

Amended 8/29/22 10am



BOARD OF DIRECTORS 2022

STEVE HEMINGER, CHAIR
CHARLES STONE, VICE CHAIR
CINDY CHAVEZ
DEVORA "DEV" DAVIS
JEFF GEE
GLENN HENDRICKS
DAVE PINE
SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
ACTING EXECUTIVE DIRECTOR

Agenda

Peninsula Corridor Joint Powers Board September 01, 2022, 9:00 am

Due to COVID-19, this meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to [Assembly Bill 361](#) (Government Code Section 54953). **Members of the public are encouraged to participate remotely but may participate in-person provided that they satisfy the safety protocols listed below.**

Directors, staff, and the public may participate remotely via Zoom at <https://zoom.us/j/91412776292?pwd=cVdKa01PK2FKdm1CSUwwZXR3RmlkUT09> or by entering Webinar ID: **914 1277 6292**, Passcode: **909765** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>

Directors, staff and the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA, provided they comply with the following safety protocols:

Please Note the Following COVID-19 Protocols for In-person Attendance:

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
 - Cough
 - Shortness of breath
 - Muscle Pain
 - Sore Throat
 - Fever
 - Chills
 - Loss of taste or smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

Public Comments: Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while

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those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes. The Board Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

All items to which [Government Code section 84308](#) applies have been marked with an asterisk

September 01, 2022 - Thursday

9:00 am

PART I OF MEETING (CALL TO ORDER): 9:00 am

1. Call to Order / Pledge of Allegiance
2. Roll Call

PART II OF MEETING (CLOSED SESSIONS): 9:05 am estimated

3. General Counsel Report - Closed Sessions:
 - 3.a. Closed Session: Public Employment. Title: Executive Director
 - 3.b. Closed Session: Conference with Legal Counsel – Existing Litigation (Government Code Section 54956.9(d)(1)): In the Matter of Binding Arbitration, JAMS Reference No. 1100112143, Peninsula Corridor Joint Powers Board v. Union Pacific Railroad Company

PART III OF MEETING (REGULAR SESSIONS): 10:05 am estimated

4. General Counsel Report – Report Out from Above Closed Session
5. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
6. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately.

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|---|---------------|
| 6.a. Approve Regular Meeting Minutes of August 4, 2022 | Motion |
| 6.b. Renew Resolution Adopting Findings to Authorize Holding Meetings via Teleconference for 30 Days Pursuant to Assembly Bill (AB) 361 | Resolution |
| 6.c. Receive Caltrain Key Performance Statistics – July 2022 | Informational |
| 6.d. State and Federal Legislative Update | Informational |

Approved by the Finance Committee

- | | |
|--|---------------|
| 6.e. Accept of Quarterly Fuel Hedge Update | Informational |
| 6.f. Report of the Acting Chief Financial Officer | Informational |
| 6.g. Accept Statement of Revenues and Expenses for the Period Ending July 31, 2022 | Motion |
| 6.h. Closeout Change Order for 25th Avenue Grade Separation Project 17-J-C-048* | Resolution |

~~6.i. Adopt Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-Assisted Projects~~ ~~Resolution~~

6.i. Authorize the Execution of the 2022 Amended and Restated Clipper Memorandum of Understanding Resolution

7. Adopt Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-Assisted Projects Resolution

~~7.8.~~ Metropolitan Transportation Commission (MTC)/Regional Update Informational

~~8.9.~~ Hispanic Heritage Month Resolution Resolution

~~9.10.~~ Proclamation Declaring September Railroad Safety and Suicide Prevention Month Motion

~~10.11.~~ Capital Projects Quarterly Status Report - 4th Quarter Fiscal Year 2022 Informational

~~11.12.~~ Reports

~~11.12.~~a. Report of the Citizens Advisory Committee Informational

~~11.12.~~b. Report of the Chair Informational

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	11.12 .c.Report of the Local Policy Maker Group (LPMG)	Informational
	11.12 .d. Report of the Executive Director	Informational
	12 <u>13</u> . Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report	Informational
	13 <u>14</u> . Correspondence	
	14 <u>15</u> . Board Member Requests	
	15 <u>16</u> . Date/Time of Next Regular Meeting: Thursday, October 6, 2022 at 9:00 am. The meeting will be accessible via Zoom teleconference and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.	
	16 <u>17</u> . Adjourn	

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Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.com. Communications to the Board of Directors can be e-mailed to board@caltrain.com. *Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB WPLP Committee: Two Wednesdays before the Board meeting, 3:00 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person. *Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment*

Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for three minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**Peninsula Corridor Joint Powers Board
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA**

Draft Minutes of August 4, 2022

MEMBERS PRESENT: C. Chavez, D. Davis, J. Gee, G. Hendricks, D. Pine, C. Stone (Acting Chair),
S. Walton, M. Zmuda

MEMBERS ABSENT: S. Heminger

STAFF PRESENT: M. Bouchard, G. Martinez, J. Harrison, A. Myles-Primakoff, P. Shrestha, B.
Shaw, C. Fromson, R. Barnard, K. Yin, N. Fogarty, J. Wasilco, B. Thompson,
S. Bullock, D. Santoro, R. Sebez, R. Hinchman, D. Chazan, L. Leung, C.
Mobley-Ritter, A. Simmons, D. Seamans, S. Wong, K. Scribner

1. Call to Order / Pledge of Allegiance

Chair Steve Heminger called the meeting to order at 9:02 am and Director Glenn Hendricks led the pledge of allegiance.

2. Roll Call

District Secretary Dora Seamans called the roll and a quorum of the Board was confirmed.

3. Adopt Findings to Authorize Holding Meetings via Teleconference for 30 Days Pursuant to Assembly Bill (AB) 361

James Harrison, Legal Counsel, recommended that the Board pass a resolution finding a state of emergency and to continue meeting via remote teleconference for the next 30 days.

Motion/Second: Hendricks/Zmuda

Ayes: Chavez, Davis, Gee, Hendricks, Pine, Walton, Zmuda, Stone

Noes: None

Absent: Heminger

4. Public Comment for Items Not on the Agenda

Jeff Carter, Millbrae, commented on additional trains during special events and separating people at the gate for express trains and local trains.

Aleta Dupree, Oakland, commented on working on the Clipper mobile application and progress on electrification poles.

5. Consent Calendar

- a. Approve Regular Meeting Minutes of June 2, 2022 and Special Meeting Minutes of June 23, 2022**

- b. Caltrain Key Performance Statistics – June 2022**
- c. COVID-19 Policy Status Update**
- d. APPROVED BY JUNE FINANCE COMMITTEE**
 - i. Regional All Agency Pass Pilot Program Participation**
 - ii. Approve and Ratify Fiscal Year 2023 Insurance Program**
 - iii. Award of Contract for On-Call Communications and Signal Services***
 - iv. Authorize Rejection of Bids for Right-of-Way Fencing Project and Re-Advertisement of the Solicitation**
 - v. Report of the Chief Financial Officer (CFO)**
 - vi. Accept the Statement of Revenues and Expenses for the Period Ending May 31, 2022**
 - vii. Accept On-Call Transportation Planning and Consultant Support Services Updates**
 - viii. Broadband Wireless Communications Project Update**
- e. APPROVED BY JULY FINANCE COMMITTEE**
 - i. Reaffirm the Peninsula Corridor Joint Powers Board Investment Policy & Reauthorize Investment of Monies with the Local Agency Investment Fund (LAIF)**
 - ii. Authorize Execution of Change Order to Wabtec Railway Electronics for a Traction Power SCADA System Under Contract No. 17-J-S-061 and Completions of Traction Power Supervisory Control and Data Acquisition as Part of Peninsula Corridor Electrification Program***
 - iii. Authorize Amendment to B&G Transportation Group, LLC for On-Call Safety and Security Advisory Services Contract 18-J-P-072 for the Caltrain Modernization Program***
 - iv. Authorize Amendment to On-Call Program Management Support Services Contract 14-PCJPB-P-005 for the Caltrain Modernization Program***
 - v. Award Contract for Armored Car Cash Collection Services***
 - vi. Information on Statement of Revenues and Expenses for the Period Ended June 30, 2022**
- f. APPROVED BY JUNE WPLP COMMITTEE**
 - i. State and Federal Legislative Update**
 - ii. Broadband Wireless Communication Project Update**
- g. APPROVED BY JULY WPLP COMMITTEE**
 - i. Redwood City Planning and Real Estate Update and Resolution Authorizing the Acting Executive Director to Enter into a Participation Agreement with the City of Redwood City to Assist in Funding Plan Amendments to Facilitate Future Transit-Oriented Development on JPB-Owned Property**
 - ii. State and Legislative Update**
- h. Accept Report on First Year of Outreach Ambassador Services with External Consultant JBR Partners, Inc. (JBR) of San Francisco**

Public Comment

Evelyn Stivers, Housing Leadership Council, commented on Item 5gi, expressed support for recommended housing at the Redwood City site.

Aleta Dupree, Oakland, commented on Measure RR and farebox progress.

Director Jeff Gee recused himself from Item 5gi.

Director Cindy Chavez recused herself from Items 5diii, 5eiii, and 5eiv.

Motion/Second: Walton/Zmuda for the Consent calendar items, excluding items 5diii, 5eiii, 5eiv, and 5gi.

Ayes: Chavez, Davis, Gee, Hendricks, Pine, Walton, Zmuda, Stone,

Noes: None

Absent: Heminger

Recused: None

Motion/Second: Davis/Chavez for Item 5gi

Ayes: Chavez, Davis, Hendricks, Pine, Walton, Zmuda, Stone

Noes: None

Absent: Heminger

Recused: Gee

Motion/Second: Pine/Zmuda for items 5diii, 5eiii, and 5eiv

Ayes: Davis, Gee, Hendricks, Pine, Walton, Zmuda, Stone

Noes: None

Absent: Heminger

Recused: Chavez

6. Authorize Use of Construction Manager General Contractor (CMGC) Project Delivery Method Pursuant to Public Contract Code Section 103393 et seq., for the Mountain View Transit Center Grade Separation and Access Project

Andy Robbins, Deputy Chief Rail Development, provided the presentation, which included information on the following:

- Project location, scope, five-year schedule, and goals to reduce traffic, improve safety, pedestrianize downtown Mountain View
- CMGC allows for construction manager/general contractor project delivery method, expediting project completion, and reducing project costs in accomplishing one or more of the required Public Utility Code requirements
- Provides features not achievable under traditional design bid build for early collaboration between the owner, designer, and the contractor
- Goal to award contract by May 2023 to coincide with 65 percent design submittal and to have the contractor do a detailed examination then

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding the following:

- Cost certainty and overall contract price reduction due to eliminating change orders, risk, and uncertainty
- City of Mountain View and Valley Transportation Authority (VTA) support
- Traditional design bid build compared to CMGC

Public Comment

Jeff Carter, Millbrae, commented on supporting this item and running express and local trains simultaneously.

Motion/Second: Hendricks/Gee

Ayes: Chavez, Davis, Gee, Hendricks, Pine, Walton, Zmuda, Stone

Noes: None

Absent: Heminger

Recused: None

Director Jeff Gee recused himself from Item 7 at the JPB meeting (and also at the TJPA meeting on this item) since he serves as Chair of the TJPA.

7. Authorize the Executive Director to Execute a Letter of Agreement (LOA) with the Transbay Joint Powers Authority (TJPA)

Michelle Bouchard, Acting Executive Director, introduced the new Deputy Chief of Planning, Dahlia Chazan.

Dahlia Chazan, Director of Planning, provided the presentation, which included the following:

- Caltrain work with TJPA on a Master Cooperative Agreement (MCA) for Downtown Rail Extension (DTX) since May 2022
- DTX key milestone schedule and current DTX activities
- Letter of Agreement (LOA) between Caltrain and TJPA was developed to allow for an interim payment arrangement until the MCA is executed and allows Caltrain to be reimbursed during the DTX project
- The LOA as an interim agreement to allow for reimbursement to Caltrain by TJPA for most Caltrain activities supporting the DTX project, including executive staff and planning time and addressing externally led capital projects on an ongoing basis

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding the following:

- Timing for the new STARTs grant process and looking at various things for funding opportunities
- Consultation costs to date and the importance of the LOA to identify participation and costs

Motion/Second: Zmuda/Davis

Ayes: Chavez, Davis, Hendricks, Pine, Walton, Zmuda, Stone

Noes: None

Absent: Heminger

Recused: Gee

8. Metropolitan Transportation Commission (MTC)/Regional Update

Michelle Bouchard, Acting Executive Director, introduced Sam Sargent, Director of Policy and Strategy, who has a broad background in strategic planning and government affairs.

Sam Sargent, Director of Policy & Strategy, and Casey Fromson, Chief Communications Officer, provided an update, which included the following:

- Caltrain engagement in regional initiatives, Regional Rail Partnership Study, and Network Manager Business Case
- Major capital projects on High Speed Rail, Link21, DTX, and DISC
- Major Project Advancement Policy (MAP) developed to serve as a regional policy for Plan Bay Area 2050 implementation, and with a four level approach to sequencing and endorsing regional projects for funding
- Draft MAP was presentations to MTC in July and September with next update to JPB in September, and MTC to lead development with regional operators of MAP supportive policies and a risk management approach in October - December

Public Comment

Vaughn commented on Link21, having a state-wide seamless effort, and climate change.

The Board had a discussion and staff provided further clarification in response to the Board members' comments and questions, which included the following:

- Timing for release of draft information, presentations to other agencies, and getting this information, including the MAP, as soon as it is available
- The rail report available between August and October
- Caltrain's role and goals with the Blue Ribbon Task force and MTC engagement

9. REPORTS

a. Report of the Citizens Advisory Committee (CAC)

Brian Shaw, CAC Chair, provided a report with updates on the following:

- A nominating committee was formed to select a new Vice Chair
- Keeping current CAC members
- Conductors asking passengers to leave at the next stop as part of fare enforcement
- Requesting train numbers on a new live map
- Grass fires in June due to truck debris and August Caltrain service update

b. Report of the Chair

There was none.

c. Report of the Transbay Joint Powers Authority (TJPA)

Director Jeff Gee reported on the July 28th meeting where members discussed a progressive design build and delivery method for the Downtown High Speed Rail Extension (DTX), the new STARTS program funding eligibility, finding a local match, and rebranding DTX to amplify its regional characteristics. He stated the Board would not meet in August.

d. Report of the Executive Director

Michelle Bouchard, Acting Executive Director, reported on the following:

- Organizational safety assessment work for a strong safety culture, including a full review of safety practices and performance; employee focus groups to establish an annual work program by this Fall with full Transit America Services, Inc. (TASI) participation; future updates will be provided to the Board
- Had formed a cross functional Ridership Recovery Task Force and will bring in a consultant team to guide staff through this process with peer reviews, research, and data analysis to identify all the different tracks that can be pursued to promote ridership and revenue; they will bring findings back to the Board on recommended initiatives and continuing to work with all stakeholders
- On August 27th, PG&E will provide permanent power to southern traction power facility
- Caltrain and High Speed Rail developed a joint letter outlining proposed steps to continue to work together on the Environmental Impact Report (EIR) and develop a more formal structure on how they would develop planning agreements on capital improvements and operating and maintenance agreements

Public Comment

Jeff Carter was pleased to hear about the southern power substation being energized and commented on looking forward to electric trains being clearance tested and posting key performance measures online.

Adina Levin, Friends of Caltrain, was glad to hear about energizing the southern section and the upcoming planned initiatives to regrow ridership. She commented on working with BART to regrow transit ridership and sharing ideas and plans for the core Bay Area regional rail network.

10. Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report

Pranaya Shrestha, CalMod Chief Officer, provided the presentation that included the following information:

- Project highlights including schedule, budget, construction, and electric trains
- Safety Campaign Outreach to local schools, first responders, mailers, and public outreach
- Construction update – traction power facilities 94% complete and last remaining Positive Train Control (PTC) brake testing in Pueblo for the electric vehicles
- Signal System and Communication (2 speed check) with software fixes to be implemented with minimal impact to the public
- Crossing Optimization Project and single system work – San Mateo, South San Francisco impacted by software issues during testing
- Program management schedule, revenue service Fall 2024, and key milestones
- Program Budget cost this month at \$80 million, major contract progress cost at \$1.8 billion and cost incurred \$1.3 billion, and future budget increases
- Remaining program contingency at \$38.8 million out of \$40 million and trending well

Casey Fromson, Chief Communications Officer, provided a presentation that included the following information:

- Federal funding update and progress in getting transportation language included in grant agreement funding

- Caltrain to potentially receive \$51 million with an appropriation bill to go to the Senate later this year and \$10 million for community project funding
- Inter-city rail grant program with the Federal Railroad Administration (FRA) application – should have access to apply in coming months

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding the following:

- Have a more consistent up-to-date month-to-month information with enough details to show if on track for the schedule and budget and similar to Gantt chart format (cited Figure 2.1 and 3.2 that showed 2021 data versus end of May data)
- Project completion overall
- Potential state and federal funding earmarked for electrification
- Director Davis' impromptu visit to tour the Stadler facilities in Salt Lake City

Director Walton left the meeting at 11:04 am

Public Comment

Aleta Dupree, Oakland, commented on increasing poles and wireless set up and including a video of the power eventually getting turned on.

Jeff Carter, Millbrae, commented on funding concerns due to political parties.

11. CORRESPONDENCE

Correspondence was available online.

12. BOARD MEMBER REQUESTS

There were none.

13. DATE/TIME OF NEXT REGULAR MEETING:

Thursday, September 1, 2022 at 9:00 am via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA (additional location, if any, to be determined).

14. ADJOURN

Acting Chair Stone adjourned at 11:41 am in memory of Vin Scully, beloved Dodgers announcer.

An audio/video recording of this meeting is available online at www.Caltrain.com. Questions may be referred to the Board Secretary's office by phone at 650.508.6242 or by email to Board@Caltrain.com.

**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: James C. Harrison
General Counsel

**SUBJECT: Renew Resolution Adopting Findings to Authorize Holding Meetings via
Teleconference for 30 Days Pursuant to Assembly Bill (AB) 361**

Finance Committee
Recommendation

Work Program-
Legislative-Planning

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

ACTION

Staff recommends that the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (“JPB”):

1. Adopt findings that: 1) there is a proclaimed state of emergency in California; and 2) local public health officials have recommended measures for social distancing; and 3) meeting in person would pose imminent risk to the health and safety of attendees; and
2. Approve meeting remotely via teleconference for the next 30 days, pursuant to AB 361 (Government Code section 54953) with the option for members of the Board and members of the public to attend Board meetings in-person if they provide proof of vaccination or a negative COVID-19 test taken within the seven days preceding the meeting.

SIGNIFICANCE

On March 4, 2020, Governor Gavin Newsom declared a state of emergency, and issued subsequent executive orders suspending certain provisions of the Ralph M. Brown Act (the Brown Act) to allow local government agencies to meet remotely during the COVID-19 pandemic. His most recent executive order suspending provisions of the Act expired at the end of September; before its expiration, Governor Newsom signed Assembly Bill 361 (AB 361) into law on September

16, 2021, amending the Brown Act to permit local agencies to continue to use teleconferencing under certain conditions during a state of emergency.

AB 361 allows local agencies to make an initial determination to hold open meetings via teleconferencing when there is a proclaimed state of emergency and one of the following criteria described in section 54953(e)(1) of the Brown Act, as amended, is met:

1. State or local officials have imposed or recommended social distancing.
2. The local agency holds a meeting for the purposes of determining by majority vote if meeting in person would pose imminent health and safety risks to attendees.
3. The local agency holds a meeting after having determined by majority vote, as a result of the emergency, meeting in person would pose imminent risks to the health or safety of attendees.

Following the initial determination, a local agency must make the following findings by a majority vote every 30 days to renew the resolution and to continue to meet remotely: (1) the local agency has reconsidered the circumstances of the emergency; *and* (2) the state of emergency continues to directly impact the ability of the members to safely meet in person, *or* state or local officials continue to impose or recommend social distancing. Gov't Code § 54953(e)(3).

In February 2022, Governor Gavin Newsom issued Executive Orders ending certain emergency measures no longer required to address the pandemic, however, the Governor's declared state of emergency is still in place. Transmission in all three JPB member counties is currently high according to CDC metrics. Though some COVID-19 restrictions have been rolled back at the state and local level, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

Given the current and evolving conditions, staff recommends that the Board adopt the requisite findings and authorize Advisory, Committee, Regular and Special meetings to be conducted via teleconference for the next 30 days following this September 1, 2022 meeting. Specifically, staff recommends that while the remote meeting resolution is in effect, individual members of the Board and members of the public may opt to participate in-person at Board meetings if they adhere to all policies for attendance.

Board meetings will be held at the offices of the San Mateo County Transit District ("SamTrans") in the auditorium. Consistent with SamTrans workplace safety policy, Board members and members of the public will be required to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days preceding the meeting before entry into the building will be granted.

Board members and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. Committee and Advisory Committee meetings will continue to be conducted remotely.

If the Board does not renew the resolution, the Board, Committees, and Advisory Committees must meet in person and any member who participates via teleconference must notice the location from which the member participates, as required by the Brown Act (pending any amendments to the Act, as described in more detail below).

BUDGET IMPACT

There is no budget impact associated with receiving this report.

BACKGROUND

A. Pending Legislation

Assemblymember Alex Lee and Assemblymember Cristina Garcia introduced Assembly Bill 1944 (AB 1944) on February 10, 2022. The bill would require local governments to livestream public meetings and to allow virtual public participation. The bill would also allow local governmental bodies meeting remotely to waive the requirement that agencies identify the address of the location from which members participate via teleconference as long as at least a quorum of members of the legislative body participates from a single physical location that is clearly identified on the agenda, open to the public, and situated within the boundaries of the territory over which the local agency has jurisdiction. On May 26, the Assembly passed AB 1944, and on June 22, 2022, the Senate Committee on Rules referred the bill to the Committees on Government and Finance and Judiciary.

However, the Committee pulled AB 1944 from the Committee's agenda without voting on it, and the measure will not be moving forward this year. The Committee did advance Assembly Bill 2449 (AB 2449), introduced by Assembly Member Blanca Rubio, which also would amend the teleconferencing provisions of the Brown Act. According to the committee analysis for AB 1944, "AB 2449 provides more limited flexibility but greater transparency compared to AB 1944. The Committee may wish to consider which approach strikes a better balance between flexibility for members of legislative bodies and transparency for the public."

AB 2449 would extend some of the teleconferencing provisions of AB 361, currently set to end January 1, 2024, until January 1, 2026. Specifically, AB 2449 would authorize local agencies to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Under this exception,

members would be permitted to participate remotely if the member had just cause or there were emergency circumstances, and the legislative body had approved the request. Members would only be able to appear via teleconference for just cause or because of emergency circumstances at two meetings during the calendar year. The Senate Governance and Finance Committee passed AB 2449 by a 5-0 vote on June 22, 2022 and the Senate Judiciary Committee passed the bill by a 9-1 vote on June 30, 2022. The Senate Judiciary Committee referred the bill to the Senate Appropriations Committee on June 30, 2022, where it is pending. It is the only active bill pending that addresses the teleconference provisions of the Brown Act.

B. Public Health Guidance in Member Counties

The California Department of Public Health continues to refer California residents to guidance from the Centers for Disease Control and Prevention (CDC) on how to prevent the spread of COVID-19 and its variants, and the CDC continues to recommend social distancing as a measure for individuals and specifically vulnerable individuals to protect themselves and others from infection with COVID-19.

Similarly, the San Mateo County Health Officer has advised that San Mateo County residents should continue to follow the recommendations of the CDC. According to the City and County of San Francisco public health guidance, its guidelines will align with those of the CDC (except when local conditions require more restrictive measures). On September 21, 2021, the County of Santa Clara Public Health Officer issued a Recommendation Regarding Continued Remote Public Meetings of Governmental Entities and advised that public bodies continue to meet remotely to the extent possible. This recommendation has not changed since that time.

Prepared by: James C. Harrison and Anna Myles-Primakoff, Olson Remcho LLP

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Adopting Findings That There is a Proclaimed State of Emergency and That Meeting In Person
Poses Imminent Health and Safety Risks to Attendees and Authorizing Remote
Teleconference Meetings for the Board and Committees For the Period of September 1, 2022
Through October 1, 2022**

Whereas, on March 4, 2020, Governor Gavin Newsom declared a State of Emergency in the State of California; and

Whereas, the Ralph M. Brown Act (the Brown Act), Government Code section 54953(e), was amended on September 16, 2021, to make provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

Whereas, the Board of Directors adopted Resolution 2021-52, on October 7, 2021, finding that the requisite conditions were met for the Peninsula Corridor Joint Powers Board to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; renewed this finding at the November and December 2021 meetings of the JPB; adopted the requisite findings again at the January 2022 meeting; and renewed the resolution at the February, March, April, May, and June meetings; and

Whereas, on August 4, 2022, the Board adopted Resolution No. 2022-34, which includes findings that there is a proclaimed state of emergency and that the criteria described in section 54953(e)(1) of the Brown Act have been met, including that state or local officials have imposed or recommended social distancing; and

Whereas, San Mateo County, Santa Clara County, and San Francisco County public health officials continue to recommend measures to promote social distancing including following the guidance of the Center for Disease Control which recommends social distancing; and

Whereas, the rates of transmission of COVID-19 and variants continue to pose risks for health of attendees at indoor gatherings involving individuals from different households with unknown vaccination status; and

Whereas, staff recommends that the Board adopt findings that that there is a proclaimed state of emergency and that the criteria described in Government Code section 54953(e)(1) have been met, including that state or local officials have imposed or recommended social distancing, and authorizing the Advisory, Committee, and Regular and Special meetings of the Board to be conducted via teleconference for the next 30 days following this August 4, 2022 resolution, and that while the remote meeting resolution is in effect, individual members of the Board and members of the public may opt to participate in-person at Board meetings; and

Whereas, Board meetings will be held at the offices of the San Mateo County Transit District (“SamTrans”) in the board room, and SamTrans’ workplace safety policy requires all individuals to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days preceding the meeting before entry into the building will be granted; and

Whereas, to help protect against the spread of COVID-19 and variants, and to protect the health and safety of the public, the Board of Directors wishes to take the actions necessary to comply with the Brown Act, as amended, to continue to hold its Board, Committee, and Advisory

Committee meetings remotely via teleconference pursuant to AB-361 with an option for in-person attendance at Board meetings for members of the Board and the public; and

Whereas, the Board of Directors will continue to give notice of the meeting and post agendas as otherwise required by the Brown Act and allow members of the public to access the meeting and give ample opportunity for public comment; and

Now, therefore, be it resolved that the Board of Directors adopts findings that the state of emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing and that the conditions of Government Code section 54953 for meeting remotely have been met; and

Be it further resolved that the Board approves meeting via teleconference for all Regular and Special Board, Committee, and Advisory Committee Meetings of the JPB for the 30 days following this resolution, in accordance with Government Code section 54953 and other applicable provisions of the Brown Act.

Regularly passed and adopted this 1st day of September 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: David Santoro
Acting Chief Operating Officer (Rail)

SUBJECT: **Receive Caltrain Key Performance Statistics – July 2022**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

Staff Coordinating Council recommends that the Board receive the Performance Statistics Report for July 2022.

SIGNIFICANCE

Staff will provide monthly updates to the Caltrain Key Performance Statistics, Caltrain Shuttle Ridership, Communications and Marketing Promotions, and Digital Communications. It should be noted that this report reflects impacts from the COVID-19 pandemic.

BUDGET IMPACT

There is no budget impact.

MONTHLY UPDATE

	Pre-Pandemic Jul. 2019	Prior FY Jul. 2021	Current FY Jul. 2022	FY21 to FY22 % Change	Pre-Pandemic to FY22 % Change
Total Ridership	1,672,672	246,902*	442,955	79.4%	-73.5%
Average Weekday Ridership	70,493	8,721*	16,932	94.2%	-76.0%
Total Farebox Revenue	\$ 9,137,121	\$ 2,953,409	\$ 3,561,690	20.6%	-61.0%
On-time Performance	93.8%	90.2%	91.9%	1.9%	-2.0%

Fiscal Year to Date					
	Pre-Pandemic FY2020	Prior FY FY2022	Current FY FY2023	FY21 to FY22 % Change	Pre-Pandemic to FY22 % Change
Total Ridership	1,672,672	246,902*	442,955	79.4%	-73.5%
Average Weekday Ridership	70,493	8,721*	16,932	94.2%	-76.0%
Total Farebox Revenue	\$ 9,137,121	\$ 2,953,409	\$ 3,561,690	20.6%	-61.0%
On-time Performance	93.8%	90.2%	91.9%	1.9%	-2.0%

** Adjusted after thorough review of data from past Fiscal Years*

RIDERSHIP

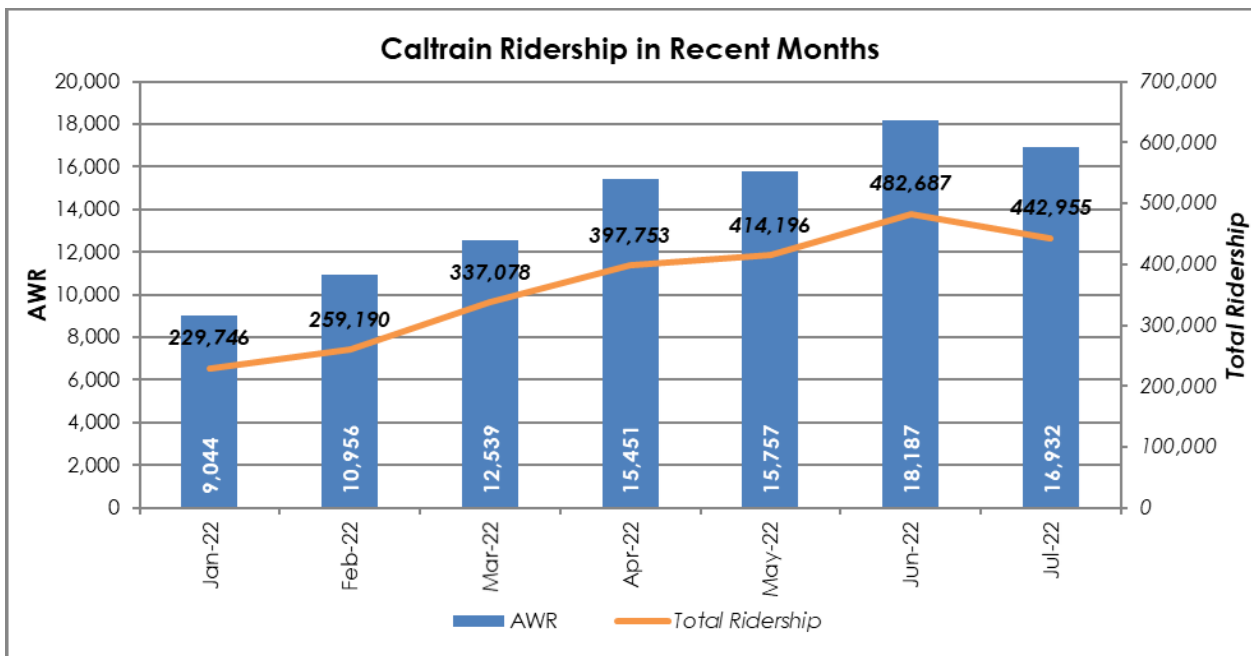
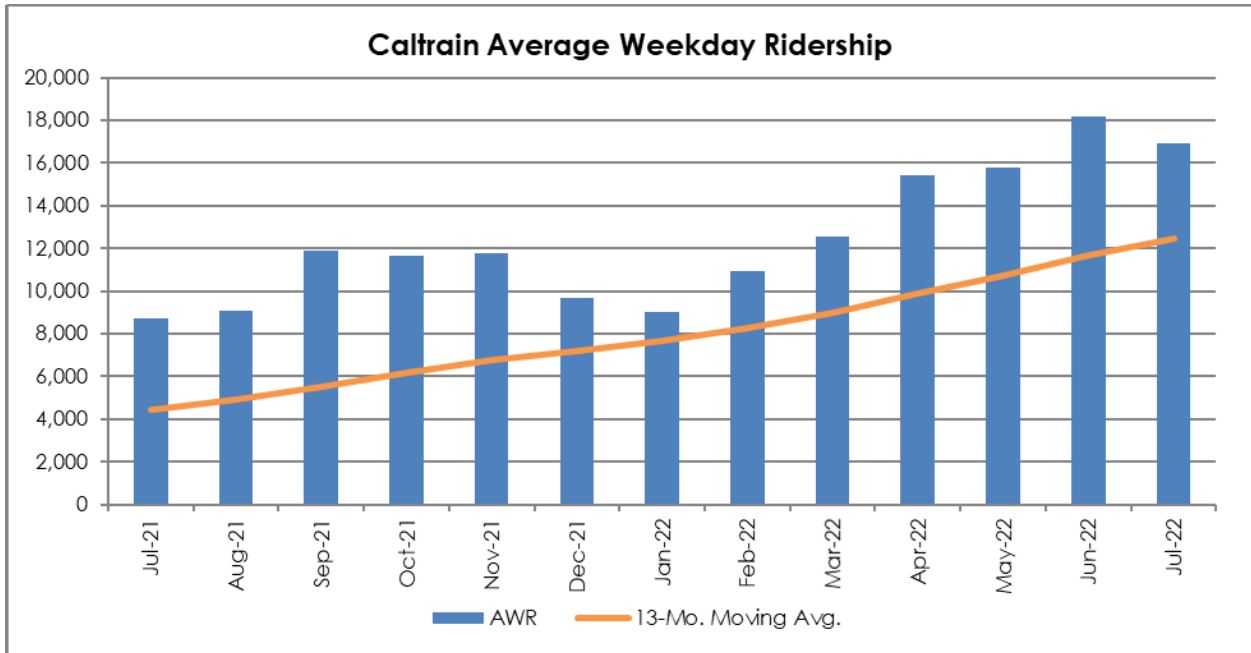
Since April 2020, ridership estimates have been developed using daily conductor counts at 14 key stations and Clipper tags at all stations due to significant impacts to ticket sales and usage patterns from the COVID-19 pandemic.

Both total and average weekday ridership (AWR) increased from the same month in the prior year due to the receding impacts of the COVID-19 pandemic, including gradual introduction of return-to-office policies and increased leisure activities like SF Giants baseball games at Oracle Park. The slight drop month to month reflects seasonal variation traditional to Caltrain ridership, likely due to increased travel out of state on the part of many local families on vacation prior to school restarting in the Fall. However, the 13-month moving average continues to trend upwards.

Ridership recovery continues to be strong on weekends:

- Average Saturday ridership increased by 44 percent to 10,494 from 7,296 in July 2021.
- Average Sunday ridership increased by 64 percent to 8,744 from 5,320 in July 2021.

Observed trends in weekday and total ridership over the past 13 months are shown in the following graphs.



SHUTTLE AVERAGE RIDERSHIP

In the Fall of 2019, SamTrans and Caltrain, in partnership with Commute.org, the San Mateo County Transportation Authority, and the City/County Association of Governments of San Mateo County, commissioned the Peninsula Shuttle Study “to consider the past, present, and future of the Peninsula Shuttle Program, a multi-agency public-private partnership of first/last

mile and community transit operations in San Mateo and Santa Clara Counties.” The results of the study were presented to the SamTrans Board at its September 2021 meeting. The Board adopted the study and included recommendations at its November 2021 meeting.

The study provided multiple recommendations for improvements to the Shuttle Program, including the simplification of “Core Management Roles.” It further recommended that cities and Commute.org lead the planning and coordination of all shuttles, while SamTrans operates most shuttles via a consolidated vendor contract.

A number of Peninsula Shuttle Study recommendations were implemented for FY 2023. The three Shuttle Partner vendor contracts were consolidated under SamTrans. Commute.org is now the grant administrator for employer shuttle routes contracted by external entities and formerly subsidized by SamTrans and Caltrain. Since the JPB no longer directly contracts shuttles and is phasing out its remaining shuttle sponsorships, shuttle ridership updates will no longer be provided in this report.

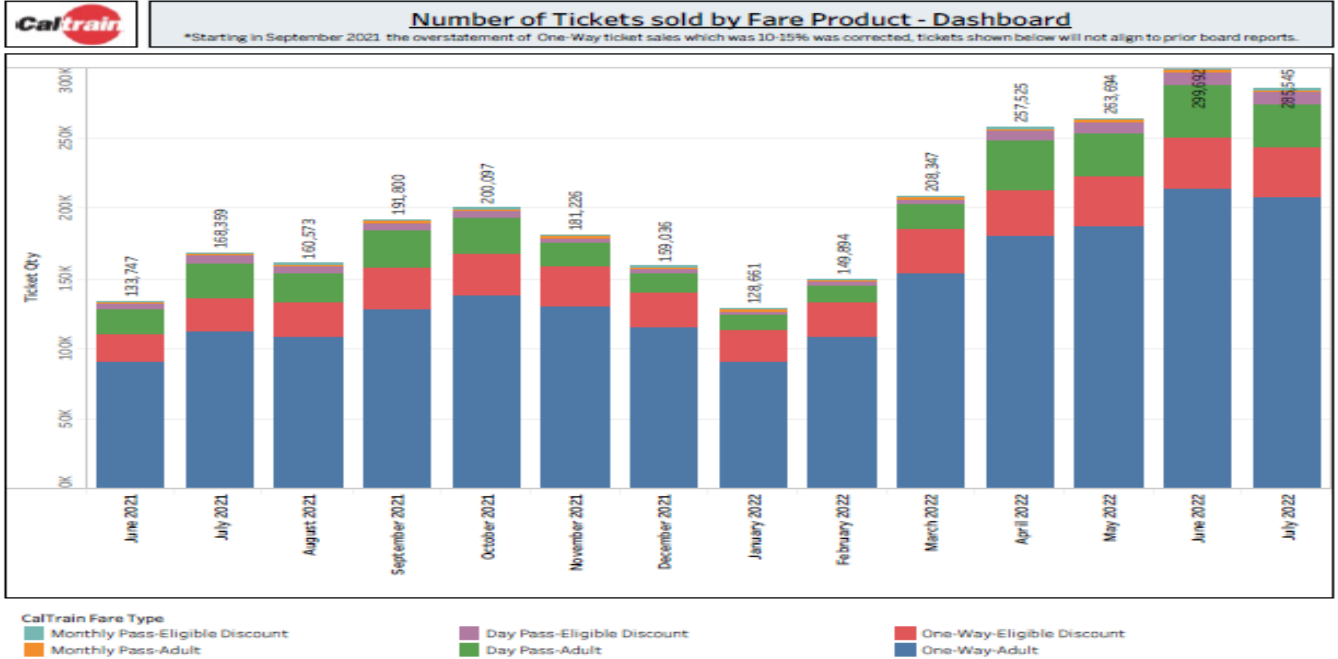
TICKET SALES

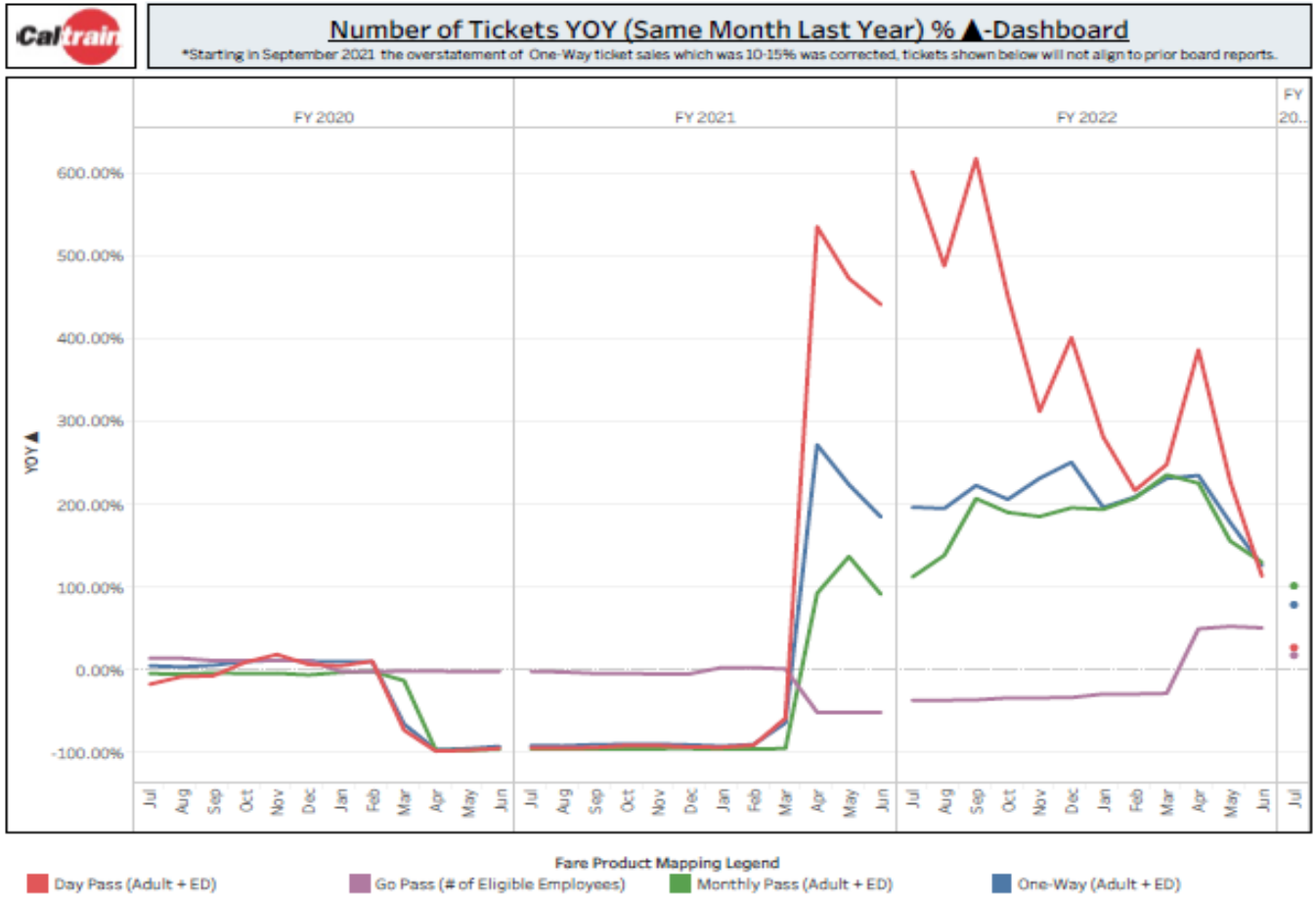
Other ticket sales and farebox revenue statistics trended as follows:

- Number of eligible Go Pass employees was 65, 024 in July 2022 which was an increase from 55,163 in July 2021.
- Number of participating Go Pass companies was 47 in July 2022 which was an increase from 39 in July 2021.
- Total Farebox Revenue was \$3,561,691 in July 2022 which was an increase of 47.3% from \$2,417,972 in July 2021.

The increase in fare revenue was across all fare sales channels, with Clipper and Go Pass seeing the biggest dollar increases.

Additional details on ticket sales are shown in the following graphs.

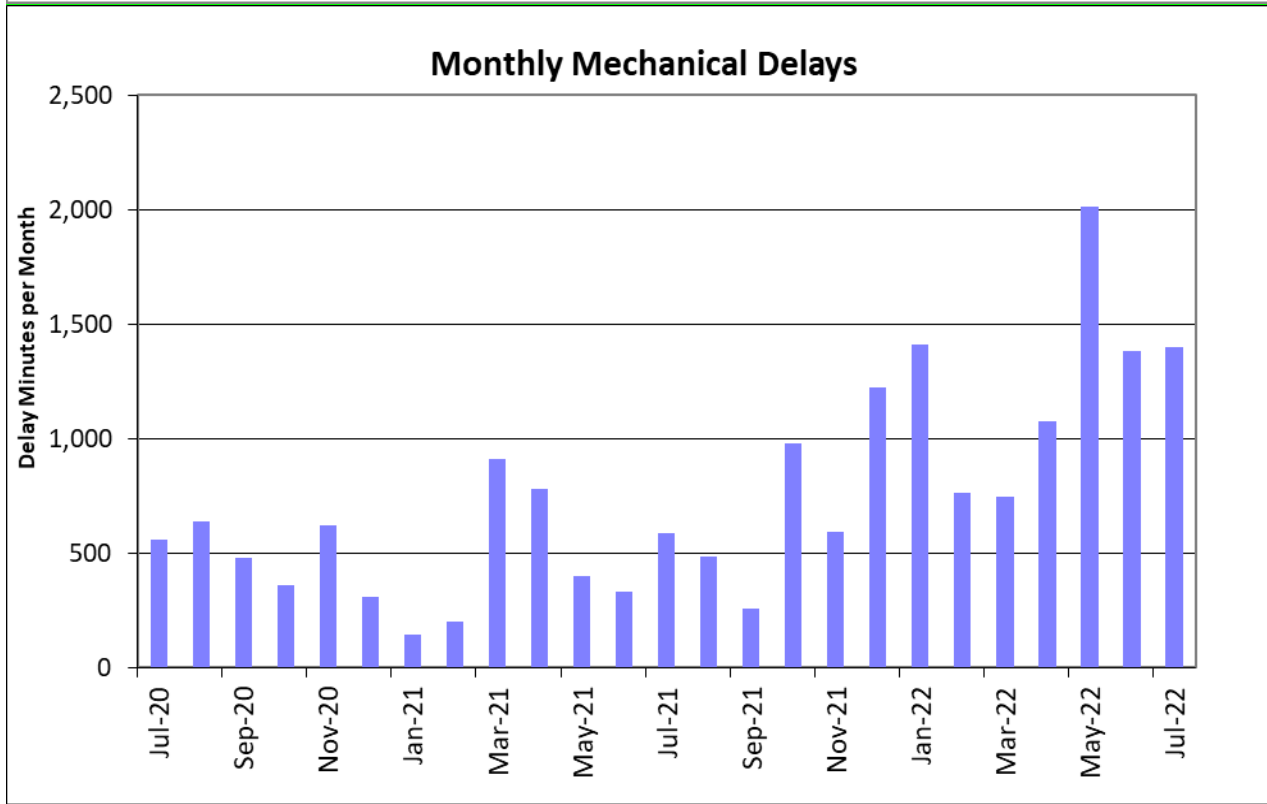
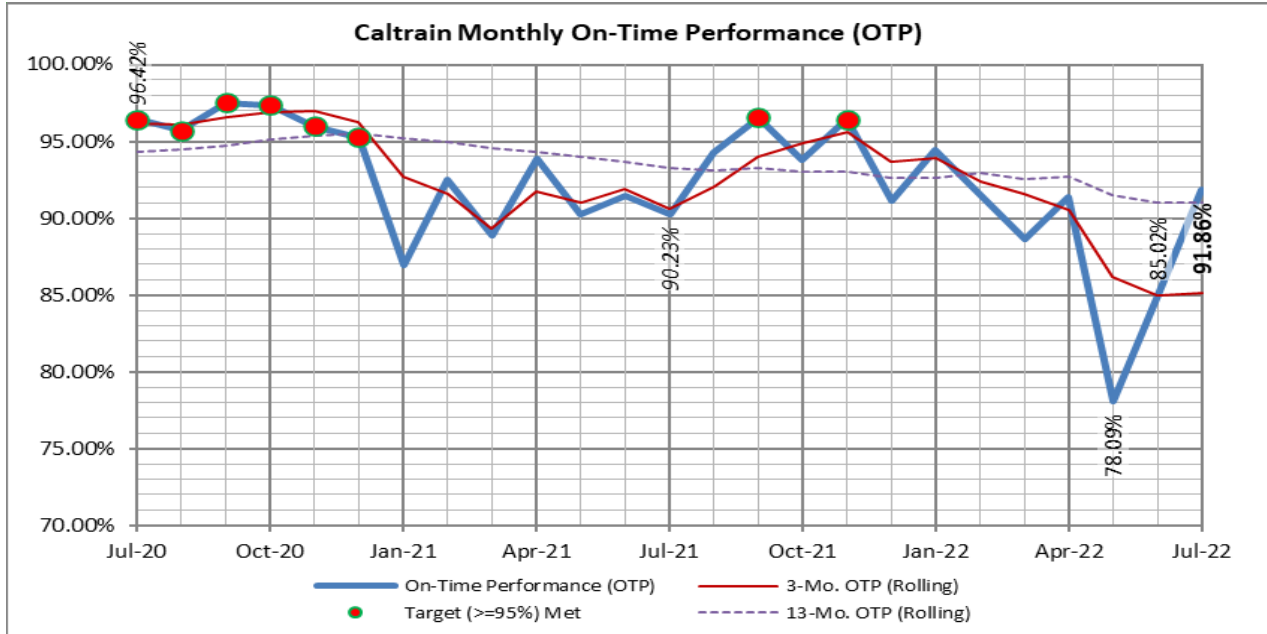




ON-TIME PERFORMANCE (OTP)

In July 2022, OTP was 91.2 percent compared to 90.2 percent in July 2021. The total OTP includes all train delays, terminations, and annulments for the month.

Trends on the past two years of OTP and monthly mechanical delays are shown in the following graphs.



Caltrain Communication and Marketing Campaigns for July 2022:

- Press Release: "Caltrain Celebrates U.S. Senate's \$10 Million for Electrification Project"
- Press Release: "Caltrain Provides Service to Red Hot Chili Peppers at Levi's Stadium"
- Press Release: "Caltrain Provides Extra Post-Game Service to Real Madrid vs. Club America"
- Press Release: "Caltrain's First Electric Trainset Tests Clearance Along Corridor"
- Press Release: "Caltrain Hosting Meeting on Broadway Burlingame Grade Separation Project"
- Press Release: "Caltrain Praises Historic Transportation Funding Package in State Budget"
- Press Release: "Caltrain Begins Construction on Bayshore Station Overpass"
- Take Caltrain to the Game - SF Giants Baseball (ongoing)
- Clipper Mobile (ongoing)
- 20% Off Caltrain Monthly Pass (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

In the month of July Caltrain provided service for 4th of July for the first time in over 2 years, the first EMU was tested on the corridor, we continued to focus on Special Events with organic and paid marketing.

June Highlights:

- Fourth of July Service
- Real Madrid vs. America
- U.S. Senate's \$10 Million for Electrification Project

Prepared by: Patrice Givens Administrative Analyst II 650.508.6347
Robert Casumbal – Director, Marketing & Research 650.508.7924
Jeremy Lipps – Manager, Digital Communications 650.622.7845

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Work-Program-Legislative-Planning Committee
Through: Michelle Bouchard, Acting Executive Director
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update**

Finance Committee Recommendation Work Program-Legislative-Planning Committee Recommendation Staff Coordinating Council Reviewed Staff Coordinating Council Recommendation

Action

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates

Significance

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Budget Impact

None.

Background

None.

Prepared By: Devon Ryan

Government &
Community Affairs Officer

650.730.6172



August 12, 2022

TO: Caltrain Board of Directors

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange
Mike Robson & Bridget McGowan, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – September 2022**

General Update

The Legislature returned from Summer Recess on August 1 and focused the first two weeks back on fiscal committee deadline. For this deadline, all fiscal bills are required to pass out of the Appropriations Committee of the bill's second house by today, August 12. To meet this deadline, both the Senate and Assembly Appropriations Committees held a "Suspense Hearing" on August 11 where they dispensed with hundreds of bills at once. The outcomes of this hearing for relevant bills for Caltrain are discussed below.

After August 12, legislators must pass the remaining bills off the floor of the second house and if applicable, the floor of the house of origin for concurrence, before the Legislature adjourns for final recess on August 31.

The Governor will then have 30 days to consider the bills on his desk.

Bills with Action Taken

AB 2197 (Mullin) – PCEP Funding. This bill would appropriate \$260 million from the state's General Fund to the California State Transportation Agency for the purpose of closing the funding gap for the Caltrain Electrification Project. *Support.*

This bill has not yet been set for hearing and did not meet the House of Origin deadline. It will not advance this year.

AB 1944 (Lee) Public Meetings – This bill would make changes to the Brown Act to add additional flexibilities for board members to teleconference into meetings if certain requirements are met, including that a quorum of members of the body participate in person. *Support.*

Before the bill's hearing in the Senate Governance and Finance Committee, the committee offered amendments that the author would not accept, so the author pulled the bill, and it was not heard in committee. The bill then failed the policy committee deadline and will not be moving further.

SB 922 (Wiener) – CEQA Exemptions for Transit. This bill would permanently extend statutory exemptions from the CEQA requirement for clean transportation projects, including charging and

facilities for zero-emission rail, station-area improvements, and first/last mile connections for bike and ped. This bill is a follow up to SB 288 (Wiener, 2020) which Caltrain supported. *Support.*

The bill passed out of the Assembly this week and needs a concurrence vote in the Senate before heading to the Governor.

SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program.

This bill would exempt transit agencies using program funding for the continuation of a free or reduced fare transit program from the requirement to demonstrate that reductions in GHG emissions can be realized through the continuation of the program. It would also allow the transit agency to continue to use those funds for the purpose without time restriction and require reapplication to the program every three years. *Support.*

The bill passed out of the Assembly Appropriations Committee on August 10 and is now on the Assembly Floor.

Bills of Interest

AB 1919 (Holden) – Free Student Transit Passes. This bill would, upon appropriation, require Caltrans to administer the Youth Transit Pass Pilot Program which would administer grants to transit agencies for the costs of creating, designing, developing, advertising, distributing and developing free youth transit passes, the cost of providing free transit service to passholders, and costs of administering and participating in the program. Caltrain would be required to provide a report by 2027 on the outcomes of the program. The bill includes a January 2028 sunset.

June 14 amendments strike the age threshold and replace it with those attending certain educational institutions, authorize transit agencies to submit grant applications in partnership with educational institutions, authorize grant funds to be used for existing free transit programs, and allow existing programs for free transit for those 18 years old or younger to apply without an educational partner.

The bill passed out of the Senate Appropriations Committee on Thursday with amendments to clarify the definition of transit agency for grant eligibility purposes ensuring Caltrain would be eligible for the program.

AB 2441 (Kalra) – Local Public Transit Agencies: New Technologies. This bill would impose requirements on public transit employers relating to the introduction of new vehicle technologies for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies. The bill would require a public transit employer to provide notice to the exclusive employee representative of its intention to begin procuring, acquiring or deploying such technologies no less than 12 months in advance. The bill would also require these subjects to be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by the technology.

The bill is on the Senate Floor.

SB 917 (Becker) – Seamless. This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, establish open data standards, requires the region's transit agencies to comply with the established programs, requires MTC to indicate what steps are needed to comply, and if a transit agency does not comply and does not qualify for an exemption, makes that transit agency ineligible to receive a portion of state transit

funding in an amount determined by MTC. Amendments in June require transit agencies to establish a regional transit coordinating council and would require the Council to develop and adopt an integrated transit fare structure that would be submitted to the Commission for approval. After approval, each transit agency would be required to present the structure to its board.

The bill was held in the Assembly Appropriations on Thursday, so it won't move further.

Grants

Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5) – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associated fueling or charging infrastructure or facility modifications.

Status: Project awards for Cycle 5 have been announced and can be [found here](#).

Applications Received: TIRCP received 50 applications with all funding requests totaling \$3,949,662,335.

The CTC recently hosted a series of workshops for the three SB 1 programs it oversees – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022 and announce project awards in Summer 2023. As a reminder, in late-2020, the California Transportation Commission awarded grants for three SB 1 programs – the Solutions for Congested Corridors Program (draft guidelines as of June 2022), Local Partnership Program (draft competitive and formulaic guidelines as of June 2022), and the Trade Corridor Enhancement Program (draft guidelines as of June 2022).

Grade Separation Funding - Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a state funding program to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years. The 2022 STIP, adopted in March 2022, includes \$796 million in new STIP funding capacity. Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – As discussed above, the TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over five years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project. The State Budget included a \$3.6 billion supplement to the TIRCP. At least \$900 million of this is reserved for multi-year grants to support the delivery of capital projects that already have received TIRCP grants and can

demonstrate that additional state grants will help secure local or federal dollars. The Caltrain Electrification Project would be eligible for these funds.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

Caltrain State Legislative Matrix

Item #6.d.
9/1/2022

August 12, 2022

PRIORITY BILLS			
Bill Number (Author)	Summary	Location	Position
AB 2197 (Mullin D) Caltrain Electrification: Funding	Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project. Introduced: 2/15/2022	Assembly Transportation	Supported 3/3/2022
SB 922 (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. This bill contains other related provisions and other existing laws. Amended: 8/4/2022	Senate Concurrence 8/15/2022 #189 SENATE U NFISHED BUSINESS	Supported 4/7/2022
SB 942 (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires each of those transit agencies to demonstrate that	Assembly Consent Calendar 8/15/2022 #375 ASSEMBLY CONSENT CALENDAR 1ST DAY SENATE BILLS	Supported 4/7/2022

	<p>each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys. This bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. The bill would require the transit agency to submit an initial allocation request to the department and, for the next three fiscal years, to provide documentation necessary to meet an annual reporting requirement and comply with the program's requirements.</p> <p>Amended: 6/29/2022</p>		<p>Item #6.d. 9/1/2022</p>
<p>AB 1944 (Lee D)</p> <p>Local government: open and public meetings.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/25/2022</p>	<p>Senate Dead</p>	<p>Supported 5/5/2022</p>
<p>SB 917 (Becker D)</p> <p>Seamless Transit Transformation Act.</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, develop a comprehensive, standardized regional</p>	<p>Assembly Appropriations Suspense File</p>	<p>Watch</p>

	<p>transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided.</p> <p>Amended: 6/20/2022</p>		Item #6.d. 9/1/2022
<p>AB 1919 (Holden D)</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. This bill contains other existing laws.</p> <p>Amended: 6/14/2022</p>	<p>Senate Second Reading</p> <p>8/15/2022 #61 SENATE ASS EMBLY BILLS - SECOND READING FILE</p>	Watch
OTHER LEGISLATION			
<p>AB 1938 (Friedman D)</p> <p>Traffic safety: speed limits.</p>	<p>Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified.</p> <p>Amended: 8/1/2022</p>	<p>Senate Third Reading</p> <p>8/15/2022 #400 SENATE AS SEMBLY BILLS - THIRD READING FILE</p>	Watch
<p>AB 2061 (Ting D)</p>	<p>Existing law creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission (Energy Commission), to provide, among other things,</p>	<p>Senate Third Reading</p>	Watch

<p>Transportation electrification: electric vehicle charging infrastructure.</p>	<p>competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Existing law requires the Energy Commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law requires the Energy Commission, in consultation with the State Air Resources Board (state board), as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. Beginning July 1, 2023, this bill would require an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, uptime and excluded time, as defined, to the Energy Commission, if the charging station is installed after that date. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information.</p> <p>Amended: 8/1/2022</p>	<p>8/15/2022 #597 SENATE ASSEMBLY BILLS - THIRD READING FILE</p>	<p>Item #6.d. 9/1/2022</p>
<p>AB 2237 (Friedman D)</p> <p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organization to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. Existing law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission, or, if applicable, the alternative planning strategy, and state and federal air quality standards. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable</p>	<p>Senate Dead</p>	<p>Watch</p>

	<p>regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/13/2022</p>		<p>Item #6.d. 9/1/2022</p>
<p>AB 2357 (Ting D) Surplus land.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines “exempt surplus land,” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided, as, among other things, surplus land that is subject to valid legal restrictions that are not imposed by the local agency and that would make housing prohibited, as specified. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/5/2022</p>	<p>Senate Dead</p>	<p>Watch</p>
<p>AB 2438 (Friedman D) Transportation funding: guidelines and plans.</p>	<p>(1)Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, as provided. The bill would also require the Transportation Agency, the California Transportation Commission, and the Department of Transportation, no later than January 1, 2024, to each establish guidelines to ensure transparency and accountability for specified transportation funding programs that they respectively administer and for the project selection processes applicable to those programs. The bill would require those guidelines to meet certain requirements and would require those agencies to hold public workshops</p>	<p>Senate Second Reading 8/15/2022 #109 SENATE ASSEMBLY BILLS - SECOND READING FILE</p>	<p>Watch</p>

	to solicit input before establishing the guidelines. Amended: 8/1/2022		Item #6.d. 9/1/2022
AB 2441 (Kalra D) Public employment: local public transit agencies: new vehicle technology.	Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by new vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any new vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, to engage in collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product. Amended: 6/2/2022	Senate Third Reading	Watch
AB 2449 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act generally requires posting an agenda at least 72 hours before a regular meeting that contains a brief general description of each item of business to be transacted or discussed at the meeting, and prohibits any action or discussion from being undertaken on any item not appearing on the posted agenda. The act authorizes a legislative body to take action on items of business not appearing on the posted agenda under specified conditions. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each	Senate Third Reading 8/15/2022 #427 SENATE ASSEMBLY BILLS - THIRD READING FILE	Watch

	<p>teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Under this exception, the bill would authorize a member to participate remotely under specified circumstances, including participating remotely for just cause or due to emergency circumstances. The emergency circumstances basis for remote participation would be contingent on a request to, and action by, the legislative body, as prescribed. The bill, until January 1, 2026, would authorize a legislative body to consider and take action on a request from a member to participate in a meeting remotely due to emergency circumstances if the request does not allow sufficient time to place the proposed action on the posted agenda for the meeting for which the request is made. The bill would define terms for purposes of these teleconferencing provisions. This bill contains other related provisions and other existing laws.</p> <p>Amended: 8/8/2022</p>		<p>Item #6.d. 9/1/2022</p>
<p>ACA 1 (Aguiar-Curry D)</p> <p>Local Government Financing Affordable Housing & Public Infrastructure: Voter Approval</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/7/2020</p>	<p>Assembly Local Government</p>	<p>Supported 2021</p>
<p>SB 1121 (Gonzalez D)</p> <p>State and local transportation system: needs assessment.</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill would require the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be</p>	<p>Assembly Appropriations Suspense File</p> <p>8/15/2022 #186 ASSEMBLY SECOND READING FILE -- SENATE BILLS</p>	<p>Watch</p>

	<p>addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.</p> <p>Amended: 4/6/2022</p>		<p>Item #6.d. 9/1/2022</p>
<p>SB 1161 (Min D)</p> <p>Transit operators: street harassment plans.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would request the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would require a transit operator to provide to the Transportation Agency specified information, including a description of the plan developed by the transit operator, actions taken to implement the plan, and efforts to consult riders. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified. The bill would require the Transportation Agency to, on or before January 1, 2027, produce and submit a report containing certain information related to the implementation of these provisions to the Legislature and the Governor. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/29/2022</p>	<p>Assembly Appropriations Suspense File</p> <p>8/15/2022 #193 ASSEMBLY SECOND READING FILE -- SENATE BILLS</p>	<p>Watch</p>
<p>SB 1410 (Caballero D)</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that</p>	<p>Assembly Appropriations Suspense File</p>	<p>Watch</p>

	<p>promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. This bill contains other existing laws.</p> <p>Amended: 5/2/2022</p>		Item #6.d. 9/1/2022
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Caltrain Federal Report As of August 10, 2022

CONGRESSIONAL UPDATE

- The House and Senate will be in recess until after the Labor Day holiday.

Appropriations Update

- On July 22, the House passed a "minibus" package consisting of six fiscal year (FY) 2023 spending bills. This package included: the Agriculture, Energy-Water, Department of Transportation-HUD (THUD), Interior-Environment, Financial Services, and Military Construction-VA bills. House lawmakers are still waiting for leadership to schedule a vote on the remaining appropriations bills.
- On July 28, the Senate Appropriations Committee released its draft FY 2023 spending bills. The Senate THUD bill provides \$106.6 billion for the Department of Transportation (DOT), \$2.1 billion above FY 2022. Of this amount, the bill includes:
 - \$1.09 billion for RAISE (on top of the \$2.5 billion in bipartisan infrastructure bill funding)
 - \$62.66 billion for the Federal Highway Administration (FHWA), \$2 billion more than FY 2022
 - ✓ \$58.76 billion for FHWA formula programs
 - \$16.8 billion for the Federal Transit Administration (FTA), \$571 million more than FY 2022.
 - ✓ \$2.9 billion for Capital Investment Grants
- The legislation also includes \$10 million for the Peninsula Corridor Electrification Project that Senators Feinstein and Padilla secured.
- The House and Senate will not be able to pass all 12 FY 2023 appropriations bills before the end of the fiscal year, September 30; therefore, Congress will have to pass a continuing resolution (CR) in September to ensure the federal government will continue to be funded after the end of the current fiscal year.
- In October, Senate and House will begin conferencing to reconcile the differences between the House and Senate bills. Congress will most likely pass an omnibus appropriations bill that will combine all 12 bills.

Reconciliation Update

- On July 27, Senator Joe Manchin (D-WV) and Majority Leader Chuck Schumer (D-NY) announced a breakthrough agreement on a \$739 billion budget reconciliation package--the Inflation Reduction Act--that includes tax, healthcare, electric vehicles (EVs), energy, transportation carbon reduction, and climate provisions.

- Following a weekend vote, on August 7, the Senate passed the \$740 billion tax, climate, and healthcare Inflation Reduction Act. In a 51-50 [vote](#), Vice President Kamala Harris cast the tiebreaking vote following a 16-hour overnight vote-a-rama on the Senate floor. On August 12, the House passed the bill by a vote of 220-207. President Biden will sign the bill into law on Tuesday, August 16, with a larger celebration being planned for September 6.
- Highlights of the [legislation](#) include:
 - ✓ Allows Medicare to negotiate directly on prescription drug pricing
 - ✓ Caps insulin costs at \$35 per month and \$2,000 per year for Medicare enrollees
 - ✓ Sets a corporate minimum tax at 15 percent
 - ✓ Implements a one percent excise tax on stock buybacks
 - ✓ \$370 billion for climate change
 - ✓ Opens millions of acres of federal land to oil and gas drilling
 - ✓ Extends Affordable Care Act premium subsidies
 - ✓ \$7,500 tax credit for EVs
 - ✓ Aims to cut greenhouse gas emissions by 40 percent by 2030
 - ✓ Makes the first significant cut to budget deficits in a decade
- This bill also includes two transportation grant programs, a new \$3 billion Neighborhood Access and Equity Grant program and a new \$2 billion Low-Carbon Transportation Materials Grant program.
 - ✓ Neighborhood Access and Equity Grant program: A FHWA competitive grant program to support neighborhood equity, safety, and affordable transportation access to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.
 - ✓ Low-Carbon Transportation Materials Grant program: A FHWA program to reimburse or provide incentives to state, local governments, and metropolitan planning organizations for the use of low-embodied carbon construction materials and products in projects.

ADMINISTRATION UPDATE

DOT Secretary Buttigieg Testifies on Infrastructure Law Implementation

- On July 19, the House Committee on Transportation and Infrastructure held a hearing entitled [Implementing the Infrastructure Investment and Jobs Act \(IIJA\)](#). DOT Secretary Pete Buttigieg testified on the importance of the bipartisan infrastructure bill--Infrastructure Investment and Jobs

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Act (IIJA)--in confronting many intersecting challenges, citing delays at ports, freight congestion, and workforce shortages in aviation.

- Members discussed how inflation is affecting IIJA grant programs' effectiveness and if projects should be streamlined. Committee Chairman Peter DeFazio (D-OR) highlighted the importance of distributing grant funding quickly, given the rising cost of certain materials.
- Republican members also drew attention to the difficulties that inflation has placed on IIJA implementation. Sec. Buttigieg acknowledged the ongoing problems and encouraged grant recipients to work with DOT and other partners on best practices to manage costs. He added that DOT is not concerned about foreign capital filling investment gaps caused by inflation.
- Sec. Buttigieg briefly touched on the FTA's actions relating to zero-emission buses. He asserted that DOT is working to share best practices to operate a zero-emission bus fleet successfully. He added that DOT's Transit Vehicle Innovation Deployment Centers Initiative is key to distributing reliable information about new transit technology.

FTA Administrator Fernandez Testifies on Infrastructure Law Implementation

- On July 12, the Senate Committee on Banking, Housing, and Urban Affairs held a hearing on [Advancing Public Transportation under the Bipartisan Infrastructure Law: Update from the Federal Transit Administration](#). FTA Administrator Nuria Fernandez testified on FTA's progress in IIJA implementation.
- Most of the hearing centered on the FTA's efforts to support marginalized communities, support transit agencies transitioning to low emission bus fleets, combat ridership declines, and increased fare evasion and crime. The linkage between public transportation, affordable housing, and economic development was a major theme throughout the hearing.
- Administrator Fernandez highlighted FTA's Low-No Bus funding opportunity, All Stations Accessibility Program, and Rail Vehicle Replacement Program as essential programs for transit agencies. She added that FTA believes strongly in upgrading transit stations to ensure accessibility. Going forward, one of FTA's main priorities is recruitment efforts to ensure proper workforce capacity to construct and operate transit projects. FTA is also collecting more information on transit worker safety and will use the information to guide future policymaking.
- Members were supportive and thankful for her leadership and inquired about the statuses of various IIJA programs. Chairman Sherrod Brown (D-OH) applauded FTA for making it easier for agencies to apply for the Low-No Bus Program by simplifying the application process. Ranking Member Pat Toomey (R-PA) was concerned that the FTA received increased funding despite agency backlogs in transit maintenance and decreased ridership.

FHWA Announces All States Have Submitted EV Charging Plans

- On August 2, FHWA [announced](#) it has received all of the states' electric vehicle (EV) charging plans. Under the IIJA, states are to submit EV charging infrastructure plans to be eligible for funding under the newly-created \$5 billion [National Electric Vehicle Infrastructure \(NEVI\)](#)

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[Formula Program](#). The plans provide an outline of states' plans to implement a comprehensive EV charging network.

- The FHWA expects to review and approve all plans by September 30. Once approved, states will gain access to NEVI funding and begin to deploy EV charging infrastructure. The NEVI program will provide \$1 billion annually for five years for states to build EV charging infrastructure. FHWA hopes to help fulfill President Biden's goal of overseeing the deployment of 500,000 EV chargers by 2030.

Round-Up of Open Grant Opportunities

- [Safe Streets and Roads for All Discretionary Grant Program](#). \$1 billion available. All applications due by September 15, 2022.
- [All Stations Accessibility Program](#). \$343 million available. All applications due by September 30, 2022.
- [Railroad Crossings Elimination Program](#). \$573 million available. All applications due by October 4, 2022.
- [Reconnecting Communities Pilot Discretionary Grant Program](#). \$195 million available. All applications due by October 13, 2022.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Acting Executive Director
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Accept Quarterly Fuel Hedge Update**



Finance Committee
Recommendation



Work Program-
Legislative-Planning
Committee
Recommendation



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

Action

Staff proposes the Board to review, accept, and enter into the record the presentation providing an update on the implementation of a fuel hedging strategy for Caltrain.

Significance

The purpose of this presentation is to provide an update on the implementation and performance status of the Fuel Hedging Program (Program) established for Caltrain.

Under this Program, the staff will continue to work with Linwood Capital, LLC in order to:

- Purchase new fuel hedge contracts for the upcoming fiscal year as market conditions allow
- Maintain the size of the hedge in order to protect Caltrain's fuels budget against volatile price movements in the diesel fuel market

Budget Impact

There is no impact on the budget.

Background

The Program implemented for Caltrain is designed to minimize large budget variances resulting from the volatility of diesel fuel prices. An effective hedging strategy can increase budget certainty and facilitate a more effective utilization of budgetary resources. The purpose of the Program is not to speculate on the price of fuel but to manage risk, particularly as it relates to Caltrain's annual budget.

- As of June 30th, the fuel hedging program had realized net gains of \$2,736,463.06 for the time period July 2021 through June 2022 – the entirety of FY 2022.
- Additionally, the hedge currently reflects unrealized gains of \$1,826,391.00 (+0.40/gallon on all gallons through June 2023). This assumes projected consumption of 4,551,803 gallons for FY 2023.
- Approximately 80% (73% after tax) of the anticipated fuel usage through June 2023 is hedged at an average price of \$3.14/gallon, excluding taxes and fees (\$4.03 with tax and fees) (versus a currently planned budget estimate of \$3.12/gallon, excluding taxes and fees) based on a 104 train/day schedule.
- The remaining un-hedged gallons through June 2023 have a projected cost of \$3.42/gallon as of 6/30/22 excluding taxes and fees (\$4.34 with tax and fees).
- Weighted average projected cost of all gallons through June 2023 net of hedging excluding taxes and fees is \$3.20/gallon and including taxes and fees is \$4.11/gallon as of 6/30/2022.

Prepared By:	Ashok Deshmukh	Acting Manager, Treasury	650-508-6405
	Connie Mobley-Ritter	Director, Treasury	650-508-7765

**Peninsula Corridor Joint Powers Board
Staff Report**

DATE: August 16, 2022

TO: Finance Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Grace Martinez
Acting Chief Financial Officer

SUBJECT: **September 1, 2022 Finance Committee Report of the Acting Chief Financial Officer**

HIGHLIGHTS

- On August 16, 2022, Moody's Investor Service upgraded the rating on the JPB's outstanding 2019 Farebox Revenue Bonds to A1 from A2 and revised the outlook to "stable". The upgrade in the rating is an indication of Moody's belief that JPB can meet the debt service requirement of the outstanding bonds after the passing of Measure RR and federal aid during the pandemic, and that JPB has sufficient money on hand to bridge the gap as farebox revenues slowly recovers.
- Update on fiscal 2022 year-end close for and financial audit: Accruals were completed, account reconciliations are performed, and the accounting book of records are prepared for the auditors to review.
- The Staff Report on the Statement of Revenues and Expenses for the One-Month Ending July 31, 2022 follows.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board
Through: Michelle Bouchard, Acting Executive Director
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Accept Statement of Revenues and Expenses for the Period Ending July 31, 2022**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

Staff proposes that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) accept and enter into the record the Statement of Revenues and Expenses for the month of July 2022.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through July 31, 2022. The statement has been designed to follow the Agency-wide line item rollup as included in the approved budget. The columns have been designed to provide an easy comparison of year-to-date current actuals to the budget including dollar and percentage variances.

Significance

Year to Date Revenues: As of July year-to-date actual, the Grand Total Revenue (page 1, line 17) is \$0.2 million lower than the approved budget. This is primarily driven by the decrease in Caltrain Fares (page 1, line 1) due to lower Clipper and TVM revenues.

Year to Date Expenses: As of July year-to-date actual, the Grand Total Expense (page 2, line 51) is \$2.7 million lower than the approved budget. This is primarily driven by decreases in Fuel and Lubricants (page 2, line 25) which is partially offset by the fuel hedge revenue, Facilities and Equipment Maintenance (page 2, line 29), and Professional Services (page 2, line 39) due to the timing of expenses.

Other Information: The Agency accounts for revenue and expenditures on a modified cash basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the variance between the current year actual and the budget may show noticeable variances due to the timing of expenditures.

Budget Impact

There are no budget amendments for the month of July 2022.

Prepared By: Danny Susantin, Accountant III
Jennifer Ye, Director, Accounting

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PENINSULA CORRIDOR JOINT POWERS BOARD								
STATEMENT OF REVENUE AND EXPENSE								
Fiscal Year 2023								
July 2022								
							% OF YEAR ELAPSED	8.3%
				JULY		ANNUAL		
	CURRENT ACTUAL	ADOPTED BUDGET	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE	
REVENUE								
OPERATIONS:								
1 Caltrain Fares	2,144,573	2,696,667	(552,094)	(20.5%)	30,219,000	30,219,000	-	1
2 Go Pass	1,417,118	1,355,000	62,118	4.6%	16,260,000	16,260,000	-	2
3 Parking Revenue	102,631	158,000	(55,369)	(35.0%)	1,896,000	1,896,000	-	3
4 Shuttles	168,164	-	168,164	.0%	-	-	-	4
5 Rental Income	99,704	77,947	21,757	27.9%	935,357	935,357	-	5
6 Other Income	242,119	139,693	102,426	73.3%	1,676,319	1,676,319	-	6
7							-	7
8 TOTAL OPERATING REVENUE	4,174,309	4,427,307	(252,998)	(5.7%)	50,986,676	50,986,676	-	8
9								9
CONTRIBUTIONS:								
10								10
11 AB434 Peninsula & TA Shuttle Funding	61,956	3,333	58,623	1758.9%	40,000	40,000	-	11
12 Operating Grants	940,680	940,680	-	0.0%	11,288,161	11,288,161	-	12
13 Measure RR	8,179,999	8,179,999	-	.0%	114,300,000	114,300,000	-	13
14								14
15 TOTAL CONTRIBUTED REVENUE	9,182,635	9,124,012	58,623	.6%	125,628,161	125,628,161	-	15
16								16
17 GRAND TOTAL REVENUE	13,356,945	13,551,319	(194,375)	(1.4%)	176,614,837	176,614,837	-	17
18								18

PENINSULA CORRIDOR JOINT POWERS BOARD									
STATEMENT OF REVENUE AND EXPENSE									
Fiscal Year 2023									
July 2022									
							8.3%		
				% OF YEAR ELAPSED					
				JULY					
				ANNUAL					
	CURRENT	ADOPTED	\$	%	APPROVED	\$			
	ACTUAL	BUDGET	VARIANCE	VARIANCE	BUDGET	FORECAST	VARIANCE		
19	EXPENSE							19	
20								20	
21	DIRECT EXPENSE:							21	
22	Rail Operator Service	7,826,481	7,826,481	-	0.0%	98,257,758	98,257,758	-	22
23	Security Services	508,561	694,612	(186,051)	(26.8%)	7,935,381	7,935,381	-	23
24	Shuttle Services	101,900	6,820	95,080	1394.1%	121,600	121,600	-	24
25	Fuel and Lubricants*	1,062,127	1,461,602	(399,475)	(27.3%)	17,539,232	17,539,232	-	25
26	Timetables and Tickets	-	11,279	(11,279)	(100.0%)	135,350	135,350	-	26
27	Insurance	3,413,154	3,413,154	-	.0%	9,299,730	9,299,730	-	27
28	Claims, Payments, and Reserves	18,160	110,000	(91,840)	(83.5%)	1,320,000	1,320,000	-	28
29	Facilities and Equipment Maintenance	8,130	602,369	(594,239)	(98.7%)	7,258,788	7,258,788	-	29
30	Utilities	31,725	218,133	(186,408)	(85.5%)	2,617,600	2,617,600	-	30
31	Maint & Services-Bldg & Other	1,769	58,593	(56,824)	(97.0%)	1,754,100	1,754,100	-	31
32								32	
33	TOTAL DIRECT EXPENSE	12,972,006	14,403,043	(1,431,036)	(9.9%)	146,239,539	146,239,539	-	33
34								34	
35	ADMINISTRATIVE EXPENSE							35	
36	Wages and Benefits	2,461,054	2,581,123	(120,069)	(4.7%)	13,963,830	13,963,830	-	36
37	Managing Agency Admin OH Cost	158,550	297,121	(138,571)	(46.6%)	3,565,453	3,565,453	-	37
38	Board of Directors	337	4,772	(4,435)	(92.9%)	57,275	57,275	-	38
39	Professional Services	1,627	769,814	(768,187)	(99.8%)	9,305,755	9,305,755	-	39
40	Communications and Marketing	-	33,644	(33,644)	(100.0%)	403,730	403,730	-	40
41	Other Office Expenses and Services	59,379	227,317	(167,938)	(73.9%)	2,724,996	2,724,996	-	41
42								42	
43	TOTAL ADMINISTRATIVE EXPENSE	2,680,947	3,913,791	(1,232,844)	(31.5%)	30,021,039	30,021,039	-	43
44								44	
45	TOTAL OPERATING EXPENSE	15,652,953	18,316,834	(1,393,177)	(7.6%)	176,260,578	176,260,578	-	45
46								46	
47	Governance	-	29,167	(29,167)	(100.0%)	350,000	350,000	-	47
48								48	
49	Debt Service Expense	235,061	215,146	19,915	9.3%	2,581,752	2,581,752	-	49
50								50	
51	GRAND TOTAL EXPENSE	15,888,014	18,561,147	(2,673,133)	(14.4%)	179,192,330	179,192,330	-	51
52								52	
53	NET SURPLUS / (DEFICIT)	(2,531,070)	(5,009,828)	2,478,758	(49.5%)	(2,577,493)	(2,577,493)	-	53
54								54	
55	Draw from FY2022 surplus					2,577,493	2,577,493		55
56	ADJUSTED NET SURPLUS / (DEFICIT)					-	-		56
57								57	
58	* Fuel and Lubricants costs were reduced by a realized gain of \$399,475 from the fuel hedge program.							58	



BOARD OF DIRECTORS 2022

STEVE HEMINGER, CHAIR
CHARLES STONE, VICE CHAIR
DEVORA "DEV" DAVIS
CINDY CHAVEZ
JEFF GEE
GLENN HENDRICKS
DAVE PINE
SHAMANN WALTON
MONIQUE ZMUDA

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JULY 31, 2022

MICHELLE BOUCHARD
ACTING EXECUTIVE DIRECTOR

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	1.090%	10,088,426	10,088,426
County Pool (Unrestricted)		Liquid Cash	1.263%	563,159	563,159
Other (Unrestricted)		Liquid Cash	1.970%	146,199,440	146,199,440
Other (Restricted)	**	Liquid Cash	1.970%	70,823,877	70,823,877
				\$ 227,674,902	\$ 227,674,902

Interest Earnings for July 2022	\$ 51,605.60
Accrued Dividend for July 2022	\$ 34,591.75
Cumulative Earnings FY2023	\$ 86,197.35

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment. The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

FY 2022

PENINSULA CORRIDOR JOINT POWERS BOARD													
Farebox Revenues by Ticket Type	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total
REVENUE													
OPERATIONS:													
401400 (TVM)	609,407	694,301	297,963	634,662	514,945	503,829	402,001	425,090	518,694	426,130	886,933	922,485	6,836,440
401410 (Clipper)	466,207	507,976	320,066	628,888	773,248	690,398	418,215	564,410	811,782	451,071	1,021,234	1,111,260	7,764,755
401420 (Central)	545	-	5,108	19,817	-	-	(8)	2,475	303	535	5,523	5,613	39,911
401430 (Mobile App)	203,051	217,349	138,764	249,286	239,150	220,698	148,995	181,828	270,431	179,642	349,616	409,987	2,808,795
401500 (Gilroy)	28,850	21,257	28,301	20,933	43,585	46,782	35,746	31,111	32,723	49,067	29,202	81,724	449,281
401700 (Go-Pass)	1,110,030	1,247,311	1,176,248	1,199,282	1,434,953	1,280,454	1,332,357	1,337,351	1,364,606	1,406,171	1,390,999	1,393,850	15,673,613
total Farebox Revenue	2,418,089	2,688,193	1,966,449	2,752,867	3,005,881	2,742,162	2,337,305	2,542,265	2,998,539	2,512,617	3,683,506	3,924,920	33,572,795
Less: Go-Pass													
401700 (Go-Pass)	1,110,030	1,247,311	1,176,248	1,199,282	1,434,953	1,280,454	1,332,357	1,337,351	1,364,606	1,406,171	1,390,999	1,393,850	15,673,613
Revenues without Go-Pass	1,308,059	1,440,882	790,201	1,553,585	1,570,928	1,461,707	1,004,949	1,204,914	1,633,933	1,106,445	2,292,508	2,531,070	17,899,182
Tickets Sold	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total
TVM	66,225	57,800	65,068	65,036	55,514	50,809	40,552	43,646	58,771	79,927	80,118	92,208	755,674
Clipper	75,041	77,163	94,859	99,959	96,607	83,449	68,589	82,124	115,541	132,306	141,563	160,556	1,227,757
Central	33	-	698	1,876	-	-	-	150	100	124	784	267	4,032
Mobile	27,060	25,610	31,175	33,226	29,105	24,778	19,520	23,974	33,935	45,168	41,229	46,661	381,441
# of tickets sold (without go-pass)	168,359	160,573	191,800	200,097	181,226	159,036	128,661	149,894	208,347	257,525	263,694	299,692	2,368,904
AVG Revenue Per Ticket	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total
TVM	\$ 9.20	\$ 12.01	\$ 4.58	\$ 9.76	\$ 9.28	\$ 9.92	\$ 9.91	\$ 9.74	\$ 8.83	\$ 5.33	\$ 11.07	\$ 10.00	\$ 9.05
Clipper	\$ 6.21	\$ 6.58	\$ 3.37	\$ 6.29	\$ 8.00	\$ 8.27	\$ 6.10	\$ 6.87	\$ 7.03	\$ 3.41	\$ 7.21	\$ 6.92	\$ 6.32
Central	\$ 16.50	\$ -	\$ 7.32	\$ 10.56	\$ -	\$ -	\$ -	\$ 16.50	\$ 3.03	\$ 4.31	\$ 7.04	\$ 21.02	\$ 9.90
Mobile	\$ 7.50	\$ 8.49	\$ 4.45	\$ 7.50	\$ 8.22	\$ 8.91	\$ 7.63	\$ 7.58	\$ 7.97	\$ 3.98	\$ 8.48	\$ 8.79	\$ 7.36
Total	\$ 7.77	\$ 8.97	\$ 4.12	\$ 7.76	\$ 8.67	\$ 9.19	\$ 7.81	\$ 8.04	\$ 7.84	\$ 4.30	\$ 8.69	\$ 8.45	\$ 7.56

FY 2023

Farebox Revenues by Ticket Type			PENINSULA CORRIDOR JOINT POWERS BOARD		
REVENUE	Jul-22		Total		
OPERATIONS:					
401400 (TVM)	814,640		814,640		
401410 (Clipper)	940,595		940,595		
401420 (Central)	5,139		5,139		
401430 (Mobile App)	346,758		346,758		
401500 (Gilroy)	37,440		37,440		
401700 (Go-Pass)	1,417,118		1,417,118		
total Farebox Revenue	3,561,691		3,561,691		
Less: Go-Pass					
401700 (Go-Pass)	1,417,118		1,417,118		
Revenues without Go-Pass	2,144,573		2,144,573		
Tickets Sold	Jul-22		Total		
TVM	86,060		86,060		
Clipper	156,991		156,991		
Central	319		319		
Mobile	42,175		42,175		
# of tickets sold (without go-pass)	285,545		285,545		
AVG Revenue Per Ticket	Jul-22		Total		
TVM	\$ 9.47		\$ 9.47		
Clipper	\$ 5.99		\$ 5.99		
Central	\$ 16.11		\$ 16.11		
Mobile	\$ 8.22		\$ 8.22		
Total	\$ 7.51		\$ 7.51		

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Finance Committee
Through: Michelle Bouchard, Acting Executive Director
From: Robert Barnard, Deputy Chief, Rail Development
Subject: **Closeout Change Order for 25th Avenue Grade Separation Project 17-J-C-048**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

Staff Coordinating Council recommends that the Board of Directors (Board):

1. Approve the issuance of Contract Change Order #244 Project Wide Global Settlement with a total value of \$5,774,764.15, which is within the Project budget.
2. Authorize the Executive Director or her designee to take any actions necessary to give effect to the above action.

Significance

The Peninsula Corridor Joint Powers Board (JPB) awarded a contract to Shimmick/ Disney Joint Venture (SDJV) for construction of the 25th Avenue Grade Separation Project Contract No. 17-J-C-048 (Project) in 2017 at a cost not to exceed \$82.89 million (Contract), with a Contract contingency of \$16.578 million. The Contract change order authority was increased by \$7 million in 2019. When the Contract was initially awarded, the total Project budget was \$180 million, which included funds for other contractors that were working on the Project.

In January 2021, the Board approved increasing the Project budget to \$205.9 million.

The 25th Avenue Grade Separation Project was a challenging project which was complicated by many factors including delays and disruptions caused by Covid, changes in staff at JPB including changes of the Project Manager, as well as SDJV challenges in maintaining adequate staffing to complete the project and especially the administrative work. However, utility relocation issues, which delayed the project, as well as differing site conditions and design issues, all which led to more than 262 Change Orders to date as well as 331 Field Instructions for additional work that was not originally contemplated in the Contract, represented the most significant challenges.

Over the duration of the Project, JPB and SDJV have agreed to change orders to compensate the Contractor for these issues, but in recent months the Contractor submitted claims related to additional Time-Related Overhead (TRO) for delays associated primarily with additional work as well as inefficiencies that the Contractor believed resulted from having to work out of

sequence and inefficiently in dealing with the multitude of additional work presented in the various field instructions.

The parties spent several months methodically addressing these issues on a “one-at-a time” basis, resulting in additional overhead costs. Given this situation, the Parties agreed to enter negotiations with the goal of reaching a “global settlement” so that once all field work was completed, the Project could effectively be closed out with all accounts settled. This is an especially relevant goal now that the Project has reached substantial completion with all SDJV work, including “punch list work”, now completed.

By settling these issues now, the risk and additional cost of lengthy negotiations and potential litigation is eliminated, and the project can be closed out within the Project budget.

Budget Impact

This change, which will cost a total of \$5,774,764.15, will keep the project within budget and eliminate exposure to any additional construction costs and unnecessary overhead costs.

Background

JPB staff and SDJV engaged in several negotiating sessions between March 31, 2022, and May 3, 2022. Initial discussions resulted in the contractor reducing their cost reimbursement expectations on various open items. During these sessions, JPB staff also requested, and SDJV provided, more substantial documentation to justify their TRO and Inefficiency claims. On May 3rd, SDJV presented what they considered to be their best and final offer for a settlement amount for these claims.

Beginning on May 3rd, the JPB Project Team performed a detailed analysis of the documentation provided by SDJV, including analysis based on the “measured mile” approach to inefficiencies in construction.

The table below shows the final SDJV position and the JPB position based on the Project Team’s analysis mentioned above. As can be seen, the project team, through successful and fair negotiations on the disputed extra costs, has been able to reduce the amount of money the contractor was willing to settle for from \$9,019,352 to a total additional payment of \$5,774,764.15. This amount is within the Project budget.

SDJV Negotiated Position vs. JPB Analysis

Item	SDJV Valuation	JPB Valuation
Current Contract Value (see above)	\$111,125,235	\$111,125,235
Builders Risk Extension (see note 1)	\$174,562	\$174,562
CMC Steel Escalation	\$552,868	\$110,000
RMT Landscaping Escalation	\$63,857	\$63,857
Ferrando Escalation	\$92,243	\$47,000
Additional Bond Cost (see Note 1)	\$402,000	\$402,000
25 th Ave Retaining Wall Changes	\$104,200	\$104,200
Excess Dirt Resolution	\$150,000	\$20,000
FCN 118	-\$5,000	-\$50,000
FCN 83	-\$135,000	-\$138,000
Outstanding Fls	\$2,234,202.00	\$ 2,039,502
Additional TRO	\$992,506	\$747,075
Inefficiency Claim	\$4,392,914	\$2,254,569.00
Total	\$120,140,706.00	\$116,900,000.0
	<u>\$120,144,587.00</u>	

Note 1: Builder’s Risk and Bond Premiums to be billed to JPB at cost up to the values shown.

Of note are the additional Time Related Overhead (TRO) claim of \$992,506 and the “Inefficiency Claim” submitted by SDJV, valued at \$4,392,914. Staff analyzed the contractor’s submitted costs and completed an independent cost estimate using a methodology that compared unimpacted costs to do the work versus an impacted costs. This identical method was used to settle the impacts due to delays caused by the relocation of the Third Party Fiber Optic lines and other utilities. Further, staff was able to further negotiate the overall impacts of TRO and Inefficiencies below the ICE by showing that the Contractor was simultaneously finishing non-impacted work. The reductions were due to what JPB staff saw as concurrent delays, invalid COVID claims, and insufficient proof that additional scope added to the contract via field instructions resulted in illogical and out of sequence work by the Contractor leading to

additional costs to the magnitude stated in the claim. The final agreed to price for this work was 45% below what the contractor first proposed and is within the Project budget.

Prepared By: Andy Kleiber

Project Manager

510-282-4932

Resolution No. 2022 –

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Approving Issuance of Contract Change Order #244

WHEREAS, on July 6, 2017, pursuant to Resolution No. 2017-32, the Peninsula Corridor Joint Powers Board (JPB) awarded a contract to Shimmick/Disney Joint Venture (Contract) to construct the 25th Avenue Grade Separation Project (Project), in an amount not to exceed \$82,890,000; and

WHEREAS, the Contract change order authority is \$23,578,000; and

WHEREAS, the above-referenced Contract has a Project budget of \$205,900,000; and

WHEREAS, Project funders, the San Mateo County Transportation Authority (TA) and the City of San Mateo (City) have authorized increases to their contributions to the Project; and

WHEREAS, utility relocations, differing site conditions, the pandemic, and staffing changes and challenges led to delays and additional costs; and

WHEREAS, Shimmick/Disney Joint Ventures submitted claims for delays and inefficiencies caused by changes to the Project; and

WHEREAS, the parties have negotiated a global settlement of these claims to avoid the risks and costs of further negotiations and potential litigation; and

WHEREAS, the proposed settlement represents a substantial reduction from the contractor's original demand and is within the Project budget; and

WHEREAS, staff recommends that the Board of Directors (Board):

1. Approve the issuance of Contract Change Order #244, Project Wide Global Settlement, in the amount of \$5,774,764.15 to settle all outstanding issues both known and unknown including:
 - a. Builders Risk Extension
 - b. CMC Steel Escalation
 - c. RMT Landscaping Escalation
 - d. Ferrando Escalation
 - e. Additional Bond Cost
 - f. 25th Ave Retaining Wall Changes
 - g. Excess Dirt Resolution
 - h. FCN 118
 - i. FCN 83
 - j. Outstanding FIs
 - k. Additional TRO
 - l. Inefficiency Claim

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor

Joint Powers Board hereby:

1. Approves the issuance of Contract Change Order #244 in the amount of \$5,774,764.15 to settle all outstanding issues both known and unknown.

Regularly passed and adopted this 1st day of September 2022 by the following

vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard
Acting Executive Director
From: Grace Martinez
Acting Chief Financial Officer
Subject: **Authorize the Execution of the 2022 Amended and Restated Clipper
Memorandum of Understanding**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

Staff recommends the Board of Directors of the Peninsula Corridor Joint Powers Board (Board) authorize the Acting Executive Director, or designee, to execute the 2022 Amended and Restated Clipper® Memorandum of Understanding with the Metropolitan Transportation Commission (MTC) and all other transit operators using the Clipper fare collection system.

Significance

Upon execution, the 2022 Amended and Restated Clipper Memorandum of Understanding (2022 MOU) will replace the 2016 Amended and Restated Clipper Memorandum of Understanding (2016 MOU), and the subsequent amendments to the 2016 MOU, in their entirety.

The 2022 MOU incorporates Amendment 3 to the 2016 MOU; clarifies Clipper Program goals and performance measures; includes language to address contracts supporting the operation of a new account-based Clipper system, known as the "Clipper Next Generation System"; and updates the regional cost-sharing methodologies and agreements between the MTC and the 23 transit system operators (Operators), consistent with MTC's contracts with Cubic Transportation Systems, Inc. (Cubic) for operation of the Clipper Next Generation System.

The most impactful changes include:

- A) **O&M Cost Allocation**: In coordination with MTC, a working group of the Operators' Clipper Liaisons have identified Clipper ridership as the key driver of Clipper Next Generation Operations and Maintenance (O&M) costs. Accordingly, the 2022 MOU will allocate O&M costs based on regional proportions of Clipper *ridership* whereas the 2016 MOU uses proportions of regional revenue-generating *transactions* and unique *cards* used. Not only is the new methodology likely to be more accurate, but the Clipper Next

Generation System will not track revenue-generating transactions, making the current cost allocation system infeasible.

- B) RTC Program Cost Allocation: Regional Transit Card (RTC) Program costs currently are allocated based on the actual number of cards *issued* by each Operator over an agreed-upon timeframe. However, in coordination with MTC, a working group of Clipper Liaisons and their associated Bay Area Partnership for Accessibility representatives have identified unique card *usage* as a more accurate driver of RTC Program Costs. Accordingly, under the 2022 MOU, RTC Program costs will be shared as follows: each Operator will start by assuming one percent of the monthly regional cost (accounting for 23% of the RTC Program costs). The remaining 77% of costs will be allocated proportionally based on each Operator's number of unique RTC cards used for payment of Operator services during a specified billing period.
- C) Mobile Ticketing Apps: A mobile payment option will be available through the Clipper Next Generation System. As a result, the 2022 MOU provides that individual Operators' mobile applications, including the Caltrain mobile app, will need to be discontinued within six months of the Clipper Next Generation launch (planned for June 2023). However, Redi-Wheels paratransit fares can still be offered on a separate app.
- D) Open Payment: The 2022 MOU requires that only Clipper devices be used for open payment acceptance where the Clipper payment option is available. Caltrain currently does not have an open payment option, and this is an upgraded functionality.

Caltrain staff and leadership have been consulted and are aligned with these new cost allocation methodologies and fare payment rules.

Budget Impact

While MTC bears the capital costs of the current and Next Generation Clipper Program, MTC and the Operators share responsibility (50%/50%) for the O&M costs, and Operators are wholly responsible for costs of the RTC card program.

- A) O&M Costs: Using the methodology described above, Caltrain staff have concluded based on internal analysis that if the Caltrain and all other Operators' levels of service return to pre-Covid levels, Caltrain's costs would decrease from approximately \$475,000 to \$250,000 annually. As Caltrain's ridership has recovered slower proportionally than other Operators' current ridership, trends would equate to a decrease from approximately \$300,000 to \$200,000 annually. This decrease in cost is primarily attributed to Caltrain's riders utilizing their Clipper cards at a lower frequency than the other participating agencies.
- B) RTC Program Costs: There will be no change to Caltrain's costs for the RTC Program.

Background

The Clipper automated fare payment system is currently being used on 23 transit systems in the San Francisco Bay Area. MTC extended its contract with Cubic for the current Clipper card-based fare payment system through November 2, 2024, and entered into a separate contract in

September 2018 with Cubic to design, develop, test, install, transition, operate, and maintain the Clipper Next Generation account-based fare payment system.

Prepared By: Bruce Thompson Fare Operations Manager 650-551-6106

Resolution No. 2022 –

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

Authorizing Execution of the 2022 Amended and Restated Clipper® Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators, and Related Actions

Whereas, the Clipper® automated fare payment system is currently being operated on 23 transit systems (Operators) in the San Francisco Bay Area; and

Whereas, the Metropolitan Transportation Commission (MTC) extended its contract with Cubic Transportation Systems, Inc. (Cubic) for the current Clipper card-based fare payment system through November 2, 2024, and entered into a separate contract with Cubic in September 2018 to design, develop, test, install, transition, operate, and maintain the Clipper Next Generation account-based fare payment system; and

Whereas, effective February 19, 2016, MTC and the Operators entered into an Amended and Restated Clipper Memorandum of Understanding to delineate the respective responsibilities of MTC and the Operators for the Clipper program (2016 MOU); and

Whereas, the 2016 MOU was amended on April 17, 2017 to revise provisions regarding the Clipper Executive Board and incorporate a common interest provision (Amendment No. 1); on October 1, 2020 to add new cost-sharing formulas (Amendment No. 2), and on September 1, 2021 to transfer responsibility for management and oversight of the Regional Transit Connection Discount Card Program (RTC Program) to the Clipper Executive Board and MTC (Amendment No. 3); and

Whereas, MTC and the Operators now desire to amend and restate the 2016 MOU, as amended, to reflect changes to the Clipper program brought about by the implementation of the Next Generation Clipper account-based fare payment system and the expanded use of Clipper since 2016, and to revise the cost-sharing formula for the RTC Program; and

Whereas, the proposed 2022 Amended and Restated Clipper Memorandum of Understanding (2022 MOU) will:

1. replace the 2016 MOU, as amended;
2. clarify Clipper program goals and performance measures;
3. address contracts supporting the operation of a new account-based Clipper Next Generation System;
4. update the regional cost-sharing methodologies and agreements between MTC and Operators to allocate Operations & Maintenance costs, with the Operators' share to be based on proportional Clipper *ridership* (whereas the 2016 MOU used proportions of regional revenue-generating *transactions* and unique *cards* used);
5. revise how RTC Program costs will be shared, with each Operator assuming one percent of the monthly regional cost, and the remaining costs allocated proportionally based on usage;
6. generally require individual Operators' mobile applications, including the SamTrans mobile app, to be discontinued within six months of the launch of Clipper Next Generation; and
7. require that only Clipper devices be used for open payment acceptance where the Clipper payment option is available; and

Whereas, staff recommends that the Board of Directors authorize the Acting Executive Director, or designee, to execute the 2022 MOU as described above.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves and authorizes the Acting Executive Director, or designee, to execute the 2022 Amended and Restated Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area transit operators, as described above.

BE IT FURTHER RESOLVED that the Acting Executive Director, or designee, is authorized to take all necessary actions to implement the terms and conditions of the MOU, consistent with the role of the JPB as a participating transit operator.

Regularly passed and adopted this 1st day of September, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

District Secretary

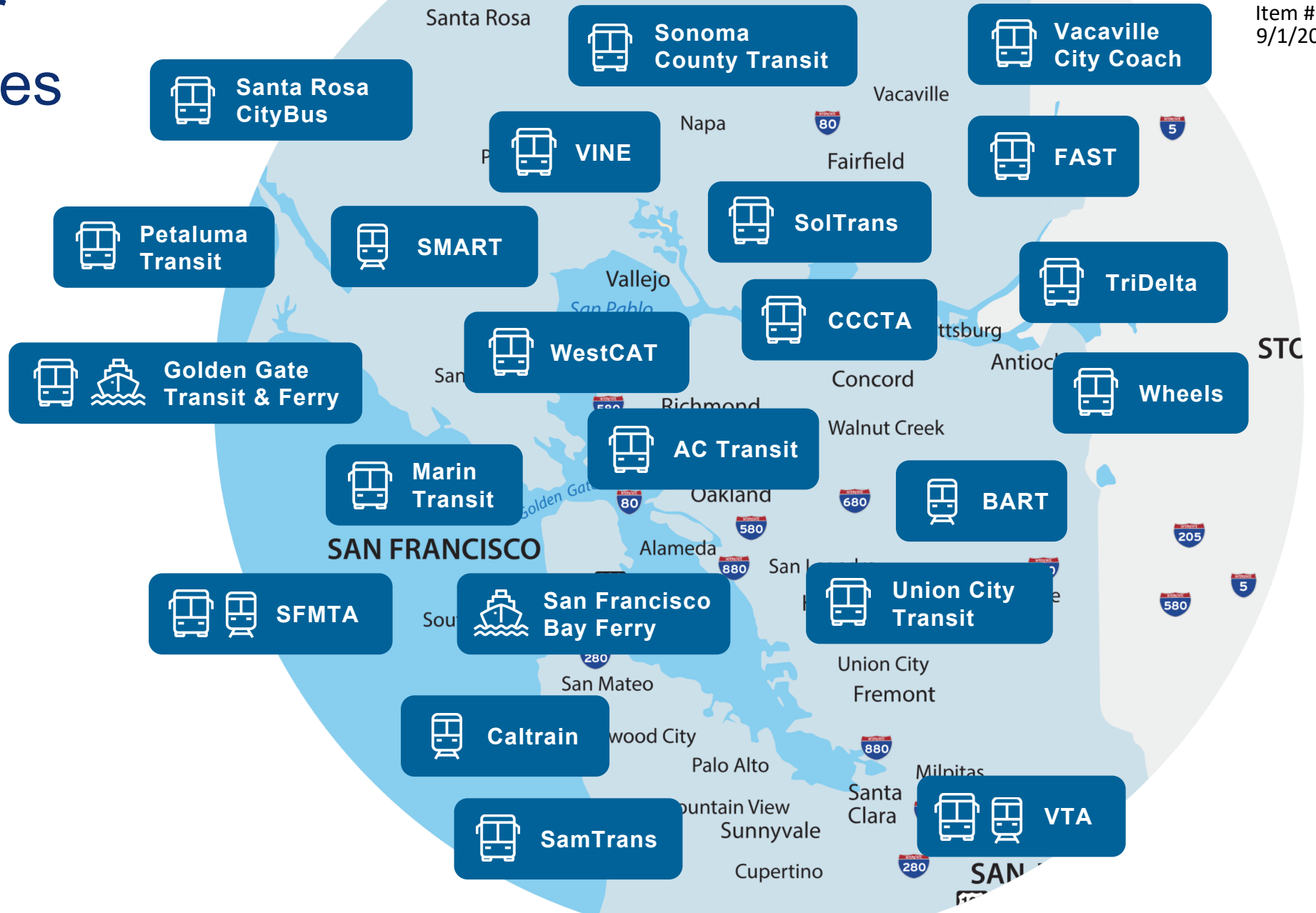
Proposed Clipper[®] Memorandum of Understanding (MOU) to Support the Next Generation Clipper System



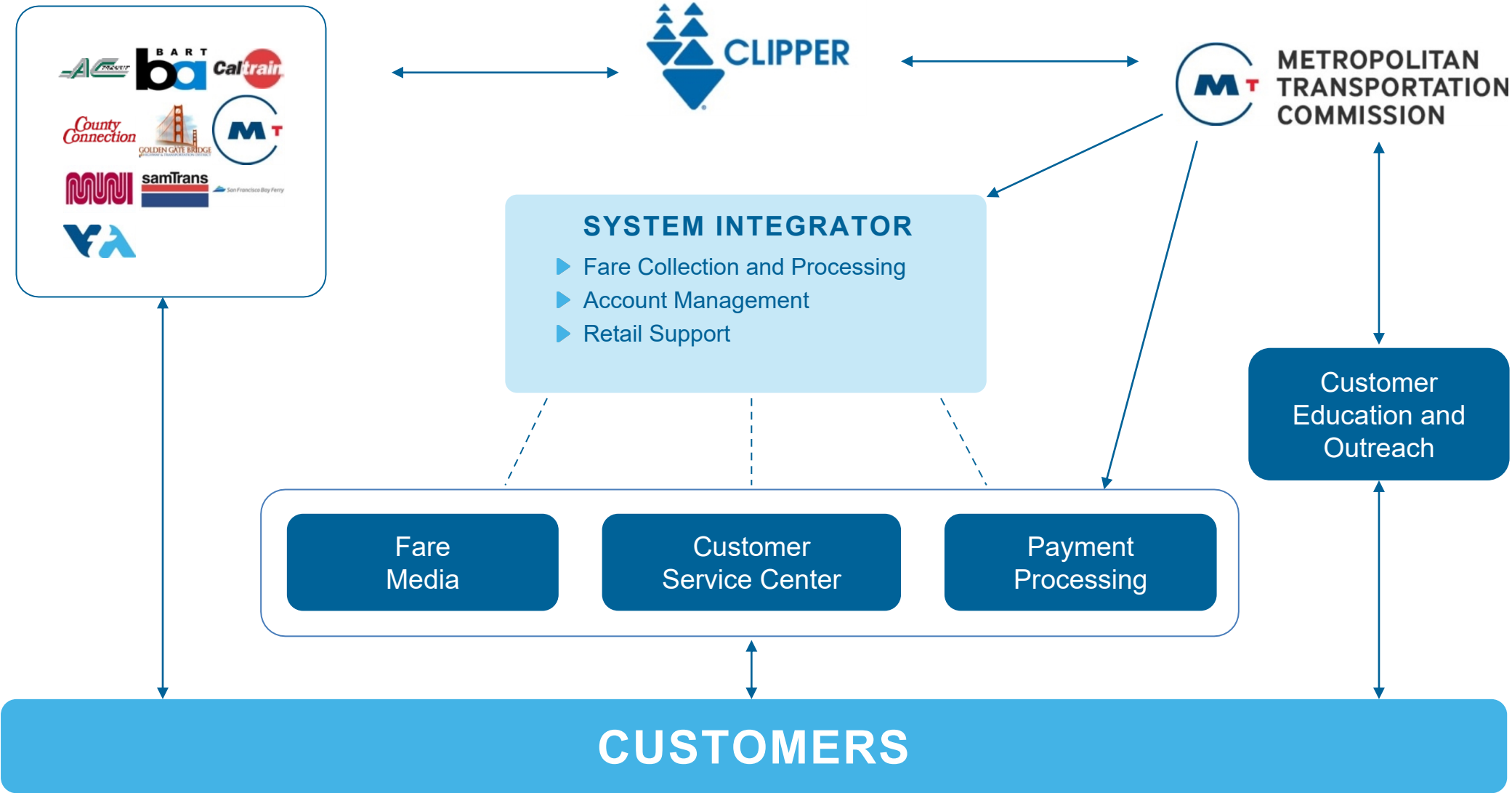
Joint Powers Board
September 1, 2022

Clipper Agencies

Item #6.i.
9/1/2022



Clipper is delivered by Transit Operators and MTC



The Purpose of the Clipper MOU

The MOU documents:

- Operator, MTC and Contracting Agency responsibilities in support of the Clipper Program
- The role and responsibilities of the Clipper Executive Board and Clipper Executive Director
- The terms for adding new operator or affiliated participants
- The approach to allocating Clipper and RTC Program costs between MTC and the operators, as well as among the operators
- Clipper Program goals and performance measures

Clipper MOU History

- On February 19, 2016, MTC and the Operators executed an Amended and Restated Clipper MOU (replacing a previous MOU)
 - The 2016 MOU established the Clipper Executive Board to make policy on behalf of all the participating transit operators, while MTC acts as the Contracting Agency
- Effective September 1, 2021, an amendment to the 2016 MOU transferred oversight and administration of the Regional Transit Connection Discount Card Program (RTC Program), which provides people with disabilities access to discounts on transit, to the Clipper Executive Board and MTC
- A new MOU needs to be executed to reflect program changes driven by the Next Generation Clipper system, including revised cost-sharing formulas for multiple contracts



How is the New MOU Different from the 2016 MOU?

Item #6.i.
9/1/2022

- Most of the language / terms remain unchanged
- Includes references to the additional contracts needed to support the Next Generation Clipper System
- Documents new cost-sharing agreements for the Next Generation Clipper contracts and the RTC Program (Appendix B)
- Adds language to clarify and expand Program Goals and Performance Measures for the Clipper Program (Appendix C)
 - Notes opportunity for new Clipper regional functionality, including mobile application and open payment capability

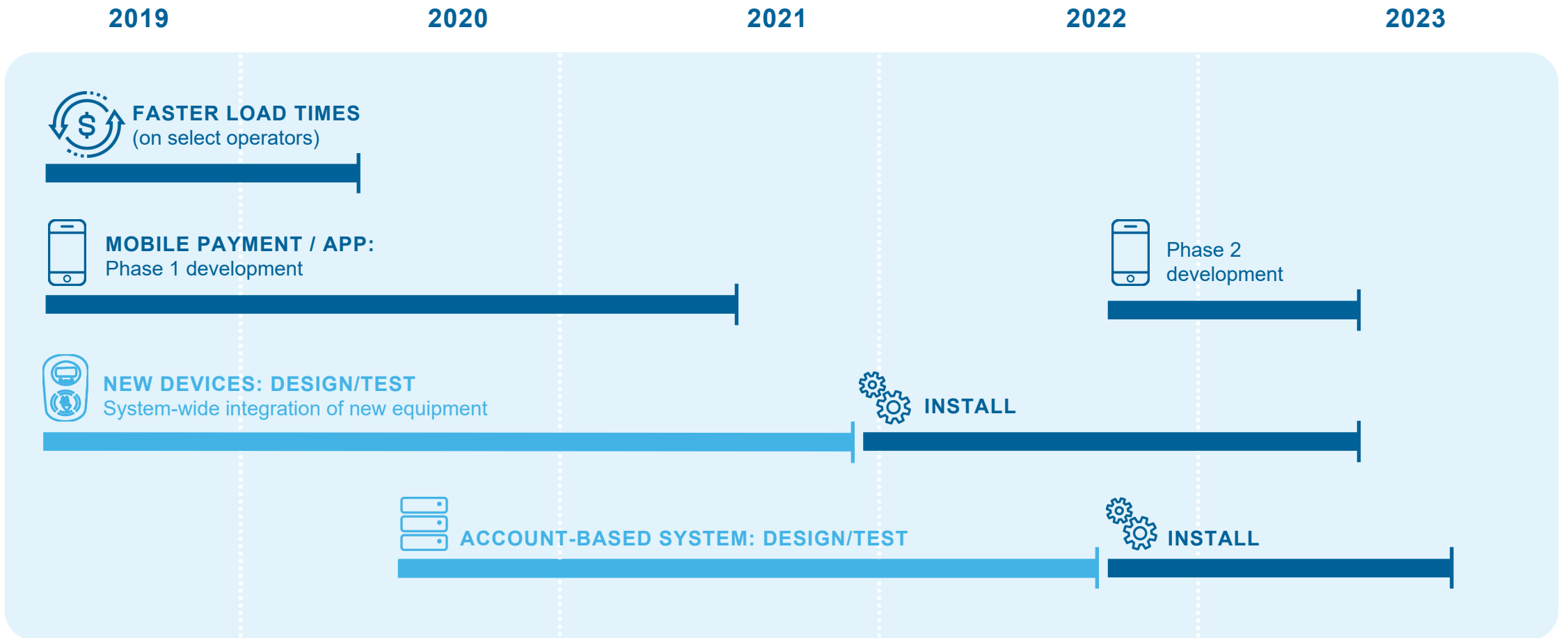


Benefits of the Next Generation Clipper System

- More Options
 - Mobile Clipper cards on your phone
 - Contactless credit / debit cards
 - Mobile ticketing and promotional fares
- Added Features
 - Instant value from online and phone orders
 - Support for fare capping, new fare categories (means-based), transfers, and products (i.e. summer youth pass, etc.)
 - Improved online account management and customer service channels
- Integration Opportunities
 - Paratransit and transit parking
 - Bike sharing and lockers



Timeline



All Trains 



**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Executive Director

FROM: April Chan
Acting Deputy General Manager

SUBJECT: **Adopt Overall Disadvantaged Business Enterprise Goal for Federal Fiscal
Years 2023-2025 for Federal Transit Administration-Assisted Projects**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Adopt a three-year overall disadvantaged business enterprise (DBE) goal of 13.58% for Federal Transit Administration (FTA)-assisted contracts for Federal Fiscal Years (FFY) 2023-25, in accordance with the regulations issued by the U.S. Department of Transportation (DOT).
2. Direct the Acting Executive Director or designee to submit the overall goal and related materials to the FTA by October 1, 2022.

SIGNIFICANCE

DOT regulations, found in Title 49 of the Code of Federal Regulations Part 26, require FTA grantees to establish a DBE Program and three-year DBE goals for all projects receiving FTA assistance. The FFY 2020-2022 DBE goal is set to expire on September 30, 2022, following the expiration of an extension approved by the FTA on May 19, 2022.

BUDGET IMPACT

The proposed DBE Program revisions will have no impact on the budget.

BACKGROUND

DOT regulations require that recipients of federal financial assistance evaluate and adopt an overall goal covering three federal fiscal years for DBE participation in federally-assisted contracts awarded by the JPB. DOT regulations prescribe a methodology for setting these overall goals

based on the availability of ready, willing, and able DBEs in particular trades in the recipient's market area for contracts that will be awarded or underway during the three-year period. The last DBE overall goal adopted by the JPB in September 2019 was 13.5%, covering federal FFY 2020-2022 with race/gender conscious means at 7% and race/gender neutral means at 6.5%. This overall goal was achieved in 2020 (18.6%), but not in 2021 (12.75%) or 2022 (12.2%)¹. The JPB attained these results primarily through race/gender neutral means and completed a large volume of construction projects during this time.

Title 49 CFR Part 26.51 requires that recipients meet the maximum feasible portion of their overall goal by using race/gender neutral means of facilitating DBE participation. In FFY 2020-2022, the JPB missed its goals by 0.50% in 2021 and 0.80% in 2022. The JPB used race/gender neutral means such as small business preference and outreach to small businesses to increase DBE participation in order to try to meet its goals. However, if the agency has been unable to meet goals using race/gender neutral means, the Department of Transportation recommends relying exclusively on race/gender-conscious means to meet the goal for the upcoming year.² This includes imposing contract specific DBE goals on FTA assisted contracts that have subcontracting possibilities.

Staff contracted with a consulting firm, Goodwille Pierre LLC ("Consultant"), to advise on the formulation of the FY 2023-2025 Goal. Beginning in June 2022, staff began collecting information regarding anticipated federally funded projects in order to support the analysis needed to determine the DBE goal. For the next three federal fiscal years, the JPB expects to expend approximately \$33 million in federal funds for construction, engineering, and rail development programs.

The list of projects for the next three years includes scopes of work with little DBE availability. As compared to FFY 2020-2022, less construction is anticipated for FFY 2023-2025. Historically, construction projects offer significant DBE opportunities. In addition, 30% of the anticipated expenditures involve rail development purchases, which offer fewer DBE opportunities, and approximately 13% of the funding will be used for work performed internally.

With the support of the Consultant, the JPB determined the proposed overall DBE goal through a two-step process in accordance with FTA Regulations. In Step One, the Consultant determined a Base Figure of relative availability of "ready, willing, and able" DBEs in the JPB's geographic market area (San Francisco, San Mateo, and Santa Clara counties) in all work categories for each federally assisted projected anticipated in FFY 2023-2025. Data sources used to calculate the relative DBE availability included the Census Bureau's County Business Pattern Database and Actual DBE Participation in Past Race/Gender Neutral District Contracts. The base figure achieved was 1.82%.

In Step Two, the Consultant examined all other evidence available in the JPB's jurisdiction such as past participation to determine what adjustments to the Step One Base Figure were necessary. An adjusted average was calculated using the median of actual DBE participation over the past

¹ Reported for FY2022 Semiannual report. Year end report will not be available until December 2022.

² <https://www.transportation.gov/osdbu/disadvantaged-business-enterprise/tips-goal-setting-disadvantaged-business-enterprise>

six years (11.35%) and the calculated base figure in Step 1 (1.82%) resulting in a weighted base figure of 6.58%.³

Initially, Staff and Consultant proposed 6.58% as the FFYs 2023-2025 goal to be achieved exclusively through race/gender conscious means. In response to feedback received at the Finance Committee meeting on August 22, 2022, Staff considered DBE goals set by other transit agencies and the 2018 disparity study used in the FFY 2020-2022 DBE goal methodology. Based on this additional information, Staff determined that a proposed goal of 13.58% could be achieved by using both race/gender neutral (7%) and race/gender conscious means (6.58%). Staff considered the following factors in reaching this recommendation:

1. Majority of FFYs 2023-2025 Goal to be reached by Race/Gender Neutral Means: In alignment with Title 49 CFR Part 26.51, the JPB will see to reach a race/gender neutral goal of 7% through a combination of DBE business outreach and small business preference. In FFYs 2020-2022, these means alone were successful in reaching a majority of the DBE goal. It will also be important for the JPB continue to promote opportunities and engage small businesses in DBE participation using a combination of means.
2. Support of Race Conscious Means: The 2018 disparity study concluded that there are statistically significant findings of disparity among disadvantaged groups, indicating that there remain effects of discrimination in the transportation contracting marketplace. These finding support the use of race/gender conscious remedies, when necessary to ensure DBE inclusion in federally assisted contracts. Between FFY 2017-2022, the JPB did not use race/gender conscious means to a significant extent. The JPB intends to continue to use DBE contract goals for construction contracts, but will strive to maximize DBE participation by increasing contract goals where feasible and by re-introducing contract goals in FTA assisted work directives in professional contracts.
3. Unbundling of Large Contracts/Monitoring of Non-DBE Primes: The list of projects for the next three years includes scopes of work with little DBE availability. To achieve a 13.58% goal, JPB staff will consider unbundling larger contracts to allow for more DBE prime contractors and using more aggressive monitoring non-DBE prime contractors to facilitate the participation of more DBE subcontractors.
4. Public Input: On August 12, 2022, JPB staff and Consultant conducted a virtual stakeholder meeting for public consultation on the DBE goal methodology. Approximately 30 participants attended. Invitations were sent to all DBEs from the California Unified Certification Program (CUCP) as well as non-DBEs, majority business owners, minority business owners, women owners, advocacy, general contractor, professional service, trade association groups, community organizations, and other officials or organizations which could be expected to have information concerning: 1) the availability of disadvantaged and non-disadvantaged businesses; 2) the effects of discrimination on opportunities for DBEs; and 3) JPB's efforts to establish a level playing field for the participation of DBEs. Most of the participants' questions and comments related to the type of work available and certification. However, one participant observed that in

³ <https://www.transportation.gov/osdbu/disadvantaged-business-enterprise/tips-goal-setting-disadvantaged-business-enterprise>

previous bids, most of the projects were given to large engineering and construction firms.

Given that the JPB has not been successful historically in accomplishing its goal, to achieve the 13.58% goal, JPB staff intend to increase efforts for DBE outreach, DBE certification, and recruiting potential DBEs to participate in projects. As a member of the CUCP, the JPB is committed to working with other agencies to level the playing field and improve business opportunities for DBEs.

Staff submits this amended proposed goal to be considered by the Board on September 1, 2022. With the Board's approval, the proposed overall goal federal FY 2023-2025 will be submitted for approval by the FTA. The deadline for submittal of the new proposed overall goal to the FTA is October 1, 2022.

Prepared By: Wendy Lau Office of Civil Rights, Manager 650.622.7864

Resolution No. 2022 –

**Board Of Directors, Peninsula Corridor Joint Powers Board
State Of California**

* * *

**Adopting a 13.58 Percent Overall Disadvantaged Business Enterprise Goal
for Federal Fiscal Years 2023 - 2025 for
Federal Transit Administration-Assisted Projects**

WHEREAS, the United States Department of Transportation (DOT) regulations pertaining to the Disadvantaged Business Enterprise (DBE) Program, 49 CFR Part 26 (Regulations), require that recipients of DOT financial assistance establish an overall goal for DBE participation in federally-assisted contracts every three fiscal years for each operating administration from which the recipient receives financial assistance; and

WHEREAS, the Regulations prescribe a methodology for setting overall goals based on the availability of ready, willing and able DBEs in particular trades in the relevant market area; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) receives financial assistance from the Federal Transit Administration (FTA); and

WHEREAS, pursuant to the methodology set forth in the Regulations, staff has proposed a DBE utilization goal of 13.58 percent of contract dollars for FTA-assisted contracts for Federal Fiscal Years (FFY) 2023 - 2025; and

WHEREAS, the JPB may use combination of race/gender neutral and race/gender conscious means to meet its DBE overall goals; and

WHEREAS, the JPB did not meet its DBE overall goals for FFYs 2021 and 2022 using only race/gender neutral means; and

WHEREAS, staff proposes the utilization of race/ gender neutral means of 7 percent and race-conscious means of 6.58 percent; and

WHEREAS, on August 12, 2022 the JPB participated in direct consultation with DBE contractors, trade associations, and interested members of the public regarding the goal setting process; and

WHEREAS, the proposed overall goal was published on the JPB's website on August 29, 2022 for public comment; and

WHEREAS, the proposed goal will continue to be published in JPB's website upon submission of the DBE Goal to the FTA on October 1,2022; and

WHEREAS, the Finance Committee recommends, and the Staff Coordinating Council concurs, that the Board of Directors adopt the proposed 13.58 percent DBE overall goal for FTA funds for FFY 2023-2025, in accordance with the methodology set forth in the Regulations, with 7.0 percent to be achieved through race/gender neutral means and 6.58 percent to be achieved using race-conscious means and direct the Acting Executive Director or designee to submit the proposed DBE overall goal and related material to the FTA by October 1, 2022.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Peninsula Corridor Joint Powers Board finds the federal Fiscal Years 2023 - 2025 DBE overall goal of 13.58 percent, to be achieved using race-conscious means, is appropriate; and

BE IT FURTHER RESOLVED the Board of Directors adopts the DBE overall goal set forth above for FFY 2023– 2025 applicable to FTA-assisted contracts; and

BE IT FURTHER RESOLVED the Board of Directors directs the Acting Executive Director or designee to submit the DBE overall goal for FFY 2023 - 2025 to the FTA by October 1, 2022.

Regularly passed and adopted this 1st day of September, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board
Through: Michelle Bouchard, Acting Executive Director
From: Sam Sargent, Director, Strategy and Policy
Subject: **Metropolitan Transportation Commission (MTC)/Regional Update**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

None

Significance

The Metropolitan Transportation Commission (MTC) provides planning, funding, coordination, and technical assistance to cities, counties, transit agencies, and other partners to bring the region together. The California Legislature created the MTC in 1970 to plan and provide a cohesive vision for the Bay Area's transportation system.

The Commission's scope over the years has expanded to address other regional issues, including housing and development. MTC is actively considering several key policy and funding decisions that affect Caltrain, and staff wants to ensure the Board is apprised of these decisions as well as other regional efforts.

Budget Impact

No budget impact.

Key Regional Items this Month

Network Management Business Case

Last September, the MTC Blue Ribbon Transit Recovery Task Force (Task Force) released the Bay Area Transit Transformational Action Plan, with 27 near-term actions to accelerate pandemic recovery and improve the regional transit network. Two Task Force actions called for the funding and completion of a Network Management Business Case (Business Case) analysis and the creation of a Business Case Advisory Group (Advisory Group).

The Advisory Group includes transit operator general managers, including Acting Executive Director Michelle Bouchard, and advocacy leaders. In June, the Advisory Group general manager subgroup met with MTC and consultant staff to identify functional areas to include in a future network management plan and elements of a long-term operating model framework. The functional areas discussed included governance and decisions rights, metrics and incentives, roles and structures, behaviors and culture, technology and tools, and core processes.

Based on general manager input at the June Advisory Group meeting, MTC and consultant staff adjusted the scope of the Business Case. The analysis will now focus on six representative areas, which were discussed at a second general managers workshop on August 11:

1. Wayfinding
2. Fare Integration Policy
3. Accessibility
4. Bus Transit Priority
5. Rail Network Management
6. Network Planning

The outcome of the analysis will be to establish the role of Regional Network Management in improving delivery of the six representative functions. The focus of the Business Case is now on what transit operators can do, what will have greater impact, and crafting an implementation plan for Regional Network Management that may involve more significant change in the future.

Acting Executive Director Bouchard and Caltrain senior staff are actively involved in the Business Case Analysis and development of recommendations. The Caltrain Business Plan and 2040 Service Plan, as well as the priorities of our Peninsula Corridor communities are a critical part of each Advisory Group and general manager conversation.

In September, the adjusted scope will be presented by MTC staff to the Advisory Group, with backup materials posted publicly on September 6. In the coming months, the Advisory Group will discuss the long-term operating model framework and make a recommendation for MTC Commission action no later than January 2023.

Regional Rail Partnership Study

Another near-term Task Force action is the delivery of a Rail Partnership and Governance Assessment, also known as the Regional Rail Partnerships Study (Study). The goal of the Study is to make recommendations on how regional rail agencies can better coordinate efficiently and effectively. The Study looks at three thematic areas:

1. Making Decisions for the Future of the Rail Network
2. Organizing Railway Capabilities in the Bay Area
3. Delivering Rail Mega Projects

MTC staff and consultants have convened a Technical Advisory Committee (TAC) and regularly briefed operator general managers on progress. To date, most of the discussions have focused on approaches to decision making, which has a major impact on future organizational and delivery approaches. At the August TAC meeting, MTC and consultant staff focused on operator-level, regional, and hybrid approaches to decision making. The focus on approaches allowed operator staff to walk through scenarios, thoughtfully weighing the challenges and opportunities to each approach.

The final Study report is being completed, with MTC staff presentations to their committees starting in October. The Study will inform the Business Case and Major Project Advancement Policy (MAP) initiative that the JPB received a briefing on in August. Caltrain staff will continue to actively participate in the Study effort to best represent the needs of Caltrain and the Corridor communities.

Monterey County Rail Extension Project Update (Salinas Extension)

In 2020, the JPB received the Gilroy-Salinas Feasibility Study (Feasibility Study), which explored the possibility of a service extension from Gilroy to Salinas. The Feasibility Study considered a near-term service scenario incorporating the current Tamien-to-Gilroy service and a long-term service scenario that assumes Caltrain-High Speed Rail Blended System service levels.

The Study was predicated on and guided by four principles, which Caltrain staff have used as a basis for all subsequent meetings with the Transportation Agency for Monterey County (TAMC):

1. Service must be cost-neutral for Caltrain
2. No changes to Caltrain mainline service
3. TAMC, working with the State, must address all risks and liabilities of the new services

4. No changes to the Caltrain Joint Powers Agreement (JPA) governance structure as a result of potential extended service to Salinas.

Importantly, the Study was informed by the 2018 California State Rail Plan, which identified the establishment of a regional rail network on the Central Coast with connections to Salinas and other cities in Monterey County as a critical component of statewide rail expansion. Additionally, the Salinas extension has been analyzed and/or recommended for advancement by the Caltrain Business Plan, Monterey Bay Area Network Integration Study, and Monterey County Rail Extension study.

Following the conclusion of the Study, TAMC has continued to lay the groundwork for a potential Salinas extension. In the September 1 JPB reading file is a letter from TAMC Executive Director Todd Muck, formally requesting that Caltrain enter into a Memorandum of Understanding (MOU) to further progress the Salinas extension concept and create a mechanism for reimbursement of Caltrain staff time for the work on this project.

TAMC has received a copy of Executive Director Muck's letter to the JPB and will discuss next steps at their September 28 board meeting. Caltrain staff will continue to brief the JPB and ensure that any work on an extension to Monterey County, beyond the three-county member agency region, follows the four principals of the Study. Most critically, that any extension of service be cost neutral to Caltrain and not impact current mainline rail service.

Prepared By: Sam Sargent

Caltrain, Director, Strategy and Policy

650-730-6223

Resolution No. 2022-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Hispanic Heritage Month

WHEREAS, from September 15, 2022, through October 15, 2022, the United States celebrates Hispanic Heritage Month; and

WHEREAS, Spanish explorers first reached the San Francisco Peninsula in 1769 and gave in the name that it is still known by; and

WHEREAS, Hispanic Americans have called the San Francisco Peninsula home for centuries and were instrumental in shaping the history and culture of the region; and

WHEREAS, Hispanic Americans have had a profound influence through a strong commitment to family, faith, and community, an enduring work ethic and their many contributions to society; and

WHEREAS, many Hispanic Americans are regular Caltrain riders, with a survey from 2020 indicating that 26% of Caltrain riders are of Hispanic origin; and

WHEREAS, Caltrain prides itself as a system that is open and welcoming to everyone; and

WHEREAS, access to transportation is a fundamental civil right, that allows individuals to move freely and communities to grow and thrive, which therefore must be provided to everyone in a just and equitable manner; and

WHEREAS, the Peninsula will continue to grow as a vibrant, multicultural community, and that the history and culture of all peoples that live in it should be honored and celebrated; and

WHEREAS, as the primary transit connection serving the Peninsula, it is fitting that Caltrain recognize the diverse population that it serves every day; and

NOW, THEREFORE, BE IT RESOLVED that the Caltrain Board of Directors does hereby recognize Hispanic Heritage Month and celebrate the Hispanic heritage and culture of Latinos in the United States and the immense contributions of Latinos to our members of the Latinx community.

Regularly passed and adopted this first day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board
Through: Michelle Bouchard
Acting Executive Director
From: Casey Fromson
Chief Communications Officer
Subject: **Proclamation Declaring September Railroad Safety & Suicide
Prevention Month**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

Staff Coordinating Council (SCC) recommends the Board adopt the proclamation designating September as “Railroad Safety & Suicide Prevention Month.”

Significance

The proclamation for “Railroad Safety & Suicide Prevention Month” reaffirms the JPB’s commitment to provide safe and efficient train service between San Francisco and Gilroy. It is an opportunity to highlight the promotion and advancement of safety and prevention on the right of way through enhanced safety measures and increased public awareness. Safety is a clear priority for the rail agency. Unfortunately, approximately 70% of the deaths occurring on the Caltrain corridor are ruled suicides. In an effort to try to prevent suicides, Caltrain coordinates with regional mental health, and suicide prevention and awareness organizations to help eliminate the stigma associated with seeking help for depression or mental illness. In addition, Caltrain is committed to examining other ways in which Caltrain can help prevent suicides on the right of way.

During September, Caltrain will be pushing out rail safety messaging through the website and news media to ensure our riders, residents and other stakeholders are aware of how to stay safe while walking or driving near the train tracks or visiting one of our many stations. Caltrain will also be debuting a new national rail safety PSA, in partnership with Operations Lifesaver, called *Stop Track Tragedies*, in addition to promoting rail safety and suicide prevention messaging on our various social media platforms throughout the month, using **#CaltrainSafe** and **#railsafety**.

During the month of September, Caltrain and Transit America Services, Inc. (TASI) staff will be involved in several activities including a Rail Safety Blitz onboard trains and at grade crossings,

and giving rail safety and suicide prevention presentations to Caltrain's Citizens Advisory Committee (CAC) and Bicycle and Active Transportation Advisory Committee (BATAC).

This year to date, Caltrain has experienced approximately 10 incidents along the rail corridor, including both pedestrian fatalities and fatal vehicle strikes. The proclamation reiterates the three E's (Education, Engineering and Enforcement) of our ongoing "Don't Shortcut Life" rail safety campaign, in partnership with California Operation Lifesaver (CAOL) and National Operation Lifesaver (OLI), who is celebrating their 50th Anniversary this year.

Also during the month of September, Caltrain will be recognizing National Suicide Prevention Month as part of this effort by participating in social media campaigns with local mental and behavioral health organizations, including the San Mateo County Suicide Prevention Committee, Santa Clara County Suicide Prevention Advisory Committee, Project Safety Net and Crisis Text Line. Caltrain staff is planning to host a webinar for staff called *Be Sensitive, Be Brave*, which infuses culture and diversity in workshops focusing on mental health and suicide prevention.

Budget Impact

There is no impact on the budget.

Background

Since September 2009, Caltrain has been participating in CAOL's annual Rail Safety Month. CAOL is a nonprofit public safety organization committed to reducing the number of tragic incidents at highway-rail grade crossing intersections and trespassing at railroad rights-of-way.

As a member and community partner of CAOL, Caltrain staff makes year-round, free rail safety presentations to all age groups by educating the community on the three E's of rail safety – Education, Engineering and Enforcement.

Prepared By: Tasha Bartholomew Manager, Communications 650.508.7927

Proclamation on

IN HONOR OF RAILROAD SAFETY & SUICIDE PREVENTION MONTH

WHEREAS, Caltrain operates 104 weekday trains between San Francisco and Gilroy, serving the Peninsula Rail Corridor, and the communities of San Francisco, San Mateo and Santa Clara counties; and

WHEREAS, safety on the Caltrain right of way has been and remains a continuing priority along a rail system that traverses several communities and includes more than 50 at-grade public vehicular and pedestrian crossings; and

WHEREAS, the Peninsula Corridor Joint Powers Board works continuously with essential partners, including the Federal Railroad Administration, California Department of Transportation, California Public Utilities Commission and California Operation Lifesaver to improve railroad safety, to prevent accidents and to educate the public about safety around railroad tracks; and

WHEREAS, trains have become a routine part of daily life for many in this region, but it only takes a split second for someone to drop their guard and tragedy can strike. Typical Caltrain trains can take almost a mile to stop, even when emergency brakes are applied; and

WHEREAS, safety is a clear priority for the rail agency; and

WHEREAS, unfortunately, approximately 70% of the deaths occurring on railroad tracks are ruled suicides; and

WHEREAS, suicide is a public health issue with which Caltrain is all too familiar. Every death by suicide on the rails impacts hundreds of people, including loved ones, Caltrain riders and staff onboard the train, as well as passengers at station platforms; and

WHEREAS, Caltrain partners with local public health agencies to publicize resources available for individuals in crisis in an effort to reduce deaths by suicide on the rails; and

WHEREAS, Caltrain is committed to exploring opportunities to help reduce the number of suicides along the right of way; and

THEREFORE, BE IT RESOLVED, that the Peninsula Corridor Joint Powers Board (Caltrain), in support of safety efforts locally, regionally, and statewide, joins in proclaiming September as "Railroad Safety & Suicide Prevention Month" and commends local, State, and Federal officials, industry, and citizen efforts to improve railroad safety.



Chair, Peninsula Corridor Joint Powers Board

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board
Through: Michelle Bouchard, Acting Executive Director
From: Robert Barnard, Deputy Chief, Rail Development
Subject: **Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2022**



Finance Committee
Recommendation



Work Program-
Legislative-Planning
Committee
Recommendation



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

Action

Staff Coordinating Council recommends the Board receives the Capital Projects Quarterly Status Report. The report is in the following link:

<https://www.caltrain.com/about-caltrain/statistics-reports/quarterly-capital-program-status-report>

Significance

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

Budget Impact

There is no impact on the budget.

Background

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared By: Robert Cheung Deputy Director, Project Controls (650) 730-0296



Capital Program

Quarterly Status Report and DBE Status Report



4th Quarter Fiscal Year 2022 (April to June 2022)

Prepared for the September 01, 2022 Caltrain Board Meeting

Projects in Focus

Concerning (projects with red status lights)

1. 002080 - Marin and Napoleon Bridge Replacement Project

- **Schedule:** The original contract bid quantities were exceeded and a Contract Change Order to adjust them has been approved. Project is near completion and will not seek for a schedule re-baseline.

2. 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. Will request rebaseline when the project goes to the Management Committee for the next phase. The date to submit the request is still TBD.

3. 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 negotiated with the best proposer in August 2022.

4. 100410 - Whipple Avenue Grade Separation Study

- **Schedule:** Project schedule 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. Work towards additional targeted public outreach commenced in December 2021 with outreach activities originally anticipated to conclude in March 2022. However, the project schedule was adjusted due to project complexities, which includes additional internal working meetings and resourcing. Community outreach preparation and training was completed and outreach activities were concluded in June 2022. It is still TBD when the project goes to the Management Committee to request a rebaseline.

5. 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 7/31/2022. Project Manager to request schedule re-baseline at July 2022 Management Committee meeting.

6. 100482 - Rengstorff Grade Separation

- **Schedule:** 35% design submittal delayed due to additional geotechnical investigation, traffic studies and revised geometric design, delaying the consultant's change order approval, and additional county's comments and mitigations. Schedule will be re-baselined after 10/6/22, 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. Currently, the MOU is being reviewed by our Legal Counsel and Senior Management.

7. 100566 - San Mateo Grade Crossing Improvements

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

8. 100684 - Mini High Platforms

- **Schedule/Funding:** The Project needs to access the funding from PCEP to get started on design. It is the intention to still meet the overall project schedule.

9. 100667 - Bernardo Avenue Undercrossing

- **Schedule:** The schedule has been delayed due to the extensive analysis and review of the concept alternatives provided by the City to help them decide the path forward. The City has decided to move ahead with the preparation of 35% plans using their consultant. The schedule will be fine-tuned and submitted to management committee for re-baseline.

10. Verizon Sink Hole Repair San Jose

- **Schedule:** Project Schedule is extended due to delay in Agreements between the parties. Request the Management Committee to rebaseline the schedule. The date to submit the request is August 2022.

11. Predictive Arrival/Departure System (PADS) Replacement

- **Schedule:** Project schedule extended due to the delay in procurement process of bringing a consultant on board to assist in developing the PADS RFP. Revise schedule and budget for review in the Aug Mgmt. Committee meeting.

Watching (projects with yellow status lights)**1. 002113 - Guadalupe River Bridges Replacement and Extension**

- **Funding:** Identified sources of funds that cover 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 July 2022.

2. 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 and monitoring of the bridge.

3. 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.

4. 100676 - San Mateo Replacement Parking Track




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

5. 100449 - Next Generation Visual Messaging Sign (VMS)

- **Schedule:** The COVID-19 delayed field verification of sign mounting at 5 stations. Schedule field verification when impacted person is available. The schedule will be re-baselined at Aug Mgmt. Committee meeting.

Performance Summary

Table S1. Projects in each status light by performance category

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	63.6%	100.0%	84.8%
 Yellow	0.0%	3.0%	0.0%	12.1%
 Red	0.0%	33.3%	0.0%	3.0%

(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	11	33.3%
Improved	7	58.3%
Got worse	3	25.0%
Stayed the same (except all green)	12	36.4%
Total Projects	33	

Table S3. Individual Projects

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q3	Q4	Q3	Q4	Q3	Q4	Q3	Q4	
CONSTRUCTION/IMPLEMENTATION										
Grade Separations										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	7
Stations										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	13
ROW Communications & Signals										
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	20
Fare Collection										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	25
Miscellaneous										
100430	CCF BCCF Virtualization	●	●	●	●	●	●	●	●	31
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	35
DESIGN (includes Preliminary and Final Design, and Procurement)										
Grade Separations										
002152	South Linden & Scott Grade Separation	●	●	●	●	●	●	●	●	40
100244	Burlingame Broadway Grade Separation	●	●	●	●	●	●	●	●	43
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	47
100617	Mountain View Transit Center Grade Separation & Access Project	●	●	●	●	●	●	●	●	51
ROW Bridges										
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	56
100427	San Francisquito Creek Bridge Replacement	●	●	●	●	●	●	●	●	61
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	65
ROW Grade Crossings										
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	70
100522	Watkins Ave Grade Crossing Safety Improvements	●	●	●	●	●	●	●	●	73
100563	FY21-22 Grade Crossing Improvements		●		●		●		●	76
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	79
ROW Communications & Signals										
100403	Broadband Wireless Communications System	●	●	●	●	●	●	●	●	83
100432	Migration to Digital Voice Radio System	●	●	●	●	●	●	●	●	87
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	89
100572	Communication System SOGR	●	●	●	●	●	●	●	●	92
100614	Predictive Arrival/Departure System (PADS) Replacement	●	●	●	●	●	●	●	●	95
100616	Caltrain Fiber Connectivity to Passenger Stations and Digital Voice	●	●	●	●	●	●	●	●	98
Fare Collection										
100574	Clipper Next Generation Validators Site Preparations	●	●	●	●	●	●	●	●	102
Miscellaneous										
100676	San Mateo Replacement Parking Track	●	●	●	●	●	●	●	●	107
100684	Mini-High Platforms		●		●		●		●	110

Table S3. Individual Projects (Continued)

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q3	Q4	Q3	Q4	Q3	Q4	Q3	Q4	
PLANNING (includes Initiation and Design to 15%)										
Grade Separations										
100410	Whipple Avenue Grade Separation Study	NA		●	●	●	●	●	●	114
100667	Bernardo Avenue Undercrossing	NA		●	●	●	●	●	●	116
100668	Sunnyvale Grade Separation	NA		NA	NA	NA	NA	NA	NA	119
100686	Middle Avenue Undercrossing	NA		NA	NA	NA	NA	NA	NA	120
Miscellaneous										
100564	Enterprise Asset Management (EAM) Software System	NA		●	●	●	●	●	●	123
100565	Update and Upgrade GIS System	NA		●	●	●	●	●	●	126
100685	Verizon Sink Hole Repair San Jose	NA			●		●		●	130
100687	Downtown Rail Extension (DTX)	NA			●		●		●	133
CLOSEOUT (includes Start-up/Turnover and Closeout)										
ROW Bridges										
002080	Marin and Napoleon Bridge Replacement	●	●	●	●	●	●	●	●	137

CONSTRUCTION / IMPLEMENTATION
Grade Separations









25th Avenue Grade Separation

Project No.

002088

Table 1. Status Summary and Total Project Performance

Project Phase: 6 - Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.25%	0.00%	99.80%

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

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	05/15/22	05/15/22	0	0
Gate 6 - Substantial Completion	07/31/22	07/31/22	0	0
Gate 7 - Startup/Turnover	11/01/22	11/01/22	0	0
Gate 8 - Project Closeout	01/31/23	01/31/23	0	0

25th Avenue Grade Separation

Project No.

002088

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	2,025	5,876	7,901	7,901	0	0.0%
Environmental	1200	385	352	737	737	0	0.0%
Real Estate	2100		8,984	8,984	8,984	0	0.0%
Utilities Relocations	2200		24,395	24,395	24,395	0	0.0%
Const./Impl. Contracts	3100		117,300	117,300	117,300	0	0.0%
Construction Management	4100		13,358	13,358	13,358	0	0.0%
Design Support During Const.	4200		5,756	5,756	5,756	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	2,296	3,287	3,287	0	0.0%
Project Management	5100	585	6,667	7,252	7,252	0	0.0%
Project & Document Control	5200	80	1,884	1,964	1,964	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	748	766	766	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		86	86	86	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		1,309	1,309	1,309	0	0.0%
Equip./Material Purchases	6100		134	134	134	0	0.0%
CalMod Program	7100			0	0	0	
Oper. Support	8100	45	7,949	7,994	7,994	0	0.0%
Subtotals	NA	4,128	197,333	201,461	201,461	0	0.0%
Unknown Risks	NA	NA	NA	NA	0	394	100.0%
Unallocated Contingency	9900	372	22	394	NA		
Grand Totals	NA	4,500	197,355	201,855	201,461	394	0.2%
(*) ICAP already included in totals above			4,940	4,940	4,940	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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
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
AT&T Settlement.	JPB Working on to send a letter to AT&T.	JPB is proposing a settlement to AT&T.	9/1/2022
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.	Parties have agreed on a settlement. Team is working on approval.	9/15/2022
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.	10/31/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Working on the Global Settlement.
2. Finishing all the project work.

NEXT KEY ACTIVITIES (top 5)

1. Present and seek approval for the Global Settlement at the September Board.
2. Close out contract.

PROJECT NOTES

1. Budget remains extremely tight.
2. A global settlement has been agreed with the contractor and got approval by the Contract Change Committee (CCC) in July 2022 and then by board in September 2022.

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









CONSTRUCTION / IMPLEMENTATION
Stations

South San Francisco Station Improvement Project

Project No. 002146

Table 1. Status Summary and Total Project Performance

Project Phase: 6 - Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
98.8%	0.00%	99%

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)	Δ 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
LNTP	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
Substantial Completion	11/30/21	11/30/21	0	0
Station Opening	01/10/22	01/13/22	-3	0
Gate 6 - Substantial Completion	02/28/22	07/31/22	-153	-153
Gate 7 - Start-Up/Turnover Complete	07/31/22	07/31/22	0	0
Gate 8 - Project Closeout Complete	03/31/22	10/31/22	-214	-61

South San Francisco Station Improvement Project

Project No. 002146

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	3,127	-457	2,670	2,670	0	0.0%
Environmental	1200	100	0	100	100	0	0.0%
Real Estate	2100	0	220	220	220	0	0.0%
Utilities Relocations	2200	200	6,020	6,220	6,220	0	0.0%
Const./Impl. Contracts	3100	37,000	23,210	60,210	60,210	0	0.0%
Construction Management	4100	3,323	9,358	12,681	12,681	0	0.0%
Design Support During Const.	4200	1,109	0	1,109	1,109	0	0.0%
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	0	0	0	0	0.0%
Project Management	5100	2,664	5,282	7,946	7,946	0	0.0%
Project & Document Control	5200	126	0	126	126	0	0.0%
Finance/Accounting	5300	63	0	63	63	0	0.0%
Contracts & Procurement	5400	116	0	116	116	0	0.0%
Legal	5500	50	0	50	50	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	0	0	0	0	
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	
Equip./Material Purchases	6100	0	155	155	155	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,454	4,110	4,110	0	0.0%
Subtotals	NA	49,533	46,242	95,775	95,775	0	0.0%
Unknown Risks	NA	NA	NA	NA		825	100.0%
Unallocated Contingency	9900	6,767	-5,942	825	NA		
ICAP			1,612	1,612		1,612	100.0%
Grand Totals	NA	56,300	40,300	96,600	95,775	1,612	1.7%

(*) ICAP already included in totals above	2,681	1,919	4,600	4,561	39	0.9%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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. Stainless steel paneling for underpass wall	Hubert Chan ----- issued field instruction to PMI based on 50/50 cost sharing. Contractor has placed order for stainless steel	Install stainless steel paneling for underpass wall to cover water leak stains as warranty work.	7/31/2022
2. Fire Suppression System (need to install a new fire hydrant to support existing fire suppression system)	Hubert Chan ----- Agreement was made with the City of SSF Fire Department to relocate dry hose connection. A new fire hydrant will not be needed. PMI has declined this extra work. Seeking new contractor to perform the work.	Relocate dry hose connection.	7/31/2022

South San Francisco Station Improvement Project

Project No. **002146**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Contractor continued punch list work.
2. Poletti Way: The City programmed the ped traffic light. The ped traffic light is in service.
3. Completed negotiation with PMI on all outstanding change orders including underpass paneling. Agreed to 50/50 cost sharing.
4. Began preparing project as-builts.

NEXT KEY ACTIVITIES (top 5)

1. Contractor to complete punch list work.
2. Complete lessons learned session and revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.
3. Complete project as-builts.

PROJECT NOTES

PROJECT PHOTOS



Photo 1 - Shelter with ticket machine



Photo 2 - Ramp 3

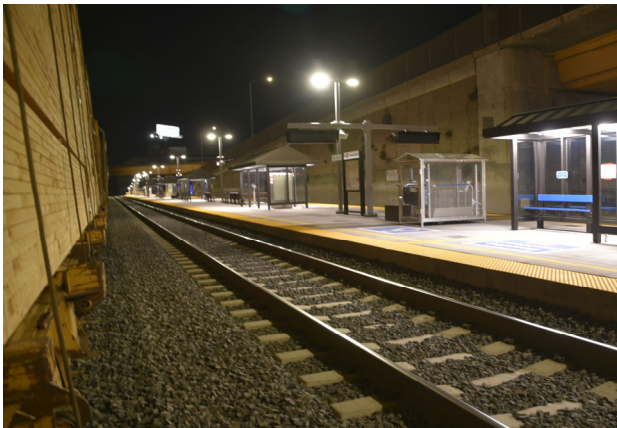


Photo 3 - New platform looking south



Photo 4 - New platform signage

**CONSTRUCTION / IMPLEMENTATION
ROW Communications & Signals**

Mary Avenue Traffic Signal Preemption

Project No. 100278

Table 1. Status Summary and Total Project Performance

Project Phase: 6 - Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
96.09%	0.00%	52%

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	06/30/22	06/30/22	0	0
Substantial Completion	06/30/22	06/30/22	0	0
Gate 7 - Start up/Turnover	10/30/22	10/30/22	0	0
Gate 8 - Project Closeout	12/31/22	12/31/22	0	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	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C = A+B)	(D)	(E = C-D)	(F = E/C)
Planning & Engineering	1100	200	-48	152	152	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200			0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	599	-599	0	0	0	0.0%
Construction Management	4100	225	-225	0	0	0	0.0%
Design Support During Const.	4200	25	-25	0	0	0	0.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000		2	2	2	0	0.0%
Project Management	5100	799	-244	555	555	0	0.0%
Project & Document Control	5200	200	-108	92	92	0	0.0%
Finance/Accounting	5300	50		50	50	0	0.0%
Contracts & Procurement	5400	125	-110	15	15	0	0.0%
Legal	5500	50	-42	8	8	0	0.0%
Information Technology	5600			0	0	0	
Communications/P. Relations	5700		5	5	5	0	0.0%
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900		5	5	5	0	0.0%
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	699		699	699	0	0.0%
Subtotals	NA	2,970	-1,388	1,582	1,582	0	0.0%
Unknown Risks	NA	NA	NA	NA	50	1,493	96.8%
Unallocated Contingency	9900	155	1,388	1,543	NA		
Grand Totals	NA	3,125	0	3,125	1,632	1,493	47.8%

(*) ICAP already included in totals above 247 0 247 247 0 0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
Caltrans Sec 130 Agmt #75LX315	State	3,125		3,125	3,125	0
Totals		3,125	0	3,125	3,125	0

Mary Avenue Traffic Signal Preemption

Project No. **100278**

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	Frequent meetings and communications about the city's installation schedule. Continue additional testing with City.	\$ -	Med
	The installation is completed on April 23, 2022. Testing encountered some issues which need additional testing.		90	

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	None.	6/30/2022
	Closed - The City received the delivery of the interconnect cable and completed the installation on April 23, 2022. Testing encountered some issue with the city's traffic controller. The railroad advance signal preemption is working as intended.		

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. The city of Sunnyvale tested their advance signal preemption circuit and corrected an issue with their circuit board.
2. Additional testing was done for the advance signal preemption between JPB and the city of Sunnyvale. Found the railroad advance signal preemption is working as intended. The city needs to modify their traffic controller to deal with maintenance equipment on the tracks.

NEXT KEY ACTIVITIES (top 5)

1. Begin to close out project.
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.

Mary Avenue Traffic Signal Preemption

Project No. 100278

PROJECT PHOTOS



Photo 1 - New advance signal preemption equipment



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

CONSTRUCTION / IMPLEMENTATION
Fare Collection

Ticket Vending Machines (TVM) Rehab

Project No. **100240**

Table 1. Status Summary and Total Project Performance

Project Phase: **6 - Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
63.43%	15.08%	100%

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 be upgraded at the stations "Complete".

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

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 Act. 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
LNTP	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	05/24/22	-84	7
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
Gate 7 - Start-Up/Turnover Complete	06/30/23	06/30/23	0	0
Gate 8 - Project Closeout	09/30/23	09/30/23	0	0

Ticket Vending Machines (TVM) Rehab

Project No. 100240

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100			0		0	
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	3,288		3,288	3,288	0	0.0%
Construction Management	4100			0	0	0	
Design Support During Const.	4200			0	0	0	
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000			0	0	0	
Project Management	5100	270		270	270	0	0.0%
Project & Document Control	5200	160		160	160	0	0.0%
Finance/Accounting	5300	20		20	20	0	0.0%
Contracts & Procurement	5400	47		47	47	0	0.0%
Legal	5500	11		11	11	0	0.0%
Information Technology	5600			0	0	0	
Communications/P. Relations	5700			0	0	0	
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	40		40	40	0	0.0%
Subtotals	NA	3,836	0	3,836	3,836	0	0.0%
Unknown Risks	NA	NA	NA	NA	56		
Unallocated Contingency	9900	56		56	NA	0	0.0%
Grand Totals	NA	3,892	0	3,892	3,892	0	0.0%
(*) ICAP already included in totals above		271	0	271	271	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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	Mitigation	Impact Bud/Sched	Likelihood
None.		\$ -	

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

Issue Title	Responsibility Status	Action	Resolution Date
Manufacture Issue.	Robert Tam Resolved.	Ventek re-ordered and received the new door panels.	5/31/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Ventek completed all 21 TVMs for Phase 3 on May 24, 2022.
2. Ventek ordered all the necessary parts and materials for Phase 4 to upgrade 27 TVMs.
3. Ventek received the Clipper readers from MTC.

NEXT KEY ACTIVITIES (top 5)

1. Receive all the necessary parts and materials for Phase 4 to upgrade 27 TVMs.
2. Complete work for Phase 4.

PROJECT NOTES

None.

Ticket Vending Machines (TVM) Rehab

Project No. **100240**

PROJECT PHOTOS



Photo 1 - Palo Alto TVM 106

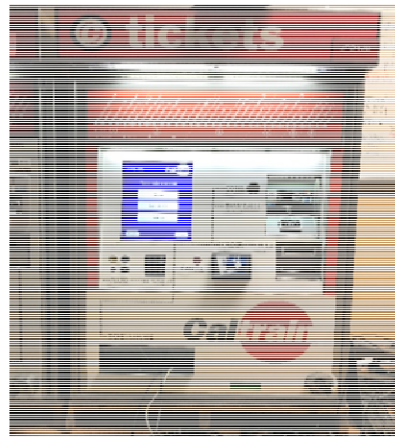


Photo 2 - Prototype TVM Door Graphics



Photo 3 - RWC TVM 65

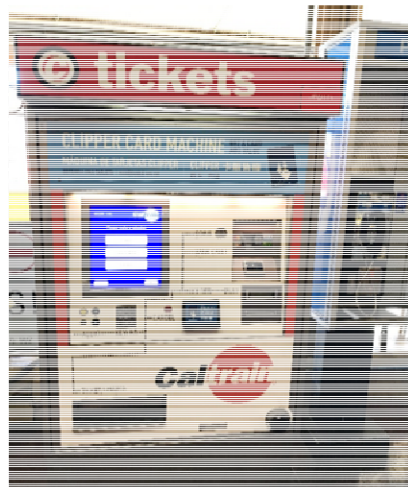


Photo 4 - San Jose

CONSTRUCTION / IMPLEMENTATION
Miscellaneous

CCF BCCF Virtualization

Project No. 100430

Table 1. Status Summary and Total Project Performance

Project Phase: **6 – Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
55.59%	4%	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

Project Manager: Michael Bartfeld
Principal Designer: TBD
Impl. Contractor: CDW Government, LLC

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)
Preliminary Engineering	07/06/21	07/06/21	0	0
Bid and award	12/15/21	12/15/21	0	0
Gate 6 – Substantial Completion	09/30/23	09/30/23	0	0
Gate 7 – Start-up/Turnover	09/30/23	09/30/23	0	0
Gate 8 – Closeout	12/31/23	12/31/23	0	0

CCF BCCF Virtualization

Project No. 100430

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	88		88	88	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200			0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	1,324		1,324	1,324	0	0.0%
Construction Management	4100			0	0	0	
Design Support During Const.	4200			0	0	0	
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000	193	295	488	488	0	0.0%
Project Management	5100	365	629	994	994	0	0.0%
Project & Document Control	5200	30	83	113	113	0	0.0%
Finance/Accounting	5300			0	0	0	
Contracts & Procurement	5400			0	0	0	
Legal	5500			0	0	0	
Information Technology	5600			0	0	0	
Communications/P. Relations	5700			0	0	0	
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100			0		0	
Subtotals	NA	2,000	1,007	3,007	3,007	0	0.0%
Unknown Risks	NA	NA	NA	NA	193	0	0.0%
Unallocated Contingency	9900		193	193	NA		
Grand Totals	NA	2,000	1,200	3,200	3,200	0	0.0%

(*) ICAP already included in totals above	97	53	150	150	0
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

CCF BCCF Virtualization

Project No. 100430

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original (A)	Changes (B)	Current (C=A+B)		
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		2,000	1,200	3,200	2,000	1,200

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

CCF BCCF Virtualization

Project No. **100430**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Migrated firewalls in San Jose and Menlo Park. Started Data migration; Continued data migration for BOS and ROCS.
2. Installed Cisco Nexus switches in San Jose and Menlo Park. Installed Dell VX-Rail and Cisco Nexus in San Jose and Menlo Park data centers.
2. Finished the configuration on VMware components (Stretched cluster creation).
3. Continued review on Cisco nexus switches/VxRail TS.
4. Continued Security design work.
5. Continued Domain transformation work.

NEXT KEY ACTIVITIES (top 5)

1. Continue data migration for BOS.
2. Continue data migration for ROCS.
3. Perform security assessment review and fix PAN Firewall.
4. Continue Security design work.
5. Continue Redundancy enhancement review(Nexus/VxRail).

PROJECT NOTES

None

Automatic Passenger Counters at San Francisco 4th & King Station

Project No. 100445

Table 1. Status Summary and Total Project Performance

Project Phase: 6 – Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.66%	0.66%	100%

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 July 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
Main Contract Award	02/03/21	02/03/21	0	0
Gate 6 - Substantial Completion	10/31/21	07/30/22	-272	0
Gate 7 - Start-Up / Turnover Complete	12/15/21	10/30/22	-319	0
Gate 8 - Project Closeout Complete	02/15/22	12/31/22	-319	0

Automatic Passenger Counters at San Francisco 4th & King Station

Project No. 100445

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100			0		0	
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	100		100	100	0	0.0%
Construction Management	4100	25		25	25	0	0.0%
Design Support During Const.	4200			0		0	
Testing & Commissioning	4300			0		0	
Agency/ODCs	5000			0		0	
Project Management	5100	100		100	100	0	0.0%
Project & Document Control	5200	30		30	30	0	0.0%
Finance/Accounting	5300			0		0	
Contracts & Procurement	5400	10		10	10	0	0.0%
Legal	5500	10		10	10	0	0.0%
Information Technology	5600			0		0	
Communications/P. Relations	5700			0		0	
Human Resources	5800			0		0	
Safety/Security & Risk Mgmt.	5900			0		0	
Equip./Material Purchases	6100			0		0	
CalMod Program	7100			0		0	
Oper. Support	8100	75		75	75	0	0.0%
Subtotals	NA	350	0	350	350	0	0.0%
Unknown Risks	NA	NA	NA	NA	50		
Unallocated Contingency	9900	50		50	NA	0	0.0%
Grand Totals	NA	400	0	400	400	0	0.0%
(*) ICAP already included in totals above		16	0	16	16	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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	400		400	400	0
Totals		400	0	400	400	0

Automatic Passenger Counters at San Francisco 4th & King Station

Project No. 100445

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.	Double check existing system that is awaiting the installation of server by Centum. Centum shall observe the opening of containers and installation of server by Morrow to eliminate any finger pointing issue on server.	\$ - ----- 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

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

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

KEY ACTIVITIES - Current Reporting Quarter

1. Centum confirmed change order.
2. Installed Server, received tablets.
3. The System has been commissioned.
4. The system is being validated.
5. Operations and IT have been trained on the maintenance and operation of the system.

NEXT KEY ACTIVITIES

1. Complete the as built drawing, close the document control step for the project.
2. Complete validation and roll to operations.
3. Leadership is sponsoring a change to the web interface to include counting passengers leaving the station on arriving trains.

PROJECT NOTES

None

Automatic Passenger Counters at San Francisco 4th & King Station

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

DESIGN
Grade Separations

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

Table 1. Status Summary and Total Project Performance

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

Project Phase: 3 - Development (35%)

Progress (%)	Change Prev. Qtr.	EAC/Budget
TBD	0.00%	100%

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.

Project Manager: Alexander Acenas

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)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Environmental Clearance Complete	04/30/23	04/30/23	0	0
Gate 3 - 35% Development Complete	10/31/24	10/31/24	0	0
Gate 4 - 65% Development Complete	10/31/25	10/31/25	0	0
Gate 5 - 100% Development Complete/IFB	04/30/27	04/30/27	0	0
ROW Permits Complete	03/31/28	03/31/28	0	0
IFB	10/01/27	10/01/27	0	0
Main Contract Award	04/30/28	04/30/28	0	0
NTP	05/01/28	05/01/28	0	0
Gate - 6 Substantial Completion	06/30/31	06/30/31	0	0
Gate - 7 Start-up/Turnover Complete	10/31/31	10/31/31	0	0
Gate - 8 Project Closeout Complete	01/31/32	01/31/32	0	0

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

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

Type of Work		Budget*			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	15,976		15,976	15,976	0	0.0%
Environmental	1200	2,288		2,288	2,288	0	0.0%
Real Estate	2100	8,216		8,216	8,216	0	0.0%
Utilities Relocations	2200	7,904		7,904	7,904	0	0.0%
Const./Impl. Contracts	3100	230,880		230,880	230,880	0	0.0%
Construction Management	4100	6,240		6,240	6,240	0	0.0%
Design Support During Const.	4200	1,300		1,300	1,300	0	0.0%
Testing & Commissioning	4300	1,300		1,300	1,300	0	0.0%
Agency/ODCs	5000	78		78	78	0	0.0%
Project Management	5100	1,508		1,508	1,508	0	0.0%
Project & Document Control	5200	468		468	468	0	0.0%
Finance/Accounting	5300	135		135	135	0	0.0%
Contracts & Procurement	5400	187		187	187	0	0.0%
Legal	5500	62		62	62	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	62		62	62	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	104		104	104	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	177		177	177	0	0.0%
Oper. Support	8100	749		749	749	0	0.0%
Subtotals	NA	277,635	0	277,635	277,635	0	0.0%
Unknown Risks	NA	NA	NA	NA	27,725	0	0.0%
Unallocated Contingency	9900	27,725		27,725	NA		
Grand Totals	NA	305,360	0	305,360	305,360	0	0.0%
(*) ICAP already included in totals above		11,745	0	11,745	11,745	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
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
SAMTR Non CCF Prepaid	Local	85		85	85	0
Totals		895	0	895	895	0

South Linden Avenue and Scott Street Grade Separation

Project No. **002152**

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
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

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued drafting the RFP for Preliminary Engineering design consultant.
2. SMCTA issued MOU to Cities of SSF and San Bruno for review and signature.

NEXT KEY ACTIVITIES (top 5)

1. Coordinate the signing of the MOU by the Cities of SSF and San Bruno, JPB and TA.
2. Complete draft RFP for Preliminary Engineering design consultant, perform internal review and finalize. Publish legal ad on 7/25/22, upload to bonfire on 8/1/22, award at Dec JPB Board meeting.
3. Discuss RFP at the 7/8/22 Contract Change Committee.

PROJECT NOTES

Burlingame Broadway Grade Separation

Project No. **100244**

Table 1. Status Summary and Total Project Performance

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

Project Phase: **4 - Development (65%)**

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.7%	0.1%	100%

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.

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	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
Gate 3 - 35% Development Complete	01/07/22	01/07/22	0	0
Finish Value Engineering Work	01/07/22	01/07/22	0	0
Gate 4 - 65% Development Complete	11/11/22	11/11/22	0	0
Environmental Clearance Complete	12/08/23	12/08/23	0	0
Gate 5 - 100% Development Complete / IFB	01/05/24	01/05/24	0	0
ROW Permits Complete	06/30/24	06/30/24	0	0
IFB	07/01/24	07/01/24	0	0
Main Contract Award	10/31/24	10/31/24	0	0
NTP	11/01/24	11/01/24	0	0
Gate 6 - Substantial Completion	04/30/28	04/30/28	0	0
Gate 7 - Start-Up/Turnover Complete	08/01/28	08/01/28	0	0
Gate 8 - Project Closeout Complete	12/01/28	12/01/28	0	0

Burlingame Broadway Grade Separation

Project No. **100244**

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

Type of Work		Budget*			Estimate at Completion	Variation	
Title	Code	Original (A)	Changes (B)	Current (C =A+B)		Amount (E =C-D)	Percentage (F =E/C)
Planning & Engineering	1100	15,808		15,808	15,808	0	0.0%
Environmental	1200	2,288		2,288	2,288	0	0.0%
Real Estate	2100	6,448		6,448	6,448	0	0.0%
Utilities Relocations	2200	6,240		6,240	6,240	0	0.0%
Const./Impl. Contracts	3100	242,944		242,944	242,944	0	0.0%
Construction Management	4100	5,200		5,200	5,200	0	0.0%
Design Support During Const.	4200	1,040		1,040	1,040	0	0.0%
Testing & Commissioning	4300	1,040		1,040	1,040	0	0.0%
Agency/ODCs	5000	73		73	73	0	0.0%
Project Management	5100	5,096		5,096	5,096	0	0.0%
Project & Document Control	5200	426		426	426	0	0.0%
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	151		151	151	0	0.0%
Legal	5500	42		42	42	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	52		52	52	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	83		83	83	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	142		142	142	0	0.0%
Oper. Support	8100	667		667	667	0	0.0%
Subtotals	NA	287,740	0	287,740	287,740	0	0.0%
Unknown Risks	NA	NA	NA	NA	28,663	0	0.0%
Unallocated Contingency	9900	28,663		28,663	NA		
Grand Totals	NA	316,403	0	316,403	316,403	0	0.0%
(*) ICAP already included in totals above		12,169	0	12,169	12,169	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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
1. Right of Way Acquisition - SMCTA and City & County of San Francisco	City, SMCTA, JPB ----- TBD	Determine funding source, seek funds for acquisition.	\$11M -----	

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

ID – Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Conducted review (page turner) of progress set (updated 35% set) on 6/24/22.
2. Continued utility location coordination.
3. Updated the City's Traffic, Safety and Parking Commission regarding proposed bike and ped improvements.
4. Obtained City Council subcommittee approval to seek public feedback regarding proposed architectural and landscaping design.
5. Obtained Management Committee to re-baseline the project schedule and budget.

NEXT KEY ACTIVITIES (top 5)

1. Plan, prepare for and conduct public outreach on 7/13/22 to seek public comment re proposed architectural and landscaping design.
2. Continue coordination with Real Estate regarding surveys, right of way and property acquisitions including acquisition of SMCTA and CCSF property within the project limits valued at approximately \$11 million.
3. Evaluate technical proposals from CPM and Jacobs to assist with Project Delivery Method assessment and make a selection.

PROJECT NOTES

1. Schedule and Budget were rebaselined this quarter.

Burlingame Broadway Grade Separation

Project No. 100244

PROJECT PHOTOS

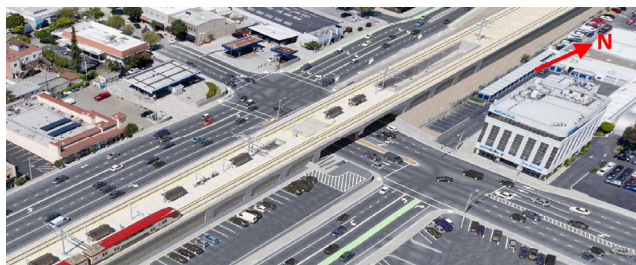


Photo 1 - After construction (rendering)



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: 3 – Development (35%)

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
1.42%	0.00%	96%

1. 35% design submittal delayed due to additional geotechnical investigation, traffic studies and revised geometric design, delaying the consultant’s change order approval, and additional county’s comments and mitigations. Schedule will be re-baselined after 10/6/22, 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. Currently, the MOU is being reviewed by our Legal Counsel and Senior Management.

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: Arul Edwin
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	09/30/22	-289	0
MOU/ CO-OP Agreement with City of Mountain View for Final Design	12/15/21	10/06/22	-295	-91
Award Design Contract	12/01/22	04/30/23	-150	-90
Gate 4 – 65% Approval	03/06/23	03/31/24	-391	-486
95% Design	08/02/23	09/30/24	-425	-426
100% Design	02/02/24	03/30/25	-422	-423
All Permits Received	02/03/24	06/30/25	-513	-425
Gate 5 – 100/IFB	02/02/24	03/30/25	-422	-333
Construction Contract Award - Board Approval	01/02/25	01/30/26	-393	-639
Gate 6 – Substantial Completion	10/01/27	09/30/28	-365	-1,399
Gate 7 – Start-up/Turnover	11/01/27	11/30/28	-395	-548
Gate 8 – Closeout	12/01/27	12/31/28	-396	-487

Rengstorff Grade Separation

Project No. 100482

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	12,500		12,500	12,019	481	3.8%
Environmental	1200	500		500	481	19	3.8%
Real Estate	2100	25,000		25,000	24,038	962	3.8%
Utilities Relocations	2200	25,000		25,000	24,038	962	3.8%
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	190,000		190,000	182,692	7,308	3.8%
Construction Management	4100	5,727		5,727	5,507	220	3.8%
Design Support During Const.	4200	2,995		2,995	2,880	115	3.8%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	2,487		2,487	2,391	96	3.8%
Project Management	5100			0	0	0	
Project & Document Control	5200			0	0	0	
Finance/Accounting	5300			0	0	0	
Contracts & Procurement	5400			0	0	0	
Legal	5500			0	0	0	
Information Technology	5600			0	0	0	
Communications/P. Relations	5700			0	0	0	
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	4,000		4,000	3,846	154	3.8%
Subtotals	NA	268,209	0	268,209	257,893	10,316	3.8%
Unknown Risks	NA	NA	NA	NA	14,000	0	0.0%
Unallocated Contingency	9900	14,000		14,000	NA		
Grand Totals	NA	282,209	0	282,209	271,893	10,316	3.7%

(*) ICAP already included in totals above

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
City of Mountain View MOU	Other	3,500		3,500	3,500	0
Totals		3,500	0	3,500	3,500	0

Rengstorff Grade Separation

Project No. **100482**

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
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	City of Mountain View, AECOM, and JPB JPB awaiting final 35% design submittal in August 2022.	JPB to coordinate with Legal, Sr. Management, and others after MOU has been received and proceed to the next phase (Final Design).	10/6/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued working with AECOM on geometric design issues.
2. Continued monthly meeting updates with the City and AECOM.
3. AECOM developed alternative intersection lane configuration/geometry.

NEXT KEY ACTIVITIES (top 5)

1. Continue monthly meeting updates with the City and AECOM.
2. Complete 35% design submittal.
3. Complete Cooperative agreement review by Legal Counsel and Caltrain senior management.

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
0.20%	0.00%	0%

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: HNTB Corporation
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
IFB	08/01/22	08/01/22	0	0
Gate 4 - 65% Development Complete	07/22/23	07/22/23	0	0
Gate 5 - 100% Development Complete/IFB	06/01/24	06/01/24	0	0
Main Construction Contract	07/01/24	07/01/24	0	0
NTP	08/01/24	08/01/24	0	0
ROW Permits Complete	01/01/25	01/01/25	0	0
Gate 6 - Substantial Completion	04/30/27	04/30/27	0	0
Gate 7 - Start-UP/Turnover Complete	08/01/27	08/01/27	0	0
Gate 8 - Project Closeout	11/01/27	11/01/27	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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	12,058		12,058	12,058	0	0.0%
Environmental	1200	308		308	308	0	0.0%
Real Estate	2100	1,184		1,184	1,184	0	0.0%
Utilities Relocations	2200	12,293		12,293	12,293	0	0.0%
Const./Impl. Contracts	3100	107,578		107,578	107,578	0	0.0%
Construction Management	4100	1,525		1,525	1,525	0	0.0%
Design Support During Const.	4200	1,040		1,040	1,040	0	0.0%
Testing & Commissioning	4300	1,040		1,040	1,040	0	0.0%
Agency/ODCs	5000	260		260	260	0	0.0%
Project Management	5100	2,219		2,219	2,219	0	0.0%
Project & Document Control	5200	495		495	495	0	0.0%
Finance/Accounting	5300	495		495	495	0	0.0%
Contracts & Procurement	5400	391		391	391	0	0.0%
Legal	5500	485		485	485	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	114		114	114	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	114		114	114	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	166		166	166	0	0.0%
Oper. Support	8100	1,525		1,525	1,525	0	0.0%
Subtotals	NA	143,289	0	143,289	143,289	0	0.0%
Unknown Risks	NA	NA	NA	NA	27,128	0	0.0%
Unallocated Contingency	9900	27,128		27,128	NA		
Grand Totals	NA	170,417	0	170,417	170,417	0	0.0%

(*) ICAP already included in totals above 6,554 0 6,554 6,554 0 0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
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
Board Action to authorize Third Party Service Agreement with County of Santa Clara	JPB & External Stakeholders JPB to directly contact County of Santa Clara team to discuss 3rd party service agreement.	JPB to coordinate with the County of Santa Clara on Third Party service cost. May Require Board actions to enter in agreement with County of Santa Clara, similar to PCEP Project.	8/4/22 (Tentative)
Future Maintenance and Operations Agreement	JPB & External Stakeholders Agreement is required for future maintenance and operations for this project's after construction.	JPB to coordinate with Real Estate, Legal and External Stakeholders for further discussion.	TBD
Board Action to authorize to amend the Cooperative Agreement for additional budget for Final Design and CMGC Pre-construction phase	JPB & External Stakeholders PM team to prepare board documents (Staff Report, Resolution, and Power Point).	JPB to coordinate with City of Mountain View and VTA for Final Design and CMGC Pre-Construction Phase	10/6/22 (Tentative)
Final Design GEC Estimates are of high value	External Stakeholders Resolved.	VTA is using Measure B Budget to fund the project. This requires amendment to the existing Cooperative Agreement.	05/05/22
Construction Manager/General (CMGC) Contractor Pre-Construction costs	JPB & External Stakeholders Resolved.	VTA is using Measure B Budget to fund the project. This requires amendment to the existing Cooperative Agreement.	05/05/22

KEY ACTIVITIES - Current Reporting Quarter (top 5)

- Continued to reach out to County of Santa Clara to engage in third party service agreement for future design review (negotiate agreement; prepare documents for October 2022 (Tentative) for Board Authorization).
- Continued to work with City of Mountain View and VTA for Amendment to Cooperative Agreement for Final Design and CMGC pre-construction phase (negotiate costs, prepare documents for October 2022 (Tentative) Board for Amendment Authorization).
- Continued to work with Rail Development staff to present at WPLP to adopt CMGC findings and authorize CMGC Delivery method. Scheduled for the August 2022 Board meeting.
- Continued to meet with funding partners (Technical Working Group) and Project Controls to provide monthly updates to the project.
- Obtained Management Committee Meeting Approval to rebaseline of budget, scope, and schedule for Final Design and CMGC Pre-Construction Phase.

NEXT KEY ACTIVITIES (top 5)

- Continue to reach out to County of Santa Clara to engage in third party service agreement for future design review (negotiate agreement; prepare documents for October 2022 (Tentative) for Board Authorization).
- Continue to work with City of Mountain View and VTA for Amendment to Cooperative Agreement for Final Design and CMGC pre-construction phase (negotiate costs, prepare documents for October 2022 (Tentative) Board for Amendment Authorization).
- Continue to work with Rail Development staff to present at August 2022 Board meeting to adopt CMGC findings and authorize CMGC Delivery method.
- Continue to meet with funding partners (Technical Working Group) and Project Controls to provide monthly updates to the project.
- Work with HNTB staff to prepare agenda for Final Design kick-off meeting scheduled in late July 2022.

PROJECT NOTES

- Schedule and budget were re-baselined based on Phase Gate form approved by the Management Committee.

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

DESIGN
ROW Bridges

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

Table 1. Status Summary and Total Project Performance

Project Phase: **5 - Development (100/IFB)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
20.9%	5.26%	100%

1. Identified sources of funds that cover 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 July 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

Project Manager: Alfred Darmousseh
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	04/07/22	04/07/22	0	0
Gate 5 – 100/IFB	04/28/22	06/15/22	-48	-48
All Permits Received	05/24/22	08/01/22	-69	-69
Completion of IFB & Board Award	09/01/22	10/06/22	-35	-35
Executing Contract & LNTP	10/03/22	10/15/22	-12	-12
Gate 6 – Substantial Completion	12/01/24	02/14/25	-75	-75
Gate 7 – Start-up/Turnover	03/31/25	03/31/25	0	0
Gate 8 – Closeout	06/30/25	06/30/25	0	0

Guadalupe River Bridges Replacement and Extension

Project No. 002113

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	1,800	4,234	6,034	6,034	0	0.0%
Environmental	1200		982	982	982	0	0.0%
Real Estate	2100		108	108	108	0	0.0%
Utilities Relocations	2200		313	313	313	0	0.0%
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100		26,459	26,459	26,459	0	0.0%
Construction Management	4100		4,888	4,888	4,888	0	0.0%
Design Support During Const.	4200		586	586	586	0	0.0%
Testing & Commissioning	4300		0	0	0	0	
Agency/ODCs	5000			0	0	0	
Project Management	5100	500	3,115	3,615	3,615	0	0.0%
Project & Document Control	5200		429	429	429	0	0.0%
Finance/Accounting	5300		45	45	45	0	0.0%
Contracts & Procurement	5400		33	33	33	0	0.0%
Legal	5500		2,104	2,104	2,104	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		47	47	47	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		47	47	47	0	0.0%
Equip./Material Purchases	6100		0	0	0	0	
CalMod Program	7100		16	16	16	0	0.0%
Stations, Stops, Terminals, In	7300		0	0	0	0	
Professional Services	7800		0	0	0	0	
Oper. Support	8100		1,057	1,057	1,057	0	0.0%
Subtotals	NA	2,300	44,462	46,762	46,762	0	0.0%
Unknown Risks	NA	NA	NA	NA	5,463	0	0.0%
Unallocated Contingency	9900		5,463	5,463	NA		
Grand Totals	NA	2,300	49,925	52,225	52,225	0	0.0%

(*) ICAP already included in totals above

92	2,151	2,243	2,243	0
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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
Funds from 3 member agencies	Local		1,964	1,964		1,964
Totals		12,400	3,953	16,353	12,400	3,953

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
3rd Party Fiber Optic (leases thru. UPRR)	JPB Legal	Continue discussion with UPRR related to 3rd Party Fiber Optic Relocation and design required to complete this work.	\$ 10,000	Med
	UPRR has reached out to JPB to commence discussion of Fiber Optic.		TBD	
PCEP OCS Removal and Replacement Timeline Coordination.	JPB PM / PCEP / Sr. Management	Discussion to advance the replacement of OCS by two weeks to October 15, 2023 in order to provide PCEP time to complete their required testing and commissioning.	\$ 10,000	Med
	Continue to discuss / Coordinate with PCEP regarding the timeline of OCS Removal and Replacement to meet both projects milestones.		TBD	

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

Issue Title	Responsibility Status	Action	Resolution Date
Funding for Construction	JPB legal & Sr. Management	Re-allocation of FTA funds to Guadalupe project or financing.	7/28/2022
	Discussion at April Management Committee meeting.		

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Management Committee approved to proceed with IFB (permission to advertise) for construction phase. Project was advertised on June 15, 2022 with Award of the Construction Contract by Oct / Nov. 2022.
2. Management Committee approved the rebaseline of the project schedule at April 2022 Management Committee meeting.
3. Continued coordination between PCEP work vs. Guadalupe Bridge Replacement Project Schedule.
4. Continued discussing Fiber Optic routing with UPRR and 3rd Party Fiber Companies.

NEXT KEY ACTIVITIES (top 5)

1. Continue with IFB process with Contracts and Procurement.
2. Continue to coordinate with Union Pacific and 3rd Party Fiber Optic Companies to identify the scope of work and relocation schedule.

PROJECT NOTES

The project was rebaselined after approval at April 2022 Management Committee meeting.

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

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

Project Phase: **3 – Development (35%)**

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.59%	0.00%	100%

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 and monitoring of 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.

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
Gate 4 – 65% Approval	10/31/31	10/31/31	0	0
Final Design Complete	10/31/31	10/31/31	0	0
Gate 5 – 100/IFB	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
Gate 6 – Substantial Completion	07/03/34	07/03/34	0	0
Gate 7 – Start-up/Turnover	10/03/34	10/03/34	0	0
Gate 8 – Closeout	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	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C = A+B)	(D)	(E = C-D)	(F = E/C)
Planning & Engineering	1100	13,541		13,541	13,541	0	0.0%
Environmental	1200	5,000		5,000	5,000	0	0.0%
Real Estate	2100	0		0	0	0	
Utilities Relocations	2200	0		0	0	0	
Construction ODCs	2300	0		0	0	0	
Const./Impl. Contracts	3100	70,000		70,000	70,000	0	0.0%
Construction Management	4100	1,306		1,306	1,306	0	0.0%
Design Support During Const.	4200			0	0	0	
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000	492		492	492	0	0.0%
Project Management	5100	1,360		1,360	1,360	0	0.0%
Project & Document Control	5200	54		54	54	0	0.0%
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	11		11	11	0	0.0%
Legal	5500	72		72	72	0	0.0%
Information Technology	5600			0	0	0	
Communications/P. Relations	5700			0	0	0	
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100			0	0	0	
Subtotals	NA	91,836	0	91,836	91,836	0	0.0%
Unknown Risks	NA	NA	NA	NA	425	0	0.0%
Unallocated Contingency	9900	425		425	NA		
Grand Totals	NA	92,261	0	92,261	92,261	0	0.0%

Current Budget and EAC is based on full bridge replacement option.

(*) ICAP already included in totals above	3,542		3,542	3,542	0	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
CA-2020-133	Federal	480		480	480	0
Sect 5337 JPB CA-2021-121	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 122-911163	Local	212		212	212	0
Totals		2,184	0	2,184	2,184	0

San Francisquito Creek Bridge Replacement

Project No. **100427**

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				

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

Issue Title	Responsibility Status	Action	Resolution Date
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.	Project Manager / Management Committee Continue discussion with JPB management.	Continue discussion with JPB management on the next course of action.	TBD

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued to work with Planning Division for project updates and prepared meetings with stakeholders. Continued to work with Government and Community Affairs Division for public outreach activities.
2. Continued to work with project team to develop power point presentation for inspection, load rating, and recommendations summary for external stakeholders discussion.
3. Continued to work with project team to develop schedule and budget for short and long term options that included, new rail operational rules restricting traffic on bridge, increase in bridge monitoring, reach out to City of Palo Alto for project updates.
4. Continued to work with project team to prepare management committee documents to rebaseline budget, scope, and schedule.
5. Continued to work with project team in preparing a memorandum to Rail Operations for new rule at the Bridge restricting traffic.

NEXT KEY ACTIVITIES (top 5)

1. Continue to work with Planning Division for project updates and prepare meetings with stakeholders. Continue to work with Government and Community Affairs Division for public outreach activities.
2. Continue to work with project team to develop power point presentation for inspection, load rating, and recommendations summary for external stakeholders discussion.
3. Continue to work with project team to develop schedule and budget for short and long term options that includes, new rail operational rules restricting traffic on bridge, increase in bridge monitoring; reach out to City of Palo Alto for project updates.
4. Continue to work with project team to prepare management committee documents to rebaseline budget, scope, and schedule.
5. Continue to work with Engineering team to identify project scope for the RFP of Acoustic Monitoring.

San Francisquito Creek Bridge Replacement

Project No. **100427**

PROJECT NOTES

None

PROJECT PHOTOS

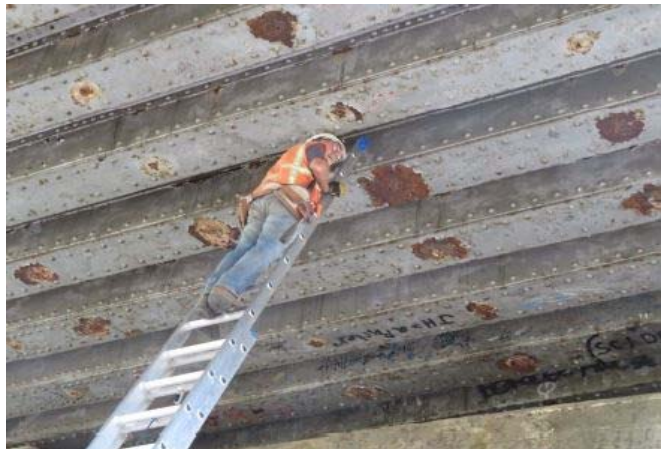


Photo 1 - Inspection crews via underside of bridge via south side



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: **6 – Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
10.19%	5.75%	100%

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	0
Gate 6 – Substantial Completion	11/30/22	11/30/22	0	0
Gate 7 – Start-up/Turnover	12/31/22	12/31/22	0	0
Gate 8 – Closeout	03/31/23	03/31/23	0	0

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	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	293		293	293	0	0.0%
Environmental	1200	0		0	0	0	
Real Estate	2100	206		206	206	0	0.0%
Utilities Relocations	2200	0		0	0	0	
Construction ODCs	2300	0		0	0	0	
Const./Impl. Contracts	3100	2,067		2,067	2,067	0	0.0%
Construction Management	4100	1,162		1,162	1,162	0	0.0%
Design Support During Const.	4200	0		0	0	0	
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	27		27	27	0	0.0%
Project Management	5100	77		77	77	0	0.0%
Project & Document Control	5200	356		356	356	0	0.0%
Finance/Accounting	5300	107		107	107	0	0.0%
Contracts & Procurement	5400	71		71	71	0	0.0%
Legal	5500	47		47	47	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	55		55	55	0	0.0%
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Stations, Stops, Terminals, In	7300			0	0	0	
Professional Services	7800			0	0	0	
Oper. Support	8100	414		414	414	0	0.0%
Subtotals	NA	4,880	0	4,880	4,880	0	0.0%
Unknown Risks	NA	NA	NA	NA	1,990	0	0.0%
Unallocated Contingency	9900	1,990		1,990	NA		
Grand Totals	NA	6,870	0	6,870	6,870	0	0.0%

(*) ICAP already included in totals above	277			277	277	0	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

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)		
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	753		753	706	47
FY19 STA-State of Good Repair	State	1,135		1,135	1,135	0
FY20 STA VTA SOGR Cap Member Co	State	1,237		1,237	1,157	80
CTC Local Partnership	Local	3,435		3,435	0	3,435
Totals		6,870	0	6,870	3,308	3,562

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	-----		-----	

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

Issue Title	Responsibility Status	Action	Resolution Date
Material Section Loss	Project Manager/Engineering	Construction Management Team to coordinate with Engineering Division in the field to coordinate inspection activities on the bridge to determine corrective action plan at subject areas that required further remedy prior to painting operations.	7/30/2022
	Project Construction Management team to coordinate with Engineering Division to provide action plan.		
Lead Based Paint	Project Manager/Engineering	Construction Management Team to coordinate with Environmental Division to determine the test samples required for the Contractor to prepare a safety and hazardous waste plans to be compliant with the Contract Specifications prior to painting operations.	7/30/2022
	Project Construction Management team to coordinate with Environmental Division to provide action plan.		
Pedestrian Bridge Mesh Panel Replacement	Project Manager/Engineering	Construction Management Team to coordinate with PCEP Team to confirm if PCEP wire mesh scope at Pedestrian Bridge is still active. If not, the Bayshore Painting Contract will require a change order to comply with the PCEP wire mesh of 1/2" (current contract shows 1")	7/30/2022
	Project Construction Management team to coordinate with PCEP Division to provide action plan.		

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued to work with Construction Management to prepare and conduct weekly meetings with the Contractor.
2. Continued to work with Construction Management to process and review Contractor submittals during the administrative process.
3. Continued to work with Engineering to identify corrective action plan for material section loss and implement repair prior to painting operations.
4. Continued to work with PCEP team to identify OCS schedule to better align with the Bayshore Painting operations.

NEXT KEY ACTIVITIES (top 5)

1. Continue to work with Construction Management to prepare and conduct weekly meetings with the Contractor.
2. Continue to work with Construction Management to process and review Contractor submittals during the administrative process.
3. Continue to work with Engineering to identify corrective action plan for material section loss and implement repair prior to painting operations.
4. Continue to work with PCEP team to identify OCS schedule to better align with the Bayshore Painting operations.

PROJECT NOTES

The project was rebaselined in January 2022.

PROJECT PHOTOS

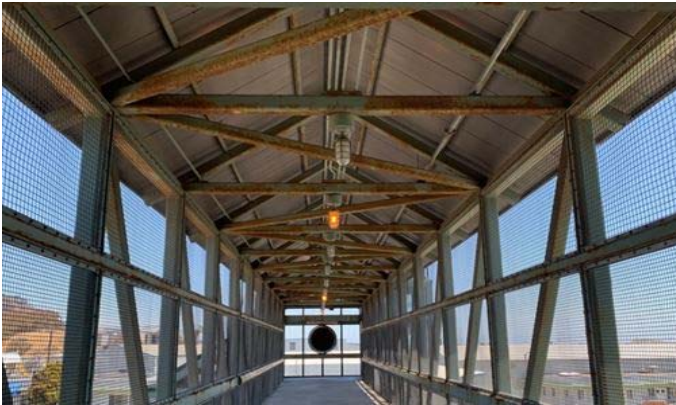


Photo 1 - Pedestrian bridge



Photo 2 - Pedestrian bridge (underside)

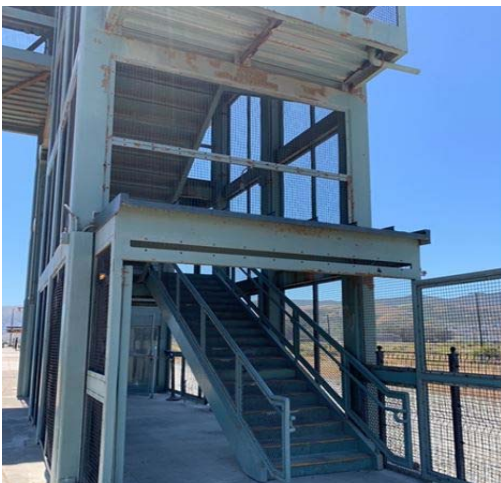


Photo 3 - Stair Case (west side)

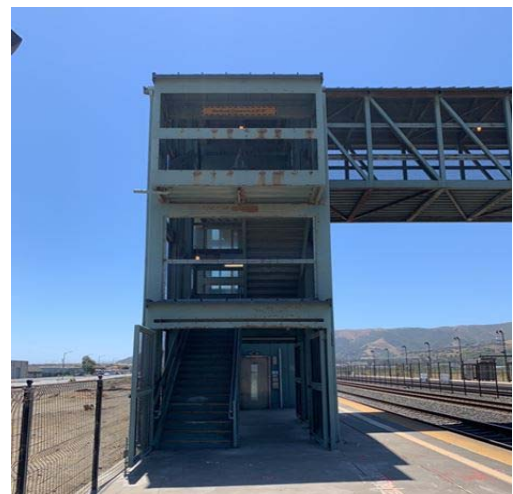


Photo 4 - Stair Case (east side)

DESIGN
ROW Grade Crossings

Churchill Avenue Grade Crossing

Project No. 100426

Table 1. Status Summary and Total Project Performance

Project Phase: 5 - Development (100/IFB)

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
24.25%	7.10%	100%

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. Implement a total of 17 seconds of advance signal preemption time.

Project Manager: Robert Tam

Principal Designer: RSE

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

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
Gate 5 - 100% Development Complete / IFB	05/26/22	05/26/22	0	-206
IFB	08/01/22	08/01/22	0	-202
Main Contract Award	12/01/22	12/01/22	0	-147
LNTF	01/13/23	01/13/23	0	-153
Gate 6 - Substantial Completion	12/31/23	12/31/23	0	-245
Gate 7 - Startup/Turnover	04/30/24	04/30/24	0	-305
Gate 8 - Project Closeout Complete	07/31/24	07/31/24	0	-396

Churchill Avenue Grade Crossing

Project No. 100426

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	150	200	350	350	0	0.0%
Environmental	1200	0	0	0	0	0	
Real Estate	2100	0	0	0	0	0	
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	1,500	-500	1,000	1,000	0	0.0%
Construction Management	4100	200	0	200	200	0	0.0%
Design Support During Const.	4200	30	0	30	30	0	0.0%
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	30	30	30	0	0.0%
Project Management	5100	400	-30	370	370	0	0.0%
Project & Document Control	5200	40	20	60	60	0	0.0%
Finance/Accounting	5300	0	0	0	0	0	
Contracts & Procurement	5400	0	0	0	0	0	
Legal	5500	15	0	15	15	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	5	5	5	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	10	10	10	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	80	0	80	80	0	0.0%
Subtotals	NA	2,415	-265	2,150	2,150	0	0.0%
Unknown Risks	NA	NA	NA	NA	370		
Unallocated Contingency	9900	105	265	370	NA	0	0.0%
Grand Totals	NA	2,520	0	2,520	2,520	0	0.0%

(*) ICAP already included in totals above

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
Sec 130 Grant 75LX334	State	2,520		2,520	2,520	0
Totals		2,520	0	2,520	2,520	0

Churchill Avenue Grade Crossing

Project No. **100426**

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
Prolonged coordination with the city of Palo Alto.	Robert Tam The city of Palo Alto received comments on the GO88-B form 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 received comments on 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.	7/31/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Received approval for the time extension and received the executed amendment for the Caltrans grant contract.
2. Completed the final design per the CPUC comments on the advance signal preemption and pedestrian gates. Sent the design for review.

NEXT KEY ACTIVITIES (top 5)

1. Submit the GO88-B form to the CPUC for approval.
2. Advertise and issue the IFB package when the city of Palo Alto receives approval from the CPUC.

PROJECT NOTES

1. Project Manager rebaselined the schedule and received approval by the Management Committee in May 2022.

PROJECT PHOTOS



Photo 1 - Churchill Ave

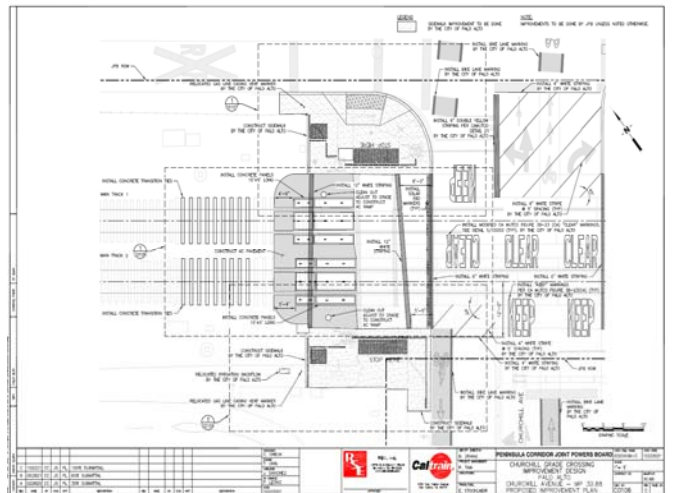


Photo 2 - Churchill Ave Grade Crossing Improvements

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

Table 1. Status Summary and Total Project Performance

Project Phase: **5 - Development (100/IFB)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
19.72%	6.77%	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	0
100% Design Complete	06/30/22	06/30/22	0	0
Gate 5 - 100/IFB	07/31/22	07/31/22	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
Gate 6 - Substantial Completion	12/31/23	12/31/23	0	0
Gate 7 - Start-up/Turnover	02/01/24	02/01/24	0	0
Gate 8 - Closeout	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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	600	-41	559	559	0	0
Environmental	1200	30	0	30	30	0	0
Real Estate	2100	30	0	30	30	0	0
Utilities Relocations	2200	0	0	0	0	0	0
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	2,000	0	2,000	2,000	0	0
Construction Management	4100	350	0	350	350	0	0
Design Support During Const.	4200	100	0	100	100	0	0
Testing & Commissioning	4300	0	0	0	0	0	0
Agency/ODCs	5000	0	0	0	0	0	0
Project Management	5100	250	0	250	250	0	0
Project & Document Control	5200	50	0	50	50	0	0
Finance/Accounting	5300	30	0	30	30	0	0
Contracts & Procurement	5400	25	0	25	25	0	0
Legal	5500	25	0	25	25	0	0
Information Technology	5600	0	0	0	0	0	0
Communications/P. Relations	5700	0	0	0	0	0	0
Human Resources	5800	0	0	0	0	0	0
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	0
Equip./Material Purchases	6100	25	0	25	25	0	0
CalMod Program	7100	0	0	0	0	0	0
Oper. Support	8100	100	0	100	100	0	0
Subtotals	NA	3,615	-41	3,574	3,574	0	0
Unknown Risks	NA	NA	NA	NA	601		
Unallocated Contingency	9900	560	41	601	NA	0	0
Grand Totals	NA	4,175	0	4,175	4,175	0	0

(*) ICAP already included in totals above 149 0 149 0 149 100.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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	4,125		4,125	4,125	0
VTA	Other	50		50	50	0
Totals		4,175	0	4,175	4,175	0

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

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. The design consultant HNTB submitted the 100% design.
2. Received comments on the 100% design plans and specifications.

NEXT KEY ACTIVITIES (top 5)

1. Incorporate comments in the final design package.
2. Begin the development of the IFB for construction.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

FY21-22 Grade Crossing Improvements

Project No. 100563

Table 1. Status Summary and Total Project Performance

Project Phase: 3 - Development (35%)

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
2.59%	2.59%	100%

SCOPE Summary

The scope of work for this project is to implement safety improvements to selected grade crossings from the Caltrain Grade Crossing Hazard Analysis Report prioritization list. Safety improvements for each grade crossing location includes pavement markers and marking, signage, channelization and signaling. The project will develop a design for the safety improvements, develop and issue and Invitation for Bid and Award a Construction contract to complete the safety improvements.

Grade Crossing from the Grade Crossing Hazard Analysis priority list for the project includes:

- 1) 16th Street, SF
- 2) Mission Bay, SF
- 3) E Meadow, Palo Alto
- 4) Whipple, Redwood City
- 5) Ravenswood, Menlo Park and
- 6) Main St, Redwood City

Project Manager: Robert Tam
Principal Designer: RSE, Inc.
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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	02/24/22	02/24/22	0	NA
Gate 2 - 0-15% Approval	05/26/22	05/26/22	0	NA
Development (35%)	05/31/22	05/31/22	0	NA
Gate 5 - Development (100/IFB)	03/01/23	03/01/23	0	NA
Main Contract Award	09/30/23	09/30/23	0	NA
NTP	01/01/24	01/01/24	0	NA
Gate 6 - Substantial Completion	09/30/24	09/30/24	0	NA
Gate 7 - Startup/Turnover	12/31/24	12/31/24	0	NA
Gate 8 - Project Closeout	03/31/25	03/31/25	0	NA

FY21-22 Grade Crossing Improvements

Project No. 100563

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	300	0	300	300	0	0.0%
Environmental	1200	10	-5	5	5	0	0.0%
Real Estate	2100	10	-5	5	5	0	0.0%
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	599	753	1,352	1,352	0	0.0%
Construction Management	4100	200	0	200	200	0	0.0%
Design Support During Const.	4200	30	0	30	30	0	0.0%
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	30	30	30	0	0.0%
Project Management	5100	150	-30	120	120	0	0.0%
Project & Document Control	5200	50	0	50	50	0	0.0%
Finance/Accounting	5300	5	0	5	5	0	0.0%
Contracts & Procurement	5400	10	0	10	10	0	0.0%
Legal	5500	5	0	5	5	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	5	5	5	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	10	10	10	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	40	0	40	40	0	0.0%
Subtotals	NA	1,408	759	2,167	2,167	0	0.0%
Unknown Risks	NA	NA	NA	NA	312		
Unallocated Contingency	9900	132	180	312	NA	0	0.0%
Grand Totals	NA	1,540	938	2,479	2,479	0	0.0%
(*) ICAP already included in totals above		59	36	95	95	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
FY 21 San Francisco Prop K	Local	500		500	500	0
FY 22 Measure RR	Local	1,040		1,040		1,040
Totals		1,540	0	1,540	500	1,040

FY21-22 Grade Crossing Improvements

Project No. **100563**

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
City delays in issuing permits to work.	Robert Tam	PM will engage with the cities early in the design phase to get the cities familiar with the project.	\$ -	Med
	Apply for permits once construction contract is awarded.		60	
Funding not sufficient for construction contract.	Robert Tam	Get a construction cost estimate early in the design to ascertain funding need.	\$ 400	High
	Wait for the bids.			

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

Issue Title	Responsibility Status	Action	Resolution Date
None.			

KEY ACTIVITIES - Current Reporting Quarter

1. Began conceptual design for the safety improvements for the grade crossings.
2. The FRA conducted a site visit at Main St in Redwood City and suggested some safety improvements to be done at the crossing.
3. The CPUC recommended funding Charleston grade crossing as part of their Section 130 program.
4. Received approval from the Management Committee to change the scope and budget for the project.
5. Received the 35% design plans and received some comments after review. Will set up design review meetings to discuss comments.

NEXT KEY ACTIVITIES

1. Conduct design review meetings for the 35% design.

PROJECT NOTES

This is the first QSR for the project.

PROJECT PHOTOS

To be updated

San Mateo Grade Crossing Improvements

Project No. **100566**

Table 1. Status Summary and Total Project Performance

Project Phase: **5 - Development (100/IFB)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
12.42%	1.07%	100%

1. Project Schedule got extended as City of San Mateo's final design will not be completed until mid-July 2022. Both design and construction work need to be coordinated. Project Manager plans to rebaseline the schedule as a part of the IFB phase gate in July 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	07/01/22	-122	-30
Gate 5 - Development (100/IFB)	07/07/22	07/31/22	-24	-24
Main Construction Contract	07/07/22	02/02/23	-210	-210
NTP	09/01/22	03/02/23	-182	-182
Gate 6 - Substantial Completion	09/01/23	03/30/24	-211	-211
Gate 7 - Start Up/Turnover	01/02/24	05/01/24	-120	-120
Gate 8 - Closeout	05/31/24	06/30/24	-30	-30

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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C = A+B)	(D)	(E = C-D)	(F = E/C)
Planning & Engineering	1100	880	-590	290	290	0	0.0%
Environmental	1200	20	0	20	20	0	0.0%
Real Estate	2100	0	0	0	0	0	
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	3,000	0	3,000	3,000	0	0.0%
Construction Management	4100	200	100	300	300	0	0.0%
Design Support During Const.	4200	20	30	50	50	0	0.0%
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	800	0	800	800	0	0.0%
Project Management	5100	200	0	200	200	0	0.0%
Project & Document Control	5200	0	0	0	0	0	
Finance/Accounting	5300	20	0	20	20	0	0.0%
Contracts & Procurement	5400	40	0	40	40	0	0.0%
Legal	5500	30	0	30	30	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	0	0	0	0	
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	50	150	200	200	0	0.0%
Subtotals	NA	5,260	-310	4,950	4,950	0	0.0%
Unknown Risks	NA	NA	NA	NA	522	0	0.0%
Unallocated Contingency	9900	212	310	522	NA		
Grand Totals	NA	5,471	0	5,471	5,471	0	0.0%

(*) ICAP already included in totals above

	219	0	219	0	219	100.0%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
Section 130 Grant EA#75280A	State	2,000		2,000	2,000	0
Totals		2,000	0	2,000	2,000	0

San Mateo Grade Crossing Improvements

Project No. 100566

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	Monthly meetings with PCEP to coordinate our schedules.	\$ -	Med
	PCEP is schedule to perform and complete their work in 2022.			
Obtain construction funding from Caltrans	Robert Tam	Regular meetings with Caltrans Local assistance	\$ - 60	Med
	Will submit funding request after final design is complete. City's final design will not be completed until July 2022.			

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	Continue to meet with the city of San Mateo and Caltrans to coordinate the designs and work.	8/31/2022
	The City of San Mateo has notified JPB that their design for the sidewalk improvements will not be completed until July 2022.		

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. The city of San Mateo is working on their 100% design.
2. Began the development of the IFB package with Contracts and Procurement.

NEXT KEY ACTIVITIES (top 5)

1. Receive the city's 100% design and finalize both the city's and JPB's design.
2. Submit the GO88-B form to the CPUC for approval.

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 July 2022. Both design and construction work need to be coordinated.

PROJECT PHOTOS

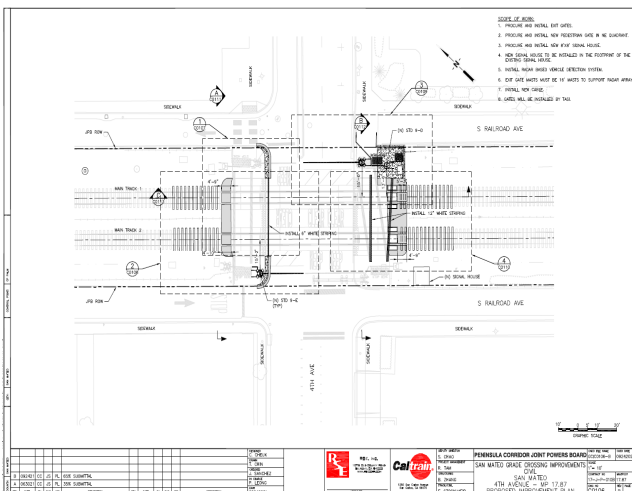


Photo 1 - San Mateo Grade Crossing Improvements

DESIGN
ROW Communications & Signals

Broadband Wireless Communications System

Project No. **100403**

Table 1. Status Summary and Total Project Performance

Project Phase: **5 - Development (100/IFB)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
5.55%	0.00%	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 negotiated 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
IFB	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	09/01/22	-210	-119
Gate 6 - Substantial Completion	09/30/23	06/30/24	-274	-274
Gate 7 - Start Up/Turnover	12/31/23	09/30/24	-274	-274
Gate 8 - Project Closeout	03/31/24	12/31/24	-275	0

Broadband Wireless Communications System

Project No. **100403**

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	560		560	560	0	0.0%
Environmental	1200	20		20	20	0	0.0%
Real Estate	2100	10		10	10	0	0.0%
Utilities Relocations	2200			0	0	0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	10,000		10,000	10,000	0	0.0%
Construction Management	4100	700		700	700	0	0.0%
Design Support During Const.	4200	100		100	100	0	0.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000			0	0	0	
Project Management	5100	700		700	700	0	0.0%
Project & Document Control	5200	200		200	200	0	0.0%
Finance/Accounting	5300	20		20	20	0	0.0%
Contracts & Procurement	5400	15		15	15	0	0.0%
Legal	5500	15		15	15	0	0.0%
Information Technology	5600			0	0	0	
Communications/P. Relations	5700			0	0	0	
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	500		500	500	0	0.0%
Subtotals	NA	12,840	0	12,840	12,840	0	0.0%
Unknown Risks	NA	NA	NA	NA	1,160		
Unallocated Contingency	9900	1,160		1,160	NA	0	0.0%
Grand Totals	NA	14,000	0	14,000	14,000	0	0.0%

(*) ICAP already included in totals above

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
FY19 TIRCP	State	14,000		14,000	2,000	12,000
Totals		14,000	0	14,000	2,000	12,000

Broadband Wireless Communications System

Project No. **100403**

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
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 negotiating a BAFO.	Robert Tam Completed the live demonstration and started negotiations with highest scoring vending to obtain the BAFO.	Understand from the vendor all the assumptions and exceptions of their proposals.	8/31/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Analyzed and evaluated the results from all the demonstrations.
2. Selected the highest scoring proposer and began negotiations for a Best and Final Offer.
3. Prepared a presentation on the status of the project for the June Board meeting.

NEXT KEY ACTIVITIES (top 5)

1. Continue negotiations for a Best and Final Offer.
2. Present the project status to the JPB Board.

PROJECT NOTES

1. Additional project budget will be needed and the total budget and EAC will be re-evaluated after the BAFO is received.

PROJECT PHOTOS

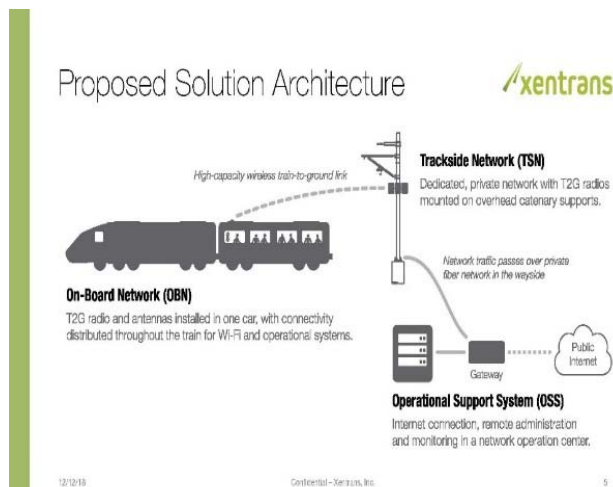


Photo 1 - Broadband Wireless Communications System Conceptual Design

Migration to Digital Voice Radio System

Project No. 100432

Table 1. Status Summary and Total Project Performance

Project Phase: 4 – Development (65%)

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
26.23%	11.06%	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
NTP	01/01/22	01/01/22	0	0
Final Design	03/31/22	03/31/22	0	0
Gate 6 - Substantial Completion	10/01/23	10/01/23	0	0
Gate 7 - Start-Up / Turnover Complete	12/01/23	12/01/23	0	0
Gate 8 - Project Closeout Complete	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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100			0		0	
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100			0		0	
Construction Management	4100	30		30	30	0	0.0%
Design Support During Const.	4200			0		0	
Testing & Commissioning	4300			0		0	
Agency/ODCs	5000			0		0	
Project Management	5100	92		92	92	0	0.0%
Project & Document Control	5200	25		25	25	0	0.0%
Finance/Accounting	5300			0		0	
Contracts & Procurement	5400	5		5	5	0	0.0%
Legal	5500	5		5	5	0	0.0%
Information Technology	5600			0		0	
Communications/P. Relations	5700			0		0	
Human Resources	5800			0		0	
Safety/Security & Risk Mgmt.	5900			0		0	
Equip./Material Purchases	6100	243		243	243	0	0.0%
CalMod Program	7100			0		0	
Oper. Support	8100	270		270	270	0	0.0%
Subtotals	NA	670	0	670	670	0	0.0%
Unknown Risks	NA	NA	NA	NA	30	0	0.0%
Unallocated Contingency	9900	30		30	NA		
Grand Totals	NA	700	0	700	700	0	0.0%
(*) ICAP already included in totals above		58	0	58	58	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
JPB CA-2020-133	Federal	428		428	428	0
Bridge Toll Funds	Local	272		272	272	0
Federal Funds	Federal	666		666		666
Measure RR	Local	166		166		166
Totals		1,532	0	1,532	700	832

Migration to Digital Voice Radio System

Project No. 100432

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.	\$ -	Low
	Meetings and planning in process for implementation.		6	
Covid Delays Base Station Radio	Njomele Hong	Investigate PS purchased separately if lead time is critical.	\$ -	Low
	Manufacturer notes 30 - 60 day lead time for products packaged with interfaces (Base Station and Power Supply).		6	

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

Issue Title	Responsibility Status	Action	Resolution Date
Construct test bed at Brisbane	Njomele Hong	Management accelerated the test bed for Brisbane. NTP shall be considered the resolution date.	TBD
	Work Directive proposal request is in review by TASI.		

KEY ACTIVITIES - Current Reporting Quarter

1. Sunnyvale Test Bed construction has started.
2. A WDPR has been created for TASI to install the Base Radio solution at Brisbane.
3. TASI provided a proposal for Brisbane radio construction.
4. Engineering & IT coordinated a contract with Arinc for dispatch-related connections at Sunnyvale and Brisbane.
5. Verified the initial proof of concept for Sunnyvale test bed.

NEXT KEY ACTIVITIES

1. Complete Sunnyvale test bed.
2. Commence construction of the Brisbane test bed.
3. Transition the scope & funding to co-location with PTC & change schedule at Management Committee meeting in July.

PROJECT NOTES

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

Next Generation Visual Messaging Sign (VMS)

Project No. 100449

Table 1. Status Summary and Total Project Performance

Project Phase: 4 – Development (65%)

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
9.23%	3.41%	100%

1. The COVID-19 delayed field verification of sign mounting at 5 stations. Schedule field verification when impacted person is available. The schedule will be re-baselined at Aug Mgmt. Committee meeting.

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)
Gate 1 - Project Initiation	05/01/20	05/01/20	0	0
Gate 3 - 35% Development Complete	02/15/22	02/15/22	0	0
Gate 4 - 65% Development Complete	06/30/22	06/30/22	0	0
Gate 5 - 100% Development Complete / IFB	07/01/22	08/01/22	-31	-31
IFB	07/01/22	09/01/22	-62	-62
Main Contract Award	12/30/22	12/30/22	0	0
NTP	01/31/23	01/31/23	0	0
Gate 6 - Substantial Completion	12/30/23	12/30/23	0	0
Gate 7 - Start-Up / Turnover Complete	03/01/24	03/01/24	0	0
Gate 8 - Project Closeout Complete	05/30/24	05/30/24	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	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	500		500	500	0	0.0%
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300	3,000		3,000	3,000	0	0.0%
Const./Impl. Contracts	3100	300		300	300	0	0.0%
Construction Management	4100	100		100	100	0	0.0%
Design Support During Const.	4200	150		150	150	0	0.0%
Testing & Commissioning	4300			0		0	
Agency/ODCs	5000	300		300	300	0	0.0%
Project Management	5100	50		50	50	0	0.0%
Project & Document Control	5200	50		50	50	0	0.0%
Finance/Accounting	5300	50		50	50	0	0.0%
Contracts & Procurement	5400	30		30	30	0	0.0%
Legal	5500			0		0	
Information Technology	5600	10		10	10	0	0.0%
Communications/P. Relations	5700			0		0	
Human Resources	5800	10		10	10	0	0.0%
Safety/Security & Risk Mgmt.	5900			0		0	
Equip./Material Purchases	6100			0		0	
CalMod Program	7100	100		100	100	0	0.0%
Oper. Support	8100			0		0	
Subtotals	NA	4,650	0	4,650	4,650	0	0.0%
Unknown Risks	NA	NA	NA	NA	850		
Unallocated Contingency	9900	850		850	NA	0	0.0%
Grand Totals	NA	5,500	0	5,500	5,500	0	0.0%
(*) ICAP already included in totals above		209	0	209	209	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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

Next Generation Visual Messaging Sign (VMS)

Project No. 100449

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
Station VMS COMM Cable Plant Non Functional (design)	Njomele Hong	Design new SM Fiber to stations without SM Fiber (10 stations apx) to existing signs design extends 3 weeks from 6/1/2022 current early completion to 6/21/2022 total delay current design is 7 days).	\$ 50	High
	The Risk is Identified		7	
Station VMS COMM Cable Plant Non Functional (Install & Test)	Njomele Hong	Install new SMF in 10 stations. Can be a separate contract not part of VMS or Include in VMS.	\$ 135	High
	The Risk is Identified		TBD	
Station VMS Power Cable Plant Non Functional (Install new)	Njomele Hong	Install new copper power cable in older stations or as needed. Design may not be required, existing drawings. Issue RFP fund new cost for cable install.	TBD	High
	The Risk is Identified		TBD	
Water Ingress Damage at VMS sign conduit/cable penetrations	Larry Dewitt	Existing standard Caltrain VMS post connection has gasket based design to prevent water intrusion which shall be described in a revised standard drawing and project drawing.	TBD	High
	The Risk is Identified		14	
Contingency Media Convertor Availability	Larry Dewitt	We need to have media convertors available in the event that fiber has been added to the 10 stations noted above.	\$ 1	High
	The Risk is Identified		0	

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

Issue Title	Responsibility Status	Action	Resolution Date
Schedule delay	Njomele Hong	Schedule field verification when impacted person is available.	08/25/22
	The COVID-19 delayed field verification of sign mounting at 5 stations.		

KEY ACTIVITIES - Current Reporting Quarter

1. Completed review of 65% Design.
2. Created field Survey Requirements.
3. Received Rough Order Magnitude (ROM) estimate for 10 stations VMS power conductor upgrades.
4. Created WDPR For TASI Support.
5. COVID delays the field verification of sign mounting at 5 stations.

NEXT KEY ACTIVITIES

1. Enter into a design contract for communication cable design.
2. Stakeholders to review VMS power conductor.
3. Update risk register.
4. Receive 100% design.
5. Commence IFB Preparation.

PROJECT NOTES

None

Communication System SOGR

Project No. 100572

Table 1. Status Summary and Total Project Performance

Project Phase: 4 – Development (65%)

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.9%	0.00%	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 to interface with upgraded Digital Backhaul by the Caltrain Telecom System Vendor. The intention of the upgrades is to transition from Analog Backhaul using many 1.5 MB/s circuits to GB/s throughput circuits and IP Based system.

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
Gate 4 - 65% Development Complete	04/01/22	04/01/22	0	0
Gate 5 - 100% Development Complete / IFB	05/15/22	05/15/22	0	0
IFB	05/15/22	05/15/22	0	0
Main Contract Award	12/01/22	12/01/22	0	0
NTP	01/15/23	01/15/23	0	0
Gate 6 - Substantial Completion	08/01/23	08/01/23	0	0
Gate 7 - Start-Up / Turnover Complete	12/01/23	12/01/23	0	0
Gate 8 - Project Closeout Complete	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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	440		440	440	0	0.0%
Environmental	1200			0		0	
Real Estate	2100	5		5	5	0	0.0%
Utilities Relocations	2200			0		0	
Construction ODCs	2300	540		540	540	0	0.0%
Const./Impl. Contracts	3100			0		0	
Construction Management	4100			0		0	
Design Support During Const.	4200			0		0	
Testing & Commissioning	4300			0		0	
Agency/ODCs	5000	200		200	200	0	0.0%
Project Management	5100	30		30	30	0	0.0%
Project & Document Control	5200	5		5	5	0	0.0%
Finance/Accounting	5300	10		10	10	0	0.0%
Contracts & Procurement	5400	10		10	10	0	0.0%
Legal	5500			0		0	
Information Technology	5600			0		0	
Communications/P. Relations	5700			0		0	
Human Resources	5800			0		0	
Safety/Security & Risk Mgmt.	5900			0		0	
Equip./Material Purchases	6100			0		0	
CalMod Program	7100	10		10	10	0	0.0%
Oper. Support	8100			0		0	
Subtotals	NA	1,250	0	1,250	1,250	0	0.0%
Unknown Risks	NA	NA	NA	NA	50		
Unallocated Contingency	9900	50		50	NA	0	0.0%
Grand Totals	NA	1,300	0	1,300	1,300	0	0.0%
(*) ICAP already included in totals above		606	0	606	606	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		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
TBD	Federal		333	333		333
Measure RR	Local		78	78		78
TBD	Local		6	6		6
Totals		1,300	416	1,716	1,300	416

Communication System SOGR

Project No. 100572

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
Logistic Delays	Farid A.	Testing small area for rollout template. Successful test well 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	

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

Issue Title	Responsibility Status	Action	Resolution Date
Project refocus	Makoni, U/F. Ardakani	The project focus has been changed to determine the budget and RFP status for a new Dispatch. Existing system is not capable of upgrade.	4/31/2022
	Resolved.		

KEY ACTIVITIES - Current Reporting Quarter

1. Determined the new approach to focus the effort on IP Gateway Transition for existing Analog PA.
2. Estimated materials for the revised scope.
3. Continued construction of Sunnyvale test bed approach to ATT Gateway connection.
4. Commenced discussions with IT and Communications Engineering to assign responsibilities, budget and next actions for the project.
5. Estimated materials, services & manpower for the revised scope.

NEXT KEY ACTIVITIES

1. Change the scope, schedule, and transfer budget at Management Committee meeting in July.

PROJECT NOTES

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

Predictive Arrival/Departure System (PADS) Replacement

Project No. 100614

Table 1. Status Summary and Total Project Performance

Project Phase: 3 – Development (35%)

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

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

1. Project schedule extended due to the delay in procurement process of bringing a consultant on board to assist in developing the PADS RFP. Revise schedule and budget for review in the Aug Mgmt. Committee meeting.

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)
Gate 1 - Project Initiation	03/31/22	03/31/22	0	0
Gate 3 - 35% Development Complete	08/01/22	10/30/22	-90	-90
IFB	09/30/22	11/30/22	-61	-61
Main Contract Award	12/31/22	02/28/23	-59	-59
NTP	01/30/23	03/31/23	-60	-60
Gate 6 - Substantial Completion	06/30/24	06/30/24	0	0
Gate 7 - Start-Up / Turnover Complete	10/01/24	10/01/24	0	0
Gate 8 - Project Closeout Complete	12/31/24	12/31/24	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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	400		400	400	0	0.0%
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300	6,000		6,000	6,000	0	0.0%
Const./Impl. Contracts	3100			0		0	
Construction Management	4100			0		0	
Design Support During Const.	4200	168		168	168	0	0.0%
Testing & Commissioning	4300			0		0	
Agency/ODCs	5000	550		550	550	0	0.0%
Project Management	5100	105		105	105	0	0.0%
Project & Document Control	5200	75		75	75	0	0.0%
Finance/Accounting	5300	75		75	75	0	0.0%
Contracts & Procurement	5400	30		30	30	0	0.0%
Legal	5500	40		40	40	0	0.0%
Information Technology	5600			0		0	
Communications/P. Relations	5700			0		0	
Human Resources	5800			0		0	
Safety/Security & Risk Mgmt.	5900			0		0	
Equip./Material Purchases	6100			0		0	
CalMod Program	7100	140		140	140	0	0.0%
Oper. Support	8100			0		0	
Subtotals	NA	7,583	0	7,583	7,583	0	0.0%
Unknown Risks	NA	NA	NA	NA	600		
Unallocated Contingency	9900	600		600	NA	0	0.0%
Grand Totals	NA	8,183	0	8,183	8,183	0	0.0%
(*) ICAP already included in totals above		315	0	315	315	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
Measure RR	Local	372		372	372	0
Totals		372	0	372	372	0

Predictive Arrival/Departure System (PADS) Replacement

Project No. **100614**

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
Existing VMS can not connect to new PADS.	Larry Dewitt Identified	The expectation is existing VMS will be replaced. However if VMS at particular station is delayed, we need to keep existing PAD running. Keep existing PADS operational is part of cutover plan.		Low

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

Issue Title	Responsibility Status	Action	Resolution Date
Schedule delay	Njomele Hong Project schedule extended due to the delay in procurement process of bringing a consultant on board to assist in developing the PADS RFP.	Revise schedule and budget for review in the Aug Mgmt. Committes meeting.	08/25/22

KEY ACTIVITIES - Current Reporting Quarter

1. Reviewed the Concept of operations with Engineering and Operations.
2. Developed and Issued Bonfire opportunity for PADS RFP development Support.
3. Created ICE for Potential PA Upgrades for Materials & Engineering.
4. Reviewed the Concept of operations with Management.
5. Received updated proposals for RFP support.

NEXT KEY ACTIVITIES

1. Bring consultant WSP on board for PADS RFP support.
2. Work on Tech Specification & RFP for PADS.
3. Create ICE for construction of PADS and PA.
4. Go to Management Committee to update scope and schedule for PADS.

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: 5 – Development (100/IFB)

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
11.84%	4.66%	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)
Gate 1 - Project Initiation	08/31/21	08/31/21	0	0
Gate 4 - 65% Development Complete	05/26/22	05/26/22	0	0
Gate 5 - 100% Development Complete / IFB	06/30/22	06/30/22	0	0
IFB	09/02/23	09/02/23	0	0
Main Contract Award	12/31/23	12/31/23	0	0
NTP	01/31/24	01/31/24	0	0
Gate 6 - Substantial Completion	12/31/24	12/31/24	0	0
Gate 7 - Start-Up / Turnover Complete	03/31/25	03/31/25	0	0
Gate 8 - Project Closeout Complete	06/30/25	06/30/25	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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	500	124	624	624	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200		104	104	104	0	0.0%
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	2,500	100	2,600	2,600	0	0.0%
Construction Management	4100	300	303	603	603	0	0.0%
Design Support During Const.	4200	50	2	52	52	0	0.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000		36	36	36	0	0.0%
Project Management	5100	200	134	334	334	0	0.0%
Project & Document Control	5200	100	14	114	114	0	0.0%
Finance/Accounting	5300	5		5	5	0	0.0%
Contracts & Procurement	5400	20	32	52	52	0	0.0%
Legal	5500			0	0	0	
Information Technology	5600			0	0	0	
Communications/P. Relations	5700		8	8	8	0	0.0%
Human Resources	5800		42	42	42	0	0.0%
Safety/Security & Risk Mgmt.	5900		416	416	416	0	0.0%
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	100	108	208	208	0	0.0%
Subtotals	NA	3,775	1,423	5,198	5,198	0	0.0%
Unknown Risks	NA	NA	NA	NA	594	0	0.0%
Unallocated Contingency	9900	200	394	594	NA		
Grand Totals	NA	3,975	1,818	5,793	5,793	0	0.0%
(*) ICAP already included in totals above		220		220	220	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
Measure RR	Local	624		624	624	0
Totals		624	0	624	624	0

Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

Project No. 100616

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
Unknown utilities conflict with fiber path	Njomele Hong Not in budget and workplan.	Ask for budget (TBD) at 100% Design review & Phase Gates in August 2022. Enlist Jason Wright to perform utilities survey as directed in work plan.	\$ -	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
None			

KEY ACTIVITIES - Current Reporting Quarter

1. Operations, Network, & IT groups require additional design to meet minimum Caltrain standards for connection to their systems.
2. Completed Phase Gate 65% which result in 1 year delay of project. No funds for FY23.
3. Completed 100% Design reviews.

NEXT KEY ACTIVITIES

1. Complete 100% design phase gate per Workplan in July.

PROJECT NOTES

None









DESIGN
Fare Collection

Next Generation Clipper Validator Station Site Prep

Project No. 100574

Table 1. Status Summary and Total Project Performance

Project Phase: 6 - Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
45.1%	25.52%	100%

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	0
Gate 6 - Substantial Completion	12/30/22	12/30/22	0	0
Gate 7 – Start-up/Turnover	01/31/23	01/31/23	0	0
Gate 8 - Closeout/Lessons	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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	400		400	400	0	0.0%
Environmental	1200	0		0	0	0	
Real Estate	2100	0		0	0	0	
Utilities Relocations	2200	0		0	0	0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	1,500		1,500	1,500	0	0.0%
Construction Management	4100	300		300	300	0	0.0%
Design Support During Const.	4200	50		50	50	0	0.0%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	0		0	0	0	
Project Management	5100	600		600	600	0	0.0%
Project & Document Control	5200	80		80	80	0	0.0%
Finance/Accounting	5300	10		10	10	0	0.0%
Contracts & Procurement	5400	20		20	20	0	0.0%
Legal	5500	10		10	10	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	0		0	0	0	
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	0		0	0	0	
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	20		20	20	0	0.0%
Subtotals	NA	2,990	0	2,990	2,990	0	0.0%
Unknown Risks	NA	NA	NA	NA	1,151	0	0.0%
Unallocated Contingency	9900	1,151		1,151	NA		
Grand Totals	NA	4,141	0	4,141	4,141	0	0.0%

(*) ICAP already included in totals above	166	0	166	166	0	0.0%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Next Generation Clipper Validator Station Site Prep

Project No. 100574

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		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
Schedule coordination with MTC Clipper validator installation.	Robert Tam ----- MTC stated the validators are ready for installation.	Frequent communications with MTC about scheduling	\$ - -----	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
Electrical breakers delivery	BECI Electric ----- BECI Electric said the electrical breakers will not arrive until late August 2022.	Modify the schedule to go back to the stations to install the electrical breakers after they are delivered.	8/30/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Issued NTP to BECI Electric.
2. Contractor started work preparing the stations for the new validators by installing conduits and anchors bolt. Started at the Gilroy station and proceeded to Santa Clara and then Palo Alto Station.
3. Contractor submitted an updated baseline schedule.
4. Had weekly construction meetings with the contractor.
5. Answered Request For Information and reviewed submittals from the contractor.

NEXT KEY ACTIVITIES (top 5)

1. Continue the construction to prepare the stations for the validators.

PROJECT NOTES

None.

Next Generation Clipper Validator Station Site Prep

Project No. 100574

PROJECT PHOTOS



Photo 1 - Old Clipper CID



VALIDATOR
(NOTE 1)

Photo 2 - New Clipper Validator

DESIGN
Miscellaneous

San Mateo Replacement Parking Track

Project No. 100676

Table 1. Status Summary and Total Project Performance

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

Project Phase: 5 - Development (100/IFB)

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

1. \$4.045M already transferred to this project from 25th Avenue Grade Separation project. Additional \$622K pending transfer. Seek 50% match from MTC's Local Partnership Program funding to 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 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)
Environmental Clearance Complete	03/31/22	03/31/22	0	0
Final Design Complete	12/31/22	12/31/22	0	0
ROW Permits Complete	02/28/23	02/28/23	0	0
Gate 5 - 100% Development Complete/IFB	03/31/23	03/31/23	0	0
IFB	04/01/23	04/01/23	0	0
Main Contract Award	04/30/23	04/30/23	0	0
NTP	05/01/23	05/01/23	0	0
Gate 6 - Substantial Completion	12/31/23	12/31/23	0	0
Gate 7 - Start-Up/Turnover Complete	03/31/24	03/31/24	0	0
Gate 8 - Project Closeout Complete	06/30/24	06/30/24	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	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	550		550	550	0	0.0%
Environmental	1200	50		50	50	0	0.0%
Real Estate	2100	10		10	10	0	0.0%
Utilities Relocations	2200	207		207	207	0	0.0%
Const./Impl. Contracts	3100	6,042		6,042	6,042	0	0.0%
Construction Management	4100	676		676	676	0	0.0%
Design Support During Const.	4200	134		134	134	0	0.0%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	0		0	0	0	
Project Management	5100	347		347	347	0	0.0%
Project & Document Control	5200	70		70	70	0	0.0%
Finance/Accounting	5300	35		35	35	0	0.0%
Contracts & Procurement	5400	80		80	80	0	0.0%
Legal	5500	35		35	35	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	0		0	0	0	
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	0		0	0	0	
Equip./Material Purchases	6100	130		130	130	0	0.0%
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	65		65	65	0	0.0%
Subtotals	NA	8,431	0	8,431	8,431	0	0.0%
Unknown Risks	NA	NA	NA	NA	1,579	0	0.0%
Unallocated Contingency	9900	1,579		1,579	NA		
Grand Totals	NA	10,010	0	10,010	10,010	0	0.0%

(*) ICAP already included in totals above

	385	0	385	385	0	0.0%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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

San Mateo Replacement Parking Track

Project No. **100676**

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
HDR Contract Expired 6/30/22	Contracts & Procurement, Capital Project Delivery ----- TBD	Issue Amendment No. 3 with effective date of 7/1/22 and new expiration date of 12/31/22	\$ -	
Shallow TPFOC discovered at end of parking track near 14th Ave	JPB, UPRR ----- TBD	HDR has recommended shifting the parking track about 100 ft to the north	\$ -	
If parking track is shifted 100 ft to the north, need review and OK by Environ. Planning team	JPB ----- TBD	Meet with Environmental Planning team for review and ok to proceed	\$ -	

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Review & comment on HDR recommendation to shift parking track 110 ft to the north to mitigate conflict with shallow underground Third Party Fiber Optic Cable.
2. Review and comment on contractor's proposal to jog a portion of the new screen wall 7-8 ft in towards the Right of Way to avoid conflict with an existing storm drain line and provide space to plant replacement trees.
3. Process & execute Amendment No. 3 to contract 19-J-P-073 to extend term to 12/31/2022 and add back in the Scope of Services Design Support during Bid Phase.
4. Resolved paving design for access road.

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. Discuss shifting parking track to the north with Environmental Planning for their review.
3. Discuss jog in screen wall with Real Estate.
4. Schedule meeting with the City of San Mateo to review design issues.





PROJECT NOTES

Mini-High Platforms

Project No. 100684

Table 1. Status Summary and Total Project Performance

Project Phase: 1 - Initiation

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
TBD	0.00%	100%

1. The Project needs to access the funding from PCEP to get started on design. It is the intention to still meet the overall project schedule.

SCOPE Summary

The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified.

Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.

Project Manager: Andy Kleiber
Principal Designer: TBD
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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1_ Project Initiation	03/24/22	03/24/22	0	0
Preliminary Engineering	03/31/22	03/31/22	0	0
Final Design	06/17/22	09/21/22	-96	0
Gate 5 - 100/IFB	10/01/22	10/01/22	0	0
Bid & Award	12/01/22	12/01/22	0	0
Construction	06/01/23	06/01/23	0	0
Gate 6 -Substantial Completion	06/01/23	06/01/23	0	0
Gate 7 - Turnover	07/02/23	07/02/23	0	0
Gate 8 - Closeout	09/02/23	09/02/23	0	0

Mini-High Platforms

Project No. 100684

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	210		210	210	0	0.0%
Environmental	1200	14		14	14	0	0.0%
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	1,000		1,000	1,000	0	0.0%
Construction Management	4100	100		100	100	0	0.0%
Design Support During Const.	4200	50		50	50	0	0.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000			0	0	0	
Project Management	5100	80		80	80	0	0.0%
Project & Document Control	5200	30		30	30	0	0.0%
Finance/Accounting	5300	16		16	16	0	0.0%
Contracts & Procurement	5400	48		48	48	0	0.0%
Legal	5500	15		15	15	0	0.0%
Information Technology	5600	5		5	5	0	0.0%
Communications/P. Relations	5700	5		5	5	0	0.0%
Human Resources	5800			0		0	
Safety/Security & Risk Mgmt.	5900	5		5	5	0	0.0%
Equip./Material Purchases	6100			0		0	
CalMod Program	7100			0		0	
Oper. Support	8100	25		25	25	0	0.0%
Subtotals	NA	1,603	0	1,603	1,603	0	0.0%
Unknown Risks	NA	NA	NA	NA	520		
Unallocated Contingency	9900	520		520	NA	0	0.0%
Grand Totals	NA	2,123	0	2,123	2,123	0	0.0%

(* ICAP already included in totals above 82 0 82 82 0 0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
PCEP	Other	670		670	0	670
Member Agency Funds	Local	1,964		1,964	0	1,964
Totals		2,634	0	2,634	0	2,634

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.			\$ -	

Mini-High Platforms

Project No. 100684

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

Issue Title	Responsibility Status	Action	Resolution Date
Funding Delay	Grants ----- Awaiting.	Grants is awaiting full funding from Feds. Anticipate resolution in July or August 2022. We are accessing funds from PCEP to start the project design.	9/1/2022
Hiring a Designer	Procurement ----- Awaiting.	All forms have been provided to Procurement. Waiting on their action.	8/1/2022

KEY ACTIVITIES - Current Reporting Quarter

1. The Project needs to access the funding from PCEP to get started on design.

NEXT KEY ACTIVITIES

1. Bring a designer on board to prepare construction documents.

PROJECT NOTES

1. Grants is awaiting full funding from Feds. Anticipate resolution in July or August 2022. Construction could be delayed if approved FY22 SMCT Measure A funds are not activated.

PROJECT PHOTOS

To be updated.







PLANNING
Grade Separations

Whipple Avenue Grade Separation

Project No. 100410

Table 1. Status Summary and Total Project Performance

Project Phase: 2 - Development (0-15%)

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

Project schedule 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. Work towards additional targeted public outreach commenced in December 2021 with outreach activities originally anticipated to conclude in March 2022. However, the project schedule was adjusted due to project complexities, which includes additional internal working meetings and resourcing. Community outreach preparation and training was completed and outreach activities were concluded in June 2022. It is still TBD when the project goes to the Management Committee to request a rebaseline.

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	0
Alternative Analysis and Recommendation	03/31/22	06/10/22	-71	-10
Draft Report Production	05/31/22	07/05/22	-35	-5
Final Report Production	06/30/22	08/31/22	-62	-31

Table 3. PROJECT BUDGET, COST, and EAC (in 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	850	301	1,151	1,151	0	0%

Table 4. 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)
San Mateo County TA	Local	750	301	1,051	1,051	0
City of Redwood City	Local	100		100	100	0
Totals		850	301	1,151	1,151	0

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

ID – Issue Title	Responsibility Status	Action	Resolution Date
Community Outreach Efforts	David Pape (Caltrain) ----- Resolved.	Completed targeted outreach activities and closed online survey.	6/10/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Completed targeted outreach activities and closed online survey.
2. Initiated draft project summary report.
3. Initiated survey summary.

NEXT KEY ACTIVITIES (top 5)

1. Summarize outreach results.
2. Develop draft summary report.









PROJECT NOTES

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 	R 	G 	G 
Previous	G 	G 	G 	G 

1. The schedule has been delayed due to the extensive analysis and review of the concept alternatives provided by the City to help them decide the path forward. The City has decided to move ahead with the preparation of 35% plans using their consultant. The schedule will be fine-tuned and submitted to management committee for re-baseline.

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.

PLANNING SCOPE Summary

This proposed capital project is in the initial stages of conceptual design, with multiple alternative designs currently in development and under consideration. Sunnyvale, Mountain View and VTA are seeking technical guidance from Caltrain staff after the JPB granted the Project a Use Variance under the Caltrain Rail Corridor Use Policy.

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

Bernardo Avenue Undercrossing

Project No. **100667**

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	02/01/22	02/01/22	0	0
Gate 3 - 35% Development Complete	09/30/22	11/30/22	-61	0
Gate 5 - 100% Development Complete / IFB	06/01/23	03/31/24	-304	0
ROW Permits Complete	06/30/23	03/31/24	-275	0
Environmental Clearance Complete	06/30/23	03/31/24	-275	0
IFB	06/30/23	06/30/24	-366	0
Main Contract Award	12/07/23	12/07/24	-366	0
NTP	01/01/24	01/01/25	-366	0
Gate 6 - Substantial Completion	12/31/26	12/31/27	-365	0
Gate 7 - Start-Up / Turnover Complete	03/31/27	03/31/28	-366	0
Gate 8 - Project Closeout Complete	06/30/27	06/30/28	-366	0

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

	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Totals	64,375	0	64,375	64,375	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)
Bernardo Avenue Undercrossing	Local	42		42	42	0
Totals		42	0	42	42	0

Bernardo Avenue Undercrossing

Project No. **100667**

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 pedestrians/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. Depending on City's decision, the schedule will be adjusted. If City hands over the project to Caltrain at concept level, Caltrain could use the CM/GC delivery method which could reduce the total duration of the project.	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

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. Caltrain met with the City and discussed the path forward and agreed to the City's proposal of completing the 30% design by themselves.

NEXT KEY ACTIVITIES (top 5)

1. Cities (SV &MV) and Caltrain will discuss how to advance the MOU/Service Agreement.
2. Cities will present the options to the respective councils and select a preferred alternative.
3. Revise the schedule after discussions with the City.

PROJECT NOTES

1. Budget shown for construction, Construction Management (CM) and Design Support During Construction (DSDC) are escalated for three years at the Year Over Year rate of 4%.
2. City and VTA are working to select a preferred alternative and then identify the remaining funds for construction.

Sunnyvale Grade Separation

Project No. **100668**

STATUS SUMMARY

Project Phase: **2 - Development (0-15%)**

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. Rail Development has reviewed the City's latest conceptual alternatives for grade separations at Mary and Sunnyvale Avenues and a comment review meeting between the City and Caltrain is scheduled for July 13, 2022. 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 August 30, 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 August 30, 2022.

Project Manager: Dennis Kearney
 Capital Development and Delivery Project Manager: Arul Edwin
 Sponsors: City of Sunnyvale

NOTABLE ISSUES (Top 5 in order of priority)

ID – Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Coordinated with Rail Development on review and comment of City's 15% design concepts.
2. Continued coordination w/City re: potential for Caltrain to take on PE and Environmental when planning phase complete.
3. Internal coordination and preparation for July 13, 2022 meeting with City and their consultants re Caltrain review of 15% design.

NEXT KEY ACTIVITIES (top 5)

1. Facilitate July 13, 2022 meeting with City and their consultants to review/discuss Caltrain comments on 15% designs.
2. Prepare and distribute July 13, 2022 meeting notes follow up on action items.
3. Coordinate with City on schedule for 15% design revisions.
4. Continue coordination with City to discuss potential delivery strategies for project and project funding.
5. Continue coordination w/sponsor re: potential for Caltrain to take on PE and Environmental when planning phase complete.

PROJECT NOTES

Middle Avenue Undercrossing

Project No. 100686

STATUS SUMMARY

Project Phase: 2 - Development (0-15%)

Coordinating with City and Caltrain Engineering and Capital Delivery departments on review of City's updated 30% designs. Internal discussions on the need for a Service Agreement Amendment for development of MOU and RFP, which would dictate Caltrain and the City's coordination, as well as roles and responsibilities as the project progresses towards advanced design. Internal Caltrain Phase Gate I process has been completed.

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. The city of Menlo Park is the Project sponsor.

PLANNING SCOPE Summary

This proposed capital project is in the early design phase, with the City having selected a preferred design that has been advanced to 30% design. Planning and Rail Development staff have coordinated with the City to execute a third party service agreement for design concept review by Caltrain Engineering. Future coordination with the City will potentially include development of an MOU (including roles and responsibilities) and an RFP for final design. Caltrain Planning and Rail Development are currently in discussions on need/timing for a service agreement to cover the development of the next MOU/RFP for Final Design.

Project Manager: Dennis Kearney
 Capital Development and Delivery Project Manager: Arul Edwin
 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 talk 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.	Rail Development has concluded that ramps on JPB ROW presents issues related to electrification and safety. The City has been advised that design revisions are needed to avoid JPB ROW. Rail Development has also shared design ideas with the City and their consultant, which fully avoid JPB ROW.	TBD

Middle Avenue Undercrossing

Project No. **100686**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Coordinated with City to determine schedule/timing for review and comment of design concepts.
2. Reviewed and commented on City's 15% design concepts.
3. Facilitated internal meeting with Rail Development re Caltrain's review of City's 30% design.
4. Prepared slide presentation for June 30, 2022 meeting; coordinated internally.
5. Facilitated June 30, 2022 meeting with Sponsor and their consultant to discuss Caltrain comments on 30% design and path forward.

NEXT KEY ACTIVITIES (top 5)

1. Prepare and distribute meeting notes from June 30, 2022 meeting and follow up on meeting action items.
2. Coordinate with Rail Development and City on development of SA amendment for development of MOU and RFP.
3. Coordinate with City regarding SA Amendment funding approvals required.
3. Continue coordination with City to address project budget and funding.
4. Coordinate with Rail Development on identifying near-term tasks to complete while City completes 30% design process.

PROJECT NOTES

PLANNING
Miscellaneous

Enterprise Asset Management (EAM) Software System

Project No. 100564

Table 1. Status Summary and Total Project Performance

Project Phase: 1 – Initiation

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 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)
Gate 1 – Project Initiation	03/31/23	03/31/23	0	0
Planning and Activation Complete	06/30/23	06/30/23	0	0
Award Contract	07/06/23	07/06/23	0	0
NTP	08/07/23	08/07/23	0	0
Concept Development Sample Complete	09/30/23	09/30/23	0	0
Implementation Complete	09/30/25	09/30/25	0	0
Gate 8 – Closeout	12/31/25	12/31/25	0	0

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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	1,660		1,660	1,660	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200			0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	6,020		6,020	6,020	0	0.0%
Construction Management	4100			0	0	0	
Design Support During Const.	4200	297		297	297	0	0.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000	1,386		1,386	1,386	0	0.0%
Project Management	5100			0	0	0	
Project & Document Control	5200			0	0	0	
Finance/Accounting	5300			0	0	0	
Contracts & Procurement	5400			0	0	0	
Legal	5500			0	0	0	
Information Technology	5600			0	0	0	
Communications/P. Relations	5700			0	0	0	
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100	50		50	50	0	0.0%
CalMod Program	7100			0	0	0	
Oper. Support	8100	310		310	310	0	0.0%
Subtotals	NA	9,723	0	9,723	9,723	0	0.0%
Unknown Risks	NA	NA	NA	NA	277	0	0.0%
Unallocated Contingency	9900	277		277	NA		
Grand Totals	NA	10,000	0	10,000	10,000	0	0.0%

(*) ICAP already included in totals above 385 385 385 0

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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	750		750	750	0
Totals		750	0	750	750	0

Enterprise Asset Management (EAM) Software System

Project No. **100564**

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. Continued data collection and verification under (separate) GIS project.

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: 1 – Project Initiation

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 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)
Gate 1 – Project Initiation	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	0
NTP	02/12/23	02/12/23	0	0
Implementation Complete	08/13/23	08/13/23	0	0
Gate 8 – Closeout	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	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	149		149	149	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200			0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	2,658		2,658	2,658	0	0.0%
Construction Management	4100			0	0	0	
Design Support During Const.	4200			0	0	0	
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000			0	0	0	
Project Management	5100	310		310	310	0	0.0%
Project & Document Control	5200	70		70	70	0	0.0%
Finance/Accounting	5300			0	0	0	
Contracts & Procurement	5400	21		21	21	0	0.0%
Legal	5500			0	0	0	
Information Technology	5600			0	0	0	
Communications/P. Relations	5700			0	0	0	
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	96		96	96	0	0.0%
Subtotals	NA	3,304	0	3,304	3,304	0	0.0%
Unknown Risks	NA	NA	NA	NA	696	0	0.0%
Unallocated Contingency	9900	696		696	NA		
Grand Totals	NA	4,000	0	4,000	4,000	0	0.0%

(*) ICAP already included in totals above	150		150	150	0
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
SAMTRNCCFP	Local	23		23	23	0
SFCTA Prop K	Local	477		477	477	0
Totals		500	0	500	500	0

Update and Upgrade GIS System

Project No. 100565

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
Reduction and reprioritization of project scope	Zouheir Farah Direction received to change the project scope as a way to accelerate project delivery through: (1) Removal of cross department coordination and data governance, and (2) Reprioritization of GIS solutions for Engineering	Impacts and risks regarding direction received were discussed; Provided direction as described stands. Direction received will be used to update the project work plan for Management Committee approval.	TBD
Expansion of data gathering efforts	Zouheir Farah Direction received to investigate new technologies (terrestrial LiDAR, Ground Penetrating Radar, 360 camera) and redirect project efforts into significant additional data gathering measures. Project delivery schedule will be affected due to reallocation of resources.	Investigation into technologies as directed has begun. Information collected will be used to update the project work plan for Management Committee approval, as appropriate.	TBD
Delay with aerial imagery and LiDAR deliverables	Clayton Statham Vendor experienced a 1-week delay with the initial 5% data deliverable because of increased processing time with the 4TB LiDAR dataset. The initial project delivery schedule has been affected; however, the vendor believes this slight slip will not impact the 50% data deliverable scheduled for July 28th.	Maintain communication with vendor to ensure the schedule gets back on track. In the unlikely event of a project delay, PM will work with C&P as needed.	7/28/2022

Update and Upgrade GIS System

Project No. **100565**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Held the kick-off meeting and issued NTP to Aerial Imagery & LiDAR. Geo wing completed 56% of the filed survey.
2. Completed the digitization and attribution of all Caltrain track segments and linear referenced network down to MP 50.94.
3. Updated AGOL Field Maps App: New/Revised drop down lists, corrected a Projection & Datum issue, and conducted an RTK-GPS field survey at San Carlos station and collected 61 station assets.
4. Configured GIS Virtual Development Environment and documented the windows features add-ons and application installation process.
5. Cleaned and removed erroneous noise from the 2020 mobile LiDAR data. Used open-source software compiled all 20 point clouds into a single dataset and published to a LiDAR viewer.

NEXT KEY ACTIVITIES (top 5)

1. Continue the development of a GIS data viewer using OpenLayers & GeoJSON.
2. Support IT with the on-going Esri negotiations for an Enterprise Agreement.
3. Aerial vendor to deliver 25% of imagery and LiDAR data.
4. Migrate the existing GIS workplan to the new project workplan format
5. Continue technology hardware and software investigation supporting upcoming engineering efforts.

PROJECT NOTES

None

Verizon Sink Hole Repair San Jose

Project No. 100685

Table 1. Status Summary and Total Project Performance

Project Phase: 1 - Initiation

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
TBD	0.00%	100%

1. Project Schedule is extended due to delay in Agreements between the parties. Request the Management Committee to rebaseline the schedule. The date to submit the request is August 2022.

SCOPE Summary

A third party utility company (Verizon) damaged an underground storm drain line near PCJPB right of way in San Jose. Verizon is not accepting responsibility. JPB investigation indicates it is Verizon's line. This has resulted in a lack of stability to the railroad sub-grade and subsidence that has the potential to make the tracks impassable for trains and thus cause major disruption to the rail service.

Scope is as follows: 56 hour weekend closure of tracks T-13 (UPRR) and MT-1 (UPRR), vacuum excavation with slide shoring, backfilling, surface restoration, pipe repair, facility relocation, any and all other incidentals for the work involved. Contractor included a \$50k option to Gyroscopic Mapping of the conflicting utility.

The storm drain line repair will be done by the City of San Jose concurrent with the other work. The City says this will take 6-8 hours. Verizon line will either be removed or relocated.

Project Manager: Andy Kleiber
Principal Designer: TBD
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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	04/28/22	04/28/22	0	NA
Gate 4 – Development (65%)	05/31/22	09/30/22	-122	NA
Gate 5 – Development (100/IFB)	06/16/22	10/31/22	-137	NA
Gate 6 – Substantial Completion	07/01/22	01/31/23	-214	NA
Gate 7 – Start-up/Turnover	07/01/22	01/31/23	-214	NA
Gate 8 – Closeout	08/01/22	01/31/23	-183	NA

Verizon Sink Hole Repair San Jose

Project No. 100685

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	8		8	8	0	0.0%
Environmental	1200	10		10	10	0	0.0%
Real Estate	2100	0		0	0	0	
Utilities Relocations	2200	0		0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	200		200	200	0	0.0%
Construction Management	4100	15		15	15	0	0.0%
Design Support During Const.	4200	30		30	30	0	0.0%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	0		0	0	0	
Project Management	5100	18		18	18	0	0.0%
Project & Document Control	5200	2		2	2	0	0.0%
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	0		0	0	0	
Legal	5500	12		12	12	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	0		0	0	0	
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	0		0	0	0	
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	20		20	20	0	0.0%
Subtotals	NA	315	0	315	315	0	0.0%
Unknown Risks	NA	NA	NA	NA	250	0	0.0%
Unallocated Contingency	9900	250		250	NA		
Grand Totals	NA	565	0	565	565	0	0.0%
(*) ICAP already included in totals above		22	0	22	22	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
Samtr CCF Contr	Other	500		500	500	0
Totals		500	0	500	500	0

Verizon Sink Hole Repair San Jose

Project No. 100685

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
More settlement of track.	Verizon	JPB will monitor and track cost of corrections.	\$ 1	Med
	Monitoring the settlement.			
Verizon doesn't agree on compensation.	Verizon	Utilize emergency funds to keep work going (soft costs) and monitor situation. Legal remedies.	\$ 5	Med
	In negotiations			
City of San Jose determine SS line cannot be replaced, but needs to be repaired.	City of San Jose	Find alternatives.	\$ 5	Med
	Under review.			

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

Issue Title	Responsibility Status	Action	Resolution Date
Agreement Between Parties.	Legal	Draft agreement is being worked on.	8/1/2022
	Negotiation.		

KEY ACTIVITIES - Current Reporting Quarter

1. Negotiation on agreement and scope.
2. Verizon agreed to take the lead on making all of the repairs.
3. UPRR indicated temporary removal of their tracks is not realistic. Costly and 9-12 months before this could be done.
4. City is reviewing a proposal to replace their SS line, eliminating need to remove tracks.

NEXT KEY ACTIVITIES

1. Get parties to agree in principle.
2. Formalize agreements.

PROJECT NOTES

This is the first QSR for the project.

PROJECT PHOTOS

To be updated.

Downtown Rail Extension (DTX)

Project No. **100687**

Table 1. Status Summary and Total Project Performance

Project Phase: **1 – Initiation**

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 DTX project is a critical element of the 2040 Service Vision, and is anticipated to provide significant uplift to Caltrain's ridership. Caltrain already serves as a vital regional link by connecting San Francisco to the Peninsula, Silicon Valley and San Jose, but it currently ends 1.3 miles from downtown San Francisco. The DTX will extend the Caltrain rail line into the Salesforce Transit Center and directly serve the Financial District. Extending Caltrain into downtown will directly save commuters almost an hour a day in travel time, and will result in less driving and more people taking the train into the City from the Peninsula.

Project Manager: Anthony Simmons
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)
Gate 1 – Project Initiation	03/31/23	03/31/23	0	0
Planning and Activation Complete	06/30/23	06/30/23	0	0
Award Contract	07/06/23	07/06/23	0	0
NTP	08/07/23	08/07/23	0	0
Concept Development Sample Complete	09/30/23	09/30/23	0	0
Implementation Complete	09/30/25	09/30/25	0	0
Gate 8 – Closeout	12/31/25	12/31/25	0	0

Downtown Rail Extension (DTX)

Project No. **100687**

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	1,162		1,162	1,162	0	0.0%
Environmental	1200	2		2	2	0	0.0%
Real Estate	2100	0		0	0	0	0.0%
Utilities Relocations	2200			0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100			0	0	0	
Construction Management	4100			0	0	0	
Design Support During Const.	4200			0	0	0	
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000	163		163	163	0	0.0%
Project Management	5100	9		9	9	0	0.0%
Project & Document Control	5200	7		7	7	0	0.0%
Finance/Accounting	5300	23		23	23	0	0.0%
Contracts & Procurement	5400			0	0	0	
Legal	5500			0	0	0	
Information Technology	5600			0	0	0	
Communications/P. Relations	5700	7		7	7	0	0.0%
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	13		13	13	0	0.0%
Subtotals	NA	1,385	0	1,385	1,385	0	0.0%
Unknown Risks	NA	NA	NA	NA	40	0	0.0%
Unallocated Contingency	9900	40		40	NA		
Grand Totals	NA	1,425	0	1,425	1,425	0	0.0%

(*) ICAP already included in totals above	55		55	55	0	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

* Budget and EAC in the table applies only to Planning phase and does not include Construction estimate.

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)
TBD	Local	0		0	0	0
Totals		0	0	0	0	0

Downtown Rail Extension (DTX)

Project No. **100687**

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. Currently finalizing reimbursement agreement with TJPA to cover Caltrain's costs for FY22 (consultants only) and all costs for FY23.
2. Currently continuing project development and design review activities with TJPA as well as other DTX partners.
3. Continuing to negotiate a Master Cooperative Agreement with the TJPA.

NEXT KEY ACTIVITIES (top 5)

1. Continue discussions for developing a Master Cooperative Agreement with TJPA.
2. Present the Letter of Agreement to the JPB for its consideration and action at its August 2022 meeting.
3. Continue project development and design review activities.

PROJECT NOTES

1. No expenses have been registered in PeopleSoft yet.

CLOSEOUT
Row Bridges

Marin and Napoleon Bridge Replacement Project

Project No. **002080**

Table 1. Status Summary and Total Project Performance

Project Phase: **8 - Closeout**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.50%	0.86%	87%

The original contract bid quantities were exceeded and a Contract Change Order to adjust them has been approved. 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.

Additional trackwork to replace the rail on MT1 and MT2 from approximate MP 2.10 to MP 2.63.

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
Gate 8 - Closeout	1/1/2022	7/31/2022	-211	-31

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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	450	750	1,200	1,220	-20	-1.7%
Environmental	1200	200		200	46	154	76.8%
Real Estate	2100	15	85	100	100	0	0.0%
Utilities Relocations	2200	0	85	85	87	-2	-2.1%
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	2,000	7,646	9,646	9,510	136	1.4%
Construction Management	4100	545	1,182	1,727	1,562	165	9.6%
Design Support During Const.	4200	0	770	770	610	160	20.8%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	700	1,150	1,850	1,800	50	2.7%
Project Management	5100			0		0	
Project & Document Control	5200			0		0	
Finance/Accounting	5300			0		0	
Contracts & Procurement	5400			0		0	
Legal	5500			0		0	
Information Technology	5600			0		0	
Communications/P. Relations	5700			0		0	
Human Resources	5800			0		0	
Safety/Security & Risk Mgmt.	5900			0		0	
Equip./Material Purchases	6100			0		0	
CalMod Program	7100			0		0	
Oper. Support	8100	220	300	520	475	45	8.7%
Subtotals	NA	4,130	11,968	16,098	15,410	688	4.3%
Unknown Risks	NA	NA	NA	NA	0	1,552	100.0%
Unallocated Contingency	9900	620	932	1,552	NA		
Grand Totals	NA	4,750	12,900	17,650	15,410	2,240	12.7%
(*) ICAP already included in totals above		0	1,071	1,071	1,071	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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)
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

Marin and Napoleon Bridge Replacement Project

Project No. **002080**

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. 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.

Marin and Napoleon Bridge Replacement Project

Project No. 002080

PROJECT PHOTOS



Photo 1 - Marin Street New Walkways



Photo 2 - Napoleon Northeast Retaining Wall



Photo 3 - Napoleon South Abutment

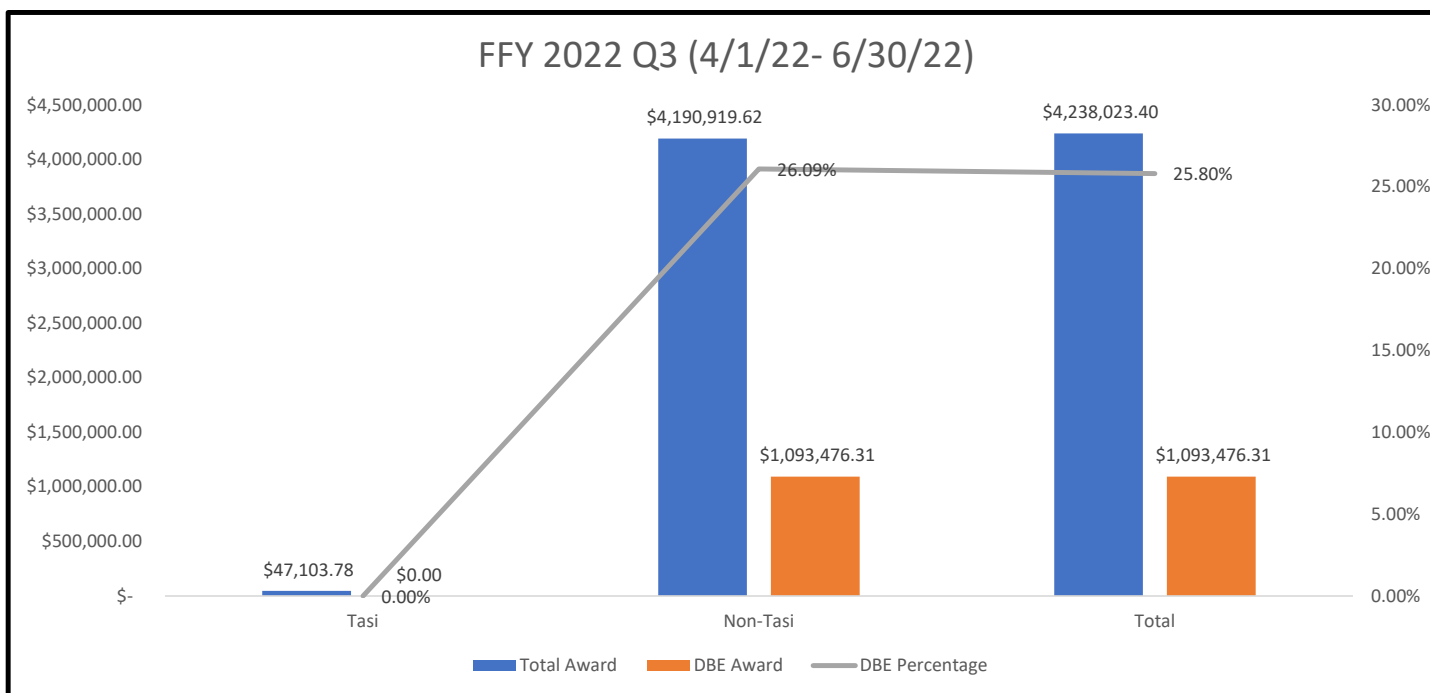


Photo 4 - New Napoleon Bridge

Appendix A - Disadvantaged Business Enterprise (DBE)

Disadvantaged Business Enterprise (DBE)

JPB Award



Note: The total DBE attained Year-to-date is \$0 for TASI and \$1,284,209.60 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	Red
		Activated Funds can cover Projected Costs	Yellow
		Phase EAC ⁽³⁾ Equal or less than Activated	Green
Safety	Occurrence of one or more safety incidents during reporting period	One or more Type II incidents (injury of	Red
		One Type I incident (Near Miss or incident	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

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.

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.

Completion (in Milestone Schedule)

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

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.

Issues

Events that are occurring or have already occurred that have negative consequences for a project, that are recoverable or can be mitigated in some way.

Key Activities

Activities performed in the current period and activities anticipated for the next.

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: Initiation, Development (0-15%), Development (16-35%), Development (36-65%), Development (66-100%)/IFB, Construction/Implementation, and Closeout.

Phase EAC

Refers to the Estimate at Completion at end of the current project phase.

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.

Risks

Events or uncertain conditions that, if they occur, have a negative or positive impact in the project's objectives.

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.

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 to account for Unknown Risks.

Unknown Risks

Unidentified risks that have not been accounted for and are included in the Unallocated Contingency budget.

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	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J
002080 Marin and Napoleon Bridge Replacement		01-Dec-14	01-Dec-14 A	30-Nov-21	30-Jul-22	30-Jul-22; 002080 Marin and N...																							
002080.A10 Project Milestone		01-Dec-14	01-Dec-14 A	30-Nov-21	30-Jul-22	30-Jul-22; 002080.A10 Project...																							
A1000	Project Start	01-Dec-14	01-Dec-14 A																										
A1070	Preliminary 35% Design			31-Mar-16	31-Mar-16 A																								
A1080	95% Design			17-Jun-19	17-Jun-19 A																								
A1100	100% Design			30-Aug-19	30-Aug-19 A																								
A1160	Revised 95% Design			28-Jan-20	28-Jan-20 A																								
A1180	IFB			14-Feb-20	14-Feb-20 A																								
A1170	Revised 100% Design for IFB			15-Feb-20	15-Feb-20 A																								
A1190	Bid Opening			13-Mar-20	13-Mar-20 A																								
A1200	Award			09-Jul-20	09-Jul-20 A																								
A1210	LNTP	10-Aug-20	10-Aug-20 A																										
A1220	NTP	11-Nov-20	11-Nov-20 A																										
A1270	Interim Completion			30-Apr-21	30-Apr-21 A																								
A1230	Construction Completion			30-Aug-21	25-Aug-21 A	ion Completion:																							
A1010	Gate 8 - Project Closeout Complete			30-Nov-21	30-Jul-22*	◆ Gate 8 - Project Closeout Comp...																							
002088 25th Ave Grade Separation		20-Jul-15	20-Jul-15 A	31-Jan-23	31-Jan-23	31-Jan-23; 002088 25th Ave Gr...																							
002088.A10 Project Milestone		20-Jul-15	20-Jul-15 A	31-Jan-23	31-Jan-23	31-Jan-23; 002088.A10 Project...																							
GC1150	Preliminary 35% Design			20-Jul-15	20-Jul-15 A																								
GC1160	65% Design			28-Jan-16	28-Jan-16 A																								
GC1170	95% Design			25-Jul-16	25-Jul-16 A																								
GC1190	100% Design			26-Oct-16	26-Oct-16 A																								
GC1200	IFB			09-Dec-16	09-Dec-16 A																								
GC1210	Award			06-Jul-17	06-Jul-17 A																								
GC1130	LNTP	10-Aug-17	10-Aug-17 A																										
GC1110	NTP	08-Dec-17	08-Dec-17 A																										
GC1220	28th Ave Opening Date			15-Mar-21	15-Mar-21 A	ate																							
GC1230	Station Opening			26-Apr-21	26-Apr-21 A																								
GC1240	Construction Completion			15-May-22	15-May-22 A	◆ Construction Completion																							
GC1180	Gate 7 - Start-Up / Turnover Complete				01-Nov-22*	◆ Gate 7 - Start-Up / Turnover C...																							
GC1120	Gate 8 - Project Closeout Complete			31-Jan-23	31-Jan-23*	◆ Gate 8 - Project Closeout Comp...																							
002113 Guadalupe Bridges Replacement		21-Aug-17	21-Aug-17 A	30-Jun-25	30-Jun-25	30-Jun-25; 002113 Guadalupe B...																							
002113.A10 Project Milestone		21-Aug-17	21-Aug-17 A	30-Jun-25	30-Jun-25	30-Jun-25; 002113.A10 Project...																							
A1000	Project Start	21-Aug-17	21-Aug-17 A																										
A1020	Preliminary Design 35%			30-Apr-20	30-Apr-20 A																								
A1080	Design 65%			30-Nov-20	30-Nov-20 A																								

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

		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	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J
A1140	35% Design Complete			02-Mar-20	02-Mar-20 A																								
A1150	65% Design Complete			01-Jul-21	01-Jul-21 A																								
A1160	Gate 5 - 100% Development Complete / IFB			26-May-22	26-May-22 A																								
A1170	IFB			01-Aug-22	01-Aug-22*																								
A1180	Main Contract Award			01-Dec-22	01-Dec-22*																								
A1190	LNTF	13-Jan-23	13-Jan-23*																										
A1200	Gate 6 - Substantial Completion			31-Dec-23	31-Dec-23*																								
A1230	Gate 7 - Start-Up / Turnover Complete			30-Apr-24	30-Apr-24																								
A1010	Gate 8 - Project Closeout Complete			31-Jul-24	31-Jul-24*																								
100427 San Francisco Creek Bridge Replacement		02-Mar-21	02-Mar-21 A	02-Jan-35	02-Jan-35																								
100427.A10 Milestones		02-Mar-21	02-Mar-21 A	02-Jan-35	02-Jan-35																								
A1110	Project Start	02-Mar-21	02-Mar-21 A																										
A1350	Planning Start			01-Aug-21	01-Aug-21 A																								
A1120	Gate 3 - 35% Development Complete			31-Aug-23	31-Aug-23*																								
A1200	Gate 5 - 100% Development Complete / IFB			31-Oct-31	30-Oct-31*																								
A1210	IFB			31-Oct-31	31-Oct-31																								
A1300	Environmental Clearance Complete			01-Nov-31	31-Oct-31																								
A1220	Main Contract Award			31-May-32	31-May-32																								
A1290	NTP			01-Jun-32	01-Jun-32*																								
A1160	Gate 6 - Substantial Completion			03-Jul-34	03-Jul-34																								
A1190	Gate 7 - Start-Up / Turnover Complete			30-Sep-34	03-Oct-34																								
A1180	Gate 8 - Project Closeout Complete			02-Jan-35	02-Jan-35																								
100430 CCF-BCCF Virtualization		15-Jun-20	15-Jun-20 A	30-Mar-24	30-Mar-24																								
100430.A10 Milestones		15-Jun-20	15-Jun-20 A	30-Mar-24	30-Mar-24																								
A1110	Project Start	15-Jun-20	15-Jun-20 A																										
A1230	Preliminary Engineering			06-Jul-21	06-Jul-21 A																								
A1220	Main Contract Award			15-Dec-21	15-Dec-21 A																								
A1290	NTP			15-Dec-21	15-Dec-21 A																								
A1160	Gate 6 - Substantial Completion			30-Sep-23	29-Sep-23																								
A1170	Gate 7 - Start-Up / Turnover Complete			31-Dec-23	31-Dec-23*																								
A1180	Gate 8 - Project Closeout Complete			30-Mar-24	30-Mar-24*																								
100432 Migration to Digital Voice Radio System		02-Nov-21	02-Nov-21 A	01-Mar-24	01-Mar-24																								
100432.A10 Milestones		02-Nov-21	02-Nov-21 A	01-Mar-24	01-Mar-24																								
A1110	Project Start	02-Nov-21	02-Nov-21 A																										
A1290	NTP			01-Jan-22	01-Jan-22 A																								
A1200	Final Design			31-Mar-22	31-Mar-22 A																								
A1300	Gate 6 - Substantial Completion			01-Oct-23	01-Oct-23*																								
A1160	Gate 7 - Start-Up / Turnover Complete			01-Dec-23	01-Dec-23																								
A1180	Gate 8 - Project Closeout Complete			01-Mar-24	01-Mar-24																								
100439 Bayshore Station Overpass Pedestrian Bridge Replacement		01-Jan-20	01-Jan-20 A	31-Mar-23	31-Mar-23																								
100439.A10 Project Milestone		01-Jan-20	01-Jan-20 A	31-Mar-23	31-Mar-23																								
A1000	Project Start	01-Jan-20	01-Jan-20 A																										
A1140	100% IFB Package			01-Jul-21	01-Jul-21 A																								

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

		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	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J
A1070	IFB Advertising			01-Dec-21	01-Dec-21 A	Advertising																							
A1080	Award Construction Contract			07-Apr-22	07-Apr-22 A	Award Construction Contract																							
A1100	LNTP	01-May-22	01-Jul-22*			LNTP																							
A1120	NTP	30-Jun-22	01-Jul-22*			NTP																							
A1130	Gate 6 - Substantial Completion			30-Nov-22	30-Nov-22*	Gate 6 - Substantial Completion																							
A1060	Gate 7 - Start-Up / Turnover Complete			31-Jan-23	31-Jan-23	Gate 7 - Start-Up / Turnover Complete																							
A1010	Gate 8 - Project Closeout Complete			31-Mar-23	31-Mar-23*	Gate 8 - Project Closeout Complete																							
100445 Automatic Passenger Counters at 4th & King		01-Dec-19	01-Dec-19 A	15-Dec-21	31-Dec-22	31-Dec-22, 100445 Automatic P...																							
100445.A10 Project Milestone		01-Dec-19	01-Dec-19 A	15-Dec-21	31-Dec-22	31-Dec-22, 100445.A10: Project...																							
A1000	Project Start	01-Dec-19	01-Dec-19 A																										
A1060	Issue RFP			01-May-20	01-May-20 A																								
A1080	Main Contract Award			03-Feb-21	03-Feb-21 A																								
A1100	Gate 6 - Substantial Completion			31-Oct-21	30-Jul-22*	Gate 6 - Substantial Completion																							
A1010	Gate 8 - Project Closeout Complete			15-Dec-21	31-Dec-22*	Gate 8 - Project Closeout Complete																							
100449 Next Generation VMS		01-May-20	01-May-20 A	30-May-24	30-May-24	30-May-24, 100449 Next Genera...																							
100449.A10 Project Milestone		01-May-20	01-May-20 A	30-May-24	30-May-24	30-May-24, 100449.A10: Project...																							
A1000	Gate 1 - Project Initiation	01-May-20	01-May-20 A																										
A1060	Gate 3 - 35% Development Complete			15-Feb-22	15-Feb-22 A	Gate 3 - 35% Development Compl...																							
A1120	Gate 5 - 100% Development Complete / IFB			30-Jun-22	01-Aug-22*	Gate 5 - 100% Development Comp...																							
A1070	IFB			01-Jul-22	01-Sep-22*	IFB																							
A1080	Main Contract Award			05-Jan-23	30-Dec-22	Main Contract Award																							
A1110	NTP	31-Jan-23	31-Jan-23*			NTP																							
A1100	Gate 6 - Substantial Completion			30-Dec-23	30-Dec-23*	Gate 6 - Substantial Completion																							
A1220	Gate 7 - Start-Up / Turnover Complete			01-Mar-24	01-Mar-24*	Gate 7 - Start-Up / Turnover C...																							
A1010	Gate 8 - Project Closeout Complete			30-May-24	30-May-24	Gate 8 - Project Closeout Comp...																							
100482 Rengstorff Grade Separation		05-Aug-19	05-Aug-19 A	01-Dec-27	31-Dec-28	31-Dec-28																							
100482.A10 Project Milestone		05-Aug-19	05-Aug-19 A	01-Dec-27	31-Dec-28	31-Dec-28																							
A1000	Project Start	05-Aug-19	05-Aug-19 A																										
A1060	Gate 3 - 35% Development Complete			15-Dec-21	30-Sep-22*	Gate 3 - 35% Development Compl...																							
A1090	MOU/ CO-OP Agreement with the COM for Final Design			15-Dec-21	06-Oct-22*	MOU/ CO-OP Agreement with the...																							
A1480	Award Design Contract			03-Feb-24	30-Apr-23*	Award Design Contract																							
A1070	Gate 4 - 65% Development Complete			06-Mar-23	31-Mar-24*	Gate 4 - 65% Development Compl...																							
A1100	Gate 5 - 100% Development Complete / IFB			02-Jan-24	30-Mar-25*	Gate 5 - 100% Development Comp...																							
A1110	Environmental Clearance Complete				30-Jun-25*	Environmental Clearance Comple...																							
A1340	Main Contract Award			02-Jan-25	30-Jan-26*	Main Contract Award																							
A1310	LNTP	03-Feb-25	01-Mar-26			LNTP																							
A1300	Gate 6 - Substantial Completion			01-Oct-27	30-Sep-28*	Gate 6 - Substantial Completion																							
A1500	Gate 7 - Start-Up / Turnover Complete			01-Nov-27	30-Nov-28*	Gate 7 - Start-Up / Turnover Complete																							
A1010	Gate 8 - Project Closeout Complete			01-Dec-27	31-Dec-28*	Gate 8 - Project Closeout Complete																							
100522 Watkins Ave Grade Crossing Safety Improvemen		01-Jul-21	01-Jul-21 A	30-Jun-24	01-May-24	01-May-24, 100522 Watkins Ave...																							
100522.A10 Milestones		01-Jul-21	01-Jul-21 A	30-Jun-24	01-May-24	01-May-24, 100522.A10: Milesto...																							
A1110	Project Start	01-Jul-21	01-Jul-21 A																										
A1320	Preliminary (35%) Design Complete			01-Oct-21	30-Sep-21 A	Preliminary (35%) Design Compl...																							

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

		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	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J
A1350	65% Design Complete			01-Feb-22	21-Jan-22 A	65% Design Complete:																										
A1340	Gate 5 - 100% Development Complete / IFB			30-Jun-22	29-Jul-22	◆ Gate 5 - 100% Development Comp...																										
A1210	IFB			22-Sep-22	22-Sep-22	◆ IFB																										
A1250	ROW Permits Complete			07-Dec-22	07-Dec-22*	◆ ROW Permits Complete:																										
A1220	Main Contract Award			05-Jan-23	05-Jan-23	◆ Main Contract Award																										
A1290	NTP			06-Feb-23	06-Feb-23	◆ NTP																										
A1170	Gate 6 - Substantial Completion			31-Dec-23	31-Dec-23*	◆ Gate 6 - Substantial Completio...																										
A1160	Gate 7 - Start-Up / Turnover Complete			31-Mar-24	01-Feb-24	◆ Gate 7 - Start-Up / Turnover C...																										
A1180	Gate 8 - Project Closeout Complete			30-Jun-24	01-May-24	◆ Gate 8 - Project Closeout Comp...																										
100563 FY21-22 Grade Crossing Improvements		24-Feb-22	24-Feb-22 A	31-Mar-25	31-Mar-25	◆ 31-Mar-25, 100563 FY21-22 Gra...																										
100563.A10 Milestones		24-Feb-22	24-Feb-22 A	31-Mar-25	31-Mar-25	◆ 31-Mar-25, 100563.A10 Milesto...																										
A1110	Gate 1 - Project Initiation	24-Feb-22	24-Feb-22 A			◆ Gate 1 - Project Initiation																										
A1320	Gate 3 - 35% Development Complete			31-May-22	01-Jul-22	◆ Gate 3 - 35% Development Compl...																										
A1200	Gate 5 - 100% Development Complete / IFB			01-Mar-23	01-Mar-23	◆ Gate 5 - 100% Development Comp...																										
A1220	Main Contract Award			30-Sep-23	30-Sep-23	◆ Main Contract Award																										
A1290	NTP			01-Jan-24	01-Jan-24	◆ NTP																										
A1160	Gate 6 - Substantial Completion			30-Sep-24	30-Sep-24*	◆ Gate 6 - Substantial Completio...																										
A1300	Gate 7 - Start-Up / Turnover Complete			31-Dec-24	31-Dec-24	◆ Gate 7 - Start-Up / Turnover C...																										
A1180	Gate 8 - Project Closeout Complete			31-Mar-25	31-Mar-25*	◆ Gate 8 - Project Closeout Comp...																										
100564 Enterprise Asset Management (EAM) Software S...		31-Mar-23	31-Mar-23	31-Dec-25	31-Dec-25	◆ 31-Dec-25, 100564 Enterprise ...																										
100564.A10 Milestones		31-Mar-23	31-Mar-23	31-Dec-25	31-Dec-25	◆ 31-Dec-25, 100564.A10 Milesto...																										
A1110	Gate 1 - Project Initiation	31-Mar-23	31-Mar-23*			◆ Gate 1 - Project Initiation																										
A1230	Planning Complete			30-Jun-23	30-Jun-23	◆ Planning Complete																										
A1220	Main Contract Award			06-Jul-23	06-Jul-23	◆ Main Contract Award																										
A1290	NTP			07-Aug-23	07-Aug-23	◆ NTP																										
A1320	Concept Development Sample Complete			29-Sep-23	29-Sep-23	◆ Concept Development Sample Com...																										
A1160	Gate 6 - Substantial Completion			30-Sep-25	30-Sep-25*	◆ Gate 6 - Substantial Completio...																										
A1330	Gate 7 - Start-Up / Turnover Complete			30-Nov-25	30-Nov-25*	◆ Gate 7 - Start-Up / Turnover C...																										
A1180	Gate 8 - Project Closeout Complete			31-Dec-25	31-Dec-25	◆ Gate 8 - Project Closeout Camp...																										
100565 Update and Upgrade GIS System		10-Feb-22	10-Feb-22 A	10-Feb-24	10-Feb-24	◆ 10-Feb-24, 100565 Update and ...																										
100565.A10 Milestones		10-Feb-22	10-Feb-22 A	10-Feb-24	10-Feb-24	◆ 10-Feb-24, 100565.A10 Milesto...																										
A1110	Project Start	10-Feb-22	10-Feb-22 A			◆ Project Start																										
A1230	Planning Complete			31-Jul-22	31-Jul-22*	◆ Planning Complete																										
A1220	Main Contract Award			02-Feb-23	02-Feb-23*	◆ Main Contract Award																										
A1290	NTP			12-Feb-23	12-Feb-23*	◆ NTP																										
A1160	Gate 6 - Substantial Completion			13-Aug-23	13-Aug-23*	◆ Gate 6 - Substantial Completio...																										
A1180	Gate 7 - Start-Up / Turnover Complete			11-Nov-23	11-Nov-23	◆ Gate 7 - Start-Up / Turnover C...																										
A1170	Gate 8 - Project Closeout Complete			10-Feb-24	10-Feb-24*	◆ Gate 8 - Project Closeout Comp...																										
100566 San Mateo Grade Crossing Improvements		26-Feb-21	26-Feb-21 A	31-May-24	30-Jun-24	◆ 30-Jun-24, 100566 San Mateo G...																										
100566.A10 Project Milestones		26-Feb-21	26-Feb-21 A	31-May-24	30-Jun-24	◆ 30-Jun-24, 100566.A10 Project...																										
A1110	Project Start	26-Feb-21	26-Feb-21 A			◆ Project Start																										
A1290	Work Plan and SMRC Approval			26-Feb-21	26-Feb-21 A	◆ Approval																										
A1310	Issue Design Work Directive			22-Mar-21	22-Mar-21 A	◆ Directive																										

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

		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	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J
A1110	Gate 1 - Project Initiation	31-Aug-21	31-Aug-21 A			Project Initiation																							
A1340	Gate 5 - 100% Development Complete / IFB			30-Jun-22	01-Jul-22	◆ Gate 5 - 100% Development Comp...																							
A1120	Gate 4 - 65% Development Complete			26-May-22	01-Jul-22*	◆ Gate 4 - 65% Development Compl...																							
A1210	IFB			02-Sep-23	02-Sep-23	◆ IFB																							
A1220	Main Contract Award			31-Dec-23	31-Dec-23*	◆ Main Contract Award																							
A1290	NTP			31-Jan-24	31-Jan-24*	◆ NTP																							
A1160	Gate 6 - Substantial Completion			31-Dec-24	31-Dec-24	◆ Gate 6 - Substantial Completio...																							
A1170	Gate 7 - Start-Up / Turnover Complete			31-Mar-25	31-Mar-25*	◆ Gate 7 - Start-Up / Turnover C...																							
A1180	Gate 8 - Project Closeout Complete			30-Jun-25	30-Jun-25*	◆ Gate 8 - Project Closeout Comp...																							
100617 Mountain View Transit Center and Grade Separat		02-Jan-20	01-Jan-20 A	01-Nov-27	01-Nov-27	◆ 01-Nov-27, 100617 Mountain Vi...																							
100617.A10 Project Milestone		02-Jan-20	01-Jan-20 A	01-Nov-27	01-Nov-27	◆ 01-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 A	◆ Award Design Contract																							
A1060	NTP for Final Design	08-Jul-22	08-Jul-22			◆ NTP for Final Design																							
A1070	Gate 5 - 100% Development Complete/IFB			01-Jun-24	01-Jun-24*	◆ Gate 5 - 100% Development Comp...																							
A1120	Main Contract Award			01-Jul-24	01-Jul-24*	◆ Main Contract Award																							
A1080	NTP	01-Aug-24	01-Aug-24*			◆ NTP																							
A1300	ROW Permits Complete			01-Jan-25	01-Jan-25*	◆ ROW Permits Complete																							
A1100	Gate 6 - Substantial Completion			30-Apr-27	30-Apr-27	◆ Gate 6 - Substantial Completio...																							
A1010	Gate 8 - Project Closeout Complete			01-Nov-27	01-Nov-27*	◆ Gate 8 - Project Closeout Comp...																							
100684 Mini High Platform		22-Feb-22	22-Feb-22	30-Sep-23	29-Sep-23	◆ 29-Sep-23, 100684 Mini High P...																							
100684.A10 Milestones		22-Feb-22	22-Feb-22	30-Sep-23	29-Sep-23	◆ 29-Sep-23, 100684.A10 Milesto...																							
A1110	Gate 1 - Project Initiation	22-Feb-22	22-Feb-22*			◆ Gate 1 - Project Initiation																							
A1320	Gate 3 - 35% Development Complete			31-Mar-22	31-Mar-22	◆ Gate 3 - 35% Development Compl...																							
A1340	ROW Permits Complete			16-Jun-22	16-Jun-22	◆ ROW Permits Complete																							
A1350	Environmental Clearance Complete			16-Jun-22	16-Jun-22	◆ Environmental Clearance Comple...																							
A1200	Gate 5 - 100% Development Complete / IFB			17-Jun-22	17-Jun-22	◆ Gate 5 - 100% Development Comp...																							
A1210	IFB			09-Sep-22	09-Sep-22	◆ IFB																							
A1220	Main Contract Award			01-Dec-22	01-Dec-22	◆ Main Contract Award																							
A1290	NTP			21-Dec-22	21-Dec-22	◆ NTP																							
A1160	Gate 6 - Substantial Completion			01-Jun-23	01-Jun-23	◆ Gate 6 - Substantial Completio...																							
A1300	Gate 7 - Start-Up / Turnover Complete			02-Jul-23	02-Jul-23*	◆ Gate 7 - Start-Up / Turnover C...																							
A1180	Gate 8 - Project Closeout Complete			30-Sep-23	29-Sep-23	◆ Gate 8 - Project Closeout Comp...																							

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

Capital Programs Quarterly Progress Report FY22 – Q4

Joint Powers Board

September 1, 2022



Revised Capital Program

- Re-tooling Project Delivery – year in review
- Capital Program Quarterly Report: FY22 – Q4

Re-Tooling Project Delivery

- Goal
 - Stabilize rail organization to ensure appropriate resources are in place to **deliver the service vision**
 - Rebuild and strengthen team to create the technical capacity and capability to design, build and manage work with **excellence**

Re-Tooling Project Delivery

- Implementation
 - People
 - Tools and Reporting – manage what you measure
 - Organizational Development – strengthen the team
 - Delivery Tools

Re-Tooling Project Delivery

- Capital Program Year End Summary
 - Challenging projects re-set and opened for customer use
 - 25th Avenue Grade Separation
 - South San Francisco Station Improvement
 - Completed projects
 - Marin and Napoleon Bridge Replacement – 12.7% below budget
 - FY2019 Grade Crossing Improvements – 27% below budget
 - Mary Ave Traffic Signal Preemption – 47% below budget
 - Ticket Vending Machine Rehabilitation (Phase III) – on budget

Revised Capital Program

- Re-tooling Project Delivery
- **Capital Program Quarterly Report: FY22 – Q4**

Revised Capital Program Quarterly Report: FY22 – Q4




- Caltrain's Rail Development Capital Program **totals \$1.63 b**
 - **\$321.8 m Construction and project close out**
 - **\$1,310 m Design**
 - \$1,064 m Grade separations
 - \$151.4 m Bridges
 - \$14.6 m Grade crossings improvements
 - \$47.7 m ROW communications and signals
 - \$4.1m Fare collection
 - \$27.7 m Miscellaneous

Revised Capital Program Quarterly Report: FY22 – Q4

- Caltrain's Rail Development Team is currently managing **27 capital projects**
 - 16 in **Design**
 - 4 in **Bidding**
 - 6 in **Construction**
 - 1 in **Closing**
- **6 other** projects are in the planning and miscellaneous group

Revised Capital Program Quarterly Report: FY22 – Q4




- Key Performance Indicator Summary

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	63.6%	100.0%	84.8%
 Yellow	0.0%	3.0%	0.0%	12.1%
 Red	0.0%	33.3%	0.0%	3.0%

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

Revised Capital Program Quarterly Report: FY22 – Q4

- Key Performance Indicator Summary




Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	63.6%	100.0%	84.8%
 Yellow	0.0%	3.0%	0.0%	12.1%
 Red	0.0%	33.3%	0.0%	3.0%

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

- Schedule KPI**
Significant area of the team's focus

Revised Capital Program Quarterly Report: FY22 – Q4

- Key Performance Indicator Summary – **FY22 Trends**




Status Light		Safety			
		Q1	Q2	Q3	Q4
	Green	100	100	100	100
	Yellow	0.0	0.0	0.0	0.0
	Red	0.0	0.0	0.0	0.0



**Steady
Performance**

Revised Capital Program Quarterly Report: FY22 – Q4




- Key Performance Indicator Summary – **FY22 Trends**

Status Light		Safety				Schedule			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	Green	100	100	100	100	65.0	53.8	51.7	63.6
	Yellow	0.0	0.0	0.0	0.0	25.0	19.2	6.9	3.0
	Red	0.0	0.0	0.0	0.0	10.0	26.9	41.4	33.3

**Remains an area of
significant focus**

Revised Capital Program Quarterly Report: FY22 – Q4

- Key Performance Indicator Summary – **FY22 Trends**




Status Light		Safety				Schedule				Budget			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	Green	100	100	100	100	65.0	53.8	51.7	63.6	95.0	92.3	96.6	100
	Yellow	0.0	0.0	0.0	0.0	25.0	19.2	6.9	3.0	0.0	3.8	3.4	0.0
	Red	0.0	0.0	0.0	0.0	10.0	26.9	41.4	33.3	5.0	3.8	0.0	0.0



**Steady
Improvement**

Revised Capital Program Quarterly Report: FY22 – Q4

- Key Performance Indicator Summary – **FY22 Trends**

Status Light		Safety				Schedule				Budget				Funding			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	Green	100	100	100	100	65.0	53.8	51.7	63.6	95.0	92.3	96.6	100	70.0	76.9	82.8	84.4
	Yellow	0.0	0.0	0.0	0.0	25.0	19.2	6.9	3.0	0.0	3.8	3.4	0.0	25.0	15.4	13.8	12.1
	Red	0.0	0.0	0.0	0.0	10.0	26.9	41.4	33.3	5.0	3.8	0.0	0.0	5.0	7.7	3.4	3.0

Steady
Improvement
Caltrain
14

Revised Capital Program Quarterly Report: FY22 – Q4

- Program Trend Summary for Projects in Planning, Design, or Construction

Status Changes	Projects	Pct. Projects
All green	11	33.3%
Improved	7	58.3%
Got worse	3	25.0%
Stayed the same (except all green)	12	36.4%
Total Projects	33	

Revised Capital Program Quarterly Report: FY22 – Q4

- Program Trend Summary for Projects in Planning, Design, or Construction

Status Changes	Projects	Pct. Projects
All green	11	33.3%
Improved	7	58.3%
Got worse	3	25.0%
Stayed the same (except all green)	12	36.4%
Total Projects	33	

- Mitigation plans** being implemented
- Some projects have been **re-baselined** with changed conditions

Revised Capital Program Quarterly Report: FY22 – Q4

- Program Trend Summary for Projects in Planning, Design, or Construction

Status Changes	Projects	Pct. Projects
All green	11	33.3%
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Total Projects	33	

- Mitigation plans** being implemented
- Some projects have been **re-baselined** with changed conditions

Revised Capital Program Quarterly Report: FY22 – Q4

- Program Summary – **FY22 Trends**

Status Change				
	Q1	Q2	Q3	Q4
All green	5	9	8	11
Improved	2	1	4	7
Got Worse	9	7	8	3
Stayed the same	2	5	9	12
Total Projects	18	22	29	33



Improved performance
More projects with all green status

Revised Capital Program Quarterly Report: FY22 – Q4

- Program Summary – **FY22 Trends**

Status Change				
	Q1	Q2	Q3	Q4
All green	5	9	8	11
Improved	2	1	4	7
Got Worse	9	7	8	3
Stayed the same	2	5	9	12
Total Projects	18	22	29	33



Improved performance

Steady progress on improving project performance against KPI's

Revised Capital Program Quarterly Report: FY22 – Q4

- Program Summary – **FY22 Trends**

Status Change				
	Q1	Q2	Q3	Q4
All green	5	9	8	11
Improved	2	1	4	7
Got Worse	9	7	8	3
Stayed the same	2	5	9	12
Total Projects	18	22	29	33

← **Stabilize performance**
Minimize increasing variances from
baseline performance metrics

Revised Capital Program Quarterly Report: FY22 – Q4

- Program Summary – **FY22 Trends**

Status Change				
	Q1	Q2	Q3	Q4
All green	5	9	8	11
Improved	2	1	4	7
Got Worse	9	7	8	3
Stayed the same	2	5	9	12
Total Projects	18	22	29	33



Tracking Improved

Added projects for tracking and reporting to measure performance against KPI's

Revised Capital Program Projects with **Mitigation Plans**

	Project	Planned Date	Description
✓	Ticket Vending Machine Rehabilitation	Implemented	Recovered from supply chain delays
✓	Clipper Next Generation Validator Site Preparation	Implemented	Recovered from contractor submittal delays
	San Mateo Replacement Parking Track	6/28/2023	CTC allocation of Caltrain's FY23 LPP funding

Revised Capital Program

Projects to Re-Baselined: Near Term

Project	Planned Date	Description
✓ Guadalupe River Bridge Replacement - Extension	Implemented	Updated schedule. Budget for construction to follow
✓ 25 th Avenue Grade Separation	Implemented	Updated schedule for extended closeout period
Automatic Passenger Counter 4 th and King Station	July 2022	Update schedule for closeout
✓ Burlingame Broadway Grade Separation	Implemented	Implemented Value Engineering
✓ Churchill Ave Grade Crossing	Implemented	Updated schedule: City's design approved by CPUC
San Francisquito Creek Bridge Replacement	July 2022	Adopt alternative analysis recommendation
San Mateo Grade Crossing Improvements	July 2022	Completion of city led final design package
Broadband Wireless Communication System	October 2022	Update schedule/budget at contract award

Revised Capital Program Projects to Re-Baselined: Future

Project	Planned Date	Description
CCF BCCF Virtualization	September	With FY23 Construction funding approval - approved
Rengstorff Grade Separation	TBD	Approval of Cooperation Agreement for final design
Whipple Avenue Grade Separation	TBD	Approval of next phase by local jurisdiction

Revised Capital Program Projects in **Closeout** with Variances

Project	Planned Date	Description
South San Francisco Station Improvements	NA	Extended closeout period – nearing completion
Marin and Napoleon Bridge Replacement	NA	Extended closeout period – nearing completion
✓ Mary Avenue Traffic Signal Preemption	Implemented	Delayed supply chain material arrived – nearing completion

Next steps:

- Final Phase/Gate approval from Management Committee - report on project metrics
- Conduct lessons learned
- Remove project from Quarterly Report

Revised Capital Program Quarterly Report: FY22 – Q4

Table S3. Individual Projects

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q3	Q4	Q3	Q4	Q3	Q4	Q3	Q4	
CONSTRUCTION/IMPLEMENTATION										
Grade Separations										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	7
Stations										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	13
ROW Communications & Signals										
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	20
Fare Collection										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	25
Miscellaneous										
100430	CCF BCCF Virtualization	●	●	●	●	●	●	●	●	31
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	35

Questions

FOR MORE INFORMATION
WWW.CALTRAIN.COM



**CITIZENS ADVISORY COMMITTEE (CAC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

DRAFT MINUTES OF AUGUST 17, 2022

MEMBERS PRESENT: A. Brandt, R. Jaques (Alternate), L. Klein, R. Kutler, B. Shaw (Chair), JP. Torres (Arrived at 6:10pm), D. Tuzman, M. Pagee (Alternate), E. Shapiro

MEMBERS ABSENT: P. Leung

STAFF PRESENT: T. Burgwyn, C. Harvey, J. Lipps, J. Navarrete, A. Robbins, V. Sammeta, P. Shrestha R. Tam, B. Tietjen

Due to COVID-19, this meeting was conducted as a teleconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20, which suspends certain requirements of the Ralph M. Brown Act.

Chair Brian Shaw called the meeting to order at 5:41 p.m. and led the Pledge of Allegiance.

REPORT OF NOMINATING COMMITTEE 2022 VICE CHAIR

Member Emilia Shapiro reported that the nominating committee nominated Member David Tuzman as the Vice Chair. Member Tuzman accepted the nomination.

Motion/Second: Klein / Shapiro

Ayes: Brandt, Kutler, Shaw

Absent: Torres, Leung

APPROVAL OF MINUTES OF JULY 20, 2022

Meeting minutes amended to reflect Members Tuzman and Brandt abstain from the approval of the June 2022 vote and that Alternate Members Jaques and Pagee reflect as ayes.

Motion/Second: Brandt / Kutler

Ayes: Shapiro, Shaw

Abstain: Tuzman, Klein

Absent: Torres, Leung

PUBLIC COMMENT

Aleta Dupree, via Zoom Q&A, talked about the importance of the new Bay Pass Pilot. She mentioned the importance of moving fares from paper tickets to mobile apps. She also suggested Caltrain promote taking transit vs. driving cars.

CHAIRPERSON'S REPORT

Chair Brian Shaw reported that the Governance discussions have ended, and that the requisite boards and authorities have approved the governance structure for Caltrain. Chair Shaw then stated that he continues to work with staff to finalize the Work Plan for the remainder of the year. He then shared that two items that will be agendized soon are fare enforcement requirements and the Citizen's Advisory Committee's requirement to provide a review on how Measure RR funding is being used.

COMMITTEE COMMENTS

Vice Chair David Tuzman reported that SB917, legislation that would have required the Bay Area agencies to study integrated fare structures, has failed. He then mentioned the Bay Pass Pilot rollout and requested a presentation to the CAC to determine whether the Bay Pass Pilot is effective.

Member Adrian Brandt also reported the failure of SB917. He then shared information regarding the Bay Pass Pilot. Member Brandt also informed the CAC that the San Francisco/San Jose Final Environmental Impact Report was presented at the High-Speed Rail Authority meeting and shared details from the meeting.

Member Rosalind Kutler stated that although SB917 failed, Seamless Bay Area activities continue as she observed a transfer point sign at the Millbrae station. She then stated that passengers continue to benefit from the efforts made from staff.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, shared his concerns regarding the failure of SB917. Jeff then requested a presentation on distance-based fares and Clipper/Go Pass usage data.

Adina Levin, via Zoom Q&A, stated that although SB917 failed, it is up to advisory bodies and advocacy groups to encourage the items in the Senate Bill to move forward, for example the Bay Pass Pilot is moving forward. She mentioned several items that the CAC may be interested in, for example receiving a presentation on aligning regional fares.

Aleta Dupree, via Zoom Q&A, mentioned that passing tracks and integrated ticketing and transfers are important for better service with High-Speed Rail.

CALTRAIN SERVICE PLANNING UPDATE

Ted Burgwyn, Director - Rail Network and Operations Planning, presented the Caltrain Service planning update. The full presentation can be found on caltrain.com.

Committee Comments:

Member Emilia Shapiro asked who receives the surveys and requested the committee be added to the list of recipients. She then requested for the service change marketing materials be shared with the committee as well. Mr. Burgwyn stated that he would share her requests with the respective internal departments.

Member Larry Klein asked when will the Bullet trains come back to Sunnyvale. Mr. Burgwyn stated that when staff looked at the different current ridership levels and ridership recovery rates, Sunnyvale is rebounding, however not as fast as some of the other stations. Member Klein asked for ridership data. Mr. Burgwyn responded that Caltrain does not have the granular data, and that while the annual count has not been performed recently, it will resume once ridership recovery justifies the investment. He also stated that the distribution amongst the different service types, in the peak, is even. Member Klein asked for an update on when the annual counts will resume.

Member Brandt stated that it is important to recognize that ridership, work patterns and office patterns have changed since the pandemic and encouraged staff to continue to attract nontraditional ridership trip patterns. Member Brandt then asked to include the percentage of pre-covid ridership. Mr. Burgwyn stated that currently the percentage of pre-covid ridership is about thirty percent. Member Brandt also requested that the distance-based fare structure be revisited. Lastly, he shared a cyclist's experience at Millbrae station during single tracking and suggested announcements be made on BART alerting passengers of single tracking.

Member Kutler also shared her experience and observations of passengers missing their trains due to miscommunications of single tracking. She also asked Mr. Burgwyn whether the schedule change considered single tracking and Mr. Burgwyn confirmed that it had.

Vice Chair Tuzman asked whether there is a metric to identify a maximum change that can be made to a passenger's travel pattern, as opposed to the whole train. Mr. Burgwyn stated that the goal is to keep the stop times as close to the original as possible.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, shared that he is pleased to hear that Caltrain is coordinating with BART at the Millbrae station. He then stated that he is happy to hear that 22nd Street has more service. Jeff would like to see the annual count to return, and that Clipper data may be able to assist in the meantime. Lastly, he suggested that the live map be updated to reflect trains arriving on the opposite platform.

Aleta Dupree, via Zoom Q&A, stated that transfers between transit agencies are challenging. She also requested 22nd Street to become a regular stop so that passengers would not have to travel to 4th & King station and to make it an accessible station.

Adina Levin, via Zoom Q&A, thanked staff for working with BART to improve the transfer at Millbrae. She then asked whether there has been any work with Samtrans, VTA, and/or SFMTA to identify any transfer points that have potential ridership that could be enhanced by some attention to the schedule. She then asked about the status regarding the improved communication at the Millbrae station during single tracking. She said that it is important to have Caltrain updates on BART at the Millbrae connection. She then shared information about other transit agencies that are appealing to a broader ridership post-COVID era.

CALTRAIN ELECTRIFICATION PROJECT UPDATE

Pranaya Shrestha, Chief Officer - CalMod, presented the Caltrain Electrification Project Update. The full presentation can be found on caltrain.com.

Committee Comments:

Member Brandt asked what the top project risk is. Mr. Shrestha explained that the top risk had been the relationship with the contractor, which has improved significantly following the global and due to frequent partnering sessions. Mr. Shrestha emphasized the importance of maintaining strong communication and transparency with the Board, contractor, and public. Member Brandt then shared information from the High-Speed Rail hearing regarding grade crossings. He also asked whether the dual speed check would remain at 79mph. Mr. Shrestha stated that he would follow-up with an answer. Lastly, Member Brandt asked what the outcome was of the single-phase testing with PG&E. Mr. Shrestha responded that testing was successfully completed this past July.

Member Klein asked whether Caltrain would be updating all the public safety units along the entire corridor. Mr. Shrestha confirmed that staff is working and training emergency responders and have a virtual meeting scheduled to inform the public of the energization of the system. Member Klein requested the meeting information. Mr. Shrestha agreed to share.

Public Comments:

Aleta Dupree, via Zoom Q&A, stated that foundations have been completed and now it is important to install the wire. She said that she would like to see a future with more grade separations to improve safety. Aleta suggested Caltrain consider sustainability goals and hopefully the power used will be renewable to power the railroad.

Jeff Carter, Millbrae, via Zoom Q&A, requested the new EMU trains be put on display in San Francisco and San Jose. He also stated that additional grade crossings and passing tracks are important.

Doug DeLong, Mountain View, via Zoom Q&A, requested updates on the utility clearance process along the corridor and bridge attachment structures on the state-owned bridges.

CALTRAIN BROADBAND WIRELESS COMMUNICATIONS PROJECT

Andy Robbins, Director - Capital Program Delivery, presented the Caltrain Broadband Wireless Communications Project. The full presentation can be found on caltrain.com.

Committee Comments:

Member Brandt is concerned with quality-of-service and suggested parameters. He also suggested not making using fiber a requirement and remaining open to other solutions. He also shared his disappointment with Wi-Fi not at the stations and suggested accommodating stations early in the project. Lastly, Member Brandt asked whether there will be good service through tunnels. Mr. Robbins responded that Wi-Fi onboard the trains is a priority and that Wi-Fi at the stations can be an added feature in the future. He then stated that using the fiber is not a requirement and the team is open to any technology. Lastly, he stated that Caltrain is in the middle of a procurement process and that more information may be shared after the procurement process. Member Brandt then asked about the onboard camera system and Mr. Robbins responded that the primary system will be onboard and that there will need to be a second contract to display the images at Central. Chair Shaw shared that it is normal practice for the cameras to record at the site and for the data to be uploaded later.

Vice Chair Tuzman asked whether the EMUs will have monitors that will display passenger information. Mr. Robbins responded that he is not aware of what technology is being supplied on the trains. Vice Chair Tuzman suggested that the system be secure to avoid security breaches. Mr. Robbins stated that, as part of the procurement, it is required of the vendor to provide a secure system.

Public Comments:

Aleta Dupree, via Zoom Q&A, mentioned that there is an equity piece to this and that Wi-Fi on the trains will benefit those that have limited data. She then suggested staff be aware of the 5G connectivity and its interaction with radar altimeters on various jet aircraft. Aleta mentioned the importance of Wi-Fi access in the tunnels and at the stations.

Jeff Carter, Millbrae, via Zoom Q&A, is happy to see the progression of Wi-Fi on Caltrain. He is looking forward to the cameras and passenger counters onboard the trains and hopes that there will be an opportunity for real-time data.

Doug DeLong, Mountain View, via Zoom Q&A, asked once the EMUs are integrated into the system, what are the plans for the remaining diesel fleet and the Wi-Fi coverage from south of Tamien. Mr. Robbins responded that there are options to offer Wi-Fi south of San Jose and the capability to equip the diesel fleet with the same wireless solution.

STAFF REPORT UPDATE

Chris Harvey, Manager, Rail Operations reported (The full report can be found on caltrain.com):

On-time Performance (OTP) –

- **July:** The July 2022 OTP was 91.9% compared to 90.2% for July 2021.

- **Vehicle on Tracks** – There were three days, July 17, 21 and 26, with a vehicle on the tracks, of which two caused train delays.
- **Mechanical Delays** – In July 2022 there were 1397 minutes of delay due to mechanical issues compared to 586 minutes in July 2021.
- **Trespasser Strikes** – There were four trespasser strikes on July 7, 23, 28 and 30, resulting in three fatalities. The strike on the 7th was a fatality at San Antonio Station, which caused 2 trains to be terminated, 3 trains annulled, and 17 additional trains delayed. The strike on the 23rd was a fatality at E. Meadows Drive, which caused 1 train to be terminated and 6 additional trains delayed. The strike on the 28th was a fatality at Rengstorff Avenue, which caused 1 train to be terminated, 2 trains annulled, and 25 additional trains delayed. The strike on the 30th was a non-fatality at Menlo Park, which caused 3 trains to be delayed.
- **June:** The June 2022 OTP was 85% compared to 91.5% for June 2021.

*****The Caltrain July 2022 Ridership Graphs are unavailable*****

Mr. Harvey shared that on Monday, September 5, Caltrain will be running a weekend schedule in observance of the Labor Day holiday.

Committee Comments:

Chair Shaw requested the ridership reports be added back to the staff report as they have been missing from the past two reports.

Public Comments:

None

JPB CAC Work Plan

September 21, 2022

- Rail Safety Education & Suicide Prevention Update
- Code of Conduct

October 19, 2022

- Rengstorff Grade Separation Project
- Clipper Next Gen Validator Project Update

November 16, 2022

-
-

December 21, 2022

-
-

Suggested Items:

- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19
- MTC Means-Based Discount Fare program update
- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19 and Alternate Member Rob Jaques on 12/15/21
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Operating Costs – requested by Member Adrian Brandt on 2/13/20
- Rail Corridor Use Policy – requested by Member Anna Dagum on 10/21/20
- Industry Safe Functionality
- Blue Ribbon Task Force
- Clipper Data Availability
- Construction Obstacles
- Wireless Solution Technology – requested by Member Adrian Brandt on 12/8/21
- Redwood City Station Development - requested by Member Adrian Brandt on 12/8/21
- Dual speed check installation/Constant Warning, Downtown Extension, elevated four track station, future Dumbarton Rail extension and the Google campus being planned at the Diridon station, PCEP project wireless overlay system and level boarding and the status of fully vaccinated staff - requested by Member Adrian Brandt on 12/15/21
- Transit Oriented Development & historic station preservation outreach - requested by Member Patricia Leung on 12/15/21
- Equity evaluation on the most recent schedule change and Go Pass qualification requirements - requested by Member Rosalind Kutler on 12/15/21
- Staffing structure, Governance Update, Visual Messaging Display rollout plan, Equity Plan implementation/update and periodic updates from Government Affairs regarding funding sources and how infrastructure bills may impact Caltrain - requested by Member David Tuzman on 12/15/21
- Caltrain Wayfinding improved, specifically with single tracking - requested by Member Jean-Paul Torres on 12/15/21
- Conductor’s communication tools and how they may interface with the public. Regional trip planning and availability for riders that do not have access to mobile devices - requested by Alternate Member Melody Pagee on 12/15/21

- Distance-based fares on Caltrain. Deep dive on it from a practical standpoint - requested by Chair, Brian Shaw on 12/15/21
- iPhones for Conductors
- Constant Warning
- Engineering Standards
- Brainstorming sessions for Conductor iPhone applications
- CAC role in Measure RR oversight update

DATE, TIME, AND LOCATION OF NEXT REGULAR MEETING:

The next meeting will be September 21, 2022, at 5:40 pm, via Zoom (additional location, if any, to be determined).

Adjourned at 7:58 pm.

DRAFT



Memorandum

Date: August 23, 2022
To: Board of Directors
From: Michelle Bouchard, Acting Executive Director
Subject: September 1, 2022, JPB Board Meeting Executive Director's Report

- **On-time Performance**

- **Through August 22:** The preliminary August 2022 OTP was 88.1% compared to 94.3% for August 2021.
 - **Trespasser Strikes** – There was one trespasser strike on August 4 at the Santa Clara station resulting in a fatality. There was 1 train terminated and 15 trains delayed.
- **July:** The July 2022 OTP was 91.9% compared to 90.2% for July 2021.
 - **Vehicle Strike** – There were four vehicle strikes on July 7, 23, 28 and 30, resulting in three fatalities. The strike on the 7th was a fatality at San Antonio Station, which caused 2 trains terminated, 3 trains annulled, and 17 additional trains delayed. The strike on the 23rd was a fatality at E. Meadows Drive, which caused 1 train terminated and 6 additional trains delayed. The strike on the 28th was a fatality at Rengstorff Avenue, which caused 1 train terminated, 2 trains annulled, and 25 additional trains delayed. The strike on the 30th was a non-fatality at Menlo Park, which caused 3 trains delayed.

- **Caltrain Fall 2022 Service Change –**

- New Weekday Schedule will be effective Monday, September 12, 2022, in coordination with BART's Fall Service Change effective on the same date.
- Service Change Summary:
 - Increased service to South San Francisco.

- L3 trains will stop at South San Francisco in both directions, providing 2 trains per peak hour and offering a faster option for commuters traveling from Santa Clara County.
 - All reverse-peak trains stop at 22nd St.
 - L3 trains will stop at 22nd St. during reverse peak hours.
 - Provides direct peak hour connection from 22nd St. to Lawrence.
 - Improved weeknight BART connections at Millbrae
 - Connections improved from 15-23 minutes to 9-14 minutes.
 - Extended running times required on evening local trains to maintain single-tracking meets.
 - No changes to midday or weekend service.
- Ongoing coordination with internal and external stakeholders for service operations impacts
- Ongoing coordination with Communications team on service change notifications
 - Website: Landing Page, Home Page
 - Web Timetable & PDF
 - Take One Notice
 - Display Ads
 - Paid Print/Digital Ads
 - Printed Pocket Timetables
 - MTC Hub Signage
 - VMS, PA & Conductor Announcements
 - Onboard Train Schedules
 - Station Info Boards
 - Caltrain Mobile App Push Alerts
 - BART & Caltrain Millbrae Station Transfer Times
 - News Release
 - Station Ambassadors
 - Notification to the South San Francisco Chamber of Commerce
- **CAC Meeting** – The Citizens Advisory Committee met on Wednesday, July 20, via teleconference. Ted Burgwyn, Director, Rail Network and Operations Planning provided a presentation on the Caltrain Service Planning update. Brent Tietjen, Government Affairs provided an updated presentation on Electrification. Andy Robbins, Director, Capital Program Delivery provided an updated presentation on the Caltrain Broadband Wireless Communication Project. Chris Harvey, Manager – Rail Operations, provided the Staff Report. The next CAC meeting is scheduled for Wednesday, September 20, via teleconference.
- **BATAC Meeting** – The next Bicycle & Active Transportation Advisory Committee meeting is scheduled for Thursday, September 15, via teleconference.
- **Special Event Service**

Services Performed:

Following is a summary of special event services provided.

- **San Francisco Giants** – The SF Giants hosted fourteen games in August.

In July, average gross ridership per game, boarding and alighting at San Francisco station, was 4,830. Total gross ridership for July was 67,614.

Caltrain will provide one post-game express train for evening games on weekdays and weekends. The train departs San Francisco 15 minutes after the last out or when full, making its first stop Millbrae followed by local stops to San Jose Diridon. Fans wishing to reach stations between San Francisco and Millbrae should take a regularly scheduled train. Staff will continuously monitor the service throughout the season and make adjustments to accommodate the crowds as needed.

- **SF 49ers Pre-Season** – The 49ers hosted one pre-season home game at Levi's Stadium on Friday, August 12. Caltrain operated a regular Weekday Schedule to and from the game.
- **4th of July Fireworks** – The event was held at Pier 39 and Caltrain provided one post-fireworks Local train after the event. Total gross ridership was 1,910.
- **Real Madrid CF vs. Club America** – Oracle Park hosted a soccer match on July 26 and Caltrain provided one post-game express train. Total gross ridership was 6,542.

Services Scheduled:

- **San Francisco Giants** – The SF Giants will host thirteen regular season games in September.
- **Labor Day** – On Monday, September 5, Caltrain will operate a Weekend Schedule in observation of the Labor Day Holiday.
- **SF 49ers Regular Season** – The 49ers will host one home game at Levi's Stadium on Sunday, September 18. Caltrain will operate a regular Weekend Schedule to and from the game.
- **Stanford Football Season** – The Stanford football games will start in September. For selected major games, Caltrain will stop regular weekend service at Stanford Station. Due to lack of infrastructure, safety and ADA compliance, attendees are encouraged to use Palo Alto station.
- **San Jose Earthquakes vs. LA Galaxy** – The Stanford Stadium will host this game, previously rescheduled on Saturday, September 24. Caltrain will stop regular weekend service at Stanford Station. Due to lack of infrastructure, safety and ADA compliance, attendees are encouraged to use Palo Alto station.

- **San Jose Sharks Season** – The pre-season is scheduled to start on September 25 and regular season starts on October 14. Train 143 on weekdays or train 277 on weekends, may be delayed and will depart no later than 10:30 pm for certain games.

- **Capital Projects**

The Capital Projects information is current as of July 31, 2022 and is subject to change prior to September 1, 2022 (Board Meeting).

- **South San Francisco Station Improvements:** This project replaces the existing side platforms with a new centerboard platform, construction of a new connecting pedestrian underpass to the two new plazas in downtown South San Francisco to the west and the shuttle area to east.

Contractor completed field punch list work and continues with administrative punch list submittals (including warranties and O&M manuals). Designer working to complete preparing project as-builts.

A stainless-steel wall panel will be installed based on availability of materials, as part of warranty work. Also, the DMX Light Controller functionality is being addressed as part of warranty

Agency staff to prepare lessons learned session and will revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances for future projects.

- **Burlingame Broadway Grade Separation Project:** This project will grade separate the railroad alignment at Broadway, between Carolan and California Avenues, in the City of Burlingame and remove the current at-grade crossing. As part of this project, the Broadway Station will become elevated and the hold-out rule at this station will be eliminated, improving operational efficiency.

The City of Burlingame is the project sponsor with Caltrain acting as the lead agency for implementation. Currently, the project is funded for only the design phase through local funds (San Mateo County Transportation Agency Measure A and the City of Burlingame).

The current schedule forecasts advertisement for construction by summer-2024. Construction is scheduled to occur from early 2025 to mid-2028. The team is evaluating the potential use of the Construction Manager/General Contractor (CM/GC) project delivery approach, to address project risk and site constraints. If CM/GC is chosen, the schedule for the construction contract may accelerate.

- **Guadalupe River Bridge Replacement:** JPB proposes to replace the MT-1 railroad bridge and extend and seismically retrofit the MT-2 railroad bridge over the Guadalupe River in the City of San Jose, Santa Clara County, California. The

proposed project is located just north of Willow Street and east of State Route (SR) 87 between the Tamien and San Jose Diridon stations.

The total project cost is estimated at approximately \$52.2 million and has reached 100% design completion. Bid advertisement took place in June 2022 with expected Board award contract in Fall 2022.

Continuing coordination with PCEP related to removal and replacement of OCS to meet both project milestones. Also, meetings with UPRR related to removal and relocation of 3rd Party Fiber Companies continue.

- **Rengstorff Avenue Grade Separation:** JPB in partnership with the City of Mountain View propose to grade separate the existing at-grade Caltrain tracks from the roadway crossing at Rengstorff Avenue in the City of Mountain View. This project will help improve public safety for pedestrians, cyclists, vehicles, and trains while improving the overall traffic flow and travel reliability.

The project entails constructing a new fully depressed intersection, major grading work, new paving and bicycle lanes with special barriers, retaining walls, new elevated railroad tracks and pedestrian bridges, utility relocation, drainage and pump station facilities, and landscaping.

The 35% design is currently under review by the County. The final draft of design Cooperative Agreement with comments was provided to the VTA and the City of Mountain View for preparing an executable agreement. VTA staff will ask their BOD to approve \$42 million in Measure B funds towards final design, environmental permitting and right of way phases. Preparing an RFP for selecting a design consultant and evaluating the merits of various delivery methods will be accomplished during the next three months. Construction is expected to start in early 2025, pending securing funds, with substantial completion forecasted in late 2027.

- **Ticket Vending Machine (TVM) Upgrade:** This project will upgrade the existing TVM Server and retrofit and refurbish existing TVM machines to include functions planned for the Clipper program. The new machines will be able to dispense new Clipper cards (excluding discount Clipper cards that require verification of eligibility) and allow customers to add value to existing Clipper cards. In addition, the scope was increased to include upgrades to the credit card reader and database.

Phase 1 was completed in October 2020 to develop a prototype, Clipper TVM. Phase 2 for retrofitting 12 additional TVM's was completed in March 2021. Phase 3 for 21 TVM's that was delayed due to supply chain issues is now complete. Phase 4 for upgrading another 27 TVM's commenced in March 2022 with completion expected by the end of 2022. There is a material and equipment delivery delays, and the vendor has been waiting on certain parts and material for the Phase 4 upgrades. Phase 5 funds to upgrade the remaining 27 TVM's (contained in the FY22 Capital Budget) are not yet available.

- **Clipper Next Gen Validators Site Preparation:** This project will prepare the stations with electrical power for the installation of the Clipper Next Gen Validators to be installed by MTC/Cubic.

The contract was awarded to BECI Electric at the February 2022 JPB Board meeting. The contractor completed the administrative period in late April 2022. Construction has started with an anticipated substantial completion by late 2022.

Contractor continued to prepare the stations for the new Clipper validator. Weekly construction meetings with the contractor are ongoing. MTC had their contractor Cubic install a prototype Clipper validator at the Palo Alto station for testing.

- **Mary and Evelyn Avenue Traffic Signal Preemption Project:** This project will perform upgrades to train approach warning systems at Mary Avenue and Evelyn Avenue crossings in Sunnyvale. The project will improve vehicle safety at the at-grade crossings by increasing traffic signal advance warning times for approaching trains in order to clear vehicles at the crossings.

JPB completed their portion of construction in June 2021. The City's contractor completed their construction at the end of April 2022. Integrated testing with the City of Sunnyvale's traffic controller began in May and was completed in June 2022.

Meeting held with the city of Sunnyvale to discuss results of testing. Began to close out the project.

- **Churchill Avenue Grade Crossing Improvements:** This project will improve safety, pedestrian and bicycle access to the Churchill Avenue crossing in the City of Palo Alto. The project scope includes widening sidewalks, associated relocation of pedestrian gates, and installing new vehicle pavement markings and markers. This project is coordinated with the City of Palo Alto's own design for the crossing.

The project began in December 2019. The 100% design was received in October 2021. JPB's Issue for Bid documents are awaiting the California Public Utilities Commission (CPUC) approval of the City of Palo Alto's portion of the contract documents so that advertisement for bids can proceed. Construction forecasted to occur from January 2023 to December 2023.

- **Broadband Wireless Communications:** This project will provide wireless communication systems to enhance railroad operations and maintenance capabilities and provide Wi-Fi capability for passengers. This project is partially funded through a Transit and Intercity Rail Capital Program (TIRCP) grant as well as through a FY2023 capital budget allocation.

Proposals were received at the end of December 2021 and were reviewed by an Evaluation Committee at Caltrain and followed by interviews with shortlisted proposers. System demonstrations of their proposed systems within the Caltrain corridor were conducted in April and May 2022. Contract negotiations are in

process. Contract award is anticipated in October 2022. Design and Construction is planned from November 2022 until July 2024.

- **Bayshore Station Bridge Painting:** This project will perform rehabilitation of the coatings of the existing steel pedestrian overpass bridge at the Bayshore Station in Brisbane. The bridge's paint coatings are in need of rehabilitation due to surface rust. This work combined with a complete repainting of the bridge will bring the structure to a state of good repair.

Bids were received on January 14, 2022, and an evaluation by JPB was completed. Award of the construction contract was completed in April 2022.

Project continues to work with the Construction Management to prepare and conduct weekly meetings with the Contractor Top Line Engineers. Project team continues to process and review Contractor submittals during the administrative process. The Project also continues to work with Engineering to identify corrective action plan for material section loss and implement repair prior to painting operations; Rail Operations and Government & Community Affairs team to identify platform closures and path of travel during painting operations; and PCEP to identify OCS schedule to better align with the Bayshore Painting operations.

- **Mountain View Transit Center Grade Separation and Access:** JPB Environmental Planning group obtained environmental clearance for the Project through the California Environmental Quality Act (CEQA). The Board adopted the CEQA Determination and awarded the Final Design Contract in June 2022.

The Project continues to reach out to County of Santa Clara to engage in third party service agreement for future design review (negotiate agreement; prepare documents for October 2022 (Tentative) for Board Authorization). Secondly, the Project continues to work with City of Mountain View and VTA for Amendment to Cooperative Agreement for Final Design and CMGC pre-construction phase (negotiate costs, prepare documents for October 2022 (Tentative) Board for Amendment Authorization). Thirdly, the JPB Board of Directors adopted the CMGC findings and authorize CMGC Delivery method in August 2022. Fourthly, the Project continues to meet with funding partners (Technical Working Group) and Project Controls to provide monthly updates to the project.

- **Watkins Avenue Grade Crossing Improvements:** This project includes the design and construction of four quadrant ("quad") gates at the Watkins Avenue Grade crossing located in Atherton, California. This project is related to the executed Memorandum of Understanding (MOU) regarding the 'Town of Atherton Station Closure' between the Town and Caltrain.

In July 2021, a work directive was issued to the design consultant to complete final design activities. JPB staff including Engineering and Maintenance conducted a kick-off meeting with Town of Atherton staff regarding scope, schedule, and input for the conceptual design. The 100% design is now in progress for completion in the Summer 2022.

The current schedule forecast reflects a construction period from January 2023 to December 2023, which complies with executed MOU terms. The Town of Atherton has submitted to the Federal Railroad Administration a Notice of Intent to expand the existing Fair Oaks Lane Quite Zone to include Watkins Avenue. Received the stamped Issue for Bid plans and specs and worked with Contracts & Procurement to develop the IFB package for advertisement.

- **South Linden Avenue and Scott Street Grade Separation:** 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 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.

Project began the Preliminary Engineering/Environmental Clearance (PE/EC) Phase. Continued drafting the RFP for Preliminary Engineering design consultant with expected award at December 2022 board meeting.

The draft RFP for Preliminary Engineering design consultant has been finalized, now awaiting full execution of MOU and transfer of funds (\$5.5M) to project budget prior to publishing RFP.

- **San Mateo Grade Crossing Improvements:** This project will install four quadrant (“quad”) gates at the grade crossings at 4th and 5th Avenues in San Mateo.

The city of San Mateo continued to work on their 100% design. Project team continued the development of the IFB package with Contracts and Procurement.

When city of San Mateo's design work is completed, will submit the GO88-B form to the CPUC for approval.

- **MP-36 Locomotive Mid-Life Overhaul Project:** This project involves performing mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul includes complete disassembly of the main diesel engine, overhauling by reconditioning reusable main frame components and re-assembly with new engine components and replacement of Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work is occurring off-site at the contractor's facility location. The 6 locomotives to be overhauled are Locomotive #'s 923, 924, 925, 926, 927 & 928. In order to maintain daily service, only 1 to 2 of these locomotives are released at a time for overhaul work that is expected to take

approximately 8 months per locomotive. Due to this restriction, the overall completion of this work is expected to take approximately 4 years.

The first vehicle #927 was shipped to the vendor's (Alstom) facility at Mare Island (Vallejo) in July 2020 for overhaul and was returned to Caltrain in December 2021. The 927 is now in full service. Vehicles #924 and #925 are at Mare Island and is undergoing rehabilitation. Vehicles # 923, 926 and 928 are scheduled for rehabilitation beginning in June 2022, November 2022 and April 2023, respectively.

- **Planning Project Updates (added 8/29/22)**

Tamien Transit Oriented Development: VTA is partnering with a developer, UrbanCo, to develop 6.96 acres of property located adjacent to the Tamien Caltrain and VTA Light Rail stations. The property includes the current VTA-owned Caltrain Parking lot (202 transit parking stalls) and a dirt lot that was utilized as unofficial overflow parking (226 parking vehicles pre-pandemic). The transit oriented development (TOD) will include 420 market-rate multifamily units, 135 affordable multifamily units, a childcare center, station area access improvements, and rider benefits such as a new transit plaza.

The project was originally planned to include a second level of underground parking in the market rate building with 147 parking stalls for transit riders, which would maintain the current official transit parking count of 566 transit parking stalls for both VTA and Caltrain transit riders. However, due to increased construction costs and changing market conditions, UrbanCo has proposed to eliminate the second level of underground parking planned for transit riders. The new proposal will reduce the transit parking supply by up to 116 stalls and eliminate transit parking from the east side of Tamien station, which is the primary entrance for Caltrain. This proposed modification will result in a total of 450 transit parking stalls at Tamien Station for both Caltrain and VTA riders.

In response to the parking reduction proposal, VTA contracted with a transportation consultant to study the impact it would have on VTA and Caltrain ridership. The study finds that the proposed TOD along with the implementation of a Transportation Demand Management (TDM) program has the potential to offset ridership losses resulting from the proposed parking reduction, resulting in a net gain in daily transit riders for both Caltrain and VTA.

On September 1, 2022, VTA staff is planning to seek authorization from the VTA Board to amend the Lease Option Agreement for the Tamien Transit Oriented Development to change future transit parking from 566 stalls to 450 stalls and implement a TDM program to mitigate impacts.

Caltrain Short Range Transit Plan (SRTP)

Staff wishes to provide an update to the JPB about an effort currently underway by Caltrain staff to comply with regional requirements. The Metropolitan Transportation Commission (MTC) regularly requests that transit agencies under its purview update their Short Range Transportation Plans (SRTP). MTC establishes

a schedule for when the SRTPs must be updated, as well as guidelines for required elements that must be included. The JPB adopted its prior FY18-27 SRTP in June 2019, and an updated SRTP document is now required by MTC for FY23-28, with Board adoption required by the end of 2022.

MTC's updated guidelines for the SRTP differ significantly from previous SRTP requirements, as a result of the changed operating environment for the region's transit agencies due to the COVID-19 pandemic. Whereas previous guidelines required production of an extensive planning document with 10-year, detailed operating and capital plans, MTC's "Reimagined SRTP" guidelines focus exclusively on operations in the next five years for FY23-28. The Reimagined SRTP guidelines provide three operating budget "scenarios" for transit agencies to consider, to begin to understand trade-offs and benefits for different levels of operating funding in the region.

Caltrain staff is in the process of drafting the agency's Reimagined SRTP to comply with MTC's requirements, drawing on the substantial scenario planning and analysis work that Caltrain staff completed and shared with the Board in 2020 and 2021. The draft SRTP will be shared with Caltrain's WPLP Committee in November before being proposed for adoption at the December JPB Meeting.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Acting Executive Director
From: Pranaya Shrestha, Chief Officer, Caltrain Modernization Program
Subject: **Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report**

Finance Committee Recommendation Work Program-Legislative-Planning Committee Recommendation Staff Coordinating Council Reviewed Staff Coordinating Council Recommendation

Action

Staff Coordinating Council recommends the Board receive the Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report (MPR).

No action required.

Significance

Staff prepares and submits a report covering the PCEP monthly.

Budget Impact

There is no impact on the budget.

Background

The MPR is intended to provide funding partners, stakeholders, and the public a PCEP overview and an overall update on project progress. This document provides information on the scope, cost, funding, schedule, and project implementation.

Prepared By: Pranaya Shrestha Interim Chief Officer, 720.757.9191
Caltrain Modernization
Program



Caltrain Modernization Program Peninsula Corridor Electrification Project (PCEP)



Executive Monthly Progress Report

July 31, 2022

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

The Peninsula Corridor Electrification Project (PCEP) will upgrade 51 miles of diesel service to electrified service from San Francisco to San Jose (Tamien Station). The PCEP scope of work includes design and construction of an overhead contact system, traction power facilities, modification of the existing signaling and grade crossing protection system to make it compatible with the electrified railroad, substation improvements at Pacific Gas and Electric (PG&E) substations, and modifications at existing tunnels and Caltrain’s maintenance facility. It also includes the design, manufacturing, assembly, testing, and delivery of the Electric Multiple Units (EMUs).

Caltrain re-baselined the program budget and schedule in December of 2021. Caltrain completed a thorough assessment of all aspects of the program including cost, schedule, risks and organization. Caltrain is committed to deliver PCEP and achieve revenue service in September of 2024.

1.2 Program Cost and Budget

On December 6, 2021, the JPB adopted a new PCEP program budget of \$2,442,690,697. As of July 2022, the project is on budget:

- The current project total cost at completion (EAC) is the same as Board adopted budget of \$2.44 billion.
- As of July 2022, a total of \$1.77M has been drawn down from the Shared Risk Pool of \$50 million.
- As of July 2022, a total of \$1.04M has been drawn from the project contingency of \$40 million.
- As of July 2022, no new awards have been made from the Project incentive pool of \$18.5 million.

1.3 Program Progress and Schedule

As of July 31, 2022, the overall project completion is 74.77%. The current program schedule is still on track with PCEP’s substantial completion date of April 2024 and Revenue Service by September 2024.

1.4 Change Management Board (CMB)

In July 2022, the following change orders were submitted for CMB approval:

CMB approved:

- Traction Power Facility SCADA Interim Support Through Cutover in the amount of \$1,036,122.
- Amendment to B&G Transportation Group, Contract Capacity Increase and Extension in the amount of \$4,432,182.
- Amendment to AECOM Program Management Support Services Contract Capacity Increase and Extension in the amount of \$11,943,960.

1.5 This Month’s Accomplishments

The project team has completed the following notable activities for the month of July 2022:

- All contractors and subcontractors continue to have COVID-19 plans in place that meet federal, state and local requirements.
- Continued safety special task force working group including TASI, Rail Operations and PCEP to address communications, process and procedure improvements.
- Continued Roadway Worker Protection (RWP) Safety rule and procedural training.
- Continued to bring on experienced, qualified resources to fill key management positions for PCEP delivery. This month, the management team selected a Quality Assurance Manager and a Field TPS manager.
- Completed Single-Phase Study for TPS 2 and addressed comments.
- Completed project reforecast effort with Design Builder with a focus on OCS installation and wiring sequences; energization of Segment 3 is scheduled for next spring which will allow 24 miles of track to be electrified for additional EMU testing.
- Started previous 2SC cutover location application logic update effort.
- Started installation and pretesting activities for Segment 2 SSF cutover.
- Continued providing PCEP progress updates to funding partners, leadership, elected officials, citizens, and business community.
- Completed EMU Static Testing on the first two trains.
- Started planning for in depth 25kV OCS awareness training.
- Performed CEMOF walkthrough and CEMOF energization readiness review.

1.6 Upcoming work

For the next six months, the PCEP team has set additional goals as described below:

- Develop and finalize Segment 4 energized rail isolation and protection procedure.
- Complete readiness review of Segment 4 with all stakeholders.
- Complete 25kV OCS awareness training for all Caltrain staff, TASI, and contractors prior to Segment 4 energization.
- Continue to hold CMB and PCEP partnering sessions and finalize procedures for the implementation of the Configuration Management Board from the Funding Partners Oversight Protocol.
- Continue to hold Executive and Project Team Partnering sessions.
- Execute transmission operating load agreement (TOLA) with PG&E.
- Finalize Program Management Plan (PMP) based on FTA/PMOC comments.
- Energize TPS 2 on August 27, 2022 and commence OCS testing under power following completion of OCS awareness training.
- Energize Segment 4 and commence System Integration Testing and EMU Trainset 3 commissioning.
- Receive two more EMU Trainsets.
- Complete EMU clearance test.
- Continue pursuing federal and local grants to close the funding gap.
- Hold Monthly CMB meeting for program status and change order approval.
- Complete 2SC application logic update for previous 2SC cutover locations.
- Commence cutover plan for last major Segment 2 cutover at Ralston and

Mayfield.

The PCEP Project is currently on budget and on time for achieving Revenue Service in September of 2024.

1.7 Critical Items

As of July 2022, the top critical items and related actions are highlighted below.

Table 1-1. Critical Issues and Actions

Critical Issues	Actions
Overhead Contact System (OCS) installation delay due to low productivity Note: The project OCS work was on hold from March 10, 2022, to March 28, 2022 during the safety stand down.	<ul style="list-style-type: none"> • Additional BBII OCS crew training for regulation and variance in the OCS design / installation due to re-design & accommodations to resolve foundation Differing Site Conditions (DSC) issues. • Hiring additional BBII OCS staff members to prevent schedule slippage and help in future installation planning. • Hold OCS construction scheduling recovery workshop for remaining OCS installation and testing.
Timely completion of Segment 2 Signal/2SC cutover	<ul style="list-style-type: none"> • Perform comprehensive cutover planning; develop and track dashboard for each cutover, including design submittal, duct bank completion, flagger needs. • Work closely with Rail Operations to maximize track access, including weekend bus bridge. • Advance notification to the public on train schedule service changes for weekend shutdown.
Funding of \$410 million program gap	<ul style="list-style-type: none"> • Special task force is in place to identify federal and state grant opportunities to pursue. • Targeted advocacy is ongoing. • Prepare earmarks grant scope and application.
Lack of field railway worker in charge (RWIC) for increased work crews	<ul style="list-style-type: none"> • Design-builder brought in more watchmen for off-track work. • TASI to expedite RWIC hiring and training. • Explore third party field resource procurement path. • Assess operational impact for expanding work limits with track and time.

2.0 SAFETY

There were zero reportable injuries for July, but we have not received the monthly hours for the month. The Reportable Injury Rate (RIR) for 2022 through June is at 2.08, which is below the national average of 2.50.

There was one notable near miss incident that occurred on July 8, 2022 when a Balfour Beatty crew was moving a 44-foot-long mobile lift to the worksite across the 16th Street grade crossing. As the equipment was traversing across 16th Street, the crossing gates activated for an approaching northbound train. The mobile lift was travelling at 3 MPH and did not have sufficient time to clear the crossing. The Balfour Beatty equipment operator was able to raise the lift in time to clear the equipment of the northbound passing train. There were no injuries or equipment damage. Balfour Beatty and TASI conducted safety stand downs for all crews and RWIC's and initiated immediate restrictions involving the movement of equipment over grade crossings.

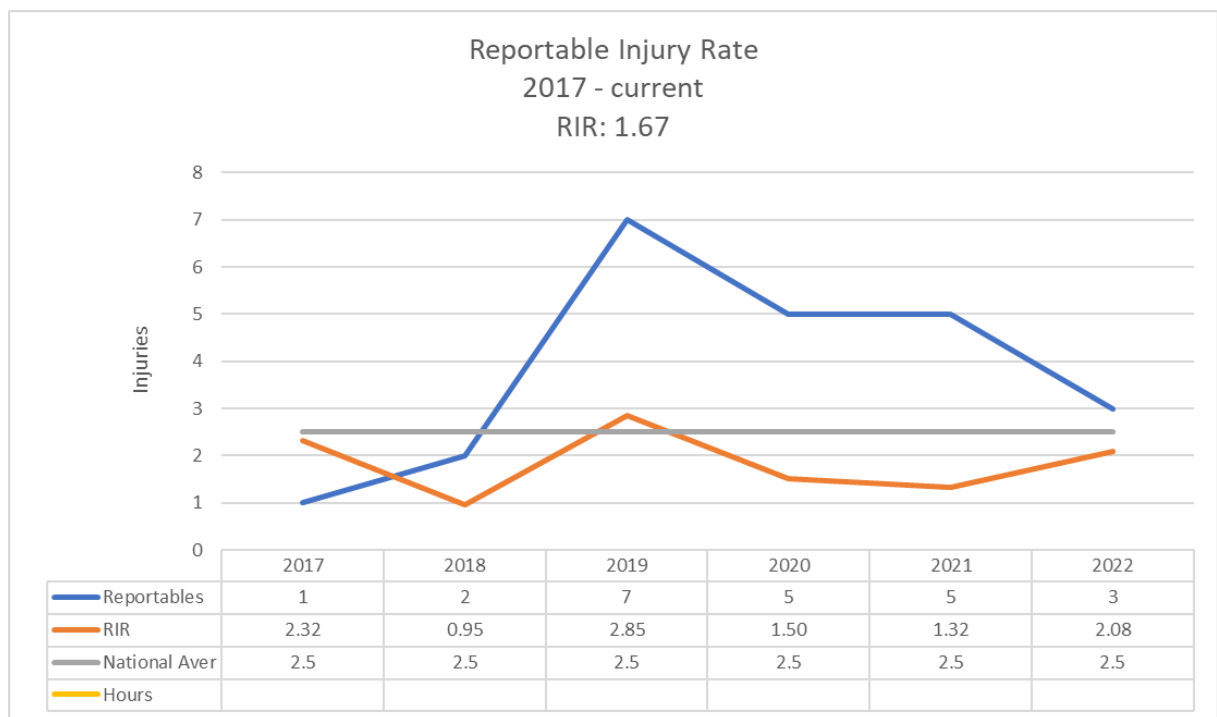


Figure 2-1. Project Reportable Injury Rate (RIR) by Year

2.1.1 Completed Work

Safety staff continues to coordinate with contractors to identify opportunities to improve safety performance. Organizational-wide safety briefings are being performed to ensure staff understand the application of post incident mitigation measures including rules and procedural changes designed to enhance safety. Project Safety continues to reinforce jobsite safety practices throughout the Caltrain alignment, investigate incidents, and identify mitigation measures to prevent re-occurrences. Safety project coordination

meetings continue to be conducted monthly to promote a clear understanding of project safety requirements.

2.1.2 Upcoming Work

The Fire/Life Safety Committee continues to work with the San Jose and Santa Clara Fire Departments on Emergency Preparedness in preparation for the energization of Segment 4. The safety team is coordinating with Operations and the EMU team to develop an emergency responder safety familiarization EMU presentation. Once completed, the presentation will be shared with emergency responder jurisdictions through the project Fire/Life Safety Committee. In addition, the project safety team has initiated discussions with Segment 3 fire department jurisdictions to schedule project safety awareness training. Training sessions have been scheduled for September 2022 and January 2023. In addition, a full-scale emergency exercise that will include an electrification incident response component is scheduled for November 2022.

3.0 PROGRAM SCHEDULE

3.1 Introduction

PCEP has an Integrated Master Schedule (IMS) which illustrates the timeline of major elements of the PCEP program depicted in **Figure 3-1**.

The Electrification Substantial Completion Date is forecast by April 1, 2024 based on design-builder July 2022 progress schedule update. The Revenue Service Date (RSD) date remains on September 26, 2024, with 6 months schedule contingency.

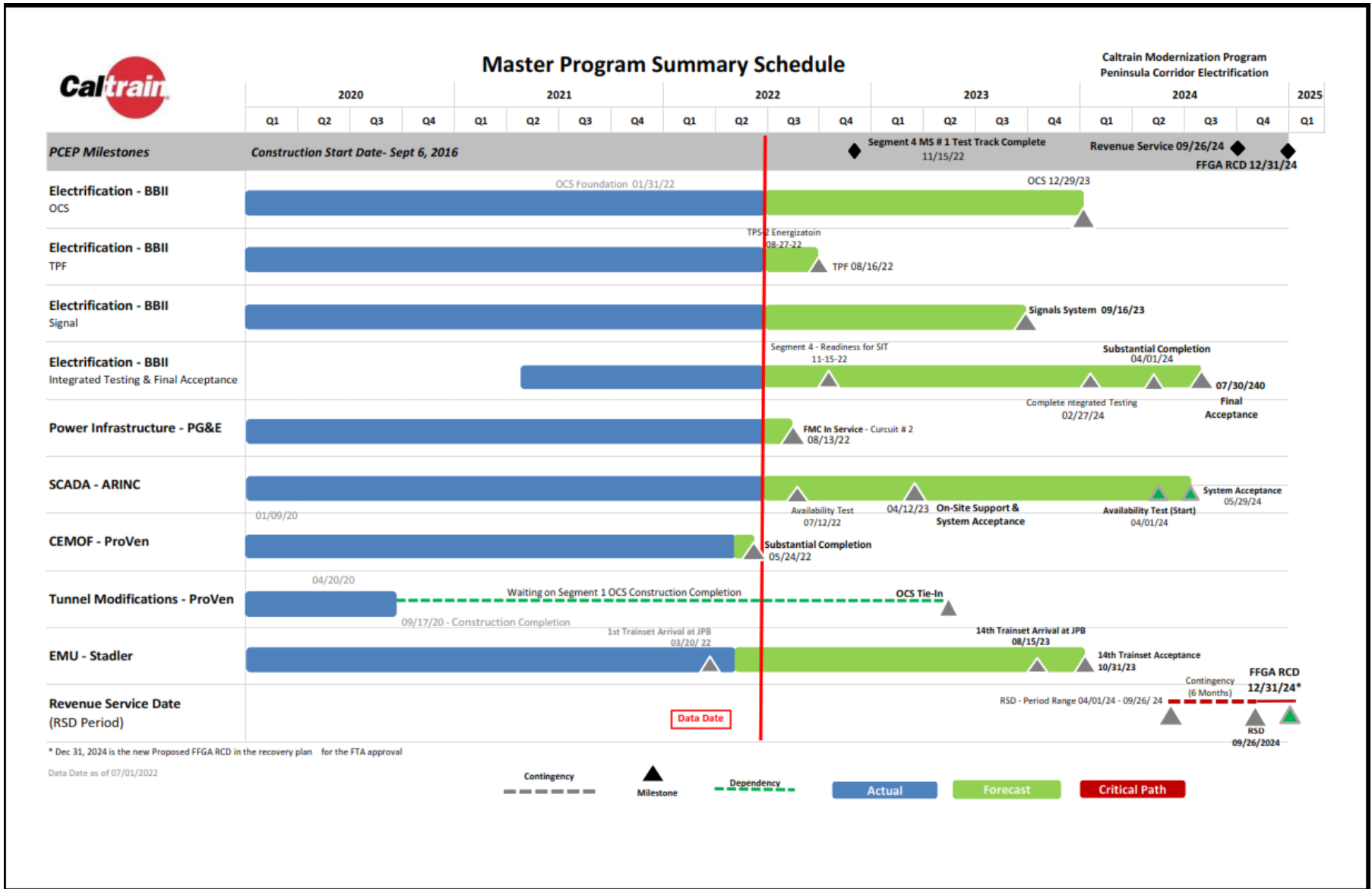


Figure 3-1. Master Program Summary Schedule

3.2 Critical Path

The current critical path for PCEP continues to run through the OCS system in Segment 3, Segment 1, then Segment 2, followed by Testing and Start-up and then Revenue Service.

The current near critical path is the remaining 2SC Signal and Crossing cutovers for Segment 2, Segment 3 and Segment 1, followed by testing and Start-up and then Revenue Service.

As of July 31, 2022, the overall delay to substantial completion is 0 days compared to the project re-baseline schedule.

Peninsula Corridor Electrification Project
June 2022 Update

Task	Date
Start Segment 2 Cutover	12/10/2021 - Actual
Complete OCS Installing Poles	7/28/2022
Complete Traction Power Facilities	8/16/2022
TPS-2 Energization	8/27/2022
Q3 2022	
Start Intergrated Testing Segment 4	10/5/2022
Paralleling Station Facilities Completion Milestone	10/24/2022
Complete Ductbanks	11/3/2022
Complete Segment 2 Cutover	11/14/2022
Complete Intergrated Testing Segment 4	11/15/2022
Complete Segment 4	11/15/2022
Q4 2022	
Start Segment 3 Cutover	3/5/2023
Complete Segment 3 Cutover	3/25/2023
Start Intergrated Testing Segment 3	3/31/2023
Q1 2023	
Complete OCS Energization - Seg 1, 2 & 3	4/11/2023
Complete Intergrated Testing Segment 3	4/30/2023
Complete Milestone #1 (Segments 3 and 4)	4/30/2023
Start Segment 1 Cutover	5/30/2023
TPSS-1 Eneigization	6/5/2023
Q2 2023	
Complete Segment 1 Cutover	9/16/2023
Complete Cutover	9/16/2023
Complete OCS (Contact & Messenger Wiring)	9/25/2023
Start Intergrated Testing Segment 2	9/30/2023
Q3 2023	
Complete Intergrated Testing Segment 2	11/29/2023
Start Intergrated Testing Segment 1	11/29/2023
Complete Intergrated Testing Segment 1	12/29/2023
Start Final Systemwide Integrated Testing	12/29/2023
Q4 2023	
Complete Final Systemwide Integrated Testing	2/7/2024
BBII Substantial Completion	4/1/2024
Revenue Service	9/25/2024
FFGA RCD	12/31/2024

Figure 3-2. PCEP Lookahead Timeline

3.3 Schedule Issues

Issues that may impact critical path or major milestones are identified in the table below as of July 2022.

Table 3-1. Schedule Issues and Actions

Issues	Actions
Construction work stoppage safety stand down due to the track safety incident which occurred on March 10, 2022.	<ul style="list-style-type: none"> BBII developed a schedule recovery plan to mitigate the delay within Segment 2 signals cutover and avoid propagating the schedule slippage to Segments 3 and 1 signal cutovers.
OCS installation delay due to low productivity and the project OCS work was on hold from March 10, 2022 to March 28, 2022 during the safety stand down.	<ul style="list-style-type: none"> Additional BBII OCS crew training for regulation and variance in the OCS design / installation due to re-design & accommodations to resolve foundation DSC issues. Hiring additional BBII OCS staff members to prevent schedule slippage and help in future installation planning.
2SC application logic defects found will require new software release and regression test and may impact Segment 2 cutover completion.	<ul style="list-style-type: none"> Assign technical task force for defect fixes. Review with Rail Operations and FRA for approval. Roll out new application logic and perform regression test for the crossings that were cutover previously. Implement new allocation logic to the remaining crossings.

3.4 Contract Milestones

Table 3-2. Electrification Design-Build Contract Milestones

Milestone	Re-Baselined Dates	Current Forecast	Milestone Variance
Completion of Milestone #1- Segments 3 and 4	April 15, 2023 (Segment 4 only)	April 30, 2023 (Segment 4 and Segment 3)	0
Substantial Completion	April 1, 2024	April 1, 2024	0
Final Acceptance	July 31, 2024	July 31, 2024	0

Once TPS 2 power is turned on by PG&E on August 27, 2022, OCS field integrated testing with power will commence in September. Segment 4 will be certified for temporary use for EMU burn-in in November 2022. The project is in the process of redefining Milestone 1 to include Segment 3 for more electrified mileage. The program reforecast schedule date is still confirmed for full alignment substantial completion by April 1, 2024, and Revenue Service Date of September 2024.

4.0 COST AND BUDGET

4.1 Introduction

This section presents current program cost and budget. On December 6, 2021, the JPB adopted a new Program budget of \$2.44 billion. Table 4-1 depicts a summary level of program budget, costs, and estimate at completion based on the latest update of the Electrification and EMU projects as of July 31, 2022.

4.2 Program Budget and Cost

Table 4-1. Budget Summary by Project

Description of Work	Current Budget (A) ¹	Cost This Month (B) ²	Cost To Date (C) ³	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance At Completion (F) = (A) – (E)
Electrification	\$1,749,139,438	\$25,710,968	\$1,391,519,728	\$357,619,710	\$1,749,139,438	\$0
EMU	\$693,551,258	\$22,032,152	\$464,824,081	\$228,727,177	\$693,551,258	\$0
PCEP TOTAL	\$2,442,690,697	\$47,743,120	\$1,856,343,809	\$586,346,888	\$2,442,690,697	\$0

¹ Column A "Current Budget" includes executed change orders and awarded contracts.

² Column B "Cost This Month" represents the cost of work performed this month.

³ Column C "Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) to date.

Table 4-2 depicts program budget, costs, and estimate at completion summarized by major elements of work. This budget table provides additional detail for the program and is broken down by major contracts for Electrification and EMU, minor contracts, real estate, utilities, project management oversight and other indirect support costs.

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
Electrification	\$1,097,149,881	\$1,097,149,881	\$18,659,855	\$817,433,692	\$279,716,189	\$1,097,149,881
EMU Procurement	\$556,072,601	\$556,204,966	\$20,143,649	\$385,417,362	\$170,787,605	\$556,204,966
Minor Construction Contracts (Tunnel, CEMOF, SCADA, Non-BBI OCS)	\$67,055,072	\$67,055,072	\$0	\$64,431,604	\$3,659,590	\$68,091,194
Real Estate Acquisition & Support	\$34,914,177	\$34,914,177	\$25,476	\$23,780,944	\$11,133,233	\$34,914,177
PG&E, Utilities	\$132,088,995	\$132,088,995	\$498,383	\$199,320,311	-\$67,231,316	\$132,088,995
Management Oversight & Support	\$312,699,697	\$312,699,697	\$2,408,169	\$244,096,387	\$68,603,310	\$312,699,697
TASI Support	\$114,488,767	\$114,488,767	\$2,774,097	\$82,808,797	\$31,679,970	\$114,488,767
Finance Charges	\$9,898,638	\$9,898,638	\$86,027	\$8,861,754	\$1,036,884	\$9,898,638
Insurance	\$6,581,851	\$6,581,851	\$0	\$4,581,851	\$2,000,000	\$6,581,851
Other Required Projects & Services	\$9,084,176	\$9,084,176	\$68,899	\$2,848,680	\$6,235,496	\$9,084,176
Environmental Mitigation	\$14,438,866	\$14,438,866	\$0	\$1,205,404	\$13,233,462	\$14,438,866
Caltrain Capital Overhead (ICAP)	\$48,217,887	\$48,217,887	\$3,078,564	\$21,557,025	\$26,660,863	\$48,217,887
Contingency	\$40,000,089	\$39,867,724	\$0	\$0	\$38,831,602	\$38,831,602
Total	\$2,442,690,697	\$2,442,690,697	\$47,743,120	\$1,856,343,809	\$586,346,888	\$2,442,690,697

4.3 Program Shared Risk Pool and Contingency

Caltrain and Balfour Beatty Infrastructure, Inc. (BBII) continue implementing new mechanisms to ensure a collaborative approach to Project delivery. The management team meets every week to review the issues log focusing on risk mitigation and issues resolution.

As part of global settlement, a shared risk pool of \$50 million was established to manage risks and mitigation proactively and collaboratively with the design-build contractor. Table 4-3 shows the current shared risk drawdown for the current month and to-date as well as the remaining balance of the shared Risk Pool by Risk Category. Any shared risk items that are above \$250,000 require Change Management Board (CMB) approval.

Table 4-3. Shared Risk Pool Status as of July 2022

Risk ID	Risk Description	Risk Amount	Current Month	Executed to Date	Remaining Balance
1	Permanent Power Availability	\$268,572	\$0	\$114,495	\$154,077
2	Different Site Condition for OCS Foundation	\$3,500,000	\$868,102	\$1,012,272	\$2,487,728
3	Different Site Condition for Duct bank	\$2,800,000	\$0	\$20,966	\$2,779,034
4	Condition of existing Fiber backbone infrastructure	\$3,150,000	\$0	\$42,175	\$3,107,825
5	Availability of TASI Resource	\$5,777,820	\$0	\$0	\$5,777,820
6	Signal Cutover access and work window	\$5,607,150	\$0	\$0	\$5,607,150
7	Condition of existing signal system	\$538,572	\$0	\$0	\$538,572
8	EMI Nonconformance by EMU Vendor	\$750,000	\$0	\$144,500	\$605,500
9	Reed Street Cutover	\$90,000	\$0	\$0	\$90,000
10	Availability of low voltage power for cutover testing	\$1,120,000	\$0	\$0	\$1,120,000
11	Third party Permits	\$150,000	\$0	\$0	\$150,000
12	SCADA integration for the entire alignment	\$159,524	\$0	\$0	\$159,524
13	Tunnel OCS Compatibility	\$167,500	\$0	\$0	\$167,500
14	Supply chain issue due to COVID 19	\$300,000	\$0	\$28,923	\$271,077
15	End to end Systems integration commissioning	\$2,100,000	\$0	\$0	\$2,100,000
16	Existing Caltrain Operating systems interface and integration	\$1,400,000	\$0	\$0	\$1,400,000
17	Third party Approval	\$150,000	\$0	\$0	\$150,000
18	Impact from Caltrain other capital or third-party projects	\$2,166,683	\$29,541	\$159,342	\$2,007,340
19	Track access delay for BBII Construction	\$1,800,000	\$0	\$0	\$1,800,000
20	Additional light Maintenance and Protection Needs	\$280,000	\$0	\$0	\$280,000
21	Crossing Protection	\$220,000	\$0	\$60,418	\$159,582
22	Power facilities	\$500,000	\$0	\$0	\$500,000
23	NCR's	\$0	\$0	\$0	\$0
24	Potholing	\$1,700,000	\$0	\$71,012	\$1,628,988
25	Pre-Revenue Service Operational Testing	\$250,000	\$0	\$0	\$250,000
26	TRO Contingency	\$3,000,000	\$0	\$0	\$3,000,000
27	Contingency	\$12,000,000	\$900,000	\$900,000	\$11,100,000
NA	Unidentified	\$54,179	\$0	\$0	\$54,179
	BBII Risk Pool Total	\$50,000,000	\$1,797,643	\$2,554,104	\$47,445,897

In addition to the established Risk Pool with BBII, the Re-Baseline Budget includes a program contingency of \$40 million to cover non-BBII potential changes and unknown costs. Table 4-4 provides a detailed status of approved transfers from contingency due to executed Contract Change Orders and approved Budget Transfers.

Table 4-4. Program Contingency Drawdown Balance

Change Order	Description	Current Budget Contingency	EAC Contingency
Project Contingency	Previously Reported Balance	\$39,867,724	\$38,831,602
		\$0	\$0
	PROJECT CONTINGENCY REMAINING BALANCE	\$39,867,724	\$38,831,602

Note: EAC Contingency reflects forecast contingency including \$1,036,122 in funds approved for Traction Power Facility SCADA Database Changes Support.

4.4 Electrification Design Builder Contract Incentives

The Global Settlement with BBII also includes incentives based on Milestone completions and remaining contract incentives. Table 4-5 provides a status of Design-Build Contractor incentives Budgeted, Awarded, and remaining Balance.

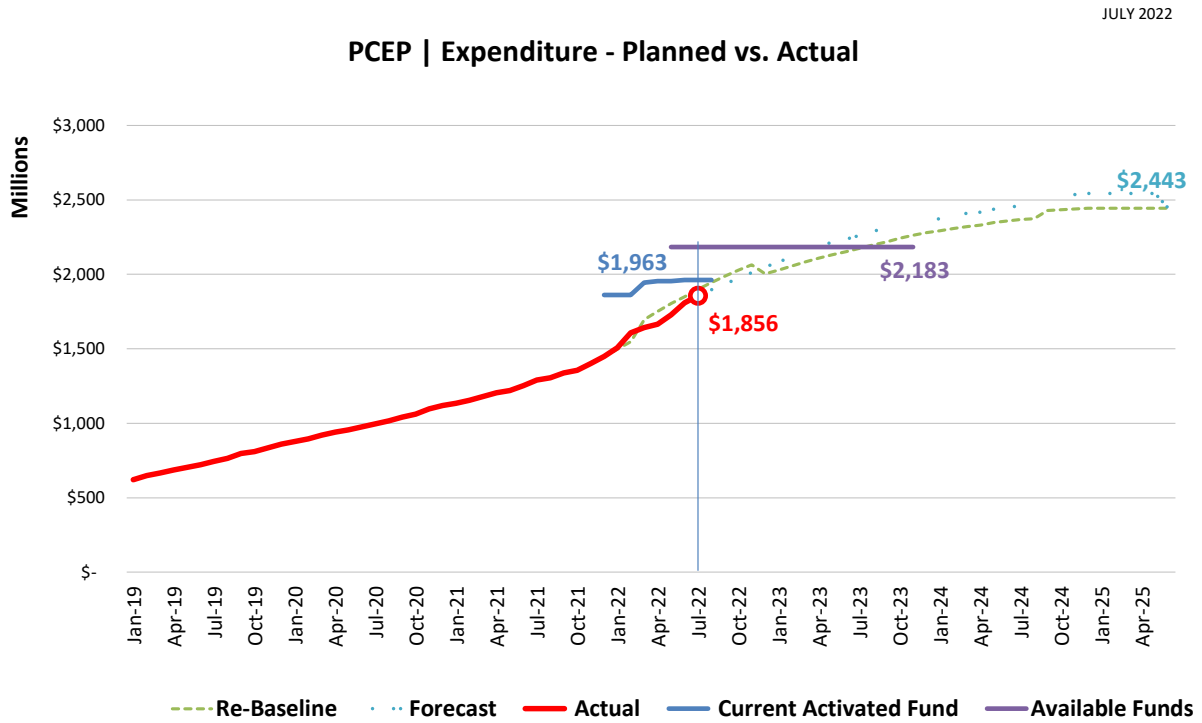
Table 4-5. BBII Incentives

Incentives	Budgeted	Awarded	Balance
Contract Incentive:			
Quality	\$1,250,000	\$1,000,000	\$250,000
Safety	\$2,500,000	\$875,000	\$1,625,000
Community Outreach	\$2,500,000	\$1,750,000	\$750,000
DBE	\$900,000	\$0	\$900,000
Total Contract Incentive	\$7,150,000	\$3,625,000	\$3,525,000
Milestone Incentive:			
Early Signal and Crossing Cutover	\$4,000,000	\$0	\$4,000,000
Early Project Substantial Completion (NTE)	\$8,000,000	\$0	\$8,000,000
Early Revenue Service	\$3,000,000	\$0	\$3,000,000
Total Milestone Incentive	\$15,000,000		\$15,000,000

4.5 Program Cash Flow and Funding

The remaining program expenditures are cash flowed in Figure 4-1 to illustrate by April 2023 additional funding will be needed to complete the program.

Figure 4.1 Expenditure – Funding Cash Flow



4.6 Issues

Table 4-6. Cost and Funding Issues Identified, and Actions Taken for July 2022

Issues	Actions
Additional funding setup for \$410M Funding Gap.	<ul style="list-style-type: none"> Actively pursuing additional State and Federal funding sources. Dedicated task force has been established at the executive level. Prepare earmarks grant scope and application for April submission.

5.0 CHANGE MANAGEMENT

5.1 Introduction

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

5.2 Change Orders/Shared Risk Pool

5.2.1 Executed Shared Risk

The following Shared Risk items were executed in July 2022:

- Drill Tech Foundation Issue Resolution Log Settlement for \$868,000 was approved by CMB on June 22, 2022 and was executed on July 8, 2022.
- Tree Trimming and Removal Allowance Adjustment and Conversion to Lump Sum for \$900,000 was approved by CMB on June 22, 2022 and was executed on July 8, 2022.
- Removal of Electric Lock Switch on MT-1 South of San Carlos Station for \$29,541 was executed on July 28, 2022.

5.2.2 Approved Change Orders

- Traction Power Facility SCADA Interim Support Through Cutover in the amount of \$1,036,122.
- Amendment to B&G Transportation Group, Contract Capacity Increase and Extension in the amount of \$4,432,182.
- Amendment to AECOM Program Management Support Services Contract Capacity Increase and Extension in the amount of \$11,943,960.

5.2.3 Upcoming Change Orders

- Stadler Change Order 039 for “Multiple No Cost / No Schedule Impacts Group 9” to modify Inductive Emissions Limits per RFC-079 and Payment Schedule per RFC-079 is pending signatures in Aconex.

5.3 Issues

Table 5-1. Change Management Issues Identified and Actions Taken for July 2022

Issues	Actions
ARINC Contract Time Extension	CMB has approved ARINC change order No.5 and will require August JPB board approval.
Segment 4 Maintenance Option in the existing BBII Contract was never exercised. Maintenance of OCS/TPS for Segment 4 will be needed post Segment 4 substantial completion once Caltrain is using it for EMU testing under 25kV.	<ul style="list-style-type: none"> • Define EMU testing and burn in work schedule. • BBII will provide isolation and protection once Segment 4 is powered up. • BBII will provide maintenance lite during EMU testing and burn in. • Prepare Request for Proposal for OCS/TPS Maintenance Service for public procurement. • Develop evaluation criteria for Maintenance Service proposals. • Recommend for award and obtain JPB board approval.