



Quarterly Capital Program Status Report and DBE Status Report

Prepared for the December 05, 2019 Caltrain Board Meeting

1st Quarter FY2020: July 01, 2019 – September 30, 2019

Peninsula Corridor Joint Powers Board



TABLE OF CONTENTS

Capital Program - Budget Status Summary	1
Traffic Light Report	3
25th Avenue Grade Separation Project	4
Burlingame Broadway Grade Separation Project (Preliminary Design/Environmental Clearance)	6
Churchill Avenue Grade Crossing	8
Energy Efficient Lighting at Caltrain Stations	10
F-40 Locomotive Mid-Life Overhaul Project	12
Guadalupe River Bridges Replacement and Extension Project (Preliminary Design/Environmental Clearance)	14
Marin Street and Napoleon Avenue Bridge Closure Project	16
Mary Avenue Traffic Signal Project	18
MP-36 Locomotive Mid-Life Overhaul Project	20
Railroad Communications System Project - FY2017	22
Railroad Communications System Project - FY2018	24
Railroad Communications System Project - FY2019	26
Rengstorff Avenue Grade Separation	28
Right of Way Fencing Project	30
South San Francisco Station Improvement Project	32
Station Enhancement and Renovation Project	34
Systemwide Signal System Rehabilitation Project - FY2016	36
Systemwide Signal System Rehabilitation Project - FY2019	38
Systemwide Station Improvements Project - FY2017	40
Systemwide Track Rehabilitation Project – FY2017	42
Systemwide Track Rehabilitation Project – FY2019	44
Ticket Vending Machine Rehab Program Project	46
DBE Status Report	49
Definition of Terms	50
Performance Status (Traffic Light) Criteria / Schedule Legend	51

Caltrain - Capital Program - Budget Status Summary

1st Quarter FY2020 - July 01, 2019 to September 30, 2019

All Costs in \$1,000's

Programs						
	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
1. Station and Intermodal Access	\$3,483	\$39,756	\$1,450	\$745	\$6,600	\$4,870
2. Right of Way / Signal & Communications	\$22,275	\$40,350	\$180,232	\$22,438	\$20,072	\$20,877
3. Rolling Stock	\$3,900	\$4,000	\$6,997	\$12,826	\$17,034	\$5,063
4. Operational Improvements/Enhancements	\$2,271	\$2,844	\$4,723	\$31,054	\$2,050	\$3,800
5. Planning and Studies	\$1,740	\$4,220	\$2,756	\$3,040	\$6,365	\$12,290
7. Legal Mandates & Required Enhancements	\$1,595	\$3,337	\$14,721	\$1,220	\$1,327	\$500
Total Board Approved Budget by FY	\$35,264	\$94,507	\$210,879	\$71,323	\$53,448	\$47,400

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
- Churchill Avenue Grade Crossing
- Energy Efficient Lighting Retrofit
- 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
- Rengstorff Avenue Grade Separation
- 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 - Various Locations
- Inward Facing Cameras on trains
- Los Gatos Bridge Replacement Project
- 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		
	Q4FY19	Q1FY20	Q4FY19	Q1FY20	Q4FY19	Q1FY20	Q4FY19	Q1FY20	
25th Ave. Grade Separation Project									4
Burlingame Broadway Grade Separation Project (Preliminary Design/Environmental Clearance)									6
Churchill Avenue Grade Crossing									8
Energy Efficient Lighting at Caltrain Stations									10
F-40 Locomotive Mid-Life Overhaul Project									12
Guadalupe River Bridges Replacement and Extension Project (Preliminary Design/Environmental Clearance)									14
Marin Street and Napoleon Avenue Bridge Closure Project									16
Mary Avenue Traffic Signal Project									18
MP-36 Locomotive Mid-Life Overhaul Project									20
Railroad Communications System Project - FY2017									22
Railroad Communications System Project - FY2018									24
Railroad Communications System Project - FY2019									26
Rengstorff Avenue Grade Separation									28
Right Of Way Fencing Project									30
South San Francisco Station Improvement Project									32
Station Enhancement and Renovation Project									34
Systemwide Signal System Rehabilitation Project - FY2016									36
Systemwide Signal System Rehabilitation Project - FY2019									38
Systemwide Station Improvements Project - FY2017									40
Systemwide Track Rehabilitation Project - FY2017									42
Systemwide Track Rehabilitation Project - FY2019									44
Ticket Vending Machine Rehab Program Project									46



= 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, 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:



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

Progress:

Jul - Sep 2019

- (1) Continued MSE wall installation between 25th and 28th Avenues (Wall B).
- (2) Continued excavation for the 31st Avenue road lowering west side.
- (3) Continue Wall C, Wall D between Ped underpass and 31st Avenue.
- (4) Continued retaining wall at 28th Avenue and 31st Avenue.
- (5) Completed 31st avenue bridge superstructure.
- (6) Completed 28Th Avenue bridge.
- (7) Began Excavate at 28th Avenue west side.
- (8) Begin pulling fiber for AT&T.
- (9) Completed AT&T communication relocation work - Ped underpass.
- (10) Completed MSE wall installation between 25th and Ped underpass (Wall B and Wall C).
- (11) Completed 28th Avenue center bent.
- (12) Completed moment slab and OCS foundation at MSE wall North of 25th (Wall A) and final pour at Wall A.
- (13) Completed MSE wall installation between 25th and Ped underpass (Wall B).

Future

Activities:

Oct - Dec 2019

- (1) Continue Wall C and Wall D.
- (2) Continue Moment slab and OCS Foundations at Wall B.
- (3) Continue pull fiber for ATT.
- (4) Complete retaining wall 28th Avenue west side.
- (5) Complete retaining walls at 31st avenue - street west side.
- (6) Complete MSE wall at Wall C.
- (7) Complete moment slab and OCS foundation at Wall B.
- (8) Begin Wall E.

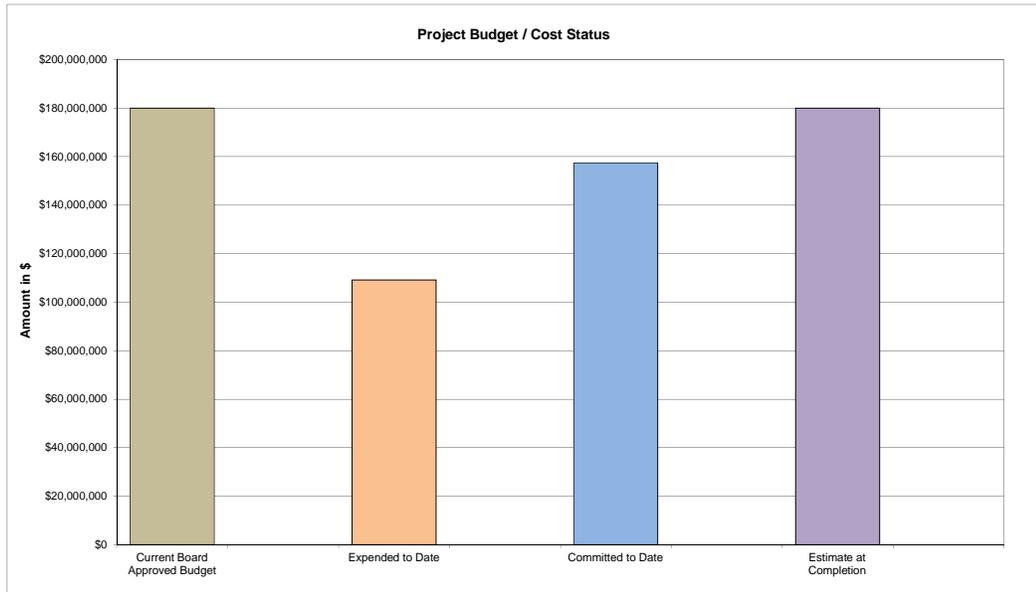
Issues: Project schedule is delayed due to relocation of Third party fiber optic cable (TPFOC) /PTC. Time extension change order is being negotiated.

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	\$109,173,200	\$157,372,794	\$180,000,000	\$0



Issues: None.

SAFETY:



One near miss incident reported this quarter. A truck driver did not heed the flagman's signal. The flagman was able to get the trucker to stop 10 feet from rail before the train passed.

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

SCOPE 	SCHEDULE 	BUDGET/COST 	SAFETY 
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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				2020		
				01	02	03	04	01	02	03	04	01	02	03
100244 - Burlingame Broadway Grade Separation		18-Dec-17 A	31-Jul-20											
Preliminary Engineering 35%		18-Dec-17 A	28-Jun-19 A											
Environmental Clearance		01-Dec-19	31-Jul-20											

Progress:

- Jul - Sep 2019
- (1) Continued meeting with stakeholders.
 - (2) Continued technical studies for environmental clearances and drafting scoping memo.
 - (3) Continued design review process.
 - (4) Continued coordination with Electrification project regarding redesign of traction power paralleling station.
 - (5) Continued to review parking lot options in relation to archaeological issues at south end of Carolan Ave.
 - (6) Continued coordination regarding bike/ped access around the future station.
 - (7) Working on draft contract for final design services.
 - (8) Working with city to resolve pending items and to prepare for community outreach meeting.

Future Activities:

- Oct - Dec 2019
- (1) Continue meeting with stakeholders.
 - (2) Continue technical studies for environmental clearances.
 - (3) Conduct 35% design review and phase gate meeting.
 - (4) Continue coordination with Electrification project regarding redesign of traction power paralleling station.
 - (5) Continue to review parking lot options in relation to archaeological issues at south end of Carolan Ave.
 - (6) Continue coordination regarding bike/ped access around the future station.
 - (7) Work on draft contract for final design services.
 - (8) Work with city to resolve pending items and to prepare for community outreach meeting.

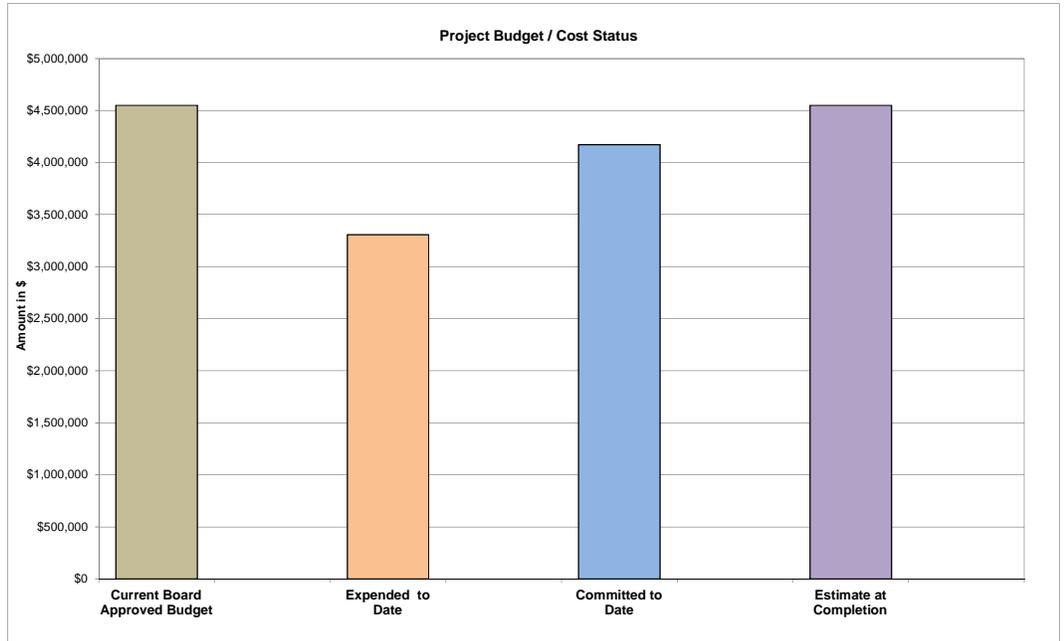
Issues: (1) Environmental clearance pending a community outreach meeting scheduled by the City of Burlingame.

**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	\$3,306,510	\$4,171,661	\$4,550,000	\$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 ID	Activity Description	Start	Finish	2020				2021				2022				
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
100426 - Churchill Avenue Grade Crossing		01-Sep-19 A	30-Apr-22													
	Preliminary Engineering	01-Sep-19 A	30-Sep-20													
	Procurement	01-Oct-20	31-Mar-21													
	Construction	01-Apr-21	31-Dec-21													
	Project Close Out	01-Jan-22	30-Apr-22													

Progress:

Jul - Sep 2019

- (1) Received the executed agreement from Caltrans.
- (2) Worked on developing the work directive proposal request (WDPR) for the design.

Future

Activities:

Oct - Dec 2019

- (1) Issue the WDPR for the design.

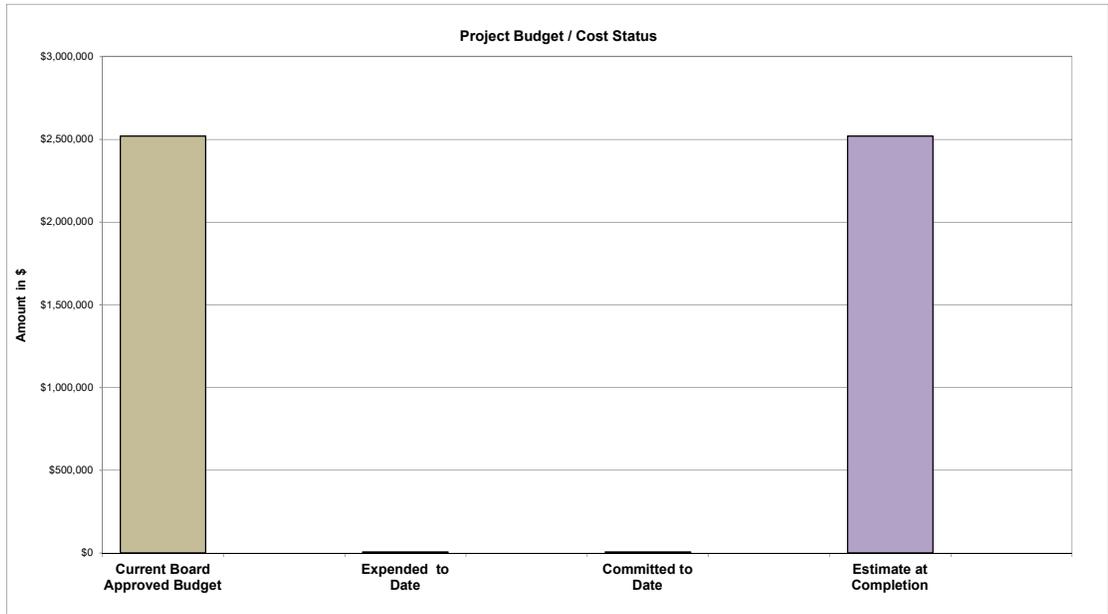
Issues: None.

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	\$5,000	\$5,000	\$2,520,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

ENERGY EFFICIENT LIGHTING AT CALTRAIN STATIONS



SCOPE: The project will retrofit lights located on platforms, passenger shelters, pedestrian underpasses, parking lots and other buildings at 20 Caltrain stations. The efficient light-emitting diode (LED) lights are expected to reduce electricity costs and will reduce maintenance costs due to longer expected product lifetimes.

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2019					
				Q1	Q2	Q3	Q4	Q1	
100443 - Energy Efficient Lighting at Caltrain Stati...		01-Jan-19 A	31-Mar-20						
	Bid and Award	01-Jan-19 A	13-Jun-19 A	█					
	Construction	14-Jun-19 A	31-Dec-19		█		█		
	Project Close Out	01-Jan-20	31-Mar-20					█	

Progress:

Jul - Sep 2019 (1) Began LED light replacement process.

Future

Activities:

Oct - Dec 2019 (1) Continue LED light replacement at 20 stations along the corridor.

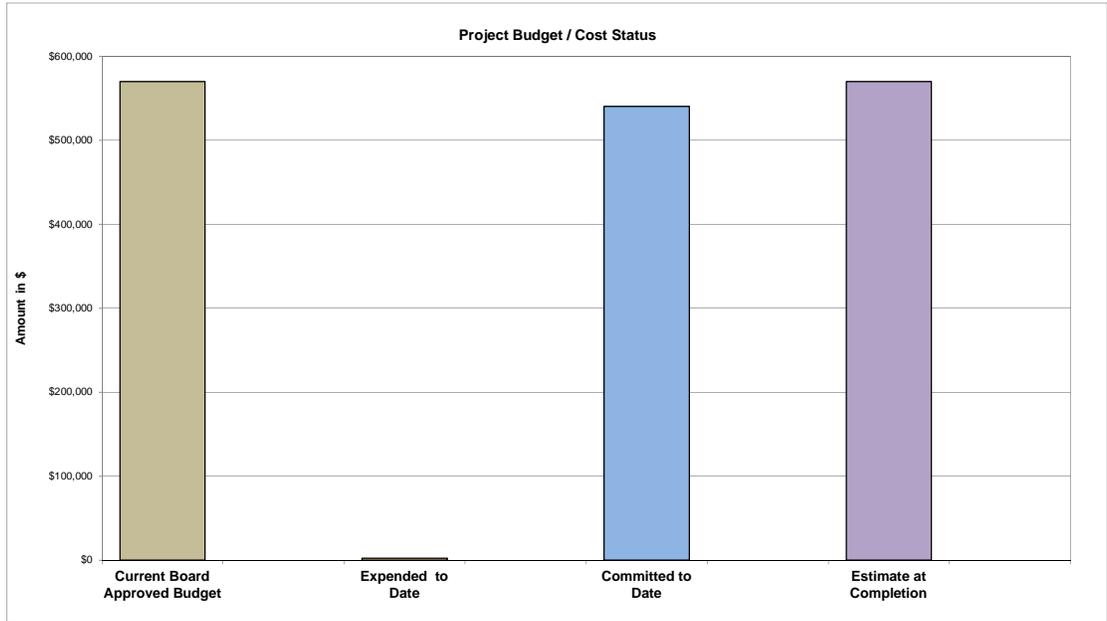
Issues: None.

ENERGY EFFICIENT LIGHTING AT CALTRAIN STATIONS

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	\$570,000	\$2,320	\$540,395	\$570,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

F-40 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT



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				2020				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3		
100005 - F-40 Mid-Life Overhaul		31-Mar-17 A	30-Jun-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	01-Apr-20																
Project Close Out		02-Apr-20	30-Jun-20																

Progress:

Jul - Sep 2019

- (1) Fixed issues found a result of commissioning testing of locomotive #920.
- (2) Received locomotive #921.
- (3) Continued overhaul of locomotive #922.

Future

Activities:

Oct - Dec 2019

- (1) Install inward facing cameras on locomotive #920 and #921.
- (2) Put locomotive #920 in service.
- (3) Continue overhaul of locomotive #922. Return and final acceptance is expected by early 2020.
- (4) Begin commissioning testing of locomotive #921.

Issues:

Schedule delay is due to:

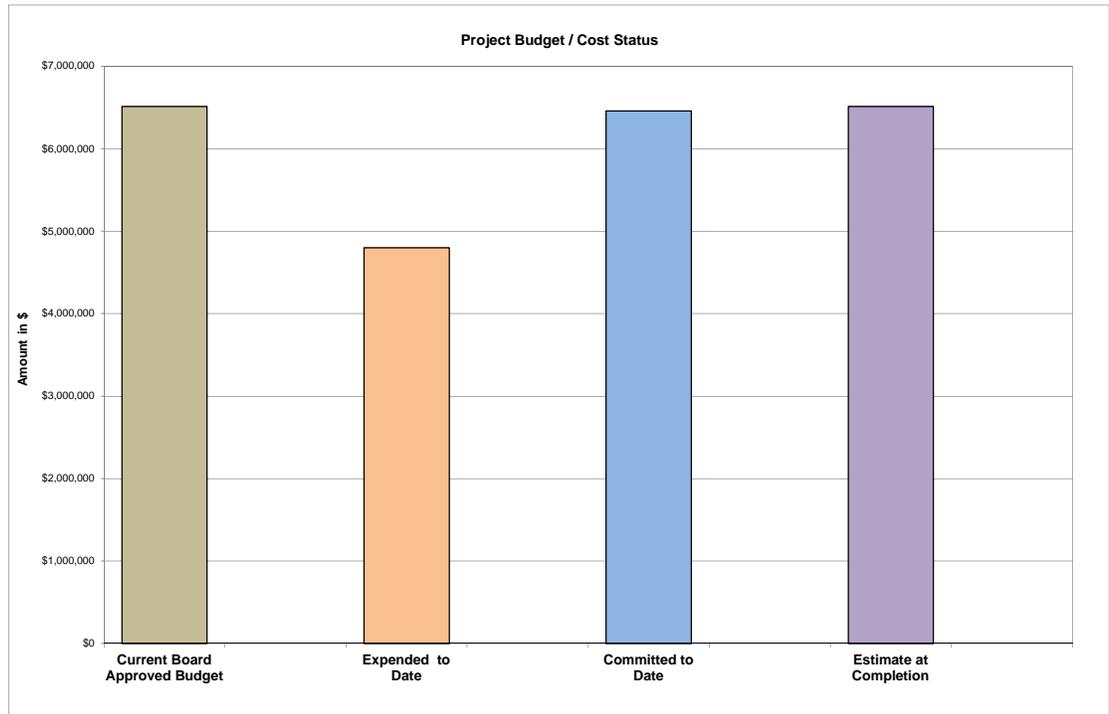
- (1) Additional parts needing to be replaced that were not part of the original overhaul scope.
- (2) Resource constraints facing the contractor in hiring qualified workers to perform the locomotive overhauls.

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	\$4,799,165	\$6,457,036	\$6,510,000	\$0



Issues: None.

SAFETY:



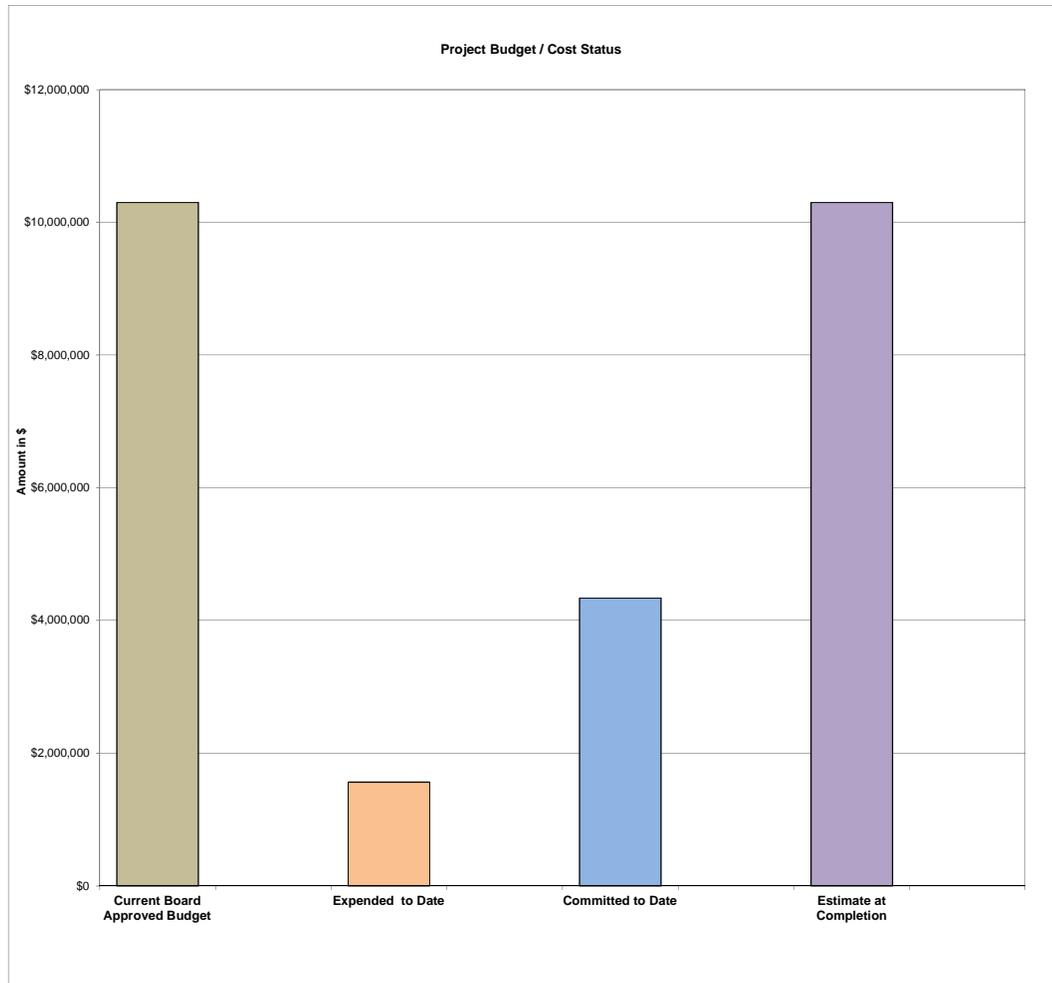
No incidents reported this quarter.

**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	\$1,565,624	\$4,339,364	\$10,300,000	\$0



Issues: None.

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:

Existing box culvert at Napoleon Street, existing job site conditions, construction work plans, access and staging area issues, city of SF directed "major encroachment permit."

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2015		2016		2017		2018		2019		2020		2021			
				Q2	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
002080	Marin & Napoleon Ave Bridge Closure	01-Dec-14 A	30-Jun-21																
	Preliminary Engineering	01-Dec-14 A	30-Apr-16 A																
	Engineering Design	01-May-16 A	31-Aug-19 A																
	Bid and Award	01-Sep-19 A	30-Apr-20																
	Construction	01-May-20	31-Mar-21																
	Project Close Out	01-Apr-21	30-Jun-21																

Progress:

Jul - Sep 2019

- (1) Submitted plans/technical specifications for IFB phase.
- (2) Working with C&P for general provisions.
- (3) Working with designers, constructability review team, crane vendors regarding the crane.
- (4) Working with City of SF, Legal team regarding "major encroachment permit".
- (5) Working for box culvert structure pre-assessment with SFPUC.

Future

Activities:

Oct - Dec 2019

- (1) Finalize the plans/specs regarding utilities, permits, stage construction issues.
- (2) Finalize the plans/specs for contract advertisement.
- (3) Submit box culvert protection plan and pre-construction assessment for city review.

Issues:

Project schedule has been extended due to:

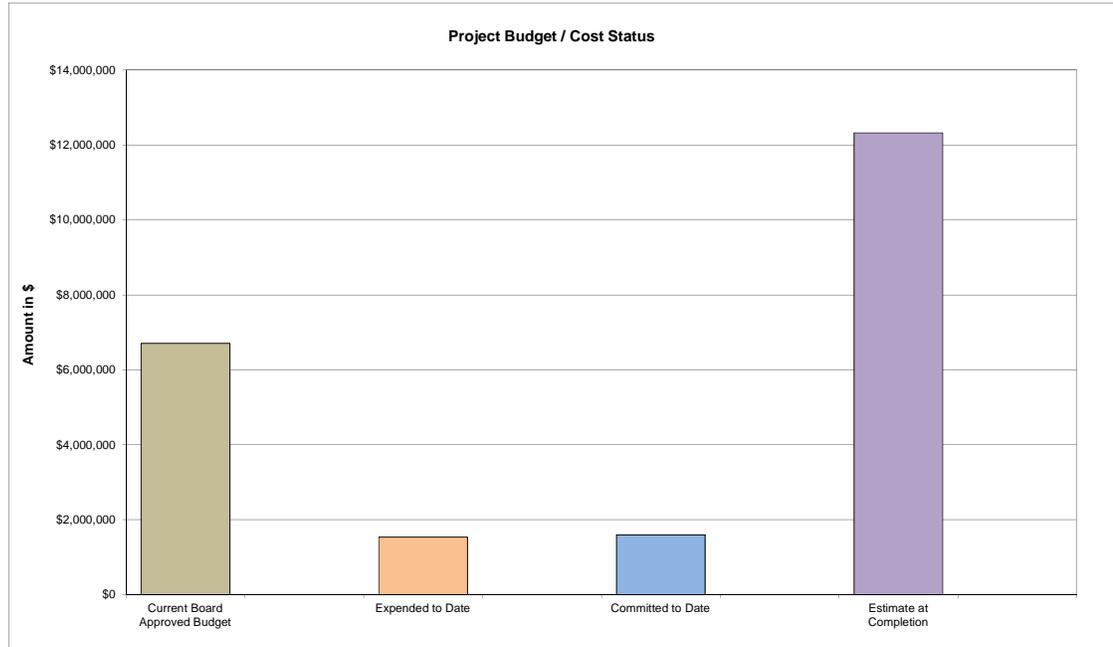
- (1) Existing box culvert coordination at Napoleon Street.
- (2) Crane - stage construction issue due to existing constraints.
- (3) Existing job site conditions - homeless and DPW on PCJPB right of way.
- (4) Major encroachment permit - requested by City of San Francisco.

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	\$1,530,738	\$1,594,250	\$12,322,946	(\$5,618,946)



Issues:

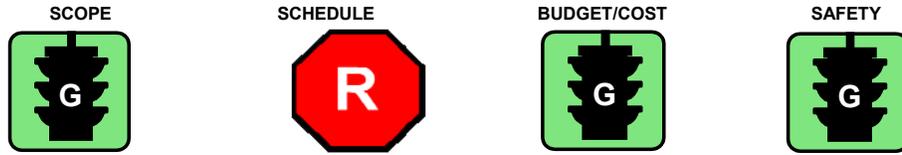
- (1) The constructability review is included in the current budget.
- (2) Additional funding for the trackwork will need to be identified.
- (3) Additional funding will be needed to complete construction.
- (4) Project EAC has been increased this quarter as per Project Manager latest cost estimate and is due to risk register cost, box culvert inspection, permits, weekend work, soft cost etc., which were inadvertently missed in the original estimate.

SAFETY:



No incidents reported this quarter.

MARY AVENUE TRAFFIC SIGNAL PREEMPTION PROJECT



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				2021			
				Q1	Q2	Q3	Q4												
100278 - Mary Avenue Traffic Signal		01-Feb-18 A	31-Oct-21																
Final Design		01-Feb-18 A	31-Mar-20																
Bid and Award		01-Apr-20	30-Sep-20																
Construction		01-Oct-20	30-Jun-21																
Project Close Out		01-Jul-21	31-Oct-21																

Progress:

Jul - Sep 2019 (1) Received the 65% PCEP signal design for Mary avenue.
 (2) Met with the city of Sunnyvale and received the traffic signal preemption time requirements.

Future

Activities:

Oct - Dec 2019 (1) Continue working on the 65% design.

Issues:

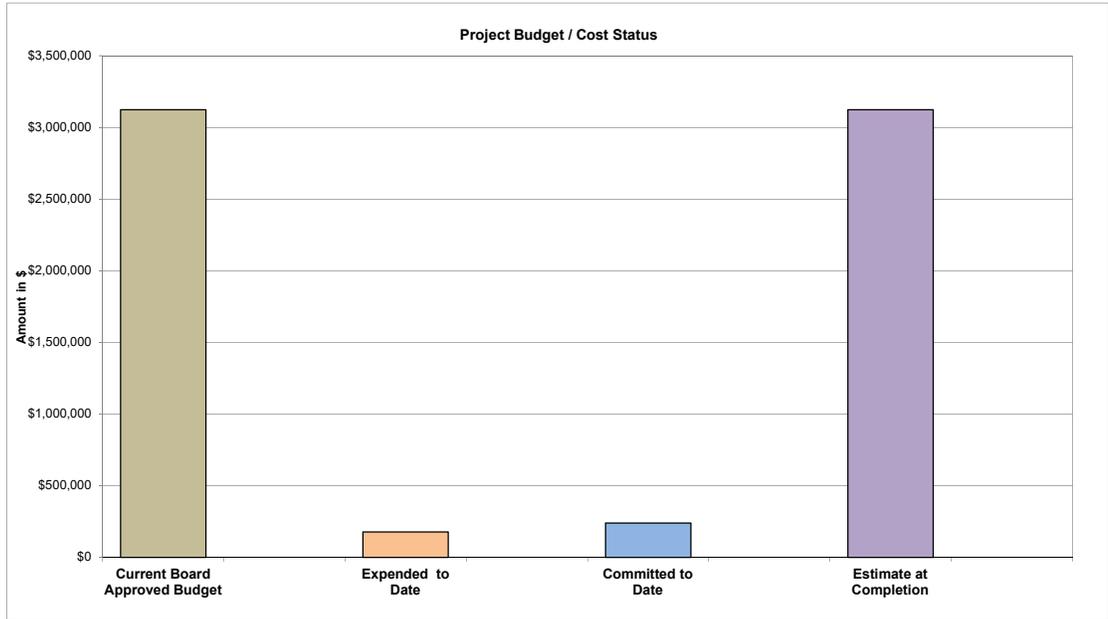
(1) Due to the coordination issues with the City of Sunnyvale and the Electrification project, the design has been delayed to the end of the year.

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	\$177,556	\$238,996	\$3,125,000	\$0



Issues: None.

SAFETY:



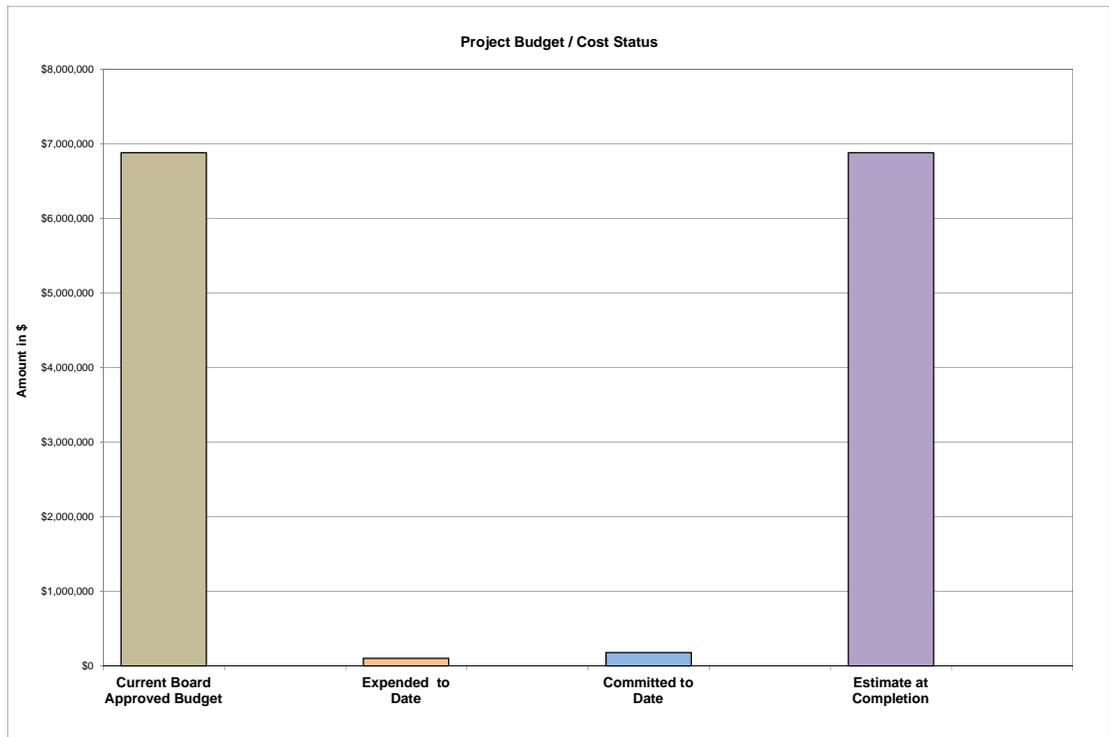
No incidents reported this quarter.

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	\$103,251	\$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.

The current scope is for design only.

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2019				2020						
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
100147 - FY2017 Railroad Communication SOGR		01-Sep-18 A	15-Oct-20											
Final Design		01-Sep-18 A	15-Dec-19											
Bid and Award		16-Dec-19	15-Jul-20											
Project Close Out		16-Jul-20	15-Oct-20											

Progress:

- Jul - Sep 2019
- (1) Finalized design report.
 - (2) Initiated design plans & specifications.

Future

Activities:

- Oct - Dec 2019
- (1) Continue with design plans & specifications.

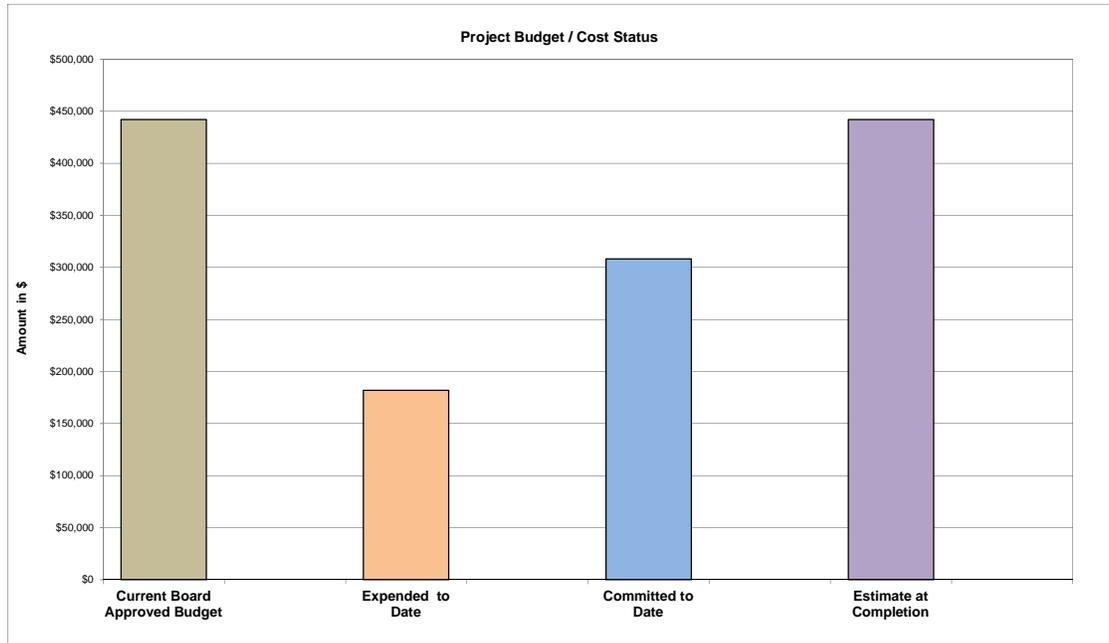
Issues: None.

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	\$181,956	\$308,292	\$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:

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



Project will consist of the following tasks:

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

Issues:

None.

SCHEDULE:



Activity ID	Activity 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									
Procurement		09-May-19 A	30-Sep-19 A	█	█							
Final Design		09-May-19 A	08-Nov-19	█	█	█						
Bid and Award		09-Nov-19	08-May-20			█	█	█				
Construction		09-May-20	08-Nov-20					█	█	█		
Project Close Out		09-Nov-20	08-Feb-21								█	█

Progress:

Jul - Sep 2019

- (1) Issued Work Directive (WD) for microwave design.
- (2) Initiated microwave design.
- (3) Procured and received five ATCS Radios.

Future

Activities:

Oct - Dec 2019

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

Issues:

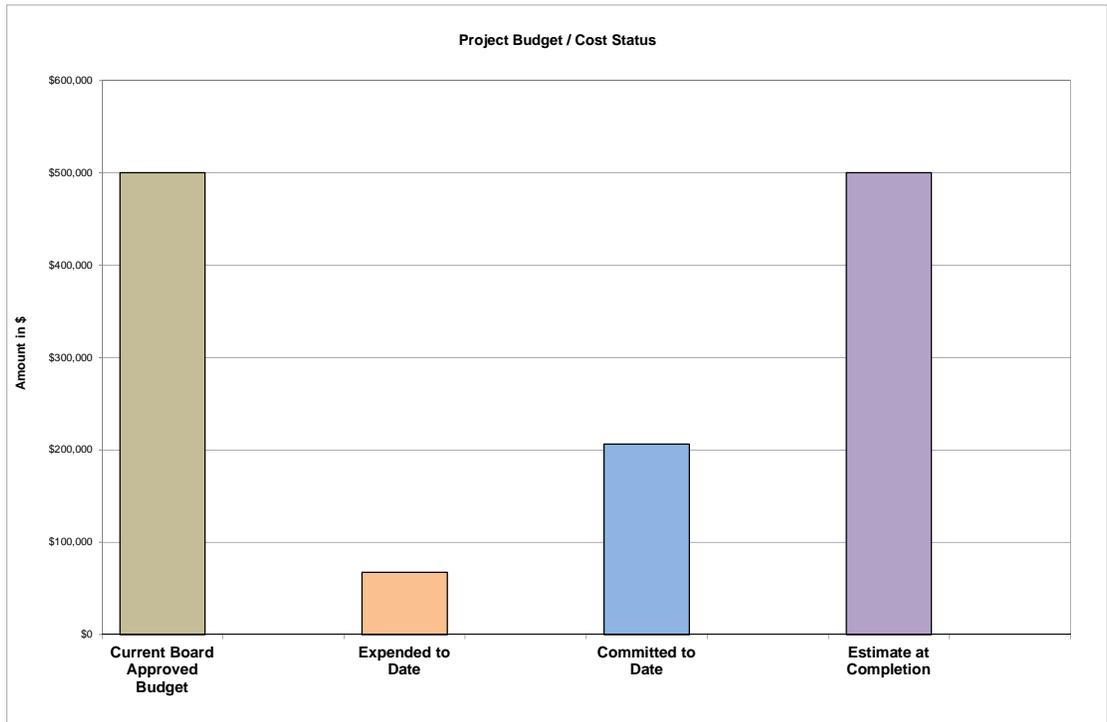
None.

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	\$67,448	\$206,391	\$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).
- RF Loading Test for Microwave, VHF, and ATCS systems.

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2019			2020		
				Q2	Q3	Q4	Q1	Q2	Q3
100406 - FY2019 Railroad Communication SOGR		20-May-19 A	21-Aug-20						
	Bid and Award	20-May-19 A	20-Nov-19	[Gantt bar: blue from Q2 to Q4]					
	Testing	21-Nov-19	21-May-20			[Gantt bar: red from Q4 to Q2 2020]			
	Project Close Out	22-May-20	21-Aug-20				[Gantt bar: red from Q2 to Q3 2020]		

Progress:

- Jul - Sep 2019
- (1) Conducted phone interview for NSIA.
 - (2) Received Work Directive Proposal (WDP) for NSIA.
 - (3) Received WDP for RF loading assessment.

Future

Activities:

- Oct - Dec 2019
- (1) Issue award of NSIA Work Directive (WD).
 - (2) Issue RF loading assessment WD.
 - (3) Initiate NSIA intrusion test.
 - (4) Initiate RF Loading Assessment

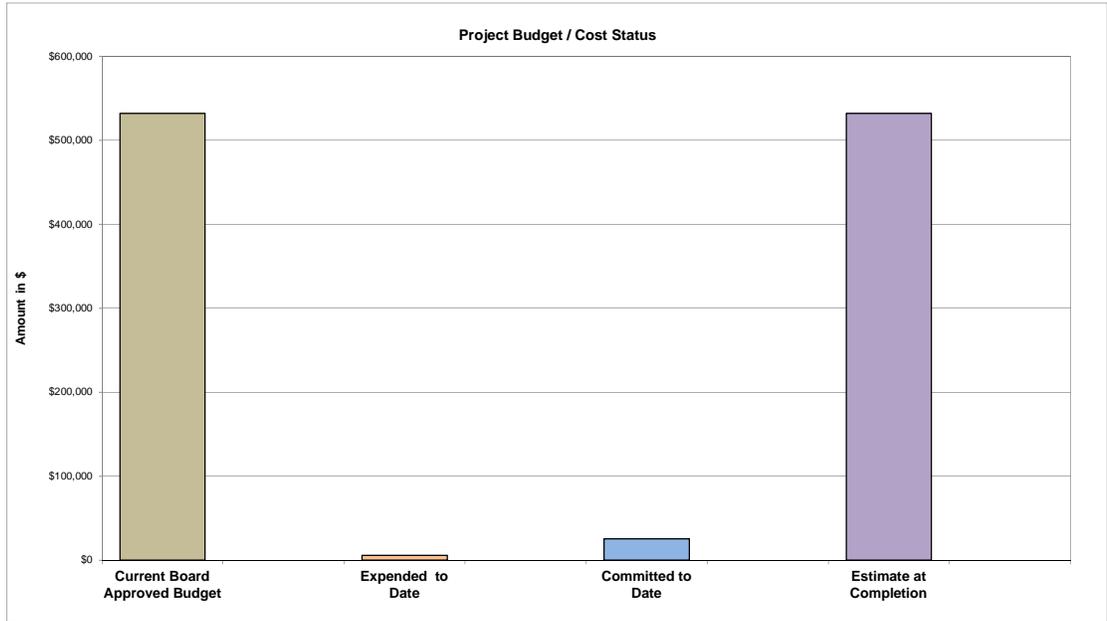
Issues: None.

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	\$5,618	\$25,600	\$532,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

RENGSTORFF AVENUE GRADE SEPARATION



SCOPE: The project will 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 of approximately 1,200 feet of Rengstorff Avenue and 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.

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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2020						
				Q3	Q4	Q1	Q2	Q3	Q4	
100482 - Rengstorff Avenue Grade Separation		05-Aug-19 A	31-Oct-20							
Preliminary Engineering		05-Aug-19 A	31-Oct-20							
Environmental Clearance		30-Sep-19	30-Sep-19							

Progress:

- Jul - Sep 2019
- (1) Conducted initial project meeting with Aecom and JPB Program Delivery.
 - (2) Conducted initial project meeting with Aecom and JPB Environment.
 - (3) Conducted initial project meeting with Aecom, JPB and Client – City of Mountain View.
 - (4) Reviewed initial Aecom staff resource plan and budget program format.
 - (5) Aecom to continue utility research and mapping.
 - (6) Began reviewing the project to make sure that 4 tracks are considered for Rengstorff Project.

Future

Activities:

- Oct - Dec 2019
- (1) Consultant to update project delivery plan and schedule for JPB approval.
 - (2) Obtain JPB environment staff resource plan and cash flow Schedule.
 - (3) Continue utility research and mapping.
 - (4) Commence arial survey process.
 - (5) Initiate communication with Union Pacific.
 - (6) Confirm 4 track approach for project.
 - (7) Schedule meeting between Aecom and JPB environmental team – deliverables schedule coordination

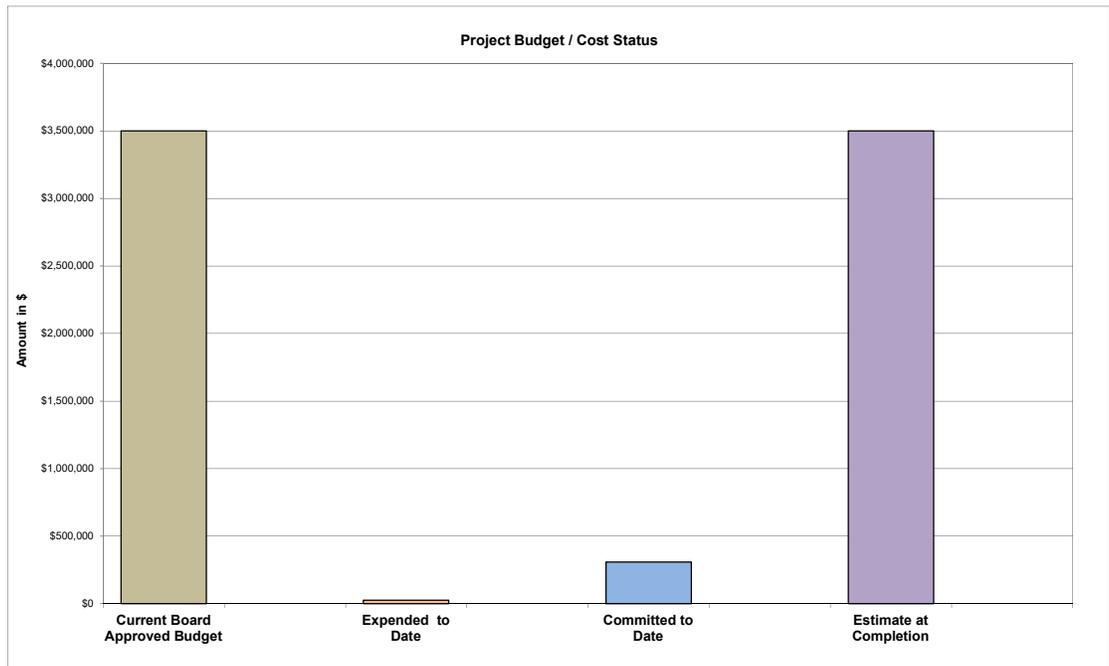
Issues: None.

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	\$25,000	\$308,406	\$3,500,000	\$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: (1) Currently the construction contract has authority to perform work through option 1.
 (2) Option 2 will need to be exercised before Agbayani Construction Corp. can continue work.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2016		2017				2018				2019				2020	
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
100053 - Right of Way Fencing Project		02-Jun-16 A	29-Feb-20																
Construction (Base)		02-Jun-16 A	31-Mar-18 A																
Construction (Option 1)		16-Apr-18 A	30-Nov-19																
Project Close Out		01-Dec-19	29-Feb-20																

Progress:
 Jul - Sep 2019 (1) Completed option 1 fencing work.
 (2) Began option 1 close out.
 (3) Continued preparation to exercise option 2.
 (4) Received a Stop Notice from contractor’s material supplier.

Future Activities:
 Oct - Dec 2019 (1) Complete option 1 close out.
 (2) Complete exercising option 2.
 (3) Mitigate the Stop Notice.

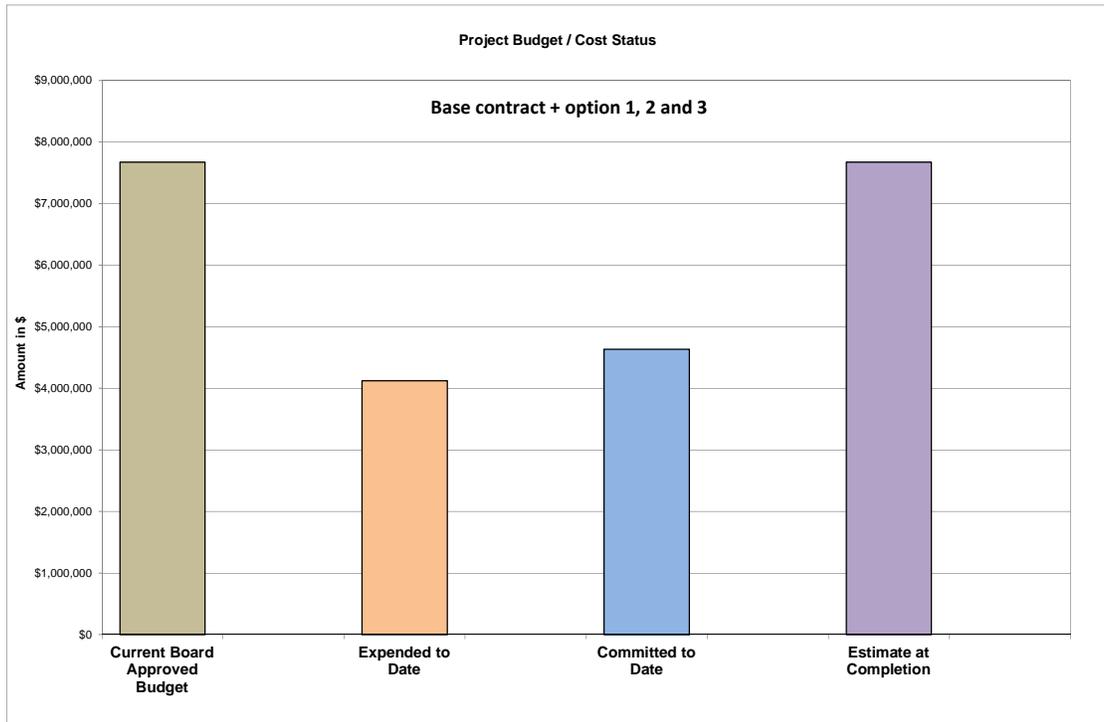
Issues: (1) Schedule dates are for the base contract and option 1 only.
 (2) Schedule may be delayed due to Stop Notice received from contractor's material supplier.

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	\$4,122,064	\$4,634,667	\$7,672,958	\$0



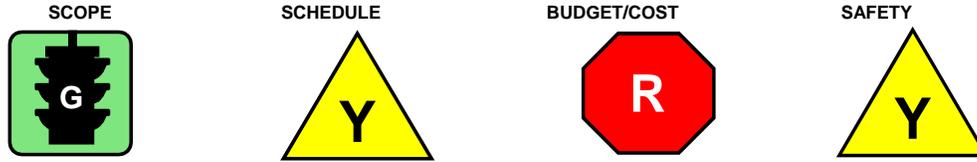
Issues: Current Board approved budget, expended, committed and estimate at completion reflect the base contract and option 1, 2 and 3.

SAFETY:



No incidents reported this quarter.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT



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.



Activity ID	Activity Description	Start	Finish	2015		2016				2017				2018				2019				2020				2021
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
002146	South San Francisco Improvement Project	01-Apr-15 A	30-Apr-21																							
	Engineering Design	01-Apr-15 A	17-Mar-17 A																							
	Contracts & Procurement (C&P)	18-Mar-17 A	06-Oct-17 A																							
	Construction	09-Oct-17 A	30-Nov-20																							
	Project Close Out	30-Nov-20	30-Apr-21																							

Progress:

Jul - Sep 2019

- (1) Issued notice to the contractor to resume construction.
- (2) Continued coordination with electrification on site access for TPSS construction.
- (3) Continued street improvement work at Poletti Way.
- (4) Resumed installation of (overhead contact system) OCS foundations.
- (5) Completed installation of temporary PTC fiber.
- (6) Completed third party utilities on-site to relocate utilities (PG&E).
- (7) Completed installation and splicing of PG&E electric cables.

Future

Activities:

Oct - Dec 2019

- (1) Continue coordination with electrification on site access for TPSS construction.
- (2) Continue street improvement work at Poletti Way.
- (3) Complete installation of OCS foundations.

Issues:

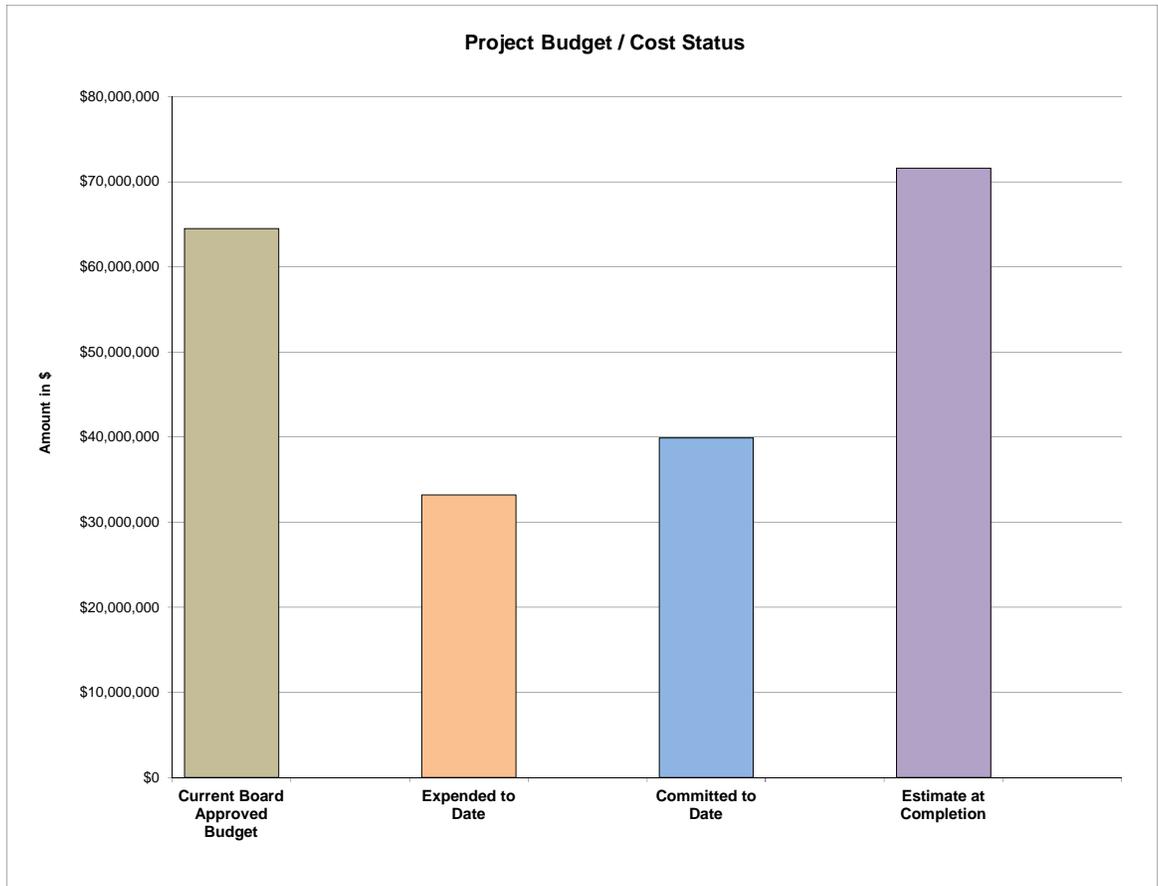
- (1) Project completion and OCS Foundation milestone has been extended due to the suspension of critical path construction activities that was caused by delays in Caltrans permitting and its impact to commencement of 3rd party utility relocation, including PG&E gas and electrical relocation.
- (2) Third party relocation was late and limited 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	\$33,188,245	\$39,894,741	\$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. We are currently working to resolve funding sources for additional cost (an additional \$1.2 million from the City of South San Francisco and an additional \$11.3 million from SMCTA has been made available and is waiting for PCJPB approval).

SAFETY:



One incident this quarter. A truck driver knocked down a pole supporting a pedestrian crossing button.

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 Description	Start	Finish	2018				2019				2020		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
100149 - Station Enhancement & Renovation		01-Mar-18 A	30-Jun-20											
Final Design		01-Mar-18 A	30-Apr-19 A	[Blue bar]										
Bid and Award		01-May-19 A	31-Dec-19						[Blue bar]	[Red bar]				
Construction		01-Jan-20	31-Mar-20										[Red bar]	
Project Close Out		01-Apr-20	30-Jun-20											[Red bar]

Progress:

Jul - Sep 2019

- (1) Competitive bid was delayed; some parts of cost estimates were above the Independent Cost Estimate (ICE).
- (2) Reviewed TASI cost estimate.

Future

Activities:

Oct - Dec 2019

- (1) TASI to get the project out to bid.

Issues:

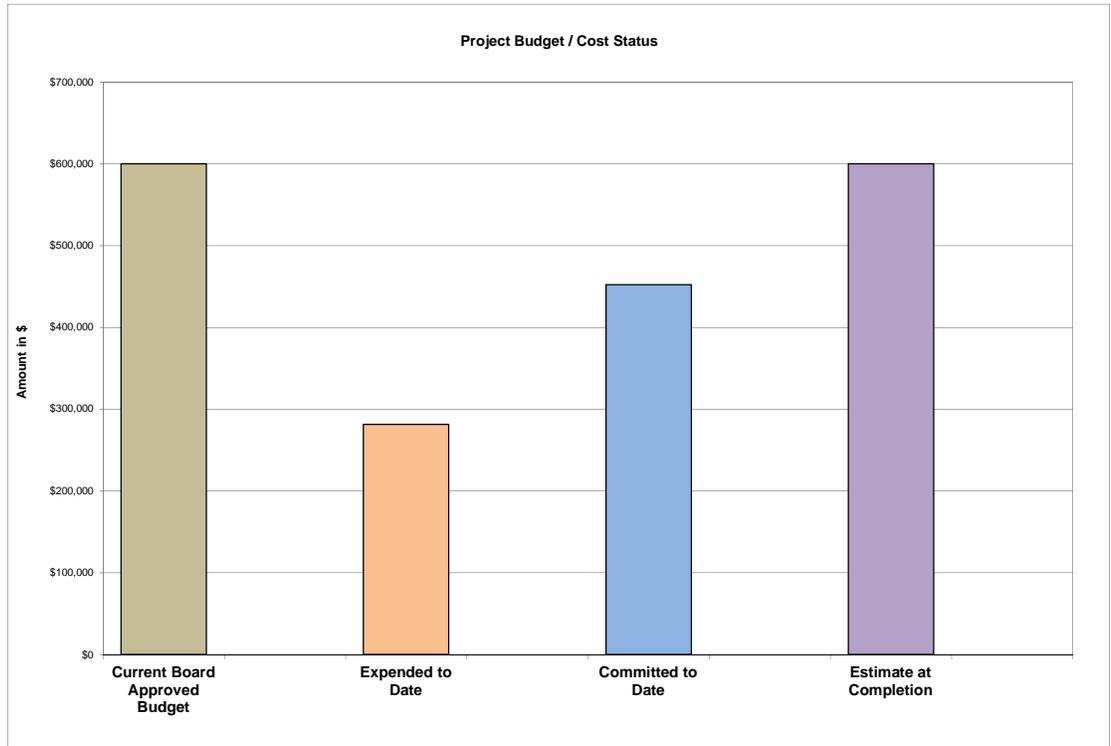
Schedule delay is due to TASI and PCJPB resource issues.

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	\$281,429	\$452,042	\$600,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE SIGNAL SYSTEM REHABILITATION PROJECT - FY2016



SCOPE: This project scope includes the following tasks:



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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2017																		
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4									
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 A	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
	Project Close Out	18-May-19 A	31-Oct-19																		█	█

Progress:
Jul - Sep 2019 (1) Continued project close out.

Future Activities:
Oct - Dec 2019 (1) Complete project close out.

Note: This will be the last report for the project.

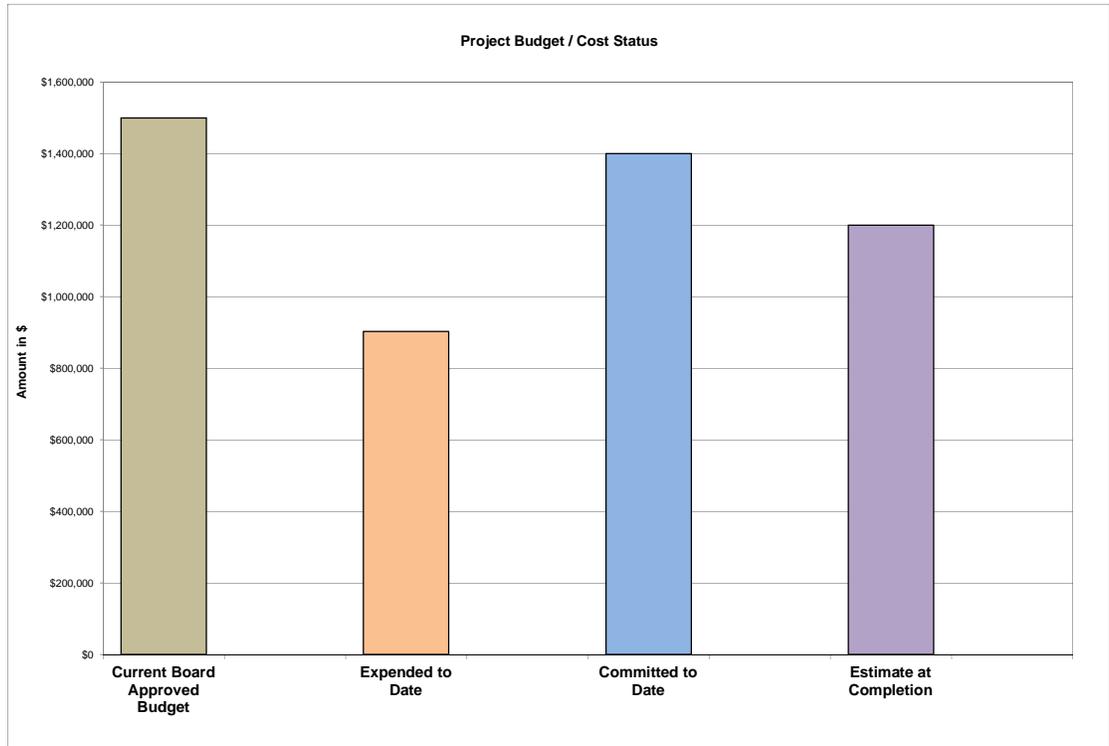
Issues: None.

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	\$902,803	\$1,399,616	\$1,200,000	\$300,000



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE SIGNAL SYSTEM REHABILITATION PROJECT - FY2019



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 Description	Start	Finish	2019			2020				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	
100405 - FY2019 Signal Rehab SOGR		20-May-19 A	20-Oct-20								
Bid and Award		20-May-19 A	08-Jul-19 A	█							
Construction		09-Jul-19 A	20-Jul-20		█	█	█	█	█		
Project Close Out		21-Jul-20	20-Oct-20							█	█

Progress:

- Jul - Sep 2019
- (1) Began procurement of controllers. Two out of 10 controllers have been received.
 - (2) Issued amendment to Work Directive (WD) for upgraded controllers.

Future

Activities:

- Oct - Dec 2019
- (1) Continue with procurement of controllers.
 - (2) Begin installation of controllers.

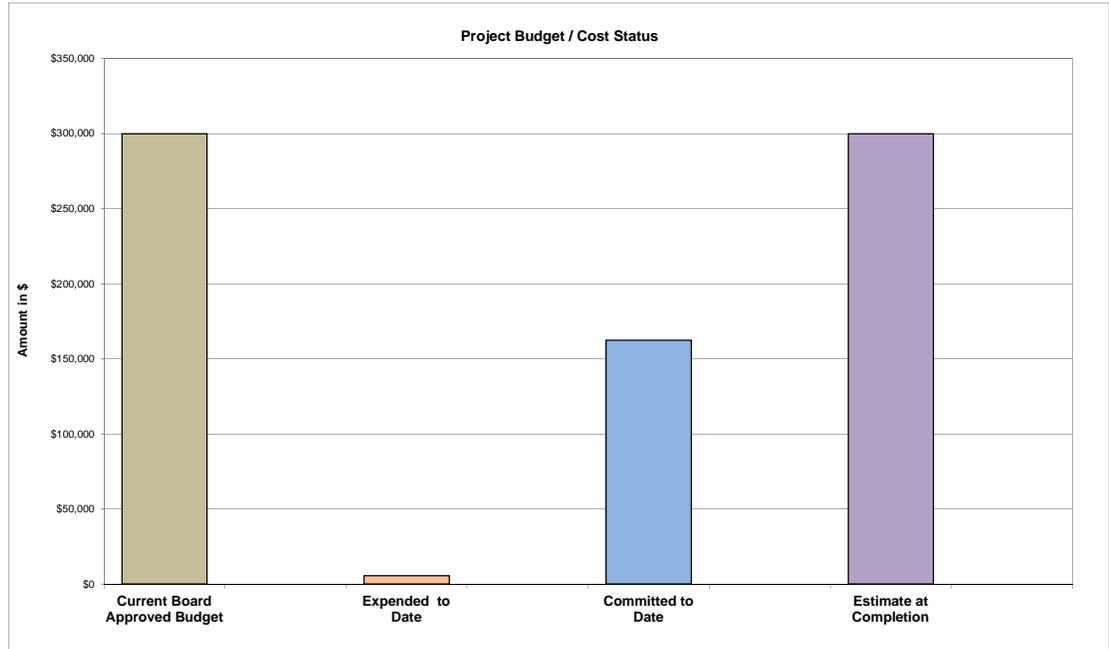
Issues: None.

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	\$5,642	\$162,337	\$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:



Activity ID	Activity Description	Start	Finish	2017		2018				2019						
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
100150 - FY2017 Systemwide Station Improvement...		01-Aug-17 A	15-Mar-20													
Final Design		01-Aug-17 A	31-Jul-18 A													
Bid and Award		01-Oct-17 A	30-Jun-19 A													
Construction		01-Nov-17 A	15-Dec-19													
Project Close Out		16-Dec-19	15-Mar-20													

Progress:
Jul - Sep 2019 Remaining work in this project was transferred to Energy Efficient Lighting Retrofit Project.

Future Activities:

Oct - Dec 2019 This will be the last report for the project. Remaining work in this project will be performed under the Energy Efficient Lighting Retrofit Project.

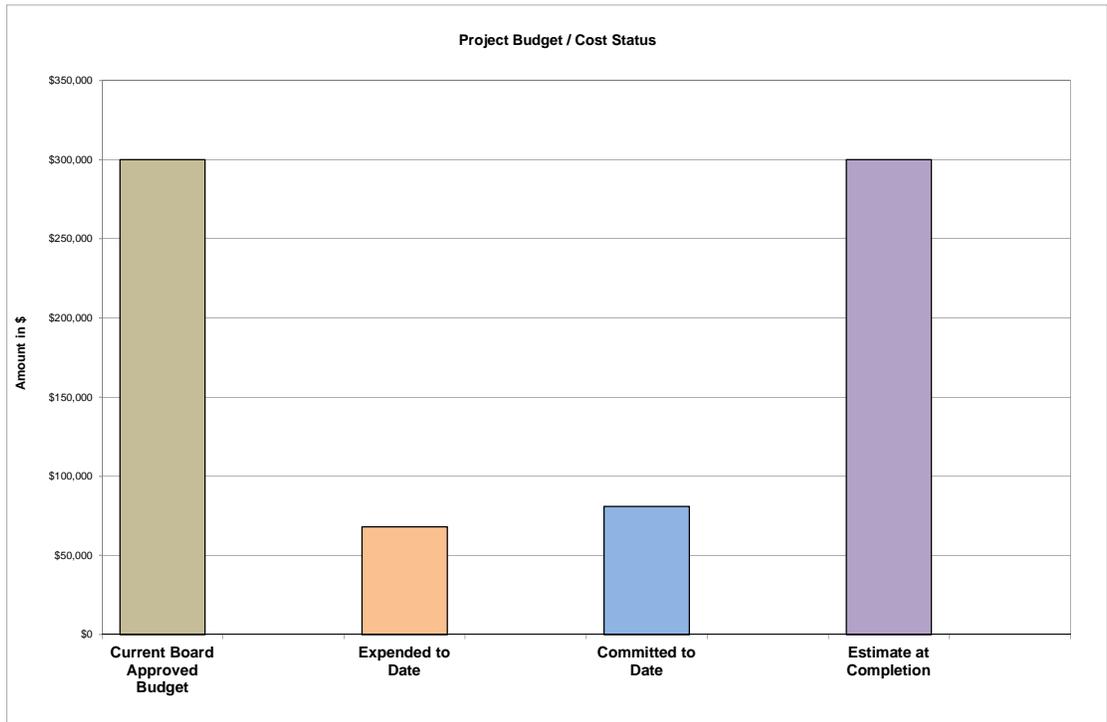
Issues: None.

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	\$68,135	\$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 manline 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				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	
100145 - FY2017 Systemwide Track Rehabilitation ...		01-Apr-18 A	29-Nov-19								
Construction		01-Apr-18 A	31-Aug-19 A	[Blue bar]							
Project Close Out		01-Sep-19 A	29-Nov-19							[Red bar]	

Progress:

Jul - Sep 2019

- | | |
|--|--|
| <ul style="list-style-type: none"> (1) Placed 40 tons of ballast. (2) Surfaced three miles of track. (3) Stabilized three miles of track. (4) Regulated three miles of ballast. (5) Built up 23 frog inserts. (6) Ground 41 switches. (7) Performed eight thermite welds. | <ul style="list-style-type: none"> (8) Insulated two insulated joints. (9) FRA conducted four site visits. (10) Installed 209 cross ties. (11) Performed ultrasonic (UT) weld testing. (12) Performed tree trimming. (13) Performed fencing. |
|--|--|

Future

Activities:

Oct - Dec 2019

This will be the last report for this project. Future maintenance work will be reported under FY2019 System Wide Track Rehabilitation.

Issues:

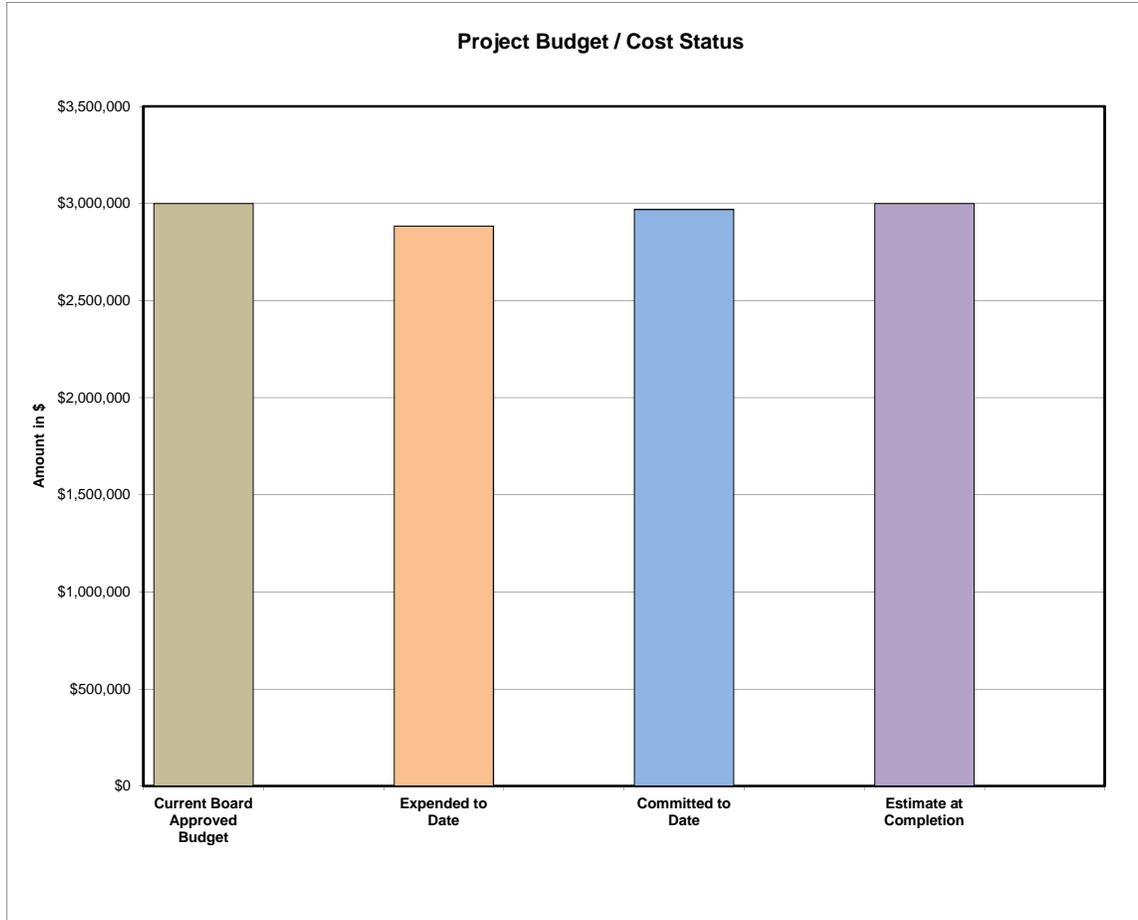
None.

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	\$2,882,821	\$2,969,383	\$3,000,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY2019

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 FY2018 system wide track rehabilitation includes the following:

1. Replace Stock Rails 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 weldsin the removal of bonded insulated joints, replaced stock rails, points and frogs.
3. Replacement of Standard Ties on manline tracks.
4. Replacement of Switch Ties on Main Tracks and Yards.
5. Surfacing of Curve and Tangent Track, and 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 SSF Yard, install ties, replace rail, install ballast and surface, maintain in a SOGR and in accordance with JPB, CPUC and FRA standards for class of track - 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.
13. Fence repairs and Graffiti removal.

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2019				2020					
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
100230 - FY2019 Systemwide Track Rehabilitation ...		01-Jul-19 A	31-Dec-20										
Construction		01-Jul-19 A	30-Sep-20										
Project Close Out		01-Oct-20	31-Dec-20										

Progress:

Jul - Sep 2019

- | | |
|--|--|
| <ol style="list-style-type: none"> (1) Surfaced 1.4 miles of main line track. (2) Stabilized 1.4 miles of track. (3) Regulated 1.4 miles of ballast. (4) Built up three frog inserts. (5) Ground 21 switches. (6) Performed five thermite weld. (7) Changed out 1,972 feet of rail. (8) FRA conducted five visits. | <ol style="list-style-type: none"> (9) CPUC conducted five visits. (10) Installed 190 cross ties. (11) Installed two switch ties. (12) Performed ultrasonic (UT) weld testing. (13) Performed gage restraint. (14) Performed tree trimming. (15) Performed fencing. |
|--|--|

Future

Activities:

Oct - Dec 2019

- (1) Continue ongoing maintenance work.

Issues:

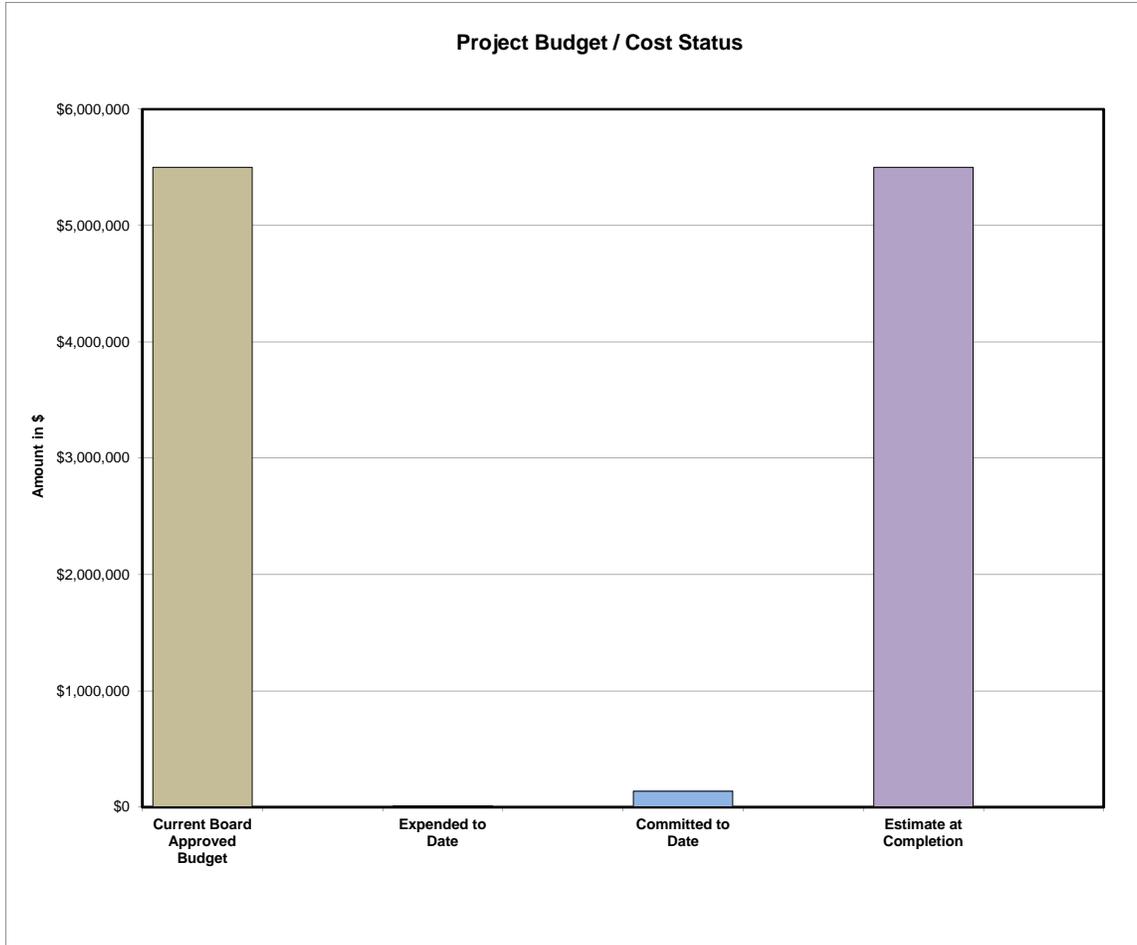
None.

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	\$10,500	\$137,600	\$5,500,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

TICKET VENDING MACHINE REHAB PROGRAM PROJECT



SCOPE:



The project will develop the central back office software necessary to upgrade the TVMs to have Clipper functionality and upgrade components which are obsolete. Additional scope to replace the credit card readers in all existing TVMs has been added to this project.

Two prototype TVM's will be refurbished with Clipper functionality and other upgraded components. The prototypes will be installed at Central for testing and development work. The current scope is through the Phase 2 Option only.

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2018				2019					
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
100240	Ticket Vending Machine Rehab Program	01-Jan-18 A	31-Jan-20										
	Final Design	01-Jan-18 A	01-Nov-18 A	[Bar]									
	Bid and Award	01-Mar-18 A	30-Apr-19 A		[Bar]								
	Construction	01-May-19 A	31-Oct-19						[Bar]				
	Project Close Out	31-Oct-19	31-Jan-20									[Bar]	

Progress:

- Jul - Sep 2019
- (1) Ventek continued to work on the touchscreen pages for the user interface.
 - (2) Ventek installed the new printer, credit card reader and bill acceptor in the prototype TVM.
 - (3) Executed the agreement for the new credit card reader and database.

Future

Activities:

- Oct - Dec 2019
- (1) Ventek to continue on software development and touchscreen pages.
 - (2) Assist Treasury in creating a new merchant bank agreement for the new credit card reader.
 - (3) Install the new credit card reader in a test TVM at Central.

Issues:

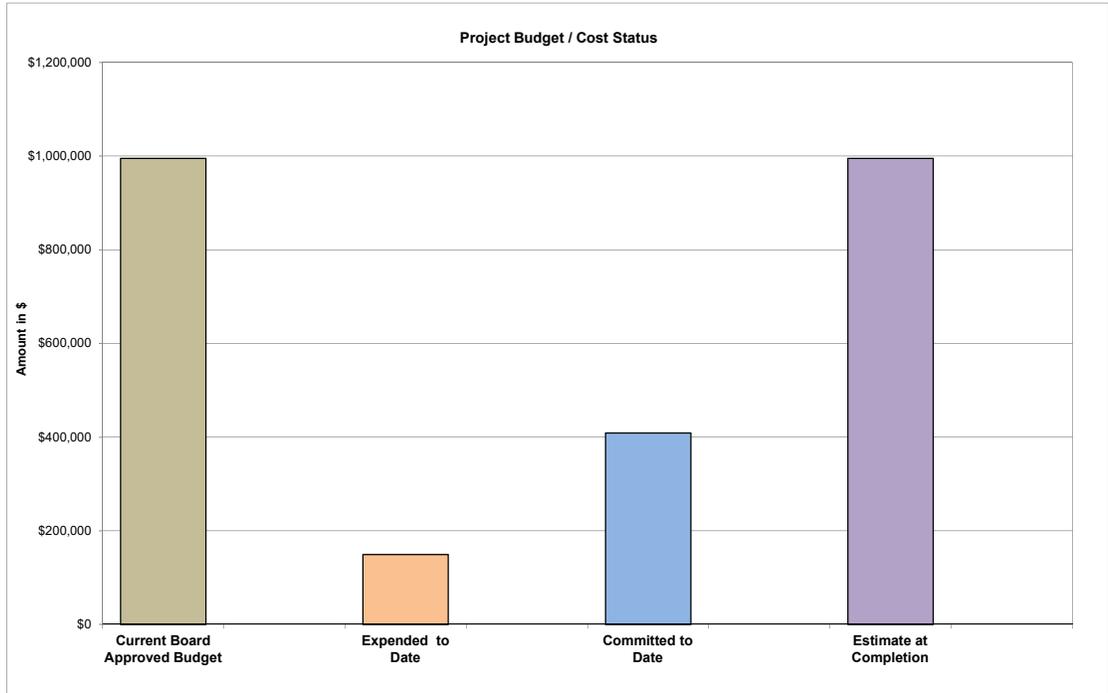
The schedule has been rebaselined to include the replacment of the credit card readers.

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	\$149,292	\$408,816	\$995,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

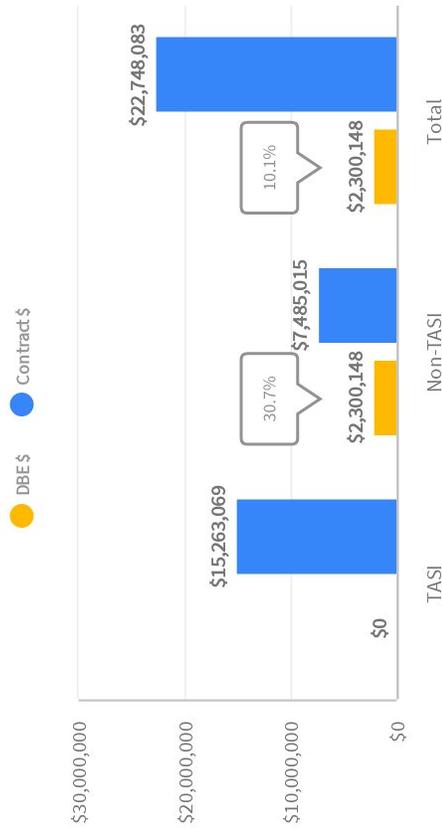
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Caltrain : Disadvantaged Business Enterprise (DBE)

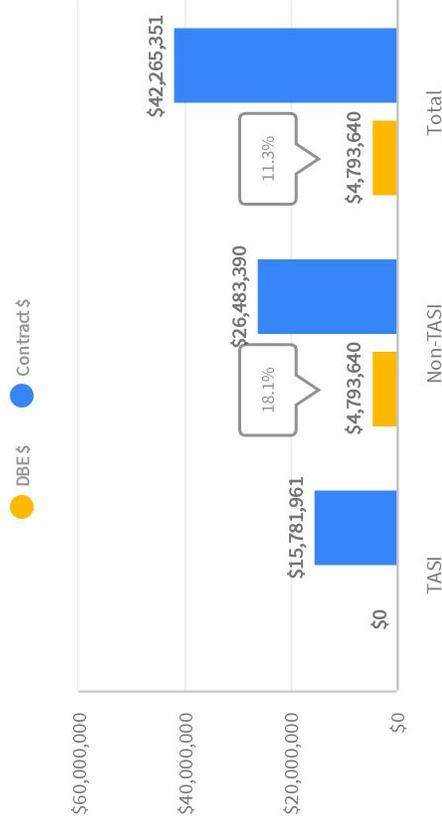
Quarterly Status Report:

- The Caltrain overall DBE goal is 14%.
- Fourth quarter DBE utilization was 10.1% and utilization for the 2019 fiscal year was 11.3%.
- TASI had zero percent (0%) DBE utilization for the federal fiscal year.

FFY19 Q4: July 01, 2019 to September 30, 2019



2019 Federal Fiscal Year-to-Date



The fourth 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	(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