



Capital Program

Quarterly Status Report and DBE Status Report



3rd Quarter Fiscal Year 2022 (January to March 2021)

Prepared for the June 02, 2022 Caltrain Board Meeting

Projects in Focus

Concerning (projects with red status lights)

1. 002080 - Marin and Napoleon Bridge Replacement Project

- **Schedule:** Project close-out has been extended as it's taking longer to finalize all of the bid quantities and have to adjust several bid items that overran by more than 125% as required by the contract. It's also taken longer to do the as-builts for the project as we had a lot of changes. Project is near completion and will not seek a schedule re-baseline.

2. 002088 - 25th Avenue Grade Separation

- **Schedule:** Base contract work is essentially complete with some punchwork items remaining. The contractor is also completing extra work issued under Field Instructions. There are open commercial issues and meetings have been occurring between JPB and the Contractor to negotiate an amicable settlement. Project Manager requested a schedule rebaseline at the Management Committee meeting held on April 28th 2022 and got approval. The schedule light will be shown as "Green" in the next quarterly report.

- **Funding:** Increased cost due to extension of work and added scope. Project team will meet with management to discuss mitigation measures. Additional funding not anticipated.

3. 002113 - Guadalupe River Bridges Replacement and Extension

- **Schedule:** Schedule delay is due to arbitration, prolonged IFB process, as well as design issues related to grading revisions required by the environmental team to address permitting agencies' requirements. Arbitration was held & concluded between 12/13/21 - 12/16/21. Final ruling was scheduled for 3/7/22. PM is requesting approval of IFB (permission to advertise in May) for construction phase and an associated rebaseline at April 2022 Management Committee meeting.

4. 002146 - South San Francisco Station Improvement Project

- **Schedule:** Portions of Ramp 1 and Ramp 2 were rebuilt and tested and they meet ADA requirements. Ramps were opened to public on 1/13/2022. Request the Management Committee to rebaseline the schedule. The date to submit the request is still TBD.

5. 100244 - Burlingame Broadway Grade Separation

- **Schedule:** Request schedule re-baseline at May 2022 Management Committee meeting.

6. 100278 - Mary Avenue Traffic Signal Preemption

- **Schedule:** Waiting for the City of Sunnyvale to install their advance signal preemption circuit in their traffic controller cabinet in April 2022 and we will test the interconnection by the end of April 2022. Project is near completion and will not seek a schedule rebaseline.

7. 100403 - Broadband Wireless Communications System

Schedule: The proposal evaluation period has been extended due to the complexity of the proposals, live demonstration and negotiation of a Best & Final Offer. Project Manager plan to rebaseline the schedule once team have selected and negotiate with the best proposer in August 2022.

8. 100410 - Whipple Avenue Grade Separation

- **Schedule:** The overarching schedule has been extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID-19 also required a more extensive and time-intensive public outreach strategy than initially envisioned. The schedule was adjusted as Redwood City requested and received additional funding from the TA to account for the considerations above as well as the need to perform additional outreach in equity priority communities. The project team is discussing whether to request the Management Committee for a scheduled re-baseline.

9. 100426 - Churchill Avenue Grade Crossing

- **Schedule:** The city of Palo Alto delayed submitting their 100% design and having a delay in getting CPUC approval on their final design. Project Manager plan to rebaseline the schedule and seek approval by the Management Committee in May 2022 after the City's final design gets CPUC approval.

10. 100445 - Automatic Passenger Counters at San Francisco 4th & King Station

- **Schedule:** The COVID-19 Pandemic caused delay in development and logistics. The schedule has been escalated within Centum Adetel and Caltrain. The Centum Team provided a revised Schedule to complete installation, commissioning and training by 7/30/2022. Project Manager to request schedule re-baseline at May 2022 Management Committee meeting.

11. 100482 - Rengstorff Grade Separation

- **Schedule:** 35% design submittal delayed due to additional geotechnical investigation and traffic studies, delaying the consultant's change order approval, and additional county's comments and mitigations. Schedule will be re-baselined after 7/7/22, when MOU is received from the City and internal reviews (legal, Sr. Management, others) have been completed and the next phase (Final Design) of the project is approved by the Management Committee.

12. 100566 - San Mateo Grade Crossing Improvements

- **Schedule:** Project Schedule got extended as City of San Mateo's final design will not be completed until May 2022. Both design and construction work need to be coordinated. Project Manager plan to rebaseline the schedule as a part of the IFB phase gate in June 2022.

Watching (projects with yellow status lights)**1. 002088 - 25th Avenue Grade Separation**

- **Budget:** Increased cost due to extension of work and added scope. Project team will meet with management to discuss mitigation measures. Additional funding not anticipated.

2. 002113 - Guadalupe River Bridges Replacement and Extension

- **Funding:** Identified sources of funds cover the estimated final design and early construction portions of the project costs, but not the entire project costs. Agency has not received and/or activated the entire fiscal year 2022 appropriation by the JPB Board. The reminder of the funds will be activated in June 2022.

3. 100240 - Ticket Vending Machines (TVM) Rehab

- **Schedule:** Schedule for Phase 3 has been delayed as all the necessary material did not arrive until March 2022. The Phase 3 installations and upgrade is schedule to begin on April 13, 2022. Project Schedule light will go back to "Green" once Phase 3 is completed.

4. 100427 - San Francisquito Creek Bridge Replacement

- **Funding:** There are 3 options. First option is to strengthen the bridge and second option is to replace the bridge. If either of the two build alternatives are selected by senior management, then additional funding is required to complete the 35% design phase. The third option is a viable no build option to restrict train traffic to one freight train at a time. However, with this no build option, current funding would be used to support required special inspections to monitor the bridge. In addition, Phase Gate meeting is required to obtain Management Committee approval to proceed with the next phase of the project, and approval to use existing funds in June 2022.

5. 100430 - CCF BCCF Virtualization

- **Funding:** Additional budget request of \$1.2M in FY23 funds was approved contingent on the project receiving additional funds as part of the capital budget process. Request to activate the additional funds has been sent to budgets and funds are expected to be activated in Aug'22.

6. 100574 - Next Generation Clipper Validator Station Site Prep




- **Schedule:** Notice to proceed (NTP) has been delayed by a month as contractor did not delivered the approved baseline schedule which is required for NTP.

7. 100676 - San Mateo Replacement Parking Track

- **Funding:** \$4.045M already transferred from project # 002088 to this project. Additional \$622K pending transfer. Seek 50% match from MTC's Local Partnership Program funding support spring 2023 construction.

Performance Summary

Table S1. Projects in each status light by performance category

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	51.7%	96.6%	82.8%
 Yellow	0.0%	6.9%	3.4%	13.8%
 Red	0.0%	41.4%	0.0%	3.4%

(Percentage of projects in each status light by performance category)

Table S2. Summary of project changes from previous quarter

Status Changes	Projects	Pct. Projects
All green	8	27.6%
Improved	4	13.8%
Got worse	8	27.6%
Stayed the same (except all green)	9	31.0%
Total Projects	29	

Table S3. Individual Projects

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q2	Q3	Q2	Q3	Q2	Q3	Q2	Q3	
CONSTRUCTION PHASE										
Grade Separations										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	7
Stations										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	12
ROW Communications & Signals										
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	18
Fare Collection										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	22
Miscellaneous										
100430	CCF BCCF Virtualization		●		●		●		●	27
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	30
DESIGN PHASE										
Grade Separations										
100244	Burlingame Broadway Grade Separation	●	●	●	●	●	●	●	●	35
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	39
100617	Mountain View Transit Center and Grade Separation & Access Project	●	●	●	●	●	●	●	●	43
ROW Bridges										
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	48
100427	San Francisquito Creek Bridge Replacement	●	●	●	●	●	●	●	●	52
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	56
ROW Grade Crossings										
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	61
100522	Watkins Ave Grade Crossing Safety Improvements	●	●	●	●	●	●	●	●	64
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	67
100667	Bernardo Avenue Undercrossing	●	●	●	●	●	●	●	●	70
ROW Communications & Signals										
100403	Broadband Project	●	●	●	●	●	●	●	●	74
100432	Migration to Digital Voice Radio System	●	●	●	●	●	●	●	●	77
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	80
100572	Communication System SOGR	●	●	●	●	●	●	●	●	81
100614	Predictive Arrival/Departure System (PADS) Replacement		●		●		●		●	86
100616	Caltrain Fiber Connectivity to Passenger Stations and Digital Voice	●	●	●	●	●	●	●	●	88
Fare Collection										
100574	Next Generation Clipper Validator Station Site Prep	●	●	●	●	●	●	●	●	92
Miscellaneous										
100676	San Mateo Replacement Parking Track	●	●	●	●	●	●	●	●	96

Table S3. Individual Projects (Continued)

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q2	Q3	Q2	Q3	Q2	Q3	Q2	Q3	
PLANNING/ENVIRONMENTAL PHASE										
Managed Projects										
002152	South Linden & Scott Grade Separation	NA		●	●	●	●	●	●	100
100410	Whipple Avenue Grade Separation	NA		●	●	●	●	●	●	103
100564	Enterprise Asset Management (EAM) Software System	NA		●	●	●	●	●	●	105
100565	Update and Upgrade GIS System	NA		●	●	●	●	●	●	108
Projects with Informal Engagements Managed by Third Parties										
TBD	Middle Avenue Undercrossing	NA		NA	NA	NA	NA	NA	NA	112
100668	Mary Avenue Grade Separation	NA		NA	NA	NA	NA	NA	NA	114
CLOSING PHASE										
ROW Bridges										
002080	Marin and Napoleon Bridge Replacement	●	●	●	●	●	●	●	●	116

Projects in Construction Grade Separations









25th Avenue Grade Separation

Project No.

002088

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	Y 	R 
Previous	G 	R 	Y 	R 

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.25%	0.49%	100.20%

1. Base contract work is essentially complete with some punchwork items remaining. The contractor is also completing extra work issued under Field Instructions. There are open commercial issues and meetings have been occurring between JPB and the Contractor to negotiate an amicable settlement. Project Manager requested a schedule rebaseline at the Management Committee meeting held on April 28th 2022 and got approval. The schedule light will be shown as “Green” in the next quarterly report.
2. Increased cost due to extension of work and added scope. Project team will meet with management to discuss mitigation measures. Additional funding not anticipated.

SCOPE Summary

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

- Grade separating the 25th Avenue at-grade crossing.
- Construction of two new grade separated crossings at 28th and 31st Avenues.
- Perform relocation of the existing Hillsdale Caltrain station. The new station will be an elevated, center-board platform, located south of 28th Avenue.

The work included the final design/environmental (CEQA and NEPA) clearance work and construction to replace the existing 25th Avenue at-grade crossing with a two-track elevated grade separation. The elevated rail alignment will require the relocation of the existing Hillsdale Caltrain Station northward to a location between 28th and 31st Avenues and will allow for new street connections between El Camino Real and Delaware Street at 28th and 31st Avenues in San Mateo, California.

Project Manager: Andy Kleiber
 Principal Designer: HDR Engineering, Inc.
 Const. Contractor: Shimmick/Disney Joint Venture

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	16
Type II Incidents	0	2

25th Avenue Grade Separation

Project No.

002088

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTP	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	09/10/21	05/15/22	-247	-104
Project Finish	01/31/22	11/01/22	-274	-185

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,410	5,860	8,270	8,270	0	0%
ROW/Utilities	0	35,296	35,296	35,550	-254	-1%
Construction	0	118,623	118,623	116,500	2,123	2%
CM & DSDC	0	17,885	17,885	19,163	-1,278	-7%
Administration	1,676	11,323	12,999	14,618	-1,619	-12%
Procurement	0	24	24	20	4	16%
Oper. Support	45	8,075	8,120	8,138	-18	-0%
Subtotals	4,131	197,086	201,217	202,259	-1,042	-1%
Unknown Risks	NA	NA	NA			
Unallocated Contingency	372	266	638	NA	638	100%
Grand Totals	4,503	197,352	201,855	202,259	-404	-0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
SMCTA	Local	3,700	92,410	96,110	96,110	0
State (Section 190)	State		10,000	10,000	10,000	0
State (CAHSA)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	10,745	11,745	11,745	0
Totals		4,700	197,155	201,855	201,855	0

25th Avenue Grade Separation

Project No.

002088

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Extend time to complete changes.	SDJV/JPB Contractor is scheduling work, JPB is limiting scope wherever possible, and JPB is completing design. Now increasing overhead costs.	JPB is limiting scope where possible.	\$ 100	Med
Extent of Changes/Covid 19	JPB Rejected the RFC.	Rejected Contractors request, again. Contractor is talking about resubmitting.	\$ 3,700	Med
Excess soil at CP Lick	SDJV/JPB Developing cost proposals.	Implementing a removal plan.	\$ 500	High
No ROW fencing at old Hillsdale Station	JPB/HDR Procurement/Budgeting	TASI is on board to install fence (using a subcontractor)	\$ 150	High

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Delays due to design issues and labor availability.	HDR & SDJV JPB is tracking issues that are potentially the result of errors/omissions.	Majority of the work is now completed.	4/30/2022
Covid 19/Number of Changes.	SDJV JPB has rejected this claim. Contractor erroneously claimed Covid as a DSC, and was late on submittal of claim. JPB has proposed a way forward to SDJV.	Contractor needs to provide detailed justification by 4/30/2022.	4/30/2022
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	5/1/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Working on punch list items.
2. Complete corrective actions at 28th Ave UC Awnings.
3. Received approval from the Management Committee for the deletion of the improvements to 2 County owned parcels.
4. Reviewed Request for Global Settlement from the contractor, involved legal and informed SDJV there is no merit.

NEXT KEY ACTIVITIES (top 5)

1. Complete punch list items.
2. Close out contract.

PROJECT NOTES

1. Budget remains extremely tight. The contractor submitted a change request for \$3.7M for impacts from Covid and excessive change orders. The substantiation is extremely vague and based on theory only.
2. Transferred \$4.045M for the Parking Track project, the scope is removed from this project and delivered under separate project.
3. Construction Management costs are accruing due to the extension of work both from added scope and prolonging of the closeout and punch list completion. This has increased the total project estimate.

25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole



Photo 2 - OCS Grounding Testing.



Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station









Projects in Construction Stations

South San Francisco Station Improvement Project

Project No. 002146

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	Y 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.8%	7.36%	91%

1. Portions of Ramp 1 and Ramp 2 were rebuilt and tested and they meet ADA requirements. Ramps were opened to public on 1/13/2022. Request the Management Committee to rebaseline the schedule. The date to submit the request is still TBD.

SCOPE Summary

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

Key elements of the project include:

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

Project Manager: Hubert Chan
 Principal Designer: RSE
 Const. Contractor: ProVen Management, Inc.

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	22
Type II Incidents	0	2

South San Francisco Station Improvement Project

Project No. 002146

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTF	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Construction Complete	11/30/21	04/29/22	-150	-78
Station Opening	01/10/22	01/13/22	-3	0
Project Closed	03/31/22	07/31/22	-122	-61

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	3,227	-457	2,770	2,770	0	0%
ROW/Utilities	200	6,240	6,440	6,440	0	0%
Construction	37,000	23,210	60,210	51,900	8,310	14%
CM & DSDC	4,432	9,358	13,790	13,790	0	0%
Administration	3,018	5,282	8,300	8,300	0	0%
Procurement	0	155	155	155	0	0%
Oper. Support	1,656	2,454	4,110	4,110	0	0%
Subtotals	49,533	46,242	95,775	87,465	8,310	9%
Unknown Risks	NA	NA	NA			
Unallocated Contingency	6,767	-5,942	825	NA	825	100%
Grand Totals	56,300	40,300	96,600	87,465	9,135	9%

South San Francisco Station Improvement Project

Project No. 002146

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Capital fund from operations source	Other		1,300	1,300	1,300	-
SMCTA Cap Contr to JPB/SAMTR	Other	49,100	(5,028)	44,072	44,572	(500)
CA-2017-057-01	Federal		38,828	38,828	38,828	-
CSSF MOU-SSF Caltrain Station	Local	5,900	6,500	12,400	9,900	2,500
Totals		55,000	41,600	96,600	94,600	2,000

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
1. West Plaza flat-work missing expansion joints	Hubert Chan ----- Resolved. Legal has reviewed and approved the extended warranty.	PMI has issued the extended warranty.	3/31/2022
2. Stainless steel paneling for underpass wall	Hubert Chan ----- Under negotiation with PMI on installation and cost allocation of the underpass wall.	Install stainless steel paneling for underpass wall to cover water leak stains.	4/29/2022

South San Francisco Station Improvement ProjectProject No. **002146**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Ramp 3/West Plaza: Agency and Legal reviewed and approved extended warranty.
2. Ramp 2/Stair 2: Completed guard rails installation.
3. Ramp 1/Stair 1: Completed rebuilding Ramp 1 to meet ADA compliance. Completed guard rails installation.
4. Poletti Way: Continued to work with the City to program the ped traffic light.
5. Contractor continued punch list work.

NEXT KEY ACTIVITIES (top 5)

1. Poletti Way: Complete work with the City to program the ped traffic light.
2. Contractor to complete punch list work.
3. Complete lessons learned session and revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.
4. Complete negotiation with PMI on all outstanding change orders including underpass paneling.

PROJECT NOTES

1. Budget and EAC will be revised in the next quarterly report.

PROJECT PHOTOS



Photo 1 - Ped tunnel looking west



Photo 2 - Ped grade crossing



Photo 3 - Ped Underpass looking east



Photo 4 - Poletti Way looking towards East Plaza









Projects in Construction
ROW Communications & Signals

Mary Avenue Traffic Signal Preemption

Project No. 100278

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	R 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
96.09%	2.39%	55%

1. Waiting for the City of Sunnyvale to install their advance signal preemption circuit in their traffic controller cabinet in April 2022 and we will test the interconnection by the end of April 2022. Project is near completion and will not seek a schedule re-baseline.

SCOPE Summary

Caltrain will install an Advance Signal Preemption system at the Mary Avenue grade crossing to provide additional time for the City’s traffic signals at Mary Avenue and Evelyn Avenue to allow Caltrain to pass through.

Project Manager: Robert Tam
 Principal Designer: RSE
 Const. Contractor: Transamerica Services, INC.

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	02/01/18	02/01/18	0	0
35% Design	05/01/19	05/01/19	0	0
65% Design	12/05/19	12/05/19	0	0
100% Design	05/06/20	05/06/20	0	0
Construction Start	07/21/20	07/21/20	0	0
Materials Received	12/28/20	12/28/20	0	0
Construction Complete	06/30/21	06/30/21	0	0
System Testing	12/31/21	03/31/22	-90	0
Project Finish	01/31/22	06/30/22	-150	0

Mary Avenue Traffic Signal Preemption

Project No. 100278

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	200		200	25	175	88%
ROW/Utilities			0		0	
Construction	577		577	0	577	100%
CM & DSDC	225		225	160	65	29%
Administration	1,148		1,148	624	524	46%
Procurement	125		125	116	9	7%
Oper. Support	700		700	700	0	0%
Subtotals	2,975	0	2,975	1,625	1,350	45%
Unknown Risks	NA	NA	NA	100		
Unallocated Contingency	150		150	NA	50	33%
Grand Totals	3,125	0	3,125	1,725	1,400	45%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Caltrans Sec 130 Agmt #75LX315	State	3,125		3,125	3,125	0
Totals		3,125	0	3,125	3,125	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Coordination with the City of Sunnyvale	Robert Tam Waiting for the City to install their advance signal preemption circuit in their traffic controller cabinet. The installation is scheduled for April 23, 2022.	Frequent meetings and communications about the city's installation schedule.	30	Med

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
City of Sunnyvale traffic controller installation delay	Robert Tam The City received the delivery of the interconnect cable. Scheduled the installation for April 23, 2022.	Close and frequent communications with the City about their schedule. Funding agency Caltrans is aware of the City's delay.	4/30/2022

Mary Avenue Traffic Signal PreemptionProject No. **100278****KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Continued the coordination and communications with the City of Sunnyvale.
2. The City of Sunnyvale indicated that their contractor received the interconnect cable and will install it on April 23, 2022.

NEXT KEY ACTIVITIES (top 5)

1. Test the interconnection for the advance signal preemption.
2. Complete the project.

PROJECT NOTES

1. The EAC is lower than the budget because TASI is performing the construction instead of a separate contractor.

PROJECT PHOTOS

Photo 1 - New advance signal preemption equipment

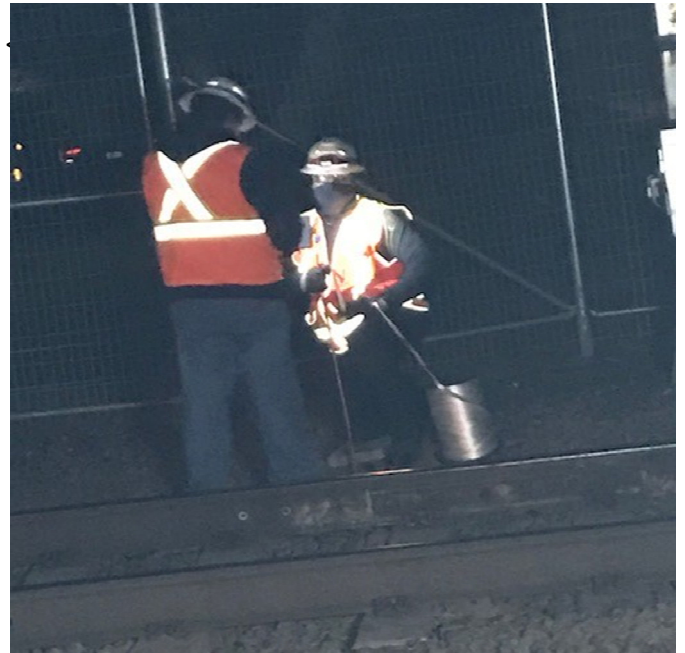


Photo 2 - Workers putting in new signal wires for the train detection in the rail









Projects in Construction
Fare Collection

Ticket Vending Machines (TVM) Rehab

Project No. **100240**

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	Y 	G 	G 
Previous	G 	G 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
48.35%	9.97%	100%

1. Schedule for Phase 3 has been delayed as all the necessary material did not arrive until March 2022. The Phase 3 installations and upgrade is schedule to begin on April 13, 2022. Project Schedule light will go back to "Green" once Phase 3 is completed.

SCOPE Summary

The project will develop the central back office software necessary to upgrade the TVMs to have Clipper functionality and upgrade components which are obsolete. Additional scope to replace the credit card readers in all existing TVMs has been added to a separate construction contract and is being funded by the IT Department.

The current scope of this project is:

Phase 1 - Two prototype TVM's will be refurbished with Clipper functionality and upgraded components. The prototypes will be installed at Central for testing and development work "Complete".

Phase 2 - Based on the final upgraded prototype, 12 existing TVM's will upgraded at the stations "Complete".

Phase 3 will upgrade an additional 21 TVMs at the stations.

Phase 4 will upgrade an additional 27 TVMs at the stations.

Phase 5 will upgrade an additional 27 TVMs at the stations to complete all the TVM upgrades.

Project Manager: Robert Tam

Principal Designer: NA

Const. Contractor: Ventek

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Ticket Vending Machines (TVM) Rehab

Project No. **100240**

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	01/01/18	01/01/18	0	0
Bid Opening	09/21/18	09/21/18	0	0
LNTF	12/06/18	12/06/18	0	0
Phase 1 NTP	04/01/19	04/01/19	0	0
Contract Award	04/30/19	04/30/19	0	0
Phase 2 NTP	02/25/20	02/25/20	0	0
Phase 1 Complete	10/31/20	10/31/20	0	0
Phase 2 Complete	03/18/21	03/18/21	0	0
Phase 3 NTP	08/27/21	09/14/21	-18	0
Phase 3 Complete	03/01/22	04/30/22	-60	-60
Phase 4 NTP	03/01/22	03/01/22	0	0
Phase 4 Complete	08/31/22	08/31/22	0	0
Phase 5 NTP	09/01/22	09/01/22	0	0
Phase 5 Complete	03/31/23	03/31/23	0	0
Project Finish	06/30/23	06/30/23	0	0

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering			0		0	
ROW/Utilities			0		0	
Construction	3,288		3,288	3,288	0	0%
CM & DSDC			0		0	
Administration	508		508	508	0	0%
Procurement			0		0	
Oper. Support	40		40	40	0	0%
Subtotals	3,836	0	3,836	3,836	0	0%
Unknown Risks	NA	NA	NA	56	0	0%
Unallocated Contingency	56		56	NA		
Grand Totals	3,892	0	3,892	3,892	0	0%

Ticket Vending Machines (TVM) Rehab

Project No. **100240**

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
CA-54, CA-2017, CA-2020, CA-2021, Cash Flow for Tunnel	Federal	2,016	0	2,016	2,016	0
State Transit Assistance FY19, FY20 STA Capital, FY21 VTA STA SOGR Cap	State	360	45	405	405	0
SFCTA , VTA, SAMTR, Prop K, Fare box	Other	255	12	268	268	0
Prop K 18-012, SAMTR Non CCF Prepaid	Local	164	0	164	164	0
TBD		1,040		1,040		1,040
Totals		3,835	57	3,892	2,852	1,040

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Material Delays.	Robert Tam	None.	\$ -	Med
	All the materials have arrived for Phase 3.		60	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Material Delays	Robert Tam	None.	3/30/2022
	Resolved. All the necessary materials for Phase 3 have arrived.		

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Ventek received all the necessary materials and parts for the Phase 3 upgrade.
2. The Phase 3 installations and upgrade is schedule to begin on April 13, 2022.
3. Received approval at the February Board to amend the IT Reso to exercise the option for Phase 4 of the TVM Upgrade program.
4. Issued NTP for Phase 4.

NEXT KEY ACTIVITIES (top 5)

1. Perform the upgrades at the stations for Phase 3.
2. Continue work for Phase 4.

PROJECT NOTES

None.

Ticket Vending Machines (TVM) Rehab

Project No. 100240

PROJECT PHOTOS



Photo 1 - Palo Alto TVM 106



Photo 2 - Prototype TVM Door Graphics



Photo 3 - RWC TVM 65







Photo 4 - San Jose

Projects in Construction
Miscellaneous

Table 1. Status Summary and Total Project Performance

Project Phase: **Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	G 	G 	Y 
Previous				

Progress (%)	Change Prev. Qtr.	EAC/Budget
NA	NA	100%

1. Additional budget request of \$1.2M in FY23 funds was approved contingent on the project receiving additional funds as part of the capital budget process. Request to activate the additional funds has been sent to budgets and funds are expected to be activated in Aug'22.

SCOPE Summary

The scope of the Caltrain Virtualization Project is to migrate the datacenters supporting rail operations to a single virtual platform. This effort will include the primary and secondary data centers. Caltrain has two main datacenters located at San Jose (SJCC) and Menlo Park (MPCC). This project will design and build a virtualized private cloud infrastructure and server farm to support Caltrain operational systems and provide an efficient, scalable, architecture with enhanced redundant capabilities.

The major benefits for this project:

- Improves hardware consolidation and hardware utilization
- Faster provisioning of applications and resources
- Improves backup and data protection
- Improves uptime
- Increased Security
- Disaster Recovery

Project Manager: Michael Bartfeld

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

CCF BCCF Virtualization

Project No. 100430

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary Engineering	07/06/21	07/06/21	0	0
Bid and award	12/15/21	12/15/21	0	0
Construction/Implementation	09/30/23	09/30/23	0	0
Project Finish	12/31/23	12/31/23	0	0

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	88		88	88	0	0%
ROW/Utilities	0		0	0	0	
Construction	1,312		1,312	1,312	0	0%
CM & DSDC	0		0	0	0	
Administration	599		599	599	0	0%
Procurement	0		0	0	0	
Oper. Support	0		0	0	0	
Subtotals	2,000	0	2,000	2,000	0	0%
Unknown Risks	NA	NA	NA	193		
Unallocated Contingency		193	193	NA	0	0%
Grand Totals	2,000	193	2,193	2,193	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Section 5337 JPB FY19FTA	Federal	1,080		1,080	1,080	-
Sect 5337 JPB CA-2020-133	Federal	520		520	520	-
FY19 AB664 Bridge Toll Funds (Regional Funds)	Other	400		400	400	-
TBD	Other		1,200	1,200	-	1,200
Totals		0	1,200	1,200	0	1,200

CCF BCCF Virtualization

Project No. 100430

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None				

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Additional budget request of \$1.2M is not activated	Budgets and Grants Awaiting for FY23 funds	Request to activate the funds has been sent to budgets	8/1/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued Network design work
2. Finalized Vx-Rail design - work completed
3. Firewall cut over scheduled for 4/9-4/10
4. Continued Security assessment work
5. Continued Domain -AD review

NEXT KEY ACTIVITIES (top 5)

1. Prepare San Jose data center for the hardware install work.
2. Prepare for Vx-Rail installation (MP and SJ)
3. Prepare for Cisco Nexus installation (MP and SJ)
4. Review BOS conversion and ROCS conversion for data migration
5. Continue Network design work, Security assessment work, and Domain -AD review

PROJECT NOTES

None

Automatic Passenger Counters at 4th & King

Project No. 100445

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G	R	G	G
Previous	G	R	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.00%	22.74%	88%

1. The COVID-19 Pandemic caused the delay in development and logistics. The schedule has been escalated within Centum Adetel and Caltrain. The Centum Team provided a revised Schedule to complete installation, commissioning and training by 7/30/2022. Project Manager to request schedule re-baseline at May 2022 Management Committee meeting.

SCOPE Summary

This project will be for the design and installation of Automatic Passenger Counters (APC) at the platform doors at the Caltrain 4th & King station. Included will be the design of the hardware installation of the APC at 4th & King and the software implementation to retrieve the APC data and analyze it remotely. A contractor will be selected through an IFB process to install the APC equipment at 4th & King.

Project Manager: Njomele Hong
 Principal Designer: NA
 Const. Contractor: Centum Adetel Transportation

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/01/19	12/01/19	0	0
Issue RFP	05/01/20	05/01/20	0	0
Award Contract	02/03/21	02/03/21	0	0
Complete Construction	10/31/21	07/30/22	-272	-30
Project Closed	12/15/21	10/30/22	-319	-30

Automatic Passenger Counters at 4th & King

Project No. 100445

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	15		15	15	0	0%
ROW/Utilities			0		0	
Construction	85		85	85	0	0%
CM & DSDC			0		0	
Administration	140		140	140	0	0%
Procurement			0		0	
Oper. Support	110		110	110	0	0%
Subtotals	350	0	350	350	0	0%
Unknown Risks	NA	NA	NA		50	100%
Unallocated Contingency	50		50	NA		
Grand Totals	400	0	400	350	50	13%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SFCTA Prop K	Local	400		400	400	0
Totals		400	0	400	400	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
System installation	Centum Adetel ----- Android interface and server schedule for installation slip schedule and APC integration to satisfy Caltrain.	No Mitigation, only this provider can do this work. The provider cannot add more people or resources.	60	High
COVID International Travel	Centum Adetel ----- Centum Adetel technicians should travel from Montreal to USA. They need Vaccination and other permits not Caltrain Responsibility.	Call to confirm no issues with travel in a few weeks (if the technician does not have vaccination, and no alternate is available, add 4 weeks to schedule).	4	Low

Automatic Passenger Counters at 4th & King

Project No. **100445**

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
System Installation	Njomele Hong <hr/> The APC Sensor has been identified in Feb as having a DHCP connection method. Our Switch is incompatible.	Centum is going to either 1. Install DHCP on the server or 2. Centum shall provide a switch with DHCP and documentation to resolve any outages. Caltrain will negotiate a mutually agreeable resolution if option 1 has the fastest result. Option 2 is part of the contract. This has not been resolved yet.	07/30/22

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Centum confirmed delivery of scope on revised schedule.
2. IT confirms CSV method or SFTP method OK, Business Information Systems needs to confirm as well.
3. Centum shared the sensor validation standard with PM and Operations stakeholders.
4. The APC Static IP option is selected to resolve connectivity issue, no price change, schedule change.
5. Received server and tablets.

NEXT KEY ACTIVITIES (top 5)

1. Install Server prior to arrival of Centum.
2. Centum to document the Static IP for future Sensor Installation.
3. Centum to provide a more comprehensive service agreement.
4. Centum to confirm the current schedule.

PROJECT NOTES

None

Automatic Passenger Counters at 4th & King

Project No. 100445

PROJECT PHOTOS



Photo 1 - Thumbnail



Photo 2 - Doors 1, 2, 3 and 4



Photo 3 - Doors 9, 10, 11 and 12



Photo 4 - Doors 5, 6, 7 and 8 APC









Projects in Design
Grade Separations

Burlingame Broadway Grade Separation

Project No. **100244**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	R 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.5%	0.2%	100%

1. Issue regarding VE Option 3 (side boarding vs center boarding platform) was resolved on Jan 7, 2022. VE Option 3 will not be implemented and the station will have a center-boarding platform as designed. Request schedule re-baseline at May Management Committee meeting.

SCOPE Summary

This project will grade separate the Broadway railroad crossing in the City of Burlingame by partially elevating the rail and partially depressing the roadway. The elevated rail alignment will require the reconstruction of the Broadway Caltrain Station. Reconstruction of the Broadway Caltrain Station will remove the operational requirement of the hold-out rule.

Currently the project is funded up to "Final Design" phase. The Estimate at Completion (EAC) is for up to "Final Design" phase only. Project is evaluating Value Engineering Options.

Project Manager: Alex Acenas
 Principal Designer: Mark Thomas
 Const. Contractor: NA

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Burlingame Broadway Grade Separation

Project No. **100244**

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Preliminary Design 35%	06/28/19	06/28/19	0	0
DCE application to FTA for NEPA clearance	01/31/20	01/31/20	0	0
Environmental Clearance	03/31/20	03/31/20	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Finish Value Engineering Work	08/30/21	01/07/22	-130	24
65% Design	01/03/22	11/01/22	-302	-154
95% Design	01/02/23	08/31/23	-241	-92
All Permits Received	07/25/23	12/31/23	-159	-6
Final Design IFB	09/30/23	07/01/24	-275	-152
Utility Relocation Complete	12/31/23	09/01/24	-245	-154
Construction Award	03/31/24	11/01/24	-215	-124
Construction NTP	04/01/24	01/01/25	-275	-184
Construction Complete	07/31/27	05/01/28	-275	-275
Project Closed	10/31/27	08/01/28	-275	-275

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,975	14,300	17,275	17,275	0	0%
ROW/Utilities	80	20	100	100	0	0%
Construction		0	0	0	0	
CM & DSDC		100	100	100	0	0%
Administration	901	2,899	3,800	3,800	0	0%
Procurement		0	0	0	0	
Oper. Support	164	401	565	565	0	0%
Subtotals	4,120	17,720	21,840	21,840	0	0%
Unknown Risks	NA	NA	NA	2,548	0	0%
Unallocated Contingency	230	2,318	2,548	NA		
Grand Totals	4,350	20,038	24,388	24,388	0	0%

Estimate at Completion in this table applies only to scope that has approved budget.

Burlingame Broadway Grade Separation

Project No. **100244**

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA Cap Contr	Local	4,550	18,863	23,413	23,413	0
City of Burlingame MOU Grad Sep	Other	1,500	500	2,000	2,000	0
Totals		6,050	19,363	25,413	25,413	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None.	-----		\$ -	Med

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
1. VE Option #3: Center vs side boarding platform	Alex A, Caltrain PM ----- Resolved.	JPB to provide project update to Burlingame City Council on Feb 7, 2022.	2/7/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. The monthly TWG meetings resumed. The meeting will be held every 3rd Wednesday of the month.
2. Design contractor preparing revised schedule for re-baselining.
3. Issued WDPR to Jacobs for Project Delivery Method Assessment (D-B-B vs. CMGC).
4. JPB gave a PowerPoint presentation to update the Burlingame City Council regarding project status.

NEXT KEY ACTIVITIES (top 5)

1. Begin utility location coordination.
2. Begin coordination with Real Estate regarding surveys, right of way and property acquisitions.
3. Request schedule re-baseline at May Management Committee meeting.

PROJECT NOTES

Burlingame Broadway Grade Separation

Project No. 100244

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)











Photo 4 - Center Board Platform (rendering)

Rengstorff Grade Separation

Project No. 100482

Table 1. Status Summary and Total Project Performance

Project Phase: **Preliminary Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	R 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
1.42%	0.14%	100%

1. 35% design submittal delayed due to additional geotechnical investigation and traffic studies.

SCOPE Summary

The project proposes to replace the existing at-grade train crossing at Rengstorff Avenue with a grade separated crossing in the City of Mountain View. In 2014, the City of Mountain View completed a Rengstorff Avenue Grade Separation Design Concepts – Final Report. Of the three design concepts that were presented in the Final Report, the City was in favor of the Complete Street Concept which includes a Rengstorff Avenue Underpass and the construction of a new elevated pedestrian walkway parallel to the Caltrain tracks connecting Crisanto Avenue to the commercial area east of Rengstorff Avenue. The grade separation will require the lowering of approximately 1,200 feet of Rengstorff Avenue and connecting roadways, including Central Expressway.

The current scope of work includes the evaluation of the design concepts that are presented by the City of Mountain View and preparation of preliminary design at 35% for a design validation and constructability review, and preparation of environmental studies for CEQA and NEPA clearance. The goal of the current preliminary design phase is to reach consensus with the project stakeholders in the project definition and approach to advance the project to final design.

Project Manager: Mehdi Arbabian

Principal Designer: AECOM

Const. Contractor: N/A

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Rengstorff Grade Separation

Project No. 100482

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary Design	12/15/21	05/02/22	-138	-48
MOU/ CO-OP Agreement with COM for Final Design	12/15/21	07/07/22	-204	-7
65% Design	12/01/22	12/01/22	0	243
95% Design	03/06/23	08/01/23	-148	184
100% Design	08/02/23	02/01/24	-183	90
All Permits Received	02/02/24	05/01/24	-89	0
Construction Contract Award - Board Approval	02/03/24	05/01/24	-88	214
Construction Completion	01/02/25	12/01/24	32	1004
Project Finish	10/01/27	09/01/27	30	91

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,500		2,500	2,500	0	0%
ROW/Utilities	70		70	70	0	0%
Construction	0		0	0	0	
CM & DSDC	0		0	0	0	
Administration	875		875	875	0	0%
Procurement	0		0	0	0	
Oper. Support	55		55	55	0	0%
Subtotals	3,500	0	3,500	3,500	0	0%
Unknown Risks	NA	NA	NA			
Unallocated Contingency			0	NA	0	
Grand Totals	3,500	0	3,500	3,500	0	0%

Estimate at Completion in this table applies only to scope that has approved budget.

Rengstorff Grade Separation

Project No. 100482

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Mountain View MOU	Other	3,500		3,500	3,500	0
Totals		3,500	0	3,500	3,500	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
1- County not on board w/ full depressed intersection	City/JPB/ AECOM	Awaiting feedback from the county.	\$ 10,000	Med
	35% design submittal was sent to the county for review.		None	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Develop multi-party Memorandum Of Understanding among JPB, VTA, City of Mountain View.	JPB/City/County/VTA Resolved.	City completed negotiation with VTA for funding and received \$42M in December 2021 allocated to Rengstorff project.	12/1/2021

Rengstorff Grade Separation

Project No. **100482**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued working on AECOM past invoices issues.
2. Continued monthly meeting updates with the City and AECOM.
3. Received finalized 35% Design submittal and forwarded it to City and County.
4. JPB received final draft of the cooperative agreement.

NEXT KEY ACTIVITIES (top 5)

1. Continue monthly meeting updates with the City and AECOM.
2. JPB to review the draft cooperative agreement. Adding language to draft agreement to include evaluation of alternative contract delivery method.
3. Review 35% Design submittal and expected comments from the City and County to reconcile comments before submitting to AECOM.
4. Expect final 35% design submittal in April/May 2022.

PROJECT NOTES

None

PROJECT PHOTOS



Photo 1 - Project Rendering

Mountain View Transit Center and Grade Separation & Access Project

Project No. **100617**

Table 1. Status Summary and Total Project Performance

Project Phase: **Procurement**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
1.84%	0.56%	100%

SCOPE Summary

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.

The conceptual plan adopted by Council includes redirection of Castro Street at West Evelyn Avenue; construction of a new ramp from West Evelyn Avenue to Shoreline Boulevard; installation of pedestrian and bicycle undercrossings across the expressway and Caltrain tracks; changes to Moffett/Central intersection; and platform widening and extension to the west. Update the Milestone list for the project and only include major milestones. The co-op agreement between VTA, JPB, and Mountain View has been signed, as JPB is the lead implementing agency to delivery final design, and construction. VTA is the funding sponsor, as Mountain View is a vital partner in reviewing final design deliverables and coordinating activities within its right of way.

Project Manager: Alvin Piano
 Principal Designer: TBD
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	01/01/20	01/01/20	0	0
Award Design Contract	06/02/22	06/02/22	0	0
NTP for Final Design	07/08/22	07/08/22	0	0
Final Design Completion	06/30/24	06/30/24	0	0
All Permits Received	12/31/24	12/31/24	0	0
Award Construction Contract	01/02/25	01/02/25	0	0
NTP for Construction	02/01/25	02/01/25	0	0
Construction Completion	08/31/27	08/31/27	0	0
Project Closeout	11/30/27	11/30/27	0	0

Mountain View Transit Center and Grade Separation & Access Project

Project No. **100617**

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	7,000		7,000	7,000	0	0%
ROW/Utilities	200		200	200	0	0%
Construction			0		0	
CM & DSDC	291		291	291	0	0%
Administration	788		788	788	0	0%
Procurement	200		200	200	0	0%
Oper. Support	200		200	200	0	0%
Subtotals	8,679	0	8,679	8,679	0	0%
Unknown Risks	NA	NA	NA	1,456		
Unallocated Contingency	1,456		1,456	NA	0	0%
Grand Totals	10,135	0	10,135	10,135	0	0%

Estimate at Completion in this table applies only to scope that has approved budget.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Mountain View	Other	135		135	135	0
VTA	Other	10,000		10,000	10,000	0
Totals		10,135	0	10,135	10,135	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood

Mountain View Transit Center and Grade Separation & Access Project

Project No. **100617**

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Third Party service agreement with County of Santa Clara	External Stakeholders ----- PM team to directly contact County of Santa Clara team to discuss 3rd party service agreement.	PCJPB to coordinate with the County of Santa Clara on Third Party service cost.	TBD
Final Design GEC Estimates are of high value	External Stakeholders ----- JPB to work with VTA and City of Mountain View to determine other funding sources.	VTA to apply for Local Partnership Programming (LPP) funds to support next phases the project.	TBD
Future maintenance and operations agreement	Caltrain & External Stakeholders ----- Agreement is required for future maintenance and operations for this project's after construction.	Caltrain to coordinate with Real Estate, Legal and External Stakeholders for further discussion.	TBD
Construction Manager/General Contractor pre-construction cost	External Stakeholders ----- JPB to work with VTA and City of Mountain View to determine other funding sources.	Caltrain to develop CMGC pre-construction cost and coordinate with funding partners to obtain the budget as required.	TBD

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued to reach out to County of Santa Clara to engage in third party service agreement for future design review.
2. Continued to work with C&P for RFP final design process (review proposals and create shortlist for interviews).
3. Continued to work with Real Estate for Utility Memo's and maintenance and operations agreement.
4. Continued to work with Capital Project Delivery group and consultant staff to develop project delivery analysis method.
5. Continued to work with government and community affairs division for public outreach activities.
6. Continued to meet with funding partners and Project Controls to provide monthly updates to the project.

NEXT KEY ACTIVITIES (top 5)

1. Continue to reach out to County of Santa Clara to engage in third party service agreement for future design review.
2. Continue to work with C&P for RFP final design process (review cost proposal with high ranking firm).
3. Continue to work with Real Estate for Utility Memo's and maintenance and operations agreement.
4. Continue to work with Capital Project Delivery group and consultant staff to develop project delivery analysis method.
5. Continue to work with government and community affairs division for public outreach activities.
6. Continue to meet with funding partners (Technical Working Group) and Project Controls to provide monthly updates to the project.

PROJECT NOTES

1. Milestone schedule and budget were revised this quarter.

Mountain View Transit Center and Grade Separation & Access Project

Project No. 100617

PROJECT PHOTOS



Photo 1 - Ariel view of Castro Street in Mountain View, CA



Photo 2- Project rendering of overall project



Photo 3 - Project rendering of undercrossing



Photo 4 - Project rendering of pedestrian flow via undercrossing









Projects in Design
ROW Bridges

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	Y 
Previous	G 	R 	G 	Y 

Progress (%)	Change Prev. Qtr.	EAC/Budget
15.6%	2.66%	100%

1. Schedule delay is due to arbitration, prolonged IFB process, as well as design issues related to grading revisions required by the environmental team to address permitting agencies' requirements. Arbitration was held & concluded between 12/13/21 - 12/16/21. Final ruling was scheduled for 3/7/22. PM is requesting approval of IFB (permission to advertise in May) for construction phase and an associated rebaseline at April 2022 Management Committee meeting.

2. Identified sources of funds cover the estimated final design and early construction portions of the project costs, but not the entire project costs. Agency has not received and/or activated the entire fiscal year 2022 appropriation by the JPB Board. The remainder of the funds will be activated in June 2022.

SCOPE Summary

The purpose of the project is to address the instability of the Guadalupe River channel in the vicinity of the two railroad bridges, MT1 and MT2 over the Guadalupe River in San Jose and addressing the long-term public safety and service reliability. The work consists of:

- Full replacement of MT1 bridge built in 1935 on wooden piles from a 187-foot in length to new 265-foot bridge with center span of 110 foot over the river.
- Partial Replacement of MT2 bridge which was built in 1990 by replacing the south abutment and extending it from an existing of 195 feet bridge to approximately 250 feet.
- Relocation of communications and Fiber Optic lines and extensive channel grading that causes major erosion and scour during the high flow events.

Project Manager: Mehdi Arbabian
 Principal Designer: HDR Engineering, Inc.
 Const. Contractor: N/A

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Guadalupe River Bridges Replacement and Extension

Project No. 002113

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	08/21/17	08/21/17	0	0
Preliminary Design (35%)	04/30/20	04/30/20	0	0
65% Design	11/30/20	11/30/20	0	0
Environmental Clearance NEPA	04/27/21	04/27/21	0	0
95% Design	11/01/21	11/01/21	0	0
100% Design	11/20/21	11/20/21	0	0
Completion of Arbitration with UPRR	12/16/21	04/07/22	-112	0
All Permits Received	03/02/22	05/24/22	-83	0
Completion of IFB & Board Award	04/07/22	09/01/22	-147	-28
Executing Contract & LNTP	05/09/22	10/03/22	-147	32
Construction Completion	01/09/24	12/01/24	-327	0
Project Closing	03/31/25	03/31/25	0	0

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	1,800	4,000	5,800	5,800	0	0%
ROW/Utilities	0	1,500	1,500	1,500	0	0%
Construction	0	0	0	0	0	0%
CM & DSDC	0	2,000	2,000	2,000	0	0%
Administration	500	2,050	2,550	2,550	0	0%
Procurement	0	0	0	0	0	0%
Oper. Support	0	900	900	900	0	0%
Subtotals	2,300	10,450	12,750	12,750	0	0%
Unknown Risks	NA	NA	NA	1,639		
Unallocated Contingency	0	1,639	1,639	NA	0	0%
Grand Totals	2,300	12,089	14,389	14,389	0	0%

Estimate at Completion in this table applies only to scope that has approved budget. Construction budget has not been approved yet.

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SAMTR Non CCF Prepaid	Local	100		100	100	0
VTA Non CCF Prepaid	Other	400		400	400	0
SFCTA Prop K	Other	1,828		1,828	1,828	0
FTA	Federal	9,880	1,591	11,471	9,880	1,591
VTA STA SOGR Cap	State	193	398	590	193	398
Totals		12,400	1,989	14,389	12,400	1,989

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
1- Missing 2022 construction season	JPB Legal	Resolved in favor of UPRR. Financial contribution toward the project is substantially less than what JPB anticipated.	\$ 20,000	High
	Arbitration - Resolved.		365	
2- 3rd Party Fiber Optic (leases thru. UPRR)	JPB Legal	Set up a meeting for March 16, 2022 to discuss appropriate routing of Fiber Optic installation. UP will inform their carriers of JPB design and their associated cost for relocation.	\$ 1,000	Med
	UPRR has reached out to JPB to commence discussion of Fiber Optic.		TBD	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
1. UPRR Arbitration	JPB legal & Sr. Management	Resolved in favor of UPRR. Financial contribution toward the project is substantially less than what JPB anticipated.	4/7/2022
	Arbitration - Resolved.		
2. Funding for Construction	JPB legal & Sr. Management	Re-allocation of FTA funds to Guadalupe project or financing.	4/28/2022
	Discussion at April Management Committee meeting.		

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Received finalized design documents.
2. Continued IFB process with C&P.
3. Discussing Fiber Optic routing with UPRR.
4. Received Jacobs estimate to evaluate Benesch design for construction as well as the soft costs.

NEXT KEY ACTIVITIES (top 5)

1. Continue with IFB process with C&P.
2. Seek Management Committee approval to re-baseline project schedule.
3. Go to management committee in April for IFB approval.

PROJECT NOTES

None

PROJECT PHOTOS



Photo 1 - Aerial View Caltrain MT1 & MT2 Bridges near SR 87 in San Jose

San Francisquito Creek Bridge Replacement

Project No. **100427**

Table 1. Status Summary and Total Project Performance

Project Phase: **Preliminary Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	Y
Previous	G	G	G	Y

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.59%	0.26%	91%

1. There are 3 options. First option is to strengthen the bridge and second option is to replace the bridge. If either of the two build alternatives are selected by senior management, then additional funding is required to complete the 35% design phase. The third option is a viable no build option to restrict train traffic to one freight train at a time. However, with this no build option, current funding would be used to support required special inspections to monitor the bridge. In addition, Phase Gate meeting is required to obtain Management Committee approval to proceed with the next phase of the project, and approval to use existing funds in June 2022.

SCOPE Summary

This project includes a detailed inspection conditions assessment of the San Francisquito Creek Bridge located in Palo Alto, California. The information from the inspection report will determine the potential options the project may consider. Please also note, this bridge is 119 years old (built in 1902) and is approaching the end of its design life.

Project Manager: Alvin Piano
 Principal Designer: AECOM
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	03/02/21	03/02/21	0	0
Planning Start	08/01/21	08/01/21	0	0
Preliminary Design Complete	08/31/23	08/31/23	0	0
Final Design Complete	10/31/31	10/31/31	0	0
All Permits Received	11/01/31	11/01/31	0	0
IFB	10/31/31	10/31/31	0	0
Main Contract Award	05/31/32	05/31/32	0	0
NTP	06/01/32	06/01/32	0	0
Construction Complete	07/03/34	07/03/34	0	0
Close Project	01/02/35	01/02/35	0	0

San Francisquito Creek Bridge Replacement

Project No. 100427

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,222		2,222	2,222	0	0%
ROW/Utilities	53		53	53	0	0%
Construction			0		0	
CM & DSDC	57		57	57	0	0%
Administration	1,543		1,543	1,543	0	0%
Procurement			0		0	
Oper. Support	205		205	205	0	0%
Subtotals	4,080	0	4,080	4,080	0	0%
Unknown Risks	NA	NA	NA		425	100%
Unallocated Contingency	425		425	NA		
Grand Totals	4,505	0	4,505	4,080	425	9%

Estimate at Completion in this table applies only to scope that has approved budget.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
CA-2020-133	Federal	480		480	480	0
Sect 5337 JPB CA-2021-1	Federal	1,200		1,200	1,200	0
FY21 VTA STA SOGR Cap	State	173		173	173	0
FY20 SFCTA Prop K 122	Local	120		120	120	0
FY21 SFCTA Prop K 122-9	Local	212		212	212	0
Totals		2,184	0	2,184	2,184	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in \$Ks)

ID - Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None				

San Francisquito Creek Bridge Replacement

Project No. **100427**

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None			

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Coordinated meeting with JPB Planning Team for project updates.
2. Completed inspection and loading report with engineering comments implemented.
3. Continued working with project controls division for schedule and cost updates.
4. Continued working with Government and Community Affairs division for public outreach activities.
5. Continued meeting with funding partners to provide monthly updates to the project.

NEXT KEY ACTIVITIES (top 5)

1. Coordinate with Planning Team for project updates.
2. Coordinate with Capital, Engineering, Operations, Environmental and Planning Team for next phase of project.
3. Continue to work with Government and Community Affairs division for public outreach activities.
4. Work with project team to develop power point presentation for inspection, load rating, and recommendations summary for internal JPB discussion of next steps.
5. Take project to Management Committee to re-baseline budget, scope and schedule.

PROJECT NOTES

None

San Francisquito Creek Bridge Replacement

Project No. 100427

PROJECT PHOTOS



Photo 1 - Inspection crews via underside of bridge via south side



Photo 2 - Inspection crew cleaning up debris



Photo 3 - Inspection crew setting ladder via north side



Photo 4 - Inspection crew via north side abutment

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

Table 1. Status Summary and Total Project Performance

Project Phase: **Procurement**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	Y	R	R

Progress (%)	Change Prev. Qtr.	EAC/Budget
4.44%	0.00%	71%

SCOPE Summary

The Project scope consists of the removal and replacement of existing paint coatings on the steel surfaces of the pedestrian bridge and stairs at the Caltrain Bayshore Station in San Francisco.

Project Manager: Alvin Piano

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	01/01/20	01/01/20	0	0
100% IFB Package	07/01/21	07/01/21	0	0
IFB Advertising	12/01/21	12/01/21	0	0
Award	04/07/22	04/07/22	0	0
LNTP	05/01/22	05/01/22	0	0
NTP	06/30/22	06/30/22	0	31
Construction Complete	11/30/22	11/30/22	0	30
Project Finish	12/31/22	12/31/22	0	90

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	293		293	293	0	0%
ROW/Utilities	206		206	206	0	0%
Construction	2,067		2,067	2,067	0	0%
CM & DSDC	1,162		1,162	1,162	0	0%
Administration	667		667	667	0	0%
Procurement	71		71	71	0	0%
Oper. Support	414		414	414	0	0%
Subtotals	4,880	0	4,880	4,880	0	0%
Unknown Risks	NA	NA	NA		1,990	100%
Unallocated Contingency	1,990		1,990	NA		
Grand Totals	6,870	0	6,870	4,880	1,990	29%

Estimate at Completion in this table applies only to scope that has approved budget.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
VTA Non CCF Prepaid	Local	10		10	10	0
FY20 SFCTA Prop K 120-911065	Local	300		300	300	0
FY20 SFCTA Prop K 107-911073	Local	706		706	706	0
FY19 STA-State of Good Repair	State	1,135		1,135	1,135	0
FY20 STA VTA SOGR Cap Member Co	State	1,157		1,157	1,157	0
CTC Local Partnership	Local	3,435		3,435	0	3,435
Totals		6,743	0	6,743	3,308	3,435

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

ID - Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None	-----		-----	

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Secure additional funding	Caltrain Grants Division ----- Resolved	Work with Rail Ops to secure \$1.15M of funding and Grants to apply for LPP for remaining delta of funds.	3/16/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Coordinated with management for additional funds for the project to support a construction (notice to proceed date is in May 2022).
2. Coordinated with Real Estate to start the permits process to secure ROW access on East and West Side.
3. Continued to work with C&P division for procurement activities; Top Line Engineers as respective low bidder.
4. Continued to work with Rail Contracts and Budget divisions to procure Construction Management supports.
5. Continued working with Government and Community Affairs division for public outreach activities.

NEXT KEY ACTIVITIES (top 5)

1. Work with C&P division to prepare staff report and board resolution documents.
2. Continue to work with Real Estate Division to obtain permits for East/West access.
3. Issue notice of award to construction contract at April board meeting.

PROJECT NOTES

The project was rebaselined in January 2022.

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. 100439

PROJECT PHOTOS

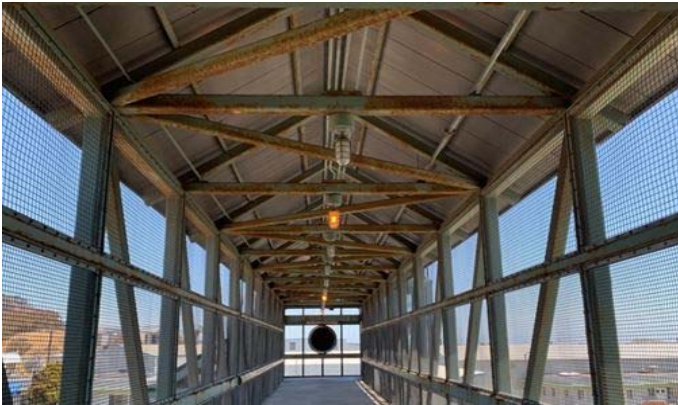


Photo 1 - Pedestrian bridge



Photo 2 - Pedestrian bridge (underside)



Photo 3 - Stair Case (west side)



Photo 4 - Stair Case (east side)









Projects in Design
ROW Grade Crossings

Churchill Avenue Grade Crossing

Project No. **100426**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	Y 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
17.15%	1.46%	100%

1. The city of Palo Alto delayed submitting their 100% design and having a delay in getting CPUC approval on their final design. Project Manager plan to rebaseline the schedule and seek approval by the Management Committee in May 2022 after the City's final design gets CPUC approval.

SCOPE Summary

The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill Avenue grade crossing in Palo Alto.

Project Manager: Robert Tam
 Principal Designer: RSE
 Const. Contractor: N/A

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
35% Design	03/02/20	03/02/20	0	0
65% Design	07/01/21	07/01/21	0	0
100% Design	11/01/21	11/01/21	0	0
IFB	01/03/22	01/11/22	-8	0
Construction Contract Award	04/07/22	07/07/22	-91	-63
LNTP	05/13/22	08/13/22	-92	-61
Construction Complete	12/30/22	04/30/23	-121	-90
Project Finish	03/31/23	06/30/23	-91	-91

Churchill Avenue Grade Crossing

Project No. 100426

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	150	200	350	350	0	0%
ROW/Utilities			0	0	0	
Construction	1,500	-500	1,000	1,000	0	0%
CM & DSDC	230		230	230	0	0%
Administration	455		455	455	0	0%
Procurement	0		0	0	0	
Oper. Support	80		80	80	0	0%
Subtotals	2,415	-300	2,115	2,115	0	0%
Unknown Risks	NA	NA	NA	405		
Unallocated Contingency	105	300	405	NA	0	0%
Grand Totals	2,520	0	2,520	2,520	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Sec 130 Grant 75LX334	State	2,520		2,520	2,520	0
Totals		2,520	0	2,520	2,520	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Coordination with the city of Palo Alto.	Robert Tam ----- The city of Palo Alto submitted the GO88-B form to the CPUC for review.	Monthly meetings with the city of Palo Alto.	\$ - ----- 30	Med

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
City of Palo Alto bid package delays.	Robert Tam ----- The city of Palo Alto submitted the GO88-B form for review. Will require the CPUC approval prior to advertising the IFB package.	Close coordination and monthly meetings with City of Palo Alto and their design consultant.	4/30/2022

Churchill Avenue Grade Crossing

Project No. **100426**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued to wait for the city of Palo Alto to obtain approval from the CPUC for the GO88-B application before JPB issues the IFB package for advertisement.
2. Attended the regular monthly meeting with the city.
3. Submitted the Caltrans funding time extension request to the Grants department.

NEXT KEY ACTIVITIES (top 5)

1. Advertise and issue the IFB package when the city of Palo Alto received approval from the CPUC for their design.
2. Receive approval for the grant time extension.

PROJECT NOTES

1. Project Manager plan to rebaseline the schedule and seek approval by the Management Committee in May 2022 after the City's final design gets CPUC approval.
2. Project Budget & EAC has been re-evaluated and updated this period as per latest analysis by the Project Manager.

PROJECT PHOTOS



Photo 1 - Churchill Ave

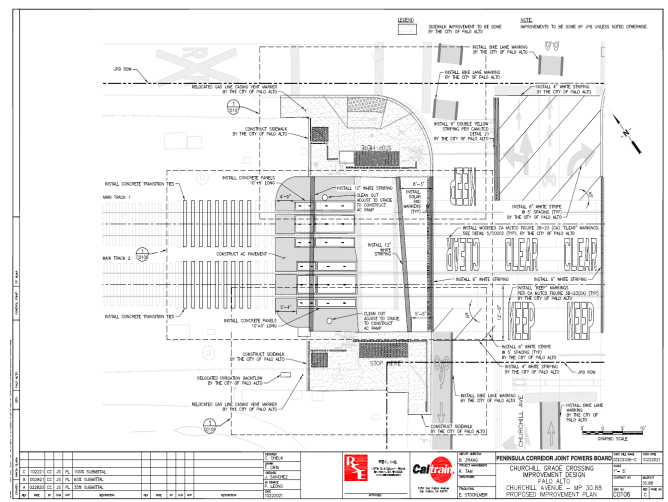


Photo 2 - Churchill Ave Grade Crossing Improvements

Watkins Ave Grade Crossing Safety Improvements

Project No. 100522

Table 1. Status Summary and Total Project Performance

Project Phase: Final Design

Month	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
12.95%	5.99%	100%

SCOPE Summary

This project will design and implement safety improvements to the Watkins Ave grade crossing. Safety improvements will include installing quad gates, railings, pavement markings and markers.

Project Manager: Robert Tam
 Principal Designer: HNTB
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	07/01/21	07/01/21	0	0
Preliminary (35%) Design Complete	09/30/21	09/30/21	0	0
65% Design Complete	02/01/22	01/21/22	11	11
100% Design Complete	06/30/22	06/30/22	0	0
IFB	09/22/22	09/22/22	0	0
All Permits Received	12/07/22	12/07/22	0	0
Award Construction Contract	01/05/23	01/05/23	0	0
NTP	02/06/23	02/06/23	0	0
Substantial Completion	12/31/23	12/31/23	0	0
Construction Complete	02/01/24	02/01/24	0	0
Close Project	05/01/24	05/01/24	0	0

Watkins Ave Grade Crossing Safety Improvements

Project No. 100522

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	630		630	630	0	0%
ROW/Utilities	30		30	30	0	0%
Construction	2,000		2,000	2,000	0	0%
CM & DSDC	450		450	450	0	0%
Administration	380		380	380	0	0%
Procurement	25		25	25	0	0%
Oper. Support	100		100	100	0	0%
Subtotals	3,615	0	3,615	3,615	0	0%
Unknown Risks	NA	NA	NA	560		
Unallocated Contingency	560		560	NA	0	0%
Grand Totals	4,175	0	4,175	4,175	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	4,125		4,125	4,125	0
VTA	Other	50		50	50	0
Totals		4,175	0	4,175	4,175	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None.	-----		-----	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None.	-----		

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Had a meeting with the design consultant and the Town of Atherton to go over the 65% design comments.
2. The design team potholed the locations for the new gates.
3. The design consultant HNTB is working on the 100% design package.
4. The Town of Atherton submitted a request to PG&E to supply power to the new light poles at the crossing.

NEXT KEY ACTIVITIES (top 5)

1. Continue to work on the 100% design package.
2. Complete 100% design.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

San Mateo Grade Crossing Improvements

Project No. **100566**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G	R	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
11.35%	1.56%	100%

1. Project Schedule got extended as City of San Mateo's final design will not be completed until May 2022. Both design and construction work need to be coordinated. Project Manager plan to rebaseline the schedule as a part of the IFB phase gate in June 2022.

SCOPE Summary

This project will design and implement safety improvements including quad gates or exit gates at the 4th and 5th Ave grade crossings in San Mateo. This project will make the two grade crossings safer for the train, motorist and pedestrians. The project is funded by the CPUC/Caltrans Section 130 program.

Project Manager: Robert Tam
 Principal Designer: RSE
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	02/26/21	02/26/21	0	0
Work Plan and SMRC Approval	02/26/21	02/26/21	0	0
Issue Design Work Directive	03/22/21	03/22/21	0	0
35% Design	06/30/21	06/30/21	0	0
65% Design	09/30/21	09/30/21	0	0
100% Design	12/31/21	01/10/22	-10	0
IFB	03/01/22	06/01/22	-92	-92
Award Construction Contract	07/07/22	11/03/22	-119	-119
NTP	09/01/22	01/02/23	-123	-123
Construction Complete	09/01/23	12/01/23	-91	-91
Close Project	01/02/24	03/01/24	-59	-59

San Mateo Grade Crossing Improvements

Project No. 100566

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	900	-590	310	310	0	0%
ROW/Utilities			0	0	0	
Construction	3,000		3,000	3,000	0	0%
CM & DSDC	220	130	350	350	0	0%
Administration	1,090		1,090	1,090	0	0%
Procurement			0	0	0	
Oper. Support	50	150	200	200	0	0%
Subtotals	5,260	-310	4,950	4,950	0	0%
Unknown Risks	NA	NA	NA	521		
Unallocated Contingency	211	310	521	NA	0	0%
Grand Totals	5,471	0	5,471	5,471	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Section 130 Grant EA#75280A	State	2,000		2,000	2,000	0
Totals		2,000	0	2,000	2,000	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Coordination with PCEP signal work at the crossings.	Robert Tam ----- PCEP is schedule to perform and complete their work in early 2022.	Monthly meetings with PCEP to coordinate our schedules.	\$ -	Med
Obtain construction funding from Caltrans	Robert Tam ----- Will submit funding request after final design is complete. City's final design will not be completed until May 2022.	Regular meetings with Caltrans Local assistance	\$ - 60	Med

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Delays in the city of San Mateo's design	Robert Tam ----- The City of San Mateo has notified JPB that their design for the sidewalk improvements will not be completed until May 2022.	Continue to meet with the city of San Mateo and Caltrans to coordinate the designs and work.	5/31/2022

San Mateo Grade Crossing Improvements

Project No. **100566**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Received the city of San Mateo's 35% design and provided comments.
2. Met with the city of San Mateo to coordinate designs.

NEXT KEY ACTIVITIES (top 5)

1. Receive the city's 65% design.

PROJECT NOTES

1. Currently, Project funding has been approved for design phase only. Construction funding has not been approved yet.
2. City of San Mateo's final design will not be completed until May 2022. Both design and construction work needs to be coordinated.
3. Project Budget & EAC has been re-evaluated and updated this period as per latest analysis by the Project Manager.

PROJECT PHOTOS

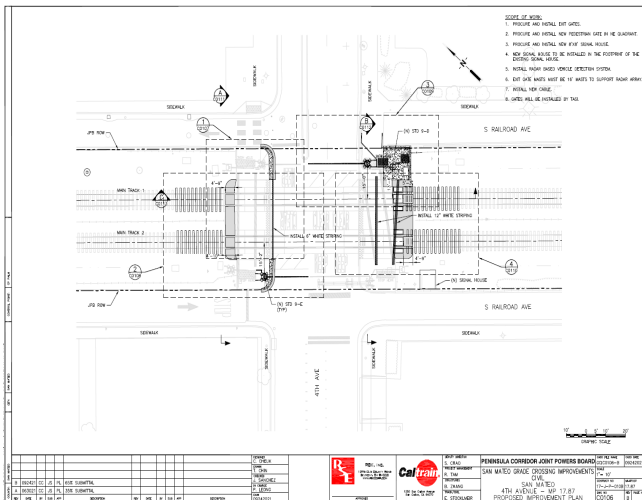






Photo 1 - San Mateo Grade Crossing Improvements

Bernardo Avenue Undercrossing

Project No. **100667**

Table 1. Status Summary and Total Project Performance

Project Phase: **Preliminary Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	G 	G 	G 
Previous	NA	NA	NA	NA

Progress (%)	Change Prev. Qtr.	EAC/Budget
NA	NA	100%

SCOPE Summary

The Cities of Sunnyvale and Mountain View and VTA are 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 Central Expressway.

Project Manager: Njomele Hong
 Principal Designer: TBD
 Const. Contractor: TB

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	02/01/22	02/01/22	0	0
Preliminary Design	05/01/22	05/01/22	0	0
Final Design	06/01/23	06/01/23	0	0
Procurement	01/01/24	01/01/24	0	0
Award Construction	06/01/24	06/01/24	0	0
NTP	07/01/24	07/01/24	0	0
Construction Completion	02/01/27	02/01/27	0	0
Project Closed	05/01/27	05/01/27	0	0

Bernardo Avenue Undercrossing

Project No. **100667**

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	5,243		5,243	5,243	0	0%
ROW/Utilities	2,000		2,000	2,000	0	0%
Construction	30,242		30,242	30,242	0	0%
CM & DSDC	3,300		3,300	3,300	0	0%
Administration	2,087		2,087	2,087	0	0%
Procurement	120		120	120	0	0%
Oper. Support	500		500	500	0	0%
Subtotals	43,492	0	43,492	43,492	0	0%
Unknown Risks	NA	NA	NA	3,000	6,300	67.7%
Unallocated Contingency	9,300		9,300	NA		
Grand Totals	52,792	0	52,792	46,492	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Bernardo Avenue Undercrossing	Local	42		42	42	0
Totals		42	0	42	42	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None	-----		-----	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Path forward decision from the City of Sunnyvale	Arul Edwin ----- Caltrain has provided comments on two options developed by the City for the pedestrian/bike undercrossing project. Caltrain has conveyed a preferred option, which is the east-side option. The City is also in the process of deciding the phase at which the project will be handed over to Caltrain to further develop the project and complete it.	Caltrain to continue to coordinate with the City of Sunnyvale.	TBD
Funding shortfall	Arul Edwin ----- The City is discussing with the VTA on funding issues.	City and VTA are working to select a preferred alternative and then identify the remaining funds for construction.	07/31/22

Bernardo Avenue UndercrossingProject No. **100667**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Caltrain shared a vision for Bernardo that depicted a method for project acceleration by taking on 5% to Construction.
2. Caltrain Engineering visited sites and documented conditions for Cities as part of pre meeting.
3. Caltrain received feedback on funding and is seeking further clarification from Cities for the completion of the project.
4. SMH / Cities provided Cross Section for the project.
5. Caltrain provided CAD files for OCS foundation and OCS.

NEXT KEY ACTIVITIES (top 5)

1. Cities (SV &MV) and Caltrain will discuss how to advance the MOU, RFP and CT to provide ROM for 35% design.
2. Cities (SV &MV) should provide Caltrain with update on the consultant response to our Meeting.
3. Cities (SV &MV) may provide update on status of cross sections and other details.

PROJECT NOTES

1. City and VTA are working to select a preferred alternative and then identify the remaining funds for construction.

Projects in Design
ROW Communications & Signals

Broadband Wireless Communications System

Project No. **100403**

Table 1. Status Summary and Total Project Performance

Project Phase: **Procurement**

Quarter	Safety	Schedule	Budget	Funding
Current	G	R	G	G
Previous	G	R	G	Y

Progress (%)	Change Prev. Qtr.	EAC/Budget
5.55%	0.56%	100%

1. The proposal evaluation period has been extended due to the complexity of the proposals, live demonstration and negotiation of a Best & Final Offer. Project Manager plan to rebaseline the schedule once team have selected and negotiate with the best proposer in August 2022.

SCOPE Summary

The project will design a broadband wireless communications system along the Caltrain corridor for the wayside train maintenance diagnostics and passenger Wi-Fi service. The project will investigate leveraging the existing infrastructure such as the Overhead Contact System (OCS) poles and JPB fiber network to communicate with passing trains. Wayside antennas may be mounted on the OCS poles at a constant interval to communicate with moving trains that will be equipped with radios and antennas.

Project Manager: Robert Tam
 Principal Designer: Xentrans
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	11/11/19	11/11/19	0	0
Notice to Proceed	11/11/19	11/11/19	0	0
Requirements Gathering	02/13/20	02/13/20	0	0
RF Study	08/10/20	08/10/20	0	0
Rough Cost Estimate	08/21/20	08/21/20	0	0
Conceptual Design	11/19/20	11/19/20	0	0
Issue RFP	09/15/21	10/08/21	-23	0
Live Demonstration	11/15/21	05/20/22	-186	-91
Project Update to the Board	05/05/22	07/07/22	-63	-63
Award Construction Contract	02/03/22	08/04/22	-182	-91
Complete Construction	09/30/23	06/30/24	-274	-274
Project Finish	12/31/23	09/30/24	-274	-274

Broadband Wireless Communications System

Project No. 100403

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	560		560	560	0	0%
ROW/Utilities			0		0	
Construction	10,000		10,000	10,000	0	0%
CM & DSDC	800		800	800	0	0%
Administration	1,000		1,000	1,000	0	0%
Procurement	50		50	50	0	0%
Oper. Support	500		500	500	0	0%
Subtotals	12,910	0	12,910	12,910	0	0%
Unknown Risks	NA	NA	NA	1,090		
Unallocated Contingency	1,090		1,090	NA	0	0%
Grand Totals	14,000	0	14,000	14,000	0	0%

Estimate at Completion in this table applies only to scope that has approved budget.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FY19 TIRCP	State	14,000		14,000	2,000	12,000
Totals		14,000	0	14,000	2,000	12,000

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
No reasonable proposals from the RFP	Robert Tam ----- Received 4 proposals.	Worked with consultant to develop a RFP that is aligned with the industry standards and existing systems.	\$ -	Low
Utilizing OCS poles and modifying EMU cars.	Robert Tam ----- Working with PCEP team.	Frequent communications with the PCEP team about schedule and use of infrastructure.	\$ -	Med

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Delays in setting up live demonstrations	Robert Tam ----- Received from the vendors the requirements and infrastructure needs for the demonstration.	Work with Engineering and Operations to set up live demonstration.	3/31/2022
Delays in negotiating a BAFO.	Robert Tam ----- Working on the live demonstration to finish the vendors evaluations.	Understand from the vendor all the assumptions and exceptions of their proposals.	6/30/2022

Broadband Wireless Communications System

Project No. **100403**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Conducted interviews with the short listed firms to clarify some items from the proposals.
2. Invited firms for a live demonstration in our corridor in a test area.
3. The vendors did a single site survey of the test train and wayside demonstration area.
4. The vendors submitted their site specific work plans for the demonstration.

NEXT KEY ACTIVITIES (top 5)

1. Review vendor's demonstration work plans.
2. Schedule the vendor demonstrations.
3. Schedule resources to support the demonstrations.

PROJECT NOTES

None.

PROJECT PHOTOS



Photo 1 - Broadband Wireless Communications System Conceptual Design

Migration to Digital Voice Radio System

Project No. **100432**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
15.17%	NA	100%

SCOPE Summary

This project is part of the continual effort of Caltrain to migrate toward a digital voice radio system. The project includes procurement and installation of new Digital VHF voice Base station radios, repair of Microwave dish covers, procurement of digital communications test equipment, and inspecting and repairing associated antennas and cables. This is in-kind replacement of no longer supported equipment.

Project Manager: Njomele Hong
 Principal Designer: Armand
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	11/02/21	11/02/21	0	0
Final Design	03/01/22	03/01/22	0	0
NTP	01/01/22	01/01/22	0	0
Substantial Completion	10/01/23	10/01/23	0	0
Construction Completion	12/01/23	12/01/23	0	0
Project Closed	03/01/24	03/01/24	0	0

Migration to Digital Voice Radio System

Project No. 100432

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	0		0	0	0	
ROW/Utilities	0		0	0	0	
Construction	243		243	243	0	0%
CM & DSDC	30		30	30	0	0%
Administration	122		122	122	0	0%
Procurement	5		5	5	0	0%
Oper. Support	270		270	270	0	0%
Subtotals	670	0	670	670	0	0%
Unknown Risks	NA	NA	NA	30		
Unallocated Contingency	30		30	NA	0	0%
Grand Totals	700	0	700	700	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
JPB CA-2020-133	Federal	428		428	428	0
Bridge Toll Funds	Local	272		272	272	0
Totals		700	0	700	700	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
New Radio & Interfaces Non Functional	Farid Ardakani	Test Radios prior to cutover and implement solutions. This should eliminate the risk of issues during cutover as the complete system would be tested in field like conditions.	6	Low
	Meetings and planning in process for implementation.			
Covid Delays Base Station Radio	Njomele Hong	Investigate PS purchased separately if lead time is critical.	6	Low
	Manufacturer notes 30 - 60 day lead time for products packaged with interfaces (Base Station and Power Supply).			

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None			

Migration to Digital Voice Radio SystemProject No. **100432**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Drum antennae cover, cables, and antennae installed at CCF, Monument Peak & San Bruno Mt.
2. Determined location for next five base station radios.
3. Base station orders are placed and should be received in May.
4. Engineering and TASI worked on test site construction at Sunnyvale.
5. Worked on TASI WDPR for Brisbane.

NEXT KEY ACTIVITIES (top 5)

1. Complete TASI WDPR for Brisbane.
2. Receive and construct Sunnyvale test site.
3. Armand to create As Built and specifications for a potential IFB to create the remaining Analog Radio Updates.

PROJECT NOTES

None

Next Generation Visual Messaging Sign (VMS)

Project No. **100449**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
5.82%	3.55%	100%

SCOPE Summary

This project will determine the new visual message signs (VMS) and passenger information system for the Caltrain stations. The current VMS signs are no longer supported by the manufacturer and the predictive arrival and departure system (PADS) is becoming obsolete. Research will be done to determine whether it's best to replace the signs that will work with the current predictive arrival and departure system (PADS) or replace signs for the next generation passenger information system.

Project Manager: Njomele Hong
 Principal Designer: Stantec
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	05/01/20	05/01/20	0	0
Requirement Documents/Design Study	06/30/22	06/30/22	0	0
RFP	07/01/22	07/01/22	0	0
Award construction	12/30/22	12/30/22	0	0
NTP	01/31/23	01/31/23	0	0
Construction / System Integration complete	12/31/23	12/31/23	0	0
Project Closed	03/01/24	03/01/24	0	0

Next Generation Visual Messaging Sign (VMS)

Project No. 100449

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	500	-258	242	242	0	0%
ROW/Utilities			0		0	
Construction	3,000		3,000	3,000	0	0%
CM & DSDC	500		500	500	0	0%
Administration	500		500	500	0	0%
Procurement	50		50	50	0	0%
Oper. Support	100		100	100	0	0%
Subtotals	4,650	-258	4,392	4,392	0	0%
Unknown Risks	NA	NA	NA	1,108	0	0%
Unallocated Contingency	850	258	1,108	NA		
Grand Totals	5,500	0	5,500	5,500	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
SFCTA Prop K	Local	500		500	500	0
Totals		500	0	500	500	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
5 Stations do not have VMS, cost and implementation	Njomele Hong ----- Gather Budget for infrastructure and signs along with Schedule for Management review.	Use existing structure as baseline and the selected VMS sign. Site visit for RFP development.	TBD -----	Low

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Uncertainty about including the legacy signs that are hoisted to the mounting point at the doors of the 4th and King Station in the RFP	Larry Dewit ----- Resolved.	Determine if the 12 VMS Signs at 4th and king shall be upgraded or replaced. The VMS 6700 is not obsolete.	01/15/22

Next Generation Visual Messaging Sign (VMS)

Project No. **100449**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. 65% Design received.
2. System req. doc provided to consultant.
3. Completed items at risk workshop was integrated with consultant.
4. Reconsidered effort for public/passenger address.
5. Requested FY23 funding.

NEXT KEY ACTIVITIES (top 5)

1. Review 65% design.
2. Reconsider PA upgrades new project.
3. Update risk register.

PROJECT NOTES

None.

Communication System SOGR

Project No. 100572

Table 1. Status Summary and Total Project Performance

Project Phase: Preliminary Design

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
NA	NA	100%

SCOPE Summary

This project is the annual state of good repair (SOGR) program for Caltrain’s communication systems. The project includes design and installation of networking/telecommunication equipment and another design to update the migration to digital voice radio design.

Project Manager: Njomele Hong
 Principal Designer: TBD
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	11/02/21	11/02/21	0	0
Conceptual Design Complete	12/15/21	12/15/21	0	0
Preliminary (35%) Design Complete	01/15/22	01/15/22	0	0
Final Design Complete	04/01/22	04/01/22	0	0
IFB	05/15/22	05/15/22	0	0
All Permits Received	05/15/22	05/15/22	0	0
Main Contract Award	11/15/22	11/15/22	0	0
NTP	01/15/23	01/15/23	0	0
Substantial Completion	08/01/23	08/01/23	0	0
Construction Completion	12/01/23	12/01/23	0	0
Project Closed	02/01/24	02/01/24	0	0

Communication System SOGR

Project No. 100572

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	440		440	440	0	0%
ROW/Utilities			0		0	
Construction	540		540	540	0	0%
CM & DSDC			0		0	
Administration	250		250	250	0	0%
Procurement	10		10	10	0	0%
Oper. Support	10		10	10	0	0%
Subtotals	1,250	0	1,250	1,250	0	0%
Unknown Risks	NA	NA	NA	50		
Unallocated Contingency	50		50	NA	0	0%
Grand Totals	1,300	0	1,300	1,300	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
JPB CA-2021	Federal	900		900	900	0
VTA STA SOGR Cap	State	400		400	400	0
Totals		1,300	0	1,300	1,300	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Gap in Radio Coverage Identified	Farid A.	Add two additional radio site to fill the gap (for all risk, the budget and schedule impact are TBD).	TBD	Low
	In progress on 1 of 2 locations that are required.		TBD	
VHF Radio Backhaul Protocol Not Supported by AT&T	Farid A.	Change the backhaul to IP Gateway. Solution tested on small scale to confirm compatibility.	TBD	Low
	In progress.		TBD	
Logistic Delays	Farid A.	Testing small area for rollout template. Successful test will require additional budget.	TBD	Low
	Delay may cause communications disruption between dispatcher and crew member.		TBD	
Testing Delays	Farid A.	Test plan will be developed and discussed with everyone impacted by the test.	TBD	Low
	The test plan is in development. Will likely require multiple radio technicians.		TBD	

Communication System SOGR

Project No. **100572**

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None	-----		

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Engineering coordinated approach with new Management.
2. Engineering suggested further effort to determine cost and add scope.
3. Engineering audit determined that PA cannot be connected to AT&T gateway and IP system for Digital/Analog radio is not going to be effective.
4. Engineering suggested we should take time to get an effective approach to perform the upgrades.

NEXT KEY ACTIVITIES (top 5)

1. Assess the current budget for this project.
2. Review potential solutions with engineering and provide new schedule.

PROJECT NOTES

None

Predictive Arrival/Departure System (PADS) Replacement

Project No. **100614**

Table 1. Status Summary and Total Project Performance

Project Phase: **Preliminary Engineering**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	NA	NA	NA	NA

Progress (%)	Change Prev. Qtr.	EAC/Budget
NA	NA	100%

SCOPE Summary

Modernize the Predictive Arrival/Departure System (PADS) to include features such as:

1. Improve the prediction algorithm performance and accuracy, utilize GPS as primary data source and reduce or eliminate reliance on track circuits to improve the accuracy.
2. Improve PADS' resilience to real-world operational needs, such as single-tracking, reverse running, and unscheduled rerouting or track changes into terminal stations. Improve manual operation and control of each platform, track, independent control of audio and visual messages, etc.
3. Updated interfaces to communicate with modern station signage and provide color capability, update interfaces to Diesel and EMU GPS location data feeds.
4. More flexible reconfiguration of parameters by Caltrain. Examples include sign displays color, text size, new screens, etc., approaching train warning timers, etc.
5. Upgrade audio control to digital format, reuse existing station wiring and speakers.
6. Provide modern train tracking data feeds such as GTFS real-time: utilized by MTC511, anticipated feed to new caltrain.com website, and can be leveraged by 3rd parties or apps.

Project Manager: Njomele Hong

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	03/31/22	03/31/22	0	0
Preliminary Engineering	08/01/22	08/01/22	0	0
Bid and Award	12/31/22	12/31/22	0	0
Construction	06/30/24	06/30/24	0	0
Project Closed	10/01/24	10/01/24	0	0

Predictive Arrival/Departure System (PADS) Replacement

Project No. 100614

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	400		400	400	0	0%
ROW/Utilities			0		0	
Construction	6,000		6,000	6,000	0	0%
CM & DSDC			0		0	
Administration	968		968	968	0	0%
Procurement	75		75	75	0	0%
Oper. Support	140		140	140	0	0%
Subtotals	7,583	0	7,583	7,583	0	0%
Unknown Risks	NA	NA	NA	600		
Unallocated Contingency	600		600	NA	0	0%
Grand Totals	8,183	0	8,183	8,183	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
TBD		0		0	0	
Totals		0	0	0	0	

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None	-----		-----	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None	-----		

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Defined scope.
3. Reviewed System Architecture with management and engineering.

NEXT KEY ACTIVITIES (top 5)

1. Assign the designer to assist with RFP.
2. Work on RFP.

PROJECT NOTES

1. No expenses have been registered in PeopleSoft yet.

Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

Project No. 100616

Table 1. Status Summary and Total Project Performance

Project Phase: Final Design

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	NA	NA	NA	NA

Progress (%)	Change Prev. Qtr.	EAC/Budget
7.18%	NA	100%

SCOPE Summary

This project will design and construct a fiber lateral from the JPB fiber backbone to the Caltrain passenger stations and to the Caltrain digital voice radio base stations. The fiber lateral will splice into the JPB 288 strand fiber cable and will terminate at the other end in the station’s communications room or voice radio cabinet. The fiber lateral connection to the JPB fiber will eliminate the need for commercial leased communications lines for the passenger stations and voice radio. This will reduce cost and increase reliability for Rail Operations.

Project Manager: Njomele Hong
 Principal Designer: Stantec
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	08/31/21	08/31/21	0	0
Final Design	06/30/22	06/30/22	0	0
Procurement	11/30/22	11/30/22	0	0
Award Construction	12/31/22	12/31/22	0	0
NTP	01/31/23	01/31/23	0	0
Construction Completion	12/31/23	12/31/23	0	0
Project Closed	03/31/24	03/31/24	0	0

Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

Project No. 100616

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	500		500	500	0	0%
ROW/Utilities			0		0	
Construction	2,500		2,500	2,500	0	0%
CM & DSDC	350		350	350	0	0%
Administration	330		330	330	0	0%
Procurement	20		20	20	0	0%
Oper. Support	100		100	100	0	0%
Subtotals	3,800	0	3,800	3,800	0	0%
Unknown Risks	NA	NA	NA	200		
Unallocated Contingency	200		200	NA	0	0%
Grand Totals	4,000	0	4,000	4,000	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Measure RR	Local	624		624	624	0
Totals		624	0	624	624	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Utilities conflict with fiber path	Njomele Hong Not in budget and workplan.	Ask for budget TBD at 65% Design review & Phase Gates in March 2022. Enlist Jason Wright to perform utilities survey as directed in work plan.		Med
Fiber lateral at Stations and BSR eventual cutover may disturb communications	Njomele Hong This is an identified risk that will not be part of near term issue.	Station fiber loose tube identified, but not confirmed. No services are connected to this fiber as yet and the risk is identified and will be flowed down to next stages.		Med

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Funding for construction	Njomele Hong The current funding is not enough to cover the construction cost.	Additional funding to be requested in FY23 Budget.	TBD

Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

Project No. **100616**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Completed site visits for all stations and tunnels.
2. Received 65% Design from Stantec.
3. Completed 65% Design review and 100% design in progress.
4. Audited 40% of fiber infrastructure.
5. Completed 65% Design review.

NEXT KEY ACTIVITIES (top 5)

1. Complete fiber infrastructure audit.
2. Request Utilities Survey and understand related work that may impact this survey.
3. Receive 100% Design.
4. Complete IFB Checklist.
5. Request FY23 funding.

PROJECT NOTES

None









Projects in Design
Fare Collection

Next Generation Clipper Validator Station Site Prep

Project No. 100574

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	Y 	G 	G 
Previous	G 	G 	G 	Y 

Progress (%)	Change Prev. Qtr.	EAC/Budget
19.6%	4.20%	100%

1. Notice to proceed (NTP) has been delayed by a month as contractor did not delivered the approved baseline schedule which is required for NTP.

SCOPE Summary

The scope of the project is to:

- Prepare all 30 Caltrain stations (not Stanford) to be ready for the installation of the next generation Clipper validators. There will be a total of 305 validators installed by MTC/Cubic.
- Provide conduits and cables for 120 VAC electrical at all the locations where the new Clipper validators will be installed by MTC/Cubic.
- Install anchor bolts in the platforms where the new Clipper validators will be mounted.
- Install ground rods or utilize existing electrical grounding for the new Clipper validators.

Project Manager: Robert Tam
 Principal Designer: Stantec Consulting Svcs, Inc.
 Const. Contractor: Beci Electric

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	04/01/21	04/01/21	0	0
Final Design Complete	10/30/21	10/30/21	0	0
Award Contract	03/17/22	02/03/22	42	0
NTP	04/01/22	04/30/22	-29	-29
Construction Complete	12/30/22	12/30/22	0	0
Project Finish	03/31/23	03/31/23	0	0

Next Generation Clipper Validator Station Site Prep

Project No. 100574

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	600	-200	400	400	0	0%
ROW/Utilities	0		0	0	0	
Construction	1,500		1,500	1,500	0	0%
CM & DSDC	350		350	350	0	0%
Administration	710	10	720	720	0	0%
Procurement	30	-30	0	0	0	
Oper. Support	20		20	20	0	0%
Subtotals	3,210	-220	2,990	2,990	0	0%
Unknown Risks	NA	NA	NA	1,151		
Unallocated Contingency	931	220	1,151	NA	0	0%
Grand Totals	4,141	0	4,141	4,141	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SAMTR Non CCF Prepaid	Local	81		81	81	0
FY20 STA - Capital	State	500		500	500	0
Sect 5337 JPB CA-2021-121	Federal	1,500		1,500	1,500	0
FY21 VTA STA SOGR Capital	State	500		500	500	0
Measure RR	Local	312		312	0	312
FTA	Federal	1,248		1,248	0	1,248
Totals		4,141	0	4,141	2,581	1,560

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
No bids for construction.	Robert Tam	Awarded the construction contract.	\$ 10	Med
	Received 2 bids and selected the contractor.		90	
Schedule coordination with MTC Clipper validator installation.	Robert Tam	Frequent communications with MTC about scheduling	\$ -	Med
	MTC stated the validators will not be ready for installation until June 2022.			

Next Generation Clipper Validator Station Site Prep

Project No. **100574**

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None.			

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Prepared Staff Report and Resolution and awarded the Construction Contract to BECI Electric at the February 2022 Board.
2. Executed the work directive to TRC for the Construction Management support for the project.
3. Issued LNTP to BECI Electric.
4. Held a pre-construction meeting with BECI Electric to go over the project.
5. Received submittals from BECI Electric and reviewed them.

NEXT KEY ACTIVITIES (top 5)

1. Issue NTP to the contractor.
2. Contractor to do site surveys and layout the work at the stations.

PROJECT NOTES

1. Project Scope, Budget and EAC has been updated as per the latest phase gate meeting approval.

PROJECT PHOTOS



Photo 1 - Old Clipper CID



Photo 2 - New Clipper Validator

Projects in Design
Miscellaneous

San Mateo Replacement Parking Track

Project No. **100676**

Table 1. Status Summary and Total Project Performance

Project Phase: Design

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	Y
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
NA	NA	100%

1. \$4.045M already transferred from 25th Avenue Grade Separation project to this project. Additional \$622K pending transfer. Seek 50% match from MTC's Local Partnership Program funding support spring 2023 construction.

SCOPE Summary

The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Avenue Grade Separation Project. The track, which will be located between 10th and 14th Aves., will be accessed from 9th Ave., approximately 1,000 feet in length, electrified, have a single switch.

Project Manager: Alexander Acenas
 Principal Designer: HDR Engineering, Inc.
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Month	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Month
	(A)	(B)	(C=A-B)	(D)
Environmental Clearance	03/31/22	03/31/22	0	0
Final Design	12/31/22	12/31/22	0	0
ROW Acquisition / Utilities Relocation	02/28/23	02/28/23	0	0
Procurement	04/30/23	04/30/23	0	0
Construction	12/31/23	12/31/23	0	0
Closeout	03/31/24	03/31/24	0	0

San Mateo Replacement Parking Track

Project No. 100676

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	600		600	600	0	0%
ROW/Utilities	217		217	217	0	0%
Construction	6,042		6,042	6,042	0	0%
CM & DSDC	810		810	810	0	0%
Administration	567		567	567	0	0%
Procurement	130		130	130	0	0%
Oper. Support	65		65	65	0	0%
Subtotals	8,431	0	8,431	8,431	0	0%
Unknown Risks	NA	NA	NA	1,579		
Unallocated Contingency	1,579		1,579	NA	0	0%
Grand Totals	10,010	0	10,010	10,010	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
MOU-City of San Mateo 25th Ave	Local	2,355	0	2,355	2,355	0
SMCTA Cap Contr to JPB/SAMTR	Local	1,690	0	1,690	1,690	0
Totals		4,045	0	4,045	4,045	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date

San Mateo Replacement Parking Track

Project No.

100676

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Determined that HDR is under contract to provide Final Design services and DSDC on the parking track project. No procurement of design services is needed.
2. Resumed Final Design and recurring TWG meetings.
3. Coordinated with JPB Utility Coordinator and begin utility location and surveys.
4. Met with Engineering, Ops and Maintenance to finalize pavement design.

NEXT KEY ACTIVITIES (top 5)

1. Confirm final pavement design with Environmental team so they can prepare the amendment to the Environmental Clearance report.
 2. Schedule meeting with the City of San Mateo to review design.
-

PROJECT NOTES







Projects in Planning/Environmental Managed Projects

South Linden Avenue and Scott Street Grade Separation

Project No. **002152**

Table 1. Status Summary and Total Project Performance

Project Phase: **Planning**

Quarter	Schedule	Budget	Funding
Current	G 	G 	G 
Previous	G 	G 	G 

PROJECT SCOPE Summary

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.

PLANNING SCOPE Summary

Staff of the two cities provided input on alternatives as well as existing data on infrastructure maintained by the cities. City staff also facilitated and participated in public outreach efforts. The JPB is the implementing agency and contracted with a consultant (AECOM) to prepare the planning and Project Study Report with alternatives for the Scott Street and South Linden Avenue. The Project Study Report for the South Linden Avenue grade separation was completed in April, 2021. The PSR evaluated four build alternatives. Multiple City Council meetings and public meetings were held to present the project and receive feedback from elected officials, residents and business owners from both cities. Outreach included three community workshops, three South San Francisco City Council meetings, and five San Bruno City Council meetings.

In November 2019, the City of San Bruno decided that closure of Scott Street to motor vehicles and construction of a pedestrian/bicycle-only grade separated crossing is preferred. In August/September 2020, both Cities selected Alternative 1 (rail elevated approximately 15.5 feet at South Linden Avenue and 2.5 feet at Scott Street) as the preferred alternative. Additionally, in November 2020, the San Bruno City Council provided direction to City staff that a pedestrian/bicycle undercrossing, versus an overcrossing, is the preferred option at Scott Street. The Cities presented to the March 2, 2022 SMCTA Citizens Advisory Committee and to the SMCTA Board on March 3, 2022 to request an allocation of funds for preliminary engineering and environmental. Funding request was approved. Request to accept the SMCTA funds will be presented to the April Board.

Project Manager: Dennis Kearney
 Study Consultant: AECOM
 Sponsors: Cities of South San Francisco and San Bruno

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

Table 2. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Project Approval & Environmental Document (PA&ED)	10/31/24	10/31/24	0	0
Plans, Specs & Estimate (PS&E) (Final Design)	04/30/28	04/30/28	0	0
Utility Relocations	10/31/29	10/31/29	0	0
ROW/Easements	04/30/30	04/30/30	0	0
Begin Construction	05/01/30	05/01/30	0	0
Complete Construction	03/31/33	03/31/33	0	0

Table 3. PROJECT BUDGET, COST, and EAC (thousands of \$)

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Totals	750	60	810	810	0	0%

Table 4. FUNDING (thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	650		650	650	0
City of San Bruno	Local	60		60	60	0
City of South San Francisco	Local	100		100	100	0
Totals		810	0	810	810	0

Table 5. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Varying design standards between Caltrain and California High Speed Rail on the curve between Colma Creek and South Linden Avenue	Melissa Reggiardo/Dennis Kearney ----- Caltrain standards for 110 mph operations would cause significant impacts to adjacent property. High Speed Rail assumes no track changes in this area but assumes speeds could reach up to 110 mph.	The design in the PSR was modified to allow for reduced speeds. Caltrain versus High Speed Rail curve design and speed assumptions must be revisited during the next phase of project development to determine what standards should be used in more detailed design phases.	TBD

South Linden Avenue and Scott Street Grade Separation

Project No.

002152**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Coordinated with Engineering to clarify procurement strategy and receive update on MOU Work Plan and RFP timing.
2. Continued to coordinate with cities on future project phases.
3. Continued to coordinate Engineering on development of MOU scope of work.
4. Coordinated with Cities to prepare and present slide presentations for March 3, 2022 TA Board Meeting.

NEXT KEY ACTIVITIES (top 5)

1. Coordinate with Engineering on MOU and RFP development and how best to streamline project work.
2. Continue to coordinate with cities on upcoming project phases.
3. Facilitate April coordination meeting with cities and Engineering; draft/distribute meeting notes.

PROJECT NOTES







1. Project milestones and budget will be updated in the next quarterly report.

Whipple Avenue Grade Separation

Project No. **100410**

Table 1. Status Summary and Total Project Performance

Project Phase: **Planning**

Quarter	Schedule	Budget	Funding
Current	Y 	G 	G 
Previous	G 	G 	G 

The overarching schedule has been extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID-19 also required a more extensive and time-intensive public outreach strategy than initially envisioned. The schedule was adjusted as Redwood City requested and received additional funding from the TA to account for the considerations above as well as the need to perform additional outreach in equity priority communities. The JPB approved the additional budget at the October 2021 Board meeting and an amended MOU followed. The consultant's work directive amendment was executed in November 2021 to reflect additional scope and budget.

Work on additional targeted community outreach commenced in December 2021, however, the project schedule was adjusted to due to the complexity of the project, which includes additional internal working meetings and resourcing. Progress on outreach preparation continues with outreach events now anticipated in spring. The project team is discussing whether to request the Management Committee for a scheduled re-baseline.

PROJECT SCOPE Summary

A potential grade separation at Whipple Avenue in Redwood City is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, accommodate greater frequency of Caltrain service, and the eventual addition of high-speed rail service. Whipple Avenue is not the only at-grade crossing in Redwood City, however, and thus a potential grade separation at Whipple Avenue is being studied with potential grade separations at Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. There is a high likelihood that multiple streets would be integrated into one grade separation project.

PLANNING SCOPE Summary

The Whipple Avenue Grade Separation Planning Study builds upon previously completed studies. The alternatives analysis and design work in this Study considers and incorporates where appropriate, design work done in the 2009 Footprint Study for the six at grade crossings mentioned above. The scope of work also focuses on alternatives for grade separation that accommodate a four track station to allow for transfers between Caltrain local and express trains, as well as for the future high-speed rail service, per the Long-Range 2040 Service Vision. Much consideration is also being given to multiple near-term development projects in close vicinity to the potential grade separations and station expansion as additional land adjacent to the Corridor is needed to ensure the viability of the future transit infrastructure projects. Given the complexity of the planning context in the vicinity of the potential grade separations, there may be multiple alternatives selected as preferred at the end of the Study, unless there is strong preference for just one.

Redwood City serves as the Project Sponsor for the Study, providing input on the alternatives and informing the Study in terms of new development in close proximity to the potential grade separations. City staff are the public face of the project, and help promote, facilitate and participate in public outreach efforts in coordination with the JPB. The JPB is the implementing agency and contracts with AECOM, the project consultant, to conduct the planning work and to prepare a project summary upon completion of the scope of work.

Project Manager: David Pape

Study Consultant: AECOM

Sponsors: City of Redwood City

Whipple Avenue Grade Separation

Project No. **100410**

Table 2. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Coordination	08/31/20	08/31/20	0	0
Set-Up Work Directive	09/15/18	09/15/18	0	0
Project Kick-Off/Mobilization	09/30/18	09/30/18	0	0
Data Collection	01/31/19	01/31/19	0	0
Review of Previous Studies	01/31/19	01/31/19	0	0
Alternative Development and Screening Criteria	02/28/22	05/31/22	-92	-92
Alternative Analysis and Recommendation	03/31/22	05/31/22	-61	-61
Draft Report Production	05/31/22	06/30/22	-30	-30
Final Report Production	06/30/22	07/31/22	-31	-31

Table 3. PROJECT BUDGET, COST, and EAC (in thousands of \$)

	Budget			Estimate at Completion (EAC) (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Totals	850	301	1,151	1,151	0	0%

Table 4. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
San Mateo County TA	Local	750	301	1,051	1,051	0
City of Redwood City	Local	100	50	150	100	50
Totals		850	351	1,201	1,151	50

Table 5. NOTABLE ISSUES (Top 5 in order of priority)

ID – Issue Title	Responsibility Status	Action	Resolution Date
Community Outreach Efforts	David Pape (Caltrain) ----- Outreach events are now anticipated in the spring due to the complexity of the project, which includes additional working meetings and resourcing.	Caltrain, City staff, and the consultant team will address challenges and update the schedule as necessary.	TBD

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued outreach preparation work including coordination and development of survey, exhibits and visualizations.
2. Initiated discussions with Community Based Organization (CBO) for outreach support.
3. Coordinated and updated project footprints.

NEXT KEY ACTIVITIES (top 5)

1. Continue and conduct additional outreach work with targeted community outreach scheduled for the winter timeframe.

PROJECT NOTES

Enterprise Asset Management (EAM) Software System

Project No. **100564**

Table 1. Status Summary and Total Project Performance

Project Phase: **Planning**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	Y	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
NA	NA	97%

SCOPE Summary

This project is for the implementation of Caltrain’s Transit Asset Management (TAM) Program. Activities include asset data gathering and organization, and EAM software system implementation (requirement gathering, procurement, and deployment).

Project Manager: Aaron Lam

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	03/31/23	03/31/23	0	-434
Planning and Activation Complete	06/30/23	06/30/23	0	-223
Award Contract	07/06/23	07/06/23	0	44
NTP	08/07/23	08/07/23	0	33
Concept Development Sample Complete	09/30/23	09/30/23	0	0
Implementation Complete	09/30/25	09/30/25	0	50
Project Finish	12/31/25	12/31/25	0	50

Enterprise Asset Management (EAM) Software System

Project No. 100564

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	1,660		1,660	1,660	0	0%
ROW/Utilities			0		0	
Construction	6,020		6,020	6,020	0	0%
CM & DSDC	297		297	297	0	0%
Administration	1,386		1,386	1,386	0	0%
Procurement	50		50	50	0	0%
Oper. Support	310		310	310	0	0%
Subtotals	9,723	0	9,723	9,723	0	0%
Unknown Risks	NA	NA	NA		277	100%
Unallocated Contingency	277		277	NA		
Grand Totals	10,000	0	10,000	9,723	277	3%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SFCTA Prop K	Local	750		750	750	0
Totals		750	0	750	750	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None	-----		-----	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Establishing new direction for project activities will impact project schedule and project scope may be impacted	Zouheir Farah ----- Per direction from Management, this project to be placed on hold and re-evaluated after GIS software system implementation. Project Work Plan and Schedule Change Phase Gate was approved at the March 24 Management Committee meeting.	Project Work Plan updated per management direction. Project activities to resume following GIS project data collection and verification. Activities will include review of GIS software against EAM business needs to determine if GIS software is sufficient for Agency. Project Work Plan and Schedule Change Phase Gate approved at Mar 24 Management Committee.	3/24/2022

Enterprise Asset Management (EAM) Software System

Project No. **100564**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. New Project Work Plan and Phase Gate template completed and submitted to Management Committee.
2. Schedule Change Phase Gate approved by Management Committee on Mar 24
3. Project re-baselined per Management Committee approval

NEXT KEY ACTIVITIES (top 5)

1. Continue data collection and verification under (separate) GIS project.

PROJECT NOTES

1. No expenses have been registered in PeopleSoft yet.
2. The schedule has been re-baselined to reflect the changes approved by Management Committee.

Update and Upgrade GIS System

Project No. **100565**

Table 1. Status Summary and Total Project Performance

Project Phase: **Planning**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	Y	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
NA	NA	83%

SCOPE Summary

This project will implement a Geographic Information Software (GIS) System which will centralize, modernize, map, integrate, and augment existing tools and resources. The goal is to deliver: comprehensive, current and accurate data about Caltrain’s assets and right-of-way to staff and decision makers at their desks or on their mobile devices via GIS. Project activities include asset location data collection and GIS requirements evaluation, procurement, and implementation.

Project Manager: Clayton Statham
 Principal Designer: TBD
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	02/10/22	02/10/22	0	0
Planning Complete	07/31/22	07/31/22	0	0
Award Contract	02/02/23	02/02/23	0	-5
NTP	02/12/23	02/12/23	0	0
Implementation Complete	08/13/23	08/13/23	0	0
Project Finish	11/10/23	11/10/23	0	0

Update and Upgrade GIS System

Project No. 100565

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	149		149	149	0	0%
ROW/Utilities			0		0	
Construction	2,659		2,659	2,659	0	0%
CM & DSDC			0		0	
Administration	380		380	380	0	0%
Procurement	21		21	21	0	0%
Oper. Support	96		96	96	0	0%
Subtotals	3,305	0	3,305	3,305	0	0%
Unknown Risks	NA	NA	NA			
Unallocated Contingency	696		696	NA	696	100%
Grand Totals	4,001	0	4,001	3,305	696	17%

Estimate at Completion in this table applies only to scope that has approved budget.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SAMTRNCCFP	Local	23		23	23	0
SFCTA Prop K	Local	477		477	477	0
Totals		500	0	500	500	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None			

Update and Upgrade GIS SystemProject No. **100565**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Received three vendor quotes for the Aerial Imagery & LiDAR campaign. Selected Geowing as the winning firm (lowest bid). Met with C&P, insurance, and two legal firms to confirm all project requirements were met, and confirm no 1090 issues present.
2. Developed a proposed GIS Logical Architecture (LA) for Azure (cloud) Environment and reviewed with IT Executive.
3. Purchased an Eos Gold+ RTK GPS unit, as well as an iPad Air to be used as the field data tablet.
4. Digitized the first five layers from the punch list.
5. Worked with IT staff to create a virtual server Development environment. Currently comprised of one Dev Application server and one Dev Database server (Dev200 & Dev300).

NEXT KEY ACTIVITIES (top 5)

1. Begin development of a Caltrain GIS Data Dictionary. This will be a living document which grows overtime and depicts the assets contained with GIS, and their associated attributes.
2. Continue to support C&P with issuing the P.O. to Geowing for the Aerial Imagery & LiDAR effort. Plan to have initial project Kick-off meeting in mid-late April.
3. Review the Esri EA fee proposal; which Esri promised to deliver by Friday 4/15/22.
4. Continue working with IT on required GIS infrastructure and designing a centralized data repository. Weighing On-Prem vs Cloud storage for 6TB of data; what is best for the business and will allow up to scale overtime.
5. Continue digitization effort on remaining wayside asset punch list items (items 6-10).

PROJECT NOTES

None

Projects in Planning/Environmental
Projects with Informal Engagements Managed by Third Parties

Middle Avenue Undercrossing

Project No. **TBD**

STATUS SUMMARY

Coordinating with City and Caltrain Engineering and Capital Delivery departments to finalize a third party service agreement scope and budget, which will dictate Caltrain's technical review of project alternatives. Internal Caltrain Phase Gate process underway in preparation for presentation to January Management Committee.

PROJECT SCOPE Summary

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. The Project would serve a new Stanford development, which is adjacent to Middle Avenue, as well as middle school children in the area. Menlo Park is the Project sponsor.

PLANNING SCOPE Summary

This proposed capital project is in the conceptual design phase, with the City having selected a preferred design that has been advanced to 30% design. Planning, Capital Development and Delivery staff are coordinating with the City to finalize a third party service agreement to begin design concept review by Caltrain Engineering. Future coordination with the City will include the development of an RFP for 35 % design that would utilize the City’s consultant bench; and development of funding agreements documenting roles and responsibilities to guide the above activities as well as 35% design.

Project Manager: Dennis Kearney
 Capital Development and Delivery Project Manager: Njomele Hong
 Sponsors: City of Menlo Park

NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Design Exception	TBD ----- The City will be seeking a design exception for the distance between the underground structure and top of rail.	Staff need to walk the City through the process to obtain such a design exception. (The exception has been verbally approved).	TBD
Right of Way	TBD ----- The City would like to place ramps and stairs on JPB property.	Staff need to discuss the impacts of such stair and ramp placement and explore if there are other more desirable options.	TBD

Middle Avenue Undercrossing

Project No. **TBD**

KEY ACTIVITIES - Current Reporting Month (top 5)

- 1. Coordinated with City to finalize draft third party service agreement and budget.
- 2. Coordinated with City on receipt of service agreement funds for review of 30% design concepts.

NEXT KEY ACTIVITIES (top 5)

- 1. Coordinate with City to implement ACH funds transfer to Caltrain.
- 2. Coordinate with City to determine schedule/timing for review and comment of design concepts.
- 3. Coordinate with City to address project budget and funding.
- 4. Coordinate with City on development of SA amendment for development of MOU and RFP.

PROJECT NOTES

Mary Avenue Grade Separation

Project No. **100668**

STATUS SUMMARY

Project Phase: **Planning**

Planning, Engineering and Capital Delivery staff have been coordinating with the City of Sunnyvale to understand where they are in the grade separation planning process. The City has shared some conceptual alternatives for a grade separation at Mary Avenue as well as Sunnyvale Avenue. The City would like technical guidance from Caltrain staff so they can select preferred alternatives by winter 2021/22. A third party service agreement between the City and Caltrain was executed on December 8, 2021, which will lead to Caltrain taking on PE and Environmental for Mary Avenue - the City's priority grade separation project.

PROJECT SCOPE Summary

There are two at-grade crossings in the City of Sunnyvale - Mary Avenue and Sunnyvale Avenue. The City of Sunnyvale is prioritizing a potential grade separation at Mary Avenue, though they are interested in separating Sunnyvale Avenue as well. For the past couple years, the City has been investigating a number of conceptual alternatives for both crossings. The City would like to identify a preferred alternative for each crossing by summer/fall 2022 and advance the Mary Avenue grade separation into PE and Environmental with Caltrain leading the effort.

PLANNING SCOPE Summary

The City of Sunnyvale is investigating two conceptual alternatives at Mary Avenue including an underpass with a jughandle and a full underpass. In the first option (underpass with a jughandle) Mary Avenue would be depressed with the railroad and Evelyn Avenue at grade. Bike lanes and a sidewalk would be constructed along the depressed Mary Avenue. In the second option (full underpass) Evelyn and Mary Avenues would be depressed with the railroad remaining at grade. Bike lanes and a sidewalk would be constructed along the depressed roadways. Sunnyvale is seeking technical guidance from Caltrain staff on the conceptual alternatives so they can select a preferred alternative by summer/fall 2022.

Project Manager: Dennis Kearney
 Capital Development and Delivery Project Manager: Andy Robbins
 Sponsors: City of Sunnyvale

NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None			

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Continued coordination with Sponsor on status of 15% design concepts.
2. Prepared and presented Phase Gate documentation to February Management Committee.
3. Continued coordination with sponsor regarding potential for Caltrain to take on PE and Environmental when planning phase complete.

NEXT KEY ACTIVITIES (top 5)

1. Coordinate with sponsor on receipt of 15% design review comments.
2. Review and comment on Sponsors 15% design concepts.
3. Continue coordination with sponsor to discuss potential delivery strategies for project and project funding.
4. Continued coordination with sponsor regarding potential for Caltrain to take on PE and Environmental when planning phase complete.
5. Coordinate with sponsor on any revised conceptual alternatives and/or schedule.

PROJECT NOTES

Projects in Closing
Row Bridges

Marin and Napoleon Bridge Replacement Project

Project No. **002080**

Table 1. Status Summary and Total Project Performance

Project Phase: **Closing**

Quarter	Safety	Schedule	Budget	Funding
Current	G	R	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.32%	0.68%	90%

1. Project close-out has been extended as it's taking longer to finalize all of the bid quantities and have to adjust several bid items that overran by more than 125% as required by the contract. It's also taken longer to do the as-builts for the project as we had a lot of changes. Project is near completion and will not seek for a schedule re-baseline.

SCOPE Summary

Marin Street and Napoleon Avenue bridges are located at MP 2.35 and MP 2.45 respectively in the City and County of San Francisco. Project Scope is for:

- Marin Street Bridge - Improve safety and security, maintain the bridge at a state of good repair, and improve worker safety.
- Napoleon Street Bridge - Improve safety and security, minimize future maintenance repairs, and replace deficient bridge components by removing the 4 short bridge spans not located over box culvert and replace with earth berm, replacing the main center steel bridge with precast concrete girders and adding new wing walls.

Project Manager: Mike Chan

Principal Designer: RSE

Const. Contractor: Proven Management, Inc.

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	1
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/1/2014	12/1/2014	0	0
Preliminary 35% Design	3/31/2016	3/31/2016	0	0
95% Design	6/17/2019	6/17/2019	0	0
100% Design	8/30/2019	8/30/2019	0	0
Revised 95% Design	1/28/2020	1/28/2020	0	0
IFB	2/14/2020	2/14/2020	0	0
Revised 100% Design	2/14/2020	2/14/2020	0	0
Bid Opening	3/13/2020	3/13/2020	0	0
Award	7/9/2020	7/9/2020	0	0
LNTF	8/10/2020	8/10/2020	0	0
NTP	11/11/2020	11/11/2020	0	0
Interim Completion	4/30/2021	4/30/2021	0	0
Construction Complete	8/30/2021	8/25/2021	5	0
Project Finish	12/31/2021	5/30/2022	-150	-91

Marin and Napoleon Bridge Replacement Project

Project No. 002080

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	650	750	1,400	1,300	100	7%
ROW/Utilities	15	95	110	185	-75	-68%
Construction	2,000	7,798	9,798	9,646	152	2%
CM & DSDC	545	1,952	2,497	2,497	0	0%
Administration	700	1,100	1,800	1,800	0	0%
Procurement	0		0	0	0	
Oper. Support	220	475	695	520	175	25%
Subtotals	4,130	12,170	16,300	15,948	352	2%
Unknown Risks	NA	NA	NA			
Unallocated Contingency	620	730	1,350	NA	1,350	100%
Grand Totals	4,750	12,900	17,650	15,948	1,702	10%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FTA	Federal	11,750		11,750	11,750	0
FY21 STA SOGR	State	1,351		1,351	1,351	0
Prop K - SFCTA & General	Local	3,278		3,278	3,278	0
FY20 AB664 Bridge Toll	Other	640		640	640	0
TBD	Other	631		631	0	631
Totals		17,650	0	17,650	17,019	631

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None.	-----		\$ -	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None.	-----		

Marin and Napoleon Bridge Replacement Project

Project No. **002080**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued contract closeout activities.

NEXT KEY ACTIVITIES (top 5)

1. Continue contract closeout activities and finish the project.

PROJECT NOTES

1. Some of the project's funding is pending activation. The project is concluding and the unactivated amount will not be needed.

PROJECT PHOTOS



Photo 1 - Marin Street New Walkways



Photo 2 - Napoleon Northeast Retaining Wall



Photo 3 - Napoleon South Abutment



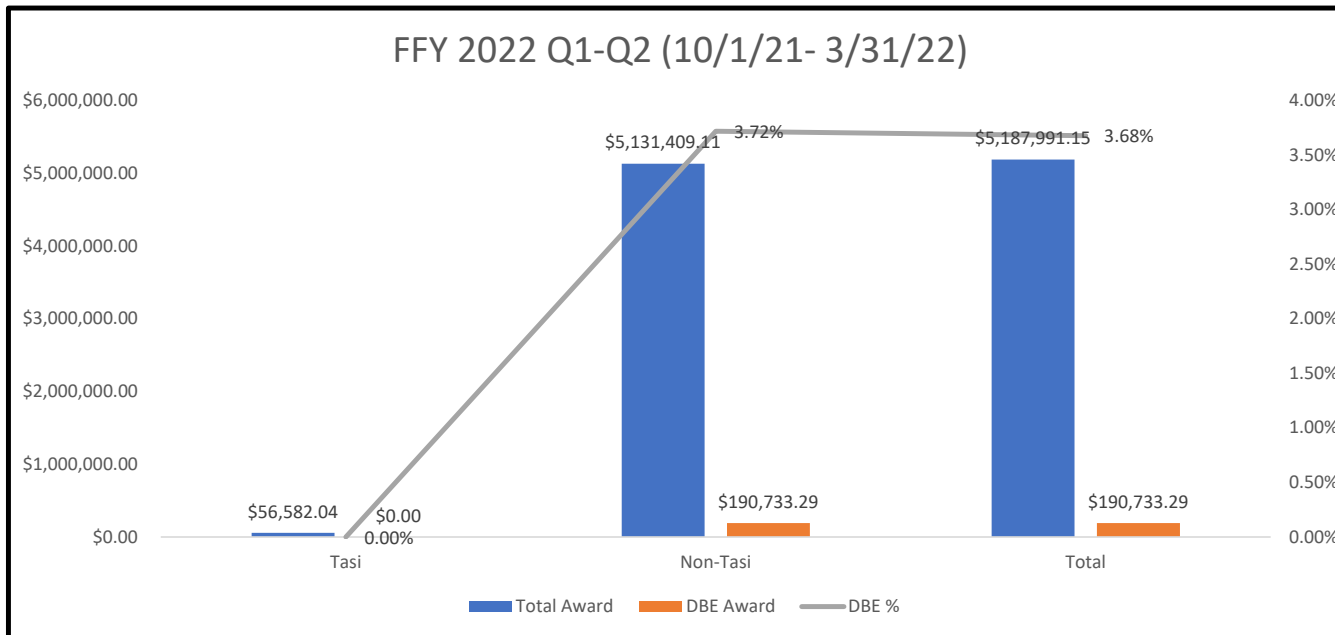
Photo 4 - New Napoleon Bridge

Appendices

Appendix A - Disadvantaged Business Enterprise (DBE)

Disadvantaged Business Enterprise (DBE)

JBP Award



Note: The total DBE attained Year-to-date is \$0 for TASI and \$190,733.29 for Non-TASI projects for JPB.

Appendix B - Project Performance Status Light Criteria

Status Light	Event Trigger	Range & Limits	Light
Budget ⁽¹⁾	(a) CPI	CPI < 0.95	Red
		CPI >= 0.95 and < 0.98	Yellow
		CPI >= 0.98	Green
	(b) EAC greater than Approved Budget	10% or more; or \$2M or more	Red
		Up to 10% or less or up to \$2M or less	Yellow
		EAC <= budget	Green
Schedule ⁽¹⁾	(a) SPI	SPI < 0.95	Red
		SPI >= 0.95 and < 0.98	Yellow
		SPI >= 0.98	Green
	(b) Major Milestones delay (Forecasted vs. Baseline) ⁽²⁾	Delay of 3 months or more	Red
		Delay between 1 day and 3 months	Yellow
		On time or early	Green
Funding ⁽¹⁾	Phase EAC ⁽³⁾ vs. Activated Funds	Activated Funds can only cover Projected Costs 6 months or less	Red
		Activated Funds can cover Projected Costs more than 6 months	Yellow
		Phase EAC ⁽³⁾ Equal or less than Activated Funds	Green
Safety	Occurrence of one or more safety incidents during reporting period	One or more Type II incidents (injury of worker or passenger requiring a report to the Federal Railroad Administration); or two or more Type I incidents (Near Miss or incident requiring written report based on contract requirements)	Red
		One Type I incident (Near Miss or incident requiring written report based on contract requirements)	Yellow
		No incidents	Green

Notes:

1. For lights with more than one event trigger, the worst performing light will be shown.
2. Light color is based on the worst performing pending milestone (completed milestones are not considered).
3. Phase EAC refers to the cumulative Estimate At Completion (EAC) up to the end of the current phase of the project.

Appendix C - Definition of Terms

Δ Prev

Change from previous period.

Accruals

An estimated or known cost for the work performed, equipment, or materials received, through the current reporting period that hasn't been recorded in the financial system as expended.

Activated Funding (in Funding)

The portion of the total approved project funding that is available and ready to be expended. See Un-activated Amount and Board Approved.

Allocated Contingency

The portion of the project's contingency budget allocated to contracts or specific types of work. See Contingency and Unallocated Contingency.

Baseline

The currently approved plan that includes the project scope, budget and schedule. Performance indicators are calculated by comparing the current progress against the planned progress according to the baseline.

Baseline Completion (in Milestone Schedule)

The milestone planned date of completion in the currently assigned project baseline.

Board Approved (in Funding)

The funding approved by the Board for the completion of the project. It includes approved current and previous years capital budgets and capital budget amendments.

Board Authorized (in Major Contracts)

The budget amount approved by the Board of Directors for a particular contract. Includes contingency.

Budget Changes (in Project Budget/Estimate at Completion)

Changes to the original budget that have been approved by management through the change management process.

Budget Original (in Project Budget/Estimate at Completion)

The budget approved in the first or original project baseline.

Committed

The amount of authorized contracts, P.O.s, agreements, settlements, or other instruments that obligate the District to expend project funds.

Completion (in Milestone Schedule)

The current estimated or actual date of completion for a milestone.

Contingency

An estimated amount based on the uncertainty and risk to cover unforeseen events during the course of the project. See Unallocated and Allocated Contingency.

Contract Change Orders (CCOs)

Contract budget changes approved through the change management process.

CPI (Cost Performance Index)

A measure of the financial effectiveness and efficiency of a project. It represents the amount of completed work for every unit of cost spent. As a ratio it is calculated by dividing the budgeted cost of work completed, or Earned Value (EV), by the Actual Cost (AC) of the work performed.

Current Contract Amount

This is the original contract amount plus any approved Contract Change Orders (CCOs). The current contract amount is the approved obligation to the construction contractor. Does not include any contingency approved for the contract.

EAC (Estimate at Completion)

The estimated final cost of the project, or a particular type of work, based on actual expenses to date and estimated expenses of remaining work.

EAC/Budget (in Status Summary)

The percent of the Estimate at Completion covered by the current project budget.

Earned Value (EV)

The physical work accomplished in terms of the cost estimates for activities fully or partially completed at the end of a reporting period.

Earned Value Progress (in Status Summary)

The Earned Value of completed works expressed as a percentage of the project's current budget without contingency. See Earned Value.

Executed CCOs (Executed Contract Change Orders)

The portion of a contract's contingency budget used in executed (approved) Contract Change Orders.

Executed Changes

The portion of the project's contingency budget used in executed (approved) Change Orders. Includes Executed CCOs.

Expended + Accruals

The project or contract costs that have been recorded in the financial system plus the accrual cost for the work performed through the current period. See Accruals.

High Likelihood Risks (in Contingency)

Project risks that have a high likelihood to result in changes.

In-Process CCOs (In-Process Contract Change Orders)

Contract Change Orders pending approval.

In-Process Changes

Project Change Orders pending approval. Includes CCOs.

Interfaces

Refers to points of connection to other projects, programs, or other entities that if not managed may lead to conflicts and issues.

Key Activities

Lists activities performed in the current month and activities anticipated for next month.

Milestone Schedule

Lists the project's significant events or important achievements in the project lifecycle. It is considered a high level summary schedule for the project.

Notable Issues

Most important project issues that are currently affecting the objectives, scope, schedule, budget and/or the adequate funding of the project.

Notable Risks

Most important project risks that may impact the objectives, scope, schedule, budget and/or the adequate funding of the project.

Phase

Refers to the current project phase. For the Capital Program, the project phases are: Planning, Preliminary Design, Final Design, Procurement, Construction, Closing, Closed.

Planned Value (PV)

The estimated cost of work planned to be accomplished at a given period based on the project assigned baseline.

Planned Value Progress (in Status Summary)

The Planned Value of work that is expected to be completed this period, according to the baseline, expressed as a percentage of the project's current budget without contingency. See Planned Value.

Potential and In-Process Changes

Change Orders where impacts are being evaluated or determined, or Change Orders in process for approval. Includes Contract Change Orders.

Resolution Date (in Notable Issues)

The latest date an issue needs to be resolved before it begins to affect the objectives, scope, schedule, budget and/or the adequate funding of the project.

Safety Incidents

Reported safety incidents related to the execution of project work, that occurred during the reporting period.

Scope Summary

High level description of the objectives and principal deliverables of the project.

SPI (Schedule Performance Index)

A measure of the actual project progress compared to its planned progress at the closing of the current period based on the current assigned baseline. It is calculated by dividing the budgeted cost of work performed, or Earned Value (EV), by the budgeted cost of work planned, or Planned Value (PV) for the current period.

Type I Incidents (in Safety)

Near Miss or incident requiring written report based on contract requirements.

Type II Incidents (in Safety)

Injury of worker or passenger requiring a report to the Federal Railroad Administration.

Type of Work

Categories defined for classifying project costs.

Un-activated Amount (in Funding)

Portion of the Board Approved funding for the project that has not been Activated. See Activated Funding.

Unallocated Contingency

Portion of total project contingency budget not allocated to specific Type of Work or contracts. For Estimate At Completion (EAC), it refers to the portion of the Unallocated Contingency that is estimated to be used by the end of the project. In Risk Management this is referred to as "Unknown Unknowns".

Appendix D - Capital Program Major Milestones by Project

Capital Program Major Milestones by Project



Caltrain Capital Program
Project's Major Milestones

Activity ID	Activity Name	BL Project Start	Start	BL Project Finish	Finish	2022												2023												2024												2025												2026												2027												2028												2029																																																											
						A J J A S												J F A J J A S												D J F A J J A S												D J A J J A S												J F A J J A												J A J J A S												J A J J A S												J A J J A S																																																											
A1290	NTP			01-Apr-22	30-Apr-22*	◆ NTP																																																																																																																																															
A1160	Construction Complete			30-Dec-22	30-Dec-22													◆ Construction Complete																																																																																																																																			
A1170	Project Finish			31-Mar-23	31-Mar-23													◆ Project Finish																																																																																																																																			
100616 Caltrain Fiber Connectivity to Passenger Stations		31-Aug-21	31-Aug-21 A	31-Mar-24	31-Mar-24	▶ 31-Mar-24, 100616 Caltrain Fi...																																																																																																																																															
100616.A10 Milestones		31-Aug-21	31-Aug-21 A	31-Mar-24	31-Mar-24	▶ 31-Mar-24, 100616.A10 Milesto...																																																																																																																																															
A1110	Project Start	31-Aug-21	31-Aug-21 A																																																																																																																																																		
A1340	Final Design Complete			30-Jun-22	30-Jun-22	◆ Final Design Complete																																																																																																																																															
A1380	All Permits Received			30-Jun-22	30-Jun-22	◆ All Permits Received																																																																																																																																															
A1210	Procurement			30-Nov-22	30-Nov-22	◆ Procurement																																																																																																																																															
A1220	Main Contract Award			31-Dec-22	31-Dec-22	◆ Main Contract Award																																																																																																																																															
A1290	NTP			31-Jan-23	31-Jan-23	◆ NTP																																																																																																																																															
A1160	Construction Complete			31-Dec-23	31-Dec-23													◆ Construction Complete																																																																																																																																			
A1180	Close Project			31-Mar-24	31-Mar-24*													◆ Close Project																																																																																																																																			
100617 Mountain View Transit Center and Grade Separat		02-Jan-20	01-Jan-20 A	30-Nov-27	30-Nov-27	▶ 30-Nov-27, 100617: Mountain Vi...																																																																																																																																															
100617.A10 Project Milestone		02-Jan-20	01-Jan-20 A	30-Nov-27	30-Nov-27	▶ 30-Nov-27, 100617:A10 Project...																																																																																																																																															
A1000	Project Start	02-Jan-20	01-Jan-20 A																																																																																																																																																		
A1140	Award Design Contract			02-Jun-22	02-Jun-22*	◆ Award Design Contract																																																																																																																																															
A1060	NTP for Final Design	08-Jul-22	08-Jul-22			◆ NTP for Final Design																																																																																																																																															
A1070	Final Design Completion			30-Jun-24	30-Jun-24*													◆ Final Design Completion																																																																																																																																			
A1300	All Permits Received			31-Dec-24	31-Dec-24*													◆ All Permits Received																																																																																																																																			
A1120	Award Construction Contract			02-Jan-25	02-Jan-25*													◆ Award Construction Contract																																																																																																																																			
A1080	NTP for Construction	01-Feb-25	01-Feb-25*															◆ NTP for Construction																																																																																																																																			
A1100	Construction Completion			31-Aug-27	31-Aug-27													◆ Construction Completion																																																																																																																																			
A1010	Project Finish			30-Nov-27	30-Nov-27													◆ Project Finish																																																																																																																																			

Remaining Level of Effort
 Actual Work
 Critical Remaining Work
 Remaining Work
 Baseline Milestone