



Quarterly Capital Program Status Report and DBE Status Report

Prepared for the March 05, 2020 Caltrain Board Meeting

2nd Quarter FY2020: October 01, 2019 – December 31, 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 - FY2019	36
Systemwide Track Rehabilitation Project – FY2019	38
Ticket Vending Machine Rehab Program Project	40
DBE Status Report	43
Definition of Terms	44
Performance Status (Traffic Light) Criteria / Schedule Legend	45

Caltrain - Capital Program - Budget Summary

2nd Quarter FY2020 - October 01, 2019 to December 31, 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 Communication Rehabilitation Project
 Systemwide Signal Rehabilitation Project
 Systemwide Station Rehabilitation Project
 Systemwide Track Rehabilitation Project

Completed Projects

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		
	Q1FY20	Q2FY20	Q1FY20	Q2FY20	Q1FY20	Q2FY20	Q1FY20	Q2FY20	
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
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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 - FY2019									36
Systemwide Track Rehabilitation Project - FY2019									38
Ticket Vending Machine Rehab Program Project									40



= Project On-Hold



= No Issues

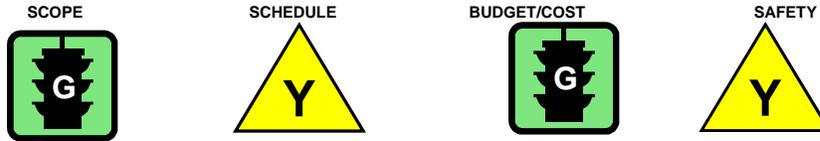


= Notable Issues



= 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	2015				2016				2017				2018				2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
002088	25th Ave Grade Separation	16-Jul-14 A	21-Aug-21	[Gantt chart bars showing activity duration across quarters from 2015 to 2021]																											
	Preliminary Engineering	16-Jul-14 A	31-Oct-16 A	[Gantt chart bar]																											
	Environmental Clearance	25-Sep-14 A	28-Oct-16 A	[Gantt chart bar]																											
	Final Design	02-Nov-15 A	09-Dec-16 A	[Gantt chart bar]																											
	Bid and Award	15-Nov-16 A	09-Aug-17 A	[Gantt chart bar]																											
	Construction	10-Aug-17 A	21-May-21	[Gantt chart bar]																											
	Project Close Out	22-May-21	21-Aug-21	[Gantt chart bar]																											

Progress:

Oct - Dec 2019

- (1) Began OCS and Moment Slab at Wall B.
- (2) Continued pulling fiber for AT&T.
- (3) Continued retaining wall at 31st Avenue - west side.
- (4) Continued retaining wall 28th Avenue - west side .
- (5) Continued Wall D.
- (6) Completed paving at wall A & B.
- (7) Completed wall E.
- (8) Installed 31st avenue bridge superstructure.
- (9) Completed moment slab at wall C.
- (10) Completed MSE at all walls.
- (11) Began placing 1st lift of ballast at wall A & B.

Future

Activities:

Jan - Mar 2020

- (1) Complete retaining walls.
- (2) Continue to pulling fiber for ATT.
- (3) Continue placing 1st lift of ballast at wall A & B.
- (4) Continue Wall D.
- (5) Continue OCS and Moment Slab at Wall B.

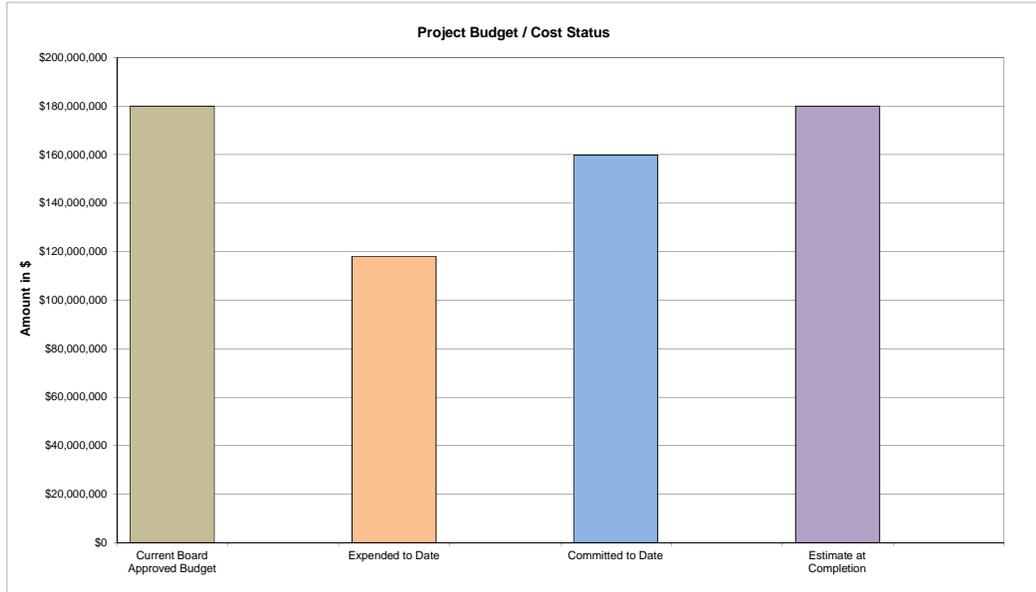
Issues: Project schedule is delayed due to relocation of Third party fiber optic cable (TPFOC) /PTC. A time extension change order is going through management review and approval process.

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	\$117,988,195	\$159,825,899	\$180,000,000	\$0

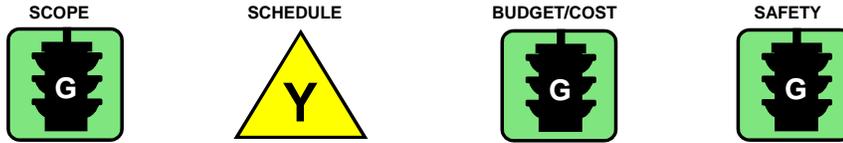


Issues: None.

SAFETY: Grading operator struck a fiber optic vault causing damage to the vault and vault lid. No injuries.



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



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		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
100244	Burlingame Broadway Grade Separation	18-Dec-17 A	01-Jul-20											
	Preliminary Engineering 35%	18-Dec-17 A	28-Jun-19 A	[Blue bar]										
	Environmental Clearance (TBD)	01-Dec-19 A	01-Jul-20					[Red bar]						

Progress:

- Oct - Dec 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) Worked with the city regarding bike lane configuration.
 - (5) Working on draft contract for final design services.
 - (6) Began working on responses from the November 2019 community outreach meeting.
 - (7) Continued finalizing the DCE application for FTA NEPA clearance.
 - (8) Conducted community outreach meeting.

Future

Activities:

- Jan - Mar 2020
- (1) Continue meeting with stakeholders.
 - (2) Continue finalizing the DCE application for FTA NEPA clearance.
 - (3) Continue coordination with Electrification project regarding redesign of traction power paralleling station.
 - (4) Finalize the draft contract for final design services.

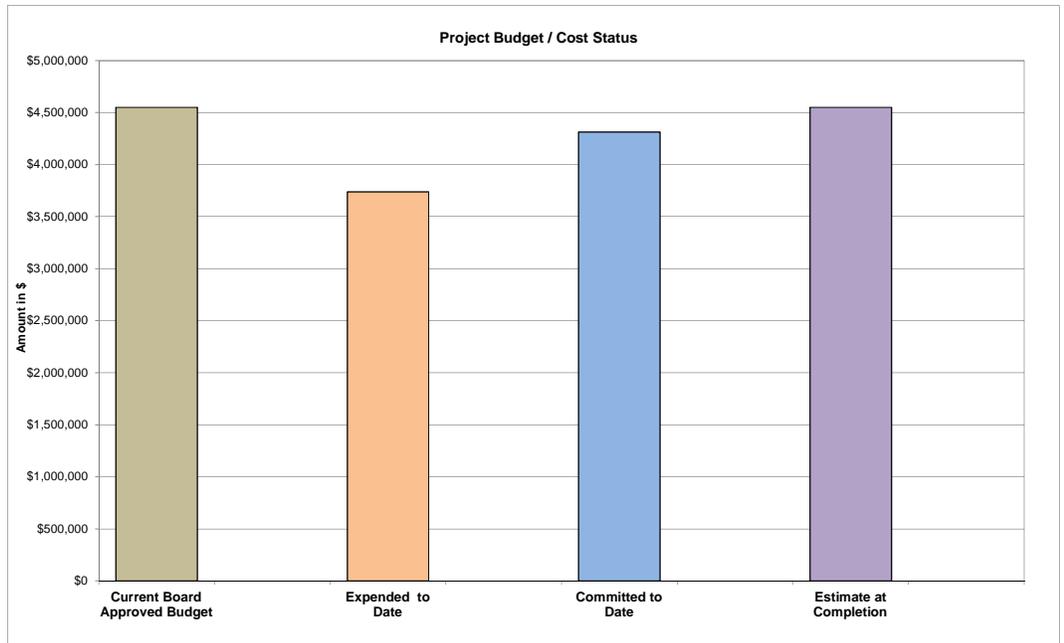
Issues: Shedule delay is due to an environmental clearance community outreach meeting with the City of Burlingame.

**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	\$3,736,935	\$4,311,820	\$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						
				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:

- Oct - Dec 2019
- (1) Issued the Work Directive and Notice to Proceed to RSE for the design work.
 - (2) Conducted kick off meeting with RSE to start the design.
 - (3) Began 35% design.

Future

Activities:

- Jan - Mar 2020
- (1) Continue 35% design.

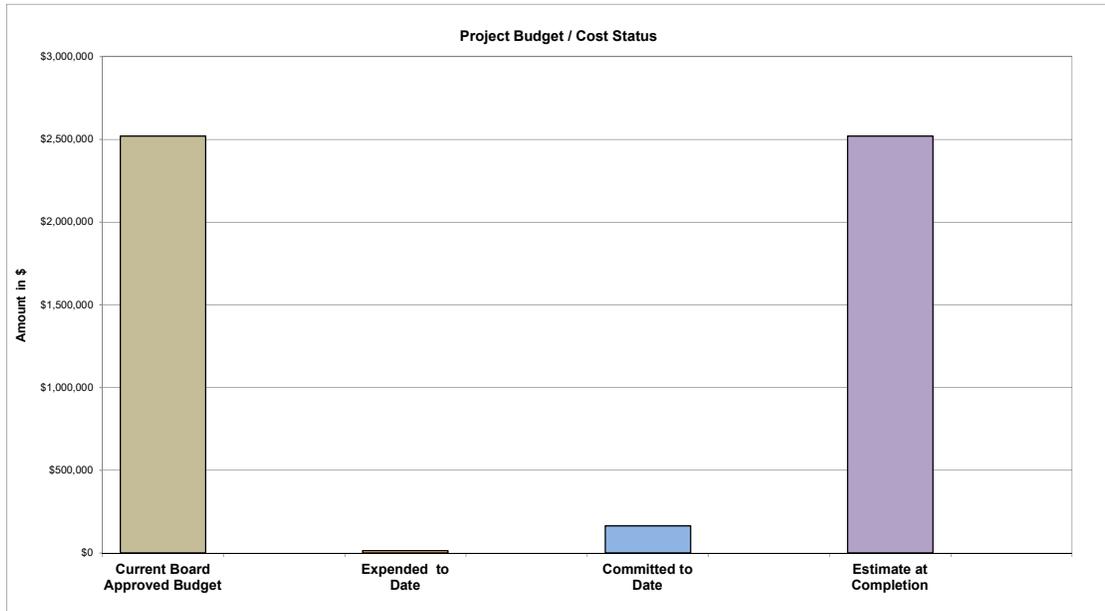
Issues: None.

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	\$13,171	\$163,224	\$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																			
				04	01	02	03	04	01	02	03	04	01	02									
100443 - Energy Efficient Lighting at Caltr...		01-Jan-19 A	30-Mar-20																				
	Bid and Award	01-Jan-19 A	13-Jun-19 A																				
	Construction	14-Jun-19 A	31-Dec-19 A																				
	Project Close Out	31-Dec-19	30-Mar-20																				

Progress:
Oct - Dec 2019 (1) LED light replacement process was completed for all stations.

Future Activities:
Jan - Mar 2020 (1) Begin punch list work for LED light replacement.
(2) Complete project closeout.

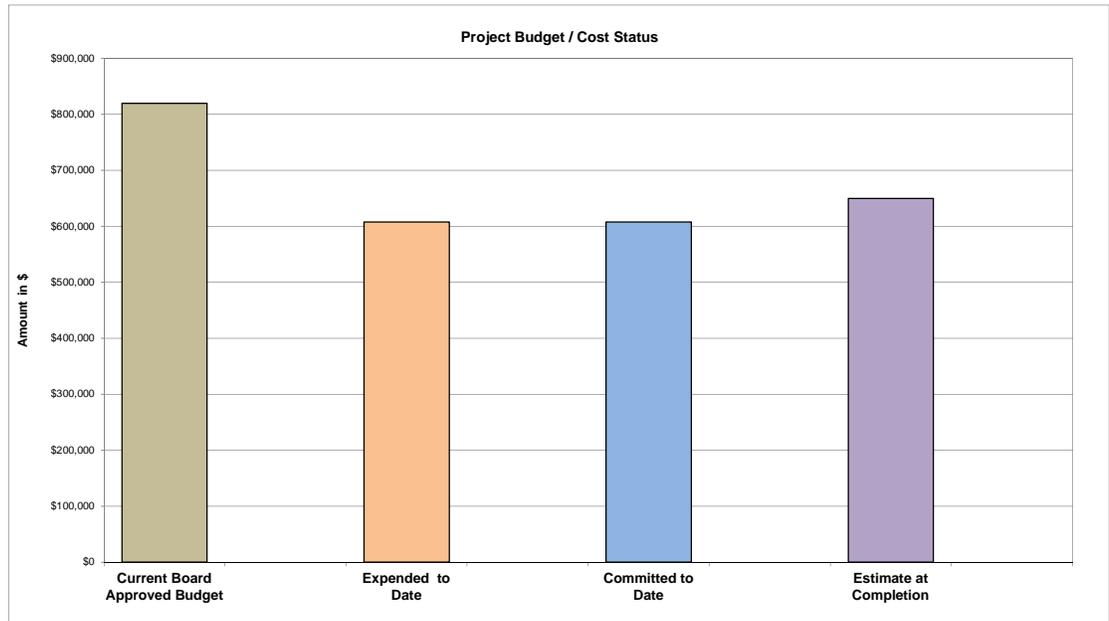
Issues: None.

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	\$820,000	\$607,470	\$607,470	\$650,000	\$170,000



Issues: The approved budget was increased this quarter to cover anticipated costs overruns to the original budget. The funding for the increase was from savings in past station state of good repair projects.

SAFETY:



No incidents reported this quarter.

F-40 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT

SCOPE 	SCHEDULE 	BUDGET/COST 	SAFETY 
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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		
				01	02	03	04	01	02	03	04	01	02	03	04	01	02	03
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	31-Mar-20															
Project Close Out		01-Apr-20	30-Jun-20															

Progress:

- Oct - Dec 2019 (1) Continued overhaul of locomotive #922.
 (2) Put locomotive #920 and # 921 in service.

Future Activities:

- Jan - Mar 2020 (1) Continue overhaul of locomotive #922. Return and final acceptance is expected by the beginning of 2020.

Issues:

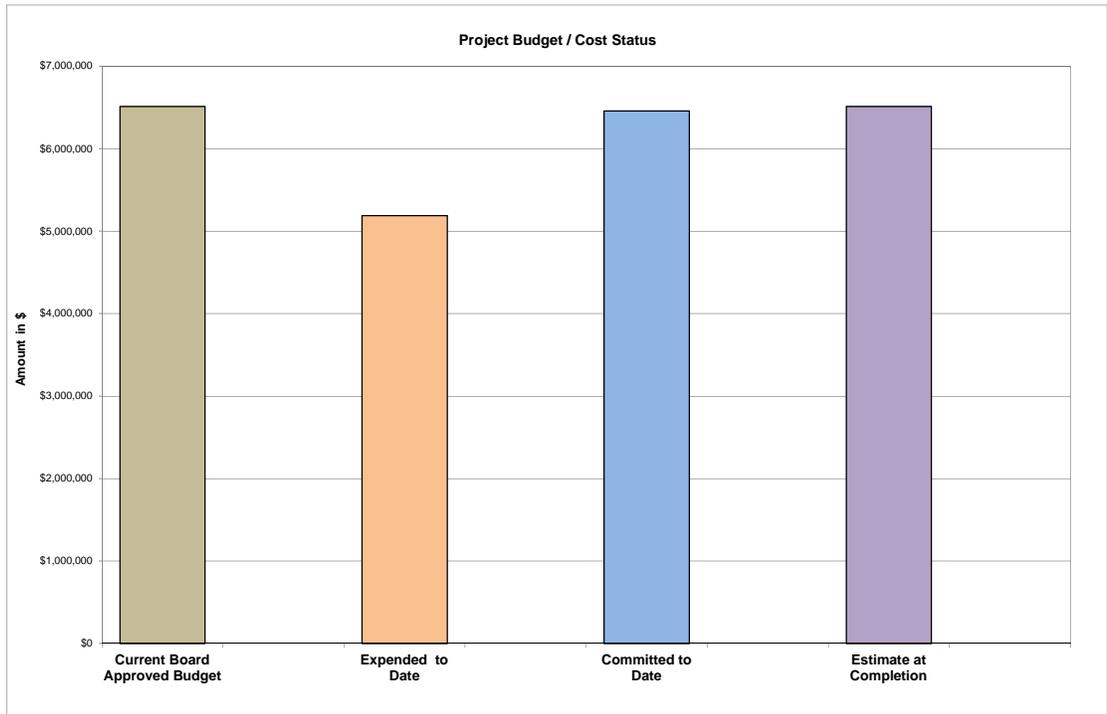
- Schedule delay is due to:
 (1) Additional parts needing to be replaced that were not part of the original overhaul scope.
 (2) Resource constraints facing the contractor in hiring qualified workers to perform the locomotive overhauls.

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	\$5,188,895	\$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)



SCOPE:



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

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

The project is currently in preliminary design (35%) and environmental phase for CEAQ and NEPA clearance.

The current scope is through final design only.

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2018		2019				2020				2021						
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		
002113 - Guadalupe River Bridge Replacement		21-Aug-17 A	31-Dec-21																	
	Preliminary Engineering	21-Aug-17 A	31-Dec-19 A																	
	Environmental Clearance	07-Aug-18 A	31-Mar-21																	
	Final Design	01-Apr-21	31-Dec-21																	

Progress:

Oct - Dec 2019

- (1) Design consultant completed 35% design and submitted to JPB for review.
- (2) Discussed with fiber optic carrier (Sprint) on the proposal of advance fiber optic (FO) lines.
- (3) Prepared Caltrain Site Specific Work Plan, and Caltrans and Santa Clara Valley Water District Encroachment Permits for archeological coring and environmental site analysis in January 2020.
- (4) Presented project to US Army Corps of Engineer (USACE) and Santa Clara Valley Water District (SCVWD) to seek concurrence on project definition and approach.
- (5) Conducted informal consultation with UPRR on advance fiber optic relocation through a conference call .
- (6) Coordinated with PCEP on potential OCS conflicts.
- (7) Coordinated with Caltrain Rail Operations for train operation impact during construction.
- (8) Developed conceptual relocation plans.
- (9) Continued to refine a Master Project Schedule for preliminary engineering/ Environmental Clearance.
- (10) Continued to coordinate with ROW team for utility agreement and request for relocation.

Future

Activities:

Jan - Mar 2020

- (1) Initiate coordination with USACE and seek USACE's concurrence on project approach.
- (2) Continue to advance preliminary design.
- (3) Continue Area of Potential Effect (APE) Consultations.
- (4) Coordinate with Union Pacific on replacement of UP owned tracks and ballast on MT1 and MT2.
- (5) Conduct design coordination meeting with consultant teams.

Issues:

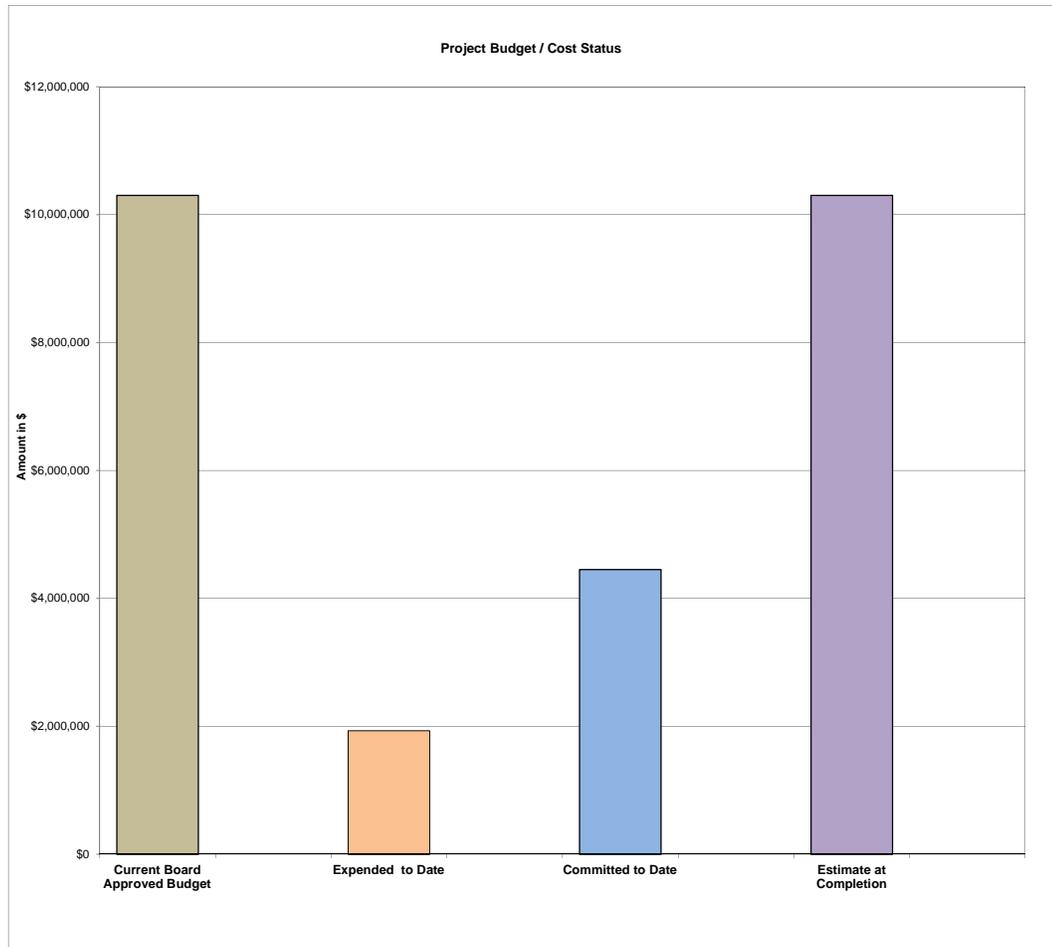
- (1) Delay on getting concurrence from USACE on the project definition and approach would potentially affect the project's delivery schedule.
- (2) Design is on-hold after the completion of 35% design pending USACE acceptance on the project definition and approach.
- (3) Schedule in previous report showed incorrect start date for final design and has been correct in this report.

**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	\$1,930,654	\$4,449,678	\$10,300,000	\$0



Issues: (1) A design contract amendment is needed. The current design contract (Single Source) with HDR was based on the assumption that 65% was completed prior to entering the contract. The previous work only advanced to 35% level. A project scope adjustment needs to be done to add 65% design to the current contract.

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.

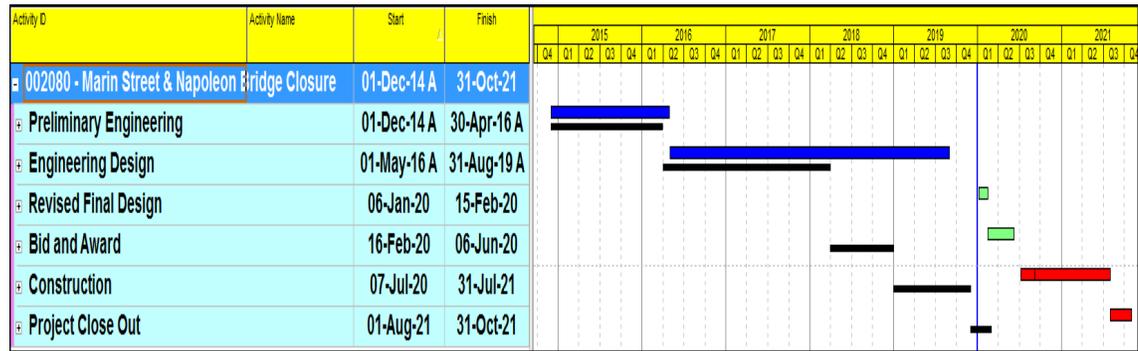
Project Scope is for:

- (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:



* Revised Final Design was added this quarter due to a change from recast concrete girders to steel girders to minimize risk of high loading on existing box culvert and also accommodate PCEP overhead wires.

Progress:

Oct - Dec 2019

- (1) Working with C&P for general provisions.
- (2) Working with designers, constructability review team, crane vendors regarding the crane/SPMT.
- (3) Working with City of SF, Legal team regarding "major encroachment permit".
- (4) Working for Box Culvert structure pre-assessment with SFPUC.
- (5) Met with PCEP team for the actual realistic OCS system schedule in segment 1(in close vicinity of Napoleon Bridge).

Future

Activities:

Jan - Mar 2020

- (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.
- (4) Finalize the constructability strategy to accommodate PCEP overhead wires.
- (5) Complete Final Design.

Issues:

Project schedule has been extended due to:

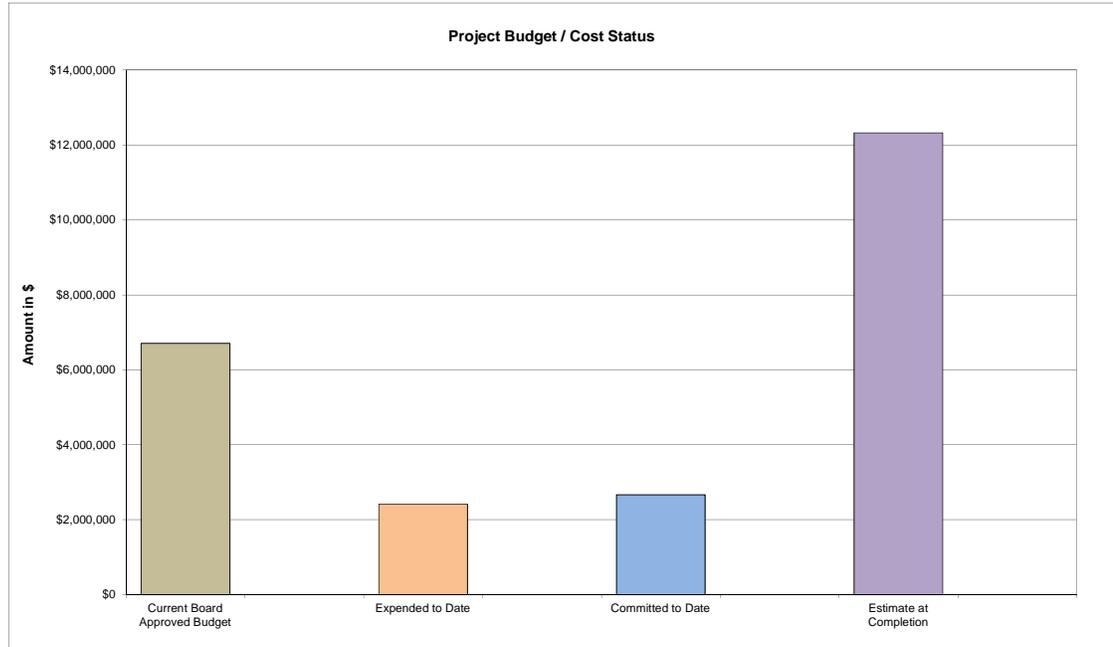
- (1) Existing box culvert coordination at Napoleon Street.
- (2) Crane - stage construction issue due to existing constraints.
- (3) Existing job site conditions - homeless and DPW on PCJPB right of way.
- (4) Major encroachment permit - requested by City of San Francisco.
- (5) Design modifications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

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	\$2,412,488	\$2,663,410	\$12,322,946	(\$5,618,946)



Issues:

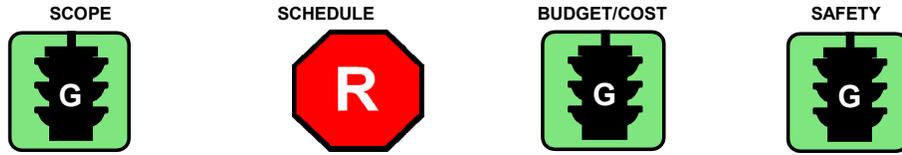
- (1) The constructability review is included in the current budget.
- (2) Additional funding for the trackwork will need to be identified.
- (3) Additional funding will be needed to complete construction.

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:

- Oct - Dec 2019 (1) Received the 65% signal design of the advance signal preemption.
- (2) Reviewed the 65% signal design and provided comments for the advance signal preemption

Future

Activities:

- Jan - Mar 2020 (1) Start the 100% design of the advance signal preemption.

Issues:

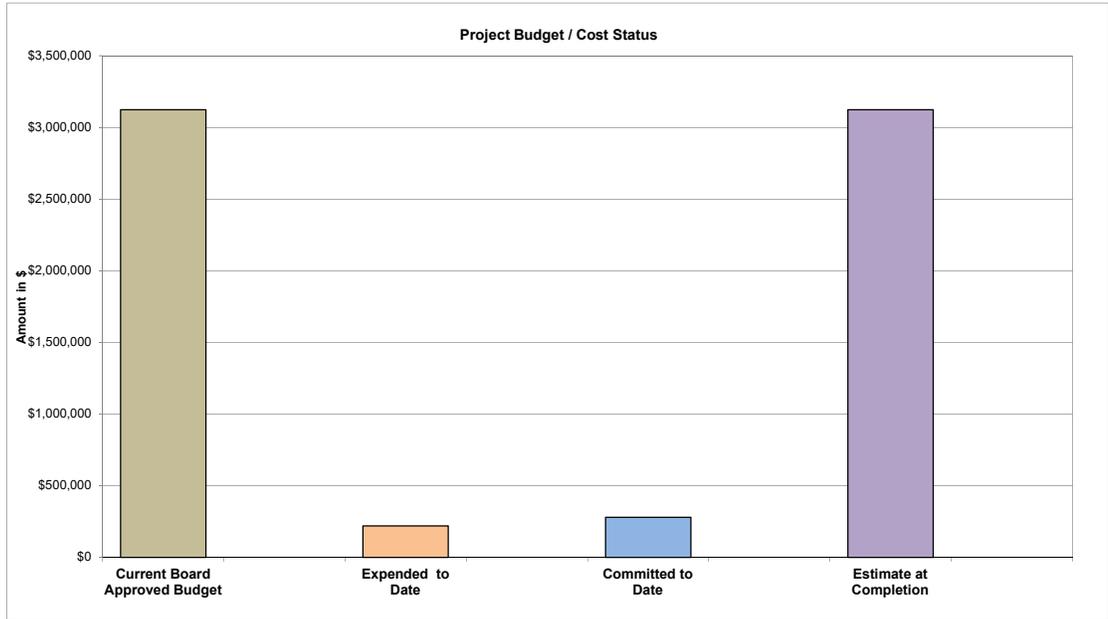
- (1) Due to the coordination issues with the City of Sunnyvale and the Electrification project, the design has been delayed to the end of the year.

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	\$220,237	\$278,813	\$3,125,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

MP-36 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT



SCOPE:



This project will perform mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and the replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive carbody, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work shall be completed off-site at the contractor's facility location. Project also includes onsite inspection and contract management by JPB's vehicle consultant. Final acceptance of the completed locomotive overhaul will be conducted at the JPB's CEMOF facility in San Jose. The six locomotives are:

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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2017				2018				2019				2020				2021				2022		
				01	02	03	04	01	02	03	04	01	02	03	04	01	02	03	04	01	02	03	04	01	02	03
100218 - MF-36 Mid-Life Overhaul		01-Apr-17 A	30-Jun-22																							
Technical Specs		01-Apr-17 A	28-Feb-18 A																							
Bid and Award		01-Jul-19 A	30-Apr-20																							
Construction		01-May-20	31-Mar-22																							
Project Close Out		01-Apr-22	30-Jun-22																							

Progress:

- Oct - Dec 2019
- (1) Contract and procurement began rewriting Request for Proposal (RFP).
 - (2) Issued the MP-36 contract.
 - (3) Bidders requested an extension on the contract response.

Future

Activities:

- Jan - Mar 2020
- (1) The contract response to the bidders extended to the end of the January 2020.

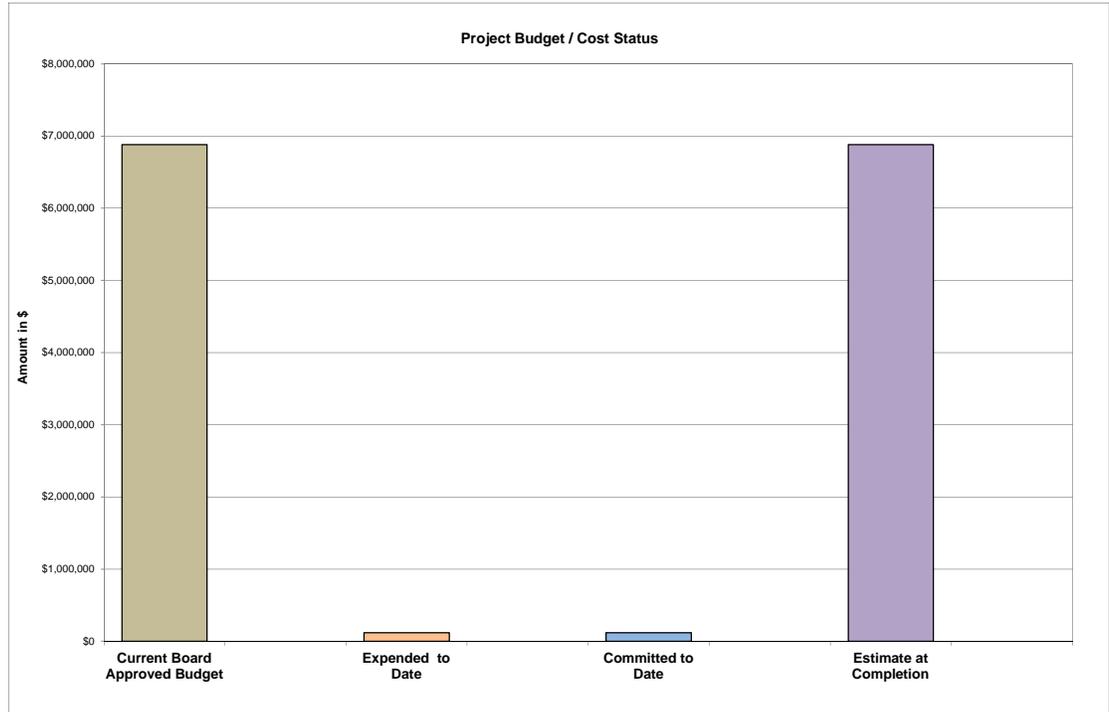
Issues: Bids were rejected at the October 04, 2018 Board meeting. Schedule delay is due to re-evaluating and re-issuing the contract for bid. Schedule for re-solicitation is estimated and will be updated as schedule dates are refined.

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	\$116,613	\$116,613	\$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	2018			2019				2020							
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
100147 - FY2017 Railroad Communication SOGR		01-Sep-18 A	31-Mar-21															
Final Design		01-Sep-18 A	30-Apr-20															
Bid and Award		01-May-20	31-Dec-20															
Project Close Out		01-Jan-21	31-Mar-21															

Progress:

Oct - Dec 2019 (1) Continued with design plans & specification.

Future

Activities:

Jan - Mar 2020 (1) Continue with design plans & specifications.

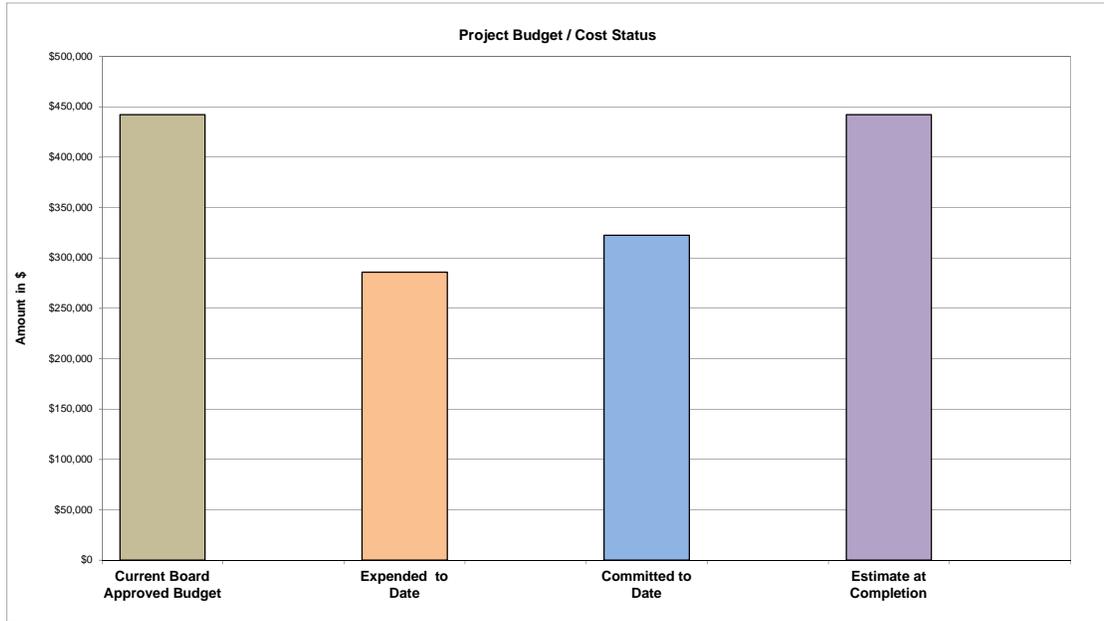
Issues: The project schedule has been delayed due to the continuing mitigation of the unforeseen incompatibility issues with the digital signal of radios being considered by Caltrain and the digital signals of radios being used or being considered by the tenants on the right of way.

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	\$285,762	\$322,399	\$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.

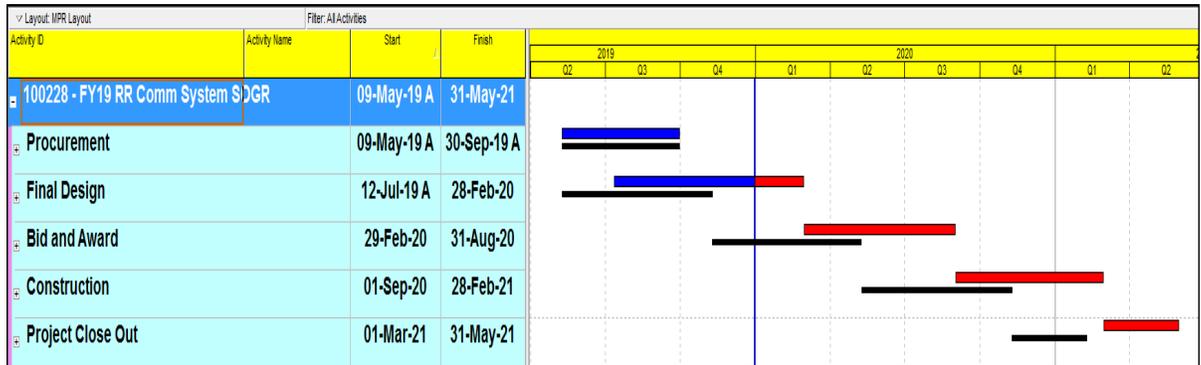
Project will consist of the following tasks:

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:



Progress:

- Oct - Dec 2019
- (1) Received 65% microwave design.
 - (2) Continued with microwave design.

Future

Activities:

- Jan - Mar 2020
- (1) Complete the microwave design.
 - (2) Begin bid and award activities.

Issues:

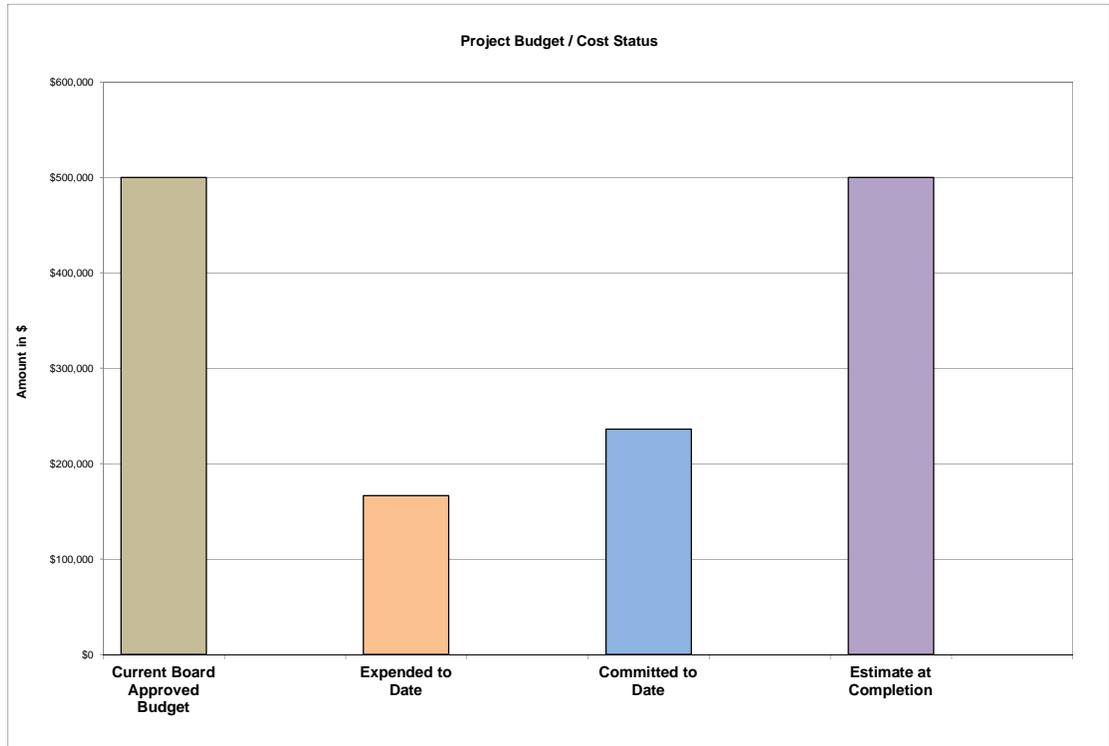
The current schedule delay was due to the late award of the design contract.

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	\$166,500	\$236,297	\$500,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2019



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

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

Issues: None.

SCHEDULE:



Activity ID	Activity 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 to red]					
	Testing	21-Nov-19	21-May-20			[Gantt bar: red to yellow]			
	Project Close Out	22-May-20	21-Aug-20				[Gantt bar: red to yellow]		

Progress:

- Oct - Dec 2019
- (1) Awaiting approval to award network assessment Work Directive (WD).
 - (2) Issued RF load assessment WD.
 - (3) Initiated RF Load Assessment

Future

Activities:

- Jan - Mar 2020
- (1) Award of network assessment Work Directive (WD).
 - (2) Initiate network assessment test.
 - (3) Continue RF Load Assessment.

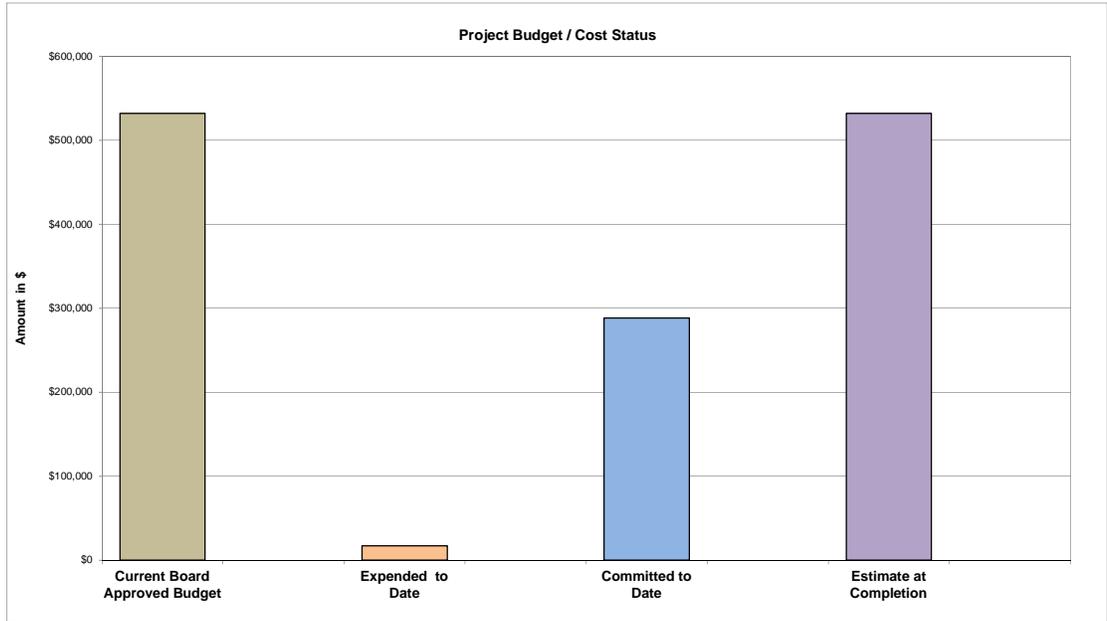
Issues: None.

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	\$17,045	\$288,258	\$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 Rengstorff Avenue with a grade separated crossing in the City of Mountain View. In 2014, the City of Mountain View completed a Rengstorff 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 Rengstorff 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	[Gantt bar spanning from Q3 2019 to Q4 2020]						
Environmental Clearance (TBD)		31-Dec-19	31-Dec-19	TBD						

Progress:

Oct - Dec 2019

- (1) Performed data collection.
- (2) Completed aerial survey and field survey.
- (3) Coordinated with City of Mountain View on outstanding items and project status update.
- (4) Established environmental team and the design team coordination effort to move forward with the environmental review process.
- (5) Completed Basis of Design Criteria for JPB's review.
- (6) Established a Master Schedule for Preliminary Engineering/Environmental Phase.
- (7) Coordinated with utility owners on utility requests and prepared utility matrix.
- (8) Conducted first monthly Caltrain/City coordination meeting.
- (9) Continued topographic survey.

Future Activities:

Jan - Mar 2020

- (1) Continue topographic survey.
- (2) Conduct project Caltrain/City coordination meeting.
- (3) Obtain vehicular, pedestrian, and bicycle counts from the City and County to establish baseline traffic condition analysis.

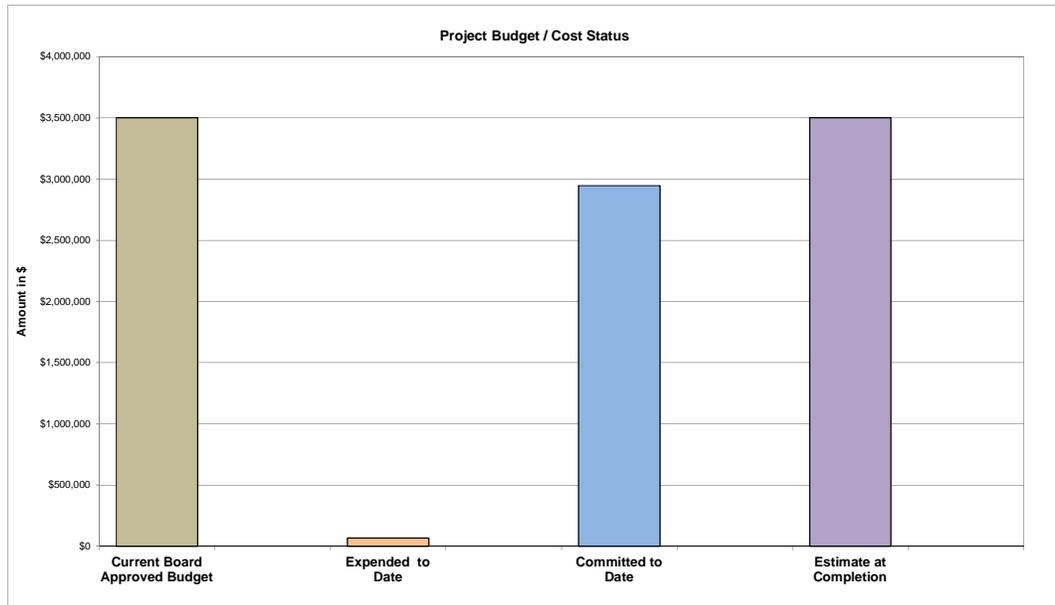
Issues: None.

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	\$65,725	\$2,946,068	\$3,500,000	\$0



Issues: None.

SAFETY:



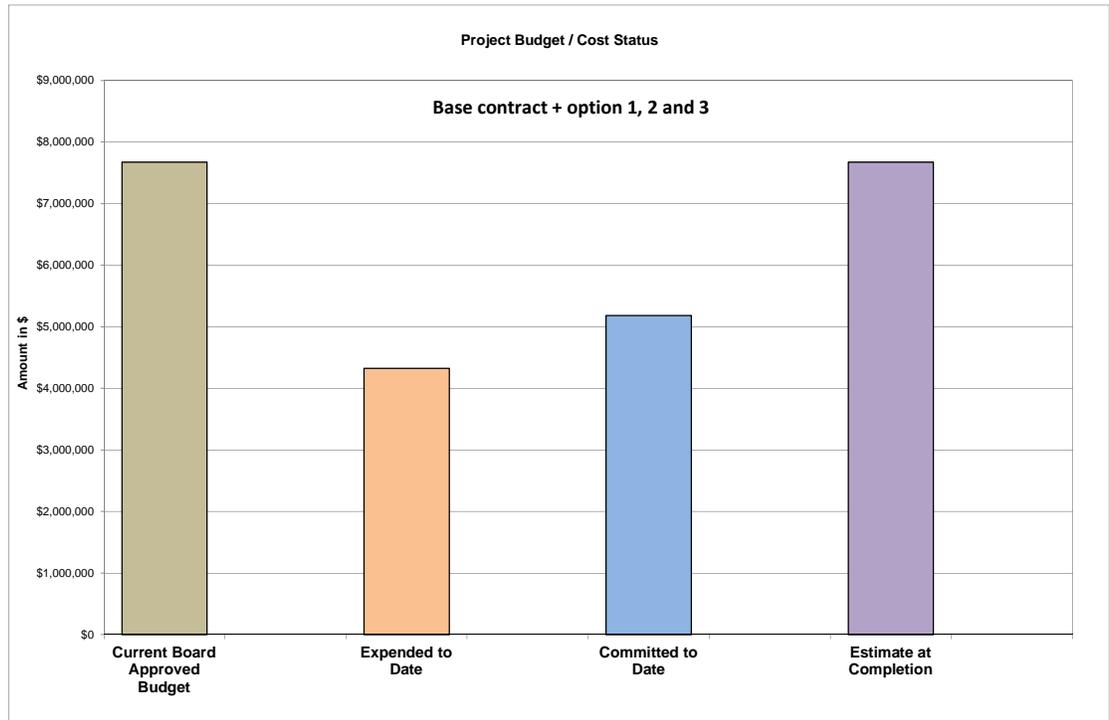
No incidents reported this quarter.

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	\$4,324,568	\$5,183,517	\$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:



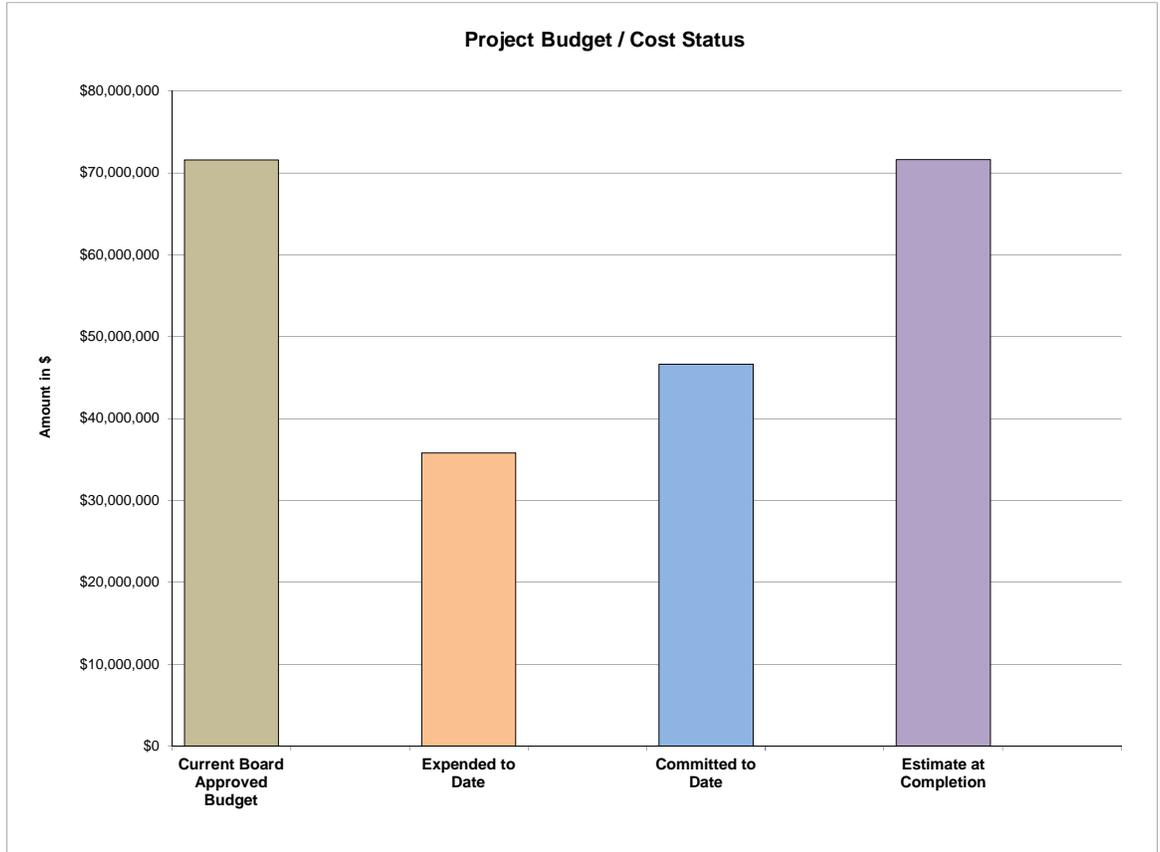
No incidents reported this quarter.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$71,600,000	\$35,763,149	\$46,611,126	\$71,600,000	\$0



Issues: Additional funding for this project was approved at December 2019 PCJPB Board meeting.

SAFETY: No incidents reported this quarter.



STATION ENHANCEMENT AND RENOVATION



SCOPE: This project will include the following work:



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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Start	Finish	2018				2019				2020			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100149 - Station Enhancement & Renovation		01-Mar-18 A	31-Oct-20												
Final Design		01-Mar-18 A	30-Apr-19 A												
Bid and Award		01-May-19 A	31-Mar-20												
Construction		01-Apr-20	31-Jul-20												
Project Close Out		01-Aug-20	31-Oct-20												

Progress:

- Oct - Dec 2019
- (1) Conducted a bid walk; no contractor showed up for bid walk.
 - (2) Began reviewing alternative ways to complete the work.

Future

Activities:

- Jan - Mar 2020
- (1) Complete reviewing alternative ways to complete the work.

Issues:

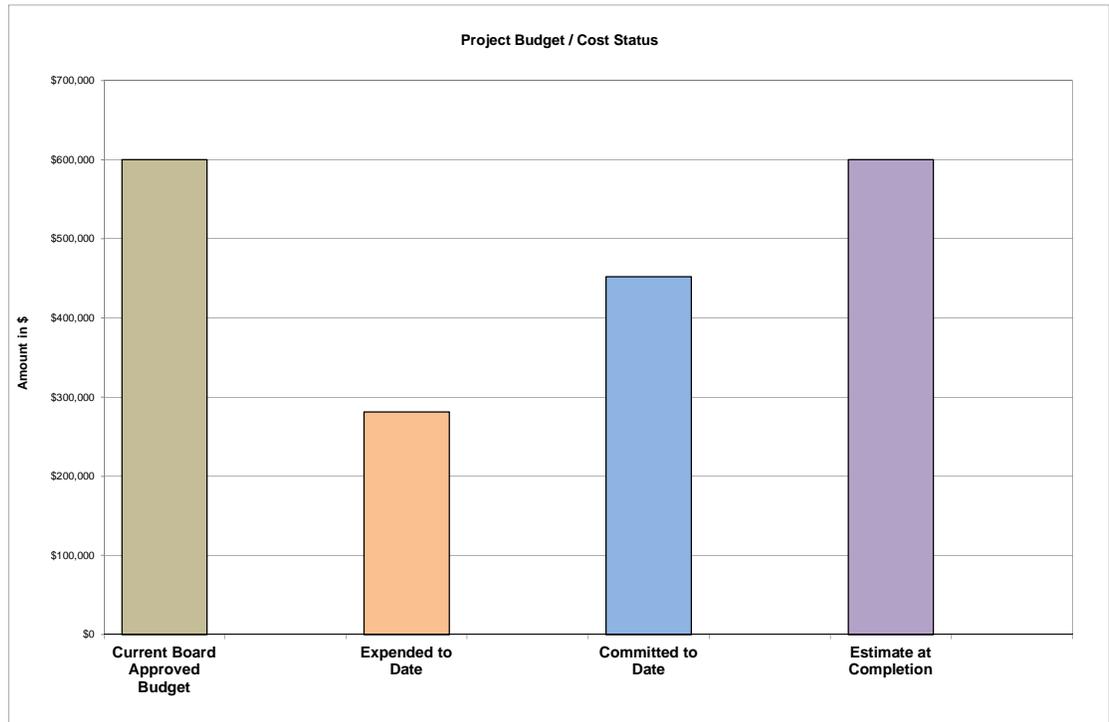
Schedule delay is due to TASI and PCJPB resource issues. Schedule might be further delayed as no bidders showed up for bid walk.

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 - 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	
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:

- Oct - Dec 2019
- (1) All controllers have been received.
 - (2) Developed priority list for controllers replacement.
 - (3) Scheduled replacement of controllers.

Future

Activities:

- Jan - Mar 2020
- (1) Initiate replacement of controllers.

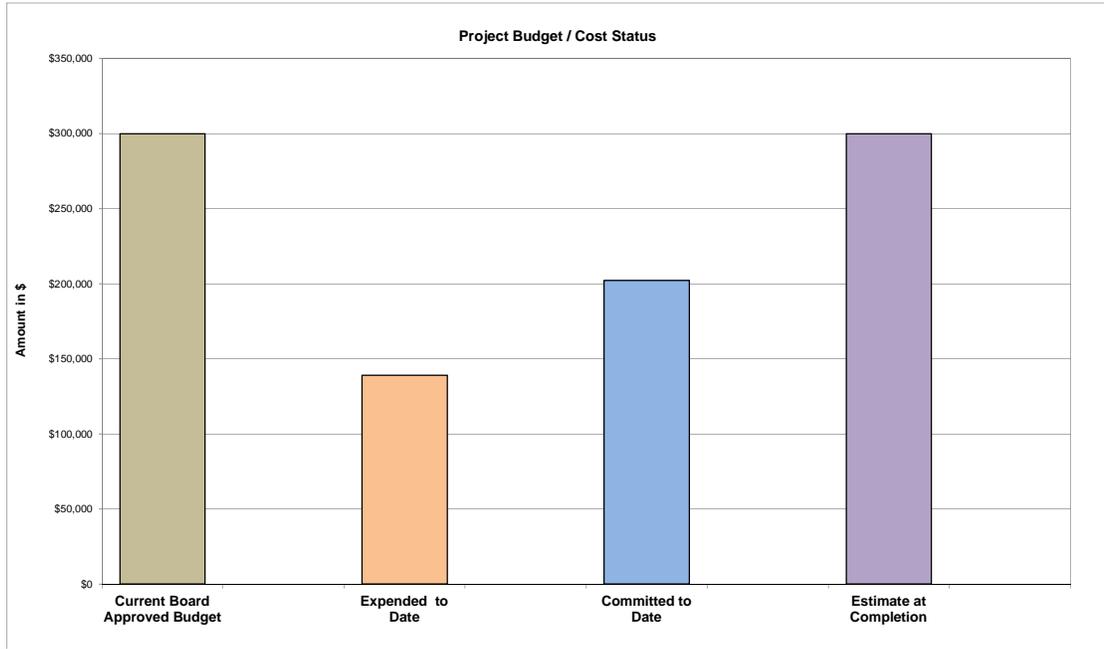
Issues: None.

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	\$139,203	\$202,358	\$300,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY2019



SCOPE:



The System Wide Track Rehabilitation Program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's State of Good Repair database. This database is updated regularly with input from track inspections and tests that are performed throughout the year. Each fiscal year, a new project is set up to cover the track work performed that year. The scope proposed for 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				
				Q3	Q4	Q1	Q2	Q3	Q4	
100230 - FY2019 Systemwide Track Rehabilitation ...		01-Jul-19 A	31-Dec-20							
ROW Maintenance		01-Jul-19 A	30-Sep-20	[Gantt bar spanning Q3 2019 to Q3 2020]						
Project Close Out		02-Oct-20	31-Dec-20						[Gantt bar in Q4 2020]	

Progress:

Oct - Dec 2019

- | | |
|--|---|
| <ul style="list-style-type: none"> (1) Surfaced 2.44 miles of main line track. (2) Stabilized 2.44 miles of track. (3) Regulated 2.09 miles of ballast. (4) Built up 10 frog inserts. (5) Ground 29 switches. (6) UT turnout inspection performed (7) FRA conducted visits. (8) CPUC conducted visits. | <ul style="list-style-type: none"> (9) Installed 28 cross ties. (10) Installed 41 switch ties. (11) Performed ultrasonic (UT) weld testing. (12) Bridge inspection performed. (13) Performed tree trimming. (14) Performed fencing. |
|--|---|

Future

Activities:

Jan - Mar 2020

- (1) Continue ongoing maintenance work.

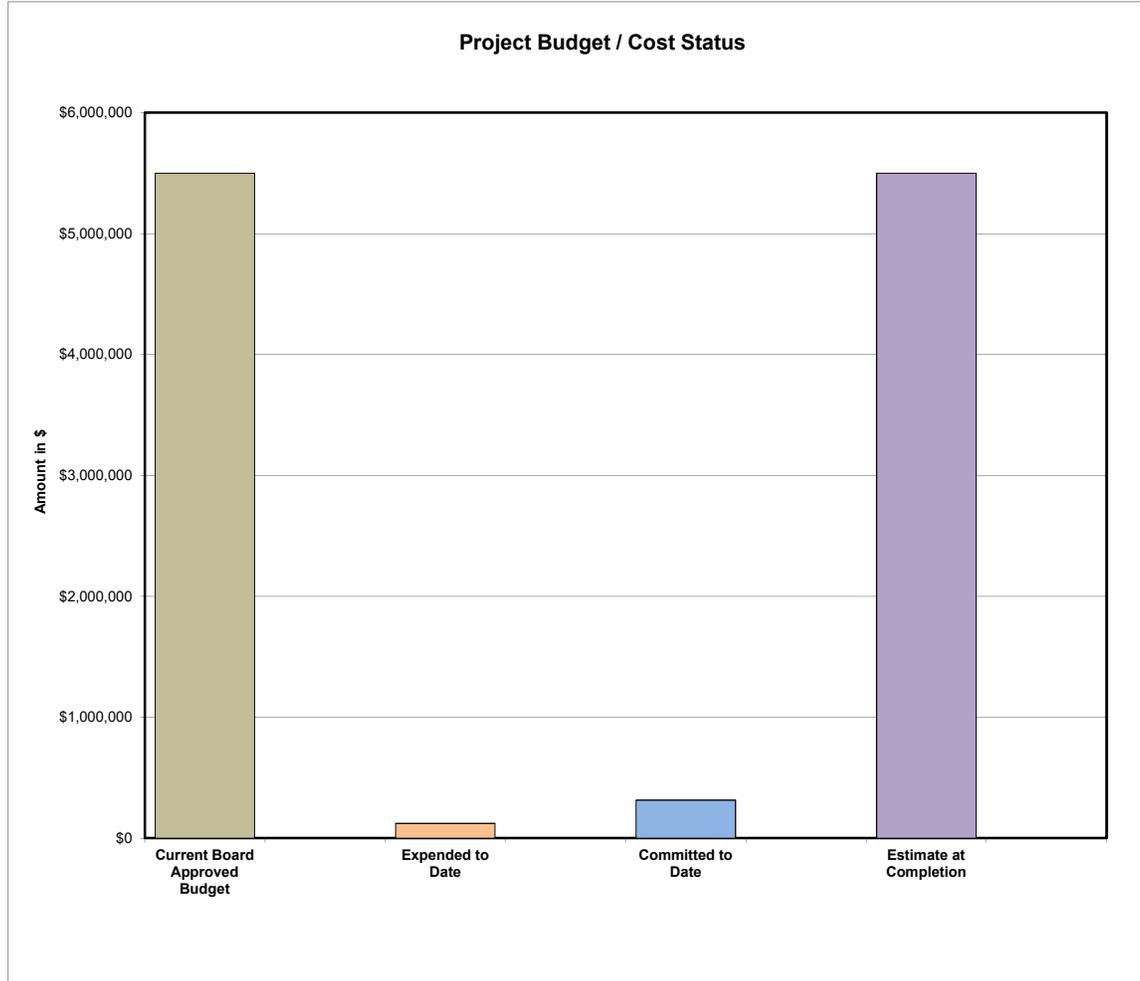
Issues: None.

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	\$121,406	\$313,577	\$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				2020								
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1			
100240 - Ticket Vending Machine Rehab Program		01-Jan-18 A	31-Jan-21																	
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-20																	
Project Close Out		01-Nov-20	31-Jan-21																	

Progress:

- Oct - Dec 2019
- (1) Ventek continued to work on the touchscreen pages for the user interface.
 - (2) Treasury created a new merchant bank agreement with TRX for the new credit card reader.
 - (3) Installed the new credit card reader in a test TVM #130 in Central.
 - (4) Retested the new credit card reader on TVM 130 at Central and it passed the acceptance test..

Future

Activities:

- Jan - Mar 2020
- (1) Ventek to continue on software development and touchscreen pages.
 - (2) Migrate TVM 130 to the Production Environment.

Issues:

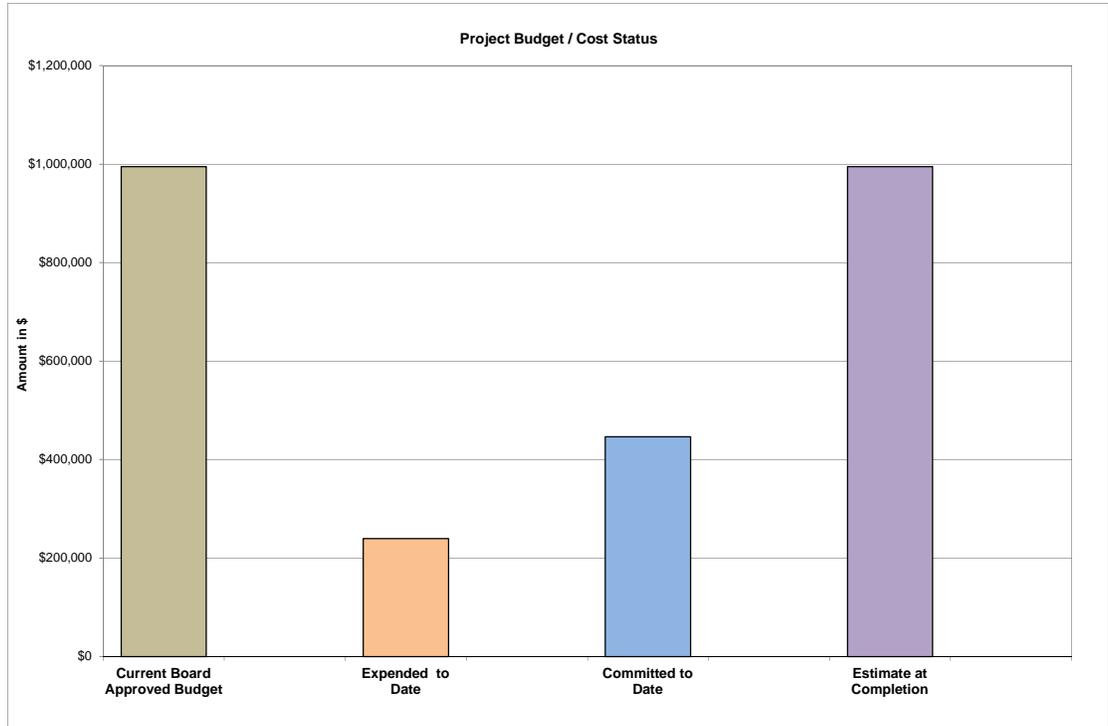
The schedule was rebaselined in the previous quarterly report due to the additional scope to replace the credit card readers. The schedule dates shown did not reflect the rebaselined schedule and have been updated this period.

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	\$239,427	\$446,082	\$995,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

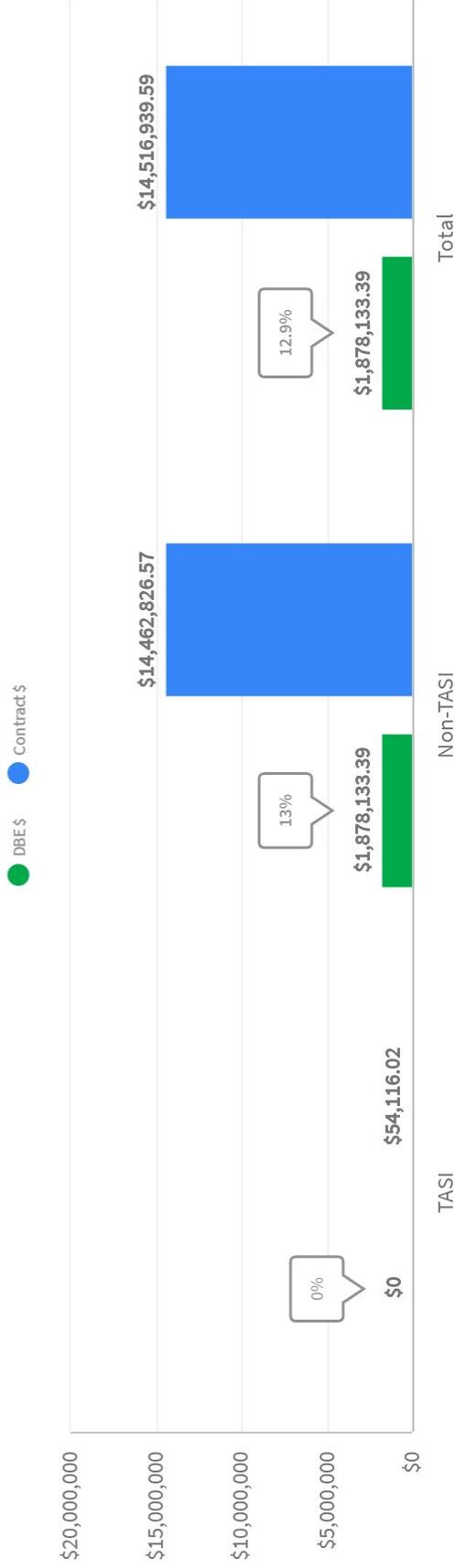
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Caltrain : Disadvantaged Business Enterprise (DBE)

Quarterly Status Report:

- The Caltrain overall DBE goal is 13.5%.
- TASI had zero percent (0%) DBE utilization for the first quarter.
- Higher DBE participation in the first quarter (12.9%) due in part to low TASI awards.

FFY20 Q1: October 01, 2019 to December 31, 2019



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