



Capital Program Quarterly Status Report and DBE Status Report



**1st Quarter Fiscal Year 2023
(July to September 2022)**

Prepared for the December 01, 2022 Caltrain Board Meeting

Projects in Focus

Concerning (projects with red status lights)

1. 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.

2. 100233 - MP-36 Locomotive Mid-Life Overhaul

- **Funding:** Additional funding will be required to cover the administrative cost, change orders and other unknown risk. Request funds at October Mgmt. Committee meeting.

3. 100240 - Ticket Vending Machines (TVM) Rehab

- **Schedule:** Phase 4 completion date has been delayed as the vendor is waiting on certain parts and material for the upgrades. New delivery and installation date is end of November 2022. It is still the intent of the project to meet the overall project schedule.

4. 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 plans to re-baseline the schedule & budget once team have selected and negotiate with the best proposer in November 2022.

- **Budget:** Project EAC is higher due to the construction cost. Project team is re-evaluating the total cost for the project and will report the updated EAC in next quarterly report. Seek for the budget approval from the Management Committee and the Board.

5. 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. It is still to be determined when the project goes to the Management Committee to request a re-baseline.

6. 100445 - Automatic Passenger Counters at San Francisco 4th & King Station

- **Schedule:** The COVID-19 Pandemic caused delay in development and logistics. The schedule issue was escalated within Centum Adetel and Caltrain. The Centum Team provided a revised Schedule to complete installation, commissioning and training by 10/30/2022. Project Manager to request schedule re-baseline at October 2022 Management Committee meeting.

7. 100482 - Rengstorff Grade Separation

- **Schedule:** The schedule has been delayed due to the delay in 35% design submittal. The 35% design (preliminary engineering) will be completed by October 2022. A cooperative agreement between the VTA, the City of Mountain View and the JPB is under review. VTA has allocated \$42 million towards the final design and right-of-way acquisition. The City of Mountain View will be contributing \$8 million towards the same. Next step is to issue an RFP to select a final design consultant and to evaluate various delivery methods such as Construction Manager/General Contractor (CMGC), Progressive Design-Build and the traditional Design-Bid-Build to select an optimal method. The project will request Management Committee rebaseline in November 2022.

8. 100684 - Mini High Platforms

- **Schedule:** The Project is in the process of hiring a designer to prepare plans and specifications for the project and this delayed the total project schedule. Project Manager to request a schedule re-baseline at November 2022 Management Committee meeting.

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-

10. 100685 - Verizon Sink Hole Repair San Jose

- **Schedule:** Project Schedule is extended due to delay in agreements between the parties. Request the Management Committee to re-baseline the schedule. The date to submit the request is November 2022.

11. 100616 - Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

- **Schedule:** The project has been delayed for one year due to a budget shortfall. Request funds in FY24.

Watching (projects with yellow status lights)

1. 002113 - Guadalupe River Bridges Replacement and Extension

- **Funding:** Prior fiscal years funded only design and some construction. There are sufficient funds to support the first year of construction. Obligating financial resources one year at a time to support construction on a cashflow basis is not a preferred approach. Given the bridge's conditions and funding levels for SOGR this is the current plan. Staff will evaluate a range of alternatives as it prepares the FY2024 and FY2025 Budgets for Board consideration. Agency has not received and/or activated the entire fiscal year 2022 appropriation by the JPB Board. The remainder of the approved funds will be activated in November 2022.

2. 100426 - Churchill Avenue Grade Crossing

-**Schedule:** Main Contract Award delayed as the City of Palo Alto is still waiting on the approval of the GO88-B form from the California Public Utilities Commission (CPUC). Approval of the GO88-B form is required to advertise the Invitation For Bid (IFB). It is the intention to still meet the overall project schedule.

3. 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. 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.

4. 100439 - Bayshore Station Overpass Pedestrian Bridge Rehab




- **Schedule:** Schedule is delayed due to revisions to Scaffolding and Containment Plan and approval of Site-Specific Work Plan. Approval of the Scaffolding and Containment plan required numerous revisions to accommodate PCEP wire installation, and structural calculations required to verify the temporary structure per contract specifications. Approval of the Site Specific Work Plan required numerous coordination meetings with Rail Operations, and customer access to path of travel, platform closures, and signage. Contractor is working to add multiple shifts to meet the original completion date.

5. 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.

Performance Summary

Table S1. Projects in each status light by performance category

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	67.6%	94.6%	89.2%
 Yellow	0.0%	5.4%	0.0%	8.1%
 Red	0.0%	27.0%	5.4%	2.7%

(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	16	43.2%
Improved	6	16.2%
Got worse	5	13.5%
Stayed the same (except all green)	10	27.0%
Total Projects	37	

Table S3. Individual Projects

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q4	Q1	Q4	Q1	Q4	Q1	Q4	Q1	
CONSTRUCTION/IMPLEMENTATION										
Grade Separations										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	7
Stations										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	13
ROW Bridges										
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	19
ROW Communications & Signals										
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	25
Fare Collection										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	30
100574	Clipper Next Generation Validators Site Preparations	●	●	●	●	●	●	●	●	35
Miscellaneous										
100233	MP-36 Locomotive Mid-Life Overhaul Project		●		●		●		●	40
100430	CCF BCCF Virtualization	●	●	●	●	●	●	●	●	44
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	48
DESIGN (includes Preliminary and Final Design, and Procurement)										
Grade Separations										
002152	South Linden & Scott Grade Separation	●	●	●	●	●	●	●	●	53
100244	Burlingame Broadway Grade Separation	●	●	●	●	●	●	●	●	56
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	60
100617	Mountain View Transit Center Grade Separation & Access Project	●	●	●	●	●	●	●	●	65
ROW Bridges										
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	70
100427	San Francisquito Creek Bridge Replacement	●	●	●	●	●	●	●	●	76
ROW Grade Crossings										
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	81
100522	Watkins Ave Grade Crossing Safety Improvements	●	●	●	●	●	●	●	●	84
100563	FY21-22 Grade Crossing Improvements	●	●	●	●	●	●	●	●	87
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	90
ROW Communications & Signals										
100403	Broadband Wireless Communications System	●	●	●	●	●	●	●	●	94
100432	Migration to Digital Voice Radio System	●	●	●	●	●	●	●	●	97
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	100
100572	Communication System SOGR	●	●	●	●	●	●	●	●	103
100614	Predictive Arrival/Departure System (PADS) Replacement	●	●	●	●	●	●	●	●	106
100616	Caltrain Fiber Connectivity to Passenger Stations and Digital Voice	●	●	●	●	●	●	●	●	109
Miscellaneous										
100676	San Mateo Replacement Parking Track	●	●	●	●	●	●	●	●	113
100684	Mini-High Platforms	●	●	●	●	●	●	●	●	116

Table S3. Individual Projects (Continued)

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q4	Q1	Q4	Q1	Q4	Q1	Q4	Q1	
PLANNING (includes Initiation and Design to 15%)										
Grade Separations										
100410	Whipple Avenue Grade Separation Study	●	●	●	●	●	●	●	●	120
100667	Bernardo Avenue Undercrossing	●	●	●	●	●	●	●	●	123
100668	Sunnyvale Grade Separation		●		●		●		●	126
100686	Middle Avenue Undercrossing		●		●		●		●	129
Miscellaneous										
100564	Enterprise Asset Management (EAM) Software System	●	●	●	●	●	●	●	●	133
100565	Update and Upgrade GIS System	●	●	●	●	●	●	●	●	136
100673	CCTV Study-Assessment		●		●		●		●	140
100685	Verizon Sink Hole Repair San Jose	●	●	●	●	●	●	●	●	143
100687	Downtown Rail Extension (DTX)	●	●	●	●	●	●	●	●	146
CLOSEOUT (includes Start-up/Turnover and Closeout)										
ROW Bridges										
002080	Marin and Napoleon Bridge Replacement	●	●	●	●	●	●	●	●	150

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 	G 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.75%	0.50%	100%

SCOPE Summary

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

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

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

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

Table 2. SAFETY INCIDENTS

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

25th Avenue Grade Separation

Project No.

002088

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTP	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	05/15/22	05/15/22	0	0
Gate 6 - Substantial Completion	08/12/22	08/12/22	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	4,427	6,452	6,452	0	0.0%
Environmental	1200	385	278	663	663	0	0.0%
Real Estate	2100		8,984	8,984	8,984	0	0.0%
Utilities Relocations	2200		24,377	24,377	24,377	0	0.0%
Construction ODCs	2300		18	18	18	0	0.0%
Const./Impl. Contracts	3100		117,300	117,300	117,300	0	0.0%
Construction Management	4100		13,397	13,397	13,397	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	1,804	2,795	2,795	0	0.0%
Project Management	5100	585	6,677	7,262	7,262	0	0.0%
Project & Document Control	5200	80	1,890	1,970	1,970	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		1,297	1,297	1,297	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%
Undefined and others	0000		1,987	1,987	1,987	0	0.0%
Subtotals	NA	4,128	197,347	201,475	201,475	0	0.0%
Unknown Risks	NA	NA	NA	NA	380		
Unallocated Contingency	9900	372	8	380	NA	0	0.0%
Grand Totals	NA	4,500	197,355	201,855	201,855	0	0.0%
(*) 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
Purchase a generator.	PCJPB The City of San Mateo still wants to purchase a generator as a backup for the storm water pump on 31st Ave and invoice the project.	Coordinate with the City of San Mateo for the purchase of generator.	\$ 100 0	High
No ROW fencing at old Hillsdale Station	JPB/HDR Procurement/Budgeting.	TASI is on board to install fence (using a subcontractor).	\$ 150	High

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

Issue Title	Responsibility Status	Action	Resolution Date
AT&T Settlement.	JPB Proposed settlement has been sent to AT&T.	Legal to follow up with AT&T	TBD
Covid 19/Number of Changes.	SDJV Resolved.	Board has approved the settlement and Global Change Order was paid.	9/30/2022
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	12/31/2022

KEY ACTIVITIES - Current Reporting Quarter

Board has approved the settlement and Global Change Order was paid to the contractor. Continued working on closing out the construction contract.

NEXT KEY ACTIVITIES

Continue working on closing out the construction contract.

PROJECT NOTES

None.

25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole



Photo 2 - OCS Grounding Testing.

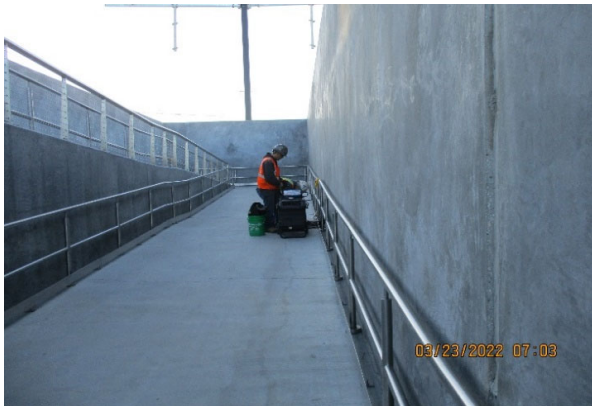


Photo 3 - South Ramp fixing plate kickers



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	10/03/22	-217	-64
Gate 7 - Start-Up/Turnover Complete	07/31/22	10/03/22	-64	-64
Gate 8 - Project Closeout Complete	03/31/22	12/31/22	-275	-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.	12/31/2022
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.	12/31/2022

KEY ACTIVITIES - Current Reporting Quarter

Contractor completed administrative punch list submittals (including warranties and O&M manuals). Designer completed and submitted project as-builts. Issued Substantial Completion.

NEXT KEY ACTIVITIES

Process the final Progress Payment. Acquire conditional release from PMI and begin work on Final Acceptance. Agency staff to prepare lessons learned session and to revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.

PROJECT NOTES

South San Francisco Station Improvement Project

Project No. 002146

PROJECT PHOTOS



Photo 1 - Shuttle bus pick up area



Photo 2 - Shelter with ticket machine



Photo 3 - Ramp 3



Photo 4 - New platform looking north MT-2

**CONSTRUCTION / IMPLEMENTATION
ROW Bridges**

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	Y	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
55.60%	45.41%	100%

Schedule is delayed due to revisions to Scaffolding and Containment Plan and approval of Site-Specific Work Plan. Approval of the Scaffolding and Containment plan required numerous revisions to accommodate PCEP wire installation, and structural calculations required to verify the temporary structure per contract specifications. Approval of the Site Specific Work Plan required numerous coordination meetings with Rail Operations, and customer access to path of travel, platform closures, and signage. Contractor is working to add multiple shifts to meet the original completion date.

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: TranSystems

Const. Contractor: Top Line Engineers

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	12/30/22	-30	-30
Gate 7 – Start-up/Turnover	12/31/22	01/31/23	-31	-31
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	3,435	0
Totals		6,870	0	6,870	6,743	127

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	Construction Management/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.	10/31/22
	Project Construction Management team to coordinate with Engineering Division to provide action plan.		
Coordination with PCEP Schedule	Project Manager/Construction Management	Construction Management Team to coordinate with PCEP and Rail Operations Team to discuss RTW Sheets to identify contract work at the station and at MT1, MT2, MT3, and MT4.	10/31/22
	Project Construction Management team to coordinate with PCEP and Rail Operations Team.		
Identify Wire Mesh Size	Construction Management/Engineering	Construction Management Team to coordinate with PCEP Team to confirm the correct wire mesh (1"x1") size to be installed at the pedestrian bridge. Confirmed Bayshore scope will install new frames, and wire mesh. Confirmed PCEP scope will install new polycarbonate panels after Bayshore Paintings operations is complete.	09/23/22
	Project Construction Management team to coordinate with PCEP Team to identify wire mesh size.		

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

Approval of Scaffolding & Signage plan	<p>Project Manager/Construction Management</p> <hr style="border-top: 1px dashed black;"/> <p>Project Construction Management team to coordinate with Engineering, Rail Operations, Customer Experience, and Government Affairs Teams.</p>	<p>Construction Management Team to coordinate with Project Construction Management team to coordinate with Engineering, Rail Operations, Customer Experience, and Government Affairs Teams to detail the SSWP scope for temporary platform closures, required station signage, and the required communications to the community for ongoing painting operations work to be completed by the end of the year.</p>	09/21/02
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KEY ACTIVITIES - Current Reporting Quarter

The Project continued to work with the Construction Management team to prepare and conduct weekly meetings with the Contractor Top Line Engineers. Continued to work with the Construction Management team to process and review Contractor submittals during the administrative process. Continued to work with the Engineering to identify corrective action plan for material section loss and implement repair prior to painting operations via change order. Continued to also work with the Rail Operations and Government, Rail Customer Experience and Community Affairs team to identify platform closures and path of travel during painting operations. Lastly, the Project continued to work with PCEP team to identify OCS schedule to better align with the Bayshore Painting operations.

NEXT KEY ACTIVITIES

The Project shall continue to work with the Construction Management team to prepare and conduct weekly meetings with the Contractor Top Line Engineers. Continue to work with the Construction Management to process and review Contractor submittals during the administrative process. Continue to work with the Engineering to identify corrective action plan for material section loss and implement repair prior to painting operations via change order. Continue to work with the Rail Operations, Rail Customer Experience and Government & Community Affairs team to identify platform closures and path of travel during painting operations. Lastly, the Project shall continue to work with PCEP team to identify OCS schedule to better align with the Bayshore Painting operations.

PROJECT NOTES

None.

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. 100439

PROJECT PHOTOS



Photo 1 - Platform view of scaffolding containment system

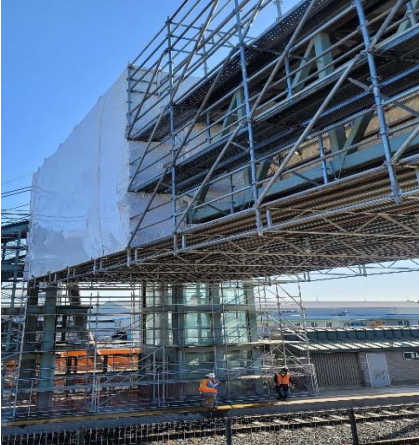


Photo 2 - Stair view of scaffolding containment system

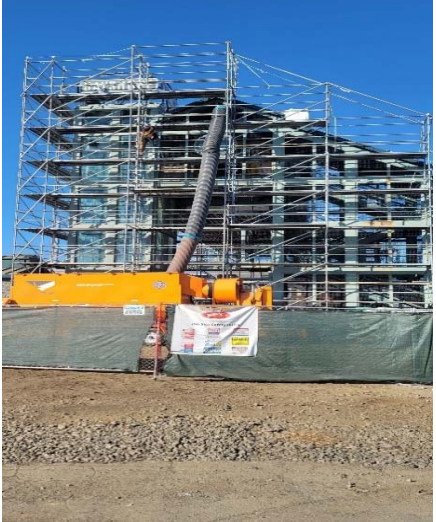


Photo 3 - East view of scaffolding containment system



Photo 4 - Bottom view between pedestrian bridge and scaffolding containment system

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	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
96.09%	0.00%	43%

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	10/27/22	3	3
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	192	-247	-55	-55	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	576	-576	0	0	0	
Construction Management	4100	216	-216	0	0	0	0.0%
Design Support During Const.	4200	24	132	156	156	0	0.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000		75	75	75	0	0.0%
Project Management	5100	768	-483	285	285	0	0.0%
Project & Document Control	5200	192	58	250	250	0	0.0%
Finance/Accounting	5300	48	-38	10	10	0	0.0%
Contracts & Procurement	5400	120	-115	5	5	0	0.0%
Legal	5500	48	-48	0	0	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		120	120	120	0	0.0%
Oper. Support	8100	672	-172	500	500	0	0.0%
Subtotals	NA	2,856	-1,511	1,345	1,345	0	0.0%
Unknown Risks	NA	NA	NA	NA	0	1,780	100.0%
Unallocated Contingency	9900	269	1,511	1,780	NA		
Grand Totals	NA	3,125	0	3,125	1,345	1,780	57.0%

(*) 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
None.	-----		\$ -	

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

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

KEY ACTIVITIES - Current Reporting Quarter

Had a meeting with the city of Sunnyvale to discuss the results of the testing. Began to close out the project. Continued to close out the project by closing out work directives and purchase orders.

NEXT KEY ACTIVITIES

Present the project at the Management Committee for the Gate 7 - Startup/Turnover Complete. Continue to close out project.

PROJECT NOTES

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

Mary Avenue Traffic Signal Preemption

Project No. 100278

PROJECT PHOTOS



Photo 1 - New advance signal preemption equipment

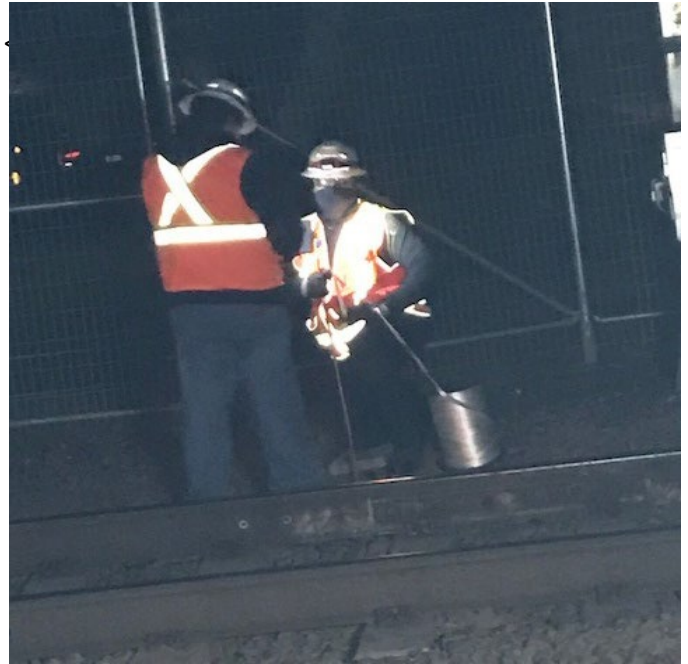


Photo 2 - Workers putting in new signal wires for the train detection in the rail









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 	R 	G 	G 
Previous	G 	Y 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
69.65%	6.22%	100%

Phase 4 completion date has been delayed as the vendor is waiting on certain parts and material for the upgrades. New delivery and installation date is end of November 2022. It is still the intent of the project to meet the overall project schedule.

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	0
Phase 4 NTP	03/01/22	03/01/22	0	0
Phase 4 Complete	08/31/22	11/30/22	-91	-91
Phase 5 NTP	09/01/22	10/01/22	-30	-30
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	0	0.0%
Unallocated Contingency	9900	56		56	NA		
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
FY2022 Fed Fund	Federal	832	0	832	832	0
Measure RR Capital	Other	208	0	208	208	0
Totals		3,835	57	3,892	3,892	0

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
Materials and equipment delivery delays.	Ventek The vendor is waiting on certain parts and material for the Phase 4 upgrades. New delivery date is end of October 2022.	Ventek to monitor the shipment and delivery of the necessary parts for the upgrade.	10/30/2022

KEY ACTIVITIES - Current Reporting Quarter

There are material and equipment delivery delays. Vendor has been waiting on certain parts and material for the Phase 4 upgrades. The Phase 5 funding from the federal funds have arrived and the funds were activated from the FY22 Capital Budget. Contracts and Procurement worked on obtaining the approval signatures to execute the Phase 5 option in the contract.

NEXT KEY ACTIVITIES

Receive all the necessary parts and materials for Phase 4 to upgrade 27 TVMs which are expected to arrive in October 2022 and begin installation in November 2022. Execute the Phase 5 option to begin Phase 5.

PROJECT NOTES

None.

PROJECT PHOTOS



Photo 1 - Palo Alto TVM 106



Photo 2 - Prototype TVM Door Graphics



Photo 3 - RWC TVM 65



Photo 4 - San Jose

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	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
65.5%	20.35%	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	400	-100	-33.3%
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	500	100	16.7%
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		
Unallocated Contingency	9900	1,151		1,151	NA	0	0.0%
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	2,140		2,140	2,140	0
FY21 VTA STA SOGR Capital	State	500		500	500	0
Measure RR	Local	160		160	160	0
FTA	Federal	760		760	760	0
Totals		4,141	0	4,141	4,141	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
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 ----- Resolved.	The breakers were received and being installed.	9/30/2022

KEY ACTIVITIES - Current Reporting Quarter

Contractor continued to prepare the stations for the new Clipper validator by providing electrical power at the new validator locations on the platforms. About two-thirds of the stations have been completed and the new Clipper validators have been installed by MTC/Cubic. Testing of the new validator commenced and a few issues have been identified and reported to MTC/Cubic. Had weekly construction meetings with the contractor.

NEXT KEY ACTIVITIES

Complete the construction to prepare all the stations for the validator installation. MTC/Cubic to finish the validator installations and correct the issues found.

PROJECT NOTES

\$800K has been activated in Funding this quarter.

Next Generation Clipper Validator Station Site Prep

Project No. 100574

PROJECT PHOTOS



Photo 1 - Old Clipper CID



Photo 2 - Clipper Validator @ Palo Alto



Photo 3 - Palo Alto Prototype Inside





CONSTRUCTION / IMPLEMENTATION
Miscellaneous

MP-36 Locomotive Mid-Life Overhaul

Project No. **100233**

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
32.00%	NA	100%

1. Additional funding will be required to cover the administrative cost, change orders and other unknown risks. Request funds at October Mgmt. Committee meeting.

SCOPE Summary

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 re-usable 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.

Project Manager: Troy Alvarez
 Principal Designer: TBD
 Const. Contractor: Alstom

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 Initiation	04/01/17	04/01/17	0	0
Main Contract Award Board Approval	04/30/20	04/30/20	0	0
NTP	06/16/20	06/16/20	0	0
Gate 6 - Substantial Completion	07/19/23	07/19/23	0	0
Gate 7 - Start-Up / Turnover Complete	10/30/23	10/30/23	0	0
Gate 8 - Project Closeout Complete	12/30/23	12/30/23	0	0

MP-36 Locomotive Mid-Life Overhaul

Project No. 100233

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	13,942		13,942	15,000	-1,058	-7.6%
Construction Management	4100			0		0	
Design Support During Const.	4200			0		0	
Testing & Commissioning	4300			0		0	
Agency/ODCs	5000			0	250	-250	
Project Management	5100	268		268	735	-467	-174.3%
Project & Document Control	5200			0	50	-50	
Finance/Accounting	5300			0		0	
Contracts & Procurement	5400			0		0	
Legal	5500			0	50	-50	
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			0		0	
Subtotals	NA	14,210	0	14,210	16,085	-1,875	-13.2%
Unknown Risks	NA	NA	NA	NA	421	-421	
Unallocated Contingency	9900	0	0	0	NA		
Grand Totals	NA	14,210	0	14,210	16,506	-2,296	-16.2%
(*) ICAP already included in totals above		547	0	547	635	-88	-16.2%

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)
Farebox Revenue - Capital	Local	596		596	596	0
VTA Non CCF Prepaid	Local	3,200		3,200	3,200	0
VTA Capital Contr-Special Proj	Local	4,300		4,300	4,300	0
CA-2017-057-01	Federal	5,000		5,000	5,000	0
FY18 STA - SOGR	State	1,100		1,100	1,100	0
State Transit Assistance FY19	State	14		14	14	0
Totals		14,210	0	14,210	14,210	0

MP-36 Locomotive Mid-Life Overhaul

Project No. **100233**

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
Alstom Shop Flow	Alstom ----- Delayed by Alstom and parts availability.	Will ship next unit for overhaul when Caltrain spares are adequate. Alstom to try and get components expedited.	-----	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
Budget shortfall	Troy Alvarez ----- Additional funding will be required to cover the administrative cost, change orders and other unknown risk.	Request funds at October Mgmt. Committee meeting.	TBD

KEY ACTIVITIES - Current Reporting Quarter

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 with inconsistent reliability. Vehicles 924 and 925 are at Mare Island undergoing rehabilitation.

NEXT KEY ACTIVITIES

Vehicles 924 and 925 are at Mare Island undergoing rehabilitation. 924 is expected to ship in November if all parts arrive. Vehicles 926, 923, and 928 are scheduled for rehabilitation beginning in, December 2022, April 2023, and possibly July 2023 respectively.

PROJECT NOTES

None

MP-36 Locomotive Mid-Life Overhaul

Project No. 100233

PROJECT PHOTOS



Photo 1 - Locomotive 924 under painting.



Photo 2 - Locomotive 924 under painting.

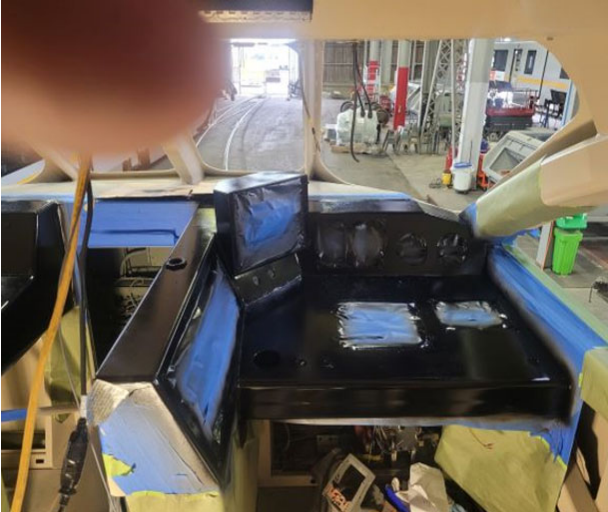


Photo 3 - Locomotive 925 preparing for painting.



Photo 4 - Locomotive 927 in service.

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	G
Previous	G	G	G	Y

Progress (%)	Change Prev. Qtr.	EAC/Budget
65.99%	10%	100%

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: N/A
 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	12/31/23	12/31/23	0	0
Gate 8 – Closeout	03/31/24	03/31/24	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	-
General Capital Funds	Other		1,200	1,200	1,200	0
Totals		2,000	1,200	3,200	3,200	0

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

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

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

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

CCF BCCF VirtualizationProject No. **100430**

KEY ACTIVITIES - Current Reporting Quarter

ROBOS02 and BROBOS02 servers were migrated from physical servers to the new Virtualized Dell VxRail platform. Additionally, the strategy for moving the ROCS server to the new Virtualized Dell VxRail platform was prepared after verifying all the requirements. PAN firewall security evaluation was revised, and a strategy to reduce risks and fix vulnerabilities identified in the study was developed. Enhanced the security settings on the PAN firewalls in Menlo Park and San Jose. Worked on enhancing redundancy on a Cisco Nexus switch by introducing new settings. ROBOS01 and BROBOS01 have been virtualized. Menlo Park and San Jose firewalls have been upgraded to the latest preferred firmware. Cut over last two ROCS server to production. Finalized all the delivery documentation. Continued Phase 3 discussions with CDWG regarding network and security improvement during next phase. Reviewed back up solutions for virtualized environment.

NEXT KEY ACTIVITIES

Start working on Phase 3 Statement of Work (SOW).

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
89.78%	0.00%	100%

1. The COVID-19 Pandemic caused the delay in development and logistics. The schedule issue was escalated within Centum Adetel and Caltrain. The Centum Team provided a revised Schedule to complete installation, commissioning and training by 10/30/2022. Project Manager to request schedule re-baseline at October 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	02/01/23	-458	-186
Gate 7 - Start-Up / Turnover Complete	12/15/21	03/01/23	-441	-122
Gate 8 - Project Closeout Complete	02/15/22	05/01/23	-440	-121

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

The support structure for the APC was concluded to be Caltrain IT for the calendar year 2023. Caltrain Operations was provided the Tablet for distribution, setup by IT and is working with Business Information Systems to collect APC data and integrate with Caltrain reporting for Operations and Operations Planning. Additionally, Caltrain Operations is working with IT to provide simplified In and Out at 4th and King to Executive Management. The Operations task above are ongoing. The project As-Built redline was initiated.

NEXT KEY ACTIVITIES

The project As-Built redline is in process with PM & IT may conclude in December. The Tablets will be transitioned from Caltrain Operations to TASI Station Agents team pending review by Operations. Management Committee will consider re-baseline project in October after updated schedule is provided. Centum Adetel is working on the updated Tablet and Server Website Count to correct the bicycle issue. Close out TASI (Morrow Metals) subcontract.

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
0.5%	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	4,950	5,600	5,600	0
City of San Bruno	Local	60	163	223	189	34
City of South San Francisco	Local	100	387	487	407	80
SAMTR Non CCF Prepaid	Local	85		85	85	0
Totals		895	5,500	6,395	6,281	114

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 Month

The MOU for the PE-EC phase has been fully executed. The RFP for Preliminary Engineering phase design consultant will be issued on October 11th. Proposals will be due early December. If interviews will be conducted, they will be held in early January. Target for award of contract is March.

NEXT KEY ACTIVITIES

Issue RFP. Respond to any requests for information related to the RFP.

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	G	G	G

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
4.0%	0.3%	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 ----- Coordinating with Real Estate.	Determine funding source, seek funds for acquisition.	\$11M -----	

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

A Notice to Proceed to be issued soon to CPM so that the one-day qualitative and quantitative analysis workshop can be scheduled. Assisted the City in preparing their application for the Rail Crossing Elimination Grant Program due October 4th. Held focus meetings with Real Estate to discuss overall approach regarding future discussions with UPRR regarding underground utilities relocation & acquisition of TA property and CCSF property needed for the project. Contractor is preparing to submit Amendment No. 2 for additional services.

NEXT KEY ACTIVITIES

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 will continue. Conduct field diagnostic meeting with CPUC on October 7th. Attend the City Council meeting on October 3rd to discuss outcome of July 13th public outreach regarding aesthetics and landscaping options.

PROJECT NOTES

Burlingame Broadway Grade Separation

Project No. 100244

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)











Photo 4 - Center Board Platform (rendering)

Rengstorff Grade Separation

Project No. 100482

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
1.76%	0.34%	100%

1. The schedule has been delayed due to the delay in 35% design submittal. The 35% design (preliminary engineering) will be completed by October 2022. A cooperative agreement between the VTA, the City of Mountain View and the JPB is under review. VTA has allocated \$42 million towards the final design and right-of-way acquisition. The City of Mountain View will be contributing \$8 million towards the same. Next step is to issue an RFP to select a final design consultant and to evaluate various delivery methods such as Construction Manager/General Contractor (CMGC), Progressive Design-Build and the traditional Design-Bid-Build to select an optimal method. The project will request Management Committee rebaseline in November 2022.

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	0
Award Design Contract	12/01/22	04/30/23	-150	0
Gate 4 – 65% Approval	03/06/23	03/31/24	-391	0
95% Design	08/02/23	09/30/24	-425	0
100% Design	02/02/24	03/30/25	-422	0
All Permits Received	02/03/24	06/30/25	-513	0
Gate 5 – 100/IFB	02/02/24	03/30/25	-422	0
Construction Contract Award - Board Approval	01/02/25	01/30/26	-393	0
Gate 6 – Substantial Completion	10/01/27	09/30/28	-365	0
Gate 7 – Start-up/Turnover	11/01/27	11/30/28	-395	0
Gate 8 – Closeout	12/01/27	12/31/28	-396	0

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	12,500	0	0.0%
Environmental	1200	500		500	500	0	0.0%
Real Estate	2100	25,000		25,000	25,000	0	0.0%
Utilities Relocations	2200	25,000		25,000	25,000	0	0.0%
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	190,000		190,000	190,000	0	0.0%
Construction Management	4100	5,727		5,727	5,727	0	0.0%
Design Support During Const.	4200	2,995		2,995	2,995	0	0.0%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	2,487		2,487	2,487	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			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	4,000		4,000	4,000	0	0.0%
Subtotals	NA	268,209	0	268,209	268,209	0	0.0%
Unknown Risks	NA	NA	NA	NA	14,000		
Unallocated Contingency	9900	14,000		14,000	NA	0	0.0%
Grand Totals	NA	282,209	0	282,209	282,209	0	0.0%

(*) ICAP already included in totals above

	7,579		7,579	7,579	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.

Rengstorff Grade Separation

Project No. 100482

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Mountain View MOU	Other	3,500	0	3,500	3,500	0
City of Mountain View/VTA (Measure B)	Other	0	8,715	8,715	0	8,715
Totals		3,500	8,715	12,215	3,500	8,715

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 Final 35% design plan has been submitted	Resolved	9/30/2022

KEY ACTIVITIES - Current Reporting Quarter

The final 35% design plan has been submitted and undergoing QA check by Caltrain's QA staff. 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. Attended a quarterly coordination meeting with VTA and the cities and discussed status of the project and funding opportunities. During their September meeting, the VTA Board of Directors approved \$42 million funding towards final design and right of way acquisition.

NEXT KEY ACTIVITIES

Continue to finalize to execute the cooperative agreement. Obtain authorization from the JPB Board to receive funds from VTA and to execute the cooperative agreement in the October 7, 2022 meeting. Prepare an RFP for selecting a design consultant, evaluate various delivery methods and select an optimal method, and procure an alternative delivery contractor. Meet with VTA and the City of Mountain View to prepare RCE funding application for the project.

Rengstorff Grade Separation

Project No. **100482**

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
0.83%	0.63%	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	07/22/22	-14	-14
IFB (CMGC)	08/22/22	08/22/22	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		
ICAP			0	0	0	0	
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
1. Board Action to authorize Third Party Service Agreement with County of Santa Clara	JPB & External Stakeholders ----- Resolved.	Resolved.	10/06/22
2. Future Maintenance and Operations Agreement	JPB & External Stakeholders ----- Agreement is required for future maintenance and operations for this project after construction.	JPB to coordinate with Real Estate, Legal and External Stakeholders for further discussion.	TBD
3. Board Action to authorize to amend the Cooperative Agreement for additional budget for Final Design and CMGC Pre-construction phase	JPB & External Stakeholders ----- Resolved.	Resolved.	10/06/22
4. Box Jacking vs Top-Down Construction Evaluation	Project Manager/Engineering ----- Project Management and Engineering team to coordinate with Final Design team to evaluate construction methods and how it affects budget, scope and schedule.	Conduct evaluation of both construction methods, prepared by the HNTB Final Design team. Will coordinate with City of Mountain View and VTA to coordinate workshop session to better understand the evaluation.	06/30/23
5. Project Total Costs require revision	Project Manager/Engineering ----- Project Management and Engineering team to coordinate with Final Design team and Cost Estimating team to discuss total project costs.	Work with staff to review projected total project costs based on the Kimley Horn 35% Design Package. Coordinate with City of Mountain View and VTA to better understand the approximate cost range for the over total project costs based on the 35% design.	10/31/22
6. Funding for Construction Phase	JPB & External Stakeholders ----- Project Management team to coordinate with City of Mountain View and VTA to identify potential grants to fully fund the construction phase.	Work with staff to review	10/31/22

KEY ACTIVITIES - Current Reporting Quarter (top 5)

The Project prepared JPB Staff Report and Reso. documents for the October 6, 2022 Board Meeting related to the Comprehensive Agreement with the County to provide design and construction support and the Amendment to the Cooperative Agreement for the Final Design Pre-Construction Phase. Secondly, the Project continues to work with Caltrain Engineering and Final Design staff to prepare an evaluation for tunneling construction methods between Top Down and Box Jacking. Thirdly, the Project continues to work with Contracts and Procurement to prepare the RFP CMGC Contract for Pre-Construction Services. Finally, the Project continues to meet with funding partners, sponsors, Caltrain staff (Technical Working Group) and Project Controls to provide weekly updates to the project.

NEXT KEY ACTIVITIES (top 5)

The Project continues to work with Caltrain Engineering and Final Design staff to prepare an evaluation for construction methods between Top Down and Box Jacking. Secondly, the Project continues to work with Contracts and Procurement to prepare the RFP CMGC Contract for Pre-Construction Services. Thirdly, the Project shall work with the Real Estate team to start the process for Right of Way Certification and preparing the Construction Maintenance Agreement. Finally, the Project continues to meet with funding partners, sponsors, Caltrain staff (Technical Working Group) and Project Controls to provide weekly updates to the project.

PROJECT NOTES

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 	G 	G 	Y 

Progress (%)	Change Prev. Qtr.	EAC/Budget
15.3%	-5.61%	100%

Prior fiscal years funded only design and some construction. There are sufficient funds to support the first year of construction. Obligating financial resources one year at a time to support construction on a cashflow basis is not a preferred approach. Given the bridge’s conditions and funding levels for SOGR this is the current plan. Staff will evaluate a range of alternatives as it prepares the FY2024 and FY2025 Budgets for Board consideration. Agency has not received and/or activated the entire fiscal year 2022 appropriation by the JPB Board. The reminder of the approved funds will be activated in November 2022.

SCOPE Summary

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

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

Project Manager: Mike Boomsma
 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	06/15/22	06/15/22	0	0
All Permits Received	11/30/22	11/30/22	0	-121
Completion of IFB & Board Award	10/06/22	10/06/22	0	0
Executing Contract & LNTP	11/14/22	11/14/22	0	-30
Gate 6 – Substantial Completion	01/10/25	01/10/25	0	35
Gate 7 – Start-up/Turnover	02/09/25	02/09/25	0	50
Gate 8 – Closeout	05/09/25	05/09/25	0	52

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	3,211	5,011	5,011	0	0.0%
Environmental	1200		1,915	1,915	1,915	0	0.0%
Real Estate	2100		106	106	106	0	0.0%
Utilities Relocations	2200		1	1	1	0	0.0%
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100		30,955	30,955	30,955	0	0.0%
Construction Management	4100		5,084	5,084	5,084	0	0.0%
Design Support During Const.	4200		1,269	1,269	1,269	0	0.0%
Testing & Commissioning	4300		0	0	0	0	
Agency/ODCs	5000		1,131	1,131	1,131	0	0.0%
Project Management	5100	500	3,265	3,765	3,765	0	0.0%
Project & Document Control	5200		748	748	748	0	0.0%
Finance/Accounting	5300		46	46	46	0	0.0%
Contracts & Procurement	5400		28	28	28	0	0.0%
Legal	5500		1,771	1,771	1,771	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		49	49	49	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		270	270	270	0	0.0%
Equip./Material Purchases	6100		104	104	104	0	0.0%
CBOSS / PTC TOW	7000		52	52	52	0	0.0%
CalMod Program	7100		1,352	1,352	1,352	0	0.0%
Stations, Stops, Terminals, In	7300		0	0	0	0	
ROW, Land, Existing Improvement	7600		1,275	1,275	1,275	0	0.0%
Professional Services	7800		0	0	0	0	
Oper. Support	8100		2,211	2,211	2,128	83	3.8%
Subtotals	NA	2,300	54,843	57,143	57,060	83	0.1%
Unknown Risks	NA	NA	NA	NA	6,555	0	0.0%
Unallocated Contingency	9900		6,555	6,555	NA		
Grand Totals	NA	2,300	61,399	63,699	63,616	83	0.1%

(*) 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	7,945	17,825	11,471	6,354
VTA STA SOGR Cap	State	193	398	590	590	0
Funds from 3 member agencies	Local		1,964	1,964		1,964
Local Partnership Fund	Other		3,288	3,288		3,288
Totals		12,400	13,595	25,995	14,389	11,606

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 Relocation	JPB Legal / Sr. Management	Elevate the discussion within UPRR if utilities are not engaged in October 2022 to ensure timely agreement to scope and schedule of utility relocations.	\$ 10,000	Med
	Utilities are tenants of UPRR. JPB has requested that UPRR engage utilities to confirm design and prepare for physical relocation. Director of Real Estate & Development continues to follow up with UPRR's local contact.		TBD	
PCEP OCS Removal and Replacement	Capital Program Delivery and PCEP Management Teams	Prepare for alternatives to a negotiated agreement with PCEP contractor such as removing the OCS under force account or under Guadalupe contract to ensure ability to construct MT2 on schedule.	\$ 10,000	Med
	Capital Program Delivery and PCEP management teams have agreed to scope and schedule for removal and reinstallation of OCS on MT2. PCEP management has requested cost proposal from PCEP contractor.		TBD	
UPRR Dispute of Settlement and/or Design Changes	JPB Legal / Sr. Management	Expedite execution of Settlement Agreement. Continue frequent dialog with UPRR design reviewers to promote timely conclusion of design review.	\$ 4,000	Low
	JPB Board approved negotiated settlement on 9/1/22. Settlement Agreement is being finalized for execution. Reimbursement Agreement (for design review) has been executed. UPRR commenced review on 9/30/22.		TBD	

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

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

Issue Title	Responsibility Status	Action	Resolution Date
Funding for Construction	Sr. Management Finance Committee voted to recommend award of construction contract on 9/26/22 with reservations due to lack of certainty on funding plan.	Staff will evaluate a range of alternatives as it prepares the FY2024 and FY2025 Budgets for Board consideration.	10/6/2022

KEY ACTIVITIES - Current Reporting Quarter

Project was advertised on June 15, 2022 with anticipated Contract Award date late October to early November. Bids were received on 8/26/2022. On 9/22/22, Management Committee voted to rebaseline EAC, budget, and schedule. See "Project Notes" below. On 9/26/22, Finance Committee voted to recommend award of construction contract to Walsh Construction. Continued coordination with PCEP related to removal and replacement of OCS to meet both project milestones. Continued meeting with UPRR related to removal and relocation of 3rd Party Fiber Companies. Initiated coordination between UPRR and 3rd party fiber optic companies.

NEXT KEY ACTIVITIES

Execute settlement agreement with UPRR. Budget analysis and risk review are in progress. Proposed budget amendment will be presented to Board with request for approval of contract award on 10/6/22. Obtain approval and award contract. Execute construction contract in mid-October.

PROJECT NOTES

Per 9/26/22 presentation to Finance Committee, "The total projected cost has changed from \$52,225,135 to \$63,698,593 for an increase of \$11,473,458. This increase reflects the as-bid construction price together with a risk and contingency review including a thorough analysis of recent construction industry price escalation, costs for removal and reinstallation of overhead contact system (OCS) equipment to support bridge construction activities, supplemental roadway worker protection, temporary property rights, project management, and construction engineering oversight. There were also staff and legal costs expended associated with the arbitration process that resulted in a negotiated settlement agreement, which was approved by the Board on September 1, 2022, whereby Union Pacific Railroad will provide important funding into the Project."

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
1.26%	0.67%	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	
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	4,777		4,777	4,777	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	60	1,260	1,200	60
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	60	2,244	2,184	60

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
Selection one of three options to adopt as project scope	Planning Division / Management Committee Continue discussion with JPB management.	Planning Division to prepare Alternatives Analysis Summary and continue discussions with JPB management on the next course of action.	TBD
Acoustic Monitoring Funding	Project Manager/Grants Work with JPB Management to provide list of unfunded projects and coordinate with Grants to identify funding.	Local/State funding is required for the Acoustic Monitoring project to comply with the CEQA process.	TBD

KEY ACTIVITIES - Current Reporting Quarter

The Project continued to work with Planning for project updates and prepared meetings with stakeholders. The Project continued to work with Government and Community Affairs Division for public outreach activities. The Project continued to work with the Environmental, Grants, Budgets and Project Controls Divisions to identify potential funding to be used for the acoustic monitoring system and level of environmental clearance to obtain. The project was successfully presented at the Palo Alto Rail Committee meeting for project updates to the Bridge. The Project continued to work with Planning and Capital Divisions to prepare management committee documents to re-baseline budget, scope, and schedule. Lastly, the Project continued to work with Planning and Capital Divisions to prepare meetings to engage in project updates with City of Palo Alto, Stanford, San Francisquito Creek JPA, City of Menlo Park, County of Santa Clara, and County of San Mateo.

NEXT KEY ACTIVITIES

The Project shall continue to work with Planning for project updates and prepare meetings with stakeholders. The Project shall continue to work with Government and Community Affairs Division for public outreach activities. The Project shall continue to work with the Environmental, Grants, Budgets and Project Controls Divisions to identify potential funding to be used for the acoustic monitoring system and level of environmental clearance to obtain. The Project shall also continue to work with Planning and Capital Divisions to prepare management committee documents to re-baseline budget, scope, and schedule. Lastly, the Project shall continue to prepare contract change committee documents for upcoming work directive proposals for the detailed bridge inspection scheduled for Spring of 2023 and preparation of the request for proposal acoustic monitoring system scheduled for Summer of 2023.

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

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	Y	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
25.59%	1.34%	100%

Main Contract Award delayed as the City of Palo Alto is still waiting on the approval of the GO88-B form from the CPUC. Approval of the GO88-B form is required to advertise the Invitation For Bid (IFB). It is the intention to still meet the overall project schedule.

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/IFB Complete	05/26/22	05/26/22	0	0
IFB	08/01/22	08/01/22	0	0
Main Contract Award	12/01/22	02/02/23	-63	-63
LNTP	01/13/23	03/01/23	-47	-47
Gate 6 - Substantial Completion	12/31/23	12/31/23	0	0
Gate 7 - Startup/Turnover Complete	04/30/24	04/30/24	0	0
Gate 8 - Project Closeout Complete	07/31/24	07/31/24	0	0

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 133 0 133 133 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)
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 and resubmitted the GO88-B form to the CPUC. The CPUC is still reviewing the GO88-B.	Close coordination and monthly meetings with City of Palo Alto and their design consultant.	10/31/2022

KEY ACTIVITIES - Current Reporting Quarter

The City of Palo Alto continues to wait on the approval of the GO88-B from the CPUC. Approval of the GO88-B form is required to advertise the Invitation For Bid (IFB).

NEXT KEY ACTIVITIES

Advertise and issue the IFB package when the city of Palo Alto received approval from the CPUC.

PROJECT NOTES

None.

PROJECT PHOTOS



Photo 1 - Churchill Ave

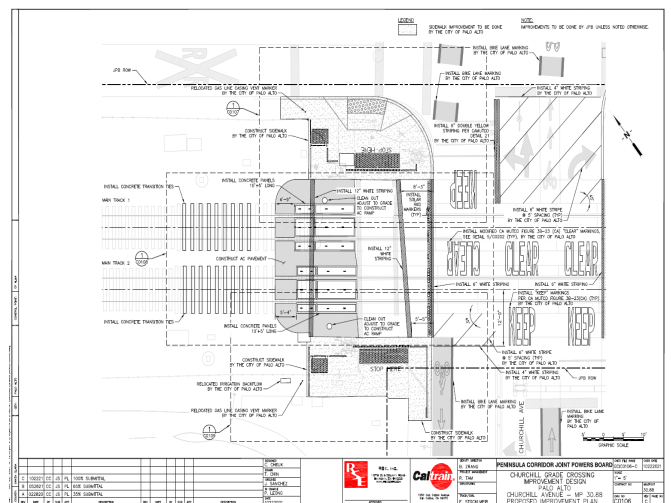


Photo 2 - Churchill Ave Grade Crossing Improvements

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
20.16%	0.44%	100%

SCOPE Summary

The scope intended for this Project would include safety improvements at Watkins Ave include the following:

1. Installation of quad or exit gates
2. Installation of new pedestrian gates
3. Pavement markers and markings
4. Sidewalk improvements including guard railing and fencing
5. Installation of new sidewalk lighting
6. Contribute to the Atherton station site improvements done by the Town of Atherton

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% Development/IFB Complete	07/31/22	07/31/22	0	0
IFB	09/30/22	09/30/22	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	12/01/23	12/01/23	0	0
Gate 7 - Start-Up / Turnover Complete	01/31/24	01/31/24	0	0
Gate 8 - Project Closeout Complete	03/01/24	03/01/24	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	
Construction ODCs	2300	0	400	400	400	0	0.0%
Const./Impl. Contracts	3100	2,000	-1,000	1,000	1,000	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	
Agency/ODCs	5000	0	30	30	30	0	0
Project Management	5100	250	-30	220	220	0	0
Project & Document Control	5200	50	50	100	100	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	
Communications/P. Relations	5700	0	10	10	10	0	0
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	25	25	25	0	0
Equip./Material Purchases	6100	25	-25	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	100	400	500	500	0	0
Subtotals	NA	3,615	-181	3,434	3,434	0	0
Unknown Risks	NA	NA	NA	NA	727		
Unallocated Contingency	9900	560	167	727	NA	0	0
Grand Totals	NA	4,175	-14	4,161	4,161	0	0

(*) ICAP already included in totals above	149	0	149	0	149	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)
SMCTA	Local	4,125		4,125	4,125	0
CCF Rail	Other	50	-14	36	36	0
Totals		4,175	-14	4,161	4,161	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

Received the stamped Issue for Bid plans and specs and worked with Contracts & Procurement to develop the IFB Received approval from the Management Committee to proceed with IFB and rebaseline the project schedule and budget. Advertised and issued the Invitation For Bid. Held a pre-bid conference and three bidders attended. Received 2 bids from the Invitation For Bid. Evaluating the low bid for responsiveness.

NEXT KEY ACTIVITIES

Perform reference checks on the apparent low bidder and develop Staff Report for Board award.

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	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC / Budget
8.46%	5.87%	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	0
Gate 2 - 15% Development Complete	05/26/22	05/26/22	0	0
Gate 3 - 35% Development Complete	05/31/22	05/31/22	0	0
Gate 5 - 100% Development/IFB Complete	03/01/23	03/01/23	0	0
Main Contract Award Board Approval	09/30/23	09/30/23	0	0
NTP	01/01/24	01/01/24	0	0
Gate 6 - Substantial Completion	09/30/24	09/30/24	0	0
Gate 7 - Start-Up / Turnover Complete	12/31/24	12/31/24	0	0
Gate 8 - Project Closeout Complete	03/31/25	03/31/25	0	0

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

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.	\$ 2,500	High
	Received the 65% design cost estimate for construction.			

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

Issue Title	Responsibility Status	Action	Resolution Date
None.			

KEY ACTIVITIES - Current Reporting Quarter

Conducted the 35% design review meetings and discussed all the comments. The designer is working on the 65% design package. Designer submitted the 65% design package and is currently under review by JPB Engineering and Operations.

NEXT KEY ACTIVITIES

Review the 65% design package and provide comments.

PROJECT NOTES

Total project cost is being re-evaluated by the Project Manager and will be reflecting the updated EAC in the next quarterly status report.

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	G	G	G
Previous	G	R	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
8.27%	0.77%	100%

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	01/10/22	01/10/22	0	0
IFB	07/01/22	07/01/22	0	0
Gate 5 - 100% Development/IFB Complete	07/28/22	07/28/22	0	0
Main Contract Award Board Approval	03/02/23	03/02/23	0	0
NTP	04/02/23	04/02/23	0	0
Gate 6 - Substantial Completion	03/01/24	03/01/24	0	0
Gate 7 - Start Up/Turnover Complete	04/30/24	04/30/24	0	0
Gate 8 - Project Closeout Complete	06/30/24	06/30/24	0	0

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	0	0	0	
Const./Impl. Contracts	3100	3,000	-1,400	1,600	1,600	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	-600	200	200	0	0.0%
Project Management	5100	200	600	800	800	0	0.0%
Project & Document Control	5200	0	50	50	50	0	0.0%
Finance/Accounting	5300	20	0	20	20	0	0.0%
Contracts & Procurement	5400	40	-15	25	25	0	0.0%
Legal	5500	30	-15	15	15	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	10	10	10	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	20	20	20	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	50	1,350	1,400	1,400	0	0.0%
Subtotals	NA	5,260	-460	4,800	4,800	0	0.0%
Unknown Risks	NA	NA	NA	NA	671	0	0.0%
Unallocated Contingency	9900	212	460	671	NA		
Grand Totals	NA	5,471	0	5,471	5,471	0	0.0%

(*) ICAP already included in totals above 210 0 210 0 210 100.0%

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)
Section 130 Grant EA#75280A	State	2,000		2,000	2,000	0
Section 130 FY23	State	2,067		2,067	0	2,067
Totals		4,067	0	4,067	2,000	2,067

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	\$ -	Med
	JPB and the city of San Mateo submitted their request for funding authorization for construction to Caltrans for approval.		60	

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	None.	8/31/2022
	The city of San Mateo completed their 100% design.		

KEY ACTIVITIES - Current Reporting Quarter

Received approval from the Management Committee to proceed to IFB and to rebaseline the schedule and budget. The City of San Mateo completed their 100% design and the city of San Mateo submitted the GO88-B form to the CPUC for approval. JPB and the city of San Mateo submitted their request for funding authorization for construction to Caltrans for approval. Sent the draft IFB package to Caltrans and received comments. JPB and the City of San Mateo received approval for their requests for funding authorization for construction from Caltrans.

NEXT KEY ACTIVITIES

Receive the funding Agreement amendment from Caltrans for the construction phase.

PROJECT NOTES

\$2.066M has been approved in FY23 Capital Budgets.

PROJECT PHOTOS

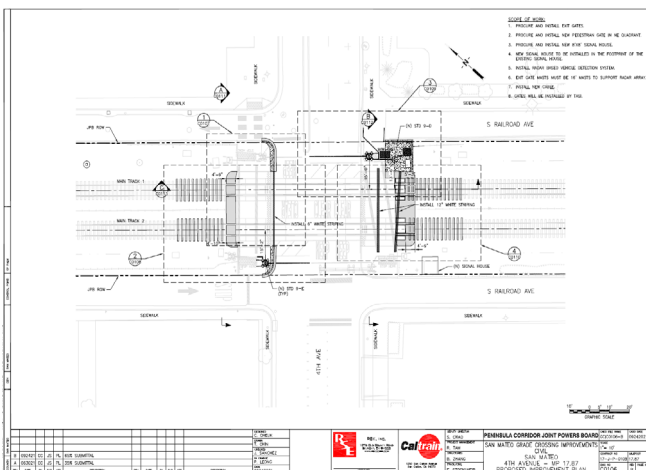


Photo 1 - San Mateo Grade Crossing Improvements

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	R	G
Previous	G	R	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.18%	-2.37%	130%

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 plans to re-baseline the schedule & budget once team have selected and negotiate with the best proposer in November 2022.
2. Project EAC is higher due to the construction cost. Project team is re-evaluating the total cost for the project and will report the updated EAC in next quarterly report. Seek for the budget approval from the Management Committee and the Board.

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	0
Project Update to the Board	05/05/22	08/04/22	-91	-28
Award Construction Contract	02/03/22	11/03/22	-273	-63
Gate 6 - Substantial Completion	09/30/23	06/30/24	-274	0
Gate 7 - Start Up/Turnover	12/31/23	09/30/24	-274	0
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	-160	400	400	0	0.0%
Environmental	1200	20	-10	10	10	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	0	0	
Const./Impl. Contracts	3100	10,000	3,204	13,204	19,000	-5,796	-43.9%
Construction Management	4100	700	0	700	700	0	0.0%
Design Support During Const.	4200	100	0	100	100	0	0.0%
Testing & Commissioning	4300		0	0	0	0	
Agency/ODCs	5000		50	50	50	0	0.0%
Project Management	5100	700	0	700	700	0	0.0%
Project & Document Control	5200	200	0	200	200	0	0.0%
Finance/Accounting	5300	20	-10	10	10	0	0.0%
Contracts & Procurement	5400	15	5	20	20	0	0.0%
Legal	5500	15	0	15	15	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		0	0	0	0	
Human Resources	5800		10	10	10	0	0.0%
Safety/Security & Risk Mgmt.	5900		0	0	0	0	
Equip./Material Purchases	6100		10	10	10	0	0.0%
CalMod Program	7100		0	0	0	0	
Oper. Support	8100	500	0	500	500	0	0.0%
Subtotals	NA	12,840	3,094	15,934	21,730	-5,796	-36.4%
Unknown Risks	NA	NA	NA	NA	3,260	0	0.0%
Unallocated Contingency	9900	1,160	2,100	3,260	NA		
Grand Totals	NA	14,000	5,193	19,193	24,990	-5,796	-30.2%

(*) ICAP already included in totals above	624	200	824	961	-137	-16.6%
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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)
FY19 TIRCP	State	14,000		14,000	14,000	0
General Capital Fund	Other	5,194		5,194	5,194	0
Totals		19,194	0	19,194	19,194	0

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
Budget Increase	Robert Tam ----- Re-evaluating the total project cost based on Construction proposal and CM cost.	Seek approval for more funds from Management Committee and Board.	12/31/2022
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.	10/31/2022

KEY ACTIVITIES - Current Reporting Quarter

The project status presentation was included in the August Board and was presented at the August CAC meeting. The team also worked with Legal to develop the Terms and Conditions for the Agreement. The JPB team continued negotiations for a best and final Offer. JPB provided additional information on existing infrastructures and answered many questions and clarifications from the vendor. The team also worked with C&P and Legal to develop the terms and conditions for the Capital and Operating & Maintenance agreement.

NEXT KEY ACTIVITIES

Finish the negotiations for a Best and Final Offer and work with Legal on the agreements for the contract. Prepare the Staff report and resolution for the Board award.

PROJECT NOTES

Project EAC has been increased due to higher estimate for construction. Additional funding of \$17M has been activated this quarter.

PROJECT PHOTOS

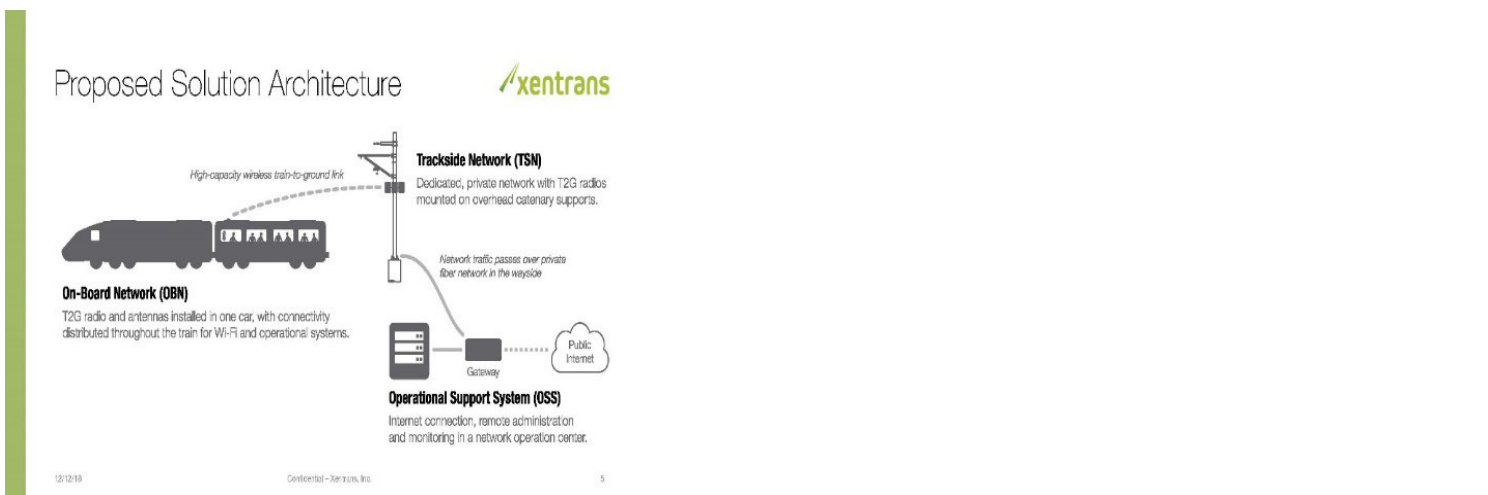


Photo 1 - Broadband Wireless Communications System Conceptual Design

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
12.99%	-2.18%	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)
Gate 1 - Project Initiation	01/06/21	01/06/21	0	0
Gate 3 - 35% Development Complete	06/30/22	06/30/22	0	0
Gate 5 - 100% Development Complete / IFB	12/01/22	12/01/22	0	0
IFB	12/01/22	12/01/22	0	0
Main Contract Award Board Approval	03/30/23	03/30/23	0	0
NTP	04/01/23	04/01/23	0	0
Gate 6 - Substantial Completion	04/01/24	04/01/24	0	0
Gate 7 - Start-Up / Turnover Complete	07/01/24	07/01/24	0	0
Gate 8 - Project Closeout Complete	09/30/24	09/30/24	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		150	150	150	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200			0	0	0	
Const./Impl. Contracts	3100		351	351	351	0	0.0%
Construction Management	4100	30	-30	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	92	236	328	328	0	0.0%
Project & Document Control	5200	25	82	106	106	0	0.0%
Finance/Accounting	5300		21	21	21	0	0.0%
Contracts & Procurement	5400	5	15	20	20	0	0.0%
Legal	5500	5	5	10	10	0	0.0%
Information Technology	5600		42	42	42	0	0.0%
Communications/P. Relations	5700		20	20	20	0	0.0%
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900		31	31	31	0	0.0%
Equip./Material Purchases	6100	243	-44	199	199	0	0.0%
CalMod Program	7100		68	68	68	0	0.0%
Oper. Support	8100	270	24	294	294	0	0.0%
Subtotals	NA	670	969	1,639	1,639	0	0.0%
Unknown Risks	NA	NA	NA	NA	395		
Unallocated Contingency	9900	30	365	395	NA	0	0.0%
Grand Totals	NA	700	1,334	2,034	2,034	0	0.0%
(*) ICAP already included in totals above		26	51	77	77	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	0
Measure RR	Local	166		166	166	
TBD			502	502		502
Totals		1,532	502	2,034	1,532	502

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.	07/22/22
	Resolved		

KEY ACTIVITIES - Current Reporting Quarter

A fund transfer for \$502K from project 100572 to this project was approved. The Communications Engineering team and TASI have completed construction of the Sunnyvale test bed radio site and it is operational. The construction is ongoing at Brisbane test bed radio site. The purchasing activities are still in process for Digital Test equipment.

NEXT KEY ACTIVITIES

The next key activities are to complete the purchase of Digital Test Equipment, transfer the funds, \$502K from project 100572, complete construction of the Brisbane test bed, create sketches for the "as built" by a communications consultant that will be contracted in September & purchase Internet protocol switches qty two, which are necessary for the project.

PROJECT NOTES

1. The schedule and budget were re-baselined based on the phase gate form approved by the Management Committee in July 2022. The total project budget was increased. Therefore, the progress % in table 1 has decreased this quarter.

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	G	G	G
Previous	G	Y	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
7.43%	-1.80%	100%

SCOPE Summary

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

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

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
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	11/01/22	11/01/22	0	0
IFB	03/09/23	03/09/23	0	0
Main Contract Award	04/06/23	04/06/23	0	0
NTP	05/01/23	05/01/23	0	0
Gate 6 - Substantial Completion	05/06/24	05/06/24	0	0
Gate 7 - Start-Up / Turnover Complete	08/01/24	08/01/24	0	0
Gate 8 - Project Closeout Complete	11/01/24	11/01/24	0	0

Next Generation Visual Messaging Sign (VMS)

Project No. 100449

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	500	50	550	550	0	0.0%
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300	3,000	320	3,320	3,320	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			0		0	
Testing & Commissioning	4300		160	160	160	0	0.0%
Agency/ODCs	5000	300	-20	280	280	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	4,500	510	5,010	5,010	0	0.0%
Unknown Risks	NA	NA	NA	NA	800		
Unallocated Contingency	9900	850	-50	800	NA	0	0.0%
Grand Totals	NA	5,350	460	5,810	5,810	0	0.0%
(*) ICAP already included in totals above		206	18	223	223	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
General Capital Fund	Local		2700	2,700	2,700	0
Totals		0	2,700	3,200	3,200	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 The Risk is Identified	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 7	High
Station VMS COMM Cable Plant Non Functional (Install & Test)	Njomele Hong The Risk is Identified	Install new SMF in 10 stations. Can be a separate contract not part of VMS or Include in VMS.	\$ 135 TBD	High
Station VMS Power Cable Plant Non Functional (Install new)	Njomele Hong The Risk is Identified	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 TBD	High
Water Ingress Damage at VMS sign conduit/cable penetrations	Larry Dewitt The Risk is Identified	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 14	High
Contingency Media Convertor Availability	Larry Dewitt The Risk is Identified	We need to have media convertors available in the event that fiber has been added to the 10 stations noted above.	\$ 1 0	High

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

Issue Title	Responsibility Status	Action	Resolution Date
Schedule delay	Njomele Hong Resolved	Schedule field verification when impacted person is available.	08/25/22

KEY ACTIVITIES - Current Reporting Quarter

On August 4 additional Stations were field verified as result of variety of different mounting that will be standardized to eliminate multiple different parts for Caltrain to manage inventory. The contract change for Single mode fiber was approved. Multiple over the shoulder design review for 100% design occurred. In September, the Management committee approved the changes to the schedule and budget.

NEXT KEY ACTIVITIES

Review the 100% design for the IFB in October 2022. Complete specifications, IFB checklist, and general conditions in October 2022. The scope was reduced for the base contract to provide signs to ten stations. Prepare for Management Committee meeting prior to IFB in November 2022.

PROJECT NOTES

1. The schedule and budget were re-baselined based on the phase gate form approved by the Management Committee in September 2022. The total project budget was increased by \$310K. Therefore, the progress % in table 1 have decreased this quarter.

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
7.64%	3.74%	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)
Gate 1 - Project Initiation	07/31/21	07/31/21	0	0
Gate 3 - 35% Development Complete	06/30/22	06/30/22	0	0
Gate 4 - 65% Development Complete	10/30/22	10/30/22	0	0
Gate 5 - 100% Development/IFB Complete	12/01/22	12/01/22	0	0
IFB	02/01/22	02/01/22	0	0
Main Contract Award Board Approval	05/01/23	05/01/23	0	0
NTP	06/01/23	06/01/23	0	0
Gate 6 - Substantial Completion	04/01/24	04/01/24	0	0
Gate 7 - Start-Up / Turnover Complete	07/01/24	07/01/24	0	0
Gate 8 - Project Closeout Complete	07/04/24	07/04/24	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	-290	150	150	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100	5	-5	0	0	0	
Utilities Relocations	2200			0	0	0	
Construction ODCs	2300	540	-156	384	384	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	200	-6	194	194	0	0.0%
Project Management	5100	30	-20	10	10	0	0.0%
Project & Document Control	5200	5	5	10	10	0	0.0%
Finance/Accounting	5300	10	11	21	21	0	0.0%
Contracts & Procurement	5400	10	0	10	10	0	0.0%
Legal	5500		106	106	106	0	0.0%
Information Technology	5600	0	21	21	21	0	0.0%
Communications/P. Relations	5700			0	0	0	
Human Resources	5800		31	31	31	0	0.0%
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100		21	21	21	0	0.0%
CalMod Program	7100	10	120	130	130	0	0.0%
Oper. Support	8100			0		0	
Subtotals	NA	1,250	-161	1,089	1,089	0	0.0%
Unknown Risks	NA	NA	NA	NA	125	0	0.0%
Unallocated Contingency	9900	50	75	125	NA		
Grand Totals	NA	1,300	-86	1,214	1,214	0	0.0%
(*) ICAP already included in totals above		49	-3	46	46	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-2021	Federal	900		900	900	0
VTA STA SOGR Cap	State	400	-86	314	314	0
Totals		1,300	-86	1,214	1,214	0

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 will require additional budget.	TBD	Low
	Delay may cause communications disruption between dispatcher and crew member.		TBD	
Testing Delays	Farid A.	Test plan will be developed and discussed with everyone impacted by the test.	TBD	Low
	The test plan is in development. Will likely require multiple radio technicians.		TBD	

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

Issue Title	Responsibility Status	Action	Resolution Date
None			

KEY ACTIVITIES - Current Reporting Quarter

Caltrain Communications engineering and IT are working together the transition of PA transport within the IT existing or pending new contracts/hardware. The Caltrain Communications engineering test bed approach for the transition of analog circuits to digital functionality has been verified. The project scope, budget and schedule were adjusted and approved by management committee. A request for TASI support for the test bed has been issued.

NEXT KEY ACTIVITIES

The continuing activities are the planning of the test bed, for PA at several stations and the integration with IT and Network systems. The documentation of the "as built" for the project by Caltrain in the form of redline and sketches at Sunnyvale will continue. The effort to get a designer to properly format the as built and our Caltrain design specifications will continue.

PROJECT NOTES

1. The schedule and budget were re-baselined based on the phase gate form approved by Management Committee in July 2022.
2. In July 2022, the Management Committee approved a transfer of \$502,396 to project 100432.

Predictive Arrival/Departure System (PADS) Replacement

Project No. 100614

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
1.85%	NA	100%

SCOPE Summary

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

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

Project Manager: Njomele Hong

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	03/31/22	03/31/22	0	0
IFB	10/24/22	10/24/22	0	0
Gate 5 - 100% Development Complete	11/24/22	11/24/22	0	0
Main Contract Award	03/24/23	03/24/23	0	0
NTP	05/01/23	05/01/23	0	0
Gate 6 - Substantial Completion	09/01/24	09/01/24	0	0
Gate 7 - Start-Up / Turnover Complete	12/01/24	12/01/24	0	0
Gate 8 - Project Closeout Complete	03/30/25	03/30/25	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	-283	117	117	0	0.0%
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300	6,000	-200	5,800	5,800	0	0.0%
Const./Impl. Contracts	3100		55	55	55	0	0.0%
Construction Management	4100			0		0	
Design Support During Const.	4200	168	-168	0	0	0	
Testing & Commissioning	4300		480	480	480	0	0.0%
Agency/ODCs	5000	550	-160	390	390	0	0.0%
Project Management	5100	105	25	130	130	0	0.0%
Project & Document Control	5200	75	-45	30	30	0	0.0%
Finance/Accounting	5300	75	-40	35	35	0	0.0%
Contracts & Procurement	5400	30		30	30	0	0.0%
Legal	5500	40	12	52	52	0	0.0%
Information Technology	5600		30	30	30	0	0.0%
Communications/P. Relations	5700			0	0	0	
Human Resources	5800		45	45	45	0	0.0%
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100	140	-50	90	90	0	0.0%
Oper. Support	8100			0		0	
Subtotals	NA	7,583	-300	7,283	7,283	0	0.0%
Unknown Risks	NA	NA	NA	NA	1,006	0	0.0%
Unallocated Contingency	9900	600	406	1,006	NA		
Grand Totals	NA	8,183	106	8,289	8,289	0	0.0%
(*) ICAP already included in totals above		315	4	319	319	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	1,040		1,040	372	668
General Capital Fund	Local	1,060		1,060	1,060	0
Totals		2,100	0	2,100	1,432	668

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 cannot 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 ----- Resolved.		08/01/22

KEY ACTIVITIES - Current Reporting Quarter

A single review of 30% PADS Concept of Operations and Technical Specification were reviewed with Consultant (WSP) for feedback towards Caltrain RFP. The second review should occur on October 15th. A contract for a third party estimate for the PADS was entered with Jacobs so that we can have additional project cost certainty. A Senior Contracts and Procurement Administrator Mr. E. Abaz was assigned to PADS and had a review of the project with the PM. PADS system completed the phase gate to re-baseline the schedule.

NEXT KEY ACTIVITIES

Continue RFP development for October issue to the potential bidders. We look forward to receipt of the consultant estimate for the project.

PROJECT NOTES









1. The schedule and budget were re-baselined based on the phase gate form approved by the Management Committee in September 2022.

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 	R 	G 	G 
Previous	G 	G 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
9.71%	2.53%	100%

1. The project has been delayed for one year due to a budget shortfall. Request funds in FY24.

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	06/30/23	-365	-365
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		
Unallocated Contingency	9900	200	394	594	NA	0	0.0%
Grand Totals	NA	3,975	1,818	5,793	5,793	0	0.0%
(*) ICAP already included in totals above		153	70	223	223	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
Schedule delay	Njomele Hong The project has been delayed for one year due to a budget shortfall.	Request funds in FY24.	06/30/23

KEY ACTIVITIES - Current Reporting Quarter

We reviewed the current drawing set with IT & Network Management Steve Thomas and Randy Bales. We will remove block diagrams from drawing set & replace with Main Point of Entry plan view. We confirmed no added scope for the 100% Design. We responded to the designer to complete design with our existing scope.

NEXT KEY ACTIVITIES

We will visit the management committee to close out the 100% design in November.

PROJECT NOTES

None

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
3.04%	NA	100%

- \$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 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 Ave. 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 and have a single switch.

Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.

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		
ICAP			0	0	0	0	
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)	(D)	(E=C-D)
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

San Mateo Replacement Parking Track

Project No. **100676**

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
HDR Contract Expired 6/30/22	Contracts & Procurement, Capital Project Delivery ----- Resolved.	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	\$ -	

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

Issue Title	Responsibility Status	Action	Resolution Date
Additional funds to support construction required	TBD ----- TBD	Additional \$622K from 25th Avenue Grade Separation project pending transfer. Seek 50% match from MTC's Local Partnership Program funding to support spring 2023 construction.	TBD

KEY ACTIVITIES - Current Reporting Quarter

Amendment No. 3 to HDR 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 has been executed. HDR is regrouping and a "kickoff" meeting will be scheduled. Caltrain is reviewing HDR's recommendation to shift the parking track 110 ft to the north to mitigate conflict with shallow underground TPFOC, as well as their recommendation to jog a portion of the new screen wall 7-8 ft in towards the ROW to avoid conflict with an existing storm drain line and provide space to plant replacement trees.

NEXT KEY ACTIVITIES (top 5)

Confirm final pavement design with Environmental team so they can prepare the amendment to the Environmental Clearance report. Confirm proposed realignment of parking track. Need to discuss jog in screen wall with Real Estate. Rebaseline the schedule. Need to schedule meeting with the City of San Mateo to review design issues. Prepare Amendment No. 4.

PROJECT NOTES

1. Base scope was relocation in-kind. Will seek FY24 funding to support electrifying the parking track.

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	G
Previous	G	R	G	R

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

The Project is in the process of hiring a designer to prepare plans and specifications for the project and this delayed the total project schedule. Project Manager to request a schedule re-baseline at November 2022 Management Committee meeting.

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	12/31/22	-197	-101
Gate 5 - 100/IFB	10/01/22	01/31/23	-122	-122
Bid & Award	12/01/22	04/01/23	-121	-121
Construction	06/01/23	12/31/23	-213	-213
Gate 6 -Substantial Completion	06/01/23	04/01/24	-305	-305
Gate 7 - Turnover	07/02/23	04/01/24	-274	-274
Gate 8 - Closeout	09/02/23	04/01/24	-212	-212

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		0	
Utilities Relocations	2200	0		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	0	
Agency/ODCs	5000	0		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		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	25		25	25	0	0.0%
Subtotals	NA	1,603	0	1,603	1,603	0	0.0%
Unknown Risks	NA	NA	NA	NA	1,491		
Unallocated Contingency	9900	1,491		1,491	NA	0	0.0%
Grand Totals	NA	3,094	0	3,094	3,094	0	0.0%
(*) ICAP already included in totals above		119	0	119	119	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)		
PCEP	Other	670		670	0	670
Member Agency Funds	Local	1,964		1,964	1,951	13
Totals		2,634	0	2,634	1,951	683

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
Increase in Scope	Planning. Planning has brought up new concerns regarding conflicts.	Work with planning team to detail the scope.	\$ -	

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	\$1.9M funds have been activated in the project.	9/30/2022
	Resolved.		
Hiring a Designer	Procurement	All forms have been provided to Procurement. Waiting on their action.	8/1/2022
	Awaiting.		

KEY ACTIVITIES - Current Reporting Quarter

WDPR requests send to on-call GECs. Selected the designer.

NEXT KEY ACTIVITIES

Conduct Kick off meeting with the designer.

PROJECT NOTES

- 1) Project contingency was corrected this quarter and the budget and EAC were updated accordingly. Project team is working to develop a funding plan for the remaining funds.
- 2) \$1.9M funding has been activated this quarter.

PROJECT PHOTOS

To be updated.

PLANNING
Grade Separations

Whipple Avenue Grade Separation Study

Project No. 100410

Table 1. Status Summary and Total Project Performance

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

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

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

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. It is still to be determined when the project goes to the Management Committee to request a re-baseline.

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

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

Whipple Avenue Grade Separation Study

Project No. 100410

Table 3. 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	0
Draft Report Production	05/31/22	07/05/22	-35	0
Final Report Production	06/30/22	09/30/22	-92	-30
Gate 2 - 15% Development Complete	09/30/22	TBD	0	0

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	1,151		1,151	1,151	0	0.0%
Environmental	1200	0		0	0	0	
Real Estate	2100	0		0	0	0	
Utilities Relocations	2200	0		0	0	0	
Const./Impl. Contracts	3100	0		0	0	0	
Construction Management	4100	0		0	0	0	
Design Support During Const.	4200	0		0	0	0	
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	0		0	0	0	
Project Management	5100	0		0	0	0	
Project & Document Control	5200	0		0	0	0	
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	0		0	0	0	
Legal	5500	0		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	0		0	0	0	
Subtotals	NA	1,151	0	1,151	1,151	0	0.0%
Unknown Risks	NA	NA	NA	NA	0	0	
Unallocated Contingency	9900	0		0	NA		
Grand Totals	NA	1,151	0	1,151	1,151	0	0.0%
(*) ICAP already included in totals above		18	0	18	18	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.

Whipple Avenue Grade Separation Study

Project No. **100410**

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)		
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 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

KEY ACTIVITIES - Current Reporting Quarter

The consultant updated the draft final project summary report and outreach summary and submitted it to the City and Caltrain for final review. City and Caltrain staff completed final review and the consultant is making final edits.

NEXT KEY ACTIVITIES

The scope of work for the next phase of the Redwood City Grade Separation project is to be determined but will likely include additional planning work. As a result the project will temporarily pause as Caltrain and City Staff discuss next steps.

PROJECT NOTES

Bernardo Avenue Undercrossing

Project No. **100667**

Table 1. Status Summary and Total Project Performance

Project Phase: **Planning**

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

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

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

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	05/01/22	09/30/23	-517	0
Environmental Clearance Complete	02/01/23	03/31/24	-424	0
Gate 5 - 100% Development Complete / IFB	06/01/23	03/31/24	-304	0
ROW Permits Complete	06/01/23	03/31/24	-304	0
IFB	06/30/23	06/30/24	-366	0
Main Contract Award	01/31/24	12/07/24	-311	0
NTP	02/01/24	01/01/25	-335	0
Gate 6 - Substantial Completion	02/01/27	12/31/27	-333	0
Gate 7 - Start-Up / Turnover Complete	05/01/27	03/31/28	-335	0
Gate 8 - Project Closeout Complete	08/30/27	06/30/28	-305	0

Bernardo Avenue Undercrossing

Project No. 100667

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	4,000		4,000	4,000	0	0.0%
Environmental	1200	500		500	500	0	0.0%
Real Estate	2100	275		275	275	0	0.0%
Utilities Relocations	2200	2,500		2,500	2,500	0	0.0%
Construction ODCs	2300	0		0	0	0	
Const./Impl. Contracts	3100	30,242		30,242	30,242	0	0.0%
Construction Management	4100	3,500		3,500	3,500	0	0.0%
Design Support During Const.	4200	750		750	750	0	0.0%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	200		200	200	0	0.0%
Project Management	5100	1,150		1,150	1,150	0	0.0%
Project & Document Control	5200	200		200	200	0	0.0%
Finance/Accounting	5300	75		75	75	0	0.0%
Contracts & Procurement	5400	180		180	180	0	0.0%
Legal	5500	75		75	75	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	100		100	100	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	40		40	40	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	500		500	500	0	0.0%
Subtotals	NA	44,287	0	44,287	44,287	0	0.0%
Unknown Risks	NA	NA	NA	NA	20,902	0	0.0%
Unallocated Contingency	9900	20,902		20,902	NA		
Grand Totals	NA	65,189	0	65,189	65,189	0	0.0%

(*) ICAP already included in totals above	2,507	0	2,507	2,507	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)	(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.	10/30/22

KEY ACTIVITIES - Current Reporting Quarter (top 5)

Cities of Sunnyvale and Mountain View have jointly decided to take the project from conceptual design phase to 30% level plans. Staff had reviewed the concept plans and provided comments, including the preferred alternative with respect to Caltrain point of view. This alternative would place the undercrossing on the east side of Bernardo Avenue. Caltrain, VTA and the Cities of Sunnyvale and Mountain View met in the quarterly coordination meeting and discussed the status of the project and next steps. City and their Consultants are working on the 30% design plans/reports.

NEXT KEY ACTIVITIES (top 5)

The Cities will present the project alternatives to their respective councils to obtain approval of the preferred alternative. As part of the project development process, the project team consisting of Caltrain, VTA, cities of Sunnyvale and Mountain View, and the Cities' design consultants will jointly host a workshop in fall 2022 to reconcile the scope, cost, schedule and the delivery method and to develop the Baseline Project Control Elements.





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

Table 1. Status Summary and Total Project Performance

Quarter	Safety	Schedule	Budget	Funding
Current	G 	G 	G 	G 
Previous	N/A	N/A	N/A	N/A

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

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

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. On August 30, 2022, the City Council selected the Jug Handle Alternative for Mary Ave as the preferred alternative. The City Council decided to continue discussion on the Sunnyvale Ave alternative until September 27, 2022. Caltrain staff will lead the Mary Avenue grade separation into PE and Environmental once the city's feasibility study is completed.

PLANNING SCOPE Summary

The City of Sunnyvale has been 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. Caltrain has reviewed the City's 15% designs and provided comments to the City. Pending resolution of Caltrain comments relate to ROW and business impacts, bicycle and pedestrian impacts, retaining walls, structures (bridge/underpass), and emergency access. These items will be resolved during the next design phase. The City's feasibility study will be completed by late October 2022, at which time Caltrain and the City will coordinate on handoff of the project to Caltrain to lead Preliminary Engineering and Environmental.

Project Manager: Dennis Kearney

Capital Development and Delivery Project Manager: Arul Edwin

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

Sunnyvale Grade Separation

Project No. 100668

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	02/24/22	02/24/22	0	
Gate 2 - 15% Development Complete	10/01/22	10/01/22	0	
Gate 3 - 35% Development Complete	03/31/25	03/31/25	0	
Gate 4 - 65% Development Complete	TBD	TBD		
Environmental Clearance Complete	12/31/25	12/31/25	0	
Gate 5 - 100% Development/IFB Complete	09/30/29	09/30/29	0	
ROW Permits Complete	TBD	TBD		
IFB	01/01/29	01/01/29	0	
Main Contract Award	09/30/29	09/30/29	0	
NTP	01/01/30	01/01/30	0	
Gate 6 - Substantial Completion	06/30/33	06/30/33	0	
Gate 7 - Start-Up / Turnover Complete	12/31/33	12/31/33	0	
Gate 8 - Project Closeout Complete	03/31/34	03/31/34	0	

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	12,765		12,765	12,765	0	0.0%
Environmental	1200	400		400	400	0	0.0%
Real Estate	2100	31,000		31,000	31,000	0	0.0%
Utilities Relocations	2200	28,000		28,000	28,000	0	0.0%
Const./Impl. Contracts	3100	129,117		129,117	129,117	0	0.0%
Construction Management	4100	7,242		7,242	7,242	0	0.0%
Design Support During Const.	4200	3,162		3,162	3,162	0	0.0%
Testing & Commissioning	4300	500		500	500	0	0.0%
Agency/ODCs	5000	150		150	150	0	0.0%
Project Management	5100	1,036		1,036	1,036	0	0.0%
Project & Document Control	5200	285		285	285	0	0.0%
Finance/Accounting	5300	95		95	95	0	0.0%
Contracts & Procurement	5400	63		63	63	0	0.0%
Legal	5500	63		63	63	0	0.0%
Information Technology	5600	25		25	25	0	0.0%
Communications/P. Relations	5700	150		150	150	0	0.0%
Human Resources	5800	15		15	15	0	0.0%
Safety/Security & Risk Mgmt.	5900	250		250	250	0	0.0%
Equip./Material Purchases	6100	117		117	117	0	0.0%
CalMod Program	7100	117		117	117	0	0.0%
Oper. Support	8100	15,498		15,498	15,498	0	0.0%
Subtotals	NA	230,050	0	230,050	230,050	0	0.0%
Unknown Risks	NA	NA	NA	NA	45,857	0	0.0%
Unallocated Contingency	9900	45,857		45,857	NA		
Grand Totals	NA	275,907	0	275,907	275,907	0	0.0%

(*) ICAP already included in totals above 11,036 0 11,036 11,036 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.

Sunnyvale Grade Separation

Project No. 100668

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Sunnyvale	Local	38	0	38	38	0
Totals		38	0	38	38	0

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
			\$ -	

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

City forwarded comments on 8/24/22 meeting notes and Planning finalized and distributed to all parties. City to forward comments on draft Service Agreement (SA) Amendment by end of September; Planning will schedule internal meeting with Capital Development and Engineering to review and address comments. City and Caltrain have scheduled meeting on October 11, 2022 to discuss Caltrain's initial comments on the final draft Feasibility Study.

NEXT KEY ACTIVITIES

Continue working with City to finalize SA Amendment, budget and schedule. Caltrain will also participate in a second meeting on 10/11/22 to discuss Caltrain's comments on the final draft Feasibility Study and will continue coordination with City to discuss potential delivery strategies for project, project funding and timing for project hand-off to Caltrain.

PROJECT NOTES

Middle Avenue Undercrossing

Project No. 100686

Table 1. Status Summary and Total Project Performance

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	N/A	N/A	N/A	N/A

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

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

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 the newly completed 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. In June/July 2022, Caltrain reviewed the City’s 30% design and provided comments to the City. Issues requiring future resolution include relocation of the east side under-crossing access ramp outside of Caltrain ROW, current culvert depth, consideration of less-disruptive construction methods to cut and cover, this to avoid OCS infrastructure and disruption of Caltrain service from removal of electrification cables. Caltrain has recommended Jack and Bore, Mining, or other less disruptive construction methods and also recommended the City update the overall project cost estimate to account for escalation, soft costs and contingency. A Service Agreement (SA) amendment is being prepared to support development of an MOU and RFP for final design. Caltrain will take over the project once the City's 30% design work is complete.

Project Manager: Dennis Kearney
 Capital Development and Delivery Project Manager: Arul Edwin
 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

Middle Avenue Undercrossing

Project No. 100686

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	02/01/22	02/01/22	0	
Gate 2 - 15% Development Complete	TBD	TBD		
Gate 3 - 35% Development Complete	10/01/22	10/01/22	0	
Gate 4 - 65% Development Complete	TBD	TBD		
ROW Permits Complete	TBD	TBD		
Environmental Clearance Complete	TBD	TBD		
Gate 5 - 100% Development/IFB Complete	02/01/27	02/01/27	0	
IFB	02/01/27	02/01/27	0	
Main Contract Award	11/01/27	11/01/27	0	
NTP	11/01/27	11/01/27	0	
Gate 6 - Substantial Completion	11/01/30	11/01/30	0	
Gate 7 - Start-Up / Turnover Complete	05/01/31	05/01/31	0	
Gate 8 - Project Closeout Complete	08/01/31	08/01/31	0	

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	998		998	998	0	0.0%
Environmental	1200	215		215	215	0	0.0%
Real Estate	2100	4,093		4,093	4,093	0	0.0%
Utilities Relocations	2200	6,090		6,090	6,090	0	0.0%
Const./Impl. Contracts	3100	9,135		9,135	9,135	0	0.0%
Construction Management	4100	1,198		1,198	1,198	0	0.0%
Design Support During Const.	4200	599		599	599	0	0.0%
Testing & Commissioning	4300	998		998	998	0	0.0%
Agency/ODCs	5000	1		1	1	0	0.0%
Project Management	5100	1,250		1,250	1,250	0	0.0%
Project & Document Control	5200	68		68	68	0	0.0%
Finance/Accounting	5300	210		210	210	0	0.0%
Contracts & Procurement	5400	25		25	25	0	0.0%
Legal	5500	37		37	37	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	30		30	30	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	36		36	36	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	399		399	399	0	0.0%
Oper. Support	8100	2,995		2,995	2,995	0	0.0%
Subtotals	NA	28,380	0	28,380	28,380	0	0.0%
Unknown Risks	NA	NA	NA	NA	2,145	0	0.0%
Unallocated Contingency	9900	2,145		2,145	NA		
Grand Totals	NA	30,525	0	30,525	30,525	0	0.0%

(*) ICAP already included in totals above 11,036 0 11,036 11,036 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.

Middle Avenue Undercrossing

Project No. 100686

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Menlo Park	Local	54	0	54	54	0
Totals		54	0	54	54	0

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
			\$ -	

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

Issue Title	Responsibility Status	Action	Resolution Date
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. (Exception was verbally approved.) However, due to electrification infrastructure, a total depth of 5 feet will be required. Resolution pending.	TBD
Right of Way Uses	TBD ----- The City would like to place ramps and stairs on JPB property.	Rail Development has concluded the 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. However, City has questioned Caltrain policies and standards re: ROW uses/RCUP allowable uses.	TBD

KEY ACTIVITIES - Current Reporting Quarter

Continued to coordinate with Rail Development on development of draft SA amendment and budget for development of MOU and RFP. Continued to coordinate internally and with City on upcoming meetings to be scheduled, including follow-up for RCUP discussion, and multi-hour workshop to discuss potential design refinements and project next steps. Received City comments on draft 8/24/22 meeting notes; coordinated with Planning staff on resolution of meeting notes comments; finalized meeting notes and distributed to City.

NEXT KEY ACTIVITIES

Continue to coordinate with Rail Development and City on development of draft SA amendment and budget for development of MOU and RFP. Continue to coordinate with City on upcoming meetings to be scheduled, including follow-up to RCUP discussion and half-day workshop to discuss potential design refinements and project next steps.

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
TBD	TBD	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	
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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)	(D)	(E=C-D)
SFCTA Prop K	Local	750		750	750	0
General Capital Funds	Other	1,048		1,048	1,048	0
Totals		1,798	0	1,798	1,798	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

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

NEXT KEY ACTIVITIES

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

PROJECT NOTES

1. 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
10.51%	10.51%	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: N/A
 Impl. 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
Gate 6 - Substantial Completion	08/13/23	08/13/23	0	0
Gate 7 – Startup/Turnover Complete	11/10/23	11/10/23	0	0
Gate 8 – Closeout	02/10/24	02/10/24	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	2,659		2,659	2,659	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	3,305	0	3,305	3,305	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
General Capital Fund	Other	2,000		2,000	2,000	0
Totals		2,500	0	2,500	2,500	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
New terrestrial (stationary) LiDAR equipment procured without identified resources for data collection & processing.	Zouheir Farah	Memo prepared by staff to identify risks with suggested mitigations for responsible party to complete. Equipment is expected to otherwise remain available for when resources are identified and/or become available.	Unknown	High
	Identified use plan does not include resource commitments to support equipment usage. Memo was reviewed and discussed with responsible party; direction provided to proceed with equipment purchase without identifying resource commitments.		Unknown	

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	Impacts and risks regarding direction received were discussed with responsible party; Provided direction as described stands. Direction received will be used to update the project work plan for Management Committee approval.	TBD
	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 - Enterprise software adoption and future data management will be affected.		
Expansion of data gathering efforts	Zouheir Farah	Investigation into additional data collection technologies (terrestrial LiDAR, Ground Penetrating Radar, 360 camera) as directed by the responsible party has begun. Direction received will be used to update the project work plan for Management Committee approval.	TBD
	Direction received to redirect project efforts towards significant additional data gathering measures. - Project delivery schedule will be affected due to reallocation of resources. - Direction received to proceed with purchase of a terrestrial (stationary) LiDAR unit. Equipment need should be reviewed by the executive team for determination regarding business needs and use case.		

Update and Upgrade GIS System

Project No. 100565

<p>Delay with aerial imagery and LiDAR deliverables</p>	<p>Clayton Statham</p> <hr/> <p>Raw data processing has taken additional time than anticipated. Incremental deliverables received also have errors that need to be addressed. Submittal dates have not been met.</p> <ul style="list-style-type: none"> - Management agrees data improvement is needed before accepting deliverables. While deliverables will be delayed, overall project schedule is not anticipated to be impacted. - As of 8/30/2022, 100% of aerial imagery deliverables are provided. - As of 9/9/2022, JPB and vendor agreed to new timeline for 100% LiDAR deliverables by Dec 19 2022, in accordance with direction from Legal and C&P. 	<p>Multiple actions implemented: (1) The vendor is bringing on an additional resource to get this project back on track; (2) The project team will continue to maintain communication with vendor to ensure the schedule gets back on track; (3) Areas of known issues will be shared with imagery deliverable sets to improve transparency and reduce Caltrain review effort; (4) Vendor will be providing data improvement (e.g., update LiDAR processing methodology); (5) In the unlikely event of a project delay, PM will work with C&P to issue a time extension, as needed.</p>	<p>10/9/2022</p>
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KEY ACTIVITIES - Current Reporting Quarter

Converted, cleaned, and reprojected LiDAR point cloud (nearly 4 billion points) to the correct spatial coordinate system while improving the overall accuracy to be around 4’ ft of reality. Updated the spatial location of 84% of Caltrain’s Mileposts within a 6” reality. This is an important milestone as the Milepost layer is the foundation layer required to developing a linear referencing (addressing) system. Using the new 2022 imagery tiles we’ve updated the spatial location of over 90% of Caltrain mileposts to be within 3’ of reality and have completed over 70% of the 2022 track centerline and running rail digitization effort.

Worked with C&P to purchase a quarterly delivered parcel base for the three counties we operate.
 Developed an instruction manual for wayside/field staff to use while collecting high accuracy asset data.
 Worked with IT to spin-up a new VM (Dev500) within the AVS cluster at the SJ Datacenter. Installed and configured IIS, Java, and GeoServer.

NEXT KEY ACTIVITIES

Complete the running rail, track centerline, track attribution, and milepost splits digitization effort. Leverage that information to develop a rail network and addressing system via linear referencing tools. Continue working with IT on several proof-of-concept infrastructure rollouts and applications. Complete the terrestrial lidar technology investigation and work with C&P to purchase the Trimble X7 (raised as a budget risk).

PROJECT NOTES




None

CCTV Study-Assessment

Project No. **100673**

Table 1. Status Summary and Total Project Performance

Project Phase: **Initiation**

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

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

SCOPE Summary

This project will conduct a study to recommend a comprehensive enhanced CCTV system including cameras, data links and monitoring software for Caltrain that will meet all the needs and requirements of the railroad. The project tasks will include:

1. Document the existing CCTV system and all existing CCTV cameras and data links for Caltrain.
2. Interview stakeholders to understand the needs and requirements for Caltrain for both currently and for the future.
3. Develop a requirements document and a network infrastructure diagram for the enhanced CCTV system. The requirements will include system performance and coverage.
4. Recommend a road map to implement the enhanced CCTV system and any technology refresh or upgrades in the future to avoid obsolescence.
5. Develop a cost estimate to implement the enhanced CCTV system.
6. Write a final report.

Project Manager: Robert Tam

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	10/01/22	10/01/22	0	
Gate 4 - Review of the CCTV system requirements	12/31/22	12/31/22	0	
Gate 6 - Approval of the final report of the study	03/31/23	03/31/23	0	
Gate 8 - Project Closeout Complete	06/30/23	06/30/23	0	

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	50		50	50	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	0	0	
Const./Impl. Contracts	3100	0		0	0	0	
Construction Management	4100	0		0	0	0	
Design Support During Const.	4200	0		0	0	0	
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	5		5	5	0	0.0%
Project Management	5100	13		13	13	0	0.0%
Project & Document Control	5200	10		10	10	0	0.0%
Finance/Accounting	5300	5		5	5	0	0.0%
Contracts & Procurement	5400	5		5	5	0	0.0%
Legal	5500	0		0	0	0	
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	2		2	2	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	5		5	5	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	0		0	0	0	
Subtotals	NA	95	0	95	95	0	0
Unknown Risks	NA	NA	NA	NA	5	0	0
Unallocated Contingency	9900	5		5	NA		
Grand Totals	NA	100	0	100	100	0	0
(*) ICAP already included in totals above		4	0	4	4	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 Non CCF Prepaid	Local	100		100	100	0
Totals		100		100	100	0

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

Received approval from the Management Committee to initiate and proceed with the project.

NEXT KEY ACTIVITIES

- Gather information on existing CCTV systems and cameras.
- Develop a WDPR to hire a consultant to assist in writing the final report.

PROJECT NOTES

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	G	R	G	G

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

Project Schedule is extended due to delay in agreements between the parties. Request the Management Committee to re-baseline the schedule. The date to submit the request is November 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	0
Gate 4 – 65% Development Complete	05/31/22	09/30/22	-122	0
Gate 5 – 100% Development/IFB Complete	06/16/22	10/31/22	-137	0
Gate 6 – Substantial Completion	07/01/22	01/31/23	-214	0
Gate 7 – Start-up/Turnover Complete	07/01/22	01/31/23	-214	0
Gate 8 – Project Closeout Complete	08/01/22	01/31/23	-183	0

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 (D)	Variation	
Title	Code	Original	Changes	Current		Amount (E = C-D)	Percentage (F = E/C)
		(A)	(B)	(C = A+B)			
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 (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
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 Monitoring the settlement.	JPB will monitor and track cost of corrections.	\$ 1	High
Verizon doesn't agree on compensation.	Verizon In negotiations	Utilize emergency funds to keep work going (soft costs) and monitor situation. Legal remedies.	\$ 5	Low
City of San Jose determine SS line cannot be replaced, but needs to be repaired.	City of San Jose Under review.	Find alternatives.	\$ 5	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
Delay in agreement between the parties	Legal Negotiation.	Draft agreement is being worked on.	8/1/2022

KEY ACTIVITIES - Current Reporting Quarter

Negotiation on agreement and scope.

NEXT KEY ACTIVITIES

Get parties to agree in principle. Formalize agreements.

PROJECT NOTES

None.

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	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
TBD	TBD	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	04/28/22	04/28/22	0	0
Preliminary Engineering	02/01/23	02/01/23	0	0
Final Design	04/01/25	04/01/25	0	0
Construction	12/01/31	12/01/31	0	0
Gate 8 – Closeout	03/31/31	03/31/31	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	49		49	49	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	1,272	0	1,272	1,272	0	0.0%
Unknown Risks	NA	NA	NA	NA	40	0	0.0%
Unallocated Contingency	9900	40		40	NA		
Grand Totals	NA	1,312	0	1,311	1,311	0	0.0%

(*) ICAP already included in totals above	50		50	50	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.

Downtown Rail Extension (DTX)

Project No. **100687**

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)		
Project Development Funds	Other	311		311	311	0
General Capital Funds	Other	500		500	500	0
TJPA reimbursement	Other	500		500		500
Totals		1,312	0	1,312	811	500

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

The team is continuing project development and design review activities with TJPA as well as other DTX partners. The team is also continuing to negotiate a Master Cooperative Agreement with the TJPA.

NEXT KEY ACTIVITIES

The project team will continue discussions for developing a Master Cooperative Agreement with TJPA. The team will also continue project development (including required FTA activities) and design review activities.

PROJECT NOTES

Several elements of the DTX project are continuing to commence or progress concurrently. The team will continue to work with internal stakeholders as key tasks continue to emerge.

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	G	G	G
Previous	G	R	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
100.00%	1.36%	88%

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	12/1/2013	12/1/2013	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	2/3/2020	2/3/2020	0	0
Revised 100% Design	3/13/2020	3/13/2020	0	0
Bid Opening	7/9/2020	7/9/2020	0	0
Award	8/10/2020	8/10/2020	0	0
LNTF	11/11/2020	11/11/2020	0	0
NTP	4/30/2021	4/30/2021	0	0
Interim Completion	7/28/2021	7/28/2021	0	0
Construction Complete	8/24/2021	8/24/2021	0	0
Gate 8 - Closeout	9/30/2022	9/30/2022	0	0

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	1,200	0	0.0%
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	1,499	228	13.2%
Design Support During Const.	4200	0	770	770	593	177	23.0%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	700	1,150	1,850	1,950	-100	-5.4%
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	480	40	7.7%
Subtotals	NA	4,130	11,968	16,098	15,465	634	3.9%
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	15,465	2,186	12.4%

(*) 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

Completed release of retention and continued close out of the project. Presented the project for Gate 8 - Project Closeout Complete at the September Management Committee meeting.

NEXT KEY ACTIVITIES

Complete the closeout the project and process pending CM invoices.

PROJECT NOTES

1. Some of the project's funding is pending activation. The project is concluding and the unactivated amount will not be needed.
2. This will be the last report for this project.

PROJECT PHOTOS



Photo 1 - Marin Street New Walkways



Photo 2 - Napoleon Northeast Retaining Wall



Photo 3 - Napoleon South Abutment

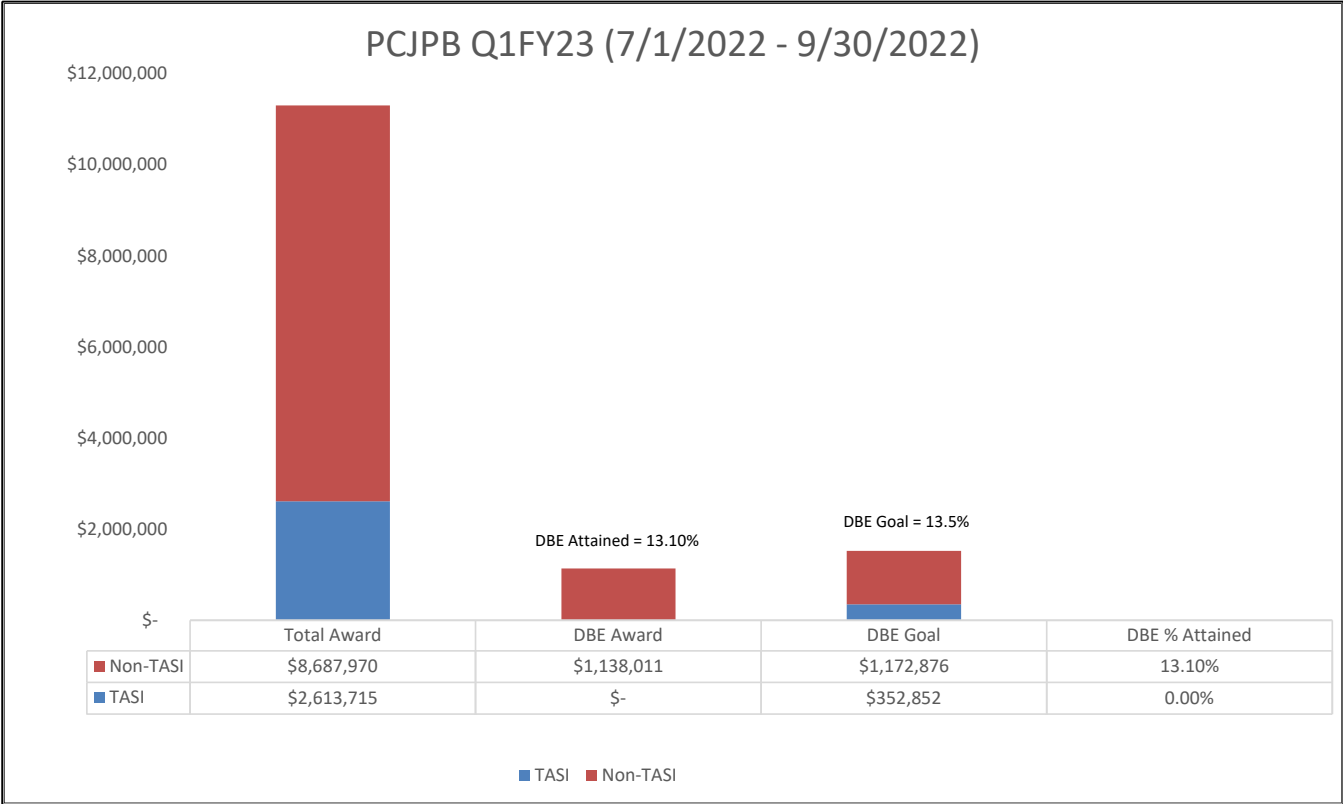


Photo 4 - New Napoleon Bridge

Appendix A - Disadvantaged Business Enterprise (DBE)

Disadvantaged Business Enterprise (DBE)

PCJPB Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2020-22 is 13.5%.

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	2023												2024												2025												2026												2027												2028												2029											
						N	D	J	F	A	J	J	A	S	N	D	J	F	A	J	J	A	S	D	J	F	A	J	J	A	S	D	J	F	A	J	J	A	S	N	D	J	F	A	J	J	A	S	D	J	F	A	J	J	A	S	D	J	F	A	J	J	A	S																									
A1330	IFB			01-Dec-22	01-Dec-22	♦ IFB																																																																																			
A1320	Main Contract Award Board Approval			30-Mar-23	30-Mar-23	♦ Main Contract Award Board Approval																																																																																			
A1290	NTP	01-Apr-23	01-Apr-23			♦ NTP																																																																																			
A1300	Gate 6 - Substantial Completion			01-Apr-24	01-Apr-24*	♦ Gate 6 - Substantial Completion																																																																																			
A1160	Gate 7 - Start-Up / Turnover Complete			01-Jul-24	01-Jul-24	♦ Gate 7 - Start-Up / Turnover Complete																																																																																			
A1180	Gate 8 - Project Closeout Complete			30-Sep-24	30-Sep-24*	♦ Gate 8 - Project Closeout Complete																																																																																			
100439 Bayshore Station Overpass Pedestrian Bridge Re		01-Jan-20	01-Jan-20 A	31-Mar-23	31-Mar-23	→ 31-Mar-23; 100439 Bayshore St...																																																																																			
100439.A10 Project Milestone		01-Jan-20	01-Jan-20 A	31-Mar-23	31-Mar-23	→ 31-Mar-23; 100439.A10 Project...																																																																																			
A1000	Project Start	01-Jan-20	01-Jan-20 A																																																																																						
A1140	100% IFB Package			01-Jul-21	01-Jul-21 A																																																																																				
A1070	IFB Advertising			01-Dec-21	01-Dec-21 A																																																																																				
A1080	Award Construction Contract			07-Apr-22	07-Apr-22 A	Instruction Contract																																																																																			
A1100	LNTP	01-May-22	01-May-22 A																																																																																						
A1120	NTP	30-Jun-22	30-Jun-22 A																																																																																						
A1130	Gate 6 - Substantial Completion			30-Nov-22	30-Dec-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	01-May-23	→ 01-May-23; 100445 Automatic P...																																																																																			
100445.A10 Project Milestone		01-Dec-19	01-Dec-19 A	15-Dec-21	01-May-23	→ 01-May-23; 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	01-Feb-23*	♦ Gate 6 - Substantial Completion																																																																																			
A1110	Gate 7 - Start-Up / Turnover Complete				01-Mar-23*	♦ Gate 7 - Start-Up / Turnover Complete																																																																																			
A1010	Gate 8 - Project Closeout Complete			15-Dec-21	01-May-23*	♦ Gate 8 - Project Closeout Complete																																																																																			
100449 Next Generation VMS		01-May-20	01-May-20 A	01-Nov-24	01-Nov-24	→ 01-Nov-24; 100449 Next Genera...																																																																																			
100449.A10 Project Milestone		01-May-20	01-May-20 A	01-Nov-24	01-Nov-24	→ 01-Nov-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	Development Compl...																																																																																			
A1070	IFB			01-Nov-22	01-Nov-22*	♦ IFB																																																																																			
A1120	Gate 5 - 100% Development Complete / IFB			09-Mar-23	09-Mar-23*	♦ Gate 5 - 100% Development Comp...																																																																																			
A1080	Main Contract Award			06-Apr-23	06-Apr-23	♦ Main Contract Award																																																																																			
A1110	NTP	01-May-23	01-May-23*			♦ NTP																																																																																			
A1100	Gate 6 - Substantial Completion			06-May-24	06-May-24*	♦ Gate 6 - Substantial Completion																																																																																			
A1220	Gate 7 - Start-Up / Turnover Complete			01-Aug-24	01-Aug-24*	♦ Gate 7 - Start-Up / Turnover C...																																																																																			
A1010	Gate 8 - Project Closeout Complete			01-Nov-24	01-Nov-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-																																																																																			
100482.A10 Project Milestone		05-Aug-19	05-Aug-19 A	01-Dec-27	31-Dec-28	→ 31-Dec-																																																																																			
A1000	Project Start	05-Aug-19	05-Aug-19 A																																																																																						
A1090	MOU/ CO-OP Agreement with the COM for Final Design			15-Dec-21	06-Oct-22*	♦ MOU/ CO-OP Agreement with the ...																																																																																			
A1060	Gate 3 - 35% Development Complete			15-Dec-21	01-Nov-22*	♦ Gate 3 - 35% Development Compl...																																																																																			
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...																																																																																			

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

