



Quarterly Capital Program Status Report and DBE Status Report

Prepared for the June 04, 2020 Caltrain Board Meeting

3rd Quarter FY2020: January 01, 2020 – March 31, 2020

Peninsula Corridor Joint Powers Board



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Caltrain - Capital Program - Budget Summary

3rd Quarter FY2020 - January 01, 2020 to March 31, 2020

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	\$6,425	\$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	\$53,508	\$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
 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		
	Q2FY20	Q3FY20	Q2FY20	Q3FY20	Q2FY20	Q3FY20	Q2FY20	Q3FY20	
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 - FY2019									36
Systemwide Track Rehabilitation Project - FY2019									38
Ticket Vending Machine Rehab Program Project									40
Wayside Bike Parking Improvement Project									42



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

25th AVENUE GRADE SEPARATION PROJECT



SCOPE:



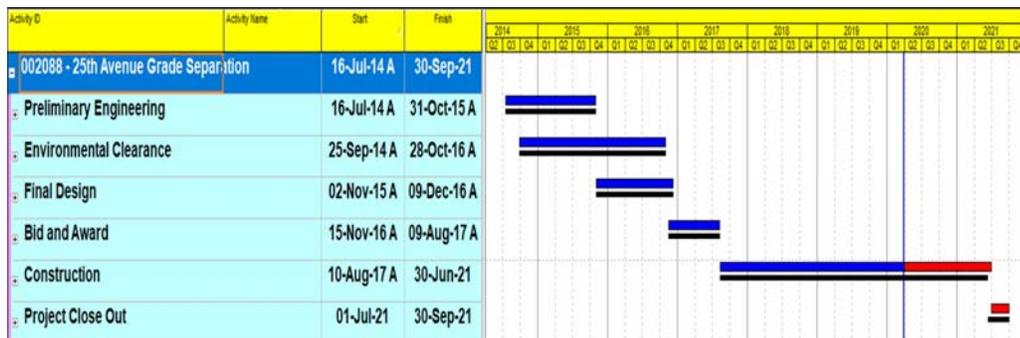
This project will raise the vertical alignment and provide grade separations between Hillsdale Boulevard and SR-92 in the City of San Mateo, including:

- 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:



Progress:

Jan - Mar 2020

- (1) Continued construction of ramps and stairs.
- (2) Continued splicing copper at 31st for ATT.
- (3) Continued retaining wall 28th Avenue west side.
- (4) Continued retaining walls at 31st avenue - west side.
- (5) Completed all paving at MSE wall.
- (6) Completed fiber splicing for ATT at 31st.
- (7) Completed south side of station platform.
- (8) Completed final LCC at wall C.
- (9) Complete wall D.
- (10) Completed MSE walls.
- (11) City of San Mateo approved site for Parking Track.

Future

Activities:

Apr - Jun 2020

- (1) Continue construction of ramps and stairs.
- (2) Construct MT1 at Grade Separation, and north MT2 Tie-in.
- (3) Remove south bound platform. Begin MT2 South Tie-in.
- (4) Complete splicing copper at 31st for ATT.
- (5) Continue retaining wall 28th Avenue west side.
- (6) Complete retaining walls at 31st avenue - west side.
- (7) Complete north side of station platform.
- (8) Begin single tracking.

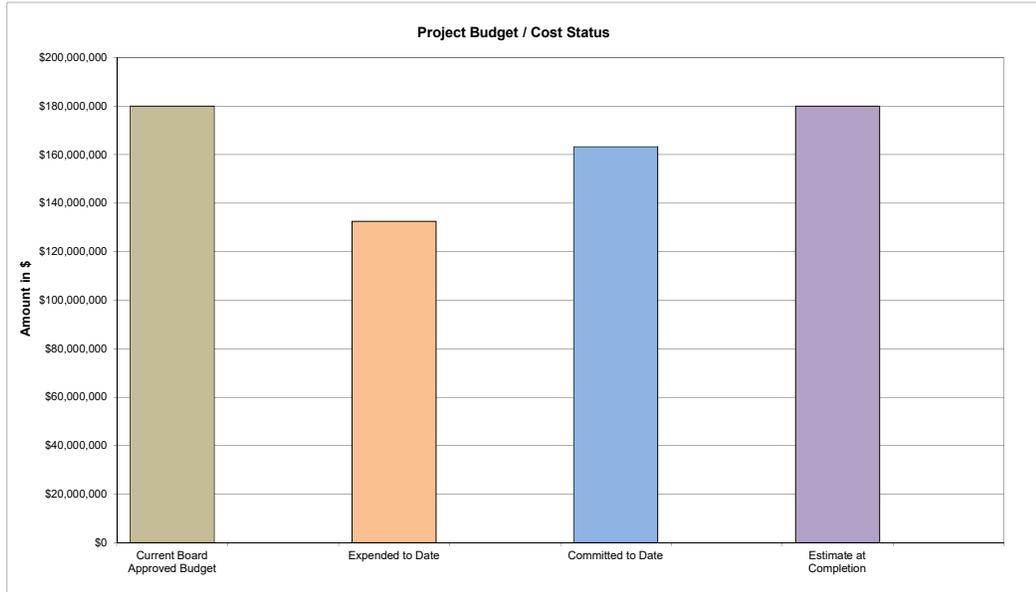
Issues: Project schedule is re-baselined with CCO-080 time extension.

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	\$132,479,131	\$163,274,588	\$180,000,000	\$0

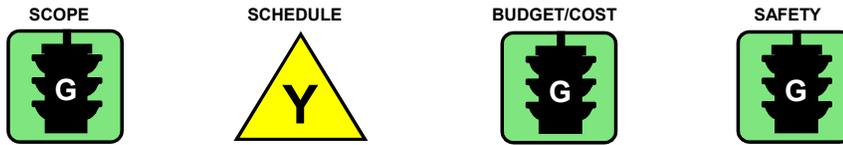


Issues: None.

SAFETY: There were four incident reports written this quarter.



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: PCEP PS-3 conflict with shoofly tracks.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline																		
				2018				2019				2020										
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3							
100244	Burlingame Broadway Grade Sep	18-Dec-17 A	01-Aug-20																			
	Preliminary Engineering 35%	18-Dec-17 A	30-Oct-19 A																			
	Environmental Clearance (TBD)	01-Dec-19 A	01-Aug-20																			

Progress:

- Jan - Mar 2020
- (1) Continued meeting with stakeholders.
 - (2) Continued coordination with Electrification project regarding redesign of traction power paralleling station.
 - (3) Working on draft contract for final design services.
 - (4) Responded for community outreach questions held in November 2019.

Future

Activities:

- Apr - Jun 2020
- (1) Continue meeting with stakeholders.
 - (2) Finalize the draft contract for final design services and work with C&P for RFP advertisement.
 - (3) Target Date for RFP issuance for final design procurement.

Issues:

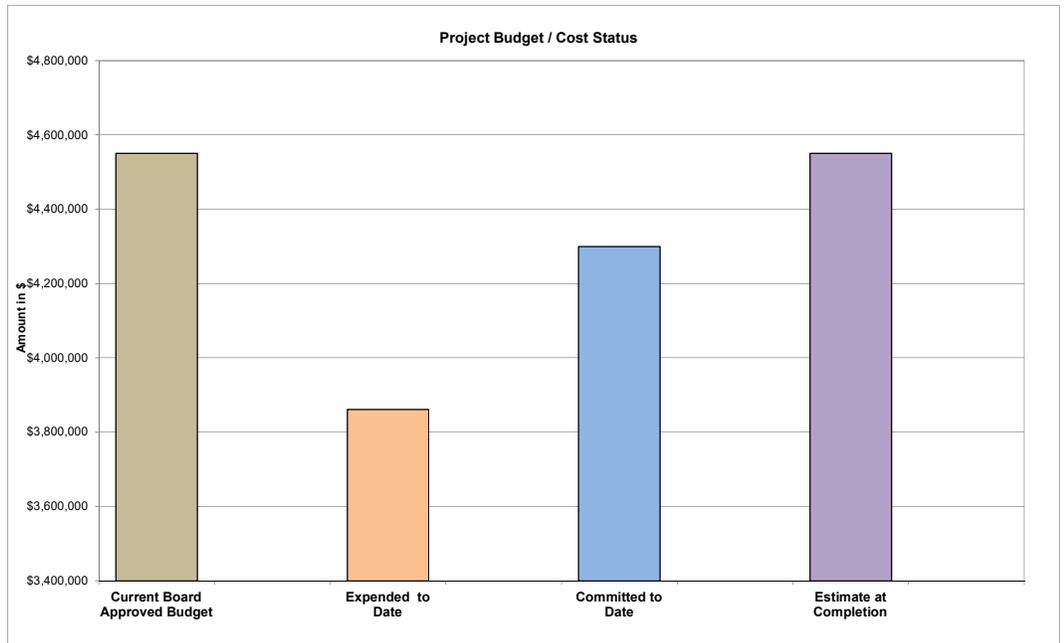
Schedule delay is due to the coordination of an additional environmental clearance community outreach meeting with the City of Burlingame.

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	\$3,860,921	\$4,299,673	\$4,550,000	\$0



Issues: None.

SAFETY:



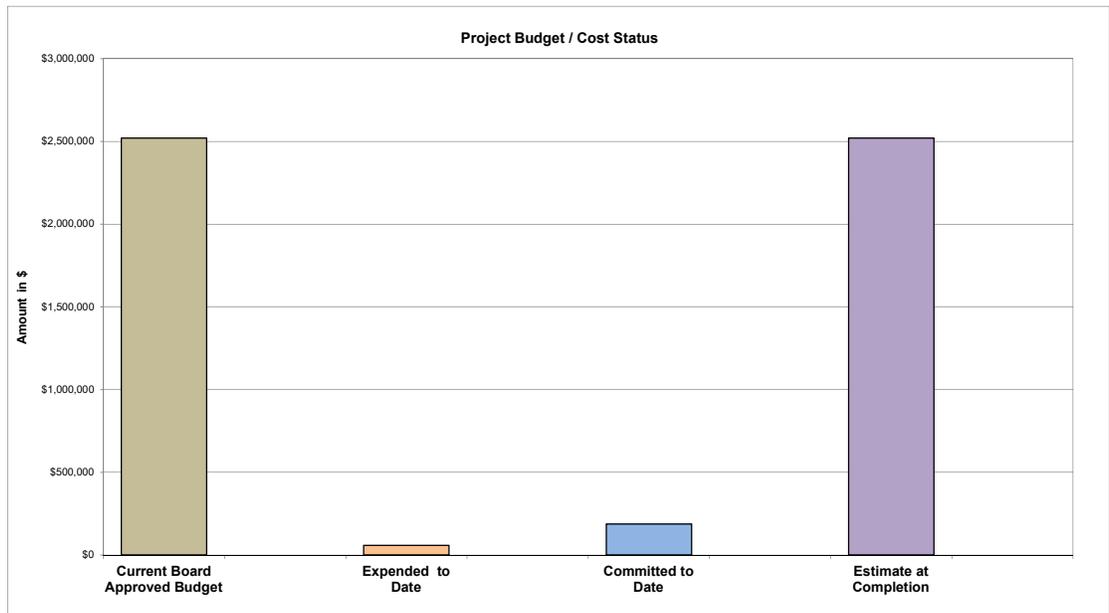
No incidents reported this quarter.

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	\$57,780	\$186,290	\$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 Name	Start	Finish	2019				2020					
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
100443 - Energy	Efficient Lighting at Caltrain	01-Jan-19 A	01-May-20										
+ Bid and Award		01-Jan-19 A	13-Jun-19 A										
+ Construction		14-Jun-19 A	31-Dec-19 A										
+ Project Close Out		01-Jan-20 A	01-May-20										

Progress:

Jan - Mar 2020 (1) Close out continued.
 (2) Waiting for final punchlist items to be completed.

Future

Activities:

Apr - Jun 2020 (1) Complete close out.
 (2) Finalize punchlist items.

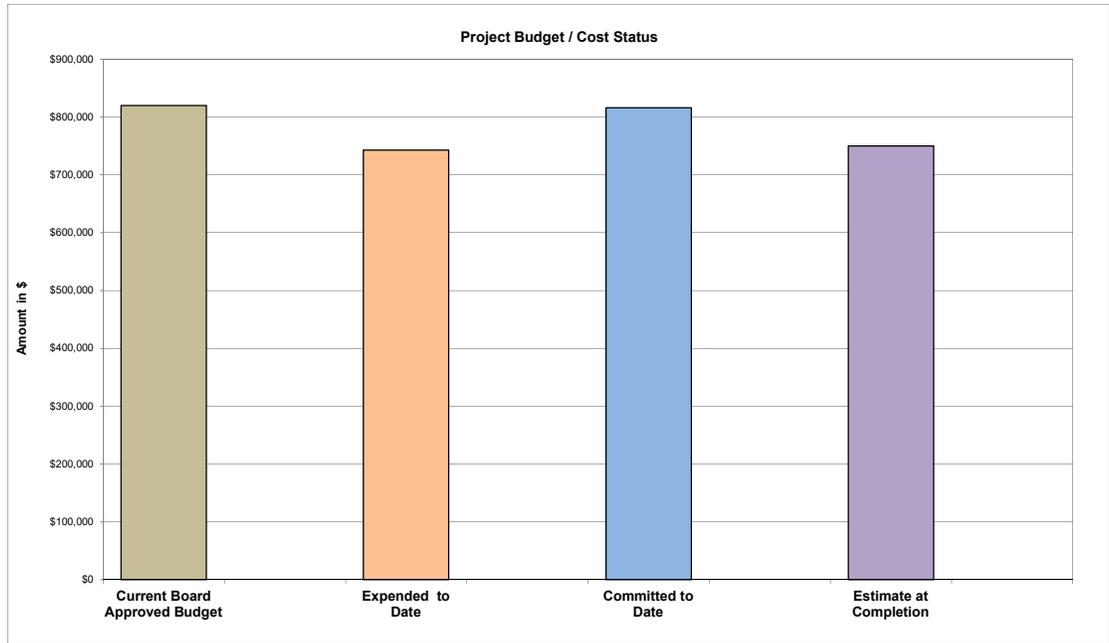
Issues: None.

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	\$742,641	\$816,058	\$750,000	\$70,000



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:



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 Name	Start	Finish	2017				2018				2019				2020			
				Q1	Q2	Q3	Q4												
100005 - F-40 Locomotive Mid-Life Overhaul		31-Mar-17 A	30-Jul-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	30-Apr-20																
Project Close Out		01-May-20	30-Jul-20																

Progress:

Jan - Mar 2020 (1) Continued overhaul of locomotive #922.

Future

Activities:

- Apr - Jun 2020
- (1) Complete overhaul of locomotive #922.
 - (2) Put locomotive #922 in service.
 - (3) Begin project closeout.

Issues:

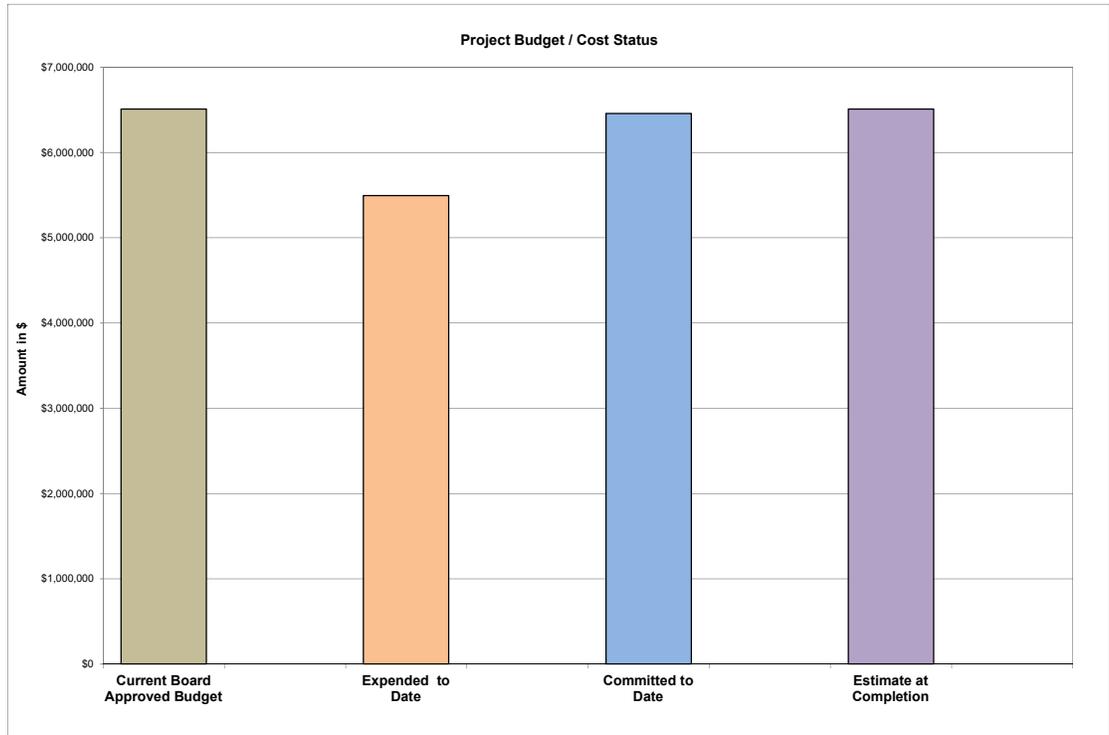
Schedule delay is due to:
 (1) Additional parts needing to be replaced that were not part of the original overhaul scope.
 (2) Resource constraints facing the contractor in hiring qualified workers to perform the locomotive overhauls.

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	\$5,493,704	\$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.

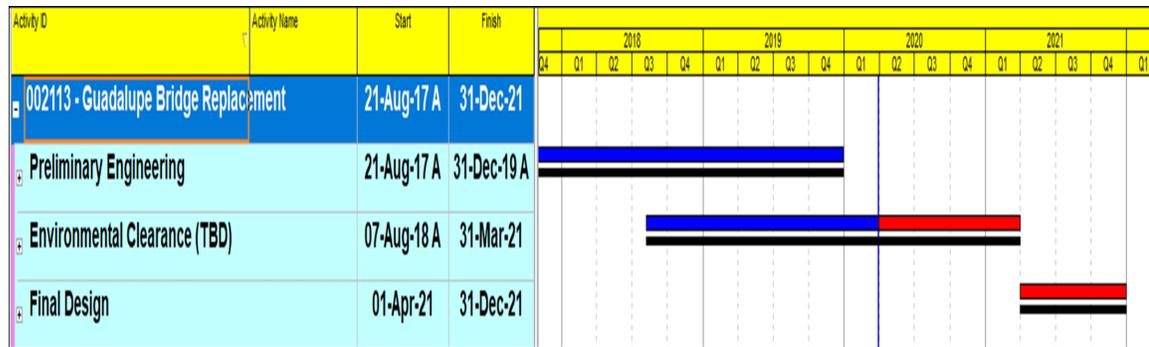
The project is currently in preliminary design (35%) and environmental phase for CEAQ and NEPA clearance.

The current scope is through final design only.

Issues:

None.

SCHEDULE:



Progress:

Jan - Mar 2020

- (1) Submitted final hydraulic/structural memo to SCVWD for review and concurrence.
- (2) Continued to coordinate with ROW team for utility agreement with utility carriers and UPRR for utility relocation needs.
- (3) Circulated 35% package for a full internal review by JPB discipline leads.
- (4) Provided project status update to FTA.
- (5) Continued to prepare technical studies for environmental review, including construction staging and sequencing, utility impact, right-of-way impact, storm water treatment and dewatering strategies.
- (6) Scheduled "Phase Gate" review meeting to advance project to 65% design.
- (7) Circulated a draft utility relocation concept for utility relocation coordination.
- (8) Continued to coordinate with project stakeholders including SCVWD, UPRR, Utility Owners and FTA.
- (9) Continued to coordinate with PCEP project for potential conflicts and project needs, and requested additional design details for the conflicting system.
- (10) Continued to monitor the timely use of federal funds.

Future

Activities:

Apr - Jun 2020

- (1) Complete 35% review and address review comments.
- (2) Continue to prepare technical studies for environmental review, including construction staging and sequencing, utility impact, right-of-way impact, stormwater treatment and dewatering strategies.
- (3) Conduct "Phase Gate" review meeting to advance project to 65% design.
- (4) Schedule for a utility kick-off meeting with UPRR and FO carriers.
- (5) Continue to coordinate with project stakeholders including SCVWD, UPRR, Utility Owners and FTA on project needs.
- (6) Continue to monitor the timely use of federal funds.
- (7) Re-baseline the project scope, budget and schedule.

Issues:

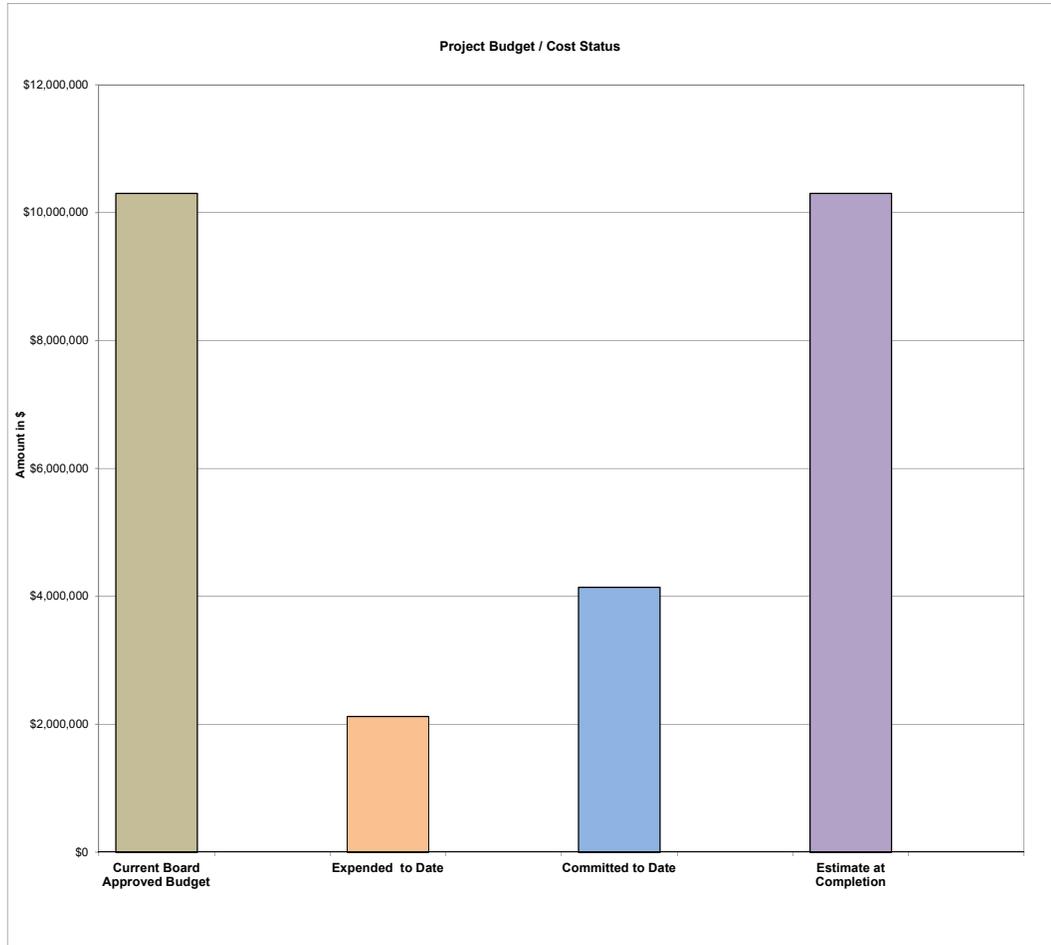
- (1) Potential design contract amendment is needed. The current design contract (Single Source) with HDR was based on the assumption that 65% was completed prior to entering the contract. The previous work only advance to 35% level. A project scope adjustment needs to be done to add 65% design to the current contract.
- (2) Design and relocation of the conflicting OCS poles will add cost and time to the project schedule.

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

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$10,300,000	\$2,121,035	\$4,141,144	\$10,300,000	\$0



Issues: (1) The Caltrain Board Approved funding amount includes the original estimated cost authorization through construction.
 (2) Design and relocation of the conflicting OCS poles will add cost and time to the project schedule.

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.

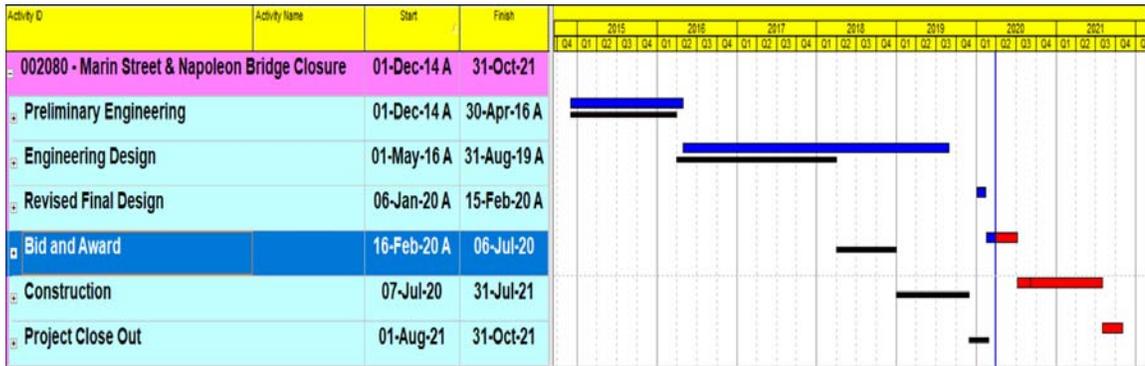
Project Scope is for:

- (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:

Re-design of bridge due issues such as PCEP overhead wires and loading on existing box culvert - Completed.

SCHEDULE:



Progress:

- Jan - Mar 2020
- (1) Worked with C&P for general provisions.
 - (2) Worked with designers, review team, crane vendors regarding the constructability issues
 - (3) Worked with City of SF, Legal team regarding "major encroachment permit".
 - (4) Worked on Box Culvert structure pre-assessment with SFPUC. Performed initial box culvert assessment.
 - (5) Met with PCEP team for the OCS system schedule for work in the vicinity of Napoleon Bridge.
 - (6) Completed revised final design.
 - (7) IFB was advertised for construction contract.
 - (8) Working on Addendums and Bidder Inquiries.
 - (9) Pre-Bid Meeting and Jobsite walk with potential bidders.

Future Activities:

- Apr - Jun 2020
- (1) Work on addendums and bid inquiries.
 - (2) Bid Opening scheduled.

Issues:

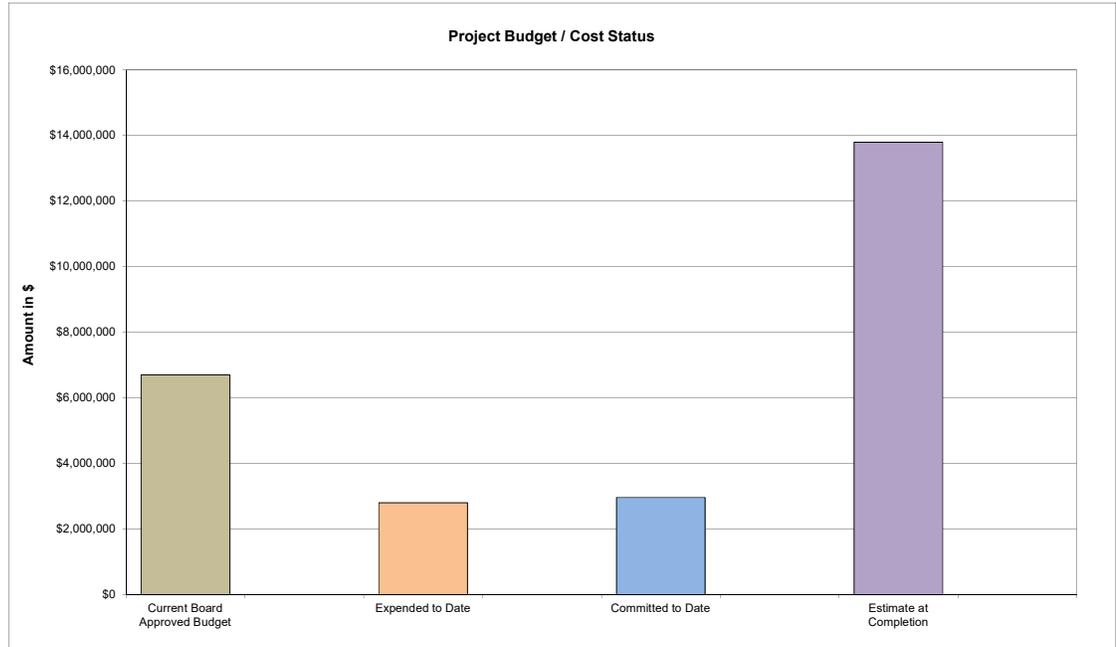
- Project schedule has been extended due to:
- (1) Existing box culvert coordination at Napoleon Street. - Closed, addressed in IFB package.
 - (2) Crane - stage construction issue due to existing constraints. - Closed, addressed in IFB package.
 - (3) Existing job site conditions - homeless and DPW on PCJPB right of way. - Ongoing coordination with DPW and Hanson Bridgett.
 - (4) Major encroachment permit - requested by City of San Francisco. - Ongoing coordination with DPW and Hanson Bridgett.
 - (5) Design modifications for incorporating PCEP OCS components. - Closed, addressed in IFB package.

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	\$2,800,181	\$2,960,876	\$13,800,000	(\$7,096,000)



Issues:

- (1) EAC has been increased this month 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.
- (2) Additional funding will be needed to complete construction of project.

SAFETY:



No incidents reported this quarter.

MARY AVENUE TRAFFIC SIGNAL PREEMPTION PROJECT

SCOPE	SCHEDULE	BUDGET/COST	SAFETY

SCOPE:



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

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2018				2019				2020				2021			
				Q4	Q1	Q2	Q3												
100278 - Mary Avenue Traffic Signal		01-Feb-18 A	31-Oct-21																
Final Design		01-Feb-18 A	30-Apr-20																
Bid and Award		01-May-20	30-Sep-20																
Construction		01-Oct-20	30-Jun-21																
Project Close Out		01-Jul-21	31-Oct-21																

Progress:

- Jan - Mar 2020
- (1) Provided the design for Mary Ave to the Electrification team for review.
 - (2) Met with the Electrification team and decided to install the advance signal preemption at Mary Ave prior to the Electrification work.
 - (3) Advanced to 100% design.

Future

Activities:

- Apr - Jun 2020
- (1) Complete the 100% design of the advance signal preemption.
 - (2) Complete final design. (Based on the current schedule).
 - (3) Begin bid and award cycle. (Based on the current schedule).

Issues:

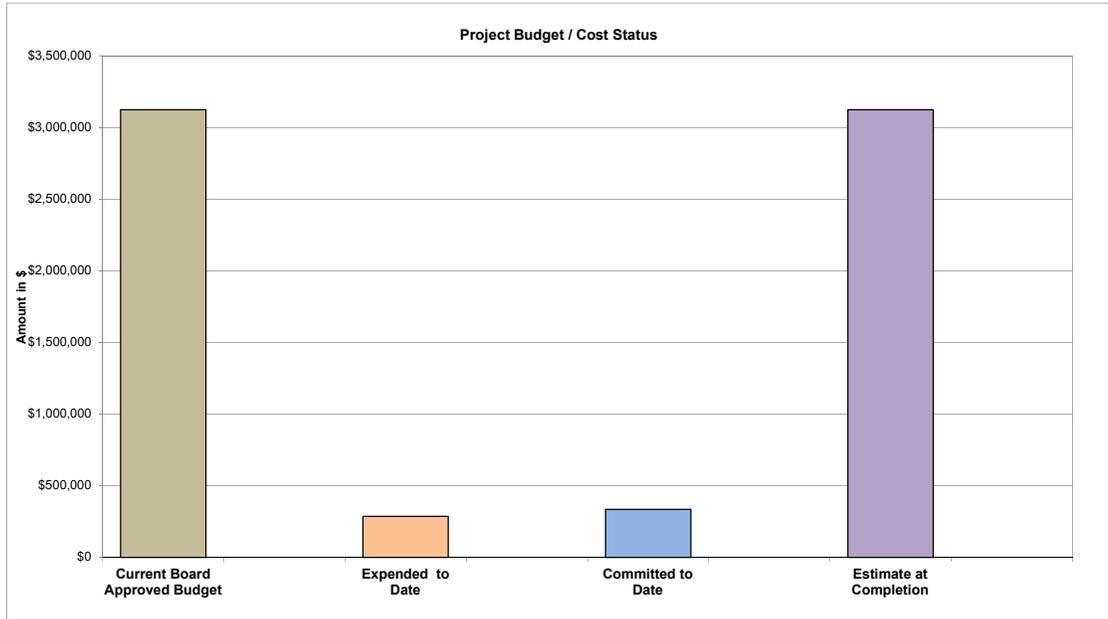
- (1) Due to the coordination issues with the City of Sunnyvale and the Electrification project, the design has been delayed to the end of April 2020.

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	\$286,871	\$336,072	\$3,125,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

MP-36 LOCOMOTIVE MID-LIFE OVERHAUL PROJECT



SCOPE:

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

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

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2017				2018				2019				2020				2021				2022			
				Q1	Q2	Q3	Q4																				
100218 - MP-36	Locomotive 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:

- Jan - Mar 2020
- (1) Completed review and evaluation of the bids.
 - (2) Waiting for award of contract.

Future

Activities:

- Apr - Jun 2020
- (1) Award contract.
 - (2) Begin overhaul process.

Issues:

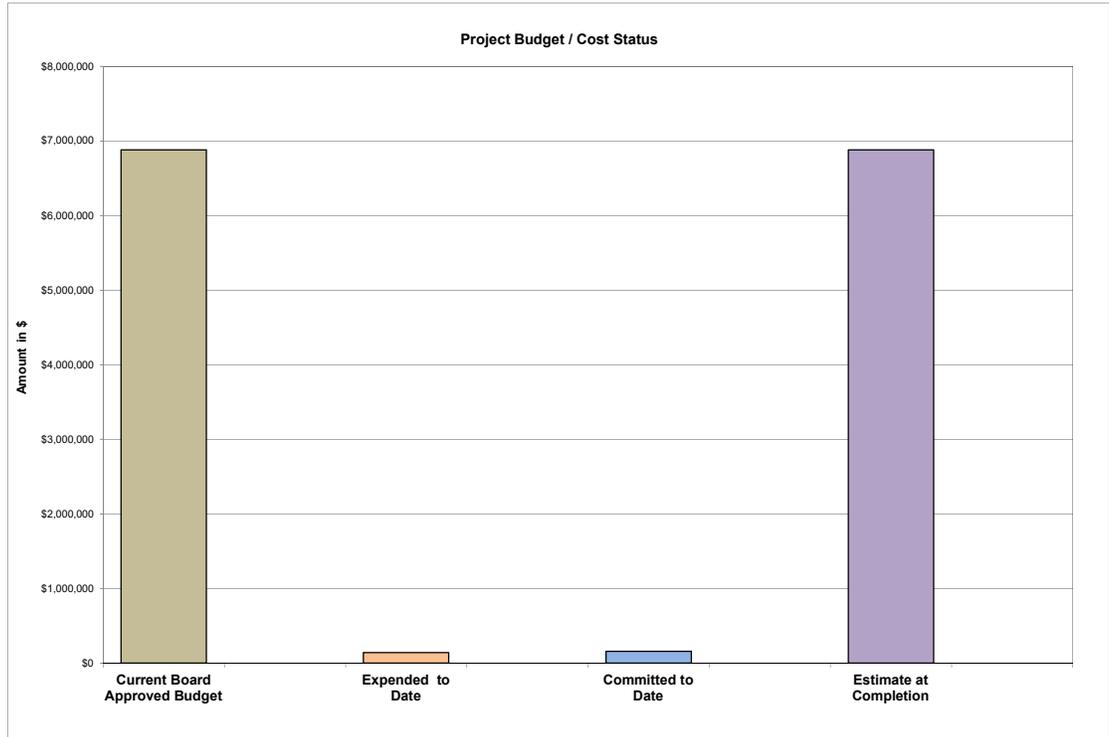
Bids were rejected at the October 04, 2018 Board meeting. Schedule delay is due to re-evaluating and re-issuing the contract for bid. Schedule will be rebaselined when the construction contract has been awarded.

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	\$142,276	\$159,247	\$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 Name	Start	Finish	2019				2020				2021			
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
100147 - FY17 Railroad Communication SOG		Sep-01-18 A	Jun-30-21												
+ Final Design		Sep-01-18 A	Jul-31-20												
+ Bid and Award		Aug-01-20	Mar-31-21												
+ Project Close Out		Apr-01-21	Jun-30-21												

Progress:

- Jan - Mar 2020 (1) Continued with design plans & specification.
- (2) Amended Work Directive (WD) for Additional Design Work.

Future

Activities:

- Apr - Jun 2020 (1) Continue with design plans & specifications.

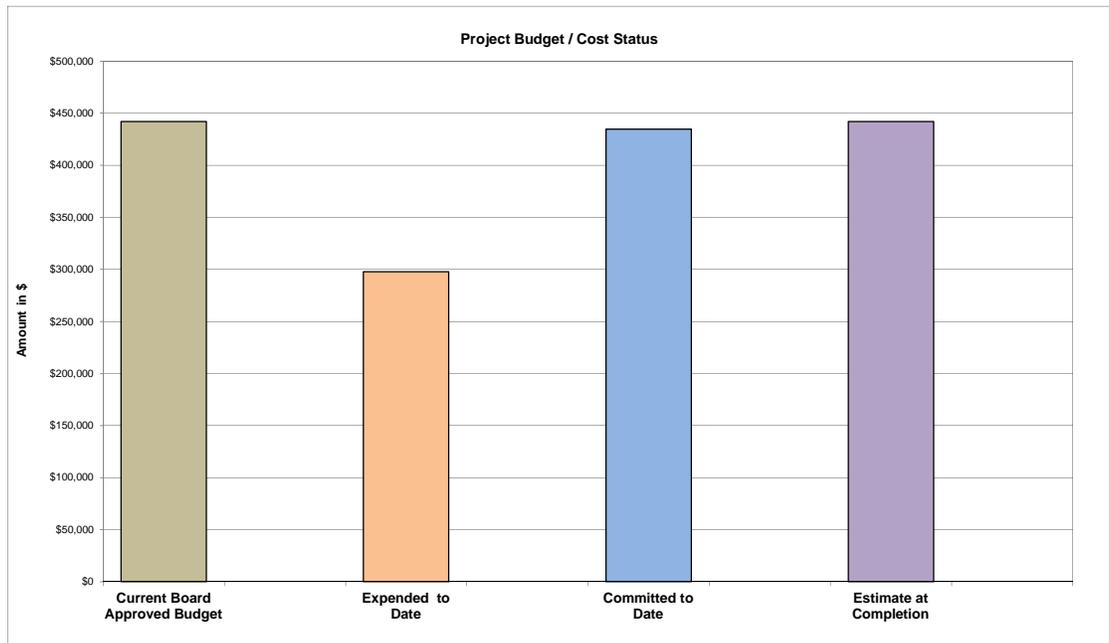
Issues: The project schedule has been delayed due to the continuing mitigation of the unforeseen incompatibility issues with the digital signal of radios being considered by Caltrain and the digital signals of radios being used or being considered by the tenants on the right of way.

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	\$297,821	\$434,668	\$442,000	\$0



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

SAFETY:



No incidents reported this quarter.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2018



SCOPE:



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

Project will consist of the following tasks:

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

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2019			2020			2021		
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
100228 - FY19 RR Comm System SOGR		May-09-19 A	Jul-31-21									
+ Procurement		May-09-19 A	Sep-30-19 A	█								
+ Final Design		Jul-12-19 A	Apr-30-20		█							
+ Bid and Award		May-01-20	Oct-31-20				█					
+ Construction		Nov-01-20	Apr-30-21					█				
+ Project Close Out		May-01-21	Jul-31-21								█	

Progress:

Jan - Mar 2020 (1) Completed microwave design.
 (2) Distributed the design for review.

Future

Activities:

Apr - Jun 2020 (1) Review the design and respond to comments.
 (2) Begin preparing Invitation for Bid (IFB) package for design.

Issues:

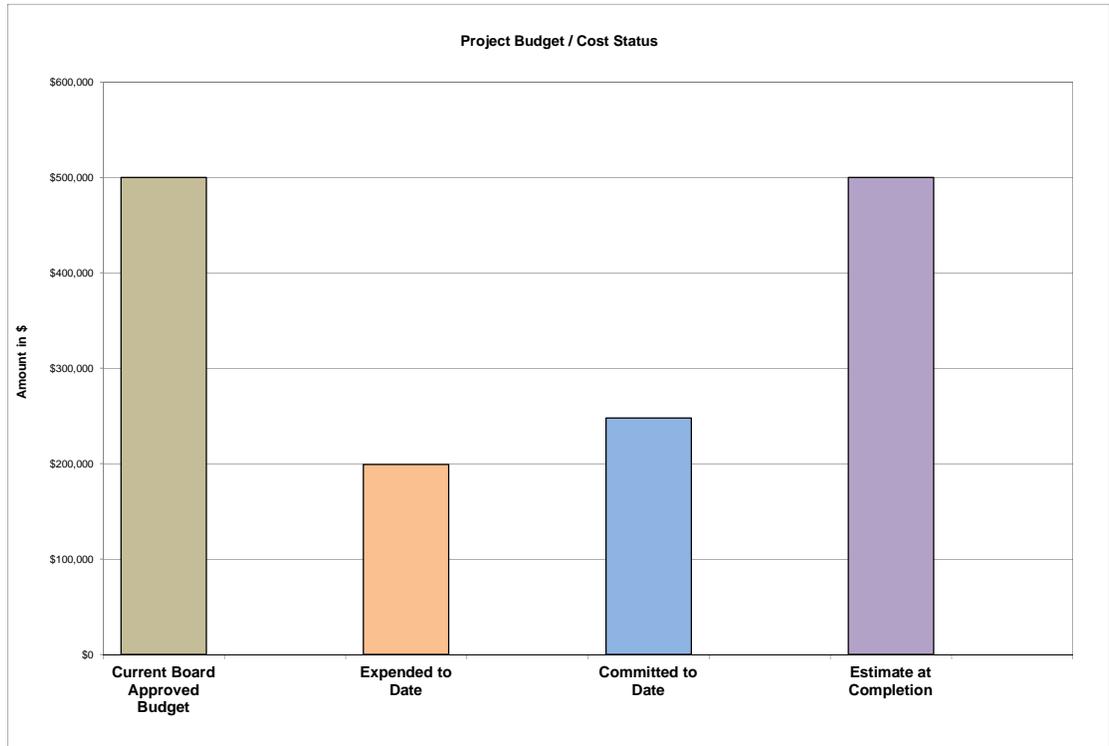
The current schedule delay was due to the late award of the design contract.

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	\$199,268	\$247,730	\$500,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

RAILROAD COMMUNICATION SYSTEM PROJECT - FY2019



SCOPE:



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

The project will conduct the following tasks:

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

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2019			2020		
				Q2	Q3	Q4	Q1	Q2	Q3
100406 - FY19 RR Communication System (S)		May-20-19 A	Aug-21-20						
+ Bid and Award		May-20-19 A	Nov-20-19 A	█					
+ Testing		Nov-21-19 A	May-21-20			█			
+ Project Close Out		May-23-20	Aug-21-20					█	

Progress:

- Jan - Mar 2020
- (1) Awarded of network assessment Work Directive (WD).
 - (2) Initiated network assessment test.
 - (3) Continued RF Load Assessment.

Future

Activities:

- Apr - Jun 2020
- (1) Complete Network Security Intrusion Assessment.
 - (2) Complete with RF load assessment.

Issues:

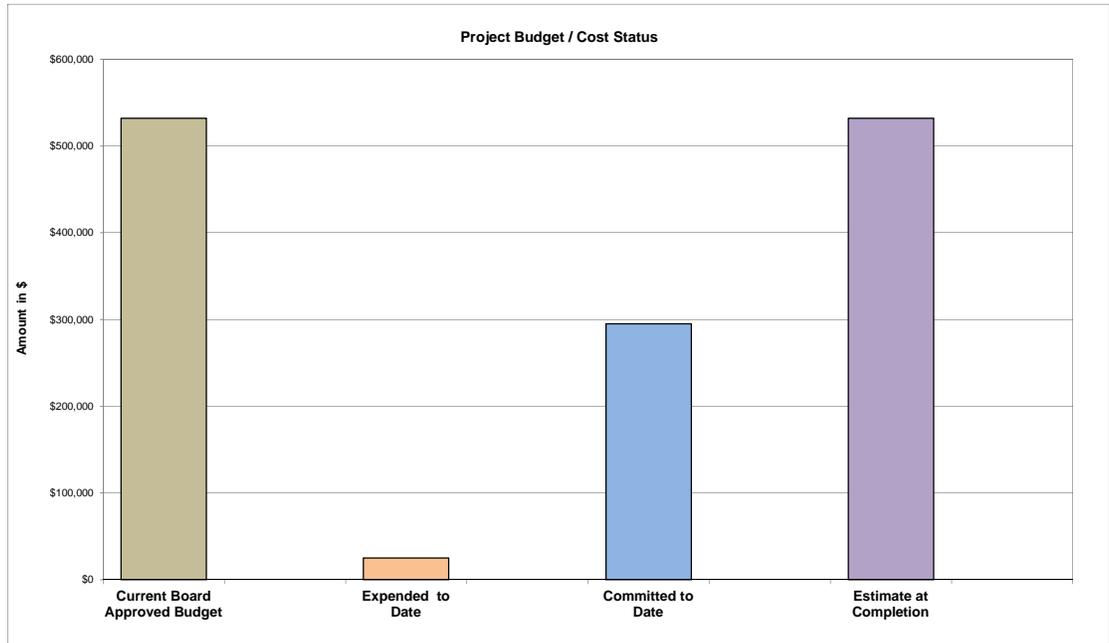
None.

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	\$25,011	\$295,044	\$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 Name	Start	Finish	2020									
				Q3	Q4	Q1	Q2	Q3	Q4	Q1			
100482 - Rengstorff Avenue Grade Crossing		05-Aug-19 A	28-Feb-21										
Preliminary Engineering		05-Aug-19 A	31-Oct-20										
Environmental Clearance		27-Mar-20 A	28-Feb-21										

Progress:

Jan - Mar 2020

- (1) City completed a draft funding plan for subsequent phases of the project.
- (2) Completed draft Basis of Design and submitted to JPB for review.
- (3) Conducted Planning and Design Coordination Meeting with Caltrain Planning Team to discuss the track design criteria.
- (4) Continued topographic mapping.
- (5) On-going project coordination with the City and conducted monthly Caltrain/City coordination meeting.
- (6) Commenced on geometric design.
- (7) Finalized locations for traffic counts.
- (8) Obtained and reviewed title reports for potential impacted parcels.
- (9) Began assessment of temporary and permanent right-of-way impacts.
- (10) Completed Preliminary Design (Geometric Design Approval) drawings and right-of-way impact exhibits for JPB review.
- (11) Reviewed archeological site map and limits to identify any potential impact caused by the shootfly alignment.
- (12) Obtained additional as-built plans from the Santa Clara County for County owned facilities.

Future

Activities:

Apr - Jun 2020

- (1) Conduct web meeting with the City to review Preliminary Design and ROW plans, and to discuss ROW impacts with the City of Mountain View and JPB team.
- (2) Obtain City's comment on Basis of Design Report.
- (3) Conduct traffic counts in May or June 2020.
- (4) Identify potential utility relocation needs and prepare draft utility plan.

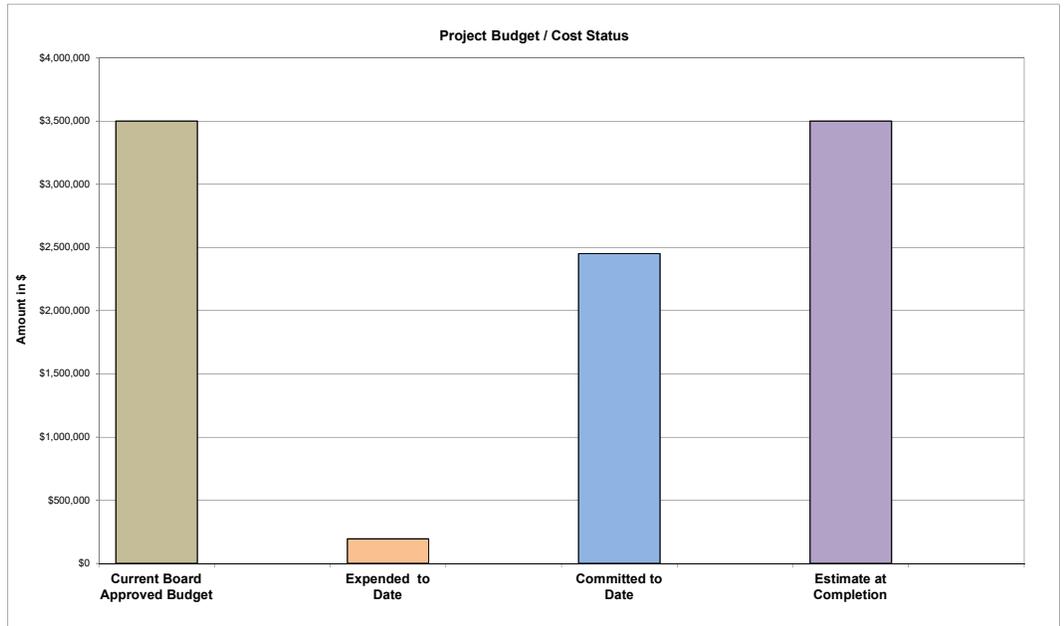
Issues: None.

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	\$194,655	\$2,451,452	\$3,500,000	\$0



Issues: None.

SAFETY:



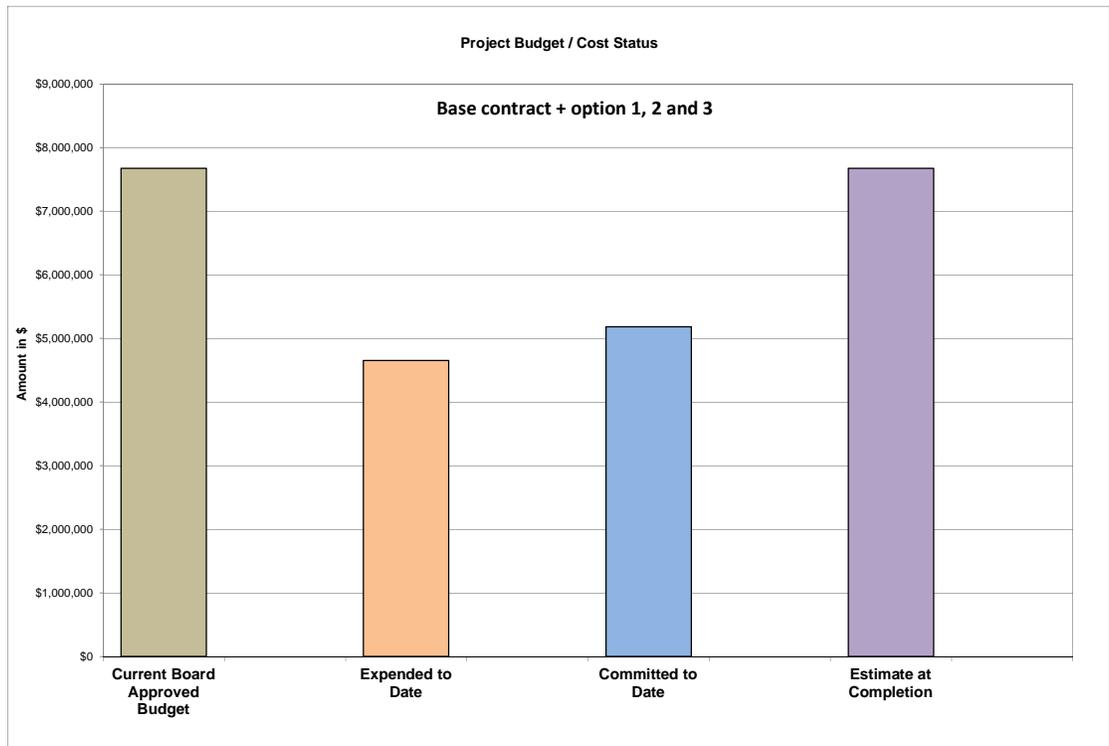
No incidents reported this quarter.

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	\$4,653,468	\$5,183,517	\$7,672,958	\$0



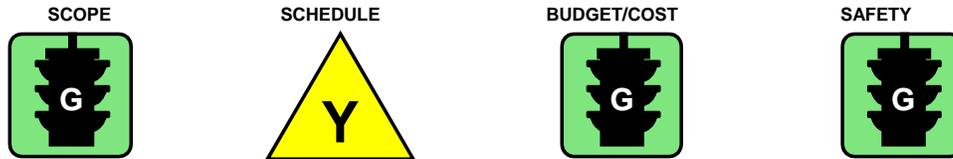
Issues: Current Board approved budget, expended, committed and estimate at completion reflect the base contract and option 1, 2 and 3.

SAFETY:



No incidents reported this quarter.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT



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

Key elements of the project include:

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

Issues: None.



Activity ID	Activity Name	Start	Finish	2015		2016			2017			2018			2019			2020			2021	
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
002146 - South San Francisco Station Improv		Apr-01-15 A	Jun-30-21																			
+	Engineering Design	Apr-01-15 A	Mar-17-17 A																			
+	Contracts & Procurement (C&P)	Mar-18-17 A	Oct-06-17 A																			
+	Construction	Oct-09-17 A	Mar-31-21																			
+	Project Close Out	Apr-01-21	Jun-30-21																			

Progress:

- Jan - Mar 2020
- (1) Continued coordination with electrification on site access for TPSS construction.
 - (2) Completed street improvement work at Poletti Way.
 - (3) Continued construction of ramp 2/stair 2.

Future Activities:

- Apr - Jun 2020
- (1) Continue coordination with electrification on site access for TPSS construction.
 - (2) Begin construction of ramp 3 and West side storm drain line.
 - (3) Continue construction of ramp 2/stair 2.

Issues:

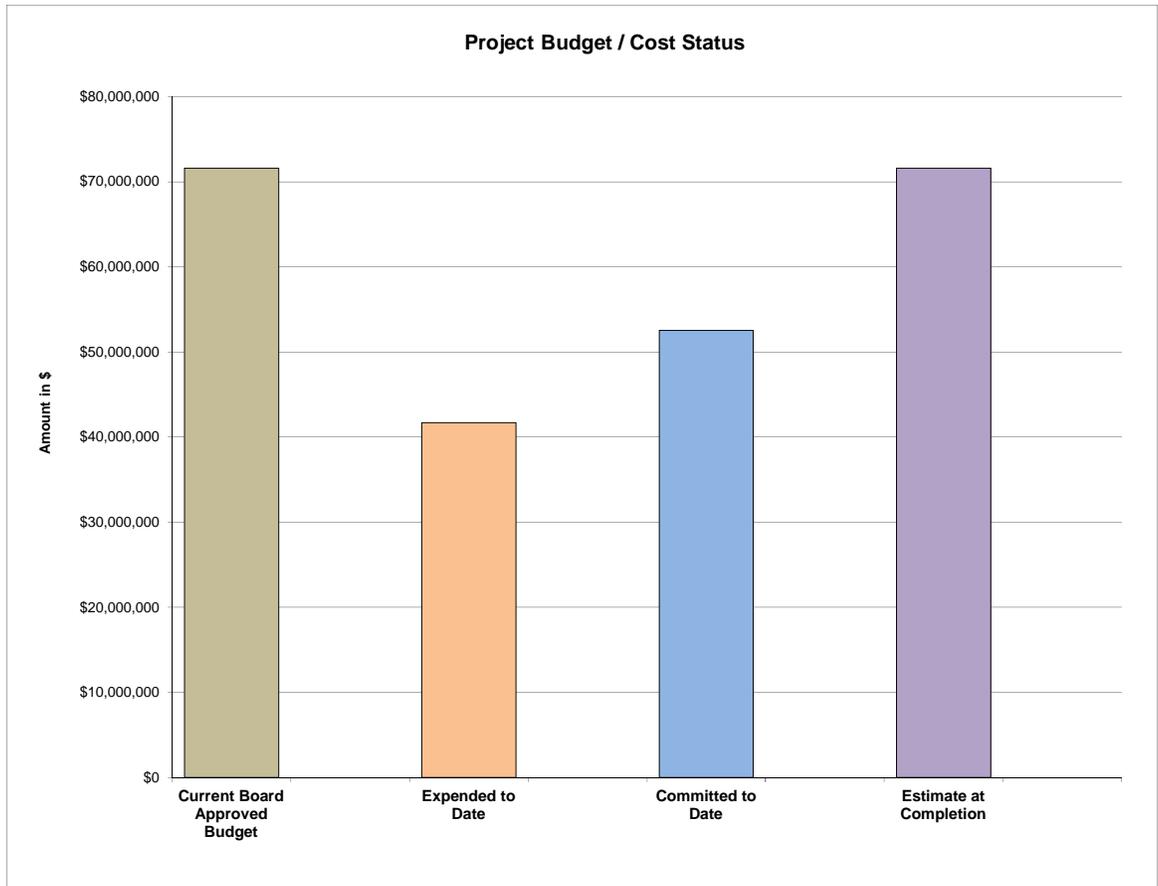
- (1) Project completion and OCS Foundation milestone has been extended due to the suspension of critical path construction activities that was caused by delays in Caltrans permitting and its impact to commencement of 3rd party utility relocation, including PG&E gas and electrical relocation.
- (2) Third party relocation was late and limited ability to prosecute critical path activities (PG&E - gas & electric).
- (3) Schedule was re-baselined 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	\$41,683,318	\$52,531,295	\$71,600,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



STATION ENHANCEMENT AND RENOVATION



SCOPE: This project will include the following work:



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

Issues: None.

SCHEDULE:



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

Progress:
Jan - Mar 2020 (1) Contined reviewing alternative ways to complete the work.

Future Activities:
Apr - Jun 2020 (1) Complete reviewing alternative ways to complete the work.

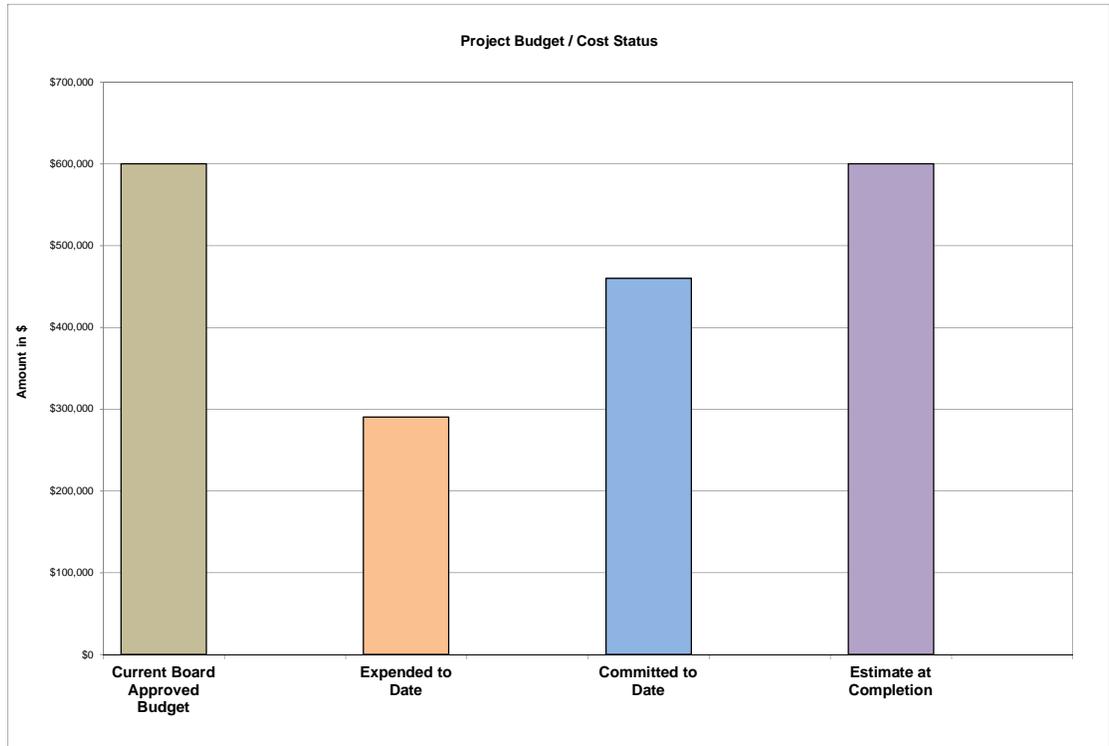
Issues: Schedule delay is due to TASI and PCJPB resource issues. Schedule might be further delayed as no bidders showed up for bid walk.

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	\$290,512	\$459,855	\$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 Name	Start	Finish	2019			2020		
				Q2	Q3	Q4	Q1	Q2	Q3
100405 - FY19 Systemwide Signal System Re		May-20-19 A	Oct-20-20						
+ Bid and Award		May-20-19 A	Jul-08-19 A	█					
+ Construction		Jul-09-19 A	Jul-20-20		█	█	█		
+ Project Close Out		Jul-21-20	Oct-20-20					█	█

Progress:

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

Future

Activities:

Apr - Jun 2020 (1) Continue replacement of controllers.

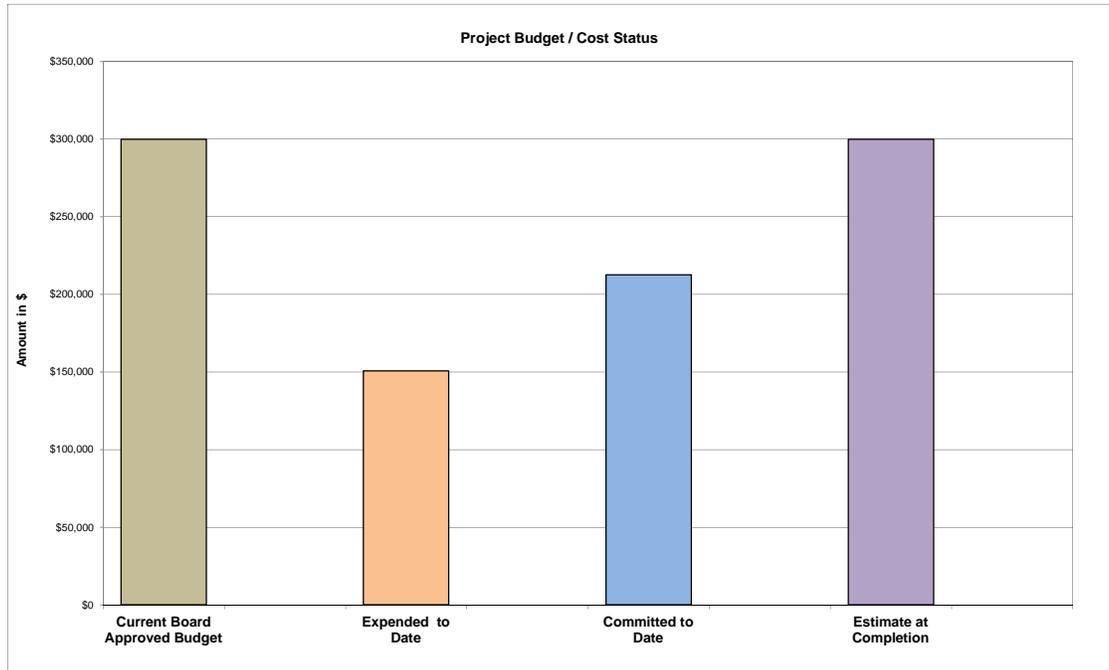
Issues: None.

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	\$150,682	\$212,656	\$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 Name	Start	Finish	2019			2020				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
100230 - FY19 Systemwide Track Rehabilitati		01-Jul-19 A	31-Dec-20								
+ ROW Maintenance		01-Jul-19 A	30-Sep-20								
+ Project Close Out		02-Oct-20	31-Dec-20								

Progress:

Jan - Mar 2020

- | | |
|---|--|
| <ul style="list-style-type: none"> (1) Surfaced 4.42 miles of main line track. (2) Stabilized 3.58 miles of track. (3) Regulated 4.42 miles of ballast. (4) Built up 26 frog inserts. (5) Ground 85 switches. (6) Placed 600 Tons of Ballast in track. (7) FRA conducted visits. (8) CPUC conducted visits. | <ul style="list-style-type: none"> (9) Installed 413 cross ties. (10) Installed 69 switch ties. (11) Performed ultrasonic (UT) weld testing. (12) Installed one isolation joint. (13) Installed three UP cross ties. (14) Installed 17 UP switch ties. (15) Performed tree trimming. (16) Performed fencing. |
|---|--|

Future Activities:

Apr - Jun 2020

- (1) Continue ongoing maintenance work.

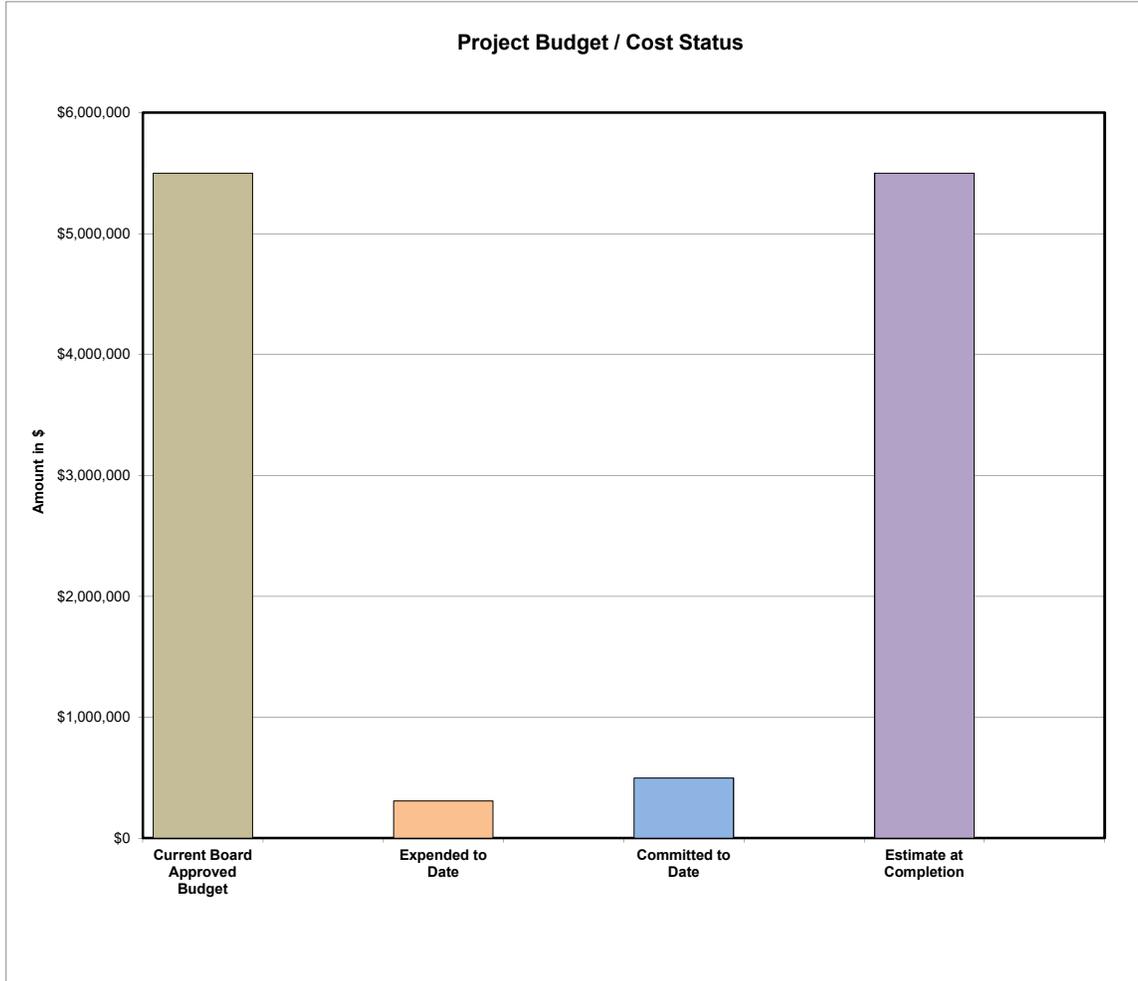
Issues: None.

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	\$306,946	\$496,316	\$5,500,000	\$0



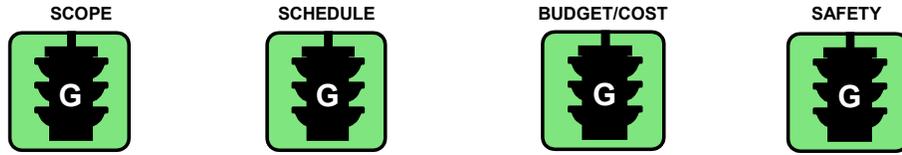
Issues: None.

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 Name	Start	Finish	2018				2019				2020							
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		
100240 - Ticket Vending Machine Rehab Prog		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:

- Jan - Mar 2020
- (1) Ventek worked on the Spanish text for the touchscreen pages.
 - (2) Migrated TVM130 in Central to the Production environment and passed the acceptance testing.
 - (3) Ventek worked on the software for the central server and access to the new database.
 - (4) Continued the TRX reader installations at the stations. Completed a total of 81 TVMs.

Future

Activities:

- Apr - Jun 2020
- (1) Ventek to continue on software development and database development.
 - (2) Finish the rest of the TRX credit card reader installations at the stations. There are eight TVMs remaining.

Issues:

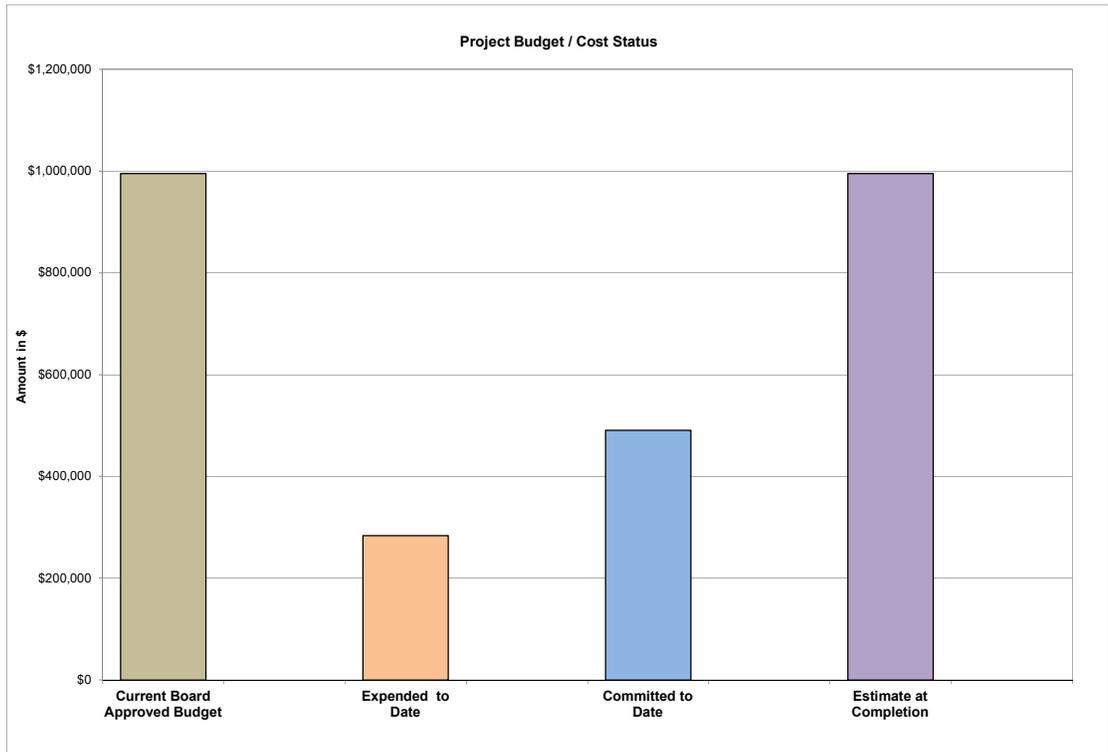
None.

TICKET VENDING MACHINE REHAB PROGRAM PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$995,000	\$283,756	\$490,410	\$995,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

WAYSIDE BIKE PARKING IMPROVEMENT PROJECT



SCOPE:



The project will greatly increase the number of bicycle parking spaces provided at Caltrain stations, reducing the demand for on board bike space. The first portion of the project will upgrade the existing individually assigned bicycle lockers to on-demand electronic bicycle lockers (e-lockers). A contract is being prepared to purchase up to 1,000 e-lockers. Other efforts include installing additional bike racks, upgrading bike rooms at some stations and potentially installing modular bike rooms.

Issues:

None.

SCHEDULE:



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

Progress:

Jan - Mar 2020

- (1) Began correspondence with eLock Technologies for entering into a contract for procurement of e-lockers.
- (2) Began working on final design.
- (3) Postponed design consultant's visit to stations.

Future

Activities:

Apr - Jun 2020

- (1) Continue correspondence with eLock Technologies for entering into a contract for procurement of e-lockers.
- (2) Design consultant's to visit stations.
- (3) Complete final design.

Issues:

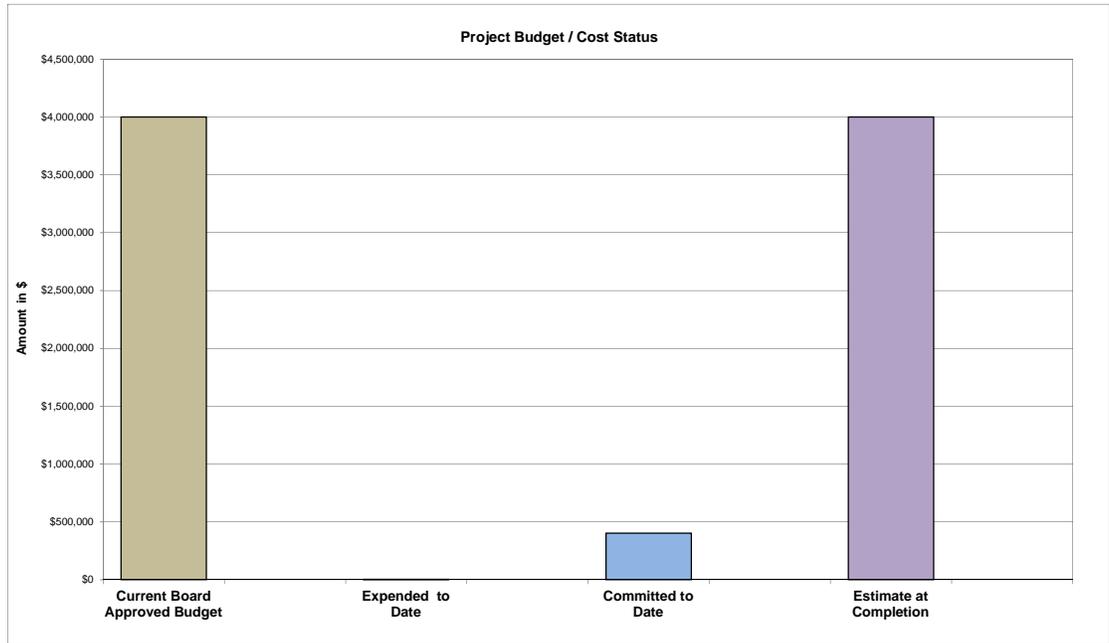
None.

WAYSIDE BIKE PARKING IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$4,000,000	\$2,069	\$401,787	\$4,000,000	\$0



Issues: None.

SAFETY:



No incidents reported this quarter.

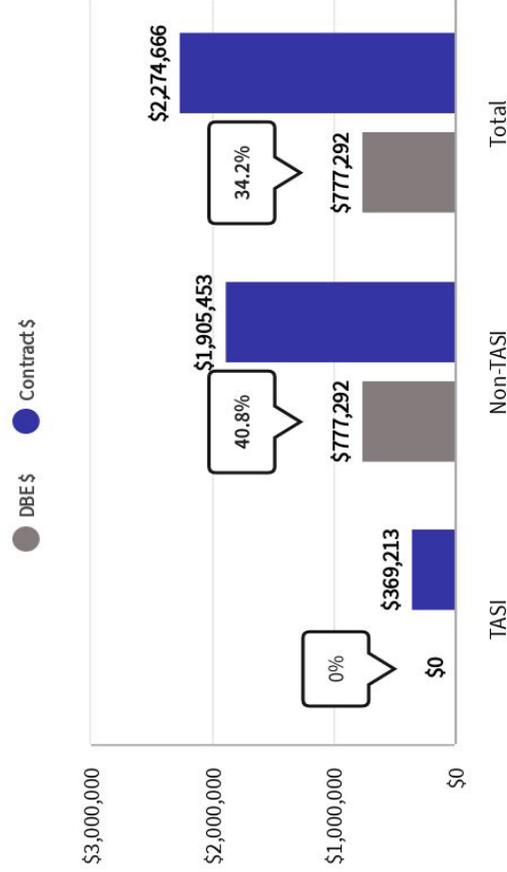
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Caltrain : Disadvantaged Business Enterprise (DBE)

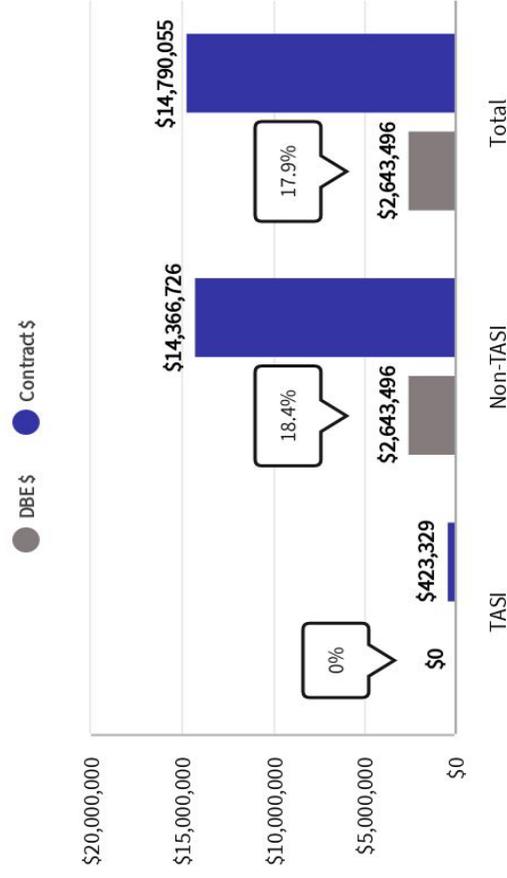
Quarterly Status Report:

- The Caltrain overall DBE goal is 13.5%.
- TASI had zero percent (0%) DBE utilization for the second quarter.
- Amended purchase orders and a PCEP change order led to a variance in the amount reported in Q1.*

FFY20 Q2: January 01, 2020 to March 31, 2020



2020 Federal Fiscal Year to Date:



* PCEP awards were removed from the Q1 report reducing DBE utilization by \$11,929.73 and contract awards by \$2,001,553.42.

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