



Capital Program Quarterly Status Report and DBE Status Report



**3rd Quarter Fiscal Year 2023
(January to March 2023)**

Prepared for the June 01, 2023 Caltrain Board Meeting

Projects in Focus

Concerning (projects with red status lights)

1. 100439 - Bayshore Station Overpass Pedestrian Bridge Rehab

- **Schedule:** The pedestrian bridge work is complete, and now the project is delayed due to obtaining approval to close the East and West Towers for the Contractor to conduct painting operations through continuous days. Approval of the closing the East and West Towers required numerous coordination meetings with Safety, Rail Operations, Rail Maintenance, Operations Planning, Customer Access, Government Affairs, Communications, and Customer access to obtain a final consensus for a path moving forward. Contractor is working to add multiple shifts to further mitigate the schedule delays.

2. 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 04/30/2023. Project Manager to request schedule re-baseline at February 2023 Management Committee meeting.

3. 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 May 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 May 2023 meeting.

4. 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.

5. 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.

6. 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**

- **Schedule:** Limited Notice to Proceed was issued 7 calendar days later than planned.

- **Funding:** The JPB Board approved the funding plan for the project which relies on additional funding from the FY2024 and FY2025 SOGR Federal funding. Funds will be activated as needed to support the timely completion of the project.

2. 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.

3. 100445 - Automatic Passenger Counters at San Francisco 4th & King Station

- **Budget:** 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 04/30/2023. Project Manager to request schedule re-baseline at February 2023 Management Committee meeting.

4. 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.

5. 100426 - Churchill Avenue Grade Crossing




- **Schedule:** The schedule has been delayed as reference checks and meetings with contractor did not prove that they have required experience. Board approved rejection and re-bid of project. Project Manager to seek approval from Management Committee for re-baselining the schedule at June 2023 meeting.

6. 100566 - San Mateo Grade Crossing Improvements

- **Schedule:** The schedule has been delayed as no bids received on advertisement. Working towards assembling a new IFB package (combined with Churchill Grade Crossing project) that will re-advertise in April 2023. Project Manager to seek approval from Management Committee for re-baselining the schedule at June 2023 meeting.

Performance Summary

Table S1. Projects in each status light by performance category

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	75.7%	91.9%	94.6%
 Yellow	0.0%	10.8%	2.7%	5.4%
 Red	0.0%	13.5%	5.4%	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	25	67.6%
Improved	2	5.4%
Got worse	3	8.1%
Stayed the same (except all green)	7	18.9%
Total Projects	37	

Note: Starting with this report, the status light criteria has been updated to improve the balance between schedule lights triggered by Milestones delays vs. Schedule Performance Index (SPI). The latter tracks delays in terms of budgeted work (effort) while the former tracks number of days.

Table S3. Individual Projects

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q2	Q3	Q2	Q3	Q2	Q3	Q2	Q3	
CONSTRUCTION/IMPLEMENTATION										
ROW Bridges										
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	7
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	13
ROW Grade Crossings										
100522	Watkins Ave Grade Crossing Safety Improvements	●	●	●	●	●	●	●	●	19
ROW Communications & Signals										
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	23
100403	Broadband Wireless Communications System	●	●	●	●	●	●	●	●	27
Fare Collection										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	31
Miscellaneous										
100233	MP-36 Locomotive Mid-Life Overhaul Project	●	●	●	●	●	●	●	●	37
100430	CCF BCCF Virtualization	●	●	●	●	●	●	●	●	41
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	44
100673	CCTV Study-Assessment	●	●	●	●	●	●	●	●	48
DESIGN (includes Preliminary and Final Design, and Procurement)										
Grade Separations										
002152	South Linden & Scott Grade Separation	●	●	●	●	●	●	●	●	52
100244	Burlingame Broadway Grade Separation	●	●	●	●	●	●	●	●	55
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	59
100617	Mountain View Transit Center Grade Separation & Access Project	●	●	●	●	●	●	●	●	64
ROW Bridges										
100427	San Francisquito Creek Bridge Conceptual Design & Community Engagement	●	●	●	●	●	●	●	●	69
ROW Grade Crossings										
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	75
100563	FY21-22 Grade Crossing Improvements	●	●	●	●	●	●	●	●	78
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	81
ROW Communications & Signals										
100432	Migration to Digital Voice Radio System	●	●	●	●	●	●	●	●	85
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	88
100572	Communication System SOGR	●	●	●	●	●	●	●	●	91
100614	Predictive Arrival/Departure System (PADS) Replacement	●	●	●	●	●	●	●	●	94
100616	Caltrain Fiber Connectivity to Passenger Stations and Digital Voice	●	●	●	●	●	●	●	●	97
Miscellaneous										
100676	San Mateo Replacement Parking Track	●	●	●	●	●	●	●	●	101
100684	Mini-High Platforms	●	●	●	●	●	●	●	●	104

Table S3. Individual Projects (Continued)









Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q2	Q3	Q2	Q3	Q2	Q3	Q2	Q3	
PLANNING (includes Initiation and Design to 15%)										
Grade Separations										
100410	Whipple Avenue Grade Separation Study	●	●	●	●	●	●	●	●	108
100667	Bernardo Avenue Undercrossing	●	●	●	●	●	●	●	●	111
100668	Sunnyvale Grade Separation	●	●	●	●	●	●	●	●	114
100686	Middle Avenue Undercrossing	●	●	●	●	●	●	●	●	117
Miscellaneous										
100564	Enterprise Asset Management (EAM) Software System	●	●	●	●	●	●	●	●	122
100565	Update and Upgrade GIS System	●	●	●	●	●	●	●	●	125
100685	Verizon Sink Hole Repair San Jose	●	●	●	●	●	●	●	●	129
100687	Downtown Rail Extension (DTX)	●	●	●	●	●	●	●	●	132
100733	North Fair Oaks Bike and Pedestrian Crossing		●		●		●		●	135
CLOSEOUT (includes Start-up/Turnover and Closeout)										
Grade Separations										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	140
Stations										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	146
Fare Collection										
100574	Clipper Next Generation Validators Site Preparations	●	●	●	●	●	●	●	●	151

CONSTRUCTION / IMPLEMENTATION
ROW Bridges

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

Table 1. Status Summary and Total Project Performance Project Phase: **6 – Procurement/Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding	Progress (%)	Change Prev. Qtr.	EAC/Budget
Current	G 	Y 	G 	Y 	27.8%	10.12%	100%
Previous	G 	G 	G 	Y 			

The JPB Board approved the funding plan for the project which relies on additional funding from the FY2024 and FY2025 SOGR Federal funding. Funds will be activated as needed to support the timely completion of the project. As jointly agreed with the construction contractor, the issuance of the LNTP was postponed for 7 days relative to the target date in the Baseline Schedule.

SCOPE Summary

The purpose of the project is to address the structural vulnerability of two existing bridges, MT1 and MT2, spanning the Guadalupe River in San Jose by widening and stabilizing the underlying river channel and upgrading and extending the bridge structures to ensure long-term public safety and service reliability. The work consists of:

- Full replacement of the existing 187-foot wooden pile MT1 bridge with a modern 265-foot bridge.
- Partial replacement, upgrade, and extension of the existing MT2 bridge to achieve a modern 250-foot bridge.

Project Manager: Mike Boomsma
 Principal Designer: HDR Engineering, Inc.
 Const. Contractor: Walsh Construction

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	04/14/23	-135	-77
Completion of IFB & Board Award	10/06/22	10/06/22	0	0
Executing Contract & LNTP	11/14/22	11/21/22	-7	0
PCEP Completes Removal of MT2 OCS	01/02/23	02/08/23	-37	-7
Return of MT2 to PCEP for OCS Reinstallation	08/30/23	09/30/23	-31	0
Gate 6 – Substantial Completion	01/10/25	01/17/25	-7	0
Gate 7 – Start-up/Turnover	02/09/25	02/16/25	-7	0
Gate 8 – Closeout	05/09/25	05/16/25	-7	0

Guadalupe River Bridges Replacement and Extension

Project No. 002113

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	1,800	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	2,211	0	0.0%
Subtotals	NA	2,300	54,843	57,143	57,143	0	0.0%
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	63,699	0	0.0%

(*) ICAP already included in totals above	92	2,151	2,243	2,243	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.

Guadalupe River Bridges Replacement and Extension

Project No. 002113

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Member Agency Funds - SMCTD	Local	100		100	100	0
Member Agency Funds--Santa Clara-VTA General Funds	Local	400		400	400	0
Member Agency Funds--SFCTA (Prop K)	Local	1,828		1,828	1,828	0
FTA Section 5337 (State of Good Repair)	Federal	9,880	7,945	17,825	14,568	3,257
Member Agency Funds--Santra Clara-VTA (SOGR)	State	193	398	590	590	0
Member Agency Funds--SFCTA (Prop K)	Local		1,964	1,964	1,964	0
Local Partnership Program - Formulaic	State		4,606	4,606	3,097	1,509
Totals		12,400	14,913	27,313	22,547	4,766

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	JPB is striving for a collaborative win-win approach including the implementation of design optimizations requested by UPRR and its tenants. However, with deadlines quickly approaching, JPB may be forced to resort to issuing a unilateral 4-month notice requiring UPRR to relocate its tenants as required under the grant deed between UPRR and JPB.	\$ 5,000	High
	Per JPB request, UPRR has engaged UPRR's utility tenants to confirm the utility relocation design and prepare for relocation construction. JPB and UPRR must agree on key variables such as division of scope, access rights, and schedule for UPRR's tenants.		TBD	
Valley Water Approvals	Deputy Director of Program Management and Environmental Compliance	JPB's Deputy Director of Program Management and Environmental Compliance followed up with Valley Water immediately after the USACE's release of the 408 and 404 permits to expedite Valley Water's release of Valley Water's Encroachment Permit, which is now anticipated to be issued in the month of April 2023. Valley Water is aware that construction is underway prior to the formal issuance of the Encroachment Permit.	\$ 2,000	Med
	The USACE issued the project's 408 and 404 permits on 1/30/2023, clearing the way for Valley Water to issue the project's Encroachment Permit. Valley Water has indicated that they are still in the process of finalizing the Encroachment Permit for issuance.		TBD	

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

UPRR Dispute of Settlement and/or Design Changes	JPB Legal / Sr. Management	JPB and UPRR remain at odds over multiple issues, including a request for JPB to fund a UPRR consultant team to perform submittal reviews and inspections of the construction of JPB's structures on UPRR's behalf. The JPB team will continue to work with UPRR to reach reasonable agreements with UPRR in time to for UPRR to commence fiber optic relocations described in the draft Construction & Maintenance Agreement.	\$ 2,000	High
	JPB Board approved a negotiated settlement between UPRR and JPB on 9/1/2022. JPB and UPRR met twice in February 2023 to discuss terms in a draft Construction & Maintenance Agreement. UPRR deemed the Guadalupe River Bridge Replacement Project design as Approved on 2/18/2023..		TBD	

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

Issue Title	Responsibility Status	Action	Resolution Date
Design Changes per UPRR Review	JPB Project Manager and JPB Construction Management Through its review of the Guadalupe River Bridge Replacement Project design, UPRR directed multiple changes to the MT1 bridge structural design. These changes are the subject of a likely change order to the active construction contract.	JPB's construction management team is following the change order process. Where specific changes imply significant costs and/or deviate from UPRR's alternative design, there may be an opportunity to discuss these changes with UPRR for potential revision or cost reimbursement.	6/1/2023
Cancellation of Drilling Subcontract	Walsh Construction and JPB Construction Management Walsh Construction's proposed drilling subcontractor rescinded its proposal to construct the foundations for MT1 and MT2. Walsh has proposed to substitute the former subcontractor with an alternative contractor.	JPB is reviewing Walsh Construction's subcontractor substitution request.	5/1/2023
Bracing of Existing MT1 Bridge	Walsh Construction and JPB Engineering Inspection of the steel girders supporting the existing MT1 bridge identified bowing of steel webs. A 10 MPH slow order was issued for all rail traffic crossing the MT1 bridge. HDR prepared a design for the repair.	Walsh Construction will implement HDR's repair design to physically brace the existing steel girders in early April 2023.	4/3/2023

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

KEY ACTIVITIES - Current Reporting Quarter

The Guadalupe River Bridge Replacement Project was awarded on 10/6/2022 to Walsh Construction Company II, LLC, for \$29,764,499. The associated contract was executed on 10/28/2022 with an Effective Date of 11/1/2022. JPB's Construction Management consultant mobilized to JPB's field office at 699 Park Avenue in San Jose on 11/14/2022. Limited Notice to Proceed was issued on 11/21/2022, authorizing pre-construction activities. The JPB Board approved the funding plan for the project which relies on additional funding from the FY2024 and FY2025 SOGR Federal funding. A Pre-Construction Meeting was held between JPB and Walsh Construction on 12/8/2022 to initiate focused coordination with various stakeholder disciplines such as safety, environmental, engineering, and public outreach. JPB submitted final plans to UPRR for a confirmation review on 12/27/22. Valley Water issued a Statement of No Objection for the project to USACE on 12/28/22.

NEXT KEY ACTIVITIES

In January 2023, JPB anticipates the removal of the OCS by the PCEP contractor, the issuance of 408 and 404 permits by the USACE, the execution of a right-of-entry with the City of San Jose, and the issuance of an Encroachment Permit by Valley Water.

PROJECT NOTES

None.

PROJECT PHOTOS



Photo 1 - Existing girder being removed during MT2 partial demolition



Photo 2 - Preparation for removal of abutment during MT2 partial demolition

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	R	G	G
Previous	G	R	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
77.98%	-0.92%	100%

The pedestrian bridge work is complete, and now the project is delayed due to obtaining approval to close the East and West Towers for the Contractor to conduct painting operations through continuous days. Approval of the closing the East and West Towers required numerous coordination meetings with Safety, Rail Operations, Rail Maintenance, Operations Planning, Customer Access, Government Affairs, Communications, and Customer access to obtain a final consensus for a path moving forward. Contractor is working to add multiple shifts to further mitigate the schedule delays.

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	07/31/23	-243	-122
Gate 7 – Start-up/Turnover	12/31/22	09/29/23	-272	-152
Gate 8 – Closeout	03/31/23	10/31/23	-214	-123

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	345	1,507	1,507	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	345	5,225	5,225	0	0.0%
Unknown Risks	NA	NA	NA	NA	1,645	0	0.0%
Unallocated Contingency	9900	1,990	-345	1,645	NA		
Grand Totals	NA	6,870	0	6,870	6,870	0	0.0%

(*) ICAP already included in totals above	277			277	277	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.

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Member Agency Funds-- Santa Clara-VTA General Funds	Local	10		10	10	0
Member Agency Funds-- SFCTA (Prop K)	Local	300		300	300	0
Member Agency Funds-- SFCTA (Prop K)	Local	753		753	706	47
State of Good Repair (STA SGR)	State	1,135		1,135	1,135	0
Member Agency Funds-- Santra Clara-VTA (SOG)	State	1,237		1,237	1,157	80
Local Partnership Program - Formulaic	State	3,435		3,435	3,308	127
Totals		6,870	0	6,870	6,616	254

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

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

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

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

Issue Title	Responsibility Status	Action	Resolution Date
Extend Permit Easement	Project Manager/Construction Management/Engineering	Project team to coordinate with Real Estate team to extend the permit easement for the project so the Contractor can continue to use the area for painting operations. Current agreement has clause for 3 month extension, and will require an amendment if it goes beyond the 3 month extension.	04/30/23
	Project Construction Management team to coordinate with Engineering Team		
Extend Substantial Completion and Final Completion Dates	Project Manager/Construction Management	Construction Management Team to coordinate with Contractor for recovery schedule to further mitigate delays to the schedule.	04/30/23
	Project to coordinate with Contractor for recovery schedule		
Tower Stairwell Closure for 70 Days	Project Manager/Construction Management	Construction Management Team to coordinate with Contractor and Operations to identify best path for painting operations at the stairwells. May need oversight from Elevator Team to ensure elevators are operational during painting operations at the stairs.	04/30/23
	Project to coordinate with Operations and Maintenance to identify what is feasible.		
Shuttle Service between South and North Platforms	Project Manager/Construction Management	Construction Management Team to coordinate with vendors, obtain quotes. Project team to prepare staff reports, board Reso, and ppt for May 2023 Board to obtain approval for execution of Contract with shuttle company.	04/30/23
	Project to coordinate with potential vendors.		

KEY ACTIVITIES - Current Reporting Quarter

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 Safety, Rail Operations ,PCEP, Rail Customer Experience and Government Community Affairs team to identify a viable option to close the East and West Towers without affecting train operations. Continued to work with the Contractor in submitting a time impact analysis of the delays of the project in order to determine the extent of delays caused by the Owner or Contractor. Continued to work with PCEP team to identify OCS schedule to better align with the Bayshore Painting operations. Continued to work with Contracts and Legal Team in resolving the subcontractor substitution, stop payments, and legal actions from the Prime's Subcontractor.

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

NEXT KEY ACTIVITIES

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 Safety, Rail Operations, PCEP, Rail Customer Experience and Government Community Affairs team to identify a viable option to close the East and West Towers without affecting train operations. Continue to work with the Contractor in submitting a time impact analysis of the delays of the project in order to determine the extent of delays caused by the Owner or Contractor. Continue to work with PCEP team to identify OCS schedule to better align with the Bayshore Painting operations. Continue to work with Contracts and Legal Team in resolving the subcontractor substitution, stop payments, and legal actions from the Primes Subcontractor.

PROJECT NOTES

None.

PROJECT PHOTOS

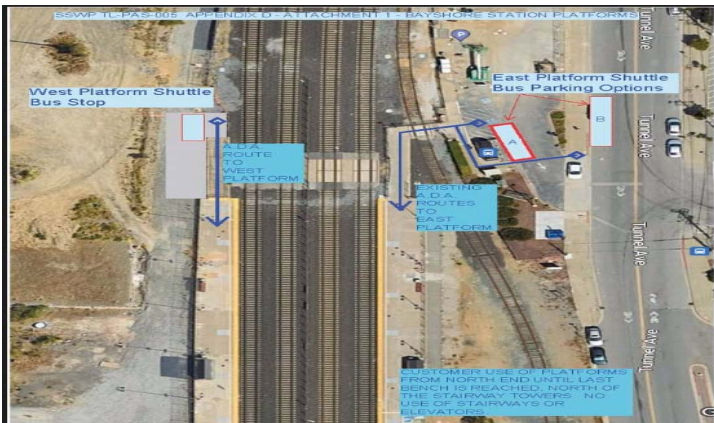


Photo 1 - Shuttle Service Route During Stairs and Towers Closure



Photo 2 - Bridge and Tower Work Phasing



Photo 3 - Post Cleaning - Underside of Pedestrian Bridge



Photo 4 - Post Cleaning - Under Roofside

**CONSTRUCTION / IMPLEMENTATION
ROW Grade Crossings**

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

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
35.58%	14.15%	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: Granite Rock

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	12/01/22	35	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	0
Construction ODCs	2300	0	416	416	416	0	0.0%
Const./Impl. Contracts	3100	2,000	-1,100	900	900	0	0
Construction Management	4100	350	0	350	350	0	0
Design Support During Const.	4200	100	0	100	100	0	0
Testing & Commissioning	4300	0	0	0	0	0	0
Agency/ODCs	5000	0	80	80	80	0	0
Project Management	5100	250	0	250	250	0	0
Project & Document Control	5200	50	70	120	120	0	0
Finance/Accounting	5300	30	0	30	30	0	0
Contracts & Procurement	5400	25	0	25	25	0	0
Legal	5500	25	0	25	25	0	0
Information Technology	5600	0	0	0	0	0	0
Communications/P. Relations	5700	0	10	10	10	0	0
Human Resources	5800	0	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	0
CalMod Program	7100	0	0	0	0	0	0
Oper. Support	8100	100	400	500	500	0	0
Subtotals	NA	3,615	-165	3,450	3,450	0	0
Risks (known & unknown)	NA	NA	NA	NA	711	0	0
Contingency	9900	560	151	711	NA		
Grand Totals	NA	4,175	-14	4,161	4,161	0	0

(*) ICAP already included in totals above	147	0	147	0	147	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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	4,125		4,125	4,125	0
Member Agency Funds--Santra Clara-VTA General Funds	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

Held weekly construction meeting with the Contractor Graniterock. Reviewed submittals and answered Requests For Information. Worked with the Town of Atherton and the contractor on the city's encroachment permit. Worked with PG&E to get the contract signed for providing electrical power to the new street lights.

NEXT KEY ACTIVITIES

Mobilization and begin construction.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

CONSTRUCTION / IMPLEMENTATION
ROW Communications & Signals

Mary Avenue Traffic Signal Preemption

Project No. 100278

Table 1. Status Summary and Total Project Performance

Project Phase: 8 - Closeout

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
100.00%	3.00%	100%

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	10/27/22	10/27/22	0	0
Gate 8 - Project Closeout	02/23/23	02/23/23	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	
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	
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	-1,510	1,346	1,346	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	0	0	
Contingency	9900	0	0	0	NA		
Grand Totals	NA	2,856	-1,510	1,346	1,346	0	0.0%

(*) ICAP already included in totals above	243	0	243	243	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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Public Utilities Commission Programs (Section 130)	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

Received approval from the Management Committee to close out the project. This is the last Quarterly Status Report for this project.

NEXT KEY ACTIVITIES

Project Is completed and closed.

PROJECT NOTES

This is the last report for this project.

Mary Avenue Traffic Signal Preemption

Project No. 100278

PROJECT PHOTOS



Photo 1 - New advance signal preemption equipment

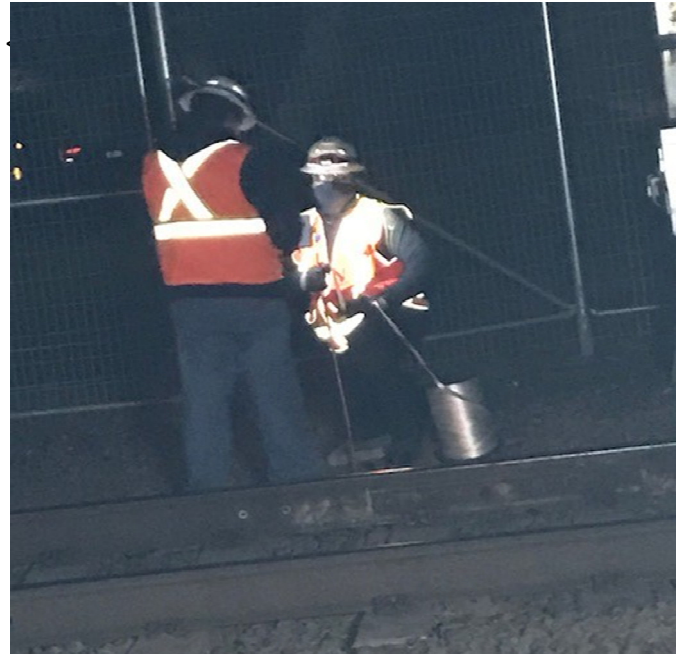


Photo 2 - Workers putting in new signal wires for the train detection in the rail

Broadband Wireless Communications System

Project No. **100403**

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
29.39%	26.54%	100%

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: Nomad Digital

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	10/08/21	10/08/21	0	0
Live Demonstration	05/20/22	05/20/22	0	0
Project Update to the Board	08/04/22	08/04/22	0	0
Award Construction Contract	12/01/22	12/01/22	0	0
NTP	01/03/23	01/03/23	0	0
Gate 6 - Substantial Completion	06/30/24	06/30/24	0	0
Gate 7 - Start Up/Turnover	09/30/24	09/30/24	0	0
Gate 8 - Project Closeout	12/31/24	12/31/24	0	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	-410	150	150	0	0.0%
Environmental	1200	20	-20	0	0	0	
Real Estate	2100	10	-10	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	11,779	21,779	21,779	0	0.0%
Construction Management	4100	700	1,276	1,976	1,976	0	0.0%
Design Support During Const.	4200	100	-100	0	0	0	
Testing & Commissioning	4300		0	0	0	0	
Agency/ODCs	5000		133	133	133	0	0.0%
Project Management	5100	700	-80	620	620	0	0.0%
Project & Document Control	5200	200	-1	199	199	0	0.0%
Finance/Accounting	5300	20	14	34	34	0	0.0%
Contracts & Procurement	5400	15	0	15	15	0	0.0%
Legal	5500	15	71	86	86	0	0.0%
Information Technology	5600		217	217	217	0	0.0%
Communications/P. Relations	5700		31	31	31	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		62	62	62	0	0.0%
Equip./Material Purchases	6100		0	0	0	0	
CalMod Program	7100		0	0	0	0	
Oper. Support	8100	500	434	934	934	0	0.0%
Undefined Type of Work	0000	0	15	15	15	0	0.0%
Subtotals	NA	12,840	13,411	26,251	26,251	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	2,569	0	0.0%
Contingency	9900	1,160	1,409	2,569	NA		
Grand Totals	NA	14,000	14,820	28,820	28,820	0	0.0%

(* ICAP already included in totals above 538 570 1,108 1,108 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)
FY19 TIRCP	State	14,000		14,000	14,000	0
General Capital Fund	Other	5,194		5,194	5,194	0
State Rail Assistance	State		9,627	9,627	0	9,627
Totals		19,194	9,627	28,820	19,194	9,627

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
None.	-----		

KEY ACTIVITIES - Current Reporting Quarter

Held bi-weekly meetings with the contractor Nomad Digital. The contractor began their trackside site survey and will complete the survey in April. The contractor submitted their preliminary system design and it was reviewed and comments were provided to the contractor.

NEXT KEY ACTIVITIES

Complete the trackside site and EMU surveys. The EMU survey will be done in Salt Lake City. Receive a revised preliminary system design.

PROJECT NOTES

None.

PROJECT PHOTOS

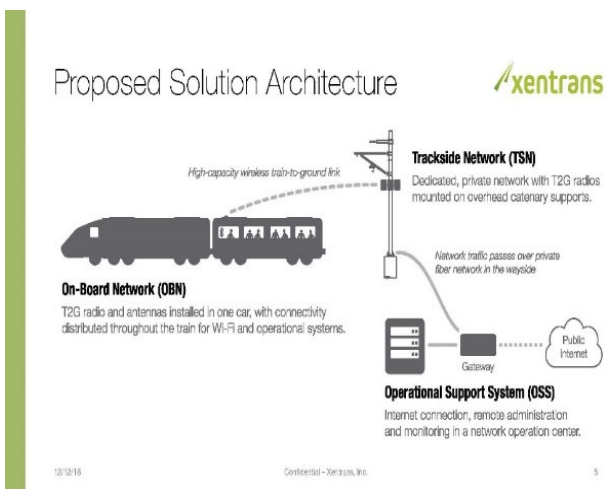


Photo 1 - Broadband Wireless Communications System Conceptual Design

CONSTRUCTION / IMPLEMENTATION
Fare Collection

Ticket Vending Machines (TVM) Rehab

Project No. **100240**

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
91.55%	18.96%	100%

SCOPE Summary

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

The current scope of this project is:

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

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

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

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

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

Project Manager: Robert Tam
 Principal Designer: NA
 Const. Contractor: Ventek

Table 2. SAFETY INCIDENTS

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

Ticket Vending Machines (TVM) Rehab

Project No. 100240

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C =A-B)	(D)
Project Start	01/01/18	01/01/18	0	0
Bid Opening	09/21/18	09/21/18	0	0
LNTP	12/06/18	12/06/18	0	0
Phase 1 NTP	05/01/19	05/01/19	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	09/14/21	09/14/21	0	0
Phase 3 Complete	05/24/22	05/24/22	0	0
Phase 4 NTP	03/01/22	03/01/22	0	0
Phase 4 Complete	03/31/23	04/28/23	-28	-28
Phase 5 NTP	10/01/22	10/01/22	0	0
Phase 5 Complete	06/30/23	06/30/23	0	0
Gate 6 - Substantial Completion	06/30/23	06/30/23	0	0
Gate 7 - Start-Up/Turnover Complete	09/30/23	09/30/23	0	0
Gate 8 - Project Closeout	12/30/23	12/30/23	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		-40	-40	-40	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	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		39	39	39	0	0.0%
Project Management	5100	270	-5	265	265	0	0.0%
Project & Document Control	5200	160	0	160	160	0	0.0%
Finance/Accounting	5300	20	0	20	20	0	0.0%
Contracts & Procurement	5400	47	7	54	54	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	0	40	40	0	0.0%
Subtotals	NA	3,836	0	3,836	3,836	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	56		
Contingency	9900	56	0	56	NA	0	0.0%
Grand Totals	NA	3,892	0	3,892	3,892	0	0.0%
(*) ICAP already included in totals above		271	0	271	271	0	0.0%

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

Ticket Vending Machines (TVM) Rehab

Project No. **100240**

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FTA Section 5337 (State of Good Repair)	Federal	2,016	0	2,016	2,016	0
State of Good Repair (STA SGR)	State	360	45	405	405	0
Member Agency Funds--SFCTA (Prop K)	Local	255	12	268	268	0
Member Agency Funds--SFCTA (Prop K)	Local	164	0	164	164	0
FTA Section 5337 (State of Good Repair)	Federal	832	0	832	832	0
Measure RR Capital	Local	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
None.			

KEY ACTIVITIES - Current Reporting Quarter

The vendor Ventek began Phase 4 of the TVM Upgrade project and upgraded 12 TVMs at 9 stations. Ventek will continue to upgrade a total of 27 TVMs for Phase 4.

NEXT KEY ACTIVITIES

Complete Phase 4 which will upgrade 27 TVMs.

PROJECT NOTES

None.

Ticket Vending Machines (TVM) Rehab

Project No.

100240

PROJECT PHOTOS



Photo 1 - Palo Alto TVM 106



Photo 2 - Prototype TVM Door Graphics



Photo 3 - RWC TVM 65



Photo 4 - San Jose

CONSTRUCTION / IMPLEMENTATION
Miscellaneous

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	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
58.14%	10.14%	100%

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	02/21/24	02/21/24	0	0
Gate 7 - Start-Up / Turnover Complete	05/31/24	05/31/24	0	0
Gate 8 - Project Closeout Complete	08/30/24	08/30/24	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	299	14,241	14,241	0	0.0%
Construction Management	4100			0		0	
Design Support During Const.	4200			0		0	
Testing & Commissioning	4300			0		0	
Agency/ODCs	5000			0		0	
Project Management	5100		19	19	19	0	0.0%
Project & Document Control	5200		10	10	10	0	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	
ICAP Paid to date	7100		63	63	63	0	0.0%
Oper. Support	8100			0		0	
Subtotals	NA	13,942	391	14,333	14,333	0	0.0%
Unknown Risks	NA	NA	NA	NA	500		
Unallocated Contingency	9900	268	232	500	NA	0	0.0%
Grand Totals	NA	14,210	623	14,833	14,833	0	0.0%

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Farebox Revenue for Capital	Local	596		596	596	0
Member Agency Funds--Santra Clara-VTA General Funds	Local	7,500		7,500	7,500	0
FTA Section 5337 (State of Good Repair)	Federal	5,000		5,000	5,000	0
State of Good Repair (STA SGR)	State	1,100		1,100	1,100	0
STA Capital	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	Caltrain Will ship next unit for overhaul when Caltrain spares are adequate to have more than one unit in shop. Alstom to try and get components expedited. Alstom has set up inquiries with their vendors to make certain all parts have been purchased to build the next units and material is available to finish remaining units.	\$ -	Med
	Delayed by Alstom and parts availability.			

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

Issue Title	Responsibility Status	Action	Resolution Date
Locomotive 925 Painting Delay	Alstom	Hire a new painting contractor to paint unit 926. Current contractor will finish the painting of unit 925. This may no longer be an issue. New painter has started on 926 and is progressing rapidly, Alstom has confidence in new contractor.	02/28/23
	Resolved		
Brake Manifold Broken	Alstom and Caltrain	Trying to get a quote to procure from Wabtec. Obtained quote and lead time. Caltrain will purchase if Alstom does not promptly procure. Lead time should be adequate to finish last overhaul unit.	TBD
	TBD		

KEY ACTIVITIES - Current Reporting Quarter

Alstom has obtained EPA waiver for 925 and 926 while waiting for EPA approval and compliance certificates issued. Locomotive 924 was operated on a test train and was shopped due to a failure on #4 traction motor. Testing was not completed and motor will be replaced. Locomotive 925 was near completion but will be held at Alstom due to traction motor being removed and sent to CEMOF.

NEXT KEY ACTIVITIES

Unit 924 to complete dynamic testing after motor replacement on Caltrain and begin service. Ship unit 925.

PROJECT NOTES

None

MP-36 Locomotive Mid-Life Overhaul

Project No. 100233

PROJECT PHOTOS



Photo 1 - Locomotive 924 under dynamic testing.



Photo 2 - Locomotive 925 painting completed.



Photo 3 - Locomotive 926 under 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	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
78.64%	6%	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	
---	----	----	-----	-----	---	--

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 Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FTA Section 5337 (State of Good Repair)	Federal	1,080		1,080	1,080	-
FTA Section 5337 (State of Good Repair)	Federal	520		520	520	-
Regional Bridge Tolls (AB664)	Local	400		400	400	-
Member Agency Funds - SMCTD	Local		1,200	1,200	1,200	-
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
Critical cut-overs	Caltrain technical leads CDWG /Wabtec - Vendor cut-over Support	All critical cut overs will be implemented during non-revenue hours. If the issue arises during that time all the systems will be rolled back to pre cut-over state. Back-ups will be taken for all the critical systems.	TBD	Med
	On-going		TBD	

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

Issue Title	Responsibility Status	Action	Resolution Date
None			

KEY ACTIVITIES - Current Reporting Quarter

Conducted On-site meeting with CDWG to finalize tasks for Virtualization Phase 3. Identified a provider for Amazon Web Services (AWS) Direct connect for Disaster Recovery (DR). Working on setting it up. Identified a strategy and an appliance for the VxRail "witness" appliance move. Identified servers on PTC Lab for the virtualization conversion.

NEXT KEY ACTIVITIES

Review Finalized Phase 3 SOW. Order the server to support a "Witness" appliance move to San Carlos. Work with AWS and CDWG to support the Direct connect. Review "Rubrik" for Data backup system.

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	Y	G
Previous	G	R	Y	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
90.02%	0.24%	100%

1. The COVID-19 Pandemic caused the delay in development and logistics impacting both project schedule and cost. The schedule issue was escalated within Centum Adetel and Caltrain. The Centum Team provided a revised Schedule to complete installation, commissioning and training by 4/30/2023. Project Manager will request schedule/budget re-baseline at April 2023 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: Robert Tam
 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	04/30/23	-546	-30
Gate 7 - Start-Up / Turnover Complete	12/15/21	05/15/23	-516	-30
Gate 8 - Project Closeout Complete	02/15/22	06/30/23	-500	0

Automatic Passenger Counters at San Francisco 4th & King Station

Project No. 100445

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

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

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

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Member Agency Funds--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	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.	\$ -	High
	Android Interface and server schedule for installation slip schedule and APC integration to satisfy Caltrain.		60	
COVID International Travel	Centum Adetel	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).	\$ -	Low
	Centum Adetel technicians should travel from Montreal to USA. They need Vaccination and other permits not Caltrain Responsibility.		4	

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

Issue Title	Responsibility Status	Action	Resolution Date
Wheelchair Count Accuracy	Sylvain Labelle Centum TS	Pending update of firmware in April 2023.	04/30/23
	Scheduled repair		

KEY ACTIVITIES - Current Reporting Quarter

Received the As-Built drawings from the designer of record. Received the APC Maintenance Manual from Centum Adetel. Still waiting on the new sensor counting firmware to be installed by the vendor which is scheduled for the end of April.

NEXT KEY ACTIVITIES

The sensor counting firmware update is the next key activities. Firmware and software update for better wheelchair accuracy will be completed by the end of April 2023.

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

CCTV Study-Assessment

Project No. **100673**

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
49.00%	37.82%	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

Consultant: Hatch LTK

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	0
Gate 4 - Review of the CCTV system requirements	01/31/23	01/31/23	0	0
Gate 6 - Approval of the final report of the study	06/30/23	06/30/23	0	0
Gate 8 - Project Closeout Complete	09/30/23	09/30/23	0	0

CCTV Study-Assessment

Project No. 100673

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)
Undefined	0000	0	2	2	2	0	0.0%
Planning & Engineering	1100	50	1	50	51	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	-4	1	1	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	
Systems	7500	0	2	2	2	0	0.0%
Oper. Support	8100	0		0	0	0	
Subtotals	NA	95	1	95	96	0	0
Unknown Risks	NA	NA	NA	NA	4	1	0
Unallocated Contingency	9900	5	-1	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

CCTV Study-Assessment

Project No. **100673**

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 submitted a draft report with the cost estimates for the new CCTV system. The draft report was distributed for review.

NEXT KEY ACTIVITIES

Receive comments from the stakeholders for the draft report and cost estimates and provide the comments to the consultant to incorporate into the final report.

PROJECT NOTES

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
0.3%	0.04%	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)
Gate 1 Project Initiation	01/01/18	01/01/18	0	0
Gate 2 - 15% Development Complete	05/31/22	05/31/22	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
IFB	10/01/27	10/01/27	0	0
ROW Permits Complete	03/31/28	03/31/28	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	1,730	558	24.4%
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	314	-236	-303.1%
Project Management	5100	1,508		1,508	1,751	-243	-16.1%
Project & Document Control	5200	468		468	471	-3	-0.6%
Finance/Accounting	5300	135		135	130	5	3.6%
Contracts & Procurement	5400	187		187	176	11	5.7%
Legal	5500	62		62	70	-8	-12.7%
Information Technology	5600	0		0	5	-5	
Communications/P. Relations	5700	62		62	66	-3	-5.4%
Human Resources	5800	0		0	4	-4	
Safety/Security & Risk Mgmt.	5900	104		104	97	7	7.1%
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	277,556	79	0.0%
Risks (known & unknown)	NA	NA	NA	NA	27,725	0	0.0%
Contingency	9900	27,725		27,725	NA		
Grand Totals	NA	305,360	0	305,360	305,281	79	0.0%
(*) ICAP already included in totals above		11,745	0	11,745	11,742	3	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 Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA (Project Specific)	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
Member Agency Funds - SMCTD (San Mateo County Transit District)	Local	85		85	85	0
Totals*		895	5,500	6,395	6,281	114

*\$114K is for City of SSF and City of San Bruno staff charges

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
1. Cost proposals received for PE-EC phase services exceeds ICE	PM	Negotiate with highest-ranked proposer to align fee with budget	\$ 1.6 M	

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Month

Staff is negotiating with the higher-ranked proposer to align their fee proposal with the budget.

NEXT KEY ACTIVITIES

Target April 2023 JPB Board meeting to award design contract. Prepare Staff Report, Resolution and PowerPoint.

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
3.9%	0.13%	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	01/26/23	01/26/23	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	07/05/24	07/05/24	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	15,676		15,676	15,676	0	0.0%
Environmental	1200	2,156		2,156	2,156	0	0.0%
Real Estate	2100	6,449		6,449	6,449	0	0.0%
Utilities Relocations	2200	6,243		6,243	6,243	0	0.0%
Const./Impl. Contracts	3100	242,940		242,940	242,940	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	632		632	632	0	0.0%
Project Management	5100	4,750		4,750	4,750	0	0.0%
Project & Document Control	5200	464		464	464	0	0.0%
Finance/Accounting	5300	10		10	10	0	0.0%
Contracts & Procurement	5400	63		63	63	0	0.0%
Legal	5500	54		54	54	0	0.0%
Information Technology	5600	5		5	5	0	0.0%
Communications/P. Relations	5700	44		44	44	0	0.0%
Human Resources	5800	4		4	4	0	0.0%
Safety/Security & Risk Mgmt.	5900	73		73	73	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	142		142	142	0	0.0%
Oper. Support	8100	666		666	666	0	0.0%
Undefined and Others		89		89	89	0	0.0%
Subtotals	NA	287,740	0	287,740	287,740	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	28,663		
Contingency	9900	28,663		28,663	NA	0	0.0%
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 Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA (Project Specific)	Local	4,550	18,863	23,413	23,413	0
City of Burlingame	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 -----	
2. Additional funds will be needed to cover CMGC-related costs	City, SMCTA, JPB ----- TBD	Amend MOU and add funds to the budget	\$4M -----	

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

Consultant is completing their response to the 65% plan review comments and will request to schedule focused meetings to review the responses. Consultant has provided a response to the Environmental Planning team's comments. Following a meeting with the TA and the City, a revised ICE for CMGC preconstruction services was developed and sent to the TA and City for their review. A follow up meeting is scheduled on 4/13/23. At its 3/2/23 meeting, the JPB Board approved the use of CMGC on the project.

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 \$11M will continue. Meeting with Mike Harvey to be scheduled to discuss impacts to his property on Broadway. Per CPUC request, schedule a follow up meeting with Caltrans and UP in attendance. Focused meetings will be held to review MT's response to the 65% design plan review comments.

PROJECT NOTES

Burlingame Broadway Grade Separation

Project No. 100244

PROJECT PHOTOS

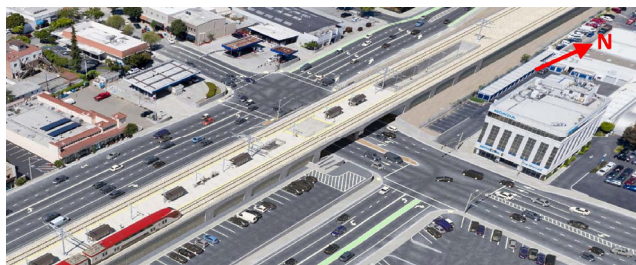


Photo 1 - After construction (rendering)



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: **4 – Development (65%)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
1.62%	0.13%	100%

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

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)
Gate 1 - Project Initiation	08/05/19	08/05/19	0	0
MOU/ CO-OP Agreement with City of Mountain View for Final Design	10/06/22	10/06/22	0	0
Design Contract IFB/WDPR	05/15/23	05/15/23	0	0
Award Design Contract	08/15/23	08/15/23	0	0
Gate 3 - 35% Development Complete	10/31/22	10/31/22	0	0
Gate 4 – 65% Approval	07/31/24	07/31/24	0	0
95% Design	12/31/24	12/31/24	0	0
All Permits Received	04/30/25	04/30/25	0	0
Gate 5 – 100/IFB	07/30/25	07/30/25	0	0
Construction Contract Award - Board Approval	08/30/25	08/30/25	0	0
Gate 6 – Substantial Completion	12/31/27	12/31/27	0	0
Gate 7 – Start-up/Turnover	03/31/28	03/31/28	0	0
Gate 8 – Closeout	06/30/28	06/30/28	0	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	5,678	18,178	18,178	0	0.0%
Environmental	1200	500	153	653	653	0	0.0%
Real Estate	2100	25,000	-24,868	132	132	-0	-0.0%
Utilities Relocations	2200	25,000	22,010	47,010	47,010	0	0.0%
Construction ODCs	2300		0	0	0	0	
Const./Impl. Contracts	3100	190,000	-82,491	107,509	107,509	0	0.0%
Construction Management	4100	5,727	9,135	14,862	14,862	0	0.0%
Design Support During Const.	4200	2,995	-808	2,187	2,187	0	0.0%
Testing & Commissioning	4300	0	0	0		0	
Agency/ODCs	5000	2,487	-1,556	931	931	0	0.0%
Project Management	5100		1,457	1,457	1,457	0	0.0%
Project & Document Control	5200		369	369	369	0	0.0%
Finance/Accounting	5300		7	7	7	0	0.0%
Contracts & Procurement	5400		162	162	162	0	0.0%
Legal	5500		75	75	75	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		108	108	108	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		272	272	272	0	0.0%
Equip./Material Purchases	6100		0	0	0	0	
CalMod Program	7100		0	0	0	0	
Oper. Support	8100	4,000	-3,919	81	81	0	0.0%
Subtotals	NA	268,209	-74,216	193,993	193,993	-0	-0.0%
Unknown Risks	NA	NA	NA	NA	40,002	0	0.0%
Unallocated Contingency	9900	14,000	26,002	40,002	NA		
Grand Totals	NA	282,209	-48,214	233,995	233,995	-0	-0.0%

(*) ICAP already included in totals above

	7,579		7,579	7,579	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.

Rengstorff Grade Separation

Project No. 100482

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Mountain View	Local	3,500	0	3,500	3,500	0
Member Agency Funds-- Santa Clara-VTA (Measure B)	Local	0	18,500	18,500	1,000	17,500
Totals		3,500	18,500	22,000	4,500	17,500

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

KEY ACTIVITIES - Current Reporting Quarter

Final design RFP is in progress. The final design scope of work is under review. JPB Board provided authorization to receive funds from the VTA and the City of Mountain View and to execute the cooperative agreement. In addition, the JPB Board approved additional funds of \$9.8 million, bringing the total funds approved for this project to \$18.5 million. A consultant has been selected and given NTP to perform the Delivery Method analysis. TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) grant application was submitted. Continued to finalize to execute the cooperative agreement. Issue a Request for Proposal (RFP) for selecting a final design consultant. Obtain Board approval for the Construction Manager/General Contractor (CMGC) method of project delivery and subsequently issue an RFP to select a CMGC contractor.

NEXT KEY ACTIVITIES

Continue to finalize to execute the cooperative agreement. Issue a Request for Proposal (RFP) for selecting a final design consultant. Obtain Board approval for the Construction Manager/General Contractor (CMGC) method of project delivery and subsequently issue an RFP to select a CMGC contractor.

Rengstorff Grade Separation

Project No. **100482**

PROJECT NOTES

Final 35% submittal (preliminary engineering) was completed in October 2022. A cooperative agreement between the VTA, the C Mountain View and the JPB is under review. VTA has allocated \$42 million towards the final design and right-of-way acquisition. Mountain View will be contributing \$8 million towards the same.

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.01%	1.76%	77%

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

	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
Award Design Contract	06/02/22	06/02/22	0	0
NTP for Final Design	07/22/22	07/22/22	0	0
IFB (CMGC)	08/22/22	08/22/22	0	0
Pre-Construction (CMGC) Board Award	06/01/23	06/01/23	0	0
Environment Clearance Complete	06/30/24	06/30/24	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	06/01/24	06/01/24	0	0
NTP	07/01/24	07/01/24	0	0
ROW Permits Complete	01/01/25	01/01/25	0	0
Gate 6 - Substantial Completion	12/31/26	12/31/26	0	0
Gate 7 - Start-UP/Turnover Complete	03/31/27	03/31/27	0	0
Gate 8 - Project Closeout	04/30/27	04/30/27	0	0

Mountain View Transit Center and Grade Separation & Access Project

Project No. **100617**

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

Type of Work		Budget			Estimate at Completion	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	10,034	2,024	16.8%
Environmental	1200	308		308	520	-212	-68.9%
Real Estate	2100	1,184		1,184	0	1,184	100.0%
Utilities Relocations	2200	12,293		12,293	2,913	9,380	76.3%
Const./Impl. Contracts	3100	107,578		107,578	88,170	19,408	18.0%
Construction Management	4100	1,525		1,525	9,738	-8,213	-538.7%
Design Support During Const.	4200	1,040		1,040	800	240	23.0%
Testing & Commissioning	4300	1,040		1,040	0	1,040	100.0%
Agency/ODCs	5000	260		260	1,538	-1,278	-491.6%
Project Management	5100	2,219		2,219	2,490	-270	-12.2%
Project & Document Control	5200	495		495	287	208	42.0%
Finance/Accounting	5300	495		495	0	495	100.0%
Contracts & Procurement	5400	391		391	66	325	83.1%
Legal	5500	485		485	498	-13	-2.7%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	114		114	28	87	75.7%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	114		114	0	114	100.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	166		166	0	166	100.0%
Oper. Support	8100	1,525		1,525	2,585	-1,061	-69.6%
Subtotals	NA	143,289	0	143,289	119,667	23,622	16.5%
Risks (known & unknown)	NA	NA	NA	NA	12,333	14,794	54.5%
Contingency	9900	27,128		27,128	NA		
Grand Totals	NA	170,417	0	170,417	132,000	38,417	22.5%

(*) ICAP already included in totals above

	6,554	0	6,554	5,077	1,478	22.5%
--	-------	---	-------	-------	-------	-------

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 Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Member Agency Funds - Santa Clara - VTA (Measure B)	Local	10,000		10,000	10,000	0
Totals		10,000	0	10,000	10,000	0

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood

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. Future Construction 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.	11/30/23
2. Storm Drain System	JPB & External Stakeholders	HNTB to confirm modeling includes how the overflow manhole will be addressed.	04/30/23
	HNTB to verify in modeling report.		
3. OCS Protection Requirements	JPB & External Stakeholders	HNTB to confirm discuss requirements for protecting and working around Caltrain's OCS and what to include in the Mountain View Project Contract Documents.	04/30/23
	HNTB to verify requirements with Caltrain Engineering.		
4. Central Expressway Design	JPB & External Stakeholders	HNTB to add dimensions to the lanes and boarding areas so we can better understand the layout. Based on the current design, HNTB does not recommend providing a passenger loading zone along SB Moffett, due to the expected high frequency of vehicles dropping off/picking up passengers which will create unpredictable movements for bicyclists. If the bus stop is moved to the area on EB Central Expressway (as discussed last week), HNTB recommends the space on SB Moffett Blvd be used to provide a fully protected bike lane with no passenger loading zone. Additionally, note a ramp for SB bicyclists to access sidewalk level and use the underpasses has been provided.	04/30/23
	City to review proposed layout by HNTB.		
5. Evelyn Alignment	JPB & External Stakeholders	There are two configurations shown for the ADA ramp, one for a 9' wide and one for a 11' ramp. To achieve the wider ramp, the radius had to be tightened to work within the following constraints: <ul style="list-style-type: none"> • The Ramp/Stair meet point is a pinch point • ADA ramp must be the same width throughout (per code) • The overall ramp length is constrained by need to avoid fiber optic line at north end. A rough order of magnitude cost estimate for the work on Evelyn between Franklin and the "s-curve" is \$2.6M.	04/30/23
	City to review proposed layout by HNTB.		

Mountain View Transit Center and Grade Separation & Access Project

Project No. **100617**

KEY ACTIVITIES - Current Reporting Quarter

The Project continues to work with Caltrain Engineering, Final Design, City of Mountain View, and VTA staff (Project Development Group) in providing bi-weekly updates to the design and scope clarification as it pertains to structure selection type, mechanical and architectural features, utility coordination, operations and maintenance agreements. Secondly the Project continues to meet with funding partners, sponsors, Caltrain staff (Technical Working Group) and Project Controls to provide monthly updates to the projects that pertains to budget, scope an schedule including quarterly updates, operations and maintenance agreements and future agreements. Thirdly, the Project continues to meet with third party utilities such as UPRR and PG&E. Lastly, the project negotiated with Pre-Construction CMGC Contractor and will prepare the necessary documents for award at May 2023 Board meeting.

NEXT KEY ACTIVITIES

The Project shall continue to work with Caltrain Engineering, Final Design, City of Mountain View, and VTA staff (Project Development Group) in providing bi-weekly updates to the design and scope clarification as it pertains to structure selection type, mechanical and architectural features, utility coordination, operations and maintenance agreements. Secondly the Project shall continue to meet with funding partners, sponsors, Caltrain staff (Technical Working Group) and Project Controls to provide monthly updates to the projects that pertains to budget, scope an schedule including quarterly updates, operations and maintenance agreements and future agreements. Thirdly, the Project shall continue to meet with third party utilities such as UPRR and PG&E. Lastly, the project will prepare the necessary documents for May 2023 Board meeting to execute the award of the Pre-Construction Contract.

PROJECT NOTES

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

San Francisquito Creek Bridge Conceptual Design & Community Engagement

Project No. 100427

Table 1. Status Summary and Total Project Performance

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

Project Phase: 3 – Development (35%)

Progress (%)	Change Prev. Qtr.	EAC/Budget
1.08%	-0.79%	100%

SCOPE Summary

This project will begin preliminary engineering in Fiscal Year 2025 to provide an alternative analyses of the three options based on an environmental assessment whether, its suitable for bride strengthening, replacement, or no build options. Please also note, this San Francisquito Creek Bridge located in Palo Alto, California is 119 years old (built in 1902) and is approaching the end of its design life.

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. Based on the detailed inspection and load rating analysis, the bridge does not rate and based on the recommendations from the report, Rail Operations has dispatched Track Bulletin Form C as trains crossing at the same time is prohibited on the San Francisquito Creek Bridge.

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
Gate 2 - 15% Development Complete	12/31/25	12/31/25	0	1,613
Gate 3 - 35% Design Complete	12/31/27	12/31/27	0	730
Environmental Clearance Complete	12/31/27	12/31/27	0	-731
Design Contract IFB/WDPR	03/31/28	03/31/28	0	-1,370
Gate 4 - 65% Design Complete	12/31/29	12/31/29	0	-730
Gate 5 – 100/IFB	12/31/31	12/31/31	0	60
Main Contract Award	01/01/32	01/01/32	0	-182
NTP	02/01/32	02/01/32	0	-182
Gate 6 – Substantial Completion	08/31/33	08/31/33	0	0
Gate 7 – Start-up/Turnover	02/28/34	02/28/34	0	0
Gate 8 – Closeout	06/30/34	06/30/34	0	0

San Francisquito Creek Bridge Conceptual Design & Community Engagement

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	11,390	24,931	24,931	0	0.0%
Environmental	1200	5,000	-2,920	2,080	2,080	0	0.0%
Real Estate	2100	0	78	78	78	0	0.0%
Utilities Relocations	2200	0	5,200	5,200	5,200	0	0.0%
Construction ODCs	2300	0		0	0	0	
Const./Impl. Contracts	3100	70,000	-18,000	52,000	52,000	0	0.0%
Construction Management	4100	1,306	5,974	7,280	7,280	0	0.0%
Design Support During Const.	4200			0	0	0	
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000	492	664	1,156	1,156	0	0.0%
Project Management	5100	1,360	9,902	11,262	11,262	0	0.0%
Project & Document Control	5200	54	625	679	679	0	0.0%
Finance/Accounting	5300	0	147	147	147	0	0.0%
Contracts & Procurement	5400	11	129	140	140	0	0.0%
Legal	5500	72	397	469	469	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		152	152	152	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		128	128	128	0	0.0%
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100		3,173	3,173	3,173	0	0.0%
Subtotals	NA	91,836	17,038	108,873	108,873	0	0.0%
Unknown Risks	NA	NA	NA	NA	36,668	0	0.0%
Unallocated Contingency	9900	425	36,243	36,668	NA		
Grand Totals	NA	92,261	53,281	145,541	145,541	0	0.0%

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

(*) ICAP already included in totals above	3,548	2,049	5,598	5,598	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.

San Francisquito Creek Bridge Conceptual Design & Community Engagement

Project No. 100427

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FTA Section 5337 (State of Good Repair)	Federal	480		480	480	0
FTA Section 5337 (State of Good Repair)	Federal	1,200		1,200	1,200	0
Member Agency Funds--Santa Clara-VTA (SOGR)	State	173		173	173	0
Member Agency Funds--SFCTA (Prop K)	Local	120		120	120	0
Member Agency Funds--SFCTA (Prop K)	Local	212		212	212	0
FTA Section 5337 (State of Good Repair)	Federal		60	60	0	60
Totals		2,184	60	2,244	2,184	60

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	Caltrain Capital / Engineering	Capital Project team to prepare work directive package for preliminary engineering services for an environmental alternatives assessment of the three options.	12/31/2025
	Prepare work directive package to obtain resources.		
Acoustic Monitoring Funding	Project Manager/Grants	Local/State funding is required for the Acoustic Monitoring project to comply with the CEQA process.	TBD
	Work with JPB Management to provide list of unfunded projects and coordinate with Grants to identify funding.		
Bridge Replacement Funding Plan	Caltrain Planning/Grants	Planning Division to prepare CIP Improvement plan that includes San Francisquito Creek Bridge.	12/31/2023
	Work with JPB Management and Planning team to identify 10 year capital improvement project plan and coordinate with Grants to identify funding.		
San Francisquito Creek Channel Restoration	Caltrain Capital / Engineering	Capital Project, Engineering, and Environmental team to prepare work directive package to ascertain resources to deliver preliminary and final design services in order to obtain the emergency permits to work in the channel bed from June 1 to October 15.	12/31/2023
	Prepare work directive package to obtain resources.		

San Francisquito Creek Bridge Conceptual Design & Community Engagement

Project No. **100427**

San Francisquito Creek Channel Restoration Construction Funding	Caltrain Capital / Rail Contracts & Budgets / Grants / Finance <hr style="border-top: 1px dashed black;"/> Identify funding sources for channel reconstruction.	Capital Project team to coordinate with Rail Contracts & Budgets, Grants, and Finance for funding opportunities.	4/30/2023
---	--	--	-----------

KEY ACTIVITIES - Current Reporting Quarter

Continued to work with Planning Team for project updates and prepared meetings with stakeholders. Continued to work with Government and Community Affairs Division for public outreach activities. Presented at the March 2023 Management Committee to update budget, scope, and schedule. Presented at the March Contract Change Order Committee to obtain approval for issuance of the work directive amendment to HNTB to conduct the detailed inspection. Continued work with Caltrain staff and consultants on separate, but related projects that include the Acoustic Monitoring and North Channel Embankment Repair.

NEXT KEY ACTIVITIES

Continue to work with Planning Team for project updates and prepare meetings with stakeholders. Continue to work with Government and Community Affairs Division for public outreach activities. Work with HNTB staff to coordinate the detailed inspection schedule for Spring/Summer 2023. Continue to work with Caltrain staff and consultants on separate, but related projects that include the Acoustic Monitoring and North Channel Embankment Repair.

PROJECT NOTES

None

PROJECT PHOTOS



Photo 1 - Pendulum Hung from Bridge



Photo 2 - Strain Gauge on Vertical Members



Photo 3 - Strain Gauge on Horizontal Chord

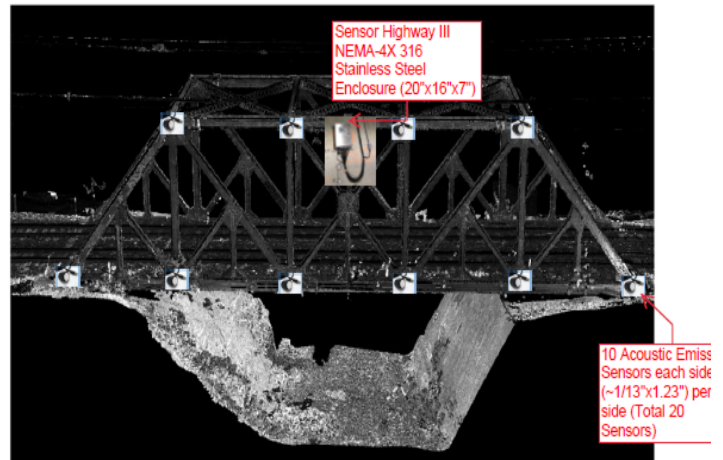


Photo 4 - 3D Survey Model

DESIGN
ROW Grade Crossings

Churchill Avenue Grade Crossing

Project No. **100426**

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
26.46%	0.00%	100%

The schedule has been delayed as reference checks and meetings with contractor did not prove that they have required experience. Board approved rejection and re-bid of project. Project Manager to seek approval from Management Committee for re-baselining the schedule at June 2023 meeting.

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: Angela Myrechuck
 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	04/06/23	08/11/23	-127	-127
LNTF	05/01/23	09/11/23	-133	-133
Gate 6 - Substantial Completion	03/31/24	06/30/24	-91	-91
Gate 7 - Startup/Turnover Complete	06/30/24	10/30/24	-122	-122
Gate 8 - Project Closeout Complete	10/31/24	12/31/24	-61	-61

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	150	300	300	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	0	0	
Const./Impl. Contracts	3100	1,500	-700	800	800	0	0.0%
Construction Management	4100	200	208	408	408	0	0.0%
Design Support During Const.	4200	30	10	40	40	0	0.0%
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	31	31	31	0	0.0%
Project Management	5100	400	-108	292	292	0	0.0%
Project & Document Control	5200	40	58	98	98	0	0.0%
Finance/Accounting	5300	0	5	5	5	0	0.0%
Contracts & Procurement	5400	0	10	10	10	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	50	50	50	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	80	86	166	166	0	0.0%
Subtotals	NA	2,415	-194	2,221	2,221	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	299		
Contingency	9900	105	194	299	NA	0	0.0%
Grand Totals	NA	2,520	0	2,520	2,520	0	0.0%

(*) ICAP already included in totals above

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

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Public Utilities Commission Programs (Section 130)	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
Coordination with the city of Palo Alto.	Angela Myrechuck	Monthly meetings with the city of Palo Alto.	\$ -	Med
	The city of Palo Alto received comments on the GO88-B form for review.		30	
Inexperienced Contractor	Angela Myrechuck	Reference checks and meetings with contractor did not prove that they have required experienced. Board approved rejection and re-bid of project.	\$ 100	Med
	Received only 1 bid from an inexperienced contractor.		30	

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

Issue Title	Responsibility Status	Action	Resolution Date
Schedule Delay	Angela Myrechuck The schedule has been delayed as reference checks and meetings with contractor did not prove that they have required experience. Board approved rejection and re-bid of project.	Project Manager to seek approval from Management Committee for re-baselining the schedule at June 2023 meeting.	6/30/2023

KEY ACTIVITIES - Current Reporting Quarter

Conducted reference checks and met with contractor to discuss experience in track related construction. They did not have the necessary experience. Contracts and Procurement team proposed rejection of bid to the board and it was approved. Design Consultant (RSE) proceeding with combining Churchill with San Mateo Grade Crossings for a revised IFB package.

NEXT KEY ACTIVITIES

Re-issue combined IFB (Churchill and San Mateo Crossings) in April 2023.

PROJECT NOTES

None.

PROJECT PHOTOS



Photo 1 - Churchill Ave

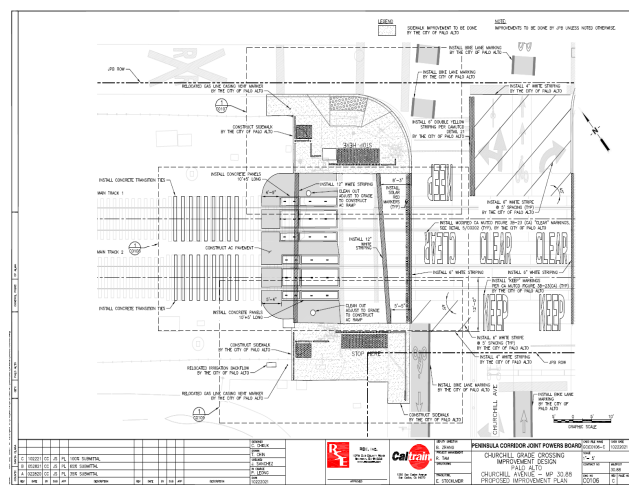


Photo 2 - Churchill Ave Grade Crossing Improvements

FY21-22 Grade Crossing Improvements

Project No. **100563**

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
8.86%	0.00%	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 4 - 65% Development Complete	01/26/23	01/26/23	0	0
Gate 5 - 100% Development/IFB Complete	06/30/23	06/30/23	0	0
Main Contract Award Board Approval	01/04/24	01/04/24	0	0
NTP	04/01/24	04/01/24	0	0
Gate 6 - Substantial Completion	03/01/25	03/01/25	0	0
Gate 7 - Start-Up / Turnover Complete	04/01/25	04/01/25	0	0
Gate 8 - Project Closeout Complete	07/01/25	07/01/25	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	75	375	375	0	0.0%
Environmental	1200	10	-10	0	0	0	
Real Estate	2100	10	-10	0	0	0	
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300	0	0	0	0	0	
Const./Impl. Contracts	3100	599	1,454	2,053	2,053	0	0.0%
Construction Management	4100	200	362	562	562	0	0.0%
Design Support During Const.	4200	30	2	32	32	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	18	168	168	0	0.0%
Project & Document Control	5200	50	32	82	82	0	0.0%
Finance/Accounting	5300	5	13	18	18	0	0.0%
Contracts & Procurement	5400	10	8	18	18	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	50	50	50	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	40	788	828	828	0	0.0%
Subtotals	NA	1,408	2,818	4,227	4,227	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	451	0	0.0%
Contingency	9900	132	319	451	NA		
Grand Totals	NA	1,540	3,137	4,678	4,678	0	0.0%

(*) ICAP already included in totals above

	59	121	180	180	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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Member Agency Funds--SFCTA (Prop K)	Local	500		500	500	0
Measure RR - Capital	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	

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

Issue Title	Responsibility Status	Action	Resolution Date
None.			

KEY ACTIVITIES - Current Reporting Quarter

The designer submitted their 95% design package for review. JPB sent the 95% package for review and received comments from JPB Engineering. The package was sent to the city of Redwood City and the city of San Francisco but have not received any comments yet.

NEXT KEY ACTIVITIES

Complete the 100% design.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

San Mateo Grade Crossing Improvements

Project No. 100566

Table 1. Status Summary and Total Project Performance

Project Phase: 6 - Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
8.33%	0.03%	100%

The schedule has been delayed as no bids received on advertisement. Working towards assembling a new IFB package (combined with Churchill Grade Crossing project) that will re-advertise in April 2023. Project Manager to seek approval from Management Committee for re-baselining the schedule at June 2023 meeting.

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: Angela Myrechuck

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	06/01/23	08/11/23	-71	-71
NTP	07/01/23	09/11/23	-72	-72
Gate 6 - Substantial Completion	06/30/24	07/30/24	-30	-30
Gate 7 - Start Up/Turnover Complete	09/01/24	10/01/24	-30	-30
Gate 8 - Project Closeout Complete	12/31/24	12/31/24	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	300	500	500	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	400	600	600	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%
Risks (known & unknown)	NA	NA	NA	NA	671		
Contingency	9900	212	460	671	NA	0	0.0%
Grand Totals	NA	5,471	0	5,471	5,471	0	0.0%

(*) ICAP already included in totals above 210 0 210 210 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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Public Utilities Commission Programs (Section 130)	State	4,067	1,405	5,472	5,472	0
Totals		4,067	1,405	5,472	5,472	0

San Mateo Grade Crossing Improvements

Project No. 100566

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Coordination with PCEP signal work at the crossings.	Angela Myrechuck ----- PCEP is schedule to perform and complete their work in 2023.	Monthly meetings with PCEP to coordinate our schedules.	\$ -	Med
No qualified bidders respond to IFB	Angela Myrechuck ----- No bidders responded to IFB	Repackaging of IFB with Churchill to make a more attractive package for bidders.	\$ -	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
Schedule Delay	Angela Myrechuck ----- Working towards assembling a new IFB package (combined with Churchill Grade Crossing project) that will re-advertise in April 2023.	Project Manager to seek approval from Management Committee for re-baselining the schedule at June 2023 meeting.	6/30/2023

KEY ACTIVITIES - Current Reporting Quarter

No bids received on advertisement. Working toward assembling a new IFB package (combined with Churchill Grade Crossing project) that will re-advertise in April 2023.

NEXT KEY ACTIVITIES

Re-issue IFB for constuction contract in April 2023. Negotiate final price for TASI scope.

PROJECT NOTES

None.

PROJECT PHOTOS

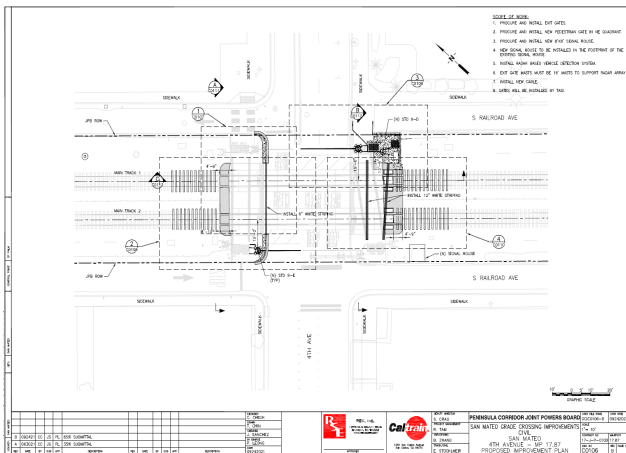


Photo 1 - San Mateo Grade Crossing Improvements

DESIGN
ROW Communications & Signals

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
15.65%	0.00%	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: Jin Jiang
 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	06/12/23	06/12/23	0	0
IFB	08/11/23	08/11/23	0	0
Main Contract Award Board Approval	09/07/23	09/07/23	0	0
NTP	10/01/23	10/01/23	0	0
Gate 6 - Substantial Completion	10/01/24	10/01/24	0	0
Gate 7 - Start-Up / Turnover Complete	12/01/24	12/01/24	0	0
Gate 8 - Project Closeout Complete	01/30/25	01/30/25	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	0	0.0%
Unallocated Contingency	9900	30	365	395	NA		
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 Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
FTA Section 5337 (State of Good Repair)	Federal	428	998.4	1,426	1,426	0
Member Agency Funds--Santra Clara-VTA (SOGR)	State		229	229	229	0
State of Good Repair (STA SGR)	State		6	6	6	0
Regional Bridge Tolls (AB664)	Local	272	-143	129	129	0
Measure RR - Capital	Local		244	244	244	0
Totals		700	1,334	2,034	2,034	0

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	Jin Jiang	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
None			

KEY ACTIVITIES - Current Reporting Quarter

The soil condition issue was resolved. The construction for Brisbane site is completed. New WD for the remaining 6 sites are ongoing. Equipment purchasing for the 6 sites is ongoing.

NEXT KEY ACTIVITIES

Issue new WD to TASI for the 6 new sites. Getting quotes for products purchasing, and issue PO for the products purchasing.

PROJECT NOTES

None

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	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
9.78%	0.83%	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: Jin Jiang
 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	03/30/23	03/30/23	0	0
IFB	03/09/23	03/09/23	0	0
Main Contract Award	07/06/23	07/06/23	0	0
NTP	09/15/23	09/15/23	0	0
Gate 6 - Substantial Completion	03/15/25	03/15/25	0	0
Gate 7 - Start-Up / Turnover Complete	06/15/25	06/15/25	0	0
Gate 8 - Project Closeout Complete	09/15/25	09/15/25	0	0

Next Generation Visual Messaging Sign (VMS)

Project No. 100449

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	500		500	500	0	0.0%
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300	3,000	1,333	4,333	4,333	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		173	173	173	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	-33	17	17	0	0.0%
Finance/Accounting	5300	50		50	50	0	0.0%
Contracts & Procurement	5400	30		30	30	0	0.0%
Legal	5500		20	20	20	0	2.0%
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	1,473	5,973	5,973	0	0.0%
Unknown Risks	NA	NA	NA	NA	850		
Unallocated Contingency	9900	850		850	NA	0	0.0%
Grand Totals	NA	5,350	1,473	6,823	6,823	0	0.0%
(*) ICAP already included in totals above		206	57	262	262	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)
Member Agency Funds--SFCTA (Prop K)	Local	500		500	500	0
Member Agency Funds - SMCTD	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)	Jin Jiang	Design new SM Fiber to stations without SM Fiber (10 stations apx) to existing signs design extends 3 weeks from 6/1/2022 current early completion to 6/21/2022 total delay current design is 7 days).	\$ 50	High
	The Risk is Identified		7	
Station VMS COMM Cable Plant Non Functional (Install & Test)	Jin Jiang	New SM Fiber cable will be installed and tested at the 10 stations with old copper cables.	\$ 135	High
	The Risk is Identified		30	
Field Verification for Hand Access and Cable Penetration	Jin Jiang	To eliminate changes in the Construction Phase additional field verification at 6 stations to determine hand access and remedy by design to prevent leak.	TBD	High
	The Risk is Identified		15	
Water Ingress Damage at VMS sign conduit/cable penetrations	Larry Dewitt	Design a gasket based connection with caulking to prevent water intrusion.	TBD	High
	The Risk is Identified		TBD	
Lack of Media Converter availability	Larry Dewitt	Include in the construction contract that the contractor shall purchase and install media converters for the VMS sign.	\$ 1	High
	The Risk is Identified		0	

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

Issue Title	Responsibility Status	Action	Resolution Date
Schedule Delay	Jin Jiang	Project Manager to request a schedule re-baseline at January 2022 Management Committee meeting.	1/26/2023
	Resolved		

KEY ACTIVITIES - Current Reporting Quarter

The 100% Design review has been completed. Notice of Upcoming Solicitation and notice of upcoming contractors outreach meeting have been published. The IFB package review is ongoing.

NEXT KEY ACTIVITIES

Complete the IFB and put the IFB on the street per the schedule. Finalizing contractors outreach presentation. Organizing and holding contractors outreach meeting in April.

PROJECT NOTES

None

Communication System SOGR

Project No. 100572

Table 1. Status Summary and Total Project Performance

Project Phase: 4 – Development (65%)

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
11.96%	1.86%	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: Jin Jiang
 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	06/12/23	06/12/23	0	0
IFB	08/11/23	08/11/23	0	0
Main Contract Award Board Approval	09/07/23	09/07/23	0	0
NTP	10/01/23	10/01/23	0	0
Gate 6 - Substantial Completion	10/01/24	10/01/24	0	0
Gate 7 - Start-Up / Turnover Complete	12/01/24	12/01/24	0	0
Gate 8 - Project Closeout Complete	01/30/25	01/30/25	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		
Unallocated Contingency	9900	50	75	125	NA	0	0.0%
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 Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
FTA Section 5337 (State of Good Repair)	Federal	900		900	900	0
Member Agency Funds--Santra Clara-VTA (SOGR)	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	
Channel Bank non-functional	Uhila Makoni	Use the solutions recommended by the future PADS RFP and delay the 100572 project.	TBD	Low
	TBD		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
100% Design Delay	Jin Jiang	Caltrain internal design, no IFB. The work plan has test bed to verify Caltrain design in process.	04/30/23
	N/A		

KEY ACTIVITIES - Current Reporting Quarter

TASI & Caltrain have completed 25% of the contract dollar value for an effort to install test bed at Santa Clara and two control centers. Preparation for Santa Clara station testing with compliance to TSA cybersecurity mandate requirement is ongoing. Engineering is working with AT&T network to set up the test.

NEXT KEY ACTIVITIES

Continue planning of the test bed, for PA at several stations and the integration with IT and Network Systems. Continue the documentation of the "As Built" for the project by Caltrain in the form of redline and sketches at Santa Clara & 20 additional stations. The drawing package is expected to complete after the Santa Clara station test. Additional cost of setting up a separate AT&T network will be estimated after the Santa Clara test.

PROJECT NOTES

None

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	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
2.01%	0.00%	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: Jin Jiang
 Principal Designer: WSP USA 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)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	03/31/22	03/31/22	0	0
IFB	03/09/23	03/09/23	0	0
Gate 5 - 100% Development Complete	10/29/23	10/29/23	0	0
Main Contract Award	05/02/24	05/02/24	0	0
NTP	06/03/24	06/03/24	0	0
Gate 6 - Substantial Completion	06/02/25	06/02/25	0	0
Gate 7 - Start-Up / Turnover Complete	09/30/25	09/30/25	0	0
Gate 8 - Project Closeout Complete	12/30/25	12/30/25	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	-250	5,750	5,750	0	0.0%
Const./Impl. Contracts	3100		100	100	100	0	0.0%
Construction Management	4100			0		0	
Design Support During Const.	4200	168	-168	0	0	0	
Testing & Commissioning	4300		393	393	393	0	0.0%
Agency/ODCs	5000	550	-394	156	156	0	0.0%
Project Management	5100	105	-28	77	77	0	0.0%
Project & Document Control	5200	75	-75	0		0	
Finance/Accounting	5300	75	-53	23	23	0	0.0%
Contracts & Procurement	5400	30	-12	18	18	0	0.0%
Legal	5500	40	-40	0		0	
Information Technology	5600		67	67	67	0	0.0%
Communications/P. Relations	5700		2	2	2	0	0.0%
Human Resources	5800		4	4	4	0	0.0%
Safety/Security & Risk Mgmt.	5900			0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100	140	-80	60	60	0	0.0%
Oper. Support	8100			0		0	
Subtotals	NA	7,583	-817	6,766	6,766	0	0.0%
Unknown Risks	NA	NA	NA	NA	969		
Unallocated Contingency	9900	600	369	969	NA	0	0.0%
Grand Totals	NA	8,183	-447	7,736	7,736	0	0.0%
(*) ICAP already included in totals above		315	-17	298	298	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 Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Measure RR - Capital	Local	1,040		1,040	372	668
Member Agency Funds - SMCTD	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
Funding Incomplete	Jin Jiang ----- Identified	This project does not have adequate funding for the next two years and existing funding unlikely to get far within the PADS Scope Summary. Reduce Scope.	06/30/23
Schedule delay	Jin Jiang ----- Resolved	Request re-baseline at February Management Committee meeting.	01/26/23

KEY ACTIVITIES - Current Reporting Quarter

In March, Communications Systems Engineering continued developing technical specification. New EMU interface has been included in the scope.

NEXT KEY ACTIVITIES

Complete draft technical specification and CDRL for review. Preliminary design for interface with new EMU to be ready.

PROJECT NOTES

None

Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

Project No. 100616

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
10.25%	0.54%	100%

SCOPE Summary

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

Project Manager: Jin Jiang
 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	06/30/23	06/30/23	0	0
IFB	09/02/23	09/02/23	0	0
Main Contract Award	12/31/23	12/31/23	0	0
NTP	01/31/24	01/31/24	0	0
Gate 6 - Substantial Completion	12/31/24	12/31/24	0	0
Gate 7 - Start-Up / Turnover Complete	03/31/25	03/31/25	0	0
Gate 8 - Project Closeout Complete	06/30/25	06/30/25	0	0

Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

Project No. 100616

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	500	124	624	624	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200		104	104	104	0	0.0%
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	2,500	100	2,600	2,600	0	0.0%
Construction Management	4100	300	303	603	603	0	0.0%
Design Support During Const.	4200	50	2	52	52	0	0.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000		36	36	36	0	0.0%
Project Management	5100	200	134	334	334	0	0.0%
Project & Document Control	5200	100	14	114	114	0	0.0%
Finance/Accounting	5300	5		5	5	0	0.0%
Contracts & Procurement	5400	20	32	52	52	0	0.0%
Legal	5500			0	0	0	
Information Technology	5600			0	0	0	
Communications/P. Relations	5700		8	8	8	0	0.0%
Human Resources	5800		42	42	42	0	0.0%
Safety/Security & Risk Mgmt.	5900		416	416	416	0	0.0%
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	100	108	208	208	0	0.0%
Subtotals	NA	3,775	1,423	5,198	5,198	0	0.0%
Unknown Risks	NA	NA	NA	NA	594	0	0.0%
Unallocated Contingency	9900	200	394	594	NA		
Grand Totals	NA	3,975	1,818	5,793	5,793	0	0.0%
(*) ICAP already included in totals above		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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Measure RR - Capital	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
None				

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

Issue Title	Responsibility Status	Action	Resolution Date
Design will not be 100% PCT completed to re-use for future projects, due to the change ongoing on sites.	Jin Jiang Not in budget and workplan.	The project is in closure phase, if re-open the project, the design cost still need to be considered.	TBD
System Architecture Gap	Jin Jiang Due to System Architecture Gap a consolidated Caltrain Systems Design has been initiated to close gap.	Engineering will lead new project initiation.	TBD
100% Design Delay	Jin Jiang Resolved	Engineering Consultant received all information for completion of design.	01/26/23

KEY ACTIVITIES - Current Reporting Quarter

The 95% Design package has been received and reviewed.

NEXT KEY ACTIVITIES

Freeze final deliverables for record and close the project.

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
5.25%	0.06%	79%

Additional funds to support construction required. Seek 50% match from MTC's Local Partnership Program funding to support the construction phase.

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)
Gate 4 - 65% Development Complete	04/30/23	04/30/23	0	0
Environmental Clearance Complete	06/30/23	06/30/23	0	0
Gate 5 - 100% Development Complete/IFB	06/30/23	06/30/23	0	0
IFB	09/30/23	09/30/23	0	0
ROW Permits Complete	10/31/23	10/31/23	0	0
Main Contract Award	11/30/23	11/30/23	0	0
NTP	01/01/24	01/01/24	0	0
Gate 6 - Substantial Completion	06/30/24	06/30/24	0	0
Gate 7 - Start-Up/Turnover Complete	09/30/24	09/30/24	0	0
Gate 8 - Project Closeout Complete	10/31/24	10/31/24	0	0

San Mateo Replacement Parking Track

Project No. 100676

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	550		550	551	-1	-0.1%
Environmental	1200	50		50	25	25	50.0%
Real Estate	2100	10		10	10	0	0.0%
Utilities Relocations	2200	207		207	50	157	75.8%
Const./Impl. Contracts	3100	6,042		6,042	4,928	1,114	18.4%
Construction Management	4100	676		676	150	526	77.8%
Design Support During Const.	4200	134		134	120	14	10.4%
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	0		0	120	-120	
Project Management	5100	347		347	215	132	38.0%
Project & Document Control	5200	70		70	32	38	54.6%
Finance/Accounting	5300	35		35	20	15	42.9%
Contracts & Procurement	5400	80		80	20	60	75.0%
Legal	5500	35		35	10	25	71.4%
Information Technology	5600	0		0	10	-10	
Communications/P. Relations	5700	0		0	15	-15	
Human Resources	5800	0		0	10	-10	
Safety/Security & Risk Mgmt.	5900	0		0	15	-15	
Equip./Material Purchases	6100	130		130	0	130	100.0%
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	65		65	72	-7	-11.1%
Subtotals	NA	8,431	0	8,431	6,373	2,058	24.4%
Risks (known & unknown)	NA	NA	NA	NA	1,579	0	0.0%
Contingency	9900	1,579		1,579	NA		
Grand Totals	NA	10,010	0	10,010	7,952	2,058	20.6%
(*) ICAP already included in totals above		385	0	385	306	79	20.6%

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 Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
City of San Mateo	Local	2,355	0	2,355	2,355	0
SMCTA (Project Specific)	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
			\$ -	

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

Issue Title	Responsibility Status	Action	Resolution Date
Additional funds to support construction required	JPB Budget transfer from 25th Ave Grade Sep Project completed. Approval of LPP fund pending.	Seek 50% match from MTC's Local Partnership Program funding to support spring 2023 construction.	6/1/2023

KEY ACTIVITIES - Current Reporting Quarter

Met with City to provide project update and confirm design details. Worked with Grants & Funding to prepare submittal package for LPP funds application due 3/28/23.

NEXT KEY ACTIVITIES

Take the plans to 95% design for internal and City review. Work with Procurement to prepare to issue the project for bidding in September 2023.

PROJECT NOTES

Mini-High Platforms

Project No. 100684

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
4.24%	4.24%	100%

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
Gate 5 - 100% Development/IFB Complete	06/01/23	06/01/23	0	0
Main Contract Award Board Approval	09/01/23	09/01/23	0	0
Gate 6 -Substantial Completion	02/01/24	02/01/24	0	0
Gate 7 - Start-Up / Turnover Complete	04/01/24	04/01/24	0	0
Gate 8 - Project Closeout Complete	05/01/24	05/01/24	0	0

Mini-High Platforms

Project No. 100684

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	210	106	316	316	0	0.0%
Environmental	1200	14	0	14	14	0	0.0%
Real Estate	2100	0	0	0	0	0	
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300	1,000	0	1,000	1,000	0	0.0%
Const./Impl. Contracts	3100	100	0	100	100	0	0.0%
Construction Management	4100	50	0	50	50	0	0.0%
Design Support During Const.	4200	0	0	0	0	0	
Testing & Commissioning	4300	0	12	12	12	0	0.0%
Agency/ODCs	5000	80	-12	68	68	0	0.0%
Project Management	5100	30	0	30	30	0	0.0%
Project & Document Control	5200	16	0	16	16	0	0.0%
Finance/Accounting	5300	48	0	48	48	0	0.0%
Contracts & Procurement	5400	15	0	15	15	0	0.0%
Legal	5500	5	0	5	5	0	0.0%
Information Technology	5600	5	0	5	5	0	0.0%
Communications/P. Relations	5700	0	0	0	0	0	
Human Resources	5800	5	0	5	5	0	0.0%
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	25	0	25	25	0	0.0%
Oper. Support	8100	25		25	25	0	0.0%
Subtotals	NA	1,603	106	1,734	1,734	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	1,385		
Contingency	9900	1,491	-106	1,385	NA	0	0.0%
Grand Totals	NA	3,094	0	3,094	3,119	0	0.0%
(*) ICAP already included in totals above		119	0	119	120	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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Member Agency Funds - SMCTD (San Mateo County Transit District)	Local	1,964		1,964	1,951	13
Totals		1,964	0	1,964	1,951	13

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

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

Mini-High Platforms

Project No. **100684**

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

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

KEY ACTIVITIES - Current Reporting Quarter

Submitted 90% design to JPB and received comments. Submitted drawings to UPRR for their reference. Working to fill the funding gap with Finance and Grants for future years.

NEXT KEY ACTIVITIES

Complete the design work. Continue to work to fill the funding gap with Finance and Grants for future years.

PROJECT NOTES

None.

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 	Y 	G 	G 
Previous	G 	R 	G 	G 

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

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

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.

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	0
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 Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA (Project Specific)	Local	750	301	1,051	1,051	0
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

None.

NEXT KEY ACTIVITIES

None.

PROJECT NOTES









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.

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 	R 	G 
Previous	G 	R 	R 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
TBD	NA	144%

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 at May 2023 meeting.

2. 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 May 2023 meeting.

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: 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

Bernardo Avenue Undercrossing

Project No. **100667**

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)	Δ Prev Month
	(A)	(B)	(C =A-B)	(D)
Gate 1 - Project Initiation	02/01/22	02/01/22	0	0
Gate 2 - 15% Development Complete	03/31/23	05/31/23	-61	-61
Gate 3 - 35% Development Complete	05/01/22	10/31/23	-548	-184
Design Contract IFB/WDPR	NA	12/15/23	0	0
Gate 4 - 65% Development Complete	03/31/23	09/30/24	-549	0
Gate 5 - 100% Development Complete / IFB	06/01/23	12/31/24	-579	212
ROW Permits Complete	06/30/23	12/31/24	-550	212
Environmental Clearance Complete	06/30/23	08/30/24	-427	0
IFB	06/30/23	03/31/25	-640	214
Main Contract Award	01/31/24	09/30/25	-608	107
NTP	02/01/24	01/05/26	-704	69
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	06/30/27	06/30/28	-366	0

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current	(D)	Amount	Percentage
		(A)	(B)	(C =A+B)		(E =C-D)	(F =E/C)
Planning & Engineering	1100	4,000		4,000	4,000	0	0.0%
Environmental	1200	1,243		1,243	500	743	59.8%
Real Estate	2100	500		500	275	225	45.0%
Utilities Relocations	2200	2,000		2,000	2,500	-500	-25.0%
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	23,250		23,250	30,242	-6,992	-30.1%
Construction Management	4100	1,500		1,500	3,500	-2,000	-133.3%
Design Support During Const.	4200	1,800		1,800	750	1,050	58.3%
Testing & Commissioning	4300	3,500		3,500		3,500	100.0%
Agency/ODCs	5000	200		200	200	0	0.0%
Project Management	5100	1,000		1,000	1,150	-150	-15.0%
Project & Document Control	5200	150		150	200	-50	-33.3%
Finance/Accounting	5300	37		37	75	-38	-102.7%
Contracts & Procurement	5400	120		120	180	-60	-50.0%
Legal	5500	70		70	75	-5	-7.1%
Information Technology	5600			0		0	
Communications/P. Relations	5700	100		100	100	0	0.0%
Human Resources	5800			0		0	
Safety/Security & Risk Mgmt.	5900	30		30	40	-10	-33.3%
Equip./Material Purchases	6100			0		0	
CalMod Program	7100	1,000		1,000		1,000	100.0%
Oper. Support	8100	500		500	500	0	0.0%
Subtotals	NA	41,000	0	41,000	44,287	-3,287	-8.0%
Unknown Risks	NA	NA	NA	NA	20,902	-16,502	-375.1%
Unallocated Contingency	9900	4,400		4,400	NA		
Grand Totals	NA	45,400	0	45,400	65,189	-19,789	-43.6%

(*) ICAP already included in totals above

	1,746	0	1,746	2,507	-761	-43.6%
--	-------	---	-------	-------	------	--------

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.

Bernardo Avenue Undercrossing

Project No. **100667**

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Un-activated
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Sunnyvale	Local	42		42	42	0
Member Agency Funds-Santra Clara-VTA (Measure B)	Local		18,000	18,000	0	18,000
Totals		42	18,000	18,042	42	18,000

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 preparing the 30/35% (Preliminary Engineering) plans utilizing their consultants. A design workshop was held on 11/14/2022 to discuss the preliminary design plans as well as potential construction methods in the wake of Caltrain's electrification of the corridor and to discuss the best way to accommodate the OCS system. JPB is waiting for the City's preliminary design submittal.	Caltrain to continue to coordinate with the City of Sunnyvale.	TBD
Funding shortfall	Arul Edwin ----- After the preliminary design plan submittal, a detailed cost estimate will be performed. In case of any funding shortfall, VTA and other funding sources will be approached for fund augmentation.	VTA has allocated \$18 million for the project.	TBD

KEY ACTIVITIES - Current Reporting Quarter

Cities of Sunnyvale and Mountain View have jointly decided to take the project from conceptual design phase to Preliminary Design and Environmental Review phase using their consultants.

NEXT KEY ACTIVITIES

After the City provides the Preliminary Design plans, the JPB will review and provide review comments. Execute a service agreement between the Cities and JPB so that JPB could provide engineering services. The City of Sunnyvale is expected to select the Locally Preferred Alternative (LPA) during the City Council meeting on 5/23/2023.








PROJECT NOTES

1. Estimate at Completion (EAC) 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 together to identify additional funds to complete the construction.

Sunnyvale Grade Separation

Project No. 100668

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%

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.

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 and on September 27, the City Council selected the Bicycle and Pedestrian Undercrossing option for Sunnyvale Ave. Caltrain staff will lead the Mary Avenue grade separation into PE and Environmental once the city's feasibility study is completed, with the Sunnyvale Ave grade crossing occurring in late 2023.

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 was completed in early December 2022. Caltrain and the City will work to coordinate the handoff of the project to Caltrain to lead Preliminary Engineering and Environmental upon execution of SA#2. Caltrain sent City first draft SA#2 with estimated budget in October 2022. Caltrain then sent City revised draft SA#2 on 3/2/2023, including most recent Caltrain fully burden rates and other requested edits, no response.

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	0
Gate 2 - 15% Development Complete	10/01/22	06/30/23	-272	0
Design Contract IFB/WDPR	08/31/23	08/31/23	0	0
Gate 3 - 35% Development Complete	03/31/25	09/30/25	-183	0
Gate 4 - 65% Development Complete	09/30/26	09/30/26	0	0
ROW Permits Complete	06/30/27	06/30/27	0	0
Environmental Clearance Complete	12/31/25	06/30/27	-546	0
IFB	01/01/29	09/01/27	488	0
Gate 5 - 100% Development/IFB Complete	09/30/29	03/31/28	548	0
Main Contract Award	09/30/29	04/30/28	518	0
NTP	01/01/30	06/01/28	579	0
Gate 6 - Substantial Completion	06/30/33	07/31/29	1,430	0
Gate 7 - Start-Up / Turnover Complete	12/31/33	10/31/29	1,522	0
Gate 8 - Project Closeout Complete	03/31/34	12/31/29	1,551	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%
Risks (known & unknown)	NA	NA	NA	NA	45,857	0	0.0%
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		10,612	0	10,612	10,612	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 Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Sunnyvale	Local	38	0	38	0	
Totals		38	0	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

Ongoing coordination between Caltrain and City of Sunnyvale regarding draft SA#2 for Caltrain to perform Alternative Contract Delivery Analysis, develop Cooperative Agreement for next phase of work and develop one or more RFPs for advancing the project beyond selection of the conceptual design phase. During this reporting period, City staff have not responded to Planning inquiries for scheduling a meeting to review draft SA#2.

NEXT KEY ACTIVITIES

Continue working with City to finalize Service Agreement. City to get back to Caltrain with their comments on last version of draft SA#2. Planning, Rail Development and Government & Community Affairs will continue to discuss potential delivery strategies for project, project funding and timing for project hand-off to Caltrain.

PROJECT NOTES

Planning Scope Summary will be merged with Scope Summary in the next report.

Middle Avenue Undercrossing

Project No. 100686

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
TBD	N/A	145%

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

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. Service Agreement (SA) #2 has been prepared to support development of an Alternative Contract Delivery Analysis, MOU and CMGC and Final Design RFPs. Caltrain will assume the project lead role, 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	0
Gate 3 - 35% Development Complete	06/30/23	06/30/23	0	0
Design Contract IFB/W DPR	08/31/23	08/31/23	0	0
Gate 4 - 65% Development Complete	06/30/24	06/30/24	0	0
Environmental Clearance Complete	02/28/25	02/28/25	0	0
ROW Permits Complete	09/30/25	09/30/25	0	0
IFB	02/01/27	10/01/25	488	0
Gate 5 - 100% Development/IFB Complete	02/01/27	01/31/26	366	0
Main Contract Award	11/01/27	07/01/26	488	0
NTP	11/01/27	08/01/26	457	0
Gate 6 - Substantial Completion	11/01/30	07/31/28	823	0
Gate 7 - Start-Up / Turnover Complete	05/01/31	10/31/28	912	0
Gate 8 - Project Closeout Complete	08/01/31	01/31/29	912	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	214	1	0.3%
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	20,000	-10,865	-118.9%
Construction Management	4100	1,198		1,198	2,000	-802	-66.9%
Design Support During Const.	4200	599		599	1,000	-401	-66.9%
Testing & Commissioning	4300	998		998	250	748	75.0%
Agency/ODCs	5000	1		1	342	-341	-27140.8%
Project Management	5100	1,250		1,250	438	812	65.0%
Project & Document Control	5200	68		68	109	-41	-59.9%
Finance/Accounting	5300	210		210	80	130	61.8%
Contracts & Procurement	5400	25		25	70	-45	-180.3%
Legal	5500	37		37	45	-8	-20.2%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	30		30	0	30	100.0%
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	0	399	100.0%
Oper. Support	8100	2,995		2,995	1,000	1,995	66.6%
Subtotals	NA	28,380	0	28,380	36,766	-8,386	-29.5%
Risks (known & unknown)	NA	NA	NA	NA	7,353	-5,208	-242.7%
Contingency	9900	2,145		2,145	NA		
Grand Totals	NA	30,525	0	30,525	44,119	-13,594	-44.5%
(*) ICAP already included in totals above		1,174	0	1,174	1,697	-523	-44.5%

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 Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
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 is seeking clarification for design requirements related to distance between tunnel structure and top of rail, ramp placement, and tunnel location.	Caltrain staff continue to work with the City on various design aspects including: placement of ramps and their proximity to Caltrain ROW, tunnel location (northern location vs. southern location under the switching tracks area), and total depth of tunnel beneath top of rail, which would vary depending on City’s tunnel location selection. Caltrain has provided input on these topics, including technical review and comment on draft deliverables and is awaiting receipt of final deliverables for the PE phase demonstrating integration of Caltrain feedback. Resolution pending.	TBD
Right of Way Uses	TBD ----- Resolved.	Rail Development has concluded the ramps on JPB ROW presents issues related to public safety and preservation of ROW for maintenance and future functional potential. 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/RCUP allowable uses.	1/25/2023

Middle Avenue UndercrossingProject No. **100686**

KEY ACTIVITIES - Current Reporting Quarter

Caltrain met with the City and their consultant team on 3/8/23 to hear a presentation on potential alternative construction methods for the bike and ped undercrossing under the switching tracks area of Menlo Park. Caltrain Planning is working with internal staff to develop an evaluation outline to be used by the City to provide additional information for Caltrain to consider methodology and feasibility of potential adjustment to the current minimum 15-foot below track tunnel minimum requirement for the switching tracks area. Planning staff continued to work with City to finalize SA #2 and City staff plan to take the SA to the City Council on 4/4/23 for input and approval.

NEXT KEY ACTIVITIES

Planning will continue to coordinate with Engineering and Capital Delivery and City to execute SA #2 and budget for development of Alternative Contract Delivery Analysis, MOU and RFPs. Caltrain and City will continue working to evaluate feasibility of installing the undercrossing beneath the switching tracks area and will also continue to coordinate on City's determination of constraints for the Middle Ave design on the future Menlo Park (Ravenswood) grade separation design.

PROJECT NOTES

Planning Scope Summary will be merged with Scope Summary in the next report.

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 will expand Geographic Information Software (GIS) functionality and provide the following asset management applications:

- (1) Review and Approval Process Modernization – Digitize the Configuration Control process and Site Specific Work Plan (SSWP) process workflows and integrate into the GIS interface to view, review, and approve submitted forms and requested changes to the railroad
- (2) Asset Management Phase 1 - State of Good Repair – Develop and digitize an Engineering inspection process, associated record inspections, and condition assessments and integrate into the GIS interface to view, review, and develop reports for prioritized maintenance considerations or for candidate capital projects.
- (3) Asset Management Phase 2 - Maintenance Management - Digitize maintenance processes associated with work orders, parts inventory, etc. to better control Caltrain asset maintenance.

Project Manager: Aaron Lam
 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	11/06/23	11/06/23	0	300
IFB	12/06/23	12/06/23	0	391
Gate 5 - 100% Development/IFB Complete	03/04/24	03/04/24	0	309
Main Contract Award Board Approval	10/03/24	10/03/24	0	127
NTP	10/21/24	10/21/24	0	191
Gate 6 - Substantial Completion	10/30/28	10/30/28	0	-669
Gate 7 - Start-Up / Turnover Complete	01/30/29	01/30/29	0	-730
Gate 8 - Project Closeout Complete	03/30/29	03/30/29	0	-700

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	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	6,020	-6,020	0	0	0	
Construction Management	4100		0	0	0	0	
Design Support During Const.	4200	297	-297	0	0	0	
Testing & Commissioning	4300		0	0	0	0	
Agency/ODCs	5000	1,386	1,153	2,539	2,539	0	0.0%
Project Management	5100		266	266	266	0	0.0%
Project & Document Control	5200		75	75	75	0	0.0%
Finance/Accounting	5300		0	0	0	0	
Contracts & Procurement	5400		26	26	26	0	0.0%
Legal	5500		60	60	60	0	0.0%
Information Technology	5600		38	38	38	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	50	1,950	2,000	2,000	0	0.0%
CalMod Program	7100		0	0	0	0	
Oper. Support	8100	310	327	637	637	0	0.0%
Subtotals	NA	9,723	-4,080	5,643	5,643	0	0.0%
Unknown Risks	NA	NA	NA	NA	2,357	0	0.0%
Unallocated Contingency	9900	277	2,080	2,357	NA		
Grand Totals	NA	10,000	-2,000	8,000	8,000	0	0.0%

(*) ICAP already included in totals above	385	-77	308	308	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 Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Member Agency Funds--SFCTA (Prop K)	Local	750		750	750	0
Member Agency Funds - SMCTD	Local	1,048	-400	648	648	0
Totals		1,798	-400	1,398	1,398	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

Project Management - Phase Gate Form prepared with updated scope, baseline schedule and funding details submitted and approved by Management Committee at the March meeting. Budgets is providing support to transfer funds out of this project account per Management Committee approval.

NEXT KEY ACTIVITIES

Project Management - Coordinate with Budgets to complete transfer of funds out of this project account per Management Committee approval.

PROJECT NOTES

Project was re-baselined following the Management Committee approval on March 23, 2023 of an updated Work Plan.

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
20.51%	7.34%	100%

SCOPE Summary

The Geographic Information Software (GIS) project will consist of four phases to build up the organization, process, and technology to support successful implementation as follows:

1. Project Planning – Identify required datasets, and implementation priority; Provide recommendations for Agency approval and develop detailed implementation plan.
2. GIS Requirements Gathering and System Deployment – Provide the information necessary for making decisions regarding GIS system infrastructure and software; this activity can be performed in parallel with the and Gap analysis.
3. Data Collection – Collect and verify data of physical railroad characteristics and process into GIS baseline.
4. Implementation – Establish standards and processes for data management activities, create layers used for foundational base maps, and integrate with additional databases as needed.

Project Manager: Aaron Lam
 Principal Designer: N/A
 Impl. Contractor: N/A

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 – Project Initiation	02/10/22	02/10/22	0	0
Gate 6 - Substantial Completion	08/28/25	08/28/25	0	-363
Gate 7 – Startup/Turnover Complete	11/28/25	11/28/25	0	-363
Gate 8 – Closeout	02/28/26	02/28/26	0	-365

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	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	2,659	-1,733	925	925	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		2,134	2,134	2,134	0	0.0%
Project Management	5100	310	129	439	439	0	0.0%
Project & Document Control	5200	70	40	110	110	0	0.0%
Finance/Accounting	5300		0	0	0	0	
Contracts & Procurement	5400	21	-1	20	20	0	0.0%
Legal	5500		36	36	36	0	0.0%
Information Technology	5600		76	76	76	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		80	80	80	0	0.0%
CalMod Program	7100		0	0	0	0	
Oper. Support	8100	96	54	150	150	0	0.0%
Subtotals	NA	3,305	665	3,970	3,970	0	0.0%
Unknown Risks	NA	NA	NA	NA	530	0	0.0%
Unallocated Contingency	9900	696	-165	530	NA		
Grand Totals	NA	4,000	500	4,500	4,500	0	0.0%

(*) ICAP already included in totals above 154 19 173 173 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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Member Agency Funds - SMCTD	Local	23	283	306	306	0
Member Agency Funds-- SFCTA (Prop K)	Local	477		477	477	0
Member Agency Funds - SMCTD	Local	2,000	400	2,400	2,400	0
STA Capital	State	0	316.121	316	316	0
Totals		2,500	1,000	3,500	3,500	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

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

Issue Title	Responsibility Status	Action	Resolution Date
Insufficient resources to perform data collection activities	Zouheir Farah ----- Direction received to purchase a terrestrial (stationary) LiDAR unit. Insufficient resources are available to use this equipment and continue with associated data collection and processing activities.	Responsible person has identified appropriate resources to be summer interns and as proposed positions in Engineering organization. Specific timeframe for resource availability remains unknown.	TBD
Received OCS CADD files are not attributed to facilitate a direct import into GIS.	Zouheir Farah ----- On-going	Responsible person to contact PCEP project team and request additional information be incorporated into the CADD files and/or to provide a corresponding table to import attributes to the corresponding OCS features.	TBD
Review of QA/QC check sets for Underground Utility Mapping	Lou Tolentino ----- QA/QC Check sets are at 99% complete and were shared with the appropriate JPB team members for review and comments.	Comments from the JPB team are due on April 3rd. Comments will be shared with AECOM team for incorporation into the Final version of the Utility Mapping.	4/3/2023

Update and Upgrade GIS SystemProject No. **100565****KEY ACTIVITIES - Current Reporting Quarter**

Project Management – Prepared Phase Gate Form update and obtained Management Committee approval at the March meeting. Interviewed candidate for GIS Analyst II position. Licensing & IT Infrastructure – Created Prod SQL in MS Azure and migrate updated GeoDB. Data Collection/Aerial LiDAR – Issued amendment for vendor to develop custom DSM. Data Collection/Underground Utility Mapping – AECOM progressed QA/QC check sets to 99% completion and submitted for JPB review. Implementation/Asset Digitization – Added culvert assets from KMZ and associated features with inspection results. Implementation/GIS Viewer - Worked on KML tool refinement; Created tools menu and centralized developed functions.

NEXT KEY ACTIVITIES

Project Management – Provide support as needed for Budgets to complete fund transfer into GIS project as approved by Management Committee. Progress through GIS Analyst II recruitment process with candidate. Licensing & IT Infrastructure – Continue coordinating with IT to complete licensing purchase, as needed. Data Collection/Aerial LiDAR – Review custom DSM as submitted by vendor. Data Collection/Underground Utility Mapping – JPB to review 99% QA/QC check set and to submit comments for AECOM; AECOM to incorporate in final version. Implementation/Asset Digitization – Add Rail Bridge features and associate them with inspection results. Implementation/GIS Viewer - Develop structure for attachments linked in GIS.

PROJECT NOTES

Project was re-baselined following the Management Committee approval on March 23, 2023 of an updated Work Plan.

Verizon Sink Hole Repair San Jose

Project No. 100685

Table 1. Status Summary and Total Project Performance

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

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 once the the agreement with Verizon is finalized.

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	04/01/23	-305	0
Gate 5 – 100% Development/IFB Complete	06/16/22	04/01/23	-289	0
Gate 6 – Substantial Completion	07/01/22	08/01/23	-396	0
Gate 7 – Start-up/Turnover Complete	07/01/22	08/01/23	-396	0
Gate 8 – Project Closeout Complete	08/01/22	08/01/23	-365	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	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	8		8	0	8	100.0%
Environmental	1200	10		10	10	0	0.0%
Real Estate	2100	0		0	10	-10	
Utilities Relocations	2200	0		0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	200		200	0	200	100.0%
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	230	-212	-1206.8%
Project & Document Control	5200	2		2	10	-8	-354.5%
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	0		0	0	0	
Legal	5500	12		12	30	-18	-150.0%
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	4		4	4	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	20		20	30	-10	-50.0%
Subtotals	NA	319	0	319	369	-50	-15.7%
Risks (known & unknown)	NA	NA	NA	NA	200	50	20.1%
Contingency	9900	250		250	NA		
Grand Totals	NA	569	0	569	569	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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Member Agency Funds - SMCTD (San Mateo County Transit District)	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.	\$ 100	Med
Verizon doesn't agree on compensation.	Verizon ----- In negotiations	Utilize emergency funds to keep work going (soft costs) and monitor situation. Legal remedies.	\$ 1,000	Low

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.	Agreement being reviewed by City of San Jose	5/1/2023

KEY ACTIVITIES - Current Reporting Quarter

Continued negotiation on agreement and scope. Verizon provided an update to preliminary agreement and they are under review with the City of San Jose.

NEXT KEY ACTIVITIES

Continue negotiating the preliminary agreement.

PROJECT NOTES

Per existing agreements, all cost for this work are the responsibility of Verizon and negotiations are on-going to formalize this situation.

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	11/30/24	11/30/24	0	0
Design Contract IFB/WDPR	01/01/25	01/01/25	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	
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	1,719	1,768	1,768	0	0.0%
Project Management	5100	9	1,000	1,009	1,009	0	0.0%
Project & Document Control	5200	7	100	107	107	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	1,271	2,819	4,090	4,090	0	0.0%
Unknown Risks	NA	NA	NA	NA	40	0	0.0%
Unallocated Contingency	9900	40		40	NA		
Grand Totals	NA	1,311	2,819	4,130	4,130	0	0.0%

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

* 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 Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Member Agency Funds - SMCTD	Local	311		311	311	0
Member Agency Funds - SMCTD	Local	500		500	500	0
TJPA funds – DTX	State		3320	3,320	3320	0
Totals		811	3,320	4,131	4,131	0

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None				

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

Issue Title	Responsibility Status	Action	Resolution Date
None			

KEY ACTIVITIES - Current Reporting Quarter

The team is continuing project development and design review activities with TJPA (and other DTX project partners). TJPA and Caltrain staff met with the FTA PMOC and have a planned Risk Workshop with the PMOC later in the month. The team is also in the process of negotiating a Master Cooperative Agreement with TJPA and meeting weekly. Additionally, the team has procured consultant support to lead the DTX enabling work at 4th and King Railyard.

NEXT KEY ACTIVITIES

The project team will continue discussions for developing a Master Cooperative Agreement with TJPA, support project development and design review activities, and advance the design of the enabling work at the railyard.

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.

North Fair Oaks Bike and Pedestrian Crossing

Project No. 100733

Table 1. Status Summary and Total Project Performance

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

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

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

SCOPE Summary

This proposed capital project is in the initial stages of conceptual design. Currently, there is three design alternatives in development and under consideration for selection of the Locally Preferred Alternative (LPA): two overcrossing and one undercrossing. To date, Caltrain staff have participated in quarterly Technical Advisory Committee meetings for the Study and provided as-needed planning and conceptual engineering assistance to the County. The County is planning to select the LPA by March 2024 and initiate Rail Corridor Use Policy (RCUP) process for Caltrain to review and approve proposed use of JPB property.

PLANNING SCOPE Summary

The County and Caltrain entered into a third-party Service Agreement in March 2023. Under this SA, Caltrain performs the technical review of the three conceptual alternatives currently under consideration for the project, as well as planning and coordination efforts related to this phase of the project. In light of the recently adopted Caltrain Equity Policy, it has been agreed between Caltrain and County staff that Caltrain would use its own funds to perform this task. When the LPA will be selected and contingent to funding availability, the service agreement will be amended to advance the project into Preliminary Engineering Design (16-35%) and will include the following tasks: Alternative Contract Delivery Analysis, Development of MOU, and Development of RFP for advancing the project beyond the LPA phase into design and construction. The estimated cost of these tasks will be recovered through the execution of the Service Agreement Amendment.

Project Manager: Lyne-Marie Bouvet
 Capital Development and Delivery Project Manager: Arul Edwin
 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

North Fair Oaks Bike and Pedestrian Crossing

Project No. 100733

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prep Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	10/27/22	10/27/22	0	NA
Gate 2 - 15% Development Complete	04/15/24	04/15/24	0	NA
Gate 3 - 35% Development Complete	04/15/26	04/15/26	0	NA
Gate 4 - 65% Development Complete	02/15/28	02/15/28	0	NA
ROW Permits Complete	09/15/29	09/15/29	0	NA
Environmental Clearance Complete	11/15/26	11/15/26	0	NA
IFB	09/15/29	09/15/29	0	NA
Gate 5 - 100% Development/IFB Complete	09/15/29	09/15/29	0	NA
Main Contract Award	06/15/30	06/15/30	0	NA
NTP	07/01/30	07/01/30	0	NA
Gate 6 - Substantial Completion	TBD	TBD	0	NA
Gate 7 - Start-Up / Turnover Complete	TBD	TBD	0	NA
Gate 8 - Project Closeout Complete	TBD	TBD	0	NA

North Fair Oaks Bike and Pedestrian Crossing

Project No. 100733

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	3,810		3,810	3,810	0	0.0%
Environmental	1200	451		451	451	0	0.0%
Real Estate	2100	266		266	266	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	183		183	183	0	0.0%
Project Management	5100	1,066		1,066	1,066	0	0.0%
Project & Document Control	5200	188		188	188	0	0.0%
Finance/Accounting	5300	69		69	69	0	0.0%
Contracts & Procurement	5400	180		180	180	0	0.0%
Legal	5500	71		71	71	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	99		99	99	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	43,915	0	43,915	43,915	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	21,957	0	0.0%
Contingency	9900	21,957		21,957	NA		
Grand Totals	NA	65,872	0	66,072	65,872	0	0.0%
(*) ICAP already included in totals above		2,534	0	2,534	2,534	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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Measure RR - Capital	Local	156		156	83	73
Totals		156	0	156	83	73

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
To be updated.	-----		-----	

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

Issue Title	Responsibility Status	Action	Resolution Date
To be updated.	-----		

North Fair Oaks Bike and Pedestrian CrossingProject No. **100733****KEY ACTIVITIES - Current Reporting Quarter**

In February, the Management Committee approved allocation of \$156k from Capital Planning Technical Support #100621 to the North Fair Oaks Bike and Pedestrian Crossing Project #100733 instead of the \$83k approved by Management Committee in October. It will fund the task described in the Service Agreement until March 2024. Caltrain staff initiated the technical review of the three conceptual alternatives under consideration for the project. Caltrain staff plans to submit their comments to the County in April 2023.

NEXT KEY ACTIVITIES

Caltrain staff to continue ongoing planning coordination with County staff, and to submit technical comments along with response memorandum to questions asked by the County. Next Technical Advisory Committee, where Caltrain is represented, to be scheduled by County in May/June 2023.

PROJECT NOTES

- 1) The estimate shown in Table 4 was developed by Caltrain as a placeholder, based on industry standards and on the most conservative conceptual alternative under consideration. Estimate is shown as a range between \$45M (without contingency) and \$70M (with 50% contingency) due to the wide array of alternatives currently in review and the early project development stage. Estimate will be updated once the preferred alternative is selected, County provided updated project cost estimates and more detailed plans are developed.
- 2) Planning Scope Summary will be merged with Scope Summary in the next report.

PROJECT PHOTOS

To be updated.

CLOSEOUT
Grade Separations









25th Avenue Grade Separation

Project No.

002088

Table 1. Status Summary and Total Project Performance

Project Phase: **8 - Closeout**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.56%	0.48%	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	01/26/23	01/26/23	0	0
Gate 8 - Project Closeout	05/31/23	05/31/23	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	4,593	6,618	6,618	0	0.0%
Environmental	1200	385	324	709	709	0	0.0%
Real Estate	2100		8,970	8,970	8,970	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		117,140	117,140	117,140	0	0.0%
Construction Management	4100		13,399	13,399	13,399	0	0.0%
Design Support During Const.	4200		5,766	5,766	5,766	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	1,736	2,727	2,727	0	0.0%
Project Management	5100	585	6,683	7,268	7,268	0	0.0%
Project & Document Control	5200	80	1,906	1,986	1,986	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	796	813	813	0	0.0%
Information Technology	5600			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		1,271	1,271	1,271	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		1,963	1,963	1,963	0	0.0%
Subtotals	NA	4,128	197,347	201,475	201,475	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	380	0	0.0%
Contingency	9900	372	8	380	NA		
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 Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	3,700	92,410	96,110	96,110	0
Public Utilities Commission Programs (Section 130)	State		10,000	10,000	10,000	0
High Speed Rail (HSR)	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
None.				

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.	AT&T has made a counter proposal. Legal negotiating.	5/31/2023
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	5/31/2023

KEY ACTIVITIES - Current Reporting Quarter

Issued contract completion. Presented the project at the January Management committee meeting for Gate 7 - Startup/Turnover Complete. Continued to oversee City of San Mateo's sewer line work.

NEXT KEY ACTIVITIES

Resolve outstanding stop notice and release the remaining retention in the amount \$13K. Present the proposed settlement with regards to AT&T claim to Board Members in May 2023.

PROJECT NOTES

None.

25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole



Photo 2 - OCS Grounding Testing.

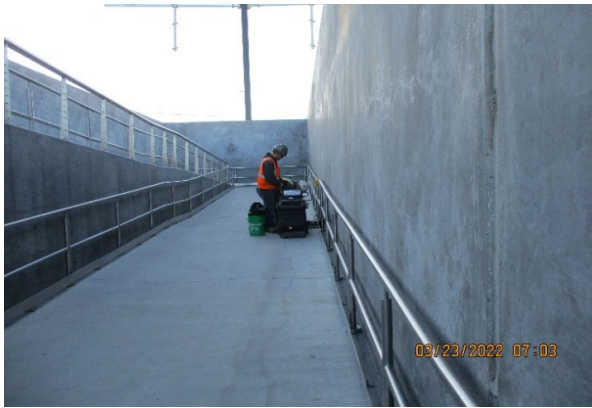


Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station

**CLOSEOUT
Stations**

South San Francisco Station Improvement Project

Project No. 002146

Table 1. Status Summary and Total Project Performance

Project Phase: 8 - Closeout

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
99.9%	1.09%	100%

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

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	01/13/22	01/13/22	0	0
Gate 6 - Substantial Completion	12/22/22	12/22/22	0	0
Gate 7 - Start-Up/Turnover Complete	12/22/22	12/22/22	0	0
Gate 8 - Project Closeout Complete	06/30/23	06/30/23	0	0

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	-1,718	1,409	1,409	0	0.0%
Environmental	1200	100	-94	6	6	0	0.0%
Real Estate	2100	0	4,819	4,819	4,819	0	0.0%
Utilities Relocations	2200	200	4,670	4,870	4,870	0	0.0%
Construction ODCs	2300	0	63	63	63	0	0.0%
Const./Impl. Contracts	3100	37,000	10,236	47,236	47,236	0	0.0%
Construction Management	4100	3,323	3,427	6,750	6,750	0	0.0%
Design Support During Const.	4200	1,109	5,764	6,872	6,872	0	0.0%
Testing & Commissioning	4300	0	2,000	2,000	2,000	0	0.0%
Agency/ODCs	5000	0	1,661	1,661	1,661	0	0.0%
Project Management	5100	2,664	2,925	5,589	5,589	0	0.0%
Project & Document Control	5200	126	1,040	1,166	1,166	0	0.0%
Finance/Accounting	5300	63	-37	26	26	0	0.0%
Contracts & Procurement	5400	116	-71	44	44	0	0.0%
Legal	5500	50	322	372	372	0	0.0%
Information Technology	5600	0	11	11	11	0	0.0%
Communications/P. Relations	5700	0	19	19	19	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	547	547	547	0	0.0%
Equip./Material Purchases	6100	0	269	269	269	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,085	3,741	3,741	0	0.0%
Undefined and others			791	791	791		
Subtotals	NA	49,533	38,729	88,262	88,262	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	276	0	0.0%
Contingency	9900	6,767	-6,490	276	NA		
Grand Totals	NA	56,300	32,239	88,539	88,539	0	0.0%

(*) ICAP already included in totals above	2,681	1,535	4,216	4,216	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.

South San Francisco Station Improvement Project

Project No. 002146

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Member Agency Funds - SMCTD (San Mateo County Transit District)	Local		1,300	1,300	1,300	-
SMCTA (Project Specific)	Local	49,100	(5,028)	44,072	44,572	(500)
FTA Section 5337 (State of Good Repair)	Federal		38,828	38,828	38,828	-
City of South San Francisco	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
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.	TBD

KEY ACTIVITIES - Current Reporting Quarter

Issued Final Acceptance and filed Notice of Completion. Released Retention on March 08, 2023.

NEXT KEY ACTIVITIES

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 - Shelter with ticket machine



Photo 2 -New platform looking north MT-2



Photo 3 - Ramp 3



Photo 4 - Poletti Way looking towards East Plaza

CLOSEOUT
Fare Collection

Next Generation Clipper Validator Station Site Prep

Project No. **100574**

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
98.7%	26.49%	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	02/03/22	02/03/22	0	0
NTP	04/30/22	04/30/22	0	0
Gate 6 - Substantial Completion	02/23/23	02/23/23	0	0
Gate 7 – Start-up/Turnover	02/23/23	02/23/23	0	0
Gate 8 - Closeout/Lessons	06/30/23	06/30/23	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	-60	340	340	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	1,500	-150	1,350	1,350	0	0.0%
Const./Impl. Contracts	3100	400	-265	135	135	0	0.0%
Construction Management	4100	50	0	50	50	0	0.0%
Design Support During Const.	4200	0	0	0	0	0	
Testing & Commissioning	4300	0	30	30	30	0	0.0%
Agency/ODCs	5000	500	-380	120	120	0	0.0%
Project Management	5100	80	-30	50	50	0	0.0%
Project & Document Control	5200	10	-10	0	0	0	
Finance/Accounting	5300	20	0	20	20	0	0.0%
Contracts & Procurement	5400	10	-10	0	0	0	
Legal	5500	0	0	0	0	0	
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	0	0	0	0	
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100	0	315	315	315	0	0.0%
Oper. Support	8100	200	-90	110	110	0	0.0%
Subtotals	NA	3,170	-650	2,520	2,520	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	0	0	
Contingency	9900	971	-971	0	NA		
Grand Totals	NA	4,141	-1,621	2,520	2,520	0	0.0%
(*) ICAP already included in totals above		166	-62	103	103	0	0.5%

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 Title	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Member Agency Funds - SMCTD (San Mateo County Transit District)	Local	81		81	81	0
Member Agency Funds--Santra Clara-VTA (SOGR)	State	500		500	500	0
FTA Section 5337 (State of Good Repair)	Federal	2,140		2,140	2,140	0
STA Capital	State	500		500	500	0
Measure RR - Capital	Local	160		160	160	0
FTA Section 5337 (State of Good Repair)	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
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 approval from Management Committee for Substantial Completion and Turn Over to Rail Ops for the Next Generation Clipper Validators. Began to closeout the project.

NEXT KEY ACTIVITIES

Continue project closeout.

PROJECT NOTES

None.

Next Generation Clipper Validator Station Site Prep

Project No. 100574

PROJECT PHOTOS



Photo 1 - Old Clipper CID removed via Change Order



Photo 2 - Clipper Validator @ Palo Alto

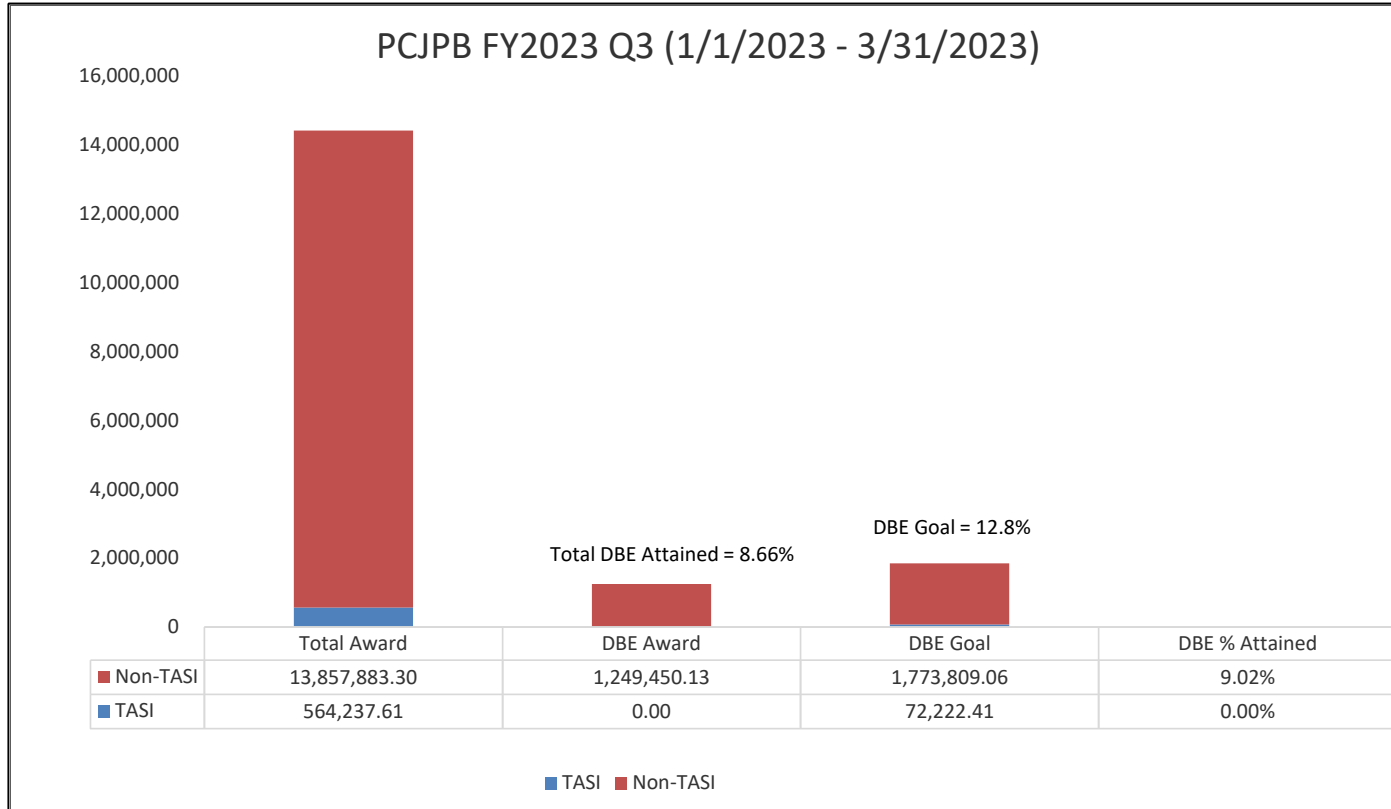


Photo 3 - Palo Alto Prototype Inside

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%. The total DBE attained is 8.66% for both TASI and Non-TASI combined.

Appendix B - Project Performance Status Light Criteria

Status Light	Event Trigger	Range & Limits	Light
Budget ⁽¹⁾	(a) CPI (Only if Progress >5%) ⁽³⁾	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 (Only if Progress >5%) ⁽³⁾	SPI < 0.95	Red
		SPI >= 0.95 and < 0.98	Yellow
		SPI >= 0.98	Green
	(b) Major Milestones delay (Forecasted vs. Baseline) ⁽²⁾	Delay > 6 months	Red
		Delay between 1-6 months	Yellow
		Early, on time, or delay < 1 month	Green
Funding ⁽¹⁾	Phase EAC ⁽⁴⁾ vs. Activated Funds	Activated Funds can only cover Projected Costs 6 months or less	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. SPI and CPI Criteria applies only after project progress exceeds 5%.
4. Phase EAC refers to the cumulative Estimate At Completion (EAC) up to the end of the current phase of the project.

Appendix B - 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.

CPI (Cost Performance Index)

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

EAC (Estimate at Completion)

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

EAC/Budget (in Status Summary)

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

Earned Value (EV)

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

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.

Planned Value (PV)

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

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.

SPI (Schedule Performance Index)

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

Type I Incidents (in Safety)

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

Type II Incidents (in Safety)

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

Type of Work

Categories defined for classifying project costs.

Un-activated Amount (in Funding)

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

Unallocated Contingency

Portion of total project contingency budget to account for Unknown Risks.

Unknown Risks

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

Appendix C - Capital Program Major Milestones by Project

Capital Program Major Milestones by Project

