



June 2017 Monthly Progress Report

June 30, 2017



















Funding Partners

Federal Transit Administration (FTA) Core Capacity FTA Section 5307 (Environmental / Pre Development only) FTA Section 5307 (EMU only)

Prop 1B (Public Transportation Modernization & Improvement Account) Caltrain Low Carbon Transit Operations Cap and Trade

Proposition 1A California High Speed Rail Authority (CHSRA) Cap and Trade

Carl Moyer Fund

Bridge Tolls (Funds Regional Measure (RM) 1/RM2)

San Francisco County Transportation Authority (SFCTA)/San Francisco Municipal Transportation Agency (SFMTA)

San Mateo County Transportation Authority (SMCTA) Contribution SMCTA Measure A

Santa Clara Valley Transportation Authority (VTA) Measure A VTA Contribution

City and County of San Francisco (CCSF) Contribution

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1.0 BACKGROUND

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the San Francisco Bay Area's population grows. The Caltrain Modernization (CalMod) Program, scheduled to be implemented by 2020, will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain's commuter rail service.

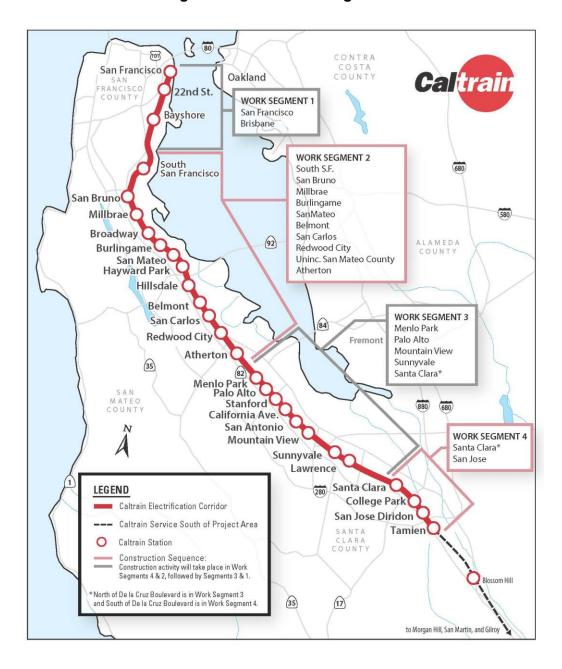
The PCEP is a key component of the CalMod Program and consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for service between the San Francisco Station (at the intersection of Fourth and King Streets in San Francisco) and the Tamien Station in San Jose. Caltrain will continue Gilroy service and support existing tenants.

An electrified Caltrain will better address Peninsula commuters' vision of environmentally friendly, fast and reliable service. Electrification will modernize Caltrain and make it possible to increase service while offering several advantages in comparison with existing diesel power use, including:

- Improved Train Performance, Increased Ridership Capacity and Increased Service: Electrified trains can accelerate and decelerate more quickly than dieselpowered trains, allowing Caltrain to run more efficiently. In addition, because of their performance advantages, electrified trains will enable more frequent and/or faster train service to more riders.
- Increased Revenue and Reduced Fuel Cost: An electrified Caltrain will increase ridership and fare revenues while decreasing fuel costs.
- **Reduced Engine Noise Emanating from Trains:** Noise from electrified train engines is measurably less than noise from diesel train engines. Train horns will continue to be required at grade crossings, adhering to current safety regulations.
- Improved Regional Air Quality and Reduced Greenhouse Gas Emissions: Electrified trains will produce substantially less corridor air pollution compared with diesel trains even when the indirect emissions from electrical power generation are included. Increased ridership will reduce automobile usage, resulting in additional air quality benefits. In addition, the reduction of greenhouse gas emissions will improve our regional air quality, and will also help meet the state's emission reduction goals.

2.0 EXECUTIVE SUMMARY

The Monthly Progress Report is intended to provide an overview of the PCEP and provide funding partners, stakeholders, and the public an overall update on the progress of the project. This document provides information on the scope, cost, funding, schedule, and project implementation. Work along the Caltrain Electrification Corridor has been divided into four work segments as shown in Figure 2-1. PCEP activities are described and summarized by work segments.





With approval of the \$647 million Full Funding Grant Agreement (FFGA) in May, in addition to the \$1.3 billion already secured from local, regional and state commitments, this June the Peninsula Corridor Joint Powers Board (JPB) approved the \$1.98 billion budget for the PCEP. Approval of this budget provides the JPB the authority to proceed with the Design-Build (DB) and railcar construction phases of the PCEP through completion of the project. The Notices to Proceed (NTP) to Balfour Beatty Infrastructure, Inc. (BBII) for the electrification project and Stadler for the EMU vehicles were issued in June.

The PCEP team continues to work with BBII on the Overhead Contact System (OCS) design. OCS layout design for Segment 2 work areas 5 and 4 were advanced to 95%, and BBII continued to advance the OCS layout designs for Segment 4. BBII began to remove obstructions found during the potholing process in segments 4 and 2. Inspection of existing signal cables began in all segments.

Stadler continued to progress numerous management submittals, including the baseline schedule, an updated Contract Deliverables Requirement List (CDRL), and an updated System Safety and Quality Assurance Plan. The PCEP team is currently reviewing these submittals and working with Stadler to finalize these deliverables in July. EMU Conceptual Design Reviews (CDR) have been completed and Preliminary Design Reviews (PDR) are on schedule to commence in September. The PCEP team continues to address system-wide interface issues involving the emerging EMU design and the existing wayside infrastructure, the Electrification Project, and the Communications-Based Overlay Signal System (CBOSS) Project.

2.1 Funding Partners Participation in PCEP

The PCEP has a series of weekly, biweekly, monthly and quarterly meetings to coordinate all aspects of the program. The meetings are attended by project staff with participation by our funding partners in accordance with the Funding Partners Oversight Protocol. A summary of funding partner meetings and invitees can be found in Appendix B.

This section of the report provides a summary of the discussions and decisions made at the meetings and a list of funding partners who attended the meetings.

Electrification – Engineering Meeting – Weekly

Purpose: To discuss status, resolution and tracking of BBII and Electrification designrelated issues, to discuss and monitor the progress of utility relocation compared to schedule, and to discuss third-party coordination activities with Pacific Gas and Electric (PG&E), CHSRA, Union Pacific Railroad (UPRR), Bay Area Rapid Transit, California State Department of Transportation (Caltrans), CBOSS and others.

Activity this Month

Funding Partners: CHSRA: Ian Ferrier

PG&E coordination was a major focus with BBII selecting the designer for the interconnection and review of the power quality study. Utility relocation notices have been sent with schedules established to support the DB schedule. Coordination to resolve conflicts between the CBOSS fiber optic cable and OCS foundation locations continued with the CBOSS team. Review of the OCS foundation requests for relocation to accommodate future curve relocation for CHSRA was conducted. The 95% tunnel modification plans have been received and were forwarded for review by Caltrain Engineering and Construction. Conference calls have been held to discuss the OCS design primarily in Segment 4 where UPRR owns Track MT-1 and the Constant Warning Time solution for the grade crossings.

PCEP Delivery Coordination Meeting – Bi-Weekly

Purpose: To facilitate high-level coordination and information sharing between crossfunctional groups regarding the status of the work for which they are responsible.

Activity this Month

Funding Partners: SFCTA: Luis Zurinaga; CHSRA: Ian Ferrier

Major topics included: Potential changes to be reviewed at the Change Management Board (CMB), signing of the NTP DB and EMU contracts and preparation for groundbreaking ceremony, reports on the status of other JPB capital projects that interface with the PCEP, completion of Fiscal Year (FY) 2018 work plans, outreach initiatives involving design of the EMUs, and data management tools.

Systems Integration Meeting – Bi-Weekly

Purpose: To discuss and resolve issues with inter-system interfaces and to identify and address interface points which have yet to be addressed.

Activity this Month

Funding Partners: CHSRA: Ian Ferrier and Wai-on Siu

The process of migrating the Caltrain system integration database to a new data management tool will follow the migration of the risk assessment database to the tool. Fields have been added to the system integration database report to reference the risk assessment identifier, the safety certification item reference number. Included will be Caltrain program projects including the Tunnel contract, Supervisory Control and Data Acquisition (SCADA) contract and Centralized Equipment Maintenance and Operations Facility (CEMOF) construction contract. The system integration reports will be reviewed for commonality with risk assessment items. The Santa Clara drill track readiness for testing in Segment 4 was discussed with a list of items required for systems integration testing reviewed. CBOSS Positive Train Control (PTC) functionality will be necessary before the impedance bonds are installed at the grade crossings in Segment 4.

Master Program Schedule (MPS) Meeting – Monthly

Purpose: To review the status of the MPS and discuss the status of major milestones, critical and near critical paths, upcoming Board review items, and progress with the contracts, among others.

Activity this Month

Funding Partners: SFCTA: Luis Zurinaga; CHSRA: Ian Ferrier

Due to the schedule freeze an update on the status of the MPS re-baseline effort was provided. Updating BBII, Stadler, and PG&E schedules including schedules for upcoming contracts was discussed. Critical items that must be resolved prior to setting a new baseline were discussed.

Risk Assessment Meeting – Monthly

Purpose: To identify risks and corresponding mitigation measures. For each risk on the risk register, mitigation measures have been identified and are being implemented. Progress in mitigating these risks is confirmed at the ongoing risk monitoring and monthly risk assessment meetings.

Activity this Month

Funding Partners: CHSRA: Ian Ferrier

Seven risks were retired. One risk was added to the risk register. One potential risk was dismissed as not a risk. See Risk Management section (Section 11) in this report for more details.

Change Management Board (CMB) – Monthly

Purpose: To review, evaluate, and authorize proposed changes to PCEP.

Activity this Month

Funding Partners: SFCTA: Luis Zurinaga; CHSRA: Boris Lipkin, Bruce Armistead and Ben Tripousis; VTA: Krishna Davey, Jim Lawson and Carol Lawson

Major topics included: refinement of the functionality of the CMB regarding how review and voting on potential changes would occur. Potential changes to the Balfour and the Stadler contracts were discussed.

2.2 Schedule

The Revenue Service Date (RSD) in the MPS remains unchanged. Without adjustment for contingency the RSD is forecast as August 2021. With the addition of approximately five months of contingency to account for potential risk to the project the RSD is anticipated as December 2021. Table 2-1 provides a summary of the current schedule and milestones.

Due to delays in federal funding the MPS was frozen in February. The FFGA was received in May 2017 and now the overall schedule is being re-evaluated. A revised baseline will be established in the coming months.

Milestones ^{1,2}	Program Plan	February ³	June ⁴
NTP to Electrification DB Contractor	N/A	TBD	06/19/2017
NTP to EMU Manufacturer	N/A	TBD	06/01/2017
Start of Electrification Major Construction	03/20/2017	07/24/2017	07/24/2017
First Eight Miles of Electrification Complete to Begin Testing	04/08/2019	10/08/2019	10/08/2019
Delivery of First Vehicle	06/25/2019	07/30/2019	07/30/2019
Start Pre-Revenue Operations	09/08/2020	09/22/2020	09/22/2020
Potential Limited Service	12/31/2020	12/31/2020	12/31/2020
RSD (w/ Risk Contingency)	12/30/2021	12/30/2021	12/30/2021

Table 2-1 Schedule Status

Notes:

^{1.} Milestones reported on this table may differ from the current schedule. As the schedule continues to be refined over the coming months to incorporate approved baseline schedules from the Electrification DB and EMU contractors, changes to milestones will be thoroughly vetted prior to reflecting those changes in the Monthly Report.

Program Plan only considered an NTP. It did not account for an LNTP and Full NTP.

^{3.} February represents the last month the MPS was updated prior to the schedule freeze.

⁴ There was no formal update of the MPS in June; however, this table has been revised to reflect known or expected updates to FFGA and Contractor NTPs.

2.3 Budget

A summary of the overall budget and expenditure status for the PCEP is provided in Table 2-2 below.

Description of Work	Budget	Cost This I	Month C	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B) ¹		(C) ²	(D)	(E) = (C) + (D)
Electrification Subtotal	\$ 1,316,125,208	\$ 34,436	,836 \$	219,040,382	\$ 1,097,084,826	\$ 1,316,125,208
EMU Subtotal	\$ 664,127,325	\$ 602	,202 \$	34,717,651	\$ 629,409,674	\$ 664,127,325
PCEP TOTAL	\$ 1,980,252,533	\$ 35,039	,038 \$	253,758,033	\$ 1,726,494,500	\$ 1,980,252,533

Table 2-2 Budget and Expenditure Status

Notes regarding tables above:

^{1.} Column B "Cost This Month" represents the cost of work performed this month.

^{2.} Column C "Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) to date.

2.4 Board Actions

• Approved the \$1.98 billion budget for the PCEP

Future anticipated board actions include:

- July
 - Real estate closed session Segments 1 and 3 acquisitions [Real Estate]
 - Resolution of Necessity (RON) Segment 2 parcels by San Mateo County Transit District (SamTrans)
 - Approval to execute PG&E Supplemental Agreement #3: Final Design [Engineering]
- August
 - Award of SCADA sole source [Project Delivery]
 - Quarterly Update presentation to board (in support of Executive Director's report) [Program Management]
 - RON Segment 4 parcels by VTA
- To Be Scheduled
 - Approval to execute PG&E Supplemental Agreement #4: Construction [Engineering]
 - Authority to procure used electric locomotives [Project Delivery]
 - Ambassador Request for Proposal (RFP) award [External Affairs]

2.5 Government and Community Affairs

A number of community relations and outreach events took place during the month. PCEP team participated in a total of 16 meetings with stakeholders.

3.0 ELECTRIFICATION – INFRASTRUCTURE

This section reports on the progress of the Electrification, SCADA, and Tunnel Modification components. A brief description on each of the components is provided below.

3.1 Electrification

The Electrification component of the PCEP includes the installation of 138 miles of single track and OCS for the distribution of electrical power to the EMUs. The OCS will be powered from a 25-kilovolt (kV), 60-Hertz, single phase, alternating current supply system consisting of two traction power substations (TPS), one switching station, and seven paralleling stations (PS). Electrification will be performed using a DB delivery method.

Activity This Month

- The PCEP team issued the Full NTP to BBII, the Design Build (DB) contractor, on June 19th, which allows the BBII to start material procurement, continue final design, and begin planning of the construction activities. The project team also began discussions with BBII on the Time Impact Analysis to update the schedule and determine the impacts of FFGA delays.
- The PCEP team continued to work with the BBII on the OCS design. OCS layouts for Segment 2 work areas 5 and 4 were advanced to 95% and submitted for review and comments. BBII also continue to advance the OCS layout designs for Segment 4.
- The PCEP team continued to review and coordinate signal and communication design submittals with BBII. BBII submitted 65% location specific Signal Design Typical Location for JPB review. The drawings have also been submitted to UPRR for review and continued coordination.
- The PCEP team began design review coordination with local jurisdictions for the OCS design in Segment 2 work areas 5 and 4 and Segment 4. The jurisdictions include South San Francisco, San Bruno, Millbrae, Burlingame, Santa Clara and San Jose.
- BBII continued pothole location layouts in Segment 2.
- BBII continued preparation of test results from geotechnical borings. The results are reviewed by the PCEP team as they are made available. Spoils from geotechnical borings are being removed from the right of way (ROW).
- Potholing of utilities at proposed OCS locations continued in segments 4 and 2. BBII also began to remove obstructions found during the potholing process, such as loose concrete, asphalt, and other debris.
- Potholing of existing signal cables for signal design and construction continued in all segments.
- Inspection of existing signal cables for compatibility with a future electrified railroad began for all segments.

- Coordination efforts with PG&E continued for infrastructure improvements and TPS interconnects. The PCEP team continues to work with PG&E for the finalization of Protection Scheme Studies. PCEP has engaged a PG&Erecommended firm to complete the final study required for the final design of PG&E's infrastructure improvements.
- BBII recommended a PG&E-approved subcontractor to perform the feasibility study and design of the TPS interconnections. The recommendation is under review by the project team and the NTP for the allowance will be issued once the review is complete. The design of the interconnection is currently an allowance within the BBII DB contract, with construction being a change order.

Activity Next Month

- Continue to work with BBII on design and field investigation activities. The designs will include the continued progression of the OCS, traction power, bonding and grounding, signal systems, and other civil infrastructures such as overhead bridge protections.
- Continue potholing and clearing of obstructions at proposed OCS locations. Potholing will continue in Segment 2 Work Area 3 and will move into Segment 2 work areas 2 and 1 as BBII advances the OCS design at specific locations.
- Continue potholing of signal cables in all segments in support of signal system design.
- Continue inspection of signal cables in support of signal system design.
- Hold signal discussion with UPRR.
- Continue review BBII work plans for upcoming construction activities.
- Continue coordination efforts with PG&E on interconnection design and final design for PG&E infrastructure. The PCEP and BBII teams will continue design and coordination of the 115 kV interconnections between PG&E and Caltrain's future substations. Coordination meetings continue to be held every two weeks.
- Continue design reviews and coordination with local jurisdictions for OCS design in Segment 2 work areas 5 and 4 and Segment 4.
- Perform test pile installations.
- Begin tree pruning and removals in preparation of OCS foundation installations.

3.2 Supervisory Control and Data Acquisition (SCADA)

SCADA is a system that monitors and controls field devices for electrification, including substations, PSs and sectionalization. SCADA will be integrated with the base operating system for Caltrain Operations and Control, which is the Rail Operations Center System.

Activity This Month

• The PCEP team began negotiations for the SCADA contract.

Activity Next Month

• Complete negotiations and prepare for the award of SCADA contract at the August board meeting.

3.3 Tunnel Modification

Tunnel modifications will be required on the four tunnels located in San Francisco. This effort is needed to accommodate the required clearance for the OCS to support electrification of the corridor. Outside of the PCEP scope, Caltrain Engineering has requested the PCEP team manage completion of design and construction management for the Tunnel 1 and Tunnel 4 Drainage Rehab Project. The Drainage Rehab Project is funded separately from PCEP and will be a Design-Bid-Build (DBB) construction package. Construction will occur concurrently with the Electrification DB contractor's efforts in Segment 1.

Activity This Month

- The PCEP team continued coordination efforts with the design team on drawings and specifications on Tunnel 1 and Tunnel 4 Drainage Rehab Project.
- Review comment responses that were submitted back to the JPB.

Activity Next Month

- PCEP team continued coordination efforts with UPRR and other stakeholders. 95% design drawings will be provided to UPRR for review.
- Comment resolutions and constructability review meeting will be held.
- PCEP staff will meet with Caltrain internal stakeholders to review and resolve comments on 95% design drawings and specifications.
- PCEP staff will conduct a constructability review with Caltrain internal stakeholders.
- PCEP staff will continue design for 100% Plans and Specifications with a target completion by the end of August.

4.0 ELECTRIC MULTIPLE UNITS

The EMU procurement component of the PCEP consists of the purchase of 96 Stadler EMUs. The EMUs will consist of both cab and non-cab units configured as 16 six-car fixed trainsets. Power will be obtained from the OCS via roof-mounted pantographs, which will power the electric traction motors. The EMUs will replace a portion of the existing diesel locomotives and passenger cars currently in use by Caltrain.

Activity This Month

- EMU design coordination discussions were held with representatives from Caltrain Operation and Maintenance, Caltrain Outreach, the Federal Railroad Administration (FRA), Project Management Oversight Contractor (PMOC), Safety and Quality Assurance personnel, Electrification, and Program Scheduling.
- CDRs have been completed.
- The PCEP team continues to address system-wide interface issues involving the emerging EMU design and the existing wayside infrastructure, the Electrification Project, and the CBOSS Project.

Activity Next Month

- Finalize the baseline schedule, updated CDRL, and updated System Safety and Quality Assurance Plan.
- PCEP team members will meet with Stadler to review revisions to the cab mockup and discuss EMU delivery, test and maintenance requirements.
- Progress design and interface issues.
- PDRs are on schedule to commence in September.

4.1 Centralized Equipment Maintenance and Operations Facility (CEMOF) Modifications

The CEMOF Modifications project will provide safe work areas for performing maintenance on the new EMUs.

Activity This Month

• Upgrade design activities have been restarted and various buildout concepts are being evaluated.

Activity Next Month

• Evaluation of buildout options.

5.0 SAFETY

Safety and Security requirements and plans are necessary to comply with applicable laws and regulations related to safety, security, and emergency response activities. Safety staff coordinates with contractors to review and plan the implementation of contract program safety requirements. Safety project coordination meetings continue to be conducted on a monthly basis to promote a clear understanding of project safety requirements as defined in contract provisions and program safety documents.

Activity This Month

- Project safety staff participated in FTA PMOC meetings to provide PMOC staff with a status update of ongoing project safety related activities and discuss safety topics and initiatives. The status of project safety documentation deliverables were also reviewed with BBII and Stadler representatives.
- Project safety staff continues to provide comments on the contractor Site Specific Work Plan safety provisions and has increased its safety construction oversight presence by performing night inspections of potholing and utility location work being performed by BBII.
- The monthly Fire/Life Safety meeting was held on June 27 and included participation from several local City and County Fire Rescue and Emergency Management staff. FTA PMOC and FRA representatives also participated in the meeting. The discussion focused on overview of the project for first time participants, emergency responder track access points, and PCEP communications systems.
- Safety staff participated in several BBII safety meetings including its annual all-day safety meeting that included BBII and its subcontractor staff. Additional safety communications continue to take place at the BBII monthly safety meetings, monthly All-Hands Safety meeting, monthly Project Construction Safety meeting, and ongoing Safety and Security Certification meetings.

Activity Next Month

- Monthly Safety Communication meetings are scheduled for the Project Safety and Security Certification Committee, Fire/Life Safety Committee, and other project-related contractor and JPB safety meetings designed to discuss project safety challenges and initiatives.
- Increased site safety inspections will be conducted to assess work practice and identify opportunities for improvements.
- BBII and EMU safety deliverables will continue to be reviewed and discussed with the contractors to ensure they address project safety requirements.
- Project safety will continue to assess opportunities to enhance the work safety planning and implementation process in partnership with the BBII representatives.

6.0 QUALITY ASSURANCE

The Quality Assurance (QA) staff performs technical reviews for planning, implementing, evaluating, and maintaining an effective program to verify that all equipment, structures, components, systems, and facilities are designed, procured, constructed, installed, and maintained in accordance with established criteria and applicable codes and standards throughout the design, construction, startup and commissioning of the PCEP.

Activity This Month

- Staff meetings with BBII QA/Quality Control management representatives continue bi-weekly.
- The BBII Document Control audit was closed.
- The Inspection Services Inc. audit was closed.
- A design audit of Alstom Signaling was conducted.
- A design audit of BBII/PGH Wong's OCS 95% design package was conducted with one finding that was immediately closed.
- Regularly scheduled design reviews and surveillance began on project design packages and will continue through spring of 2018.

Table 6-1 below provides details on the status of audits performed through the reporting period.

Quality Assurance Activity	This Reporting Period	Total to Date				
Audits Conducted	2	28				
	Audit Findings					
Audit Findings Issued	1	24				
Audit Findings Open	8	0				
Audit Findings Closed	8	24				
No	Non-Conformances					
Non-Conformances Issued	0	4				
Non-Conformances Open	0	0				
Non-Conformances Closed	0	4				

Table 6-1 Quality Assurance Audit Summary

Activity Next Month

- Three audits are planned and scheduled: BBII/PGH Wong 95% Wayside power cabinets, BBII/PGH Wong Switch Machines at 65% and bridge segments 2 and 4 at 65%.
- RFP for the PCEP QA Laboratory was finalized and will be advertised in July.

7.0 SCHEDULE

Due to delays in federal funding the MPS was frozen in February. The FFGA was received in May and now the overall schedule is being re-evaluated. A revised baseline will be established in the coming months.

As indicated in Table 7-1, the RSD, which is the date in which the project is deemed completed, remains unchanged in the MPS. Without adjustment for contingency, the RSD is forecast as August 2021. With the addition of approximately five months of contingency to account for potential risk to the project, the RSD is anticipated as December 2021. A summary of the overall schedule status for the PCEP is provided in Table 7-1, which provides comparisons between the baseline schedule (Program Plan), the last update prior to the schedule freeze (February 2017) and the current informal schedule update (June 2017) to capture any potential changes in the schedule. A complete summary schedule, reflective of the last formal update (February 2017) can be found in Appendix C.

Items listed in Table 7-2 show the critical path activities/milestones for the PCEP. Table 7-3 lists near-critical activities on the horizon.

Notable Variances

As the FFGA has now been approved the MPS is under review for evaluation of variances. Once this review is complete and a revised program baseline is established, variances will be reported against the revised baseline.

Milestones ^{1,2}	Program Plan	February ³	June⁴
NTP to Electrification DB Contractor	N/A	TBD	06/19/2017
NTP to EMU Manufacturer	N/A	TBD	06/01/2017
Start of Electrification Major Construction	03/20/2017	07/24/2017	07/24/2017
First Eight Miles of Electrification Complete to Begin Testing	04/08/2019	10/08/2019	10/08/2019
Delivery of First Vehicle	06/25/2019	07/30/2019	07/30/2019
Start Pre-Revenue Operations	09/08/2020	09/22/2020	09/22/2020
Potential Limited Service	12/31/2020	12/31/2020	12/31/2020
RSD (w/ Risk Contingency)	12/30/2021	12/30/2021	12/30/2021

Table 7-1 Schedule Status

Notes:

Milestones reported on this table may differ from the current schedule. As the schedule continues to be refined over the coming months to incorporate approved baseline schedules from the Electrification DB and EMU contractors, changes to milestones will be thoroughly vetted prior to reflecting those changes in the Monthly Report.

Program Plan only considered an NTP. It did not account for an LNTP and Full NTP.
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³ February represents the last month the MPS was updated prior to the schedule freeze.

⁴ There was no formal update of the MPS in June; however, this table has been revised to reflect known or expected updates to FFGA and Contractor NTPs.

Activity	Start	Finish		
Electrification Design to Begin Major Construction	09/06/2016	07/21/2017		
EMU Design to Delivery of First Car Shell to Assembly Facility	09/06/2016	10/13/2017		
Electrification OCS Construction	07/24/2017	02/26/2020		
Electrification Acceptance & Integrated Testing	02/26/2020	04/25/2020		
PG&E Complete Infrastructure Upgrades to Provide Permanent Power ¹	08/31/2020	08/31/2020		
Vehicle Manufacturing & Assembly to Provide First Five Trainsets	11/13/2017	09/09/2020		
Pre-Revenue Operations	09/22/2020	12/10/2020		
Potential Limited Service ¹	12/31/2020	12/31/2020		
RSD w/out Risk Contingency ¹	08/16/2021	08/16/2021		
RSD w/ Risk Contingency ¹	12/30/2021	12/30/2021		
Note:				

Table 7-2 Critical Path Summary

Note: ^{1.} Milestone activity

Table 7-3 Near-Term, Near-Critical with Less Than Three Months of Float

WBS	Activity	Responsibility
Utilities	PG&E Supplemental Agreement #3 for Final Design Approval	Project Delivery
Utilities	PG&E Final Design	Project Delivery
Utilities	Overhead Utility Relocation	Project Delivery

8.0 BUDGET AND EXPENDITURES

The summary of overall budget and expenditure status for the PCEP is shown in the following tables. Table 8-1 reflects the Electrification budget, Table 8-2 reflects the EMU budget, and Table 8-3 reflects the overall project budget.

Description of Work	Budget	Cost This Month	C	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B) ¹		(C) ²	(D)	(E) = (C) + (D)
ELECTRIFICATION						
Electrification ³	\$ 696,610,558	\$ 31,814,941	\$	132,373,009	\$ 564,237,549	\$ 696,610,558
Tunnel Notching	\$ 11,029,649	\$ -	\$	-	\$ 11,029,649	\$ 11,029,649
Real Estate	\$ 28,503,369	\$ 266,265	\$	6,681,867	\$ 21,821,502	\$ 28,503,369
Private Utilities	\$ 63,515,298	\$ 258,521	\$	5,257,516	\$ 58,257,782	\$ 63,515,298
Management Oversight ⁴	\$ 141,526,164	\$ 1,609,529	\$	69,705,084	\$ 71,821,079	\$ 141,526,164
Executive Management	\$ 7,452,866	\$ 100,335	\$	3,227,203	\$ 4,225,663	\$ 7,452,866
Planning	\$ 7,281,997	\$ 80,230	\$	4,657,611	\$ 2,624,386	\$ 7,281,997
Community Relations	\$ 2,789,663	\$ 35,245	\$	1,027,848	\$ 1,761,815	\$ 2,789,663
Safety & Security	\$ 2,421,783	\$ 38,628	\$	651,259	\$ 1,770,524	\$ 2,421,783
Project Management Services	\$ 19,807,994	\$ 136,545	\$	7,848,378	\$ 11,959,616	\$ 19,807,994
Engineering & Construction	\$ 11,805,793	\$ 50,432	\$	2,241,542	\$ 9,564,251	\$ 11,805,793
Electrification Engineering &						
Management	\$ 50,461,707	\$ 900,820	\$	18,619,844	\$ 31,841,864	\$ 50,461,707
IT Support	\$ 331,987	\$ -	\$	331,987	\$0	\$ 331,987
Operations Support	\$ 1,445,867	\$ 12,423	\$	410,253	\$ 1,035,614	\$ 1,445,867
General Support	\$ 4,166,577	\$ 116,589	\$	1,667,711	\$ 2,498,866	\$ 4,166,577
Budget / Grants / Finance	\$ 1,229,345	\$ 38,095	\$	396,489	\$ 832,855	\$ 1,229,345
Legal	\$ 2,445,646	\$ 34,000	\$	2,351,097	\$ 94,549	\$ 2,445,646
Other Direct Costs	\$ 5,177,060	\$ 66,185	\$	1,940,503	\$ 3,236,556	\$ 5,177,060
Prior Costs 2002 - 2013	\$ 24,707,878	\$ -	\$	24,333,358	\$ 374,520	\$ 24,707,878
TASI Support	\$ 55,275,084	\$ 365,306	\$	2,664,598	\$ 52,610,486	\$ 55,275,084
Insurance	\$ 4,305,769	\$ -	\$	1,155,769	\$ 3,150,000	\$ 4,305,769
Environmental Mitigations	\$ 14,972,645	\$ -	\$	472,000	\$ 14,500,645	\$ 14,972,645
Required Projects	\$ 17,337,378	\$ -	\$	367,028.00	\$ 16,970,350	\$ 17,337,378
Maintenance Training	\$ 1,021,808	\$ -	\$	-	\$ 1,021,808	\$ 1,021,808
Finance Charges	\$ 5,056,838	\$ 122,275	\$	363,511	\$ 4,693,327	\$ 5,056,838
Contingency	\$ 276,970,649	\$ -	\$	-	\$ 276,970,649	\$ 276,970,649
Owner's Reserve	\$ -	\$ -	\$	-	\$ -	\$ -
ELECTRIFICATION SUBTOTAL	\$ 1,316,125,208	\$ 34,436,836	\$	219,040,382	\$ 1,097,084,826	\$ 1,316,125,208

Table 8-1 Electrification Budget & Expenditure Status

Notes regarding tables above:

^{1.} Column B "Cost This Month" represents the cost of work performed this month.

^{2.} Column C "Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) to date.

^{3.} Cost To Date for "Electrification" include 5% for Contractor's retention until authorization of retention release.

^{4.} The agency labor is actualized through the current reporting period.

Description of Work	J		Cost This Month				Estimate To Complete		Estimate At Completion	
EMU	\$	(A) 550,899,459	¢	(B) ¹	\$	(C) ² 13,918,140	¢	(D) 536,981,319	(\$	E) = (C) + (D) 550,899,459
CEMOF Modifications	↓ \$	1,344,000		_	≎ \$	13,910,140	φ \$	1,344,000	φ \$	1,344,000
Management Oversight ³	ֆ \$	64,139,103	· ·	539,054	Գ \$	20,588,509	Ŧ	43,550,595	φ \$	64,139,103
Executive Management	э \$	5,022,302	· ·	87,081	Գ \$	1,959,485		3,062,817	э \$	5,022,302
Community Relations	Գ \$	1,685,614		19,641	Գ \$	361,174		1,324,440	Գ \$	1,685,614
Safety & Security	э \$	556,067	•	13,969	Գ \$	214,851		341,217	э \$	556,067
Project Management Services	+	13,275,280		96,209	Գ \$	5,236,040	· ·	8,039,240	э \$	13,275,280
, ,	Դ \$	89,113	э \$	96,209	Դ \$	5,236,040 23,817			э \$	
Engineering & Construction	φ	09,113	φ	-	φ	23,017	φ	65,296	φ	89,113
EMU Engineering & Management	¢	32,082,556	¢	244 660	\$	0 170 604	¢	22 002 022	¢	22,022,556
	\$ \$		· ·	244,660 11,341	Դ \$	9,179,624 285,460	· ·	22,902,932 741,812	\$ \$	32,082,556
IT Support	•	1,027,272		,	•	,	•	,		1,027,272
Operations Support ⁴	\$	1,878,589	· ·	(19,832)	\$	279,059	· ·	1,599,530	\$	1,878,589
General Support	\$	2,599,547	· ·	4,684	\$	749,053		1,850,494	\$	2,599,547
Budget / Grants / Finance	\$	712,123	•	26,284	\$	229,284	•	482,839	\$	712,123
Legal	\$	1,207,500	\$	19,000	\$	867,662	\$	339,838	\$	1,207,500
Other Direct Costs	\$	4,003,139	\$	36,017	\$	1,203,000	\$	2,800,140	\$	4,003,139
TASI Support	\$	2,740,000	\$	-	\$	-	\$	2,740,000	\$	2,740,000
Required Projects	\$	4,500,000	\$	-	\$	-	\$	4,500,000	\$	4,500,000
Finance Charges	\$	1,941,800	\$	63,148	\$	211,002	\$	1,730,798	\$	1,941,800
Contingency	\$	38,562,962	\$	-	\$	-	\$	38,562,962	\$	38,562,962
Owner's Reserve	\$	-	\$	-	\$	-	\$	-	\$	-
EMU SUBTOTAL ³	\$	664,127,325	\$	602,202	\$	34,717,651	\$	629,409,674	\$	664,127,325

Table 8-2 EMU I	Budget &	Expenditure Status	
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Notes regarding tables above:

^{1.} Column B "Cost This Month" represents the cost of work performed this month.

^{2.} Column C "Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) to date.

^{3.} The agency labor is actual through March 2017 and accrued for April 2017 to current reporting period.

^{4.} A labor correction was made in the agency labor in Operations Support during the current reporting period.

Table 8-3 PCEP Budget & Expenditure Status

Description of Work	Budget	Cost This Month	_	Estimate To Complete	Estimate At Completion	
	(A)	(B) ¹	(C) ²	(D)	(E) = (C) + (D)	
Electrification Subtotal	\$ 1,316,125,208	\$ 34,436,836	\$ 219,040,382	\$ 1,097,084,826	\$ 1,316,125,208	
EMU Subtotal	\$ 664,127,325	\$ 602,202	\$ 34,717,651	\$ 629,409,674	\$ 664,127,325	
PCEP TOTAL	\$ 1,980,252,533	\$ 35,039,038	\$ 253,758,033	\$ 1,726,494,500	\$ 1,980,252,533	

Notes regarding tables above:

^{1.} Column B "Cost This Month" represents the cost of work performed this month.

^{2.} Column C "Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) to date.

Appendix D includes costs broken down by Standard Cost Code (SCC) format. This format is required for reporting of costs to the FTA. The overall project total in the SCC format is lower than the project costs in table 8-3. This is due to the exclusion of costs incurred prior to the project entering the Project Development phase.

9.0 CHANGE MANAGEMENT

The change management process establishes a formal administrative work process associated with the initiation, documentation, coordination, review, approval and implementation of changes that occur during the design, construction or manufacturing of the PCEP. The change management process ensures the prudent use of contingency and that the impact of the change is accounted for.

Currently the two PCEP contracts are Balfour Beatty Inc. and Stadler. Future PCEP contracts such as CEMOF Modifications, SCADA and the Tunnel Notching will also follow the change management process.

Activity This Month

• No changes were approved in June.

Activity Next Month

• Potential contract changes will be considered at the July CMB meeting.

10.0 FUNDING

Figure 10-1 depicts a summary of the funding plan for the PCEP. It provides a breakdown of the funding partners as well as the allocated funds. As previously noted, the JPB received approval of the FFGA from the FTA in May 2017. The Agreement provides the project with a commitment of \$647 million in federal funding, with \$72.9 million available immediately.

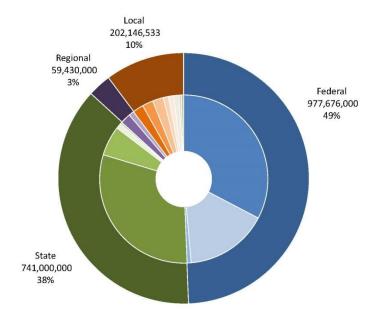


Figure 10-1 Funding Plan

Fund Source	Amount	%
FTA Core Capacity	\$647,000,000	32.67%
FTA Section 5307 (EMU only)*	\$315,000,000	15.91%
FTA Section 5307 (Environmental / Pre Development only	y) \$15,676,000	0.79%
Prop 1A	\$600,000,000	30.30%
High Speed Rail Cap and Trade	\$113,000,000	5.71%
Transit & Intercity Rail Capital Program	\$20,000,000	1.01%
Prop 1B (Public Transportation Modernization & Improve	ement Account) \$8,000,000	0.40%
Bridge Toll Funds (RM1/RM2)	\$39,430,000	1.99%
Carl Moyer	\$20,000,000	1.01%
SFCTA/SFMTA**	\$41,382,178	2.09%
SMCTA Measure A	\$41,382,178	2.09%
VTA Measure A	\$41,382,177	2.09%
Santa Clara (VTA) 7-Party MOU Contribution	\$20,000,000	1.01%
San Francisco 7-Party MOU Contribution	\$20,000,000	1.01%
San Mateo (SMCTA) 7-Party MOU Contribution	\$20,000,000	1.01%
Caltrain Low Carbon Transit Operations Cap and Trade	\$9,000,000	0.45%
Prior Local Contribution	\$9,000,000	0.45%
Total	\$1,980,252,533	

Notes:

*Includes necessary fund transfer with SMCTA

**Includes \$4M CMAQ Transfer considered part of SF local contribution

11.0 RISK MANAGEMENT

The risk management process is conducted in an iterative fashion throughout the life of the project. During this process, new risks are identified, other risks are resolved or managed, and potential impacts and severity modified based on the current situation. The Risk Management team's progress report includes a summary on the effectiveness of the Risk Management Plan, any unanticipated effects, and any correction needed to handle the risk appropriately.

The Risk Management team meets monthly to identify risks and corresponding mitigation measures. Each risk is graded based on the potential cost and schedule impacts they could have on the project. This collection of risks has the greatest potential to affect the outcome of the project and consequently is monitored most closely. For each of the noted risks, as well as for all risks on the risk register, mitigation measures have been identified and are being implemented. Progress in mitigating these risks is confirmed at monthly risk assessment meetings attended by project team management and through continuous monitoring of the Risk Management Lead.

The team has identified the following items as top risks for the project:

- Costs for upgrades to PG&E power stations may exceed the current budget.
- Relocation of overhead utilities must precede installation of catenary wire and connections to TPSs. Relocation work will be performed by others and may not be completed to meet BBII's construction schedule.
- As-built drawings that will be furnished to DB contractors could be incomplete.
- Staffing and organization of Transit America Services, Inc. will require appreciable effort including hiring of specialized staff that must be in place to support construction and testing for the electrification contract.
- Modifications to the Centralized Traffic Control system hardware and software and Back Office Server database and systems to support DB must be completed in time for cutover and testing.
- Working PTC signal system may not be in place in advance of integrated testing and commissioning. Federally-mandated PTC system required by December 31, 2018.
- Grade crossing modifications needed as constant warning devices won't work for UPRR trains.
- JPB is responsible for system integration/configuration activities (interaction between existing and new systems) and needs staff and systems in place at completion of PCEP construction and testing.
- Third party design review comments must be received and resolved to achieve timely approvals.

Activity This Month

- Updates were made to risk descriptions, effects, and mitigations based upon weekly input from risk owners. Monthly cycle of risk updating was completed based on schedules established in the Risk Identification and Mitigation Plan.
- Risk retirement dates were updated based upon revisions to the project schedule and input from risk owners.
- Continued weekly monitoring of risk mitigation actions and publishing of the risk register.
- The Risk Management team attended Electrification, Project Delivery, and Systems Integration meetings to monitor developments associated with risks and to identify new risks.
- Initiated review of all long-lead risks.
- Reviewed all top risks in light of FFGA approval and retired several top risks.

Tables 11-1 and 11-2 show the risks identified for the program. Risks are categorized as top risk, upcoming risk, long-lead, and all other risks. The categories are based on a rating scale composed of schedule and cost factors. Simply put, top risks are considered to have a significantly higher than average risk grade. Upcoming risks are risks for which mitigating action must be taken within 60 days. Long-lead risks are risks for which mitigating action must be taken as much as a year or more into the future. All other risks are risks not falling into other categories.

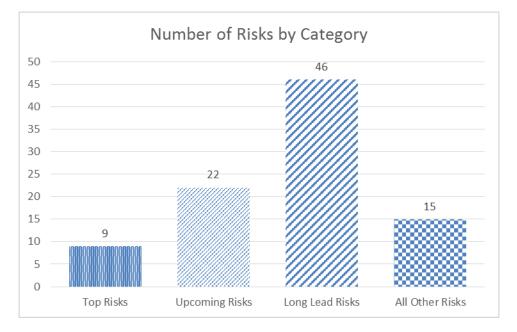


Table 11-1 Monthly Status of Risks

Total Number of Active Risks = 92

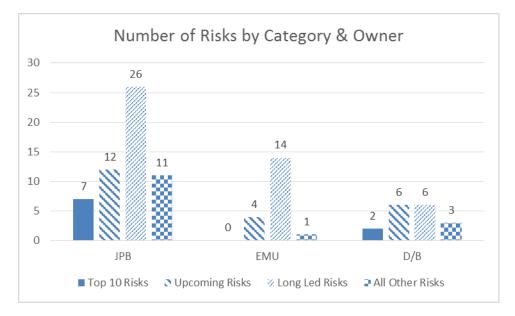


Table 11-2 Risk Classification

Total Number of Active Risks = 92

Activity Next Month

- Update risk descriptions, effects, mitigations and retirement dates.
- Conduct weekly monitoring of risk mitigation actions and continue publishing risk register.
- Correlate risks on project risk register with Systems Integration database.

12.0 ENVIRONMENTAL

12.1 Permits

The PCEP requires environmental permits from the following agencies/federal regulations: Section 106 of the National Historic Preservation Act of 1966 (NHPA), Section 7 of the Endangered Species Act (ESA), United States Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board (SFWQCB), the California Department of Fish and Wildlife, and the San Francisco Bay Conservation Development Commission.

Section 106 of the NHPA process and Section 7 of the ESA process have concluded.

Activity This Month

• Coordinated with the SFWQCB to understand if any additional information was needed to obtain the minor permit amendment. The minor permit amendment is to cover minimal increases to impacts on wetlands and other waters resulting from OCS pole foundation installation.

Activity Next Month

• Continue to follow up with SFWQCB in order to receive permit amendment.

12.2 Mitigation Monitoring and Reporting Program (MMRP)

The California Environmental Quality Act (CEQA) requires that a Lead Agency establish a program to monitor and report on mitigation measures that it has adopted as part of the environmental review process. The PCEP team has prepared a MMRP to ensure that mitigation measures identified in the PCEP Environmental Impact Report (EIR) are fully implemented during project implementation. PCEP will implement the mitigation measures through its own actions, those of the DB contractor and actions taken in cooperation with other agencies and entities. The MMRP is available on the Caltrain website:

http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electrification+Docu ments/MMRP.pdf

(Note: For viewers accessing the link above electronically, please cut and paste the link into a browser if it does not direct you immediately to the document.)

Activity This Month

- Environmental compliance monitors continued to be present during design phase investigation activities (geotechnical and potholing activities) occurring in areas that require environmental compliance monitoring. The monitoring was conducted in accordance with measures in the MMRP in an effort to minimize potential impacts on sensitive environmental resources.
- Protocol-level surveys for sensitive avian species continued at previously identified potential habitat locations and surveys for nesting birds ahead of design phase activities continued (nesting bird season is February 1st through August 31st).

- Noise and vibration monitoring also occurred during the design phase investigation activities, and non-hazardous soil was removed from the ROW in segments 1 and 3.
- Preparation and coordination with local jurisdictions of Draft Tree Impact and Replacement Plans for construction segments 2 and 4.

Activity Next Month

- Environmental compliance monitors will continue to monitor design phase investigation activities (geotechnical and potholing activities) occurring in areas that require environmental compliance monitoring.
- Biological surveyors will continue surveys for nesting birds ahead of design phase investigation activities occurring during the nesting bird season and biological survey teams will continue to conduct protocol level surveys for sensitive avian species.
- Noise and vibration monitoring of design phase investigation activities will continue to occur and non-hazardous soil will be removed from construction segments 1 and 3.
- Continue preparation and coordination with local jurisdictions of Draft Tree Impact and Replacement Plans for construction segments 2 and 4.

13.0 UTILITY RELOCATION

Implementation of the PCEP requires relocation or rerouting of both public and private utility lines and/or facilities. Utility relocation will require coordination with many entities, including regulatory agencies, public safety agencies, federal, state, and local government agencies, private and public utilities, and other transportation agencies and companies. This section describes the progress specific to the utility relocation process.

Activity This Month

- PCEP team continued monthly coordination meetings with telecommunication and power utilities. These meetings focused on overall project and relocation schedules, designation of responsibilities, applicable design standards, and reconciliation of agreements and records.
- Work continued with all utilities on review of overhead utility line relocations based on the current preliminary design. This effort is expected to continue for the next several months to support identification and confirmation, agreements, and design of all relocations.
- PCEP team began to provide utility companies with existing utility data by segment and work area basis. The utility data will be critical for utility companies to design the relocations.
- Relocations notices were prepared and sent to PG&E. Notices for all other utilities are being prepared and will be sent as they are completed.
- PCEP team continued to work with Verizon to resolve the relocation of fiber optic cable within the Caltrain ROW.

Activity Next Month

- Monthly meetings will continue with telecom and power carriers.
- PCEP team will continue to coordinate with utility owners on the next steps of relocations, including support of any required design information.
- PCEP team will continue to work with utility owners to update the relocation schedule.
- PCEP team will work with Verizon to relocate their parallel aerial fiber optic cable.
- Relocation notices will be sent to Silicon Valley Power and Palo Alto Power.

14.0 REAL ESTATE

The PCEP requires the acquisition of a limited amount of real estate. In general, Caltrain uses existing ROWs for the PCEP, but in certain locations, will need to acquire small portions of additional real estate to expand the ROW to accommodate installation of OCS supports (fee acquisitions or railroad easements) and associated Electrical Safely Zones (easements). There are two larger full acquisition areas required for wayside facilitates. The PCEP Real Estate team (RE team) manages the acquisition of all property rights. Caltrain does not need to acquire real estate to complete the EMU procurement portion of the PCEP.

Activity This Month

Table 14-1 below provides a brief summary of the Real Estate acquisition overview for the project.

- The RE team continues negotiations on offers pending, including working through relocation of two commercial businesses.
- After receipt of the FFGA, project staff coordinated with SamTrans and VTA to have Resolution of Necessity (RON) hearings at the first possible meeting after receipt of the FFGA. The scheduled dates are July 5 for SamTrans (Segment 2) and August 3 for VTA (Segment 4).
- The RE team will contact all property owners to inform them of the schedule moving forward in an attempt to finalize negotiated settlement with as many owners as possible.
- Appraisal continued in segments 1 and 3 and technical staff responded to a number of RFIs to support the appraisal process.

Activity Next Month

- Negotiations for all outstanding offers will continue.
- Appraisals for segments 1 and 3 will be completed.
- SamTrans will hear RONs for Segment 2 on July 5, 2017 and eminent domain actions will be filed and served immediate thereafter.

	No. of	No. of	Offers	Offers	۵	cquisition S	tatus
Segment	Parcels Needed [*]	Appraisals Completed	Presented	Accepted	Escrow Closed	Value Litigation	Parcel Possession
Segment 1	8	0	0	0	0	0	0
Segment 2	27	26	25	15	13	0	13
Segment 3	11	4	0	0	0	0	0
Segment 4	9	9	8	0	0	0	0
Total	55	39	33	15	13	0	13

Table 14-1 Real Estate Acquisition Overview

Note:

During design development, the real estate requirements may adjust to accommodate design refinements. Parcel requirements will adjust accordingly. The table in this report reflects the current property needs for the Project.

15.0 THIRD PARTY AGREEMENTS

Third-party coordination is necessary for work impacting public infrastructure, utilities, ROW acquisitions, and others. The table below outlines the status of necessary agreements for the PCEP.

Туре	Agreement	Third-Party	Status
		City & County of San Francisco	In Process
		City of Brisbane	Executed
		City of South San Francisco	Executed
		City of San Bruno	Executed
		City of Millbrae	Executed
		City of Burlingame	Executed
		City of San Mateo	Executed
		City of Belmont	Executed
		City of San Carlos	Executed
	Construction & Maintenance ¹	City of Redwood City	Executed
Governmental	Maintenance	City of Atherton	In Process
Jurisdictions		County of San Mateo	Executed
		City of Menlo Park	Executed
		City of Palo Alto	In Process
		City of Mountain View	Executed
		City of Sunnyvale	Executed
		City of Santa Clara	Executed
		County of Santa Clara	Executed
		City of San Jose	Executed
		San Francisco	In Process
	Condemnation Authority	San Mateo	Executed
		Santa Clara	Executed
Utilities	Infrastructure	PG&E	Executed ²
Ounnes	Operating Rules	CPUC	Executed
	Construction & Maintenance	Bay Area Rapid Transit	Executed ³
Transportation	Construction & Maintenance	California Dept. of Transportation (Caltrans)	Not needed ⁴
& Railroad	Trackage Rights	UPRR	Executed ³

Table 15-1 Third-Party Agreement Status

Notes regarding table above:

^{1.} Agreements memorialize the parties' consultation and cooperation, designate respective rights and obligations and ensure cooperation between the JPB and the 17 cities and three counties along the Caltrain ROW and within the PCEP limits in connection with the design and construction of the PCEP.

². The Master Agreement and Supplemental Agreements 1, 2 and 5 have been executed. Supplemental

Agreements 3 and 4 are to be negotiated and executed.

^{4.} Caltrans Peer Process utilized. Formal agreement not needed.

^{3.} Utilizing existing agreements.

16.0 GOVERNMENT AND COMMUNITY AFFAIRS

The Community Relations and Outreach team coordinates all issues with all jurisdictions, partner agencies, government organizations, businesses, labor organizations, local agencies, residents, community members, other interested parties, and the media. In addition, the team oversees the DB contractor's effectiveness in implementing its Public Involvement Program. The following PCEP-related external affairs meetings took place this month:

Presentations/Meetings

- City/County Staff Coordinating Group
- Caltrain Citizens Advisory Committee
- Local Policy Maker Group
- Palo Alto Rail Committee
- Silicon Valley Bike Coalition (2)
- San Francisco Bike Coalition
- Burlingame Historical Society
- Caltrain Commuter Coalition
- San Mateo County Economic Development Association (2)
- Mountain View Chamber

Third Party/Stakeholder Actions

65% OCS Pole Design Review occurred with staff at the following cities:

- Burlingame
- San Bruno
- South San Francisco
- San Jose

17.0 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION AND LABOR STATISTICS

DBE and labor statistics will be reported after construction has commenced.

The electrification contract has a DBE goal of 5.2%.

The DBE goals of the SCADA and Tunnel Modification contracts are to be determined.

18.0 PROCUREMENT

Contract Activity

• No contract activities for June

Invitation for Bid (IFB)/Request for Qualifications (RFQ)/ Request for Proposals (RFP) Issued this Month:

• No IFB/RFQ/RFP's issued for June

IFB/RFQ/RFP Received this Month:

• No IFB/RFQ/RFP's received in June

Contract Awards this Month:

• No contract awards for June

Work Directive (WD)/Purchase Order (PO) Awards & Amendments this Month:

• Multiple WDs & POs were issued to support the program needs for June

In Process IFB/RFQ/RFP/Contract Amendments:

- RFP 17-J-S-062 On-Call Ambassador Support Services
- RFP 17-J-S-070 On-Call Quality Assurance Independent Testing Laboratory
- RFP Purchase of Electric Locomotive for testing of electrification system
- RFP Refurbishment of Electric Locomotive for PCEP
- Contract Amendment URS On-Call Program Management Exercise options
- Contract Amendment Gannett Fleming On-Call Electrification Management Exercise options

Upcoming Contract Awards:

 Contract #17-J-S-061 – Advanced Information Management Traction Power SCADA System for PCEP

Upcoming IFB/RFQ/RFP:

• No upcoming IFB/RFQ/RFPs

19.0 TIMELINE OF MAJOR PROJECT ACCOMPLISHMENTS

Below is a timeline showing major project accomplishments from 2001 to 2017:

Date 2001	Milestone Began federal National Environmental Policy Act (NEPA) Environmental Assessment (EA) / state EIR clearance process
2002	Conceptual Design completed
2004	Draft NEPA EA/EIR
2008	35% design complete
2009	Final NEPA EA/EIR and Finding of No Significant Impact (FONSI)
2014	RFQ for electrification RFI for EMU
2015	JPB approves final CEQA EIR JPB approves issuance of RFP for electrification JPB approves issuance of RFP for EMU Receipt of proposal for electrification FTA approval of Core Capacity Project Development
2016	JPB approves EIR Addendum #1: PS-7 FTA re-evaluation of 2009 FONSI Receipt of electrification best and final offers Receipt of EMU proposal Application for entry to engineering to FTA Completed the EMU Buy America Pre-Award Audit and Certification Negotiations completed with Stadler for EMU vehicles Negotiations completed with BBII, the apparent best-value electrification firm JPB approves contract award (LNTP) BBII JPB approves contract award (LNTP) Stadler FTA approval of entry into engineering for the Core Capacity Program Application for FFGA
2017	FTA finalized the FFGA for \$647 million in Core Capacity funding, met all regulatory requirements including end of Congressional Review Period (February) FTA FFGA executed, committing \$647 million to the project (May) JPB approves \$1.98 billion budget for PCEP (June)

APPENDICES

Appendix A – Acronyms

AIM	Advanced Information Management	EIR	Environmental Impact Report
ARINC	Aeronautical Radio, Inc.	EMU	Electric Multiple Unit
BAAQMD	Bay Area Air Quality	ESA	Endangered Species Act
BBII	Management District Balfour Beatty	ESA	Environmental Site Assessments
CAISO	Infrastructure, Inc. California Independent	FEIR	Final Environmental Impact Report
	System Operator	FNTP	Full Notice to Proceed
CalMod	Caltrain Modernization Program	FFGA	Full Funding Grant Agreement
Caltrans	California Department of Transportation	FONSI	Finding of No Significant
CDFW	California Department of Fish and Wildlife	FRA	Federal Railroad Administration
CEMOF	Centralized Equipment Maintenance and Operations Facility	FTA	Federal Transit Administration
CEQA	California Environmental	GO	General Order
	Quality Act (State)	HSR	High Speed Rail
CHSRA	California High-Speed Rail Authority	ICD	Interface Control Document
CIP	Capital Improvement Plan	ITS	Intelligent Transportation
CPUC	California Public Utilities Commission		System
DB	Design-Build	JPB	Peninsula Corridor Joint Powers Board
DBB	Design-Bid-Build	LNTP	Limited Notice to Proceed
DBE	Disadvantaged Business Enterprise	MMRP	Mitigation, Monitoring, and Reporting Program
DEMP	Design, Engineering, and Management Planning	MOU	Memorandum of Understanding
EA	Environmental	MPS	Master Program Schedule
	Assessment	NCR	Non Conformance Report
EAC	Estimate at Completion	NEPA	National Environmental Policy Act (Federal)

NHPA	National Historic Preservation Act	RRP	Railroad Protective Liability
NMFS	National Marine Fisheries Service	RSD	Revenue Service Date
NTP	Notice to Proceed	RWP	Roadway Worker Protection
OCS	Overhead Contact System	SamTrans	San Mateo County Transit District
PCEP	Peninsula Corridor Electrification Project	SCADA	Supervisory Control and
PCJPB	Peninsula Corridor Joint Powers Board	SCC	Data Acquisition Standard Cost Code
PG&E	Pacific Gas and Electric	SPUR	San Francisco Bay Area
PHA	Preliminary Hazard Analysis		Planning and Urban Research Association
РМОС	Project Management Oversight Contractor	SFBCDC	San Francisco Bay Conservation Development Commission
PS	Paralleling Station	SFCTA	San Francisco County
PTC	Positive Train Control		Transportation Authority
QA	Quality Assurance	SFMTA	San Francisco Municipal Transportation Authority
QC	Quality Control	SFRWQCB	San Francisco Regional
QMP	Quality Management Plan		Water Quality Control Board
QMS	Quality Management System	SOGR	State of Good Repair
RAMP	Real Estate Acquisition	SS	Switching Station
	Management Plan	SSCP	Safety and Security
RE	Real Estate		Certification Plan
RFI	Request for Information	SSMP	Safety and Security Management Plan
RFP	Request for Proposals	SSWP	Site Specific Work Plan
RFQ	Request for Qualifications	TASI	Transit America Services
ROCS	Rail Operations Center		Inc.
DOW	System	TBD	To Be Determined
ROW	Right of Way	TPS	Traction Power Substation

- TVA Threat and Vulnerability Assessment
- UPRR Union Pacific Railroad
- USACE United States Army Corp of Engineers
- USFWS U.S. Fish and Wildlife Service
- VTA Santa Clara Valley Transportation Authority

Appendix B – Funding Partner Meetings

Agency	CHSRA	МТС	SFCTA/SFMTA/CCSF	SMCTA	VTA
FTA Quarterly Meeting	 Bruce Armistead Boris Lipkin Ben Tripousis (info only) Ian Ferrier (info only) Wai Siu (info only) 	 Anne Richman Glen Tepke 	• Luis Zurinaga	 April Chan Peter Skinner 	Jim Lawson
CHSRA Quarterly Meeting	 Bruce Armistead Boris Lipkin Ben Tripousis John Popoff 	None	None	 April Chan Peter Skinner 	None
Funding Oversight (monthly)	Ben TripousisKelly Doyle	Anne RichmanGlen TepkeKenneth Folan	 Anna LaForte Maria Lombardo Luis Zurinaga Monique Webster Ariel Espiritu Santo 	 April Chan Peter Skinner 	 Jim Lawson Marcella Rensi Michael Smith
Change Management Board (monthly)	 Bruce Armistead Boris Lipkin 	Trish Stoops	Luis Zurinaga Tilly Chang (info only)	Joe Hurley	 Krishna Davey Jim Lawson Carol Lawson Nuria Fernandez (info only)
Master Program Schedule Update (monthly)	 Ian FerrierWai Siu	Trish Stoops	Luis Zurinaga	Joe Hurley	• Jim Lawson
Risk Assessment Committee (monthly)	 Ian FerrierWai Siu	Trish Stoops	Luis Zurinaga	Joe Hurley	Krishna Davey
PCEP Delivery Coordination Meeting (bi-weekly	Ian Ferrier	Trish Stoops	Luis Zurinaga	Joe Hurley	Krishna Davey
Systems Integration Meeting (bi-weekly	 Ian FerrierWai Siu	Trish Stoops	Luis Zurinaga (when available)	Joe Hurley	Krishna Davey

Funding Partner Meeting Representatives Updated July 25, 2017

Appendix C – Schedule

tivity Name	Duration	Start	Finish	2014 2015	2016	2017 2018 2019	2020	2021
	2001d	05/01/14 A	12/30/21	Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4	4 Q1 Q2 Q3 Q4 C	01 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q	21 Q2 Q3 Q4 (Q1 Q2 Q3 Q4 C
MASTER CPM SCHEDULE C15.08								
MILESTONES	2001d	05/01/14 A	12/30/21	♦	♦ ♦	\$	\$ \$	*
PLANNING / APPROVALS PHASE	929d	05/01/14 A	11/22/17					
ENVIRONMENTAL	466d	05/01/14 A	02/11/16 A					
DESIGN/BUILDER PROCUREMENT	596d	05/01/14 A	09/02/16 A					
AGENCY COORDINATION / APPROVALS	688d	10/01/14 A	06/15/17					
FEDERAL TRANSIT ADMINISTRATION	551d	04/16/15 A	06/15/17	♦				
JURISDICTIONAL AGREEMENTS	635d	10/01/14 A	03/31/17					
CALIFORNIA PUBLIC UTILITIES COMMISSION	515d	11/03/14 A	11/10/16 A					
PACIFIC GAS & ELECTRIC	636d	11/03/14 A	05/04/17					
CALIFORNIA DEPARTMENT OF TRANSPORTATION	322d	02/02/15 A	05/05/16 A					
BAY AREA RAPID TRANSIT DISTRICT	221d	06/18/15 A	04/29/16 A					
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	242d	06/18/15 A	05/31/16 A					
	128d	01/02/15 A	07/02/15 A					
UTILITIES	494d	04/01/15 A	03/10/17					
PERMITS	468d	12/01/14 A	09/30/16 A					
RIGHT-OF-WAY	732d	02/02/15 A	11/22/17					
SCADA	559d	03/30/15 A	06/08/17			⊘ □		
DESIGN / ENGINEERING PHASE	960d	10/01/14 A	07/12/18					
PG&E INFRASTRUCTURE	325d	04/03/17	07/12/18		-			
TUNNEL MODIFICATION	865d	10/31/14 A	03/29/18					
CEMOF	804d	10/01/14 A	11/30/17					
VEHICLES PHASE	1902d	05/01/14 A	08/13/21					
SPECIFICATION	134d	07/01/14 A	01/12/15 A					
PROCUREMENT	613d	05/01/14 A	09/06/16 A					
DETAILED DESIGN (STADLER)	364d	09/06/16 A	02/12/18					
PROCUREMENT (MATERIAL & EQUIPMENT) (STADLER)	416d	01/09/17 A	08/24/18					
MOCK-UPS (STADLER)	202d	12/15/16 A	09/29/17					
ELECTRIC LOCO	834d	03/01/17	06/10/20					
MANUFACTURING, TESTING, & TAKE OVER (STADLER)	953d	11/13/17	08/13/21					
CONSTRUCTION / INSTALLATION PHASE	820d	06/08/17	08/31/20					
PG&E INFRASTRUCTURE	699d	12/01/17	08/31/20					
TUNNEL MODIFICATION	293d	03/30/18	05/24/19					
SCADA	731d	06/08/17	04/24/20					
CEMOF	109d	12/01/17	05/04/18					
TESTING / STARTUP PHASE	426d	04/27/20	12/30/21					
PRE-REVENUE OPERATIONS	236d	09/10/20	08/13/21					
REVENUE OPERATIONS	172d	12/11/20	08/16/21					\$
RISK CONTINGENCY	426d	04/27/20	12/30/21					
OPERATIONAL READINESS PHASE	791d	08/15/17	09/24/20					
OPERATIONS & MAINTENANCE STAFFING	543d	08/15/17	10/03/19					
 Prog Plan (C14.02) Remaining Start Milestone 	the Lindate			Page 1 of 2	Date	Revision	Chec	cked Appro
 Prog Plan (C14.02) Remaining Start Milestone Last Months Last Months Update Near Critical Finish Milestone Critical M 				raye 1 UI 2	03/17/2017	Updates & Revisions Completed By A. Christofas &	s. lyer	
					03/21/2017	Checked By S. Iyer & A. Christofas	х	ι –

ASTER CPM SCHEDULE C15.08 Data Date: 03/01/17				15.08 Summary						ERNAL USE ONL	
Activity Name	Duration	Start	Finish	2014	2015	2016	2017	2018 Q4 Q1 Q2 Q3 Q4	2019	2020	1 14 01
NON-REVENUE EQUIPMENT	258d	09/20/19	09/24/20								
SPARES	258d	09/20/19	09/24/20								
OPERATIONS & MAINTENANCE TRAINING	255d	08/15/17	08/15/18								
LOCAL AGENCY TRAINING	64d	05/08/18	08/07/18								
ELECTRIFICATION SCHEDULE (BB) 030117	1606d	09/06/16 A	10/13/20								
General	1606d	09/06/16 A	10/13/20								
Design	1359d	09/06/16 A	02/25/20								-
All Work Areas	1359d	09/06/16 A	02/25/20								
Segments 2 WA 5	385d	09/07/16 A	08/31/17								
Segment 2 WA 4 & 5	380d	11/16/16 A	11/05/17								
Segment 2 WA 4	445d	09/07/16 A	10/26/17					7			
Segment 2 & 4	490d	09/07/16 A	12/08/17								
Segment 4	650d	09/12/16 A	05/11/18					<u>↓ · · · · · · · · · · · · · · · · · · ·</u>			
Segment 2	559d	09/07/16 A	02/10/18								
Segment 2 Wa's 1, 2, & 3-	475d	10/12/16 A	12/28/17								
Segment 1 & 3	821d	09/19/16 A	10/24/18								
Segment 1	736d	02/02/17 A	12/20/18						\$		
Segment 3	886d	01/23/17 A	04/29/19						\$		
Submittals	196d	09/06/16 A	03/07/17								
Procurement	644d	01/30/17 A	09/22/18								
All Work Areas	275d	01/30/17 A	02/27/18								
Segment 4	192d	07/25/17	01/20/18								
Segment 2	216d	06/10/17	12/27/17								
Segment 1	414d	09/01/17	09/22/18								
Segment 3	345d	09/01/17	07/19/18								
Permits	478d	03/01/17	01/18/19								
Construction / Installation	1298d	11/02/16 A	02/26/20								+
Segment 4	955d	03/01/17	08/09/19								-
Segment 2	974d	11/02/16 A	04/29/19								
Segment 1	1135d	03/31/17	02/24/20								
Segment 3	1138d	03/31/17	02/26/20								

Prog Plan (C14.02) Remaining Start Milestone Last Months Update Last Months Update _____ Near Critical 4 Finish Milestone Critical Milestone Filename: _C15.08 031617... Progress Critical 🔶 ◆ Prog Plan (C14.02) ■ Risk Contingency

Page 2 of 2

Date 03/17/2017 Updates & Revisions 03/21/2017 Checked By S. lyer Approved By R. Visv 03/22/2017

Revision	Checked	Approved
ons Completed By A. Christofas & S. Iyer		
er & A. Christofas	х	
swanathan		х

Appendix D – Standard Cost Codes

Inc. (A) (P)1 (C)2 (D) (D) 10.02 Culdeway. Acgrade sami-acclusive (allow cross-traffic) \$2,250,000 \$0 \$5,250,000 10.02 Guideway. Acgrade sami-acclusive (allow cross-traffic) \$3,246,090 \$5,346,090 \$5,346,090 10.07 Guideway. Underground trund \$3,146,090 \$50 \$53,466,090 10.07 Guideway. Underground trund \$3,146,090 \$50 \$51,440,000 30.03 House Contingency \$51,112,71,574 \$50 \$50 \$51,440,000 30.03 House Contingency \$51,127,157 \$51,350,000 \$60 \$51,317,758 40.01 Demonition, Clearing, Farthwark \$51,077,887 \$60 \$50 \$51,317,758 40.02 Steut Unders, Under Gradingency \$52,527,000 \$60 \$51<53,320,000 \$60 \$51,320,000 \$60 \$51,320,000 \$60 \$51,320,000 \$60 \$51,320,000 \$60 \$51,320,000 \$60 \$51,320,000 \$60 \$51,320,000 \$60 \$51,320,000 \$50 \$51,320,000 <		Estimate To Complete	Cost To Date	Cost This Month	Approved Budget	Description of Work
10.02 Guideway, Ang-nate semi-exclusive (illow ar cost-raffic) 52,300,00 50 52,300,00 10.07 Guideway, Underground lumel 53,146,08 50 50 53,146,08 10.07 Guideway, Underground lumel 53,146,08 50 50 53,146,08 10.07 Guideway, Underground lumel 53,146,08 50 53,246,08 50 53,246,08 10.03 Milotated Contingency 542,200 50 50 550,000 50 550,000 10.03 Milotated Contingency 542,7740 513,464,003 53,344,593 530,375,85 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 53,347,593 50 552,582,000 50	(E) = (C) + (D)	(D)	(C)2	(B)1	(A)	
10.07 Guideway: Underground tunnel \$8,110,640 \$0 \$0 \$8,100,640 10.07 Allocated Contingency \$3,646,000 \$0 \$3,246,000 30.03 Heavy Multernance Failup \$1,344,000 \$0 \$0 \$2,285,200 \$0 \$2,285,200 30.03 Heavy Multernance Failup \$1,444,000 \$0 \$0 \$1,444,000 30.03 Heavy Multernance Failup \$1,444,000 \$0 \$0 \$50,000 \$0 \$0 30.05 Yuid and Vuid Taxk \$50,000 \$0 \$0 \$50,000 \$0 \$0 \$0,000 40.01 Demolicing. Unity Relocation \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000 \$0 \$52,200,000	\$14,256,739 \$14,256,739	\$14,256,739	\$0	\$0	\$14,256,739	DEWAY & TRACK ELEMENTS
10.07 Allocated Contingency 51.546,080 50 50 51.546,080 30.03 Heavy Maintenance Facility 51.346,000 50 50 52.255,200 30.03 Heavy Maintenance Facility 51.346,000 50 50 52.255,200 30.03 Allocated Contingency 52.42,000 50 50 5500,000 30.03 Allocated Contingency 52.42,000 50 50 5500,000 40.01 Ster Critic Controls 52.570,200 51.464,027 543.500,828 521.371,574 40.01 benchlichin, Clenting, Larithwork 53.31,475,873 50 53.31,472,845 40.02 Stee Critic Controls of the moval/mitigetion, ground water treatments 52.200,000 50 50 55.873,000 40.04 Environmental intigetion, a ground water treatments 52.200,000 50 50 55.486,485 40.05 Pedechrian / bike and other indirect rosts during construction \$107,743,777 \$11,419,818 \$50,403.81 40.08 Honcent Contingency 50 50 50 \$50<	500,000 \$2,500,000	\$2,500,000	\$0	\$0	\$2,500,000	Guideway: At-grade semi-exclusive (allows cross-traffic)
30-SUPPORT FACULTIES: YARDS, SHOPS, DAMIN. BLOGS 52,265,200 50 51,244,000 50 51,244,000 30.03 How Minterance Faulty 51,244,000 50 51,244,000 30.05 Yord and Yord Tock 5500,000 50 551,244,000 30.05 Yord and Yord Tock 521,270,278,55 50 53,277,885 40.01 Demolition, Clearing, Farthwork 53,217,785,5 50 53,277,885 40.02 Site Utilities, Utility Relocation 52,200,000 50 55,277,208 40.02 Housenalt, contained soil: remove/miligation, ground water treatments 52,200,000 50 52,277,208 40.03 Housenalt, containing retaining wais, sound waits 5558,188 50 50 52,279,208 40.05 Predicting the access and accommodation, indexioping 520,4000 50 52,279,208 40.05 Visite induces costs during construction 520,179,483 50 50 52,279,208 40.04 Housenalt contingency 521,460,49 50 52,379,208 50 52,379,208 40.05	\$8,110,649	\$8,110,649	\$0	\$0	\$8,110,649	Guideway: Underground tunnel
30.3 Heavy Maintenance Facility 51,344,000 50 51,344,000 30.3 Allocate Contingency 5421,720 50 5570,000 30.3 Allocate Contingency 5521,720 50 5521,720 40.01 Stretwork & SPECIAL CONTIONS 5255,857,402 511,640,275 545,800,285 511,71,74 40.01 Demolition, Clearing, Earthwork 532,778,785 50 50 527,892,000 40.02 Stee Utities, Utities Relearcian 522,582,000 50 522,592,000 50 522,592,000 40.03 Hair, Intradiation, Earthwork 522,592,000 50 522,592,000 50 522,592,000 40.04 Invitance Indiation relating walls, sound walls 5532,579,08 50 532,579,208 50 532,579,208 50 532,579,208 50 532,579,208 50 532,579,208 50 532,579,208 50 532,579,208 50 532,579,208 50 532,579,208 50 532,528,20,000 50 532,528,20,000 50 532,526,200 50 53	546,090 \$3,646,090	\$3,646,090	\$0	\$0	\$3,646,090	Allocated Contingency
30.03 Allocated Contingency 542.200 50 542.200 30.05 Yard and Yard Tack 55300.000 55 55300.000 40.11 Denotino, Clearing, Earthwork 531.640.278 50 531.77.85 40.01 Statulities, Utility belocation 523.872.000 50 532.77.85 40.01 Encitation, Clearing, Earthwork 532.000 50 532.77.85 40.01 Encitation, Clearing, Earthwork 532.000.00 50 522.200.000 40.01 Environmental infliquon, e.g. wetlans, Instori/archeologic parks 532.273.208 50 50 532.773.208 40.01 Pedestrian / bite access and accommodation, Lindicaging 500.493.3 50 524.034 40.07 Automable, bus, van access and accommodation, Sparking tots 523.879.04 50 524.034 40.08 Hitter Contingency \$20.160.000 530.0000 532.772.08 50.11 Train control and signals \$577.378.149 \$340.602 \$50.53.200.000 \$52.772.08 50.11 Train control and signals \$577.378.149 <t< td=""><td>265,200 \$2,265,200</td><td>\$2,265,200</td><td>\$0</td><td>\$0</td><td>\$2,265,200</td><td>PORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS</td></t<>	265,200 \$2,265,200	\$2,265,200	\$0	\$0	\$2,265,200	PORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS
10.05 Yard and Yard Tack \$300,000 \$0 \$500,000 0.05 SPERUCK AS SPECIAL CONDITIONS \$255,077,402 \$15,602,775 \$43,007,863 \$0 \$0,077,854 10.01 Demolition, Clearing, Eartwork \$3,077,868 \$0 \$0,077,854 \$0 \$0 \$52,876,200 \$0 \$52,876,200 \$0 \$52,876,200 \$0 \$52,876,200 \$0 \$52,876,200 \$0 \$52,576,200 \$0 \$52,576,200 \$0 \$52,576,200 \$0 \$52,572,200 \$0 \$52,572,200 \$0 \$52,578,200 \$0 \$52,572,200 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,000 \$0 \$52,582,600 \$0 \$52,726,287 \$0 \$52,582,682,684 \$00,500<	344,000 \$1,344,000	\$1,344,000	\$0	\$0	\$1,344,000	Heavy Maintenance Facility
40- STEWORK & SPECIAL CONDITIONS 5255,072,402 511,640,275 543,500,282 5211,571,574 40.01 Demolino, Cleaning, Farthwork 53,077,885 50 53,077,885 40.02 Allocated Contingency 522,063,00 53 53,043,030 558,748,588 40.02 Allocated Contingency 522,872,000 50 552,570,200 40.01 Environmental milgation, ground water treatments 522,279,208 50 50 552,277,208 40.05 Site atructures incluing retaining waits, cound valit 5566,188 50 5564,188 50 5564,188 40.06 Padestrian / bits access and accommodation, landscaping 520,100,000 50 5524,094 50 552,100,000 50 520,100,000 50 552,010,000 50 552,010,000 50 552,010,000 50 552,010,000 50 552,010,000 50 552,010,000 50 552,010,000 50 552,010,000 50 52,010,000 50 52,010,000 50 52,010,000 50 52,010,000 50 52,010,000	\$421,200	\$421,200	\$0	\$0	\$421,200	Allocated Contingency
40.01 Demolition, Clearing, Earthwork 53.077.685 50 53.077.685 40.02 Site Unities, Unity Relocation 562.102.517 522.0030 50 525.862.000 40.03 Has, mat'i, contam'i soil removal/mitigation, ground water treatments 53.200.000 50 50 525.862.000 40.04 Harviannental mitigation, e.g. wetlands, historic/archeologic, parks 532.2579.208 50 556.818 40.05 Federaturina including relationing wells, sound wells 556.818 50 50 558.418 40.06 Pedestrum / Facilities and accommodation, landscaping 580.4933 50 558.4188 40.07 Automobile, bus, van accessways including roads, parking lots 528.40.94 50 50 520.160.000 50 S 50.150.000 50 55.57.1308 548.865.111 51.065.000 50 523.126.000 50.01 Frain grade domingency 520.416.000 50 523.136.000 50 523.134.000 50 523.140.000 50 523.140.000 50 523.140.000 50 523.140.000 50 <td< td=""><td>500,000 \$500,000</td><td>\$500,000</td><td>\$0</td><td>\$0</td><td>\$500,000</td><td>Yard and Yard Track</td></td<>	500,000 \$500,000	\$500,000	\$0	\$0	\$500,000	Yard and Yard Track
40.02 Size Utilities, Utility kelocation \$62,192,517 \$220,636 \$3,44,838 \$58,748,588 40.02 Allocated Contingency \$52,862,000 \$0 \$52,562,000 40.03 Har, mat'l, contam'd soil removal/mitigation, ground water treatments \$52,579,208 \$0 \$0 \$52,579,208 40.04 Finitions multis, multis, and walk \$568,188 \$50 \$566,188 \$0 \$52,799,208 40.07 Automotid, hus, van accessaway, including reads, parking lots \$528,094 \$0 \$50 \$504,893 40.08 Temporary Facilities and other indirect costs during construction \$107,347,777 \$11,413,39 \$40,058,888 \$507,388,879 50.01 Trait control and signals \$509,478,64,149 \$1,659,008 \$55,951,000 \$50 \$51,651,000 50.21 Allocated Contingency \$1,610,000 \$50 \$521,460,00 \$50 \$23,479,905 \$50 \$50,327,479,481 \$50,327,479,481 \$50,327,479,495 \$50,327,479,495 \$50,327,479,495 \$50,327,479,495 \$50,327,479,495 \$50,327,479,495 \$50,327,479,495 \$50,327,479,495	\$255,072,402	\$211,571,574	\$43,500,828	\$11,640,275	\$255,072,402	WORK & SPECIAL CONDITIONS
40.02 Allocated Contingency 523.862.000 50 523.82.000 40.03 Haz.mit.contamid sol removal/mitigation, ground water treatments 52.000.00 50 522.200.00 40.04 Haz.mit.contamid sol removal/mitigation, ground water treatments 52.000.00 50 52.22.000.00 40.05 Site structures including relating walls. sound walls 5368.188 50 50 528.42.004 60.06 Pedextran / bike access and accommodation, landscaping 5308.188 50 50 528.40.04 60.07 Autornabile, bis, win accessways including reads, parking lots 529.16.0.00 50 520.16.0.00 50 520.16.0.00 50.01 Train control and signals 597.589.149 530.00 530.00 597.288.79905 50.01 Train control and signals 597.589.149 530.00 50 523.287.9905 50.01 Train control and signals 597.589.149 530.00 530.288.549.11 50.02 Allocated Contingency 512.140.000 50 513.140.000 50.03 Tratinto power distribution: catenary and third rail (2))77,685 \$3,077,685	\$3,077,685			\$3,077,685	Demolition, Clearing, Earthwork
10.03 Haz mat1 contained solit remov/miligation, ground water treatments \$22,00,000 \$0 \$92,200,000 0.04 Environmental mitigation, e.g. welfands, bistori/actrehologic, parks \$32,579,208 \$0 \$32,579,208 0.05 Site structures including retaining walls, sound walls \$526,188 \$0 \$0 \$32,579,208 0.06 Pedestinal / bite access and accommodation, landscaping \$804,933 \$0 \$0 \$32,479,00 0.07 Automobile, bus, van accessways including roads, parking tools \$220,460,00 \$0 \$12,016,000 \$0 \$228,4094 0.0.8 Allocated Contingency \$20,160,000 \$0 \$0 \$22,84,094 0.0.9 Store structures \$20,160,000 \$0 \$0 \$22,84,094 0.0.01 Train control and signals \$97,589,149 \$38,0000 \$9 \$22,849 0.0.01 Train control and signals \$22,849,466 \$0 \$0 \$1,40,000 0.02 Allocated Contingency \$1,40,000 \$0 \$1,40,000 \$0 \$1,40,000 \$0 \$0 \$1,80,64,000			\$3,443,930			
40.04 Environmental mitigation, e.g. wetlands, historic/ancheologic, parks 532.792.08 50 532.792.08 40.05 Site structures including relatining walls, sound walls 5568.188 50 50 5864.933 40.06 Pedestrian / bike access and accommodation, landscaping 5804.933 50 50 5284.044 40.07 Automobile, bux, van accesswaps including roads, parking lots 5224.044 50 50 5284.0454 40.08 Tempory Facilities and ther indirect casts during construction 520.738.73 511.410.565.00 50 55.591.308 54998.541.11 50.01 Allocated Contingency 51.651.000 50 51.651.000 50 523.879.005 50 523.879.005 50.02 51.651.000 50.02 51.651.000 50.02 50 523.879.005 50.02 50.02 51.651.000 50.02 50.02 51.651.000 50.02 50.02 51.651.000 50.03 523.879.005 50 523.879.005 50.02 50.03 524.045.00 50 523.879.005 50.03 524.879.005 50.03						
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	528,000 \$628,000	\$628,000	\$0		\$628,000	Allocated Contingency
	\$1,761,052,001	\$1,557,450,080	\$203,601,921	\$34,853,615	\$1,761,052,001	(10 - 80)
90 UNALLOCATED CONTINGENCY \$162,620,295 \$0 \$0 \$162,620,295	520,295 \$162,620,295	\$162,620,295	\$0	\$0	\$162,620,295	UNALLOCATED CONTINGENCY
						l (10 - 90)
100 FINANCE CHARGES \$6,998,638 \$185,423 \$574,513 \$6,424,125	\$6,998,638	\$6,424,125	\$574,513	\$185,423	\$6,998,638	FINANCE CHARGES
Total Project Cost (10 - 100) \$1,930,670,934 \$35,039,038 \$204,176,434 \$1,726,494,500 \$	\$1,930,670,934	\$1,726,494,500	\$204,176,434	\$35,039,038	\$1,930,670,934	oject Cost (10 - 100)

Notes:

(1) 50.04 - In February and accrual was add \$14,900 in anticipation for negotiations to relocate a property owner. The negotiations did not take place due to the FFGA deferral to a future date.

(2) 50.04 - The potholing for Ductbank in Segment 2 and 4 was accrued under 50.04 when accrued in April. The SCC code for the work was re-assigned and paid under 80.02 in the current reporting period. The negative value from SCC 50.04 represents the reversed accruals from April.