 A	[Gantt chart bar for Bid & Award]																					
Construction		16-Jun-20 A	31-Dec-20 A	[Gantt chart bar for Construction]																					
Project Close Out		01-Jan-21 A	31-Mar-21 A	[Gantt chart bar for Project Close Out]																					

Progress:

- Jan - Mar 2021 (1) Inspected and accepted final warranty work.
- (2) Initiated project close out.

Future

Activities:

- Apr - Jun 2021 (1) Project close out.

This will be the last report for this project.

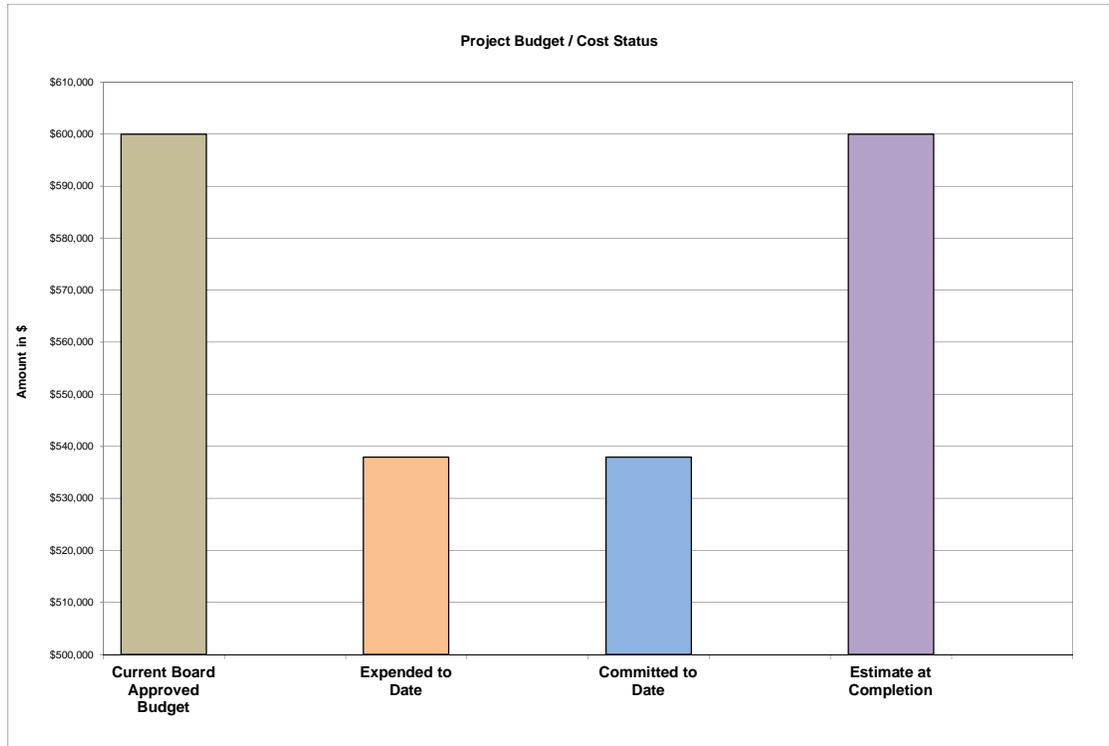
Issues: None.

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	\$537,917	\$537,917	\$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								
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q3				
100405 - FY19 Systemwide Signal System Rehab		20-May-19 A	30-Sep-21																
+ Bid & Award		20-May-19 A	08-Jul-19 A																
+ Construction		09-Jul-19 A	30-Jun-21																
+ Project Close Out		01-Jul-21	30-Sep-21																

Progress:

- Jan - Mar 2021
- (1) Awaited for availability of TASI resources to replace controllers.
 - (2) Completion date for replacement now projecting to be June 2021.

Future

Activities:

- Apr - Jun 2021
- (1) Replacement of controllers to re-start intermittently as resources are added and become available.
 - (2) Await for availability of TASI resources to replace controllers.

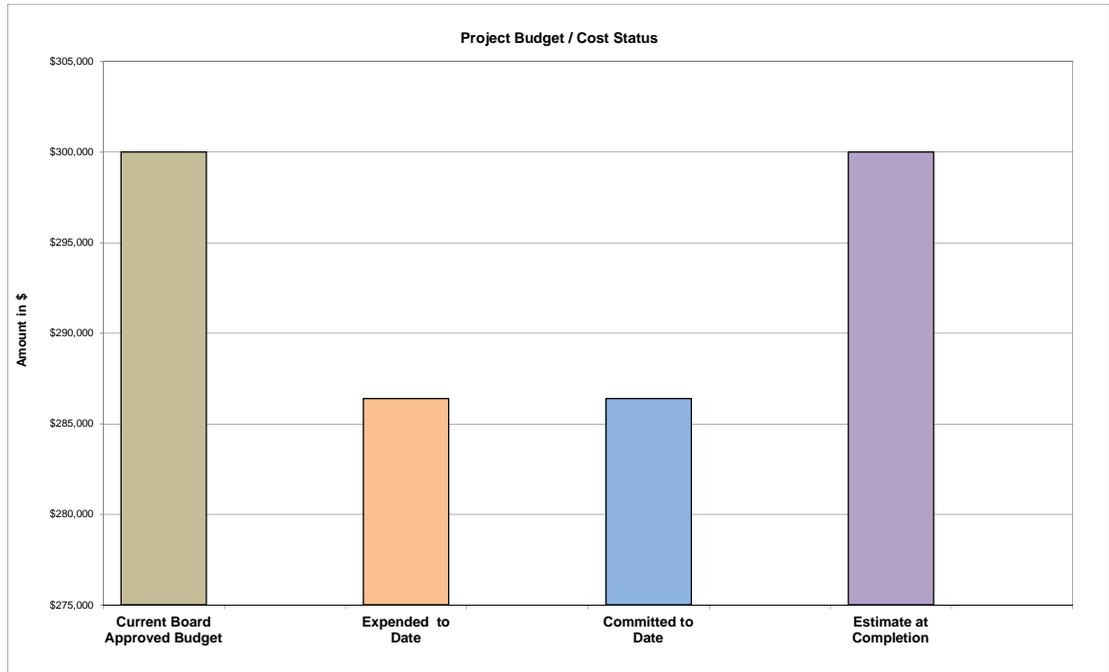
Issues: Schedule delay is due to TASI resource availability issues.

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	\$286,397	\$286,397	\$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	Gantt Chart											
				2019				2020				2021			
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
100230	FY19 Systemwide Track Rehabilitation P	01-Jul-19 A	30-Sep-21	[Gantt bar spanning from Q3 2019 to Q2 2021]											
	ROW Maintenance	01-Jul-19 A	30-Jun-21	[Gantt bar spanning from Q3 2019 to Q2 2021]											
	Close Out	02-Jul-21	30-Sep-21	[Gantt bar spanning from Q3 2020 to Q4 2021]											

Progress:

Jan - Mar 2021

- | | |
|---|--|
| <ul style="list-style-type: none"> (1) Surfaced 0.21 miles of main line track. (2) Stabilized 0.19 miles of track. (3) Regulated 0.18 miles of ballast. (4) Built up 28 frog inserts. (5) Ground 75 switches. (6) Installed 22 switch ties. | <ul style="list-style-type: none"> (7) Installed 40 switch ties. (8) FRA conducted one visits. (9) CPUC conducted two visits. (10) Performed tree trimming. (11) Performed fencing. |
|---|--|

Future Activities:

Apr - Jun 2021

- (1) Continue ongoing maintenance work.

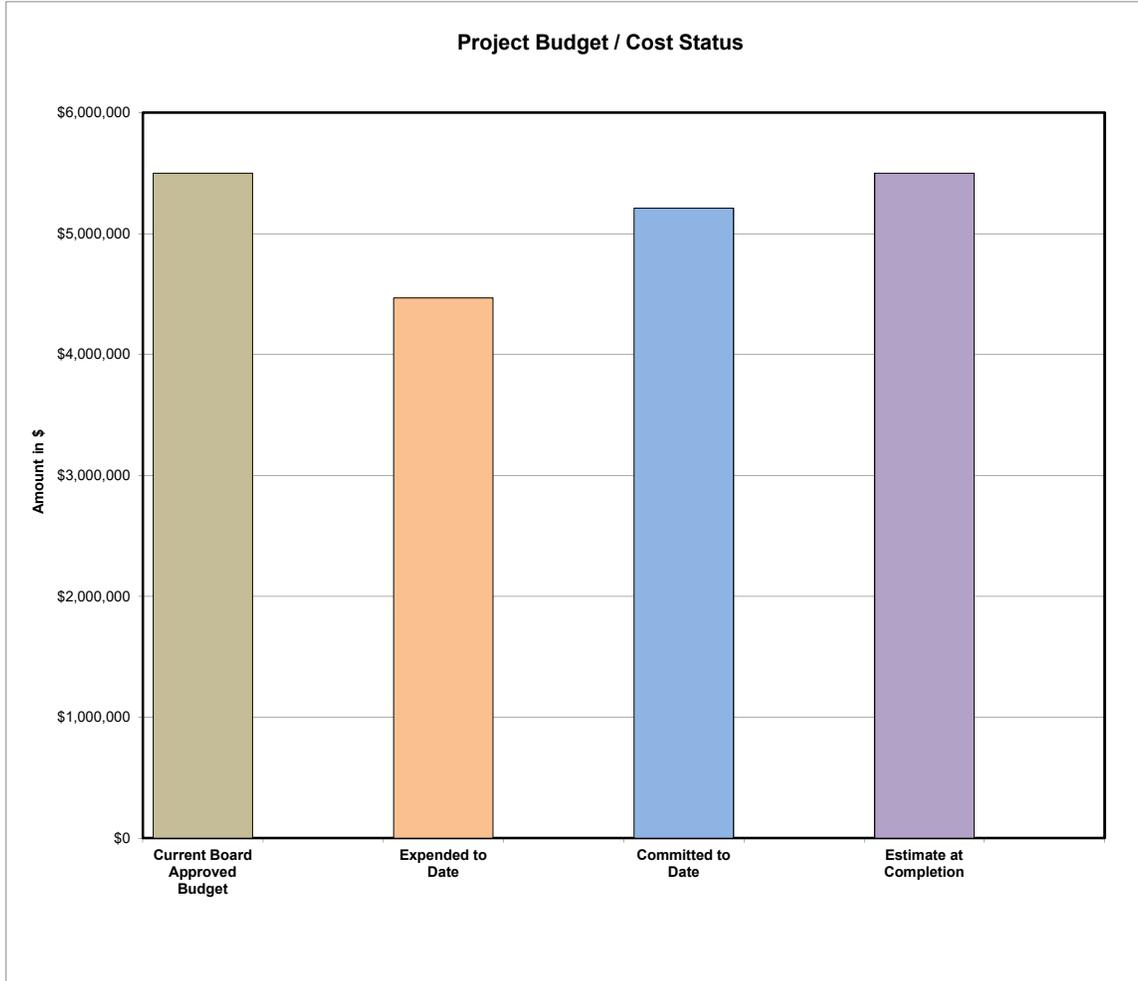
Issues: None.

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	\$4,466,583	\$5,209,910	\$5,500,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

TICKET VENDING MACHINE REHAB PROGRAM PROJECT

SCOPE 	SCHEDULE 	BUDGET/COST 	SAFETY 
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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	Timeline															
				2018			2019			2020			2021						
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100240	Ticket Vending Machine Rehab Program	01-Jan-18 A	30-Nov-21	[Gantt chart showing project duration from Jan 2018 to Nov 2021]															
	Final Design	01-Jan-18 A	01-Nov-18 A	[Gantt bar from Jan 2018 to Nov 2018]															
	Bid & Award	01-Mar-18 A	30-Apr-19 A	[Gantt bar from Mar 2018 to Apr 2019]															
	Construction	01-May-19 A	17-Sep-21	[Gantt bar from May 2019 to Sep 2021]															
	Project Close Out	18-Sep-21	30-Nov-21	[Gantt bar from Sep 2021 to Nov 2021]															

Progress:

- Jan - Mar 2021
- (1) Upgraded a second TVM at San Jose Diridon. Tested the TVM and working as intended.
 - (2) Continued work on getting the permanent door graphics for the rest of the TVM upgrades.
 - (3) Upgraded the firmware for the Clipper reader.
 - (4) Received a proposal from Ventek for Phase 3.
 - (5) Upgraded 10 TVMs at the stations.
 - (6) Working with Contracts & Procurement on the contract for Phase 3.

Future

Activities:

- Apr - Jun 2021
- (1) Execute contract with Ventek for Phase 3.

Issues:

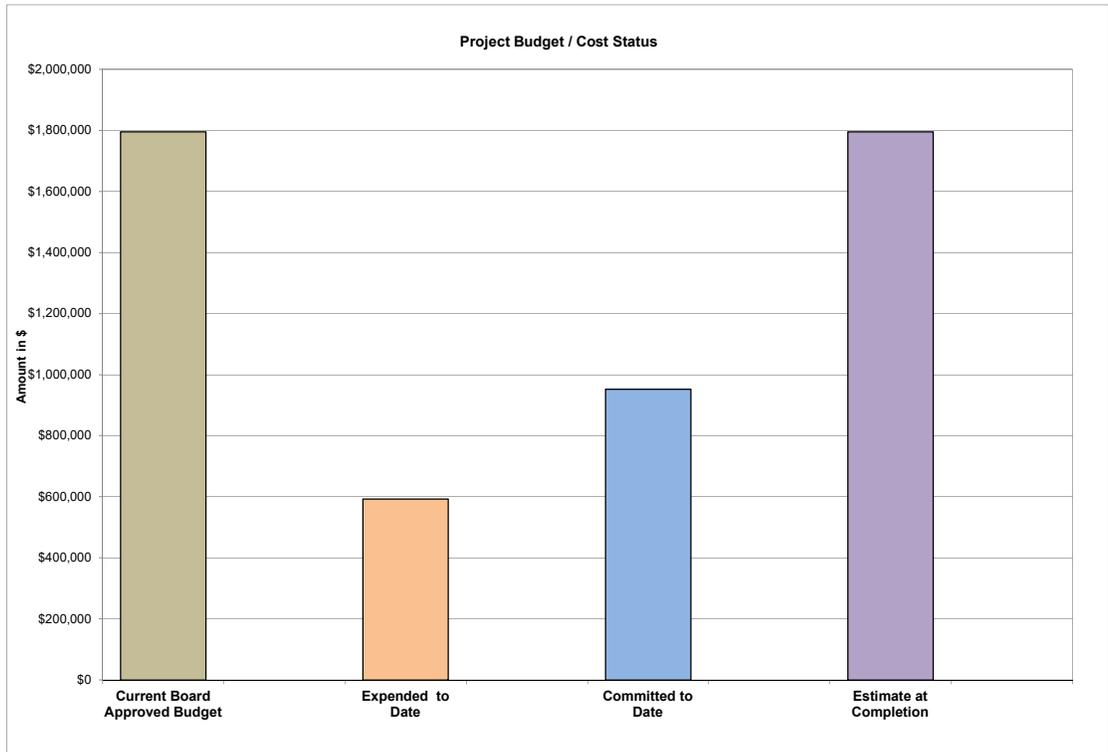
Issuance of Contract delayed. Contracts & Procurement continue to work with Legal on open issues.

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	\$592,330	\$952,175	\$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	31-Jan-21 A					█	█										
Construction		01-Feb-21 A	31-Dec-23									█	█	█	█	█	█	█	█
Project Close Out		01-Jan-24	31-Mar-24																█

Progress:

Jan - Mar 2021

- (1) Signed the main contract.
- (2) Installed 16 electronic bicycle lockers each at Belmont, Redwood City, Mountain View and Lawrence stations.
- (3) Installed 32 electronic bicycle lockers at Diridon station.
- (4) Prepared to install 16 locker spaces at Hillsdale in coordination with the station opening.
- (5) Site preparation at several stations, including removal of keyed lockers. Notices of the removals were sent to customers.

Future

Activities:

Apr - Jun 2021

- (1) Install 16 locker spaces at Hillsdale, eight at San Antonio and 16 at Sunnyvale station.
- (2) Site preparation at several stations, including removal of keyed lockers.

Issues:

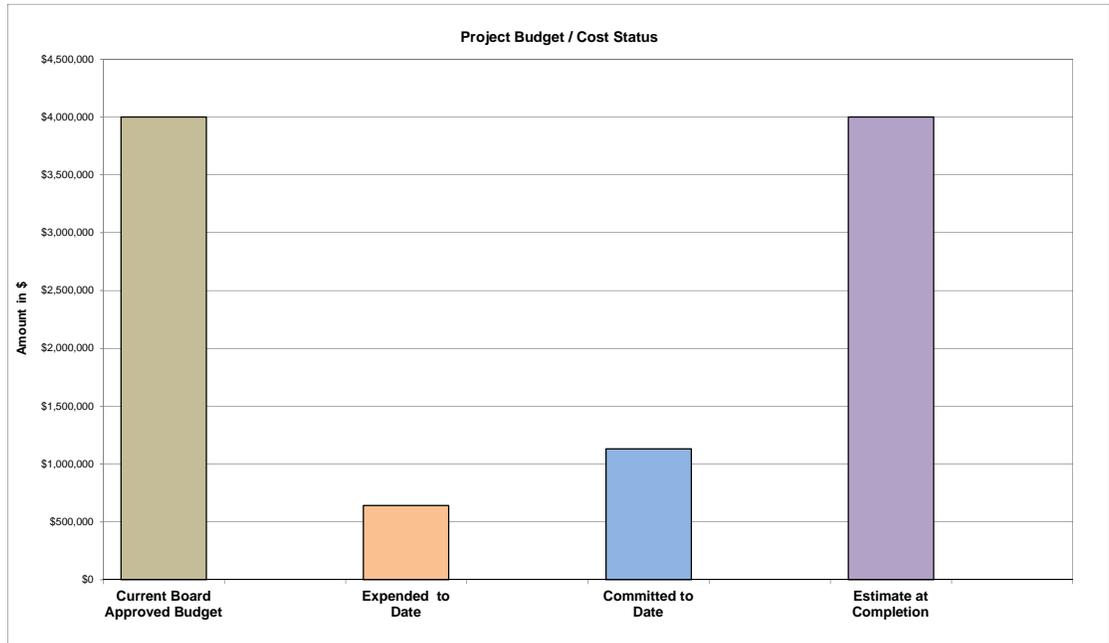
None.

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	\$642,196	\$1,130,345	\$4,000,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

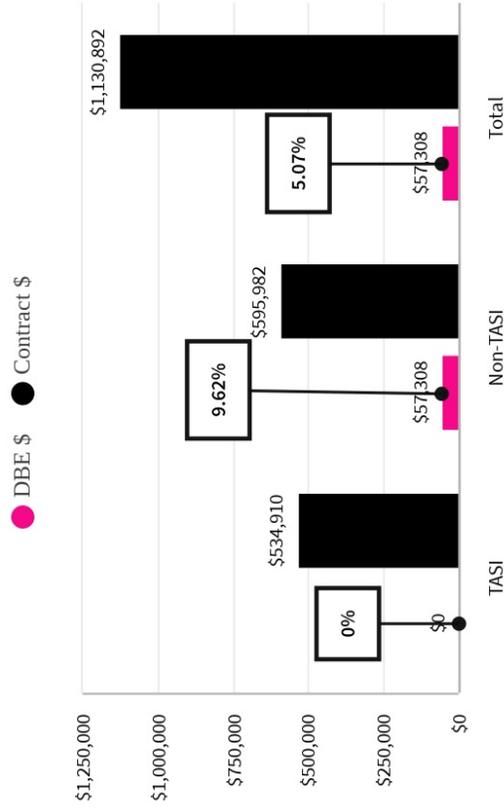
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Caltrain : Disadvantaged Business Enterprise (DBE)

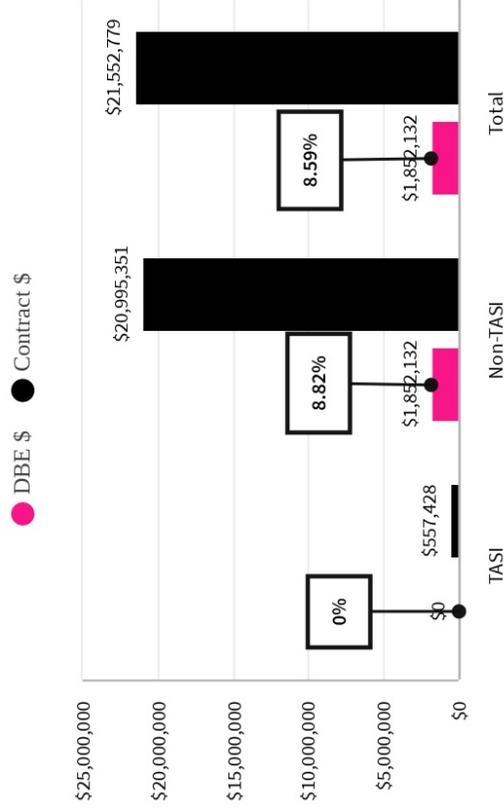
Quarterly Status Report:

- The Caltrain overall DBE goal is 13.5%.
- TASI had zero percent (0%) DBE utilization for the second quarter.
- DBE participation in the first and second quarters (8.59%) due in part to low TASI awards.

FFY21 Q2: January 01, 2021 to March 31, 2021



2021 Federal Fiscal Year to Date:



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