



BOARD OF DIRECTORS 2023

JEFF GEE, CHAIR  
DEV DAVIS, VICE CHAIR  
PAT BURT  
CINDY CHAVEZ  
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RAY MUELLER  
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MONIQUE ZMUDA

MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

### Technology, Operations, Planning, and Safety (TOPS) Committee Meeting

Committee Members: Rico E. Medina (Chair), Pat Burt, Shamann Walton

**This meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to [Assembly Bill 2449](#) (Government Code Section 54953).** Directors, staff, and the public may participate remotely via Zoom at <https://us06web.zoom.us/j/81186731470?pwd=OUE3b0ZiY3ZoYzRCN280UG5Gbi9WZz09> or by entering Webinar ID: **811 8673 1470**, Passcode: **274739**, in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

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

Oral public comments will also be accepted during the meeting through \*Zoom or via the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For public participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise the Hand feature for public comment and press \*6 to accept being unmuted when recognized to speak for three minutes or less. Each commenter will be automatically notified when they are unmuted to speak for three minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**February 22, 2023 - Wednesday**

**1:30 pm**

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

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

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Public Comment on Items Not on the Agenda  
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.
4. Authorize Memorandum of Understanding with the Transportation Agency for Monterey County for Salinas Extension\* Motion
5. Authorize Use of Construction Manager/General Contractor (CMGC) Project Delivery Method for the Broadway Grade Separation Project Motion
6. Capital Projects Quarterly Status Report - 2nd Quarter Fiscal Year 2023 Informational
7. Committee Member Requests
8. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, March 29, 2023 at 1:30 pm.  
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue
9. Adjourn

## Information for the Public

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

### Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

### Location of Meeting

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

### Public Comment\*

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### Accessible Public Meetings/Translation

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

### Availability of Public Records

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

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Sam Sargent, Director, Strategy and Policy  
Subject: **Authorize Memorandum of Understanding with the Transportation Agency for Monterey County for Salinas Extension**

Finance  
Committee  
Recommendation

Technology,  
Operations,  
Planning, and  
Safety Committee  
Recommendation

Advocacy and  
Major Projects  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating  
Council  
Recommendation

**Action**

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) authorize the Executive Director, or designee, to execute a Memorandum of Understanding (“MOU”) between the Peninsula Corridor Joint Powers Board (“JPB”) and Transportation Agency for Monterey County (“TAMC”) relating to the extension of Caltrain passenger rail service from Gilroy to Salinas.

**Significance**

Through previous transportation planning studies, TAMC and the State of California determined that transit alternatives to the US 101 Corridor in Monterey County were necessary to reduce congestion in the Monterey Bay and San Francisco Bay areas. TAMC has previously endorsed an extension of Caltrain rail service from Gilroy to Salinas as the preferred transit alternative and Caltrans has included this service extension in its near-term scenario in its 2018 State Rail Plan.

Caltrain and TAMC worked together on a Gilroy-Salinas Feasibility Study (“Study”), which was adopted by the JPB on April 27, 2020. The Study specified that the Monterey County Rail Extension project (“Project”) must be cost-neutral to Caltrain and outlined a range of issues that needed to be confirmed or clarified. Since the adoption of the Study, Caltrain and TAMC counsel and executive staff have engaged in negotiations concerning an MOU. With the conclusion of negotiations, Caltrain and TAMC have agreed to present the proposed MOU to their respective boards.

If approved by the JPB, the MOU would provide the design standards, operations parameters, and coordination expectations for Caltrain and TAMC on the Project. TAMC would serve as the

lead agency for project development, while Caltrain would be the lead agency for future operations. The MOU memorializes the four foundational elements from the 2020 Study, which includes the requirement that any extension to Salinas be cost-neutral for the JPB. In addition, the MOU provides that implementation of the Project is contingent on funding availability and the execution of an operations and maintenance agreement between Caltrain and TAMC.

### **Budget Impact**

No budget impact.

### **Background**

On August 23, 2006, TAMC, as the Lead Agency under the California Environmental Quality Act (CEQA), certified the final Environmental Impact Report (EIR) for the Project. The California Transportation Commission approved TAMC's Final EIR on September 7, 2006. Subsequently, on January 31, 2007, TAMC adopted a resolution endorsing the extension of rail service into Monterey County as the Locally Preferred Alternative for capacity improvements to the US 101 Corridor.

During this environmental and planning process, TAMC and the State of California determined that a system of premium transit services could better compete with automobile travel and attract new transit riders. Investment in rail transit would increase corridor capacity and reduce congestion, improve air quality, and save energy in the Monterey Bay and San Francisco Bay areas. The Governor and Legislature have expressed support for the Project by including the Project in the 2018 California Department of Transportation State Rail Plan.

The State Rail Plan identified the establishment of a regional rail network on the Central Coast with connections from Santa Cruz, Monterey, and Salinas to the statewide network at Gilroy as a critical component of the Monterey Bay area's future mobility network.

Adopted by the JPB on April 27, 2020, the Study evaluated the feasibility of Caltrain operating the new service south of Gilroy on behalf of TAMC. The Study found no operational, legal, or design issues were identified that would make the Project infeasible from the JPB's perspective.

The JPB and TAMC agreed to four foundational elements for any future extension of Caltrain passenger rail service from Gilroy to Salinas. These included:

1. Service must be cost-neutral for the JPB;
2. No changes to the Caltrain mainline (San Francisco to Gilroy);
3. TAMC, working with the state, must address all risks and liabilities of the new service;  
and
4. No changes to the JPA governance structure.

These foundational elements are incorporated into the MOU. Caltrain staff recommends that the JPB approve the resolution authorizing the Executive Director to execute the MOU, allowing this regionally significant work to progress.

Following JPB input at the February WPLP committee meeting, Caltrain staff have engaged South County policymakers, VTA board members and staff, and presented to the JPB Citizen's Advisory Committee. The goal is to ensure a clear understanding of the TAMC – JPB MOU, in particular its independent relationship to additional Caltrain service between Tamien and Gilroy stations.

**Resolution No. 2023 –**

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

\* \* \*

**Adopting a Resolution Authorizing the Executive Director, or Designee, to Execute a  
Memorandum of Understanding Between the Transportation Agency of Monterey County  
and the Peninsula Corridor Joint Powers Board Regarding the Extension of Caltrain Service  
from Gilroy to Salinas**

**Whereas**, Caltrain and the Transportation Agency for Monterey County (TAMC) have a cooperative working relationship for planning, development, and implementation of the extension of Caltrain passenger rail service from Gilroy to Salinas (the “Project”); and

**Whereas**, through previous transportation planning studies, TAMC and the State of California determined that they needed to invest in a system of premium transit services that could better compete with traveling by automobile and attract new riders from the automotive modes of travel in order to provide additional transportation capacity in the US 101 Corridor, thereby reducing congestion, improving air quality, and saving energy in the Monterey Bay Area and San Francisco Bay Area; and

**Whereas**, the Governor and the Legislature expressed their support and endorsement of this Project by providing funding for the Project from the Traffic Congestion Relief Act of 2000, the Proposition 116 Rail Bond, the Public Transportation Account, and the Transit and Intercity Rail Capital Program; and

**Whereas**, the Caltrans State Rail Plan of 2018 includes this service in its near-term scenario;  
and

**Whereas**, in order to provide safe, efficient and effective transportation alternatives to the automobile, TAMC adopted a resolution endorsing the Extension of Rail Service into Monterey County as the Locally Preferred Alternative for the US 101 corridor on January 31, 2007; and

**Whereas**, Caltrain adopted a Gilroy-Salinas Feasibility Study on April 27, 2020, which specifies that the Project shall be cost-neutral to Caltrain and which outlines a range of issues that will need to be confirmed or clarified; and

**Whereas**, TAMC, as the Lead Agency under the California Environmental Quality Act (CEQA), certified the final Environmental Impact Report (EIR) on August 23, 2006, and adopted an Addendum to the EIR on August 28, 2013, which EIR and Addendum to the EIR contemplate the actions described herein; and

**Whereas**, it is recognized that, with respect to some of the provisions set forth herein, numerous actions must be taken pursuant to federal, state, and local laws and regulations before such policies can be implemented; and

**Whereas**, the purpose of the MOU is to provide a framework for the Parties' cooperation, and the respective duties of the Parties will be set forth in subsequent permits and agreements;

**Now, therefore, be it resolved** that the Board of Directors authorizes the Executive Director, or designee, to execute the MOU, in substantially the same form as set forth in



Attachment A, and to take all necessary actions to implement the MOU following execution of the MOU.

Regularly passed and adopted this 2<sup>nd</sup> day of March 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Rob Barnard, Deputy Chief, Rail Development  
Subject: **Authorize Use of Construction Manager/General Contractor (CMGC)  
Project Delivery Method for the Broadway Grade Separation Project**

Finance  
Committee  
Recommendation

Technology,  
Operations,  
Planning, and  
Safety Committee  
Recommendation

Advocacy and  
Major Projects  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating  
Council  
Recommendation

**Action**

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

1. Make findings that use of the Construction Manager/General Contract (CMGC) project delivery method for the Broadway Grade Separation Project (Project) will accomplish one or more of the following objectives: reduce project costs, expedite the project's completion, or provide features not achievable through the more traditional Design-Bid-Build (DBB) method, as required to utilize this project delivery method pursuant to Public Utilities Code section 103395;
2. Authorize the use of the CMGC project delivery method for the Project based on these findings; and
3. Authorize the Executive Director, or designee, to file any other required documentation and to take any other actions necessary to give effect to this action.

**Significance**

Authorization of the Use of CMGC Method. The Board previously authorized use of CMGC project delivery method on August 4, 2022, for the Mountain View Grade Separation and Access Project. Procurement of CMGC services for the Mountain Project is currently underway.

The Legislature enacted Assembly Bill 797 in 2013 to authorize the San Mateo County Transit District to use the CMGC project delivery approach for public transit projects within its jurisdiction. This authorization extends to the JPB pursuant to the Joint Powers Agreement, which established the JPB.

Pursuant to Public Utilities Code section 103395, the JPB may enter into a CMGC project delivery method contract only after taking the following steps. First, JPB must evaluate the traditional design-bid-build process of construction and CMGC method of project delivery in a public meeting. Second, JPB must then make written findings that the use of the CMGC project delivery method on a specific project under consideration will accomplish one or more of the following objectives:

- Reduce project costs;
- Expedite the project's completion; or
- Provide features not achievable through the design-bid-build method.

The JPB must make findings *prior* to entering a CMGC project delivery method contract. Contracting using the CMGC project delivery method requires two steps. First, the JPB issues a best-value procurement to engage a contractor for preconstruction services. The initial agreement must include a provision for subsequent negotiation of any of the later stages of the project including the construction itself. Second, if the JPB would like to award a contract for construction services after the initial phase of the contract, a Total Contract Price (TCP) must be negotiated. If an acceptable TCP cannot be negotiated, then JPB may award the subsequent phases of the contract using any other method of project delivery permitted by law.

Under the CMGC project delivery method, the agency conducts two qualifications-based selections to separately hire a designer and a CMGC contractor (contractor) to collaborate during the pre-construction design phase to deliver the Project. The contractor is initially authorized to participate in the pre-construction design phase work. Upon agreement on the Total Contract Price (TCP) to deliver the construction work, the contractor's construction phase contract will be executed. The CMGC project delivery balances and facilitates important factors relating to the agency's control, including relationships with stakeholders and access to designer and contractor expertise during the pre-construction design phase.

Broadway Grade Separation Project. The Project objectives of the Broadway Grade Separation Project are to:

- Improve safety for all modes of travel.
- Improve overall traffic flow.
- Reduce traffic delays caused by gate down times.

After assessment (described in more detail in the background section below) of the respective merits of both the DBB and CMGC project delivery methods and how these different project delivery methods would best address the unique features and complexities of the Broadway Grade Separation Project, Staff has determined that use of the CMGC project delivery method will provide benefits that are not achievable through the DBB process. The CMGC project delivery method will allow contractor collaboration with the designer, providing opportunities to improve the project with innovative solutions.

Staff recommends that the Board make specific findings that the CMGC project delivery will also result in reduced project costs and expedited project completion. See Section 6.2 of the Project Delivery Method Evaluation report dated January 2023 (attached) for additional information. Proof of the cost and schedule benefits resulting from CMGC project delivery are documented in many industry documents and reports. A listing of some of the available industry documents and reports related to CMGC project delivery cost and schedule benefits are included in the *References Appendix C* section of said report, which also documents the methods and results of the November 2022 Project Delivery Method Assessment Workshop.

Staff recommends that the Board make these findings and authorize the use of the CMGC method for the Project. In the future, Staff will seek authorization from the Board to (1) enter into agreements with City of Burlingame and the San Mateo County Transportation Authority (TA) to add to the budget to the Final Design and Pre-Construction phase; (2) amend the FY23 budget to include new funds; and (3) amend the Project budget authority.

### **Budget Impact**

There is no immediate budget impact as the result of Board action to authorize use of the CMGC contracting approach over the traditional DBB contracting process for the Broadway Grade Separation Project.

Separate from this Board action, project cost updates and project delivery contract negotiations impacting the Broadway Grade Separation Project budget will be discussed and reflected in future JPB budgets.

### **Background**

The Broadway at-grade crossing is currently the top-ranked crossing for grade separation in northern California on the California Public Utilities Commission's Grade Separation Priority List and the second highest ranked crossing in the State. The Project can: 1) help reduce emergency response times as the Caltrain corridor bisects the east and west sides of the City, 2) help alleviate traffic queuing on Broadway, which extends east to the U.S. Highway 101 ramps. 3) reduce traffic delays at nearby intersections with California Drive, Carolan Avenue and Rollins Road, and 4) significantly improve access to the Broadway commercial district from U.S. Highway 101, which would further support economic development.

Assessment of Project Delivery Method. To select a project delivery method for the Project, representatives of the project stakeholders (Caltrain, the City of Burlingame, and the San Mateo County Transportation Authority) composed an evaluation team that met and conducted a facilitated Project Delivery Assessment Workshop in November 2022. The objective of the Workshop was to allow the evaluators to compare and score the CMGC and DBB project delivery methods.

The Workshop participants completed the Transportation Cooperative Research Program (TCRP) Report 131-based analytical project delivery method assessment. This analytical project delivery assessment was conducted as a facilitated group discussion with the issue ranking completed using a consensus approach. Following the TCRP Report 131-based project delivery method assessment, the participants completed the Modified Caltrans Quantitative Project Delivery Assessment Worksheets. Following are the participants’ scores for the two project delivery methods:

Ranking or Scoring Method	DBB	CMGC
TCRP Report 131 Analytical Method	46	62
Modified Caltrans Quantitative Method	52	77

The higher scores for CMGC in each ranking method indicate a high level of confidence that the CMGC project delivery method will provide the agency with greater benefits than the traditional design bid build method in achieving the project goals and objectives including cost certainty and expedited schedule.

Based on these results, it was found that the CMGC project delivery method will achieve the Project schedule objectives and reduce Project costs, providing the dominant and obvious choice for delivering the Broadway Grade Separation Project. The conclusion reached by the evaluation team is that the CMGC project delivery method offers several advantages over traditional Design-Bid-Build methods, including potential time and cost savings and providing opportunities for project innovation. Additional details on the scoring methodologies and results can be found in the *Project Delivery Method Evaluation* report dated January 2023, attached.

Conclusions of the Assessment. As noted in the previous Assessment of Project Delivery Method section, the project delivery evaluation team conducted two detailed analyses of potential project delivery methods in a one day facilitated Workshop. The results of these analyses presented in the previous section demonstrate the CMGC project delivery method is superior to the traditional DBB project delivery method. The Workshop methods and analysis results are documented in the *Project Delivery Method Evaluation* dated January 2023, attached.

Use of the CMGC project delivery method to complete the final design of and construct the Broadway Grade Separation Project will: (a) result in substantial costs savings and reduce risk to the JPB; (b) allow the JPB to select a highly qualified contractor with the specialized expertise required to deliver the project; (c) benefit the public by improving safety and coordination during construction; and (d) avoid favoritism and promote competition.

Prepared By:	Alex Acenas	Senior Project Manager	650.730.0502
	Rob Barnard	Deputy Chief, Rail Development	650.508.7783

**Resolution No. 2023 –**

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

\* \* \*

**Authorize Use of Construction Manager General Contractor (CMGC) Project Delivery  
Method Pursuant to Public Utilities Code Section 103395 for the Broadway Grade  
Separation Project**

**Whereas**, the City of Burlingame (City) and the San Mateo County Transportation Authority (TA) desire to grade separate the Broadway at-grade crossing to improve safety and reduce traffic congestion; and

**Whereas**, the Broadway Grade Separation Project objectives are to: improve safety for all modes of travel, improve overall traffic flow and reduce traffic delays caused by gate down times; and

**Whereas**, the Legislature enacted Assembly Bill No. 797 in 2013 to authorize the San Mateo County Transit District to use the Construction Manager General Contractor (CMGC) project delivery approach for public transit projects within its jurisdiction. This authorization extends to the Peninsula Corridor Joint Powers Board (JPB) pursuant to the Joint Powers Agreement, which established the JPB; and

**Whereas**, pursuant to Public Utilities Code section 103395, the JPB may enter into a CMGC project delivery method contract after taking the following steps. First, the JPB must evaluate the traditional design-bid-build (DBB) process of construction compared to the CMGC method of project delivery in a public meeting. Second, the JPB must make written findings that the use of the CMGC project delivery method on the specific project under consideration will

accomplish one or more of the following objectives: (1) reduce project costs; (2) expedite the project's completion; or (3) provide features not achievable through the design-bid-build method; and

**Whereas**, agency staff representatives of the JPB, the City, and the TA have investigated different project delivery methods and have evaluated the respective merits of delivering the Broadway Grade Separation Project through the CMGC project delivery method versus the DBB method; and

**Whereas**, staff has determined, based on the evaluation described in the Project Delivery Method Evaluation Report dated January 2023 and provided to the Board prior to the meeting of the JPB on March 2, 2023, that use of the CMGC project delivery method will benefit the JPB by providing project features not achievable through the DBB project delivery method, such as opportunities for project innovation, and will likely also result in the reduction of project costs and promote the expeditious completion of the project; and

**Whereas**, based on this evaluation, staff recommends that the Board make findings that the use of the CMGC project delivery method is in the best interest of the JPB and authorize the use of the CMGC project delivery method to complete the Broadway Grade Separation Project; and

**Now, Therefore, Be It Resolved** the Board of Directors of the Peninsula Corridor Joint Powers Board hereby finds that utilizing the CMGC project delivery method pursuant to Public Utilities Code section 103395 for the Broadway Grade Separation Project will be in the best interest of the JPB as it will accomplish the objectives of providing project features not achievable

through the traditional DBB project delivery method and will likely also reduce project costs and expedite completion; and

**Be It Further Resolved** based upon these findings, the Board hereby authorizes staff to proceed with using the CMGC project delivery method pursuant to Public Utilities Code Section 103395.

**Be It Further Resolved** that the Board authorizes the Executive Director, or designee, to take such additional actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 2<sup>nd</sup> day of March 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Robert Barnard, Deputy Chief, Rail Development  
Subject: **Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2023**

Finance  
Committee  
Recommendation

Technology,  
Operations,  
Planning, and  
Safety Committee  
Recommendation

Advocacy and  
Major Projects  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating  
Council  
Recommendation

**Action**

Staff Coordinating Council recommends the Board receives the Capital Projects Quarterly Status Report. The full report and a summarized version are in the following link:

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

**Significance**

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

**Budget Impact**

There is no impact on the budget.

**Background**

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

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



# Capital Program Quarterly Status Report and DBE Status Report



**2nd Quarter Fiscal Year 2023  
(October to December 2022)**

Prepared for the March 02, 2023 Caltrain Board Meeting

**DRAFT**

## Projects in Focus

**Concerning** (projects with red status lights)

### 1. 100410 - Whipple Avenue Grade Separation Study

- **Schedule:** The scope of work for the next phase of the 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.

### 2. 100439 - Bayshore Station Overpass Pedestrian Bridge Rehab

- **Schedule:** Delay is 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 further mitigate the schedule delays.

### 3. 100427 - San Francisquito Creek Bridge Replacement

-**Schedule:** Proposed new scope is pending approval from the Management Committee. The project will be presented to Management Committee in March 2023.

-**Budget:** Proposed new scope is pending approval from the Management Committee. The project will be presented to Management Committee in March 2023.

### 4. 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 04/01/2023. Project Manager to request schedule re-baseline at February 2023 Management Committee meeting.

### 5. 100574 - Next Generation Clipper Validator Station Site Prep

-**Schedule:** The schedule has been extended due to delay in Substantial Completion. The project will be submitted to management committee for schedule re-baseline in February 2023.

### 6. 100667 - Bernardo Avenue Undercrossing

-**Schedule:** The schedule has been delayed due to the extensive analysis and review of the concept alternatives provided by the City to help them decide the path forward. The City has decided to move ahead with the preparation of 35% plans using their consultant. The schedule will be fine-tuned and submitted to management committee for re-baseline at March 2023 meeting.

-**Budget:** Project EAC is higher due to Construction and Construction Management cost estimate and requires additional funding. Project Manager to seek approval from Management Committee for increasing the budget and re-baseline at March 2023 meeting.

### 7. 100668 - Sunnyvale Grade Separation

- **Schedule:** The City of Sunnyvale is performing alternatives analysis for the Mary Avenue grade separation. The alternatives analysis and community outreach has taken longer than originally expected. The City will hand over the project to Caltrain once the conceptual (15% plans) study is complete. Caltrain will explore potential options to accelerate the project including alternative delivery methods.

### 8. 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 once the agreement with Verizon is finalized.

### 9. 100686 - Middle Avenue Undercrossing

- **Budget:** Additional alternatives analysis and price escalation are factors contributing to higher costs. Caltrain will work with the City to explore cost effective solutions.

**Watching** (projects with yellow status lights)

**1. 002113 - Guadalupe River Bridges Replacement and Extension**

- **Funding:** The JPB Board approved the funding plan for the project which relies on additional funding from the FY2024 and FY2025 SOGR Federal funding. Limited Notice to Proceed was issued to the contractor, Walsh Construction, on 11/21/2022.

**2. 100278 - Mary Avenue Traffic Signal Preemption**




- **Schedule:** The schedule has been delayed due to delay in project closeout. Gate 8 - Project Closeout Complete will be presented to Management Committee in February 2023.

**3. 100676 - San Mateo Replacement Parking Track**

- **Funding:** Additional funds to support construction required. 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%	75.0%	91.7%	94.4%
 Yellow	0.0%	2.8%	0.0%	5.6%
 Red	0.0%	22.2%	8.3%	0.0%

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

**Table S2. Summary of project changes from previous quarter**

Status Changes	Projects	Pct. Projects
All green	15	41.7%
Improved	9	25.0%
Got worse	7	19.4%
Stayed the same (except all green)	5	13.9%
<b>Total Projects</b>	<b>36</b>	

**Table S3. Individual Projects**

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q1	Q2	Q1	Q2	Q1	Q2	Q1	Q2	
<b>CONSTRUCTION/IMPLEMENTATION</b>										
<b>Grade Separations</b>										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	7
<b>ROW Bridges</b>										
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	13
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	19
<b>ROW Grade Crossings</b>										
100522	Watkins Ave Grade Crossing Safety Improvements	●	●	●	●	●	●	●	●	25
<b>ROW Communications &amp; Signals</b>										
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	29
100403	Broadband Wireless Communications System	●	●	●	●	●	●	●	●	33
<b>Fare Collection</b>										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	37
100574	Clipper Next Generation Validators Site Preparations	●	●	●	●	●	●	●	●	42
<b>Miscellaneous</b>										
100233	MP-36 Locomotive Mid-Life Overhaul Project	●	●	●	●	●	●	●	●	47
100430	CCF BCCF Virtualization	●	●	●	●	●	●	●	●	51
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	54
<b>DESIGN (includes Preliminary and Final Design, and Procurement)</b>										
<b>Grade Separations</b>										
002152	South Linden & Scott Grade Separation	●	●	●	●	●	●	●	●	59
100244	Burlingame Broadway Grade Separation	●	●	●	●	●	●	●	●	62
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	66
100617	Mountain View Transit Center Grade Separation & Access Project	●	●	●	●	●	●	●	●	71
<b>ROW Bridges</b>										
100427	San Francisquito Creek Bridge Replacement	●	●	●	●	●	●	●	●	76
<b>ROW Grade Crossings</b>										
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	81
100563	FY21-22 Grade Crossing Improvements	●	●	●	●	●	●	●	●	84
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	87
<b>ROW Communications &amp; Signals</b>										
100432	Migration to Digital Voice Radio System	●	●	●	●	●	●	●	●	91
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	94
100572	Communication System SOGR	●	●	●	●	●	●	●	●	97
100614	Predictive Arrival/Departure System (PADS) Replacement	●	●	●	●	●	●	●	●	100
100616	Caltrain Fiber Connectivity to Passenger Stations and Digital Voice	●	●	●	●	●	●	●	●	103
<b>Miscellaneous</b>										
100676	San Mateo Replacement Parking Track	●	●	●	●	●	●	●	●	107
100684	Mini-High Platforms	●	●	●	●	●	●	●	●	110

**Table S3. Individual Projects (Continued)**

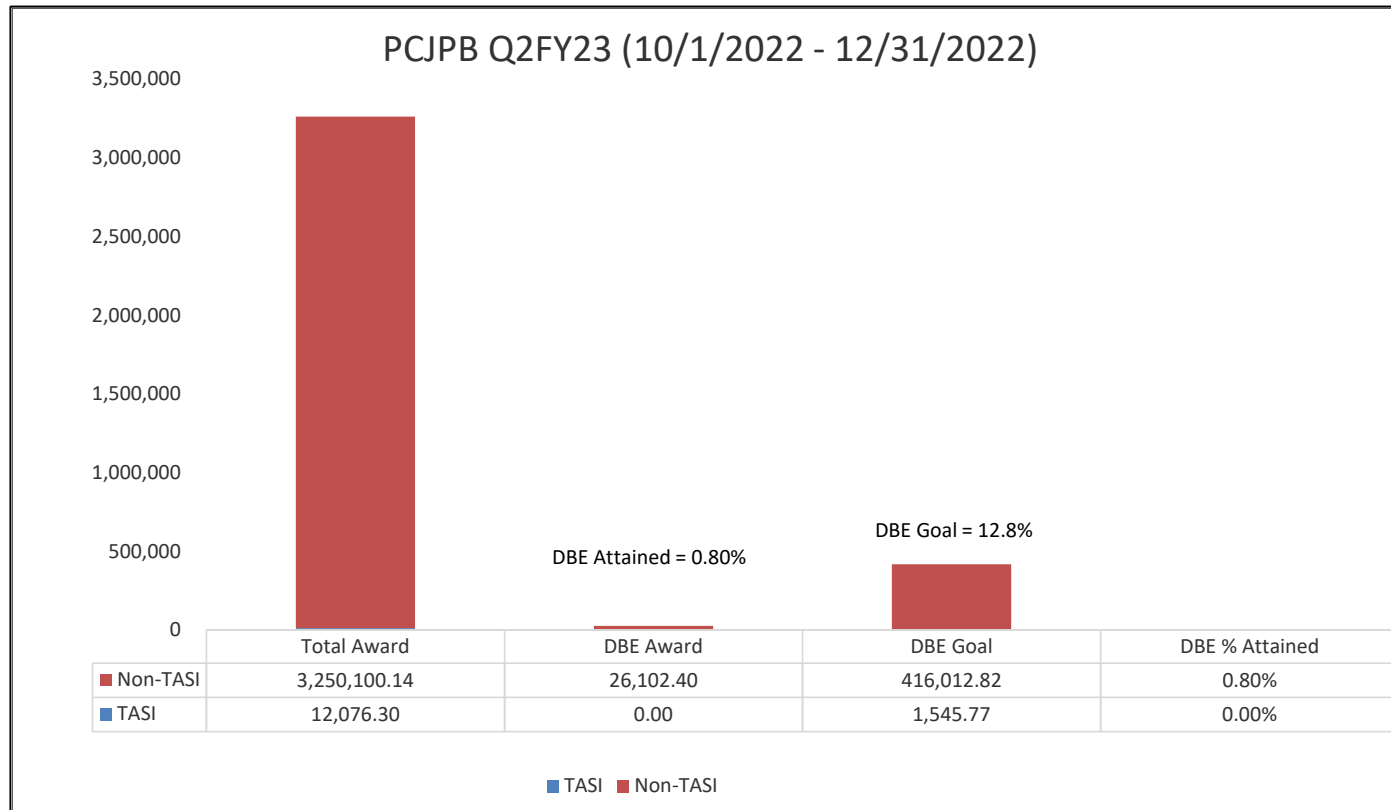
Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q1	Q2	Q1	Q2	Q1	Q2	Q1	Q2	
<b>PLANNING (includes Initiation and Design to 15%)</b>										
<b>Grade Separations</b>										
100410	Whipple Avenue Grade Separation Study	●	●	●	●	●	●	●	●	114
100667	Bernardo Avenue Undercrossing	●	●	●	●	●	●	●	●	117
100668	Sunnyvale Grade Separation	●	●	●	●	●	●	●	●	120
100686	Middle Avenue Undercrossing	●	●	●	●	●	●	●	●	123
<b>Miscellaneous</b>										
100564	Enterprise Asset Management (EAM) Software System	●	●	●	●	●	●	●	●	127
100565	Update and Upgrade GIS System	●	●	●	●	●	●	●	●	130
100673	CCTV Study-Assessment		●	●	●	●	●	●	●	134
100685	Verizon Sink Hole Repair San Jose	●	●	●	●	●	●	●	●	137
100687	Downtown Rail Extension (DTX)	●	●	●	●	●	●	●	●	140
<b>CLOSEOUT (includes Start-up/Turnover and Closeout)</b>										
<b>Stations</b>										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	144

**Appendix A - Disadvantaged Business Enterprise (DBE)**

Disadvantaged Business Enterprise (DBE)



# PCJPB Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2023-25 is 12.8%.