



Quarterly Capital Program Status Report and DBE Status Report

Prepared for the September 05, 2019 Caltrain Board Meeting

4th Quarter FY2019: April 01, 2019 – June 30, 2019

Peninsula Corridor Joint Powers Board



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Caltrain - Capital Program - Budget Status Summary

4th Quarter FY2019 - April 01, 2019 to June 30, 2019

All Costs in \$1,000's

Programs						
	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
1. Station and Intermodal Access	\$3,575	\$3,483	\$39,756	\$1,450	\$745	\$6,600
2. Right of Way / Signal & Communications	\$56,502	\$22,275	\$40,350	\$180,232	\$22,438	\$20,072
3. Rolling Stock	\$6,221	\$3,900	\$4,000	\$6,997	\$12,826	\$17,034
4. Operational Improvements/Enhancements	\$4,423	\$2,271	\$2,844	\$4,723	\$31,054	\$2,050
5. Planning and Studies	\$2,790	\$1,740	\$4,220	\$2,756	\$3,040	\$6,365
7. Legal Mandates & Required Enhancements	\$155,464	\$1,595	\$3,337	\$14,721	\$1,220	\$1,327
Total Board Approved Budget by FY	\$228,975	\$35,264	\$94,507	\$210,879	\$71,323	\$53,448

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

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

Currently in Progress

25th Avenue Grade Separation Project
 Burlingame Broadway Grade Separation Project
 Caltrain Right of Way Fencing Project
 F-40 Locomotive Mid-Life Overhaul Project
 Guadalupe River Bridge Replacement and Extension Project
 Marin and Napoleon Bridge Closure Project
 Mary Avenue Traffic Signal Project
 South San Francisco Station Improvements Project
 Station Enhancements and Renovation Project
 Systemwide Signal Rehabilitation Project
 Systemwide Station Rehabilitation Project
 Systemwide Track Rehabilitation Project

Completed Projects









































































































































Crew Facility Upgrade
 Grade Crossing Improvement Projects
 Inward Facing Cameras on trains
 Jerrold Avenue Bridge Replacement Project
 Los Gatos Bridge Replacement Project
 Procurement of New Ballast Regulator
 Quint Street Bridge Project
 Rail Grinding Project
 San Francisco Bridge Replacement Project
 San Mateo Bridges Rehabilitation Project
 Sunnyvale Station Rehabilitation Project
 Train Departure Monitors at Terminal Stations
 Upgrade CCF Equipment Room Cooling

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		
	Q3FY19	Q4FY19	Q3FY19	Q4FY19	Q3FY19	Q4FY19	Q3FY19	Q4FY19	
25th Ave. Grade Separation Project									4
Burlingame Broadway Grade Separation Project (Preliminary Design/Environmental Clearance)									6
F-40 Locomotive Mid-Life Overhaul Project									8
Grade Crossing Improvements in Redwood City Project									10
Guadalupe River Bridges Replacement and Extension Project (Preliminary Design/Environmental Clearance)									12
Marin Street and Napoleon Avenue Bridge Closure Project									14
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Systemwide Signal System Rehabilitation Project - FY2016									30
Systemwide Station Improvements Project - FY2016									32
Systemwide Station Improvements Project - FY2017									34
Systemwide Track Rehabilitation Project - FY2017									36
Ticket Vending Machine Rehab Program Project									38



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

25th AVENUE GRADE SEPARATION PROJECT

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



SCOPE:



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

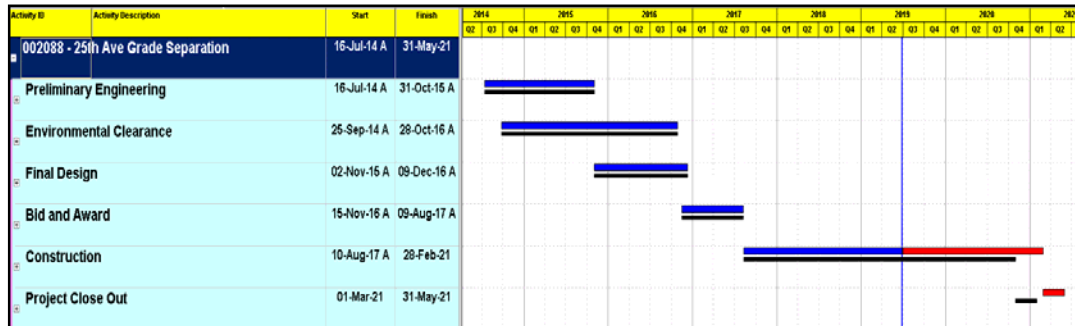
- Grade separating the 25th Avenue at-grade crossing.
- Construction of two new grade separated crossings at 28th and 31st Avenues.
- Perform relocation of the existing Hillsdale Caltrain station. The new station will be an elevated, center-board platform, located south of 28th Avenue.

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

Issues:

None.

SCHEDULE:



Progress:

Apr - Jun 2019

- (1) Continued AT&T communication relocation work.
- (2) Continued moment slab and foundation at MSE wall North of 25th (Wall A).
- (3) Continued MSE wall installation between 25th and 28th Avenues (Wall B).
- (4) Continued construction of foundation for ramp and stairs.
- (5) Continued 31st Avenue center bent.
- (6) Continued main excavation for the 31st Avenue road lowering.
- (7) Completed JPB fiber optic relocation.
- (8) Completed 28th Avenue bridge abutments.
- (9) Completed drainage improvements at west side.
- (10) Began 31st Avenue center bent.

Future

Activities:

Jul - Sep 2019

- (1) Continue 31st Avenue center bent.
- (2) Continue AT&T communication relocation work.
- (3) Continue north of 25th Avenue (Wall D).
- (4) Continue MSE wall installation between 25th and 28th Avenues.
- (5) Complete moment slab and Overhead Cartlery System (OCS) foundations
- (5) Begin MSE wall installation between 28th Ave and pedestrain tunnel.
- (6) Continue main excavation for the 31st Avenue road lowering.

Issues:

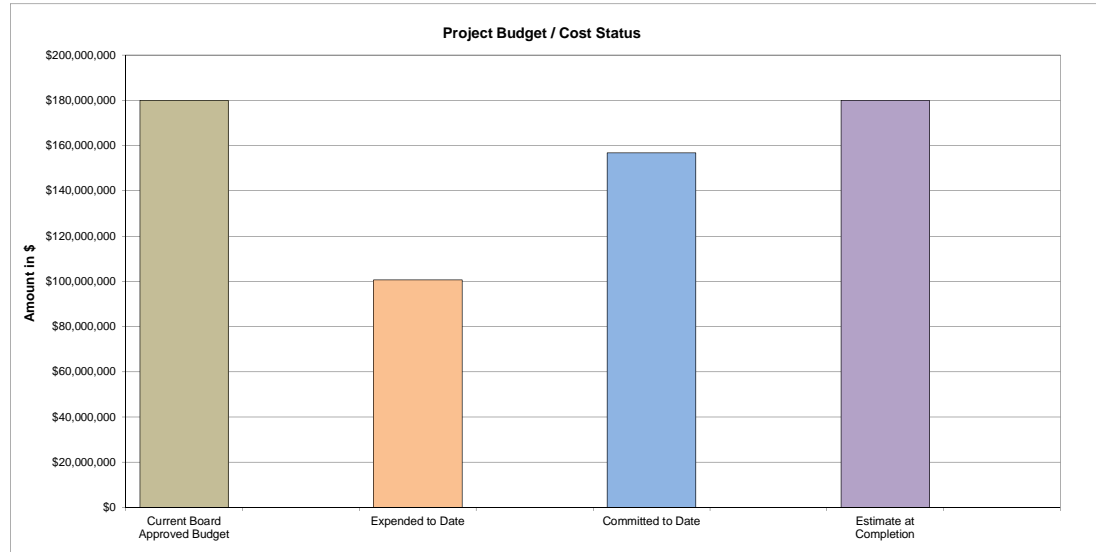
Project schedule is delayed due to relocation of Third party fiber optic cable (TPFOC) /PTC. Time extension change order is being negotiated.

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	\$100,670,720	\$156,773,559	\$180,000,000	\$0



Issues: An additional \$7.0 million of construction change order authority and an additional \$1 million amending the agreement with PG&E for pipeline relocation was approved at the June 2019 Board meeting.

SAFETY:



None.

BURLINGAME BROADWAY GRADE SEPARATION PROJECT (Preliminary Design/Environmental Clearance)

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.

The current scope for this project specifically is to complete the 35% preliminary design and obtain CEQA and NEPA environmental clearance needed to grade separate the Broadway at-grade crossing as described above.

Issues:

None.

SCHEDULE:

Activity ID	Activity Description	Start	Finish	2018					2019				
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
100244 - Burlingame Broadway Grade Separation		18-Dec-17 A	31-Mar-20										
Preliminary Engineering 35%		18-Dec-17 A	28-Jun-19 A										
Environmental Clearance		01-Jul-19	31-Mar-20										

Progress:

Apr - Jun 2019

- (1) Continued meeting with stakeholders.
- (2) Continued technical studies for environmental clearances and drafting scoping memo.
- (3) Continued coordination with Electrification project regarding redesign of traction power paralleling station.
- (4) Continued to review parking lot options in relation to archaeological issues at south end of Carolan Ave.
- (5) Continued coordination regarding bike/ped access around the future station.
- (6) Completed to analyze archaeological borings.
- (7) Scheduled field visit with ROW and HDR to discuss acquisitions and easement issues.
- (8) Reviewed cost estimate as per latest meeting with City of Burlingame.
- (9) Held informational presentation for project update in City Council Board meeting, CAC and SMCTA.
- (10) Received 35% submittal and began design review process.
- (11) Began working on draft contract for final design services.

Future**Activities:**

Jul - Sep 2019

- (1) Continue meeting with stakeholders.
- (2) Continue technical studies for environmental clearances.
- (3) Conduct 35% design review and phase gate meeting. Incorporate design review comments.
- (4) Budget approval from JPB Board for the final design phase.
- (5) Hold community outreach meeting.
- (6) DCE package to be sent to FTA for NEPA clearance.

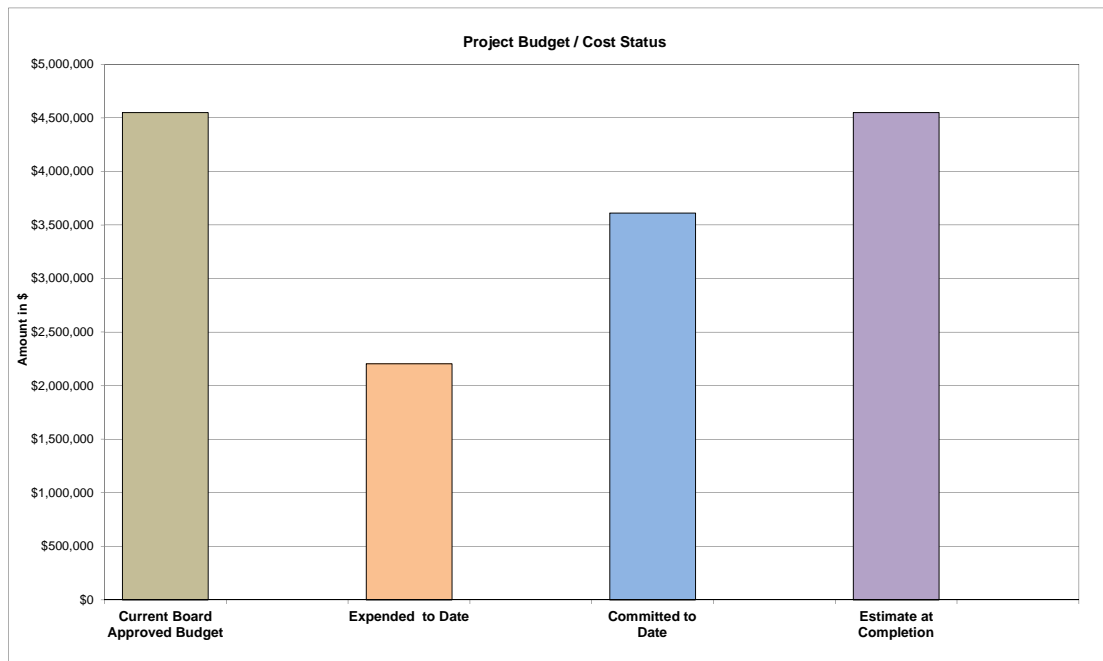
Issues:

- (1) Environmental clearance pending a community outreach meeting scheduled by the City of Burlingame.

BURLINGAME BROADWAY GRADE SEPARATION 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	\$4,550,000	\$2,204,899	\$3,611,608	\$4,550,000	\$0



Issues: None.

SAFETY:

No incidents reported this quarter.

F-40 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



SCOPE:



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

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

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2017				2018				2019					
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
100005 - F-40 Mid-Life Overhaul		31-Mar-17 A	31-Mar-20														
Technical Specs		31-Mar-17 A	31-Mar-17 A														
Bid and Award		01-Apr-17 A	02-Oct-17 A														
Construction		03-Oct-17 A	31-Dec-19														
Project Close Out		01-Jan-20	31-Mar-20														

Progress:

Apr - Jun 2019

- (1) Received locomotive #920 and initiated commissioning testing.
- (2) Continued the overhaul of locomotive #921, delivered to Motive Power's facility plant in March 2018.
- (3) Shipped locomotive #922 contractor's facility. Return and final acceptance is expected by the end of 2019.

Future

Activities:

Jul - Sep 2019

- (1) Complete commissioning testing of locomotive #920 in Sept 2019.
- (2) Complete the overhaul, return to CEMOF and begin commissioning testing of locomotive #921.
- (3) Deliver locomotive #922 to contractor's facility. Return and final acceptance is expected by the end of 2019.

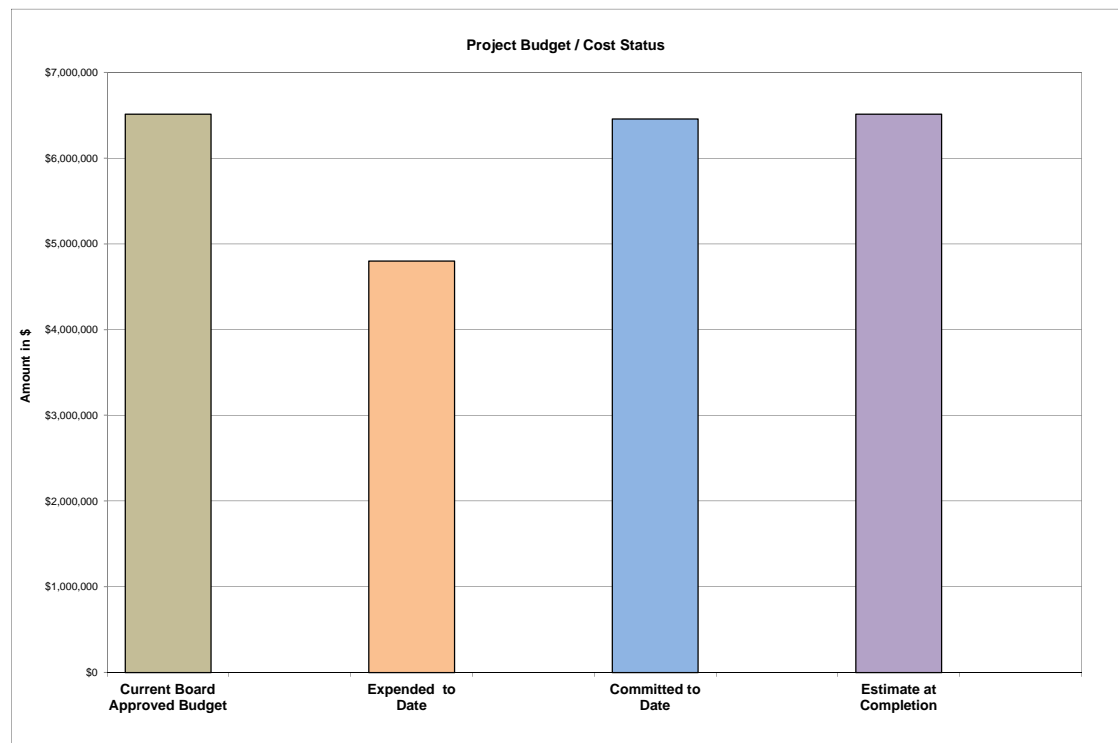
Issues:

Schedule delay is due to:

- (1) Additional parts needing to be replaced that were not part of the original overhaul scope.
- (2) Resource constraints facing the contractor in hiring qualified workers to perform the locomotive overhauls.

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

	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$6,510,000	\$4,797,821	\$6,457,036	\$6,510,000	\$0

**Issues:** None.**SAFETY:**

No incidents reported this quarter.

GRADE CROSSING IMPROVEMENTS IN REDWOOD CITY PROJECT

SCOPE



SCHEDULE



BUDGET/COST



SAFETY

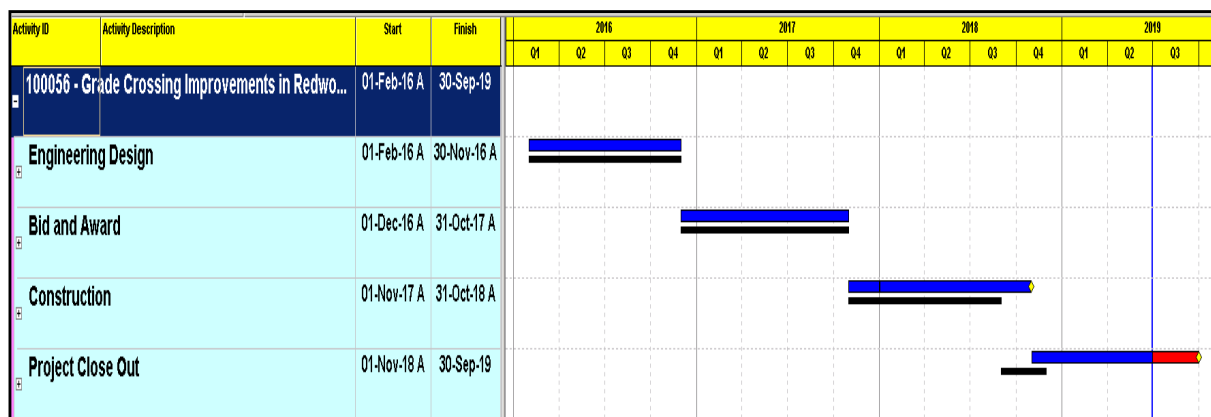
**SCOPE:**

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

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

Issues:

None.

SCHEDULE:**Progress:**

Apr - Jun 2019

- (1) Waited for the City of Redwood City to cutover the preemption cable.
- (2) Continued project close out.

Future**Activities:**

Jul - Sep 2019

- (1) Cutover of the signal preemption cable will be completed on July 01, 2019.
- (2) Complete project close out.

Issues:

None.

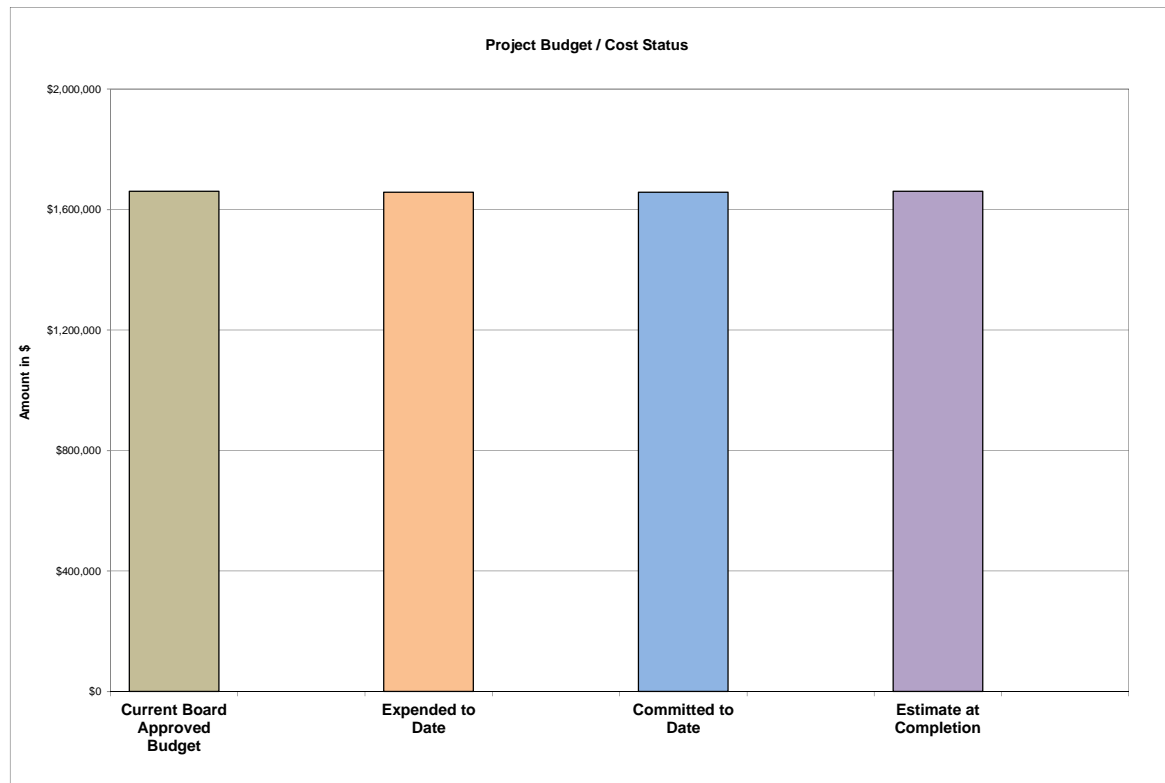
NOTE: This will be the last report for this project.

GRADE CROSSING IMPROVEMENTS IN REDWOOD CITY PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$1,660,500	\$1,657,711	\$1,657,711	\$1,660,500	\$0

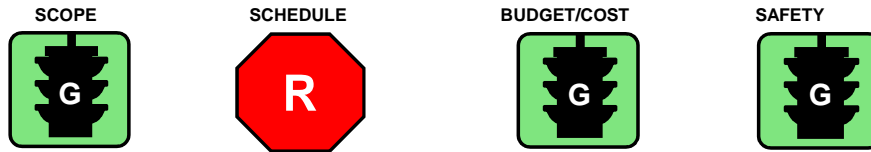


Issues: None.



No incidents reported this quarter.

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

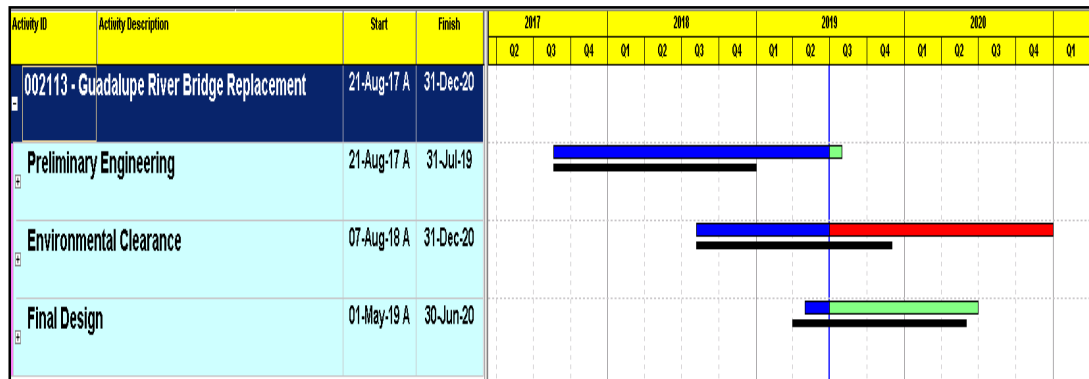
**SCOPE:**

Total project scope includes:

- (1) Replacement of MT1 bridge and extension of MT1 and MT2 and widening the channel to address geomorphic issues and scour.
- (2) Coordination with the Santa Clara Valley Water District (SCVWD) regarding their flood control project.
- (3) Design Consultant to prepare preliminary design, final design and construction phase services.
- (4) Obtain CEQA and NEPA environmental clearance and permits.
- (5) Construct MT1 bridge, extension of MT1 and MT2 bridges, and widening the river channel.
- (6) Relocate Third Party Fiber Optic Cable (TPFOC).

Issues:

None.

SCHEDULE:**Progress:**

Apr - Jun 2019

- (1) Met with HDR to confirm monthly reporting requirements.
- (2) JPB Real Estate initiated coordination with SCVWD.
- (3) JPB Real Estate initiated coordination and MOU with Union Pacific regarding TPFOC.
- (4) Met with all JPB project stakeholders to confirm deliverables and design review process.
- (5) Clarified 35% design submittal requirements with JPB stakeholders.
- (6) Evaluated initial environmental criteria which would drive the project design.
- (7) Established Utility information request process and templates.
- (8) Conducted first JPB project design review team conference with consultant.
- (9) Conducted first JPB environment design review conference with consultant.
- (10) Conducted first JPB real estate / ROW / Utility design review conference with consultant.

Future**Activities:**

Jul - Sep 2019

- (1) Complete Hydraulic evaluation supporting scope of bridge expansion.
- (2) HDR to provide and JPB to evaluate HDR proposal to provide limited additional Utility research and mapping work
- (3) JPB real estate to initiate coordination and MOU with Union Pacific regarding Third party fiber optic cable (TPFOC).
- (4) Conduct follow up JPB real estate/ROW/Utility design review conference with consultant.
- (5) HDR to complete hydraulic evaluation.
- (6) JPB Environmental group to initiate meeting and presentation with FTA.
- (7) JPB to receive and evaluate HDR schedule revision proposal
- (8) JPB Real Estate on-going coordination with SCVWD.
- (9) JPB Real Estate on-going coordination and MOU with Union Pacific regarding TPFOC.

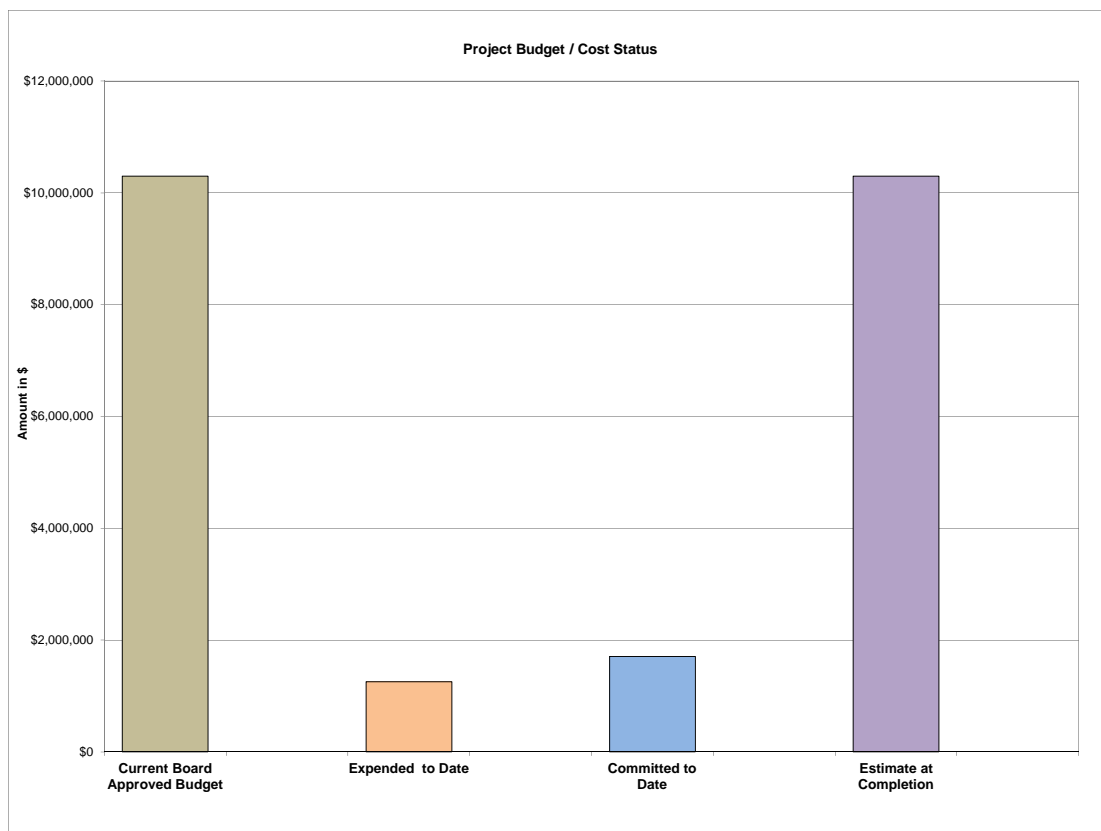
Issues:

Schedule extension is due to environmental approvals and permitting taking longer than anticipated and waiting for the approval from the FTA on the concurrence of the 35% design.

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	\$10,300,000	\$1,253,692	\$1,707,612	\$10,300,000	\$0

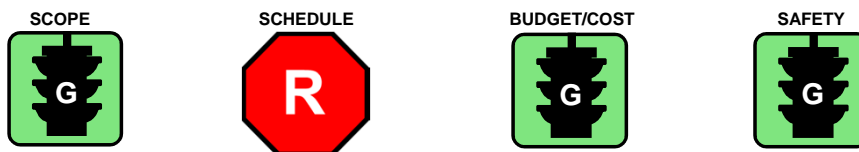


Issues: FY2020 Capital Budget of \$5,000,000 board approved was added this quarter.

SAFETY:

No incidents reported this quarter.

MARIN STREET AND NAPOLEON AVENUE BRIDGE CLOSURE PROJECT

**SCOPE:**

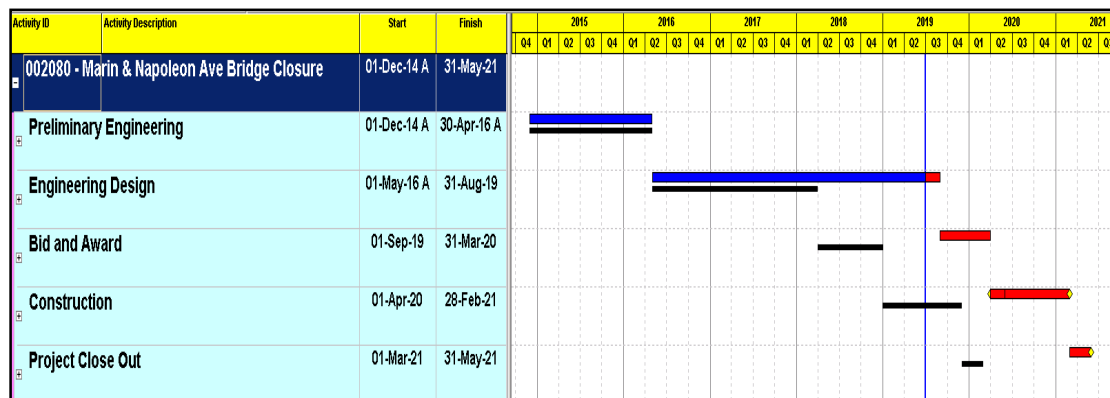
Marin Street and Napoleon Avenue bridges are located at MP 2.35 and MP 2.45 respectively in the City and County of San Francisco.

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 four short bridge spans not located over box culvert and replace with light weight fill, 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 (optional work).

Issues:

None.

SCHEDULE:**Progress:**

Apr - Jun 2019

- (1) Continued out-reach to impacted stakeholders such as city and county of San Francisco and Caltrans regarding project.
- (2) Continued developing division 01 specifications.
- (3) Continued addressing stakeholder's design comments.
- (4) Issued WDPR for constructability review.
- (5) Coordination with PTC/PCEP/TASI and Track Ops regarding track access, work window and other constraints related to PCEP features, construction time frame etc.
- (6) Continued utility coordination with 3rd parties and JPB fiber optics signal cables.
- (7) Constructability review kickoff.
- (8) Coordination of laydown area between Napoleon Street and Evans Ave.

Future**Activities:**

Jul - Sep 2019

- (1) Continue out-reach to impacted stakeholders such as city and county of San Francisco and Caltrans regarding project.
- (2) Finalize 95% design.
- (3) Begin design review process and conduct phase gate meeting.
- (4) Complete constructability review.
- (5) Incorporate constructability review and design review comments.
- (6) Rebaseline project schedule per Management Review.

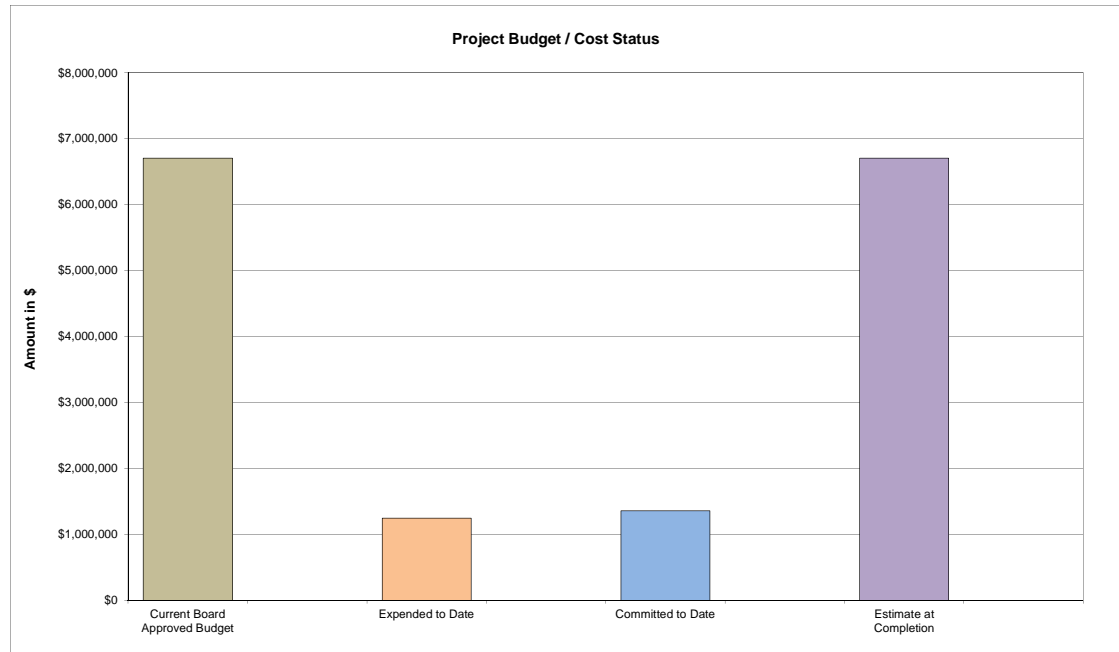
Issues:

Project schedule has been extended due to:

- including additional scope for trackwork adjacent to the project area as requested by JPB engineering.
- the decision to perform a constructability review which was not performed in the past.
- significant issues, found during the ongoing constructability review, needing to be mitigated.
- inadequate funding to fully fund the construction contract.

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

	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$6,704,000	\$1,244,055	\$1,357,923	\$6,704,000	\$0

**Issues:**

- (1) The constructability review is included in the current budget.
- (2) Additional funding for the trackwork will need to be identified.
- (3) FY2020 Capital Budget of \$2,700,000 board approved was added this quarter.
- (4) Additional funding will be needed to complete construction.

SAFETY:

No incidents reported this quarter.

MARY AVENUE TRAFFIC SIGNAL PREEMPTION PROJECT

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



SCOPE:



Caltrain will install an advance signal preemption system at the Mary Avenue grade crossing to provide additional time for the City's traffic signals at Mary Avenue and Evelyn Avenue to respond to allow Caltrain to pass through.

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2018				2019				2020					
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
100278 - Mary Avenue Traffic Signal		01-Feb-18 A	31-Mar-21														
	Final Design	01-Feb-18 A	30-Sep-19														
	Bid and Award	01-Oct-19	31-Mar-20														
	Construction	01-Apr-20	31-Dec-20														
	Project Close Out	02-Jan-21	31-Mar-21														

Progress:

Apr - Jun 2019 (1) Continued coordination with PCEP on the signal design at Mary Ave.
(2) Continued coordination with the city of Sunnyvale on the traffic signal preemption time requirements.

Future

Activities:

Jul - Sep 2019 (1) Continue coordination with PCEP on the signal design.
(2) Continue coordination with the city of Sunnyvale on the traffic signal preemption time requirements.

Issues:

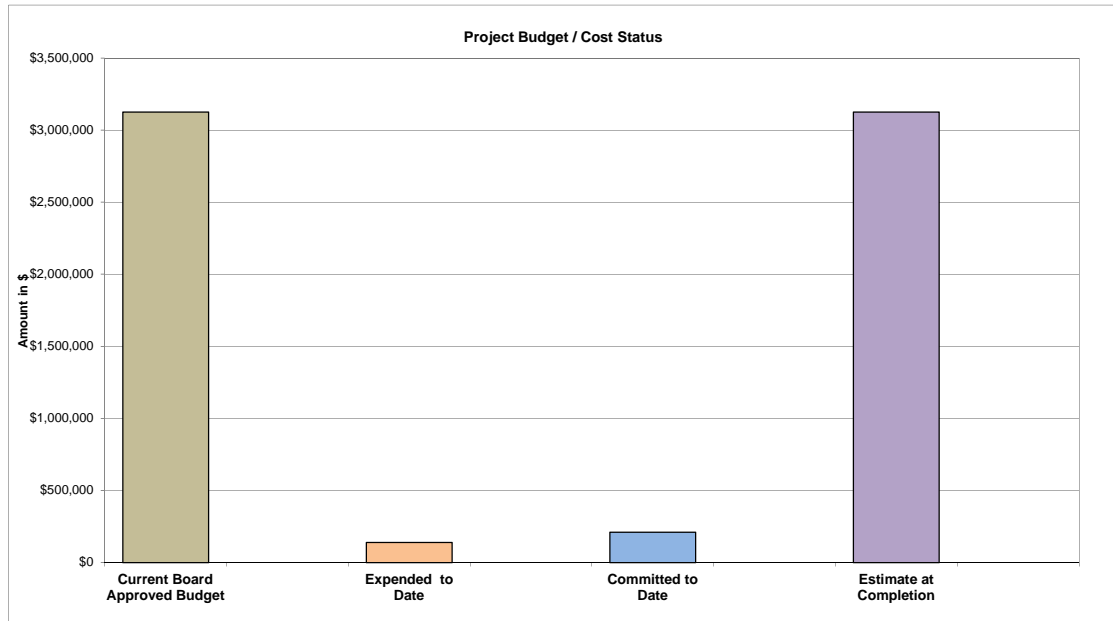
The schedule is being reviewed and may slip due to additional coordination with PCEP on the signal design.

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	\$137,956	\$210,317	\$3,125,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

MP-36 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



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:

Project scope has been reviewed and will proceed as originally planned.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2017			2018			2019			2020			2021			
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
100218 - MF-36 Mid-Life Overhaul		01-Apr-17 A	31-Jan-22																
Technical Specs		01-Apr-17 A	28-Feb-18 A																
Bid and Award		01-Jul-19	31-Dec-19																
Construction		01-Jan-20	31-Oct-21																
Project Close Out		01-Nov-21	31-Jan-22																

Progress:

Apr - Jun 2019

- (1) Contract has been re-evaluated.
- (2) Contract to be issued with the original scope.

Future

Activities:

Jul - Sep 2019

- (1) Issue overhaul bid package to Contracts & Procurement (C&P).
- (2) C&P to advertise overhaul package to prospective vendors.

Issues:

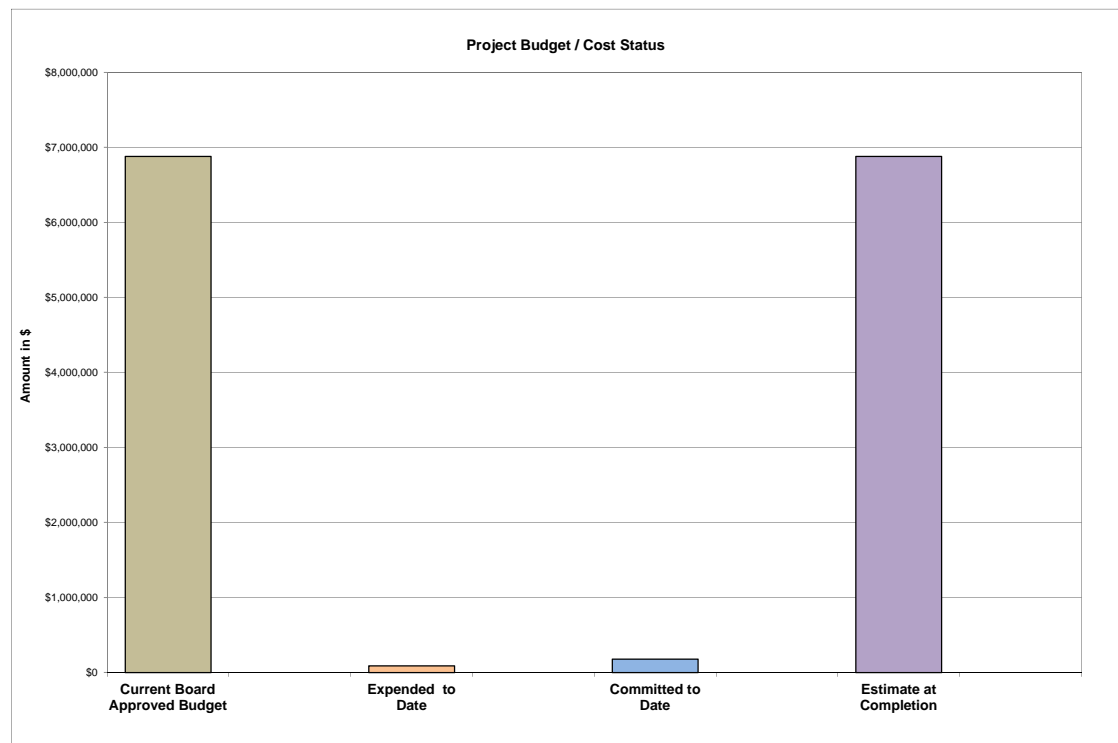
Bids were rejected at the October 04, 2018 Board meeting. Schedule delay is due to re-evaluating and re-issuing the contract for bid. Schedule for re-solicitation is estimated and will be updated as schedule dates are refined.

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	\$6,880,614	\$87,670	\$179,280	\$6,880,614	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

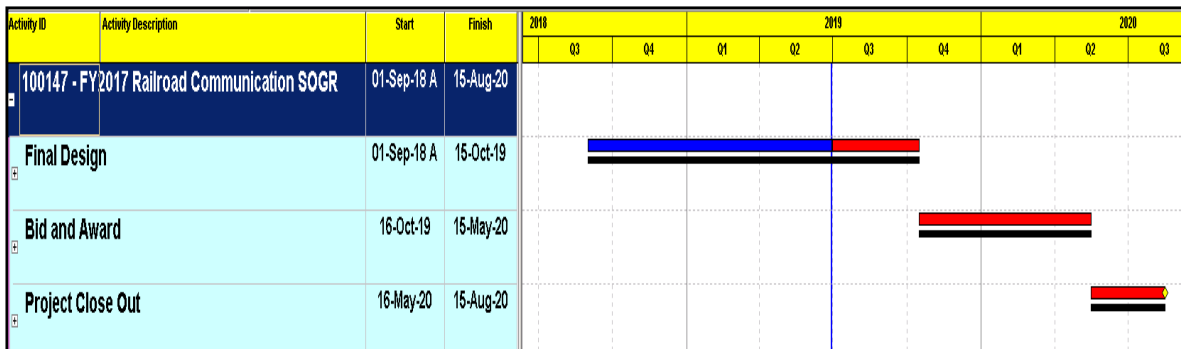
RAILROAD COMMUNICATION SYSTEM PROJECT - FY2017



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.

Issues: The current scope is for design only.

SCHEDULE:**Progress:**

Apr - Jun 2019 (1) Reviewed design report.
(2) Provided comments on design report.

Future**Activities:**

Jul - Sep 2019 (1) Finalize design report.
(2) Initiate design plans & specifications.

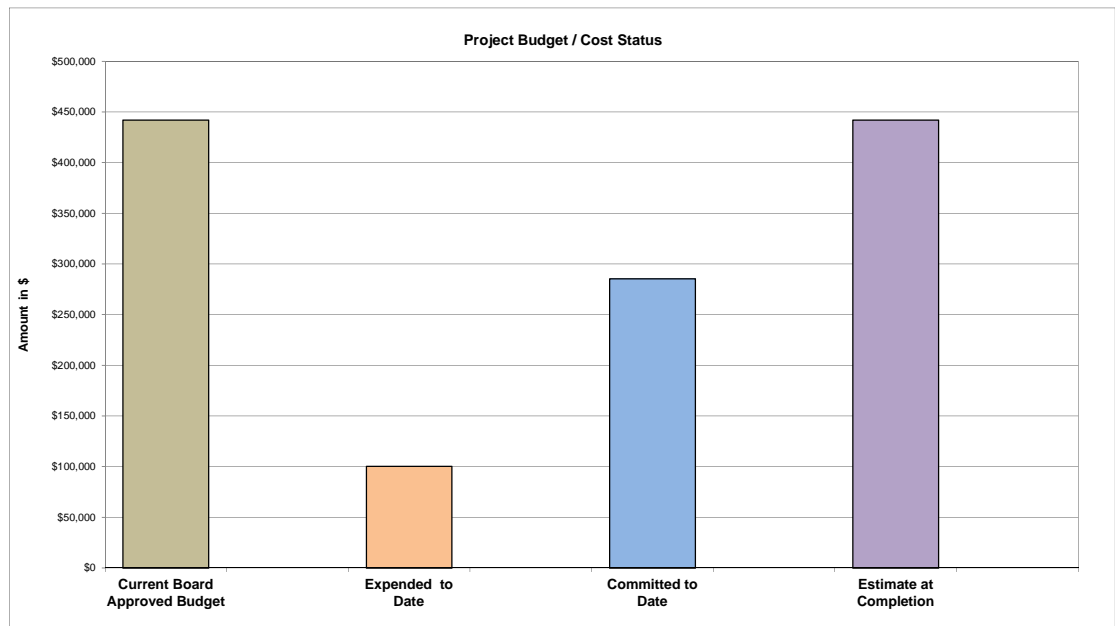
Issues: None.

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	\$100,432	\$285,423	\$442,000	\$0



Issues: (1) Current funding is limited to design and bid and award phases only. Construction work will be performed under a different and separate project due to funding.

SAFETY:



No incidents reported this quarter.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2018

SCOPE



SCHEDULE



BUDGET/COST



SAFETY

**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 Siemen radios to replace non-supported Motorola radios.

Issues:

None.

SCHEDULE:

Activity ID	Activity Description	Start	Finish	2019				2020			
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
100228 - FY2018 Railroad Communication SOGR		09-May-19 A	08-Feb-21								
Final Design		09-May-19 A	08-Nov-19								
Bid and Award		09-Nov-19	08-May-20								
Procurement		09-May-19 A	08-May-20								
Construction		09-May-20	08-Nov-20								
Project Close Out		09-Nov-20	08-Feb-21								

Progress:

Apr - Jun 2019

- (1) Prepared sole source document to procure radios.
- (2) Issued Work Directive Proposal Request (WDPR) for microwave design.
- (3) Received shipment for first two radios.
- (4) Received proposals for microwave design.
- (5) Evaluated proposals and recommended selection.

Future**Activities:**

Jul - Sep 2019

- (1) Issue Work Directive (WD) for microwave design.
- (2) Debrief proposals on award of microwave design.

Issues:

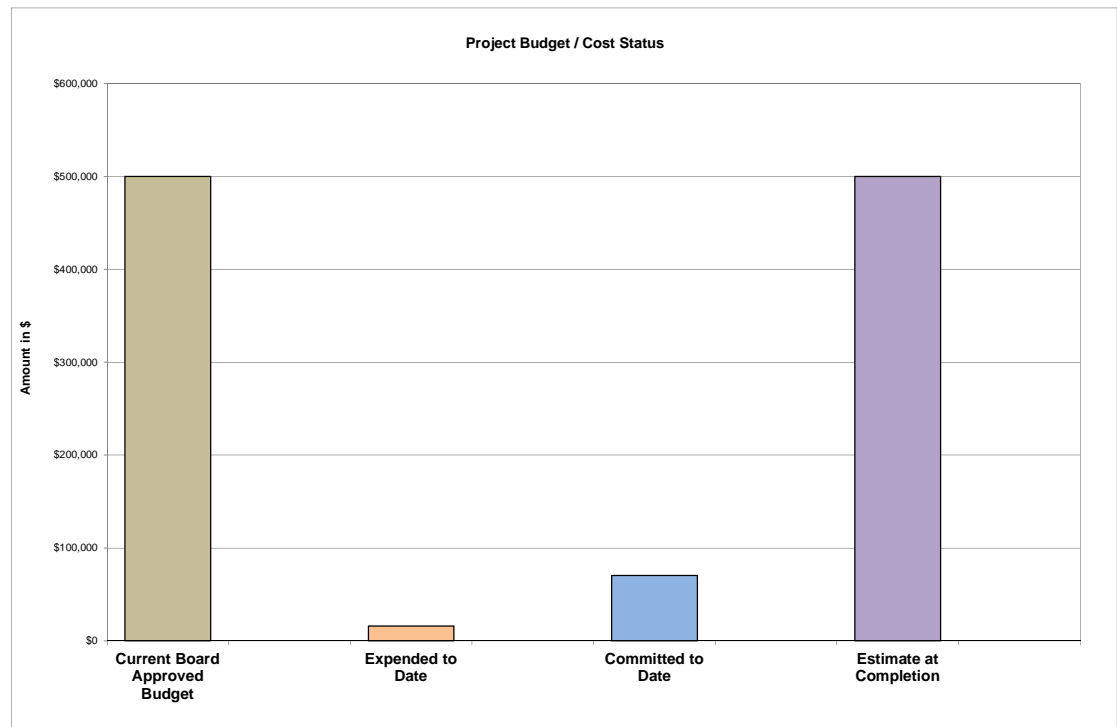
None.

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	\$15,999	\$70,278	\$500,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

RIGHT OF WAY FENCING PROJECT

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



SCOPE:



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

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

Issues:

Currently the construction contract has authority to perform work through option 1.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2016				2017				2018				2019			
				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	30-Nov-19																
Construction (Base)		02-Jun-16 A	31-Mar-18 A																
Construction (Option 1)		16-Apr-18 A	31-Aug-19																
Project Close Out		01-Sep-19	30-Nov-19																

Progress:

Apr - Jun 2019

- (1) Continued option 1 fencing work.
- (2) Began preparation to exercise option 2.

Future

Activities:

Jul - Sep 2019

- (1) Complete option 1 fencing work.
- (2) Complete exercising option 2.
- (3) Begin option 2 fencing work.

Issues:

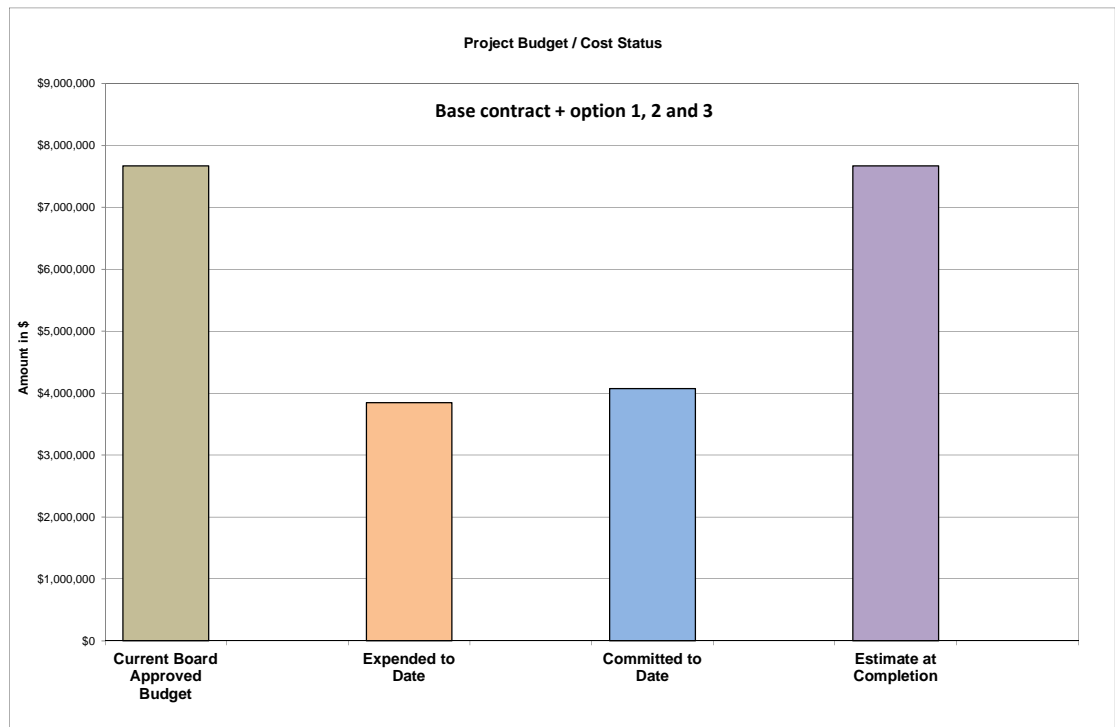
- (1) Schedule dates are for the base contract and option 1 only.
- (2) Schedule is under review and may be delayed as the work being performed has been impacted by accessibility to the right of way, tree and vegetation removal and mitigating various City concerns about fence installation.

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	\$3,845,759	\$4,076,178	\$7,672,958	\$0



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

SAFETY:



No incidents reported this quarter.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



SCOPE:



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

Key elements of the project include:

1. New center platform.
2. New at-grade pedestrian crossing at the north end of station.
3. New pedestrian underpass at the south end of the station.
4. New pedestrian plaza area at west and east end of the pedestrian underpass.
5. Inclusion of CSSF design modifications for the west and east plaza and ramps.
6. Funding of UPRR for replacement of tracks being removed as part of this project.

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2015		2016				2017				2018				2019				2020				2021			
002146 - South San Francisco Improvement Project		01-Apr-15 A	30-Apr-21	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
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	30-Nov-20																										
Project Close Out		01-Dec-20	30-Apr-21																										

Progress:

Apr - Jun 2019

- (1) Continued third party utilities on-site to relocate utilities (PG&E).
- (2) Continued coordination with electrification on site access for TPSS construction.
- (3) Completed construction of parking lot retaining wall.
- (4) Continued street improvement work at Poletti Way
- (5) Continued coordination with Caltrain PTC fiber relocation.

Future

Activities:

Jul - Sep 2019

- (1) Continue third party utilities on-site to relocate utilities (PG&E).
- (2) Continue coordination with electrification on site access for TPSS construction.
- (3) Continue street improvement work at Poletti Way.
- (4) Begin working on design package for temporary PTC fiber relocation.
- (5) Complete installation and splicing of PG&E electric cables.

Issues:

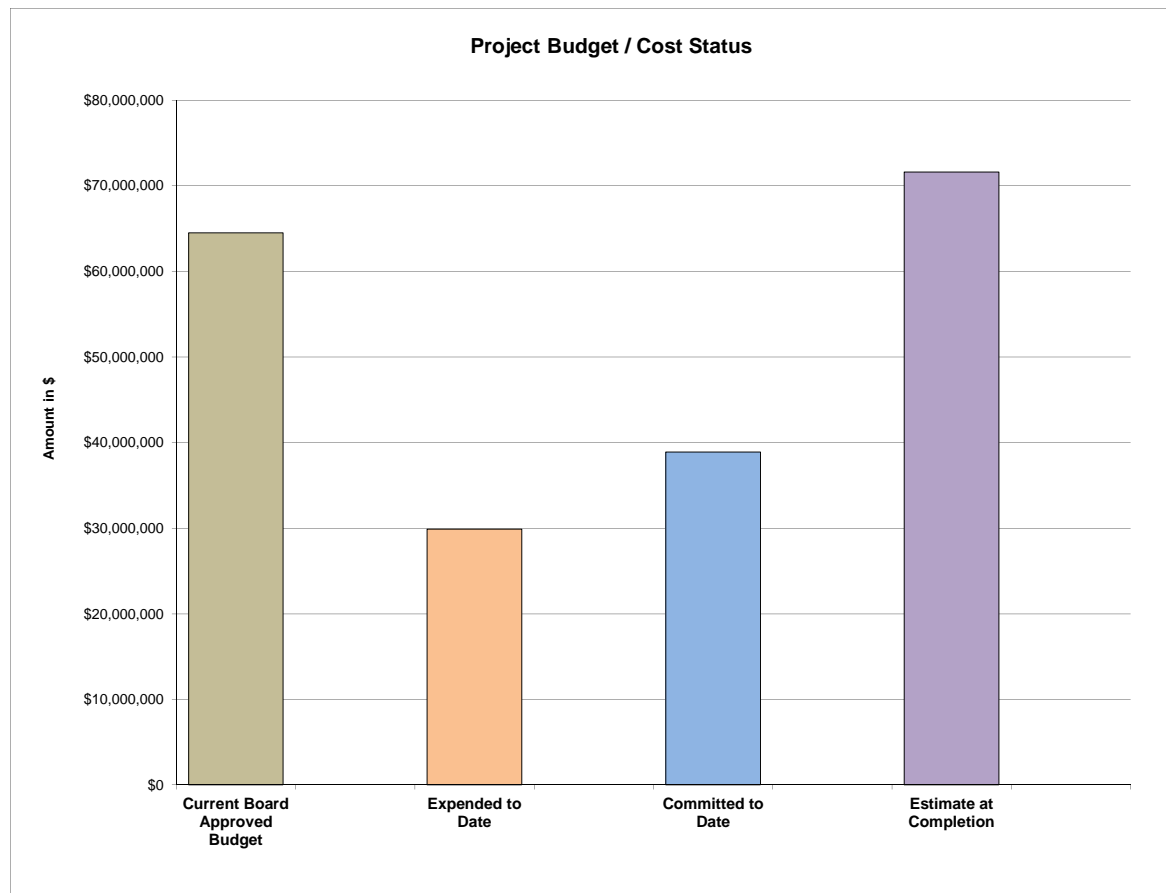
- (1) Project completion and OCS Foundation milestone has been extended due to the suspension of critical path construction activities that was caused by delays in Caltrans permitting and its impact to commencement of 3rd party utility relocation, including PG&E gas and electrical relocation.
- (2) Third party relocation is late and limits ability to prosecute critical path activities (PG&E - gas & electric).

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	\$64,500,000	\$29,876,895	\$38,895,555	\$71,600,000	(\$7,100,000)



Issues:

The variances between the EAC and Current Budget is due to 3rd Party Utility Relocation costs being higher than originally estimated and due to delay costs associated the delays with the Caltrans permitting. Currently working to resolve funding sources for additional cost.

SAFETY:

No incidents were reported this quarter.



STATION ENHANCEMENT AND RENOVATION

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



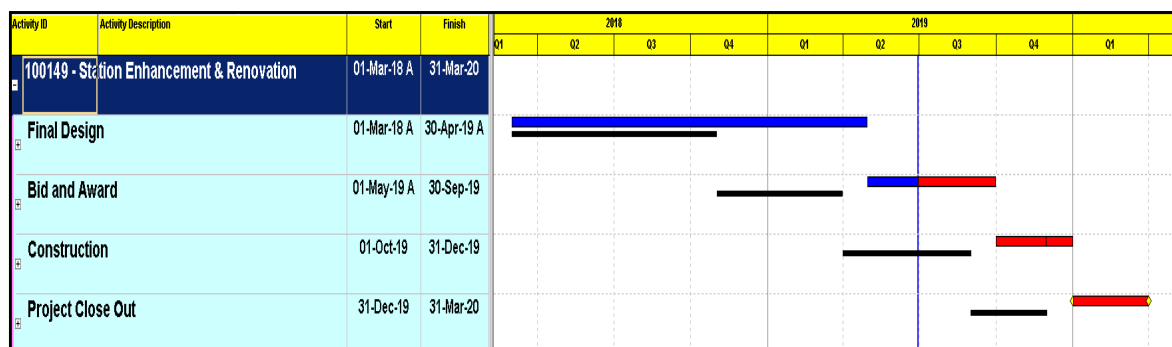
SCOPE: This project will include the following work:



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:



Progress:

Apr - Jun 2019

- (1) Finalized the package for civil plans and specifications.
- (2) Construction package is out for bid.

Future

Activities:

Jul - Sep 2019

- (1) Review bids for cost and compliance.
- (2) Award contract.

Issues:

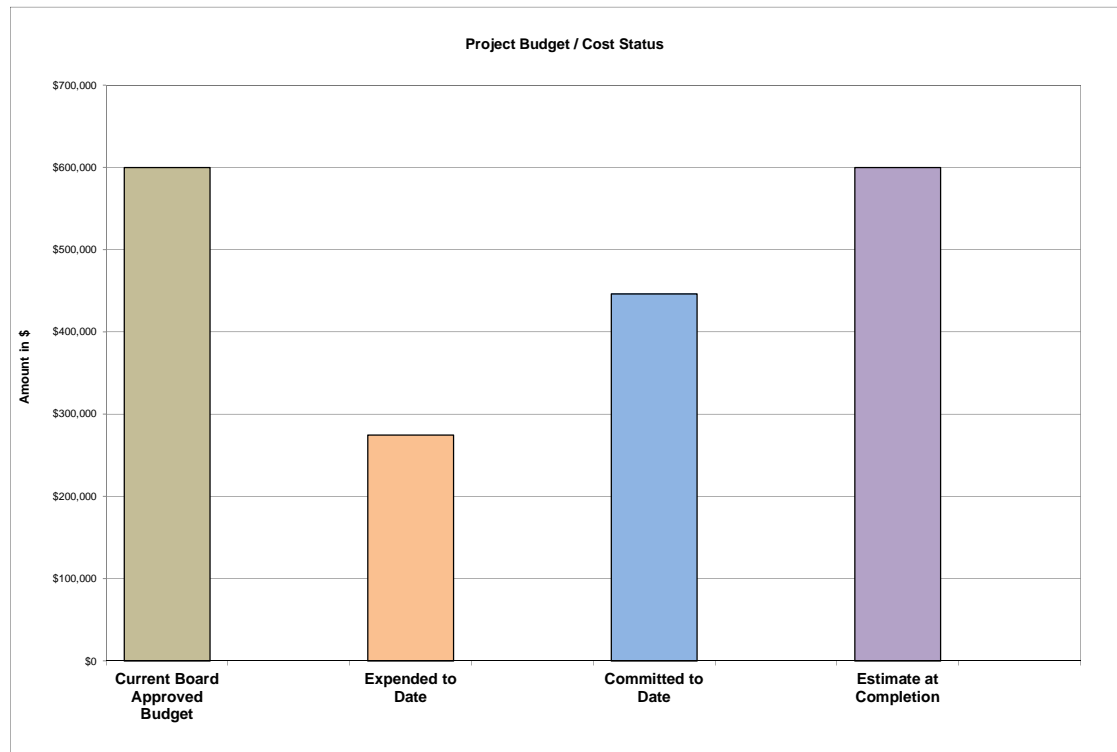
Schedule delay is due to TASI and PCJPB resource issues and additional field verification needed due to the unavailability of as-built drawings for the existing station.

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	\$274,663	\$446,224	\$600,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE SIGNAL SYSTEM REHABILITATION PROJECT - FY2016

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



SCOPE: This project scope includes the following tasks:



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

Issues: Synchronization study has been removed from project scope as it's no longer needed.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	17	2018				2019			
					03	04	01	02	03	04	01	02
100003 - FY2016 Systemwide Signal System Reha...		04-Aug-17 A	31-Oct-19									
	Bid and Award	04-Aug-17 A	29-Nov-17 A									
	Construction	30-Nov-17 A	17-May-19 A									
	Study	23-Aug-17 A	30-Jun-19									
	Project Close Out	18-May-19 A	31-Oct-19									

Progress:

Apr - Jun 2019

- (1) Conducted Final Acceptance Inspection of gate mechanisms.
- (2) Generated punchlist and initiated punchlist work.
- (3) Terminated syncing study.
- (4) Completed the punchlist work.
- (5) Began project close out.

Future

Activities:

Jul - Sep 2019

- (1) Complete project close out.

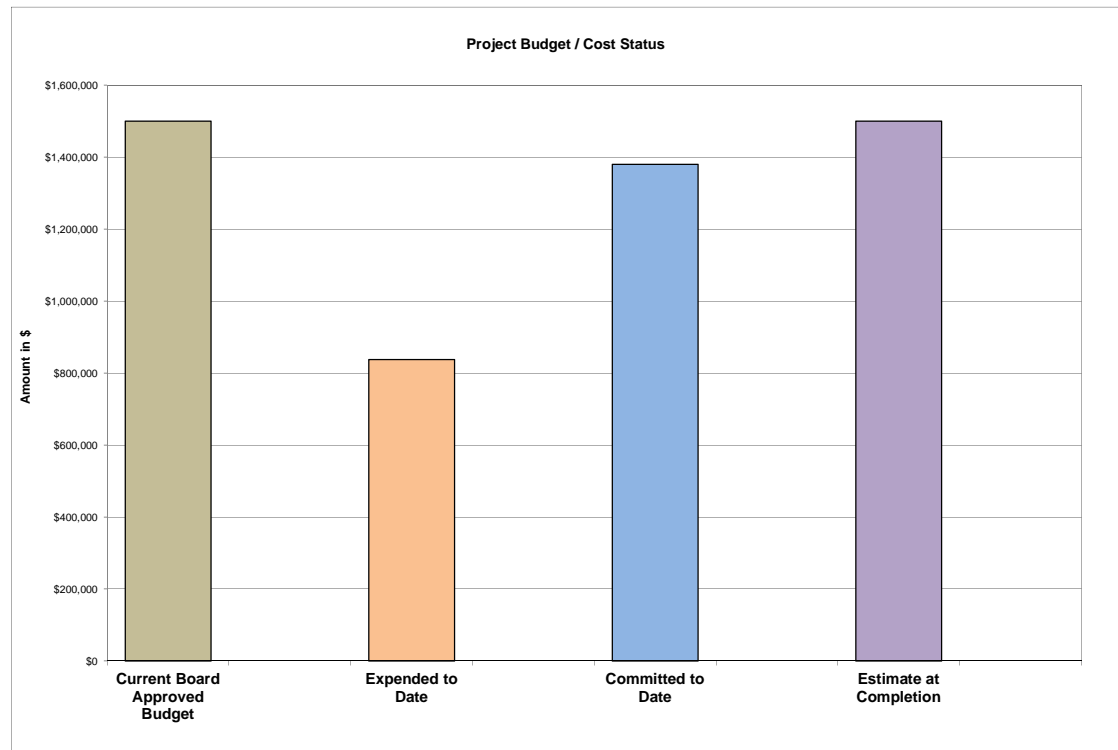
Issues: Construction completion delayed due to rain and construction crew personnel moving back to support PCEP.

SYSTEMWIDE SIGNAL SYSTEM REHABILITATION PROJECT - FY2016

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$1,500,000	\$837,844	\$1,380,138	\$1,500,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE STATION IMPROVEMENTS PROJECT – FY2016

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



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



The project is divided into the following three modules :

1. Module 75 - San Francisco 4th & King Station Floor Rehabilitation. (Complete)
2. Module 76 - San Carlos Station LED Replacement. (Complete)
3. Module 77 - Bayshore and Redwood City Stations LED Replacement.

Issues: None.

SCHEDULE:

Activity ID	Activity Description	Start	Finish	2017				2018				2019			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100001 - FY2016 Systemwide Station Improvement...		01-Jan-17 A	29-Sep-19												
Final Design		01-Jan-17 A	15-Feb-17 A												
Bid and Award		16-Feb-17 A	15-Mar-17 A												
Construction		16-Mar-17 A	30-Jun-19 A												
Project Close Out		01-Jul-19	29-Sep-19												

Progress:

Apr - Jun 2019

- (1) Developed criteria for the retrofit program including estimated costs.
- (2) Held public hearing on LED replacement methodology.
- (3) Awarded contract to A Bright Idea (ABI) for LED replacement.

Future**Activities:**

Jul - Sep 2019

- (1) Complete project closeout.

NOTE: This will be the last report for this project.

The remaining work in this project will be performed under the Systemwide Station Improvements Project – FY2017 project.

Issues:

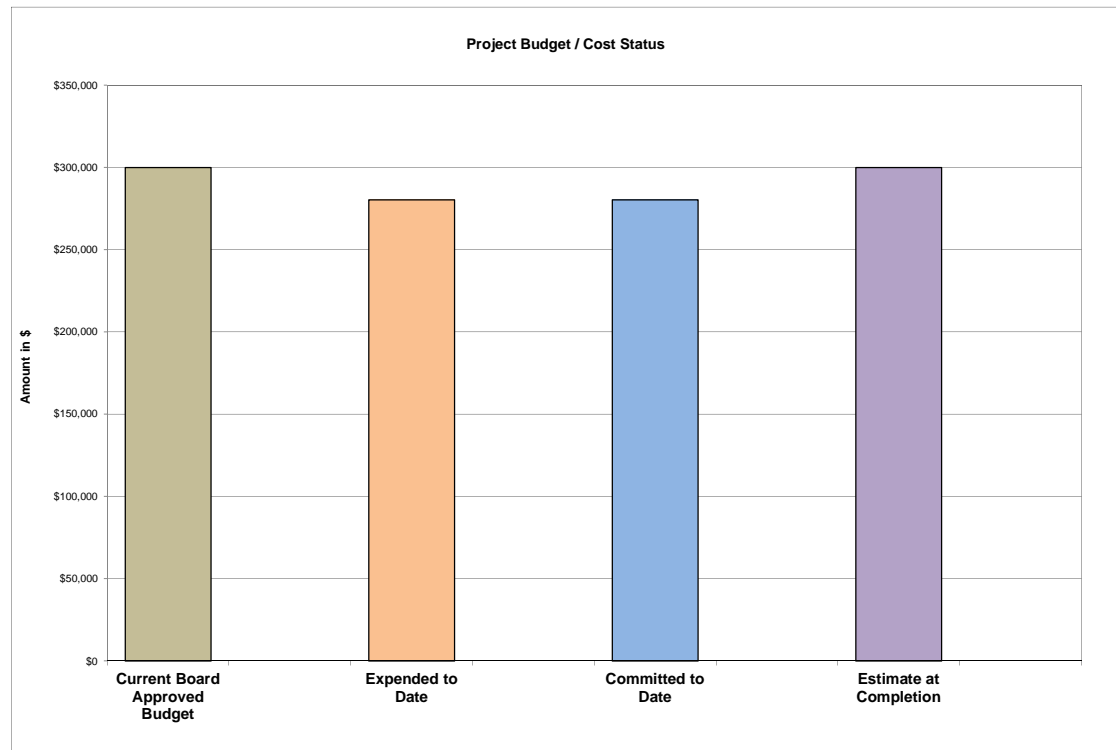
Schedule delay is due to review of the alternative methodology for LED replacement at multiple stations across Caltrain system, to maximize potential benefits from PG&E.

SYSTEMWIDE STATION IMPROVEMENTS PROJECT – FY2016

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$300,000	\$280,214	\$280,214	\$300,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE STATION IMPROVEMENTS PROJECT - FY2017



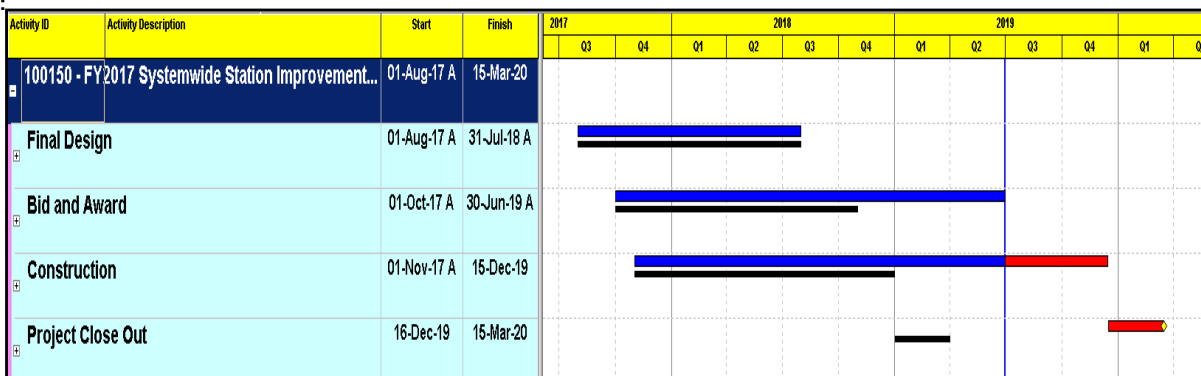
SCOPE: This project provides improvements at various passenger stations along the Caltrain right of way.



The project includes the following modules :

- Module 91 - Replace Information Display Cases – continue with priority list. (Complete)
- Module 92 - Install additional bike racks – San Antonio. (Complete)
- Module 93 - Retrofit existing lights with LEDs – All Stations.

Issues: None.

SCHEDULE:**Progress:**

- Apr - Jun 2019
- (1) Developed criteria for the retrofit program including estimated costs.
 - (2) Held public hearing on LED replacement methodology.
 - (3) Awarded contract to A Bright Idea (ABI) for LED replacement.

Future**Activities:**

- Jul - Sep 2019
- (1) Issue Notice to Proceed (NTP) to the contractor.
 - (2) Begin replacing LEDs.

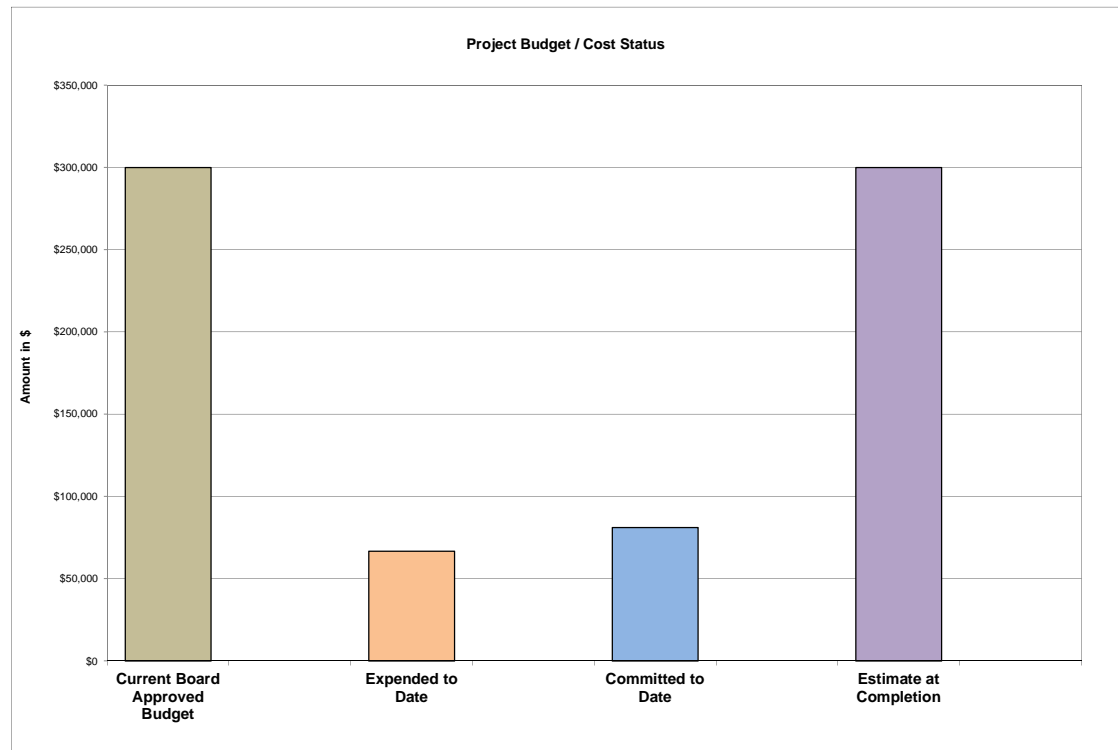
Issues: Schedule delay is due to review of the alternative methodology for LED replacement at multiple stations across Caltrain system, to maximize potential benefits from PG&E.

SYSTEMWIDE STATION IMPROVEMENTS 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	\$300,000	\$66,609	\$81,035	\$300,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY2017

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



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 FY2017 system wide track rehabilitation includes the following:

1. Replace stock rails points and frogs on as-needed.
2. Perform 100 welds approximately 50 in the removal of bonded insulated joints – about 50 locations and 50 welds in the welding of replaced stock rails, points and frogs for a total of 100 welds.
3. Replacement of standard ties on mainline tracks, approximately 1,500 ties.
4. Replacement of 200 switch ties on main tracks and yards.
5. Surfacing 30 miles of curve and tangent track, and 25 turn outs, 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, billable to UP.
9. Repair track and station platforms at College Park Station.
10. Minor repairs to bridges, culverts and structures – per annual inspection needs.
11. Leased facilities, purchase and rental equipment.
12. Purchased services – rail detector, geometry inspections, weed abatement etc.

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2018				2019			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100145 - FY2017 Systemwide Track Rehabilitation ...		01-Apr-18 A	30-Nov-19								
Construction		01-Apr-18 A	31-Aug-19								
Project Close Out		01-Sep-19	30-Nov-19								

Progress:

Apr - Jun 2019

- (1) Placed 600 tons of ballast.
- (2) Surfaced 2.9 miles of track.
- (3) Stabilized 2.8 miles of track.
- (4) Regulated 2.9 miles of ballast.
- (5) Built up 28 frog inserts.
- (6) Ground 87 switches.

- (7) Installed 277 cross ties.
- (8) Changed out 173 feet of rail.
- (9) CPUC conducted a site visit.
- (10) Performed tree trimming.
- (11) Performed fencing.

Future

Activities:

Jul - Sep 2019

- (1) Continue ongoing maintenance work.
- (2) Complete construction.

Issues:

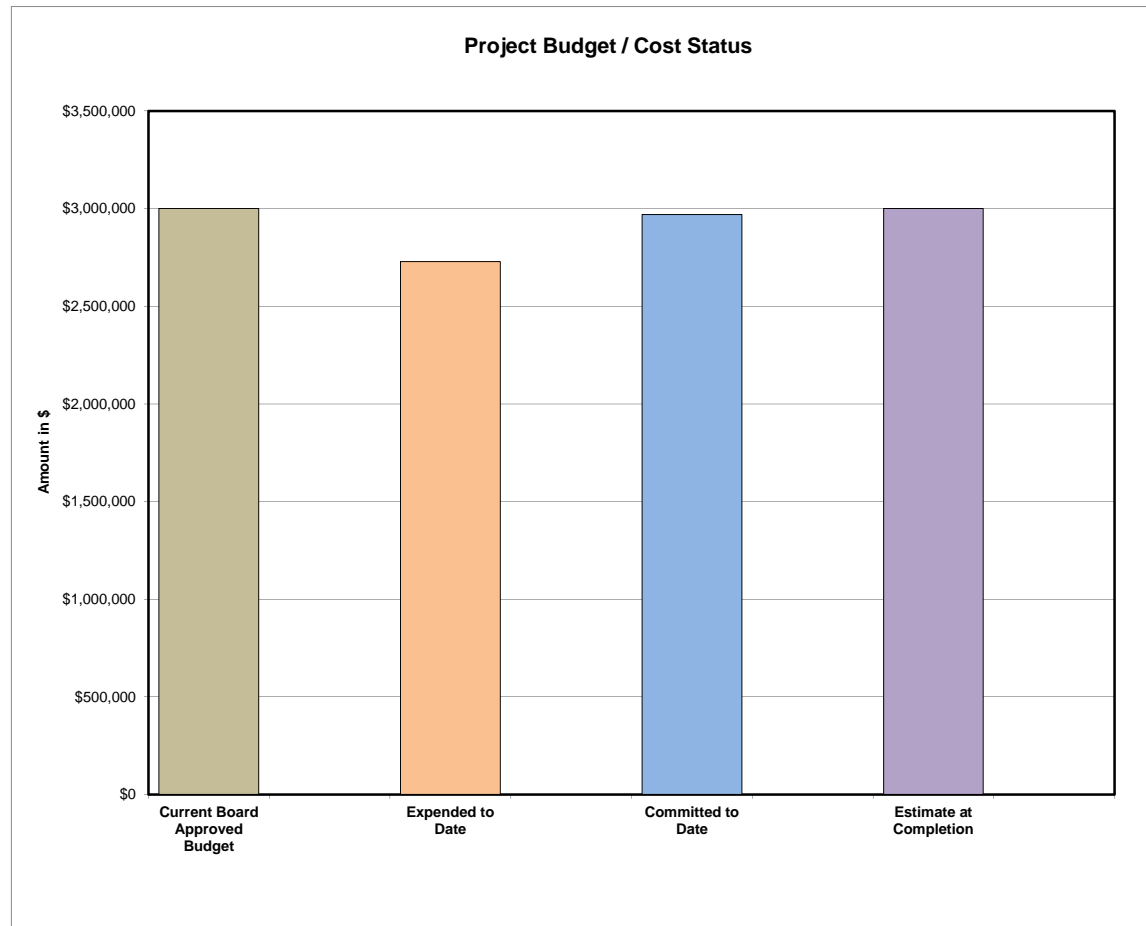
None.

SYSTEMWIDE TRACK REHABILITATION 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
Project Total	\$3,000,000	\$2,727,994	\$2,969,383	\$3,000,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

TICKET VENDING MACHINE REHAB PROGRAM PROJECT

SCOPE



SCHEDULE



BUDGET/COST



SAFETY



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.

Two prototype TVM's will be refurbished with Clipper functionality and other upgraded components. The prototypes will be installed in the Central Building for testing and development work.

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2018				2019				
				01	02	03	04	01	02	03	04	
100240 - Ticket Vending Machine Rehab Program		01-Jan-18 A	31-Jan-20									
Final Design		01-Jan-18 A	01-Nov-18 A									
Bid and Award		01-Mar-18 A	30-Apr-19 A									
Construction		01-May-19 A	31-Oct-19									
Project Close Out		01-Nov-19	31-Jan-20									

Progress:

- Apr - Jun 2019
- (1) Executed the contract agreement with Ventek and issued the Notice to Proceed.
 - (2) Conducted a kick off meeting with Ventek.
 - (3) Ventek began to work on the touchscreen pages for the user interface.
 - (4) Executed the funding agreement with MTC for the Clipper hardware and system support was executed.
 - (5) Ventek started refurbishing a TVM for the prototype machine by installing the touchscreen.

Future

Activities:

- Jul - Sep 2019
- (1) Ventek to continue on software development and touchscreen pages.
 - (2) Ventek to continue refurbishing a TVM for the prototype.

Issues:

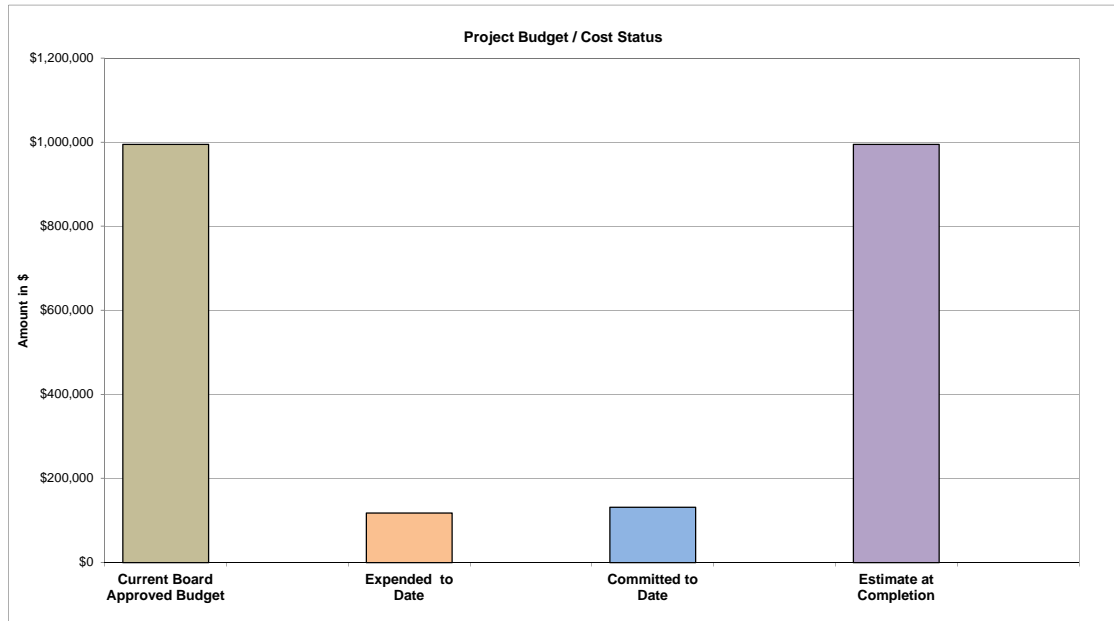
The current baseline dates have been updated based on Ventek's approved baseline construction schedule.

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	\$995,000	\$117,970	\$131,094	\$995,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

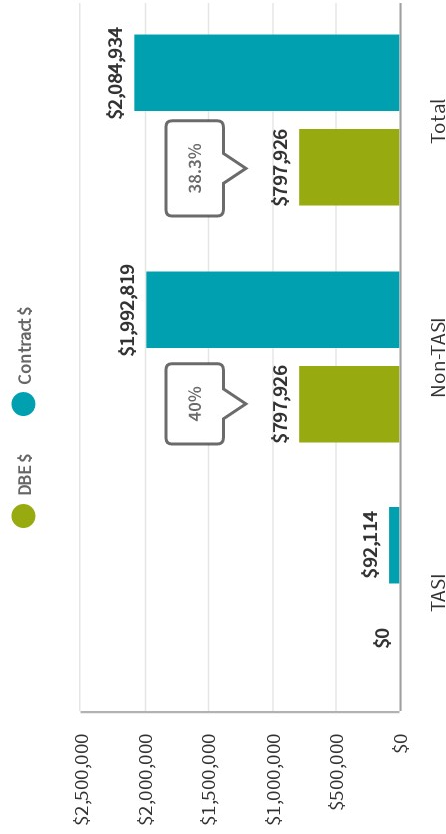
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Caltrain : Disadvantaged Business Enterprise (DBE)

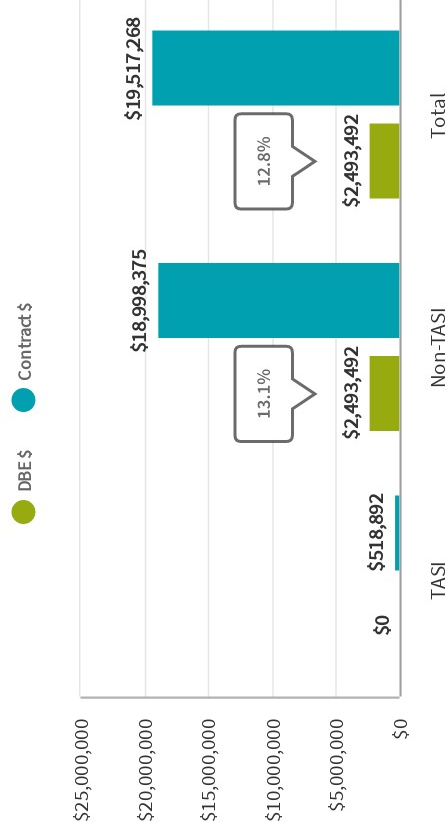
Quarterly Status Report:

- The Caltrain overall DBE goal is 14%.
- Higher DBE participation in the third quarter (38.3%) served to boost federal fiscal year-to-date DBE utilization to 12.8%.
- TASI had zero percent (0%) DBE utilization for the federal fiscal year-to-date.

FFY19 Q3: April 01, 2019 to June 30, 2019



2019 Federal Fiscal Year-to-Date



The third quarter's high DBE performance was attributed to the participation of professional service firms.

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	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p>
2. BUDGET	<p>(a) Estimate at Completion is within plus /minus 5% of the Current Board Approved Budget.</p>	<p>(a) Estimate at Completion exceeds the Current Board Approved Budget by 5% to 10%.</p>	<p>(a) Estimate at Completion exceeds the Current Board Approved Budget by more than 10%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus two months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than two to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Project milestones / critical path show slippage more than two consecutive months.</p> <p>(b) Forecast project completion is later than the current baseline scheduled completion by more than six months.</p> <p>(c) Schedule NOT defined for two consecutive months.</p>
4. SAFETY	<p>(a) No reported safety related incidents on the project.</p>	<p>(a) One Near Miss or incident requiring written report based on contract requirements.</p>	<p>(a) Injury (worker or passenger) requiring reporting to the Federal Railroad Administration.</p> <p>(b) Two or more Miss or incident requiring written report based on contract requirements.</p>

Schedule Legend



Completed



Critical path



Baseline/target schedule