



Quarterly Capital Project Report (January-March 2026)

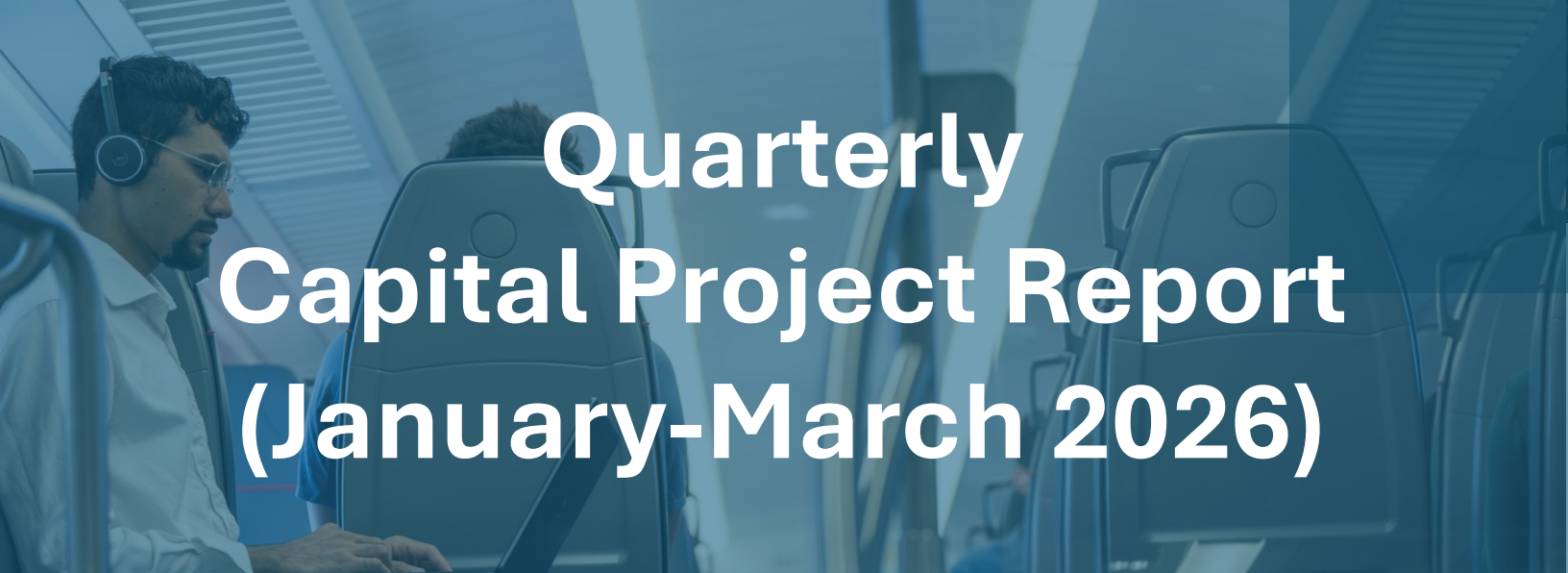




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Caltrain | Quarterly Capital Project Report

January-March 2026

Project: San Francisquito Creek Bank Stabilization

Project Phase: Construction

Estimated Current Phase Completion Date: 02/19/2027

Estimated Project Completion Date: 08/25/2027

PROJECT SCOPE

- Stabilize and protect the northern bank of San Francisquito Creek to prevent erosion that could undermine:
- the northern abutment of Caltrain’s existing San Francisquito Creek Bridge,
 - the northern foundations of the City of Palo Alto’s Alma Street Bicycle Bridge, and
 - an existing drainage outfall owned by the City of Menlo Park.

PROJECT STATUS

Following completion of 2023 emergency bank stabilization, the project team finalized design, completed field investigations to support temporary shoring and protect critical infrastructure during construction, and prepared required environmental permit reapplications and amendments. To address schedule and constructability risks, temporary shoring and river diversion plans have been finalized. All environmental permits have been secured, and construction contract award was approved by the JPB in March 2026. Project Baseline budget and schedule are established with full funding.

KEY ACTIVITIES - CURRENT QUARTER

- **Contract Award & Board Actions:** JPB Board approved the construction contract award, revised baseline budget, updated project schedule and funding plan, and amended the FY2026 Capital Budget to increase budget authority to the current estimate-at-complete (EAC). Contract execution is anticipated in early April.
- **Stakeholder & Regulatory Coordination:** Continued coordination with the Cities and regulatory agencies and public outreach efforts.

KEY ACTIVITIES - NEXT QUARTER

- **Contract Execution & Administration:** Execute the construction contract with Hanford Applied Restoration & Conservation – A Dutra Company (Hanford) and onboard the contractor. Issue the Limited Notice to Proceed (LNTP) and hold the pre-construction meeting. Implement the document control platform and coordinate required administrative submittals in preparation for mobilization.
- **Stakeholder & Regulatory Coordination:** Continue coordination with the Cities and regulatory agencies and advance public outreach.
- **Construction Mobilization:** Scheduled for early June.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
35% Development Complete	05/19/23	05/19/23 A
65% Development Complete	07/05/23	07/05/23 A
Environmental Permits Complete	08/29/25	08/29/25 A
Modified 100% Development Complete/IFB	09/15/25	09/15/25 A
Substantial Completion	11/27/26	11/27/26

FUNDING (in thousands of \$)

Funding Status & Sources	
	Total
Local Funding (Activated Funding)	6,996
Local Funding (Programmed Funding)	3,148
State Funding (Programmed Funding)	3,842
TOTAL PROJECT FUNDING	13,986

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	2,711	1,554	1,157	2,711
Construction	2,688	308	2,380	2,688
Project Management Oversight and Support	5,473	2,249	3,223	5,473
Contingency	1,969	0	1,969	1,969
ICAP	1,145	192	953	1,145
Total	13,986	4,305	9,681	13,986





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January-March 2026

Project: San Francisquito Creek Bridge Conceptual Design & Community Engagement

Project Phase: Planning (15% design)

Estimated Current Phase Completion Date: 11/30/2026

Estimated Project Completion Date: 05/16/2035

PROJECT SCOPE

The San Francisquito Creek Bridge in Palo Alto, built in 1902, is 124 years old. Bridge load rating analyses and detailed inspections completed in 2022 confirmed that it no longer meets current service and fatigue load requirements and has substandard clearances. As a result, Rail Operations implemented a safety directive in August 2022 prohibiting two freight trains from crossing the bridge simultaneously, creating a constraint on corridor capacity.

Caltrain seeks to complete the bridge replacement by 2033 to maintain safe and reliable commuter rail operations. Initial funding will advance the project to the 15% conceptual design phase, including preparation of the Design Basis Memorandum and preliminary constructability reviews to assess key environmental, operational, and right-of-way impacts. The 15% design deliverables will provide sufficient detail to confirm the preferred replacement alternative and support initiation of environmental clearance in the next phase.

PROJECT STATUS

The project was placed on a programmatic pause following the transmittal of the San Francisquito Bridge Replacement Alternative Analysis Memo from Caltrain’s Executive Director to the City of Palo Alto in December 2022 and has since secured funding through the 15% conceptual design phase.

In March 2026, staff re-engaged the Cities of Palo Alto and Menlo Park, along with other stakeholders, to resume coordination and align on the path forward to achieve project objectives. Staff has prepared the Scope of Work for Bridge preliminary design and will select the Designer through on-call Engineering Support Contract process.

KEY ACTIVITIES - CURRENT QUARTER

- **Stakeholder Engagement:** Held a project kickoff meeting with key local stakeholders and provided an update to the City of Palo Alto Rail Committee on project reinitiation. Scheduled a follow-up technical meeting with the City of Palo Alto staff for April.
- **Design Consultant Coordination:** Finalized the Work Directive Proposal Request (WDPR) to select a qualified bridge design consultant and advance the project to 15% conceptual design.

KEY ACTIVITIES - NEXT QUARTER

- **Stakeholder Engagement:** Hold a technical meeting with City of Palo Alto staff to review project details and address questions.
- **Design Consultant Coordination:** Issue the WDPR to onboard a bridge Designer.
- **Funding:** Explore funding options for design beyond 15%.

SCHEDULE MILESTONES

FUNDING (in thousands of \$)

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	09/16/19	09/16/19 A
15% Development Complete	11/30/26	11/30/26

Funding Status & Sources	
Activated Funding	Total
Federal Funding	1,728
Local Funding	1,588
TOTAL PROJECT FUNDING	3,316

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	1,468	507	1,006	1,513
Project Management Oversight and Support	1,501	1,033	504	1,537
Contingency	208	0	215	215
ICAP	139	53	103	156
Total	3,316	1,593	1,828	3,421





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January-March 2026

Project: Rengstorff Ave. Grade Separation Project **Project Phase:** Design – 65%

Estimated Current Phase Completion Date: 7/11/2026

Estimated Project Completion Date: 11/02/2030

PROJECT SCOPE

The project proposes to replace the existing at-grade rail 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. Out 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 City has elected to advance the Leland Connector portion of the project as the initial construction phase.

PROJECT STATUS

The project continues to advance 65% Plans, Specifications, and Estimates (PS&E). Enabling studies, including geotechnical investigations, are underway to support development of the 65% plans. Coordination with PG&E on utility relocations is ongoing, as is collaboration with the City of Mountain View and VTA on 65% design efforts.

KEY ACTIVITIES - CURRENT QUARTER

- Continued 65% design development and interagency coordination supporting the revised May 15, 2026 65% PS&E submittal.
- Advanced Right-of-Way coordination and design-enabling activities with the City of Mountain View in support of the 65% design package.
- Continued utility coordination with PG&E, AT&T, UPRR, VTA, and City stakeholders, including evaluation of relocation interfaces and undergrounding considerations.
- Advanced review and coordination of the CMGC pre-construction contract amendment in support of the updated design schedule.

KEY ACTIVITIES - NEXT QUARTER

- Advance the 65% PS&E design package toward the May 15, 2026 submittal.
- Progress Right-of-Way coordination and final design enabling activities in support of the 65% submittal.
- Resolve remaining utility conflicts with third parties and City stakeholders affecting the 65% design package.
- Advance coordination on Mountain View Leland Connector Phase 1 as a separate project decision and assess impacts to grade separation project.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
15% Development Complete	03/04/19	03/04/19 A
35% Development Complete	10/31/22	10/31/22 A
65% Development Complete	02/06/24	07/11/26
100% Development Complete	03/30/26	05/11/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	26,000
TOTAL PROJECT FUNDING	26,000

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	16,882	8,321	9,749	18,070
Project Management Oversight and Support	3,796	1,984	1,812	3,796
Other Costs	1	1	0	1
Contingency	2,833	0	2,040	2,040
ICAP	2,050	726	928	1,655
Total	25,562	11,033	14,529	25,562





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Project: Broadway Burlingame Grade Separation

Project Phase: Design - 65%

Estimated Current Phase Completion Date: 07/07/2026

Estimated Project Completion Date: 09/05/2033

PROJECT SCOPE

The Broadway Grade Separation Project in Burlingame, CA aims to eliminate the high-risk Broadway at-grade rail crossing to significantly improve public safety, enhance traffic flow, and ensure the design accommodates future rail improvements. Following Value Engineering (VE), the new scope delivers a fully grade-separated rail corridor with significantly reduced cost and schedule by permanently eliminating the Broadway Caltrain Station. The structural design shifts to a narrower, elevated guideway, supported by MSE (Mechanically Stabilized Earth) walls utilizing Deep-Soil-Mix (DSM) and reduced bridge widths. For local access, the project will replace the at grade crossing at Morrell with two undercrossing north of Morrell for pedestrian cross-passages and integrated bike/ped pathways. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method.

PROJECT STATUS

In May 2025, the City Council approved a Value Engineering (VE) solution for the Broadway Grade Separation Project. The MOU second amendments with the City and TA are established to introduce a significant redesign effort for the Broadway Burlingame Grade Separation Project to incorporate value engineering concepts and develop new 65% design documents. The redesign aims to significantly reduce the project's construction cost by eliminating the station and shifting the track to the east.

KEY ACTIVITIES - CURRENT QUARTER

- Weekly design coordination meeting held with the Design Team and Contractor.
- Updated the overall project schedule, ensuring alignment with key milestones and deliverables.
- Interim design package completed.
- Continued 65% Design Development: Track, OCS, Roadway, Structures, Utilities, Hydraulics/Drainage, Urban design and landscaping, Fiber relocation - TPOC and JPBO, Sanchez Creek hydraulics and grading, and Geotechnical analysis for DSM and deep foundations

KEY ACTIVITIES - NEXT QUARTER

- Review the overall project schedule, ensuring alignment with key milestones and deliverables.
- Environmental review and coordination
- ROW Strategy
- Estimation coordination with ICE
- Continue 65% Design Development

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	12/18/17	12/18/17 A
35% Development Complete	01/07/22	01/07/22 A
65% Redesign Development Complete	04/04/25	07/07/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	43,124
TOTAL PROJECT FUNDING	43,124

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Planning & Prel. Design	4,461	4,461	0	4,461
Major Contractors	28,895	25,280	4,614	29,895
Real Estate (incl. Enabling ROW)	2,115	48	2,067	2,115
Project Management Oversight and Support	2,195	1,859	336	2,195
Other Costs	1,353	1,353	0	1,353
Contingency	1,091	0	1,091	1,091
ICAP	2,015	1,444	571	2,015
Total	43,124	34,445	8,679	43,124





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Project: Middle Ave Pedestrian and Bicycle Undercrossing **Project Phase:** Preliminary Design - 35%

Estimated Current Phase Completion Date: 11/02/2026

Estimated Project Completion Date: 09/21/2029

PROJECT SCOPE

The Middle Avenue Undercrossing (Project) is a proposed bicycle and pedestrian undercrossing that would improve safety and connectivity in the area around Middle Avenue in Menlo Park, including the newly completed Stanford development and nearby schools. The City's modified design and location were approved by the Menlo Park City Council on July 11, 2023. An MOU was fully executed on July 2, 2024, between Caltrain and the City to support development of an Alternative Contract Delivery Analysis, design, and RFPs in accordance with the selected Construction Manager/General Contractor (CM/GC) delivery method. The current MOU covers only Phase One, which includes work through completion of the 35% design milestone, with a proposed MOU amendment currently under development to advance the Project through final design is anticipated to be executed in Q2 2026.

PROJECT STATUS

The project continued coordination during March 2026 on the actions needed to advance beyond the 35 percent design milestone. Coordination continued with the City on finalizing the MOU amendment scope and fee, with City Council action now anticipated in May 2026, later than previously anticipated. In parallel, the project team continued preparing an amendment to the TYLin design contract to advance design services through 100 percent design, contingent upon execution of the MOU amendment. Based on the current coordination and approval timeline, the 65 percent design phase is now anticipated to begin in June 2026 rather than April 2026.

KEY ACTIVITIES - CURRENT QUARTER

- Continued coordination with the City of Menlo Park to finalize the MOU amendment scope and fee needed to advance the project beyond the 35% design milestone.
- Continued development of an amendment to the TYLin design contract to advance design services through 100% design, contingent upon execution of the MOU amendment.
- Advanced coordination with WSP, Caltrans, and City staff regarding environmental drilling needed to support the remaining cultural resources work under the Caltrans NEPA process.

KEY ACTIVITIES - NEXT QUARTER

- Finalize coordination with the City of Menlo Park on the MOU amendment for City Council consideration in April 2026.
- Advance the TYLin design contract amendment and coordinate with TYLin to finalize the updated cost proposal and schedule through Released for Construction (RFC) plans and specifications.
- Finalize the WSP amendment and prepare for cultural resource borings anticipated in May or June 2026.
- Continue environmental planning and schedule coordination to support completion of the NEPA process ahead of the October 2026 federal fiscal year deadline.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/01/22	02/01/22 A
35% Development Complete	10/28/25	01/30/26 A
Environmental Clearance Complete	10/06/25	09/01/26
65% Development Complete	04/02/26	11/02/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	2,572
TOTAL PROJECT FUNDING	2,572

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Major Contractors	5,304	1,147	4,144	5,291
Construction	4	4	-	4
Project Management Oversight and Support	2,202	1,265	937	2,202
Other Costs	1,136	174	962	1,136
Total	8,646	2,602	6,044	8,646





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Project: South Linden Avenue and Scott Street Grade Separation

Project Phase: Preliminary Design - 35%

Estimated Current Phase Completion Date: 02/05/2027

Estimated Project Completion Date: 05/18/2034

PROJECT SCOPE

The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other. The Cities of South San Francisco and San Bruno are co-sponsors of the Project. The two crossings are currently rated #6 on the California Public Utilities Commission referencing safety concerns.

PROJECT STATUS

The project began its preliminary design phase in 2016 and has since advanced into environmental clearance while progressing toward the 35% design milestone. Following an extensive evaluation process, a new, more cost-effective optimized alternative was selected, prompting a realignment of the project's scope, schedule, and budget. Design development for this adopted optimized alternative has now commenced and is targeted for completion by late 2026/early 2027.

KEY ACTIVITIES - CURRENT QUARTER

RSE (Designer) performed: 1) Prepared preliminary design refinements and presented to Caltrain and other stakeholders; 2) advancing the Preliminary Design Variance Memorandum (DVM) and Preliminary Basis for Design (BOD) to further define design issues 3) preparing for records request from PG&E (utility relocations), engaging design subconsultants, and managing technical working groups technical issues and meetings. 4) Provide inputs for technical risk workshop

KEY ACTIVITIES - NEXT QUARTER

Designer RSE will: 1) Continue design refinements and progress 35% design; 2) progress Preliminary DVM and Preliminary BOD; 3) support PG&E utility engagement; 4) subconsultant (TYLin) beginning structural design efforts for 35%, manage technical working group meetings to address current design efforts and decisions; 5) manage engineering efforts and coordination with Caltrain; 6) participate in technical risk workshop.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	01/01/18	01/01/18 A
15% Development Complete	05/31/22	05/31/22 A
Award - Preliminary Design Contract	05/04/23	05/04/23 A
35% Development Complete	06/08/26	02/05/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding (Activated)	6,284
Local Funding (Programmed)	4,646
TOTAL PROJECT FUNDING	10,930

CURRENT PHASE PROJECT COST(in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	4,805	2,963	4,028	6,991
Project Management Oversight and Support	957	1,736	710	2,446
Other Costs	8	15	0	15
Contingency	151	0	782	782
ICAP	361	218	476	694
Total	6,281	4,932	5,996	10,928





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Connecting Palo Alto / City of Palo Alto
Grade Separation Project

Project Phase: Planning (15% Design)

Estimated Current Phase Completion Date: 12/31/2027

Estimated Project Completion Date: 10/05/2035

PROJECT SCOPE

The City of Palo Alto initiated the plan to consider grade separation at all four of the existing at-grade crossings in Palo Alto a decade ago. Since 2017, the City's focus has been on the three (3) grade crossings of Churchill Avenue, Meadow Drive, and Charleston Road as part of the Railroad Grade Separation and Safety Improvements Capital Improvement Project, also referred as Connecting Palo Alto. The crossing at Palo Alto Avenue was separated to be integrated with other City planning efforts and to prioritize the other crossings. In January 2025, Caltrain entered into a Cooperative Agreement with the City of Palo Alto and Santa Clara Valley Transportation Authority (VTA) to refine the Churchill Avenue, Meadow Drive, and Charleston Road concepts through preliminary engineering and environmental documentation with robust engagement with the community, Rail Committee, and City Council.

PROJECT STATUS

The project develop is developing the 15% design plans and technical report package. On March 10, 2026, the Rail Committee directed the project team to move forward with the Meadow Drive hybrid with earthen berm option for design purposes but to include the podium as part of a high-level cost information to compare to the earthen berm.

KEY ACTIVITIES - CURRENT QUARTER

- The project team conducted Project Development Team (PDT), Design Team, Engagement Team, and Federal Railroad Administration (FRA), Controls Team meetings. Caltrain prepared two work directive proposal requests for the contractor style independent cost estimates and construction schedules for 15% and 35% design and development of an environmental clearance strategy.
- The project team prepared for and presented at the March Rail Committee and the Palo Alto City/School Traffic Safety Committee (CSTSC) meetings.

KEY ACTIVITIES - NEXT QUARTER

- Submit the draft 15% design plans to the project team for review including holding design review kick-off and comment response meetings with Caltrain and the City.
- Present an update on the 15% design considerations and findings at the May Rail Committee.
- Coordinate and verify the property information via title reports.
- Submit the draft environmental project description to FRA for review.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	10/26/23	10/26/23 A
15% Development Complete	06/30/26	06/30/26
35% Development Complete	12/31/27	12/31/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	17,107
TOTAL PROJECT FUNDING	17,107

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Conceptual Design Phase (Complete)	107	107	0	107
Major Contractors	8,942	1,647	7,506	9,153
Project Management Oversight and Support	4,778	2,146	2,652	4,798
Contingency	3,280	0	1,931	1,931
ICAP	0	291	827	1,118
Total	17,107	4,191	12,916	17,107





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Bernardo Avenue Undercrossing

Project Phase: Preliminary Design – 35%

Estimated Current Scope Completion: June 2026

Project Partners: Cities of Sunnyvale and Mountain View

Lead Agency: City of Sunnyvale

PROJECT SCOPE

The Cities of Sunnyvale and Mountain View are the project sponsors for a proposed new bicycle and pedestrian undercrossing of the Caltrain right-of-way (ROW) at Bernardo Avenue (Project), on the border of the two cities. The proposed undercrossing would provide key access across/under the ROW as well as the Central Expressway.

The current service agreement between Caltrain and the City of Sunnyvale covers tasks that will help to complete the 35% Preliminary Design/Environmental Clearance phase (Led and performed by the City) and prepare to launch the next phase of design. These tasks include a technical review of available deliverables of 35% design documents as designed by the City of Sunnyvale, completing a CEQA Notice of Determination (NOD), reviewing the project’s NEPA Categorical Exclusion Document, and performing an Alternative Delivery Analysis.

PROJECT STATUS

Caltrain has provided comments on the 35% design documents provided by the City, which will need to be incorporated when a Designer is selected to advance next phase of the project. Caltrain has filed a Notice of Exemption with Santa Clara County and the State Clearinghouse, confirming the work that the City has completed.

Caltrain and the City are discussing the scope of the ensuing agreement that would advance the project to the next phase. Caltrain has proposed beginning the alternative delivery analysis with funds in the current agreement while developing the scope that would launch the next phase of design.

Through the end of March, 31% of the total budget of \$373,276 (contingency included) of the agreement has been spent. The activities in the existing agreement have been completed. The Alternative Delivery analysis is added to the current agreement as a new task.

KEY ACTIVITIES - CURRENT QUARTER

- Caltrain, City and VTA staff held an Alternative Delivery Method Analysis workshop to discuss alternatives and make a recommendation.
- .The ensuing report from this workshop is under development
- Caltrain staff met with the City Staff to review the proposed scope for beyond 35% design

KEY ACTIVITIES - NEXT QUARTER

- The key activity for the next quarter will be to coordinate with the City on next steps for the project based on shared project goals.





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Project: Redwood City 4-Track Station

Project Phase: Conceptual Planning – 15%

Estimated Current Scope Completion: May 2026

Project Partners: Redwood City

Lead Agency: Redwood City and Caltrain

PROJECT SCOPE

Caltrain and the City of Redwood City are jointly funding and managing the Redwood City Four-Track Station Planning Project (Project). The Project is a technical study of the proposed elevated four-track station in downtown Redwood City, which will replace the existing at-grade two-track station. A four-track station in Redwood City is required for Caltrain to implement its Service Vision of 8 trains per peak hour per direction. In 2023, Redwood City Council adopted a preferred alternative for the four-track station that includes grade separating six existing at-grade railroad crossings: Whipple Avenue, Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. All the grade separations would include vehicles, except at Maple Street which is a proposed undercrossing for bikes and pedestrians only.

The current Project is advancing the technical analysis with investigations into environmental requirements, construction methods and phasing, and conceptual engineering to support future next steps for the program. Mott MacDonald is the primary firm delivering this work.

PROJECT STATUS

In December, Caltrain and Redwood City agreed on a track alignment that minimizes cost and right-of-way impacts. Mott MacDonald is advancing the track design, constructability analysis, environmental approach assessment, and cost estimate for this alignment, which will help inform decisions about the next phase of work. The environmental phase for this project is partially funded through an RTC grant (\$13.5 million) that was recently awarded.

The project budget for this phase includes \$500,000 for consultant work, and \$150,000 for Caltrain staff time. Through the end of March 2026, Mott MacDonald has spent 92% of the total consultant budget. Current phase activities are expected to be completed in May.

KEY ACTIVITIES - CURRENT QUARTER

- Caltrain reviewed and provided comments on the draft submittal which included: Cover and General Sheets, Track Plan and Profile for Mainlines and Shoofly tracks, Track Typical Sections, Utilities Plan, Right of Way Plan, Cost Estimate, and Constructability Phasing Plan.
- Mott MacDonald is working on incorporating Caltrain's comments and will submit the final deliverable mid-May

KEY ACTIVITIES - NEXT QUARTER

- Conduct technical meeting mid-May to review the final submittal for this phase of work.
- Prepare materials to present the findings from this phase to Redwood City Council and Caltrain Board
- Prepare for Environmental Phase





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Mountain View Transit Center Grade Separation & Access Project

Project Phase: Design - 65%

Estimated Current Phase Completion Date: 10/30/2026

Estimated Project Completion Date: 11/03/2028

PROJECT SCOPE

In May 2017, Mountain View City Council adopted the Transit Center Master Plan as the first step in a multi-year process to plan, design and construct the new station area and improve Castro Street. The master planning process considered interrelated options for station access, expressway crossing, grade separation, platform extension, bus/shuttle circulation, vehicle parking and joint development with a view to supporting future Downtown vitality, station access, and multimodal Circulation. In January 2025, the City of Mountain View issued a Suspension of Work for the original scope design and adopted "Design Package 2" which closes the grade crossing to vehicles but keeping the existing pedestrian crossings active.

PROJECT STATUS

The design consultant submitted the 65% design plans and technical specifications and provided the construction cost estimate. Comments were provided to the designer from all the stakeholders.

KEY ACTIVITIES - CURRENT QUARTER

- JPB, City of Mountain View and Santa Clara County reviewed the plans, specs, reports and construction cost estimate and provided comments to the designer HNTB.
- Held a meeting to go over the construction cost estimate with the City of Mountain View. Provided HNTB comments and clarifications about some items in the construction cost estimate. HNTB revised and resubmitted the construction cost estimate.
- Worked on updating the project budget with the new construction cost estimate and signal software estimates to provide to the city of Mountain View and VTA for the funding agreement amendment.

KEY ACTIVITIES - NEXT QUARTER

- Review 65% design comments resolutions with the Designer HNTB.
- Continue to work on the Invitation For Bid Special Provisions.
- Work on amending the VTA Funding Agreement to capture the new project scope, schedule and budget.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	04/27/20	04/27/20A
NTP- Final Design Contract	04/10/25	04/10/25A
65% Development Complete	10/13/25	01/30/26A
100% Development/IFB Complete	04/06/26	10/30/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	17,000
TOTAL PROJECT FUNDING	17,000

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Design Package 1	9,378	9,378	0	9,378
Major Contractors	1,271	797	474	1,287
Construction	2,889	0	2,889	2,889
Project Management Oversight and Support	1,782	177	1,605	1,779
Contingency	1,218	0	1,218	1,204
ICAP	462	58	404	463
Total	17,000	10,410	6,590	17,000





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Villa Terrace Crossing Closure

Project Phase: Final Design - 100%

Estimated Current Scope Completion: 12/31/27

Project Partners: City of San Mateo, CPUC, Caltrans

Lead Agency: City of San Mateo

PROJECT SCOPE

The purpose of the project is to improve the safety at the Villa Terrace crossing by eliminating the public crossing. The City of San Mateo will close the street on both sides of the railroad tracks by modifying the street to end as a cul-de-sac on both sides. The city will also install Right of Way fencing to prevent access onto the Caltrain Right of Way for both vehicles and pedestrians.

The scope of work for Caltrain is to remove all the signal gates and swing gates. The concrete track panels and asphalt within the Right of Way will be removed and be replaced with ballast. Modifications to the signaling circuitry and software will be done along with the modifications to the Positive Train Control system.

PROJECT STATUS

Received and executed the funding agreement with Caltrans under the CPUC Section 130 Program. Created an internal Caltrain project number and activated the funds on March 13, 2026. The project budget is \$1,374,000 and is funded by the CPUC Section 130 Program.

Current design phase activities are expected to be completed in November 2026.

KEY ACTIVITIES - CURRENT QUARTER

Established official Project Number in the Financial System and activated the funds.

Worked on the Work Directive Proposal Request to select the designer for the grade crossing closure.

KEY ACTIVITIES - NEXT QUARTER

Issue the Work Directive Proposal Request for the design to eliminate the crossing.





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Baseline Safety Enhancements Program

Project Phase: Construction

Estimated Current Scope Completion: December 2027

Project Partners: Local Jurisdictions, CPUC, & TAs

Lead Agency: Caltrain

PROJECT SCOPE

The At-Grade Crossing Safety Enhancement Program includes the Baseline Safety Enhancements and the Advanced Safety Enhancements Programs. The Baseline Safety Enhancement Program includes the following safety enhancements for all Caltrain at-grade crossings. The Baseline improvements include:

- Solar LED pavement markers
- Roadway delineators between and outside of the railroad tracks
- Refreshing of the existing pavement striping markings

Working with the local jurisdiction to identify and implement any traffic signal timing adjustments for roadways adjacent to the railroad.

The Advanced Safety Enhancements Program includes site specific safety measures recommended from Caltrain's Grade Crossing Hazard Assessment. Example site specific improvements include: pedestrian gate separation, lighting

PROJECT STATUS

- Baseline Safety Enhancements: For the physical improvements at the crossings (solar markers, delineators and striping refreshing) existing conditions/site layout/typical design drawings will be prepared and provided to TASI, the Caltrain contract operator for implementation.
- There are two active pilot programs: for Anti-trespass Panels (ATPs) and for RailSentry (intrusion detection). The data collection and staff recommendation for the pilot programs are expected to conclude in Fall 2026 and Spring 2027 respectively.

KEY ACTIVITIES - CURRENT QUARTER

- Staff began meeting with local jurisdictions to discuss the Baseline Safety Program GO-88Bs.
- Staff continued the CPUC Waiver process for the remainder of the Caltrain crossings that were not included in the "Part 1" of the CPUC delineator waiver (approved in December 2025).
- Collecting data for the ATP and RailSentry pilot programs.

KEY ACTIVITIES - NEXT QUARTER

- In April, staff will continue GO-88B process for all local jurisdictions for the Baseline Safety Improvements. Note that the Delineator "Part 2" Waiver must be approved by the CPUC Commission before the GO-88Bs are considered and approved.
- Continue collecting data for the ATP and RailSentry pilot programs.





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Charleston Road Grade Crossing

Project Phase: Design - 100%

Estimated Current Phase Completion Date: 01/06/2026

Estimated Project Completion Date: 03/01/2028

PROJECT SCOPE

The scope of work for this project is to:

- Replace two CPUC Standard 9 warning devices for pedestrian gates.
- Install 25 seconds of advance signal preemption.
- Install solar LED pavement markers and pavement striping for the crossing.

PROJECT STATUS

- The 100% design from RSE has been completed and approved by JPB and the city of Palo Alto.
- The City of Palo Alto is behind schedule for their completion of the 100% design. The current schedule from the city's 100% design is May 2026.
- Note: A time extension has been approved by Caltrans for the design funds to December 2028.

KEY ACTIVITIES - CURRENT QUARTER

- A draft GO88-B form was submitted to the CPUC from the city of Palo Alto. The CPUC had comments on the GO88-B form and the design plans. The design plans for Caltrain were revised and submitted to the city to include in an updated draft GO88-B for the CPUC to review.
- Submitted an amendment request for the construction funds. The construction funds will not be granted until the GO88-B form is approved. Caltrans approved a time extension to the design funds to extend the expiration date to 12/31/28 so the funds can be used until the construction funds become available.

KEY ACTIVITIES - NEXT QUARTER

- Submit a revised draft GO88-B to the CPUC for review.
- Staff will continue to have monthly meetings with the city, Caltrans and CPUC to coordinate the design and provide status updates to all the stakeholders.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	08/24/23	08/24/23 A
65% Development Complete	09/01/25	10/01/25 A
100% Development	12/01/25	12/31/25 A
Substantial Completion	10/01/27	10/01/27
Project Closeout Complete	03/01/28	03/01/28

FUNDING (in thousands of \$)

Funding Status & Sources	
	Total
Federal Funding (Activated Funding)	750
Federal Funding (Planned Funding)	2,100
TOTAL PROJECT FUNDING	2,850

CURRENT PHASE PROJECT COST(in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	341	250	-	250
Construction	-	-	-	865
Project Management Oversight and Support	218	112	-	806
Other Costs	191	28	-	929
Total	750	390	2,460	2,850





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Enterprise Asset Management (EAM) System Implementation

Project Phase: Planning (15% design)

Estimated Current Phase Completion Date: 10/1/2027

Estimated Project Completion Date: 9/31/2031

PROJECT SCOPE

Caltrain is rolling out a new Enterprise Asset Management (EAM) system in phases to improve asset monitoring, maintenance, and operational efficiency. **Phase 1** establishes a centralized system for infrastructure assets (excluding EMUs) with an asset registry, work orders, maintenance planning, and integrated geospatial and financial data. **Phase 2** adds real-time condition monitoring and predictive maintenance using proven rail-industry technology. **Phase 3** delivers dashboards for data-driven decisions and regulatory compliance, with potential system integrations to support long-term enhancements.

PROJECT STATUS

Caltrain is advancing its solicitation strategy for the Enterprise Asset Management System (EAMS), ensuring alignment with funding availability, technical and operational requirements and schedule constraints. IT, Operations & Maintenance, and Design & Construction have collaboratively developed a detailed scope of work for the leading vendor candidate, reflecting strong alignment with Caltrain’s business and functional needs.

KEY ACTIVITIES - CURRENT QUARTER

Business Stakeholders (IT, O&M, D&C) refined the scope and schedule to ensure alignment before advancing to the next phase. All stakeholders collaborated to develop a detailed, evidence-based scope that supports a complete and cost-effective implementation.

Project Team continued to advance the NASPO cooperative contract, preparing to release the RFP in April and is targeting contract execution in the fall.

KEY ACTIVITIES - NEXT QUARTER

C&P will issue the RFP in early April, starting the formal proposal review process. Vendors will submit multiple rounds of questions and receive written responses. After cost proposals are received, negotiations will begin. A cross-department evaluation committee will review the cost proposal to ensure it meets Caltrain’s functional and technical requirements, with particular focus on scope, schedule, and overall responsiveness to Caltrain’s needs.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation (on-holf 2023 to 2025)	11/06/23	09/17/25A
RFP Release	09/17/24	04/03/26A
Award of Implementation Contract	01/15/25	10/01/26
NTP - Implementation Contract	01/30/25	11/15/26
65% Development	10/01/26	10/01/27
100% Go Live (Phase 1)	07/01/27	08/01/28

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	1,398
TOTAL PROJECT FUNDING	1,398

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	273	0	586	586
Construction	386	0	828	828
Project Management Oversight and Support	680	104	1,355	1,459
ICAP	59	1	125	126
Total	1,398	105	2,895	3,000





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Update and Upgrade GIS System

Project Phase: System Implementation

Estimated Current Phase Completion Date: 02/27/2026

Estimated Project Completion Date: 12/27/2026

PROJECT SCOPE

The GIS project enhances Caltrain’s operational efficiency by standardizing geospatial data, improving data accuracy, and supporting staff with clearer asset visibility. FY25 focuses on asset capitalization for the Electrification Project, including OCS, traction power substations, and key PTC components. FY26 expands GIS layers to fiber, signal, and communication assets, adds the Underground Service Alert boundary, and launches an Engineering Viewer to support testing and future development. FY27 transitions GIS layers to an IT-hosted production environment and strengthens underground utility mapping to improve excavation planning. Expanded visibility into underground assets may also enable non-fare revenue opportunities through rooftop use, unused duct banks, and spare fiber capacity.

PROJECT STATUS

Key feature layers (OCS, Signal & Communication, Grade Crossings) are nearly complete. Four added tasks: 1) **Engineering Development Viewer** – Active 3/31/2026; 2) **Underground Service Alert (USA) Boundary** – In progress, targeting USA activation in July; 3) **Non-Fare Revenue Maps** – Energy/communications system locations underway; 4) **Title VI Maps** – maps of stations with census data for Title VI and equity planning.

KEY ACTIVITIES - CURRENT QUARTER

Engineering Development Viewer: Released new geospatial layers (OCS, signal, fiber/communications, stations, platforms, building footprints, fare equipment, parking, access gates, fences, at-grade crossings, and drainage features). The Viewer improves asset visualization, speeds decisions, and streamlines QA/QC; subject matter experts are validating assets to improve accuracy and coordination. Title VI Maps: Submitted station/property maps with census data for planning.

KEY ACTIVITIES - NEXT QUARTER

Engineering Development Viewer Add energy access points like new electric meters to support non-fare-revenue planning. Add traction power contact rails and components in all tunnels for new tunnel-signage. Add underground duct bank alignments (signals, traction power, PG&E meters) and building attributes. Support and enrich the 2026 Track Chart using Viewer-based data. **811 Call Before You Dig Viewer** Validate fiber and other system assets outside the Caltrain ROW. Adding ROW and easement documentation. Expanding USA boundary to protect all Caltrain assets.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/10/22	02/10/22 A
Substantial Completion	08/28/25	05/29/26
Startup/Turnover Complete	11/28/25	06/30/26
Closeout	02/28/26	01/30/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
State Funding	316
Local Funding	3,184
TOTAL PROJECT FUNDING	3,500

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors				
Construction				
Project Management Oversight and Support	1,096	989		1,096
Other Costs	1,018	864		1,018
Total	2,113	1,853	261	2,113





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Predictive Arrival/Departure System (PADS) Gap Coverage

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 01/15/2027

Estimated Project Completion Date: 09/13/2027

PROJECT SCOPE

The Predictive Arrival/Departure System (PADS) Gap Coverage & Improvement will include below scope:

1. Adding new Electric Multiple Unit (EMU) into existing PADS to process EMU location with timetable, and display train information on Visual Messaging Sign (VMS).
2. Virtually add server to provide redundancy for PADS operation, which will increase system liability and availability.
3. Develop technical requirement for future PADS Modernization Program.
4. PADS Improvement: Enhance the Predictive Arrival Departure System (PADS) by improving arrival prediction accuracy, integrating additional data sources for both ROCS and PADS, enhancing train arrival and departure messaging, improving single tracking messaging, deploy industry-compliant GTFS real-time feed, and increasing system responsiveness.

PROJECT STATUS

The project is in procurement phase for PADS improvement. The Wabtec Contract Award was approved in March JPB board. PADS improvement Technical Specification was sent to Wabtec for proposal. Proposal revision was received from Wabtec and is under engineer evaluation. Wayside application logic development (RSE) as an input to ROCS/PADS, is in a pause due to a change request from supplier RSE. WDPR for RSE was prepared and is in process for internal approval to send out.

KEY ACTIVITIES - CURRENT QUARTER

- Hold kick-off meeting for Wabtec contract and RSE WD kick-off.
- Review project schedule, risk, and finalize design information needed for Wabtec contract.
- Update Wabtec schedule for project execution phase, setup project meeting with Wabtec, RSE, and TASI to align schedule, risk and implementation activities.

KEY ACTIVITIES - NEXT QUARTER

- Anticipate receiving RSE first batch of wayside application logic.
- TASI to resume the wayside application logic installation.
- Wabtec to submit CDRL list, Project Schedule, RTM, Test Plan and prepare Test Procedure

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	03/24/22	03/24/22 A
NTP - Implementation Contract	04/25/25	04/25/25 A
Award Wabtec Contract	08/07/25	03/05/26 A
Substantial Completion	10/27/26	04/15/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	6,636
TOTAL PROJECT FUNDING	6,636

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Major Contractors	1,857	-	-	1,307
Construction				
Project Management Oversight and Support	2,988	1,363	-	3,016
Other Costs	1,792	480	-	2,313
Total	6,636	1,843	4,793	6,636





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: VoIP (Digital Dispatch System)

Project Phase: System Implementation

Estimated Current Phase Completion Date: 07/08/2026

Estimated Project Completion Date: 03/22/2027

PROJECT SCOPE

The scope is to perform a technology refresh of the obsolete RDS (Radio Dispatch System) with digital components to utilize the JPB fiber network and the digital VoIP phones. The current RDS hardware and software are obsolete and no longer supported by the manufacturer. AT&T T1 analog leased lines are obsolete, and AT&T will no longer support them.

PROJECT STATUS

Supplier has started the procurement for equipment and develop software. Factory Acceptance Test Procedure (FAT procedure) is approved. Operation and Maintenance manual draft was provided by PENTA. Detailed configuration guidance will be needed. SAT (site acceptance test) has been reviewed. Staff is planning for cut-over in June.

KEY ACTIVITIES - CURRENT QUARTER

- TASI amendments prepared.
- Dispatch console installation starts.
- Cut-over plan draft is completed.

KEY ACTIVITIES - NEXT QUARTER

- Anticipate receiving first batch of modem/RIP from PENTA.
- Start virtual server configuration setup.
- Complete physical new dispatcher console setup.
- Submit SSWP for cutover.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/27/25	02/27/25 A
100% Development	06/26/25	06/26/25 A
Substantial Completion	06/03/26	07/08/26
Start-Up / Turnover Complete	09/01/26	10/07/26
Closeout Complete	03/22/27	03/22/27

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Local Funding	1,713
TOTAL PROJECT FUNDING	1,713

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C =A+B)
Construction	522	253	269	522
Project Management Oversight and Support	685	159	526	685
Other Costs	198	152	46	198
Contingency	193	0	193	193
ICAP	114	46	68	114
Total	1,713	611	1,102	1,713





Caltrain | Quarterly Capital Project Report

January-March 2026

Project: Mini-High Platforms

Project Phase: Construction/Testing

Estimated Current Phase Completion Date: 09/30/2026

Estimated Project Completion Date: 03/30/2027

PROJECT SCOPE

The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all the stations within the areas that will be electrified. Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.

PROJECT STATUS

The project continues to progress, with ongoing efforts to advance construction activities under active TASI Work Directives. Current priorities include completing the remaining base bid work within the EMU section under TASI WD Amendment #2. Tamien Station reached substantial completion in November 2025, and Belmont Station reached substantial completion in December 2025. Additional efforts include addressing outstanding punchlist items from the former Angotti & Reilly (A&R) contract and continuing wheel stop installation at Hillsdale under TASI WD Amendment #3. Staff and legal continue to coordinate on the Angotti & Reilly (A&R) claim, with negotiations completed in December 2025. Once this work is complete, a Work Directive Proposal Request will be issued to TASI for Option 1 stations south of Tamien, including Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy stations.

KEY ACTIVITIES - CURRENT QUARTER

- Confirmed prior mini-high platform installation work remains substantially complete, with remaining work limited to final punch list walkthroughs and installation of the remaining sign at Belmont Station.
- Completed development of the TASI Amendment internal approval package and issued the WDPR to TASI for additional mini-high platform improvements at the five stations south of Tamien and 24 additional wheel stops at Hillsdale Station.
- Released final payment to Angotti & Reilly and continued coordination regarding retrieval and delivery of remaining owner-furnished materials to support the remaining mini-high platform scope.

KEY ACTIVITIES - NEXT QUARTER

- Conduct final walkthrough of remaining punch list items associated with previously completed mini-high platform work and coordinate installation of the remaining sign at Belmont Station.
- Receive and review TASI's proposal for Amendment No. 5 for additional mini-high platform improvements at the five stations south of Tamien and 24 additional wheel stops at Hillsdale Station.
- Coordinate pickup of remaining owner-furnished materials from Angotti & Reilly and related suppliers to support the remaining mini-high platform installations.

SCHEDULE MILESTONES

Milestones	Planned Completion	Forecast (A: actual)
Project Initiation	02/22/22	02/22/22 A
100% Development Complete/IFB	08/24/23	08/24/23 A
NTP - Construction Contract	02/20/24	02/20/24 A
Substantial Completion	07/19/25	09/30/26
Start-up/Turnover Complete	09/17/25	12/30/26

FUNDING (in thousands of \$)

Funding Status & Sources	
Activated Funding	Total
Federal Funding	460
Local Funding	6,811
TOTAL PROJECT FUNDING	7,271

CURRENT PHASE PROJECT COST (in thousands \$)

Category	Current Budget	Expended + Accrual	Estimate to Complete	Estimate at Completion
		(A)	(B)	(C = A+B)
Major Contractors	215	215		215
Construction	4,132	3,122	1,385	4,507
Project Management Oversight and Support	2,049	2,262	231	2,493
Contingency	543	0	100	100
ICAP	229	339	149	488
Total	7,271	5,938	1,866	7,804

