



Capital Program Quarterly Status Report and DBE Status Report



**4th Quarter Fiscal Year 2023
(April to June 2023)**

Prepared for the September 07, 2023 Caltrain Board Meeting

Projects in Focus

Concerning (projects with red status lights)

1. 002146 - South San Francisco Station Improvement Project

- **Schedule:** Project is still addressing an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200' of yard track that UPRR lost, due to construction of this project. As an alternative, UPRR will consider a monetary settlement with Caltrain to close out the obligation.

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

- **Schedule:** While lifting locomotive 925 - 2 jacks failed which caused some damage to lifting pad, ladders, and paint. Alstom is obtaining new jacks to lift locomotive and inspect for further damage.

3. 100439 - Bayshore Station Overpass Pedestrian Bridge Rehab

- **Schedule:** The project was 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. The project obtained Board approval on May 4, 2023 for passenger shuttle services to complete the East and West Towers. Estimated opening of the station is anticipated on Monday, August 7, 2023. The project continues to coordinate Safety, Rail Operation Maintenance, Operations Planning, Customer Access, Government Affairs, Communications, and Customer accesses to ensure all necessary signage was posted to ensure rider satisfaction.

4. 100667 - Bernardo Avenue Undercrossing

-**Schedule:** The schedule has been delayed due to rigorous concepts development and public outreach by the Cities and extensive analysis and review by Caltrain to help decide the path forward. The City Council has selected the Eastern Alignment Alternative. The Cities' consultants are performing the Preliminary Design and Environmental Review. The schedule and budget will be updated after receiving the Preliminary Design and Environmental Review documents from the Cities.

-**Budget:** Project EAC is higher due to current estimate of 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 a future meeting. After receiving the Preliminary Design and Environmental Review documents from the City, budget and schedule will be re-baselined.

5. 100668 - Sunnyvale Grade Separation

- **Schedule:** The City of Sunnyvale has completed feasibility study for the Mary Avenue grade separation. 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.

6. 100684 - Mini-High Platforms

- **Schedule:** Project schedule has been extended as the design phase took longer than anticipated. Project Manager to request for approval of Gate 5 and re-baseline of schedule at August 2023 Management Committee meeting.

7. 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.

8. 100686 - Middle Avenue Undercrossing

- **Schedule/Budget:** Caltrain worked with Menlo Park staff to redesign the locally preferred alternative to relocate the undercrossing ramps outside the operating railroad right of way. Menlo Park City Council approved the revised design at its July 11, 2023 meeting . Redesign delayed project schedule. Project transitioning to Caltrain to advance into final design. Project will re-baseline schedule and budget during final design.

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

- **Schedule:** Project Closeout has been extended due to delay in City of San Mateo's Parking lot work, on-going mitigation monitoring compliance and ROW survey. Project Manager to request for a schedule rebaseline approval at the August 2023 Management Committee meeting.

2. 002113 - Guadalupe River Bridges Replacement and Extension

- **Schedule:** Schedule status light yellow from mutual agreement with Contractor to delay NTP seven days plus recent challenges with bridge demolition, drilling, and installation of temporary river diversion system.

- **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.

3. 100240 - Ticket Vending Machines (TVM) Rehab




- **Schedule:** Phase 5 completion date has been extended due to contemplating a change order to reduce the number of TVMs to be upgraded in order to replace the chips in the TVMs that were upgraded in Phase 2 & 3. The Management Committee decided not to do the change order and keep the scope for Phase 5 as is.

4. 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.

Performance Summary

Table S1. Projects in each status light by performance category

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	66.7%	94.4%	97.2%
 Yellow	0.0%	11.1%	0.0%	2.8%
 Red	0.0%	22.2%	5.6%	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	20	55.6%
Improved	4	11.1%
Got worse	6	16.7%
Stayed the same (except all green)	6	16.7%
Total Projects	36	

Note: Table S1 and S2 do not include projects with deferred funding.

Table S3. Individual Projects

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q3	Q4	Q3	Q4	Q3	Q4	Q3	Q4	
CONSTRUCTION/IMPLEMENTATION										
ROW Bridges										
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	7
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	14
Stations										
100761	Level Boarding Roadmap (Study)		●		●		●		●	20
ROW Grade Crossings										
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	24
100522	Watkins Ave Grade Crossing Safety Improvements	●	●	●	●	●	●	●	●	27
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	30
ROW Communications & Signals										
100403	Broadband Wireless Communications System	●	●	●	●	●	●	●	●	34
100432	Migration to Digital Voice Radio System	●	●	●	●	●	●	●	●	37
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	40
100572	Communication System SOGR	●	●	●	●	●	●	●	●	43
Fare Collection										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	47
Miscellaneous										
100233	MP-36 Locomotive Mid-Life Overhaul Project	●	●	●	●	●	●	●	●	53
100430	CCF BCCF Virtualization	●	●	●	●	●	●	●	●	57
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	61
DESIGN (includes Preliminary and Final Design, and Procurement)										
Grade Separations										
002152	South Linden & Scott Grade Separation	●	●	●	●	●	●	●	●	66
100244	Broadway Burlingame Grade Separation	●	●	●	●	●	●	●	●	69
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	73
100617	Mountain View Transit Center Grade Separation & Access Project	●	●	●	●	●	●	●	●	78
Stations										
100459	22nd Street ADA Improvement		●		●		●		●	84
ROW Bridges										
100427	San Francisquito Creek Bridge Conceptual Design & Community Engagement	●	●	●	●	●	●	●	●	88
100759	San Francisquito Creek Bridge Acoustic Monitoring System		●		●		●		●	93
100762	San Francisquito Creek North Bank Restoration		●		●		●		●	96
Miscellaneous										
100676	San Mateo Replacement Parking Track	●	●	●	●	●	●	●	●	101
100684	Mini-High Platforms	●	●	●	●	●	●	●	●	104
100780	MS4 Trash Management		●		●		●		●	107
100685	Verizon Sink Hole Repair San Jose	●	●	●	●	●	●	●	●	110

Table S3. Individual Projects (Continued)

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q3	Q4	Q3	Q4	Q3	Q4	Q3	Q4	
PLANNING (includes Initiation and Design to 15%)										
Grade Separations										
100410	Whipple Avenue Grade Separation Study	●	●	●	●	●	●	●	●	114
100667	Bernardo Avenue Undercrossing	●	●	●	●	●	●	●	●	117
100668	Sunnyvale Grade Separation	●	●	●	●	●	●	●	●	120
100686	Middle Avenue Undercrossing	●	●	●	●	●	●	●	●	123
100733	North Fair Oaks Bike and Pedestrian Crossing	●	●	●	●	●	●	●	●	127
100687	Downtown Rail Extension (DTX)	●	●	●	●	●	●	●	●	132
CLOSEOUT (includes Start-up/Turnover and Closeout)										
Grade Separations										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	136
Stations										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	142
ROW Communications & Signals										
100616	Caltrain Fiber Connectivity to Passenger Stations and Digital Voice	●	●	●	●	●	●	●	●	147
Fare Collection										
100574	Clipper Next Generation Validators Site Preparations	●	●	●	●	●	●	●	●	151
Projects with Deferred Funding										
ROW Grade Crossings										
100563	FY21-22 Grade Crossing Improvements									156
ROW Communications & Signals										
100614	Predictive Arrival/Departure System (PADS) Replacement									160
Miscellaneous										
100564	Enterprise Asset Management (EAM) Software System									164
100565	Update and Upgrade GIS System									167
100673	CCTV Study-Assessment									171

Note: The Total EAC (Estimated at Completion) for the projects shown above is \$2,066,674,190 (to be updated).









CONSTRUCTION / IMPLEMENTATION
ROW Bridges

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
40.3%	12.58%	100%

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. Schedule status light yellow from mutual agreement with Contractor to delay NTP seven days plus recent challenges with bridge demolition, drilling, and installation of temporary river diversion system.

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	04/27/23	-148	-13
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	0
Return of MT2 to PCEP for OCS Reinstallation	08/30/23	10/30/23	-61	-30
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		2,000	2,000	2,000	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	55,073	57,373	57,373	0	0.0%
Unknown Risks	NA	NA	NA	NA	6,326	0	0.0%
Unallocated Contingency	9900		6,326	6,326	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	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Guadalupe River Bridges Replacement and Extension

Project No. 002113

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
		(D)	(E=C-D)			
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 L, previously called Prop K)	Local	1,828		1,828	1,828	0
FTA Section 5337 (State of Good Repair)	Federal	9,880	32,511	42,391	17,166	25,224
Member Agency Funds--Santra Clara-VTA (SOGR)	State	193	5,562	5,754	590	5,164
Member Agency Funds-SFCTA (Prop L, previously called Prop K)	Local		1,964	1,964	1,964	0
STA SOGR	State		893	893		893
Altamont Corridor Express (ACE)/San Joaquin Regional Rail Commission (SJRRRC)	Local		1,330	1,330		1,330
Regional Bridge Tolls (AB664)	Local		77	77		77
UPRR (pending arbitration settlement)	Local		4,257	4,257		4,257
Local Partnership Program - Formulaic	State		4,606	4,606	4,606	0
Totals		12,400	51,198	63,598	26,653	36,945

Guadalupe River Bridges Replacement and Extension

Project No. 002113

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
Alleged Confined Aquifer	JPB Construction Management and JPB Engineering	JPB Engineering, the Designer of Record (HDR), and Walsh Construction are collaborating on technical solutions that would use readily available materials and equipment with the aim of resuming work on the subject foundation as quickly as possible.	TBD	Low
	In June 2023, Walsh Construction allegedly encountered a confined aquifer while constructing one of the 7-foot diameter cast-in-drilled-hole pile foundations for MT2. Citing a potential differing site condition, Walsh Construction stopped work on the subject foundations.		12 days (minimum)	
3rd Party Fiber Optic Relocation	JPB Legal / Sr. Management	JPB's legal team is expediting execution of the Construction & Maintenance Agreement to prevent the lack of agreement from undermining progress. In parallel, JPB's Utility Coordinator is working with UPRR's utility tenants to perform due diligence on the condition of existing conduits to mitigate the potential for delays pulling cables.	\$ 5,000	Med
	UPRR must cause their existing fiber optic utility tenants to relocate their lines from MT1 to MT2 to enable the demolition of MT1. UPRR and their fiber carriers have verbally agreed on a construction sequencing approach. UPRR is currently updating the language in the draft JPB-UPRR Construction & Maintenance Agreement to reflect tentative agreements between UPRR and their carrier tenants.		TBD	
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 for UPRR to commence fiber optic relocations described in the draft Construction & Maintenance Agreement. In parallel, UPRR and JPB technical representatives are assessing the appropriate scope of MT1 track work.	\$ 3,000	High
	JPB Board approved a negotiated settlement between UPRR and JPB on 9/1/2022. UPRR deemed the Guadalupe River Bridge Replacement Project design as Approved on 2/18/2023. UPRR has since requested design changes which increases the scope of UPRR's MT1 track work.		TBD	

Guadalupe River Bridges Replacement and Extension

Project No. **002113**

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

Issue Title	Responsibility Status	Action	Resolution Date
Habitat Mitigation and Monitoring Plan (HMMP)	JPB Environmental and JPB Construction Management ----- The HMMP for the project was developed and approved by regulatory agencies after the award of the construction contract. The scope of the HMMP is substantially greater than the scope envisioned at the time of the Invitation for Bids.	JPB is in discussions with Valley Water about implementing HMMP measures on Valley Water land. These discussions may warrant revisions to the HMMP. If so, JPB will use this opportunity to revisit the scope of the HMMP to reduce the overall cost impact to the project.	2/1/2024
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, or multiple change orders, 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 design revision or cost reimbursement.	10/1/2023

KEY ACTIVITIES - Current Reporting Quarter

Valley Water issued an encroachment permit covering all activities for bridge demolition and construction. JPB Board also resolved to approve an amendment to the Cooperative Agreement between VTA, ACE, and JPB to accept a funding contribution from ACE for the Guadalupe River Bridge Replacement Project. Construction activities included the completion of the installation of bracing on the webs of existing MT1 steel girders, continued installation of sheet piling between MT1 and MT2, installation of sheet piling, the completion of all necessary demolition of MT2 foundations, the commencement of construction of 7-foot diameter cast-in-drilled-hole pile foundations for MT2, and the installation of a temporary river diversion system.

NEXT KEY ACTIVITIES

JPB anticipates the relocation of any fish on the project site, dewatering of the river, continuation of MT2 foundation construction, and the construction of piers 5 and 6.

PROJECT NOTES

None.

Guadalupe River Bridges Replacement and Extension

Project No. 002113

PROJECT PHOTOS



Photo 1 - Cast-in-Concrete-Shell (CISS) piles being installed for MT2 pier 5 while MT1 remains in service



Photo 2 - Implementation of a temporary river diversion system to allow dewatering of the site

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
69.03%	-8.95%	100%

The project was 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. The project obtained Board approval on May 4, 2023 for passenger shuttle services to complete the East and West Towers. Estimated opening of the station is anticipated on Monday, August 7, 2023. The project continues to coordinate Safety, Rail Operation Maintenance, Operations Planning, Customer Access, Government Affairs, Communications, and Customer accesses to ensure all necessary signage was posted to ensure rider satisfaction.

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	0
Gate 7 – Start-up/Turnover	12/31/22	09/29/23	-272	0
Gate 8 – Closeout	03/31/23	10/31/23	-214	0

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. 100439

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	293	-76	216	216	0	0.0%
Environmental	1200	0	0	0	0	0	
Real Estate	2100	206	141	347	347	0	0.0%
Utilities Relocations	2200	0		0	0	0	
Construction ODCs	2300	0	515	515	515	0	0.0%
Const./Impl. Contracts	3100	2,067	612	2,679	2,679	0	0.0%
Construction Management	4100	1,162	621	1,783	1,783	0	0.0%
Design Support During Const.	4200	0		0	0	0	
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	27	242	269	269	0	0.0%
Project Management	5100	77	399	475	475	0	0.0%
Project & Document Control	5200	356	-231	125	125	0	0.0%
Finance/Accounting	5300	107	-71	35	35	0	0.0%
Contracts & Procurement	5400	71	-17	55	55	0	0.0%
Legal	5500	47	21	67	67	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	55	-39	16	16	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	-126	288	288	0	0.0%
Subtotals	NA	4,880	1,990	6,870	6,870	0	0.0%
Unknown Risks	NA	NA	NA	NA	0	0	
Unallocated Contingency	9900	1,990	-1,990	0	NA		
Grand Totals	NA	6,870	0	6,870	6,870	0	0.0%

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

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. **100439**

Table 5. FUNDING (in thousands of \$)

Fund Source 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 L, previously called Prop K)	Local	300		300	300	0
Member Agency Funds-- SFCTA (Prop L, previously called 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	-----		-----	

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

Issue Title	Responsibility Status	Action	Resolution Date
Project Delay that causes to 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.	07/31/23
	Project to coordinate with Contractor for recovery schedule		
Insufficient Welders Resources	General Contractor	Top Line Contractor to sequence work for major repairs first and leave minor repairs at a later time to continue on the 90 day work. Project team to direct Contractor for approval of the sequence. .	07/31/23
	Top Line Contractor to update 90 day schedule.		

Bayshore Station Overpass Pedestrian Bridge RehabProject No. **100439****KEY ACTIVITIES - Current Reporting Quarter**

Obtained Board approval on May 4, 2023 to obtain approval to award a contract to Compass for Shuttle Services and increase the contract contingency from 10% to 30% under the Painting Contract No. 20-J-C-079. 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 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 the Contractor Top Line Engineers to expedite the painting operations at both the East and West Towers. Continued to work with Grants and Project Controls Team to resolve LPP matching funds issue.

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 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 the Contractor Top Line Engineers to expedite the painting operations at both the East and West Towers. Continue to work with Grants and Project Controls Team to resolve LPP matching funds issue. Continue to work with Project Controls staff in updating the Work Plan.

PROJECT NOTES

Earned Value Progress % decreased this quarter due to stop notice payments to the subcontractors.

Bayshore Station Overpass Pedestrian Bridge Rehab

Project No. 100439

PROJECT PHOTOS



Photo 1 - West Side Containment System



Photo 2 - East Side Containment System



Photo 3 - West Tower Paint Layer



Photo 4 - East Tower Paint Preparation

**CONSTRUCTION / IMPLEMENTATION
Stations**

Level Boarding Roadmap (Study)

Project No. 100761

Table 1. Status Summary and Total Project Performance

Project Phase: 6 - Construction/Implementation

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

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

SCOPE Summary

This study will look at the optimal design for level boarding at all Caltrain stations. Currently, Caltrain has two passenger car types with different height doors. Passengers are required to use steps to ascend from 8" high platforms. Once the railroad is electrified and new trains are in service there will be an automatic step that deploys for boarding, and mini-high platforms will be used to bridge to the train for passengers who queue at the mini-high. The study will look at all factors including boarding interface and how it interreacts with various rolling stock (Caltrain EMU, freight and possibly high speed rail). It will also look at platforms individually in some cases, due to large variations in platform configuration such as the very short (College Park) and those that use the "hold-out rule". It will also examine construction methods at a very high level, for example examining whether catenary poles must be lifted and re-cabled, or whether this as well as other major cost elements can be mitigated. There may be improvements to the station environment that are efficiently carried out as part of a major construction project, for example improved signage, that may be studied. The end product of this study will be design criteria, a rough cost estimate and an examination of the paths forward to fund and implement system-wide level boarding.

Project Manager: Lisa Cobb
 Capital Development and Delivery Project Manager: TBD
 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	03/23/23	03/23/23	0	0
Gate 8 - Project Closeout Complete	06/30/25	06/30/25	0	0

Level Boarding Roadmap (Study)

Project No. 100761

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	768	0	768	768	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		
Const./Impl. Contracts	3100	5	0	5	5	0	0.0%
Construction Management	4100	0	0	0	0	0	
Design Support During Const.	4200	0	0	0	0	0	
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	0	0	0	0	
Project Management	5100	0	0	0	0	0	
Project & Document Control	5200	20	0	20	20	0	0.0%
Finance/Accounting	5300	4	0	4	4	0	0.0%
Contracts & Procurement	5400	0	0	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	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	0	0	0	0	0	
Undefined and others		3	0	3	3		
Subtotals	NA	801	0	801	801	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	240		
Contingency	9900	240	0	240	NA	0	0.0%
Grand Totals	NA	1,041	0	1,041	1,041	0	0.0%
(*) ICAP already included in totals above		40	0	40	40	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 9. 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 - SMCTD (San Mateo County Transit District)	Local	51	0	51	51	0
SMCTA	Local	1,040	0	1,040	0	1,040
Totals		1,091	0	1,091	51	1,040

Table 10. 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

Level Boarding Roadmap (Study)

Project No. **100761**

Table 11. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

Clearance overlays have been completed. Task force is formed for to start on confirming level boarding platform dimensions, by having conversations with engineering and planning groups. Teams site is up and library is populated. Work plan for task force is complete. In June, team met and confirmed level boarding materials, and introduced the project to our intern. There was minimal progress due to limited availability.

NEXT KEY ACTIVITIES

Lay out level-of-effort for task force. Confirm members and schedule meetings.

PROJECT NOTES

**CONSTRUCTION / IMPLEMENTATION
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	G	G	G
Previous	G	Y	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
28.47%	2.01%	100%

SCOPE Summary

The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill Avenue grade crossing in Palo Alto. Implement a total of 17 seconds of advance signal preemption time.

Project Manager: 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	08/11/23	08/11/23	0	0
LNTP	09/11/23	09/11/23	0	0
Gate 6 - Substantial Completion	06/30/24	06/30/24	0	0
Gate 7 - Startup/Turnover Complete	10/30/24	10/30/24	0	0
Gate 8 - Project Closeout Complete	12/31/24	12/31/24	0	0

Churchill Avenue Grade Crossing

Project No.

100426

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	150	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 130 0 130 130 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)
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
None.	-----		\$ -	

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

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

KEY ACTIVITIES - Current Reporting Quarter

New IFB package (combined with San Mateo Grade Crossings) was advertised in May 2023. Two bids were received. Performed reference checks and received positive feedback from all references. Prepared Staff Report, Resolution and PowerPoint to request board approval to award contract in August board meeting.

NEXT KEY ACTIVITIES

Rebaseline project budget and schedule to include known contract values, expenditures to date and estimated contingency for completion of project. Award the construction contract at August Board meeting.

PROJECT NOTES

The project was re-baselined in July after approval by the Management Committee.

PROJECT PHOTOS



Photo 1 - Churchill Ave

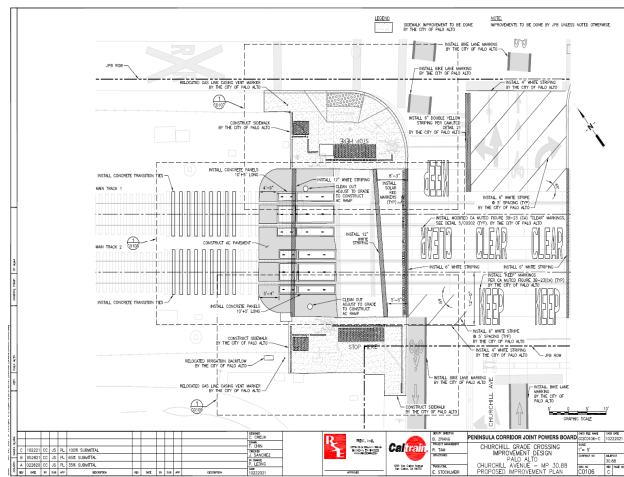


Photo 2 - Churchill Ave Grade Crossing Improvements

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

Table 1. Status Summary and Total Project Performance

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
56.53%	20.95%	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		
Contingency	9900	560	151	711	NA	0	0
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%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source 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. The contractor received approval for the City of Atherton's encroachment permit. Held a pre-construction meeting with PG&E. The contractor installed the retaining walls and concrete track panels.

NEXT KEY ACTIVITIES

Finish construction and obtain substantial completion.

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	G	G	G
Previous	G	Y	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
8.58%	0.25%	100%

SCOPE Summary

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

Project Manager: 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	08/03/23	08/03/23	0	0
NTP	09/01/23	09/01/23	0	0
Gate 6 - Substantial Completion	08/01/24	08/01/24	0	0
Gate 7 - Start Up/Turnover Complete	09/01/24	09/01/24	0	0
Gate 8 - Project Closeout Complete	01/31/25	01/31/25	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%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source 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

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

Issue Title	Responsibility Status	Action	Resolution Date
Schedule Delay	Angela Myrechuck ----- New IFB package (combined with Churchill Grade Crossing project) was advertised in May 2023. Two bids were received. Award the construction contract at August Board meeting.	Project Manager to seek approval from Management Committee for re-baselining the schedule at July 2023 meeting.	7/27/2023

KEY ACTIVITIES - Current Reporting Quarter

New IFB package (combined with Churchill Grade Crossing project) was advertised in May 2023. Two bids were received. Performed reference checks and received positive feedback from all references. Prepared Staff Report, Resolution and Powerpoint to request board approval to award contract in August board meeting.

NEXT KEY ACTIVITIES

Rebaseline project budget and schedule to include known contract values, expenditures to date and estimated contingency for completion of project. Will request management committee approval of budget and schedule changes in July meeting. Award the construction contract at August Board meeting.

PROJECT NOTES

The project was re-baselined in July after approval by the Management Committee.

PROJECT PHOTOS

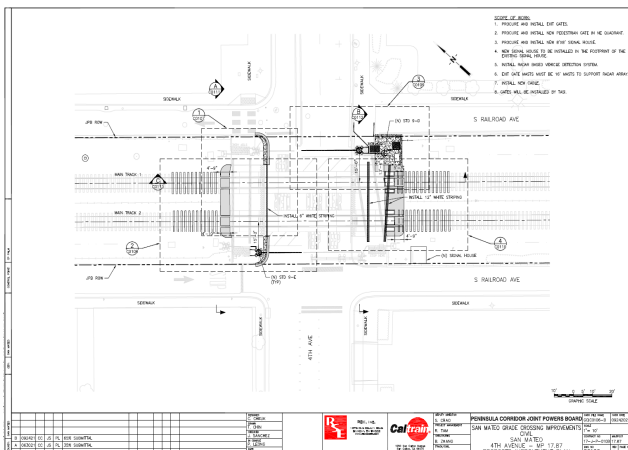


Photo 1 - San Mateo Grade Crossing Improvements

CONSTRUCTION / IMPLEMENTATION
ROW Communications & Signals

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
37.61%	8.22%	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. Received the Intermediate design package and provided comments to the contractor Nomad Digital. Continued discussions to Stadler to support the Broadband project and the installation of the Wi-Fi equipment in the Electric Multiple Units (EMU's).

NEXT KEY ACTIVITIES

Receive the final design package.

PROJECT NOTES

None.

PROJECT PHOTOS

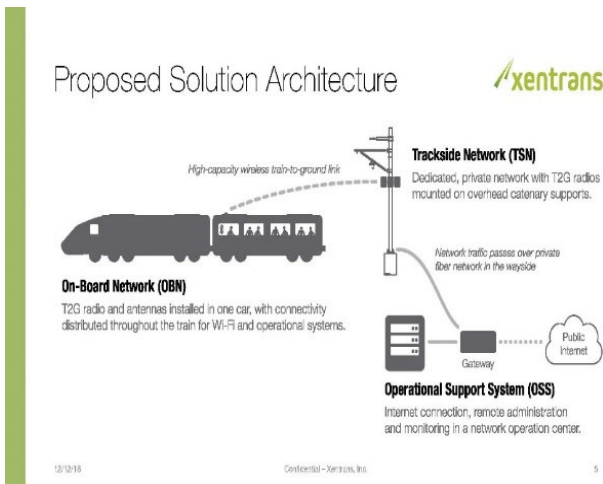


Photo 1 - Broadband Wireless Communications System Conceptual Design

Migration to Digital Voice Radio System

Project No. 100432

Table 1. Status Summary and Total Project Performance

Project Phase: 6 – Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
26.75%	11.10%	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		455	455	455	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		142	142	142	0	0.0%
Project Management	5100	92	236	328	328	0	0.0%
Project & Document Control	5200	25	42	66	66	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	19	24	24	0	0.0%
Information Technology	5600		12	12	12	0	0.0%
Communications/P. Relations	5700		7	7	7	0	0.0%
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900		10	10	10	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	-131	139	139	0	0.0%
Subtotals	NA	670	969	1,639	1,639	0	0.0%
Unknown Risks	NA	NA	NA	NA	395		
Unallocated Contingency	9900	30	365	395	NA	0	0.0%
Grand Totals	NA	700	1,334	2,034	2,034	0	0.0%
(*) ICAP already included in totals above		26	51	77	77	0	0.0%

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

Table 5. FUNDING (in thousands of \$)

Fund Source 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	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
TASI availability	Jin Jiang ----- WD issuing for installation work.	Getting TASI's feedback for WDPR. Purchasing material to avoid long wait for lead time.	-----	Med

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

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

KEY ACTIVITIES - Current Reporting Quarter

Previous Work Directive with TASI for Sunnyvale station is closed. Purchase Order for remaining sites equipment has been issued. Part of the products have been shipped out. New Work Directive Proposal for the remaining 6 stations and 9 Positive Train Control (PTC) sites is under review.

NEXT KEY ACTIVITIES

Complete issuing the new Work Directive to TASI for the 6 stations and 9 Positive Train Control (PTC) sites to start

PROJECT NOTES

None

Next Generation Visual Messaging Sign (VMS)

Project No. 100449

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
11.26%	1.48%	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	0	0.0%
Unallocated Contingency	9900	850		850	NA		
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
Member Agency Funds - SFCTD	Local		3600	3,600		3,600
Totals		500	6,300	6,800	3,200	3,600

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 ----- The Risk is Identified	Design new SM Fiber to stations without SM Fiber (10 stations apx) to existing signs design extends 3 weeks from 6/1/2022 current early completion to 6/21/2022 total delay current design is 7 days).	\$ 50 ----- 7	High
Station VMS COMM Cable Plant Non Functional (Install & Test)	Jin Jiang ----- The Risk is Identified	New SM Fiber cable will be installed and tested at the 10 stations with old copper cables.	\$ 135 ----- 30	High
Field Verification for Hand Access and Cable Penetration	Jin Jiang ----- The Risk is Identified	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 ----- 15	High
Water Ingress Damage at VMS sign conduit/cable penetrations	Larry Dewitt ----- The Risk is Identified	Design a gasket based connection with caulking to prevent water intrusion.	TBD ----- TBD	High
Lack of Media Converter availability	Larry Dewitt ----- The Risk is Identified	Include in the construction contract that the contractor shall purchase and install media converters for the VMS sign.	\$ 1 ----- 0	High

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

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

KEY ACTIVITIES - Current Reporting Quarter

Bids have been opened. Two bids were received. Bid reference check was completed.

NEXT KEY ACTIVITIES

Award contract to the lowest bidder. Issue LNTP.

PROJECT NOTES

None

Communication System SOGR

Project No. 100572

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
13.12%	1.16%	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 5 - 100% Development/IFB Complete	06/12/23	06/22/23	-10	-10
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	03/30/25	03/30/25	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	
Const./Impl. Contracts	3100	540	-181	360	360	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		154	154	154	0	0.0%
Project Management	5100	200	5	205	205	0	0.0%
Project & Document Control	5200	30	20	50	50	0	0.0%
Finance/Accounting	5300	5	-0	5	5	0	0.0%
Contracts & Procurement	5400	10	-2	8	8	0	0.0%
Legal	5500	10	-10	0	0	0	
Information Technology	5600		7	7	7	0	0.0%
Communications/P. Relations	5700	0	0	0	0	0	
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900		0	0	0	0	
Equip./Material Purchases	6100		100	100	100	0	0.0%
CalMod Program	7100		0	0	0	0	
Oper. Support	8100	10	40	50	50	0	0.0%
Subtotals	NA	1,250	-161	1,089	1,089	0	0.0%
Unknown Risks	NA	NA	NA	NA	125	0	0.0%
Unallocated Contingency	9900	50	75	125	NA		
Grand Totals	NA	1,300	-86	1,214	1,214	0	0.0%
(*) ICAP already included in totals above		49	-3	46	46	0	0.0%

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

Table 5. FUNDING (in thousands of \$)

Fund Source 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
Cybersecurity Compliance	Randy Bales	Update system communications Architecture to a network compliant with TSA.	\$ -	High
	TBD		0	
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
None			

KEY ACTIVITIES - Current Reporting Quarter

Santa Clara station testing was completed. 100% Design was completed. WD Amendment to TASI for covering the remaining location is in preparation.

NEXT KEY ACTIVITIES

Issue WD Amendment to TASI to complete the upgrade of 25 remaining locations.

PROJECT NOTES

- Gate 5 has been approved at the Management Committee meeting on June 22, 2023.









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 	Y 	G 	G 
Previous	G 	G 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
93.38%	1.83%	100%

Phase 5 completion date has been extended due to contemplating a change order to reduce the number of TVMs to be upgraded in order to replace the chips in the TVMs that were upgraded in Phase 2 & 3. The Management Committee decided not to do the change order and keep the scope for Phase 5 as is.

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 - "Complete".

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	05/12/23	-42	-14
Phase 5 NTP	10/01/22	10/01/22	0	0
Phase 5 Complete	06/30/23	09/30/23	-92	-92
Gate 6 - Substantial Completion	06/30/23	09/30/23	-92	-92
Gate 7 - Start-Up/Turnover Complete	09/30/23	10/31/23	-31	-31
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
Schedule Delay	Ventek Phase 5 completion date has been extended due to contemplating a change order to reduce the number of TVMs to be upgraded in order to replace the chips in the TVMs that were upgraded in Phase 2 & 3.	The Management Committee decided not to do the change order and keep the scope for Phase 5 as is.	9/30/2023

KEY ACTIVITIES - Current Reporting Quarter

The vendor Ventek completed Phase 4 of the TVM Upgrade project. Ventek is procuring all the materials for the final phase of the TVM upgrade program.

NEXT KEY ACTIVITIES

Begin Phase 5, the final phase to upgrade the remaining 27 TVMs at the stations.

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 	R 	G 	G 
Previous	G 	G 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
67.05%	8.91%	100%

1. While lifting locomotive 925 - 2 jacks failed which caused some damage to the lifting pad, ladders, and paint. Alstom is obtaining new jacks to lift Locomotive and inspect for further damage.

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 Act. Completion	Variation (days)	Δ Prev Month
	(A)	(B)	(C=A-B)	(D)
Project Initiation	04/01/17	04/01/17	0	0
Main Contract Award Board Approval	04/02/20	04/02/20	0	0
NTP	06/16/20	06/16/20	0	0
Unit 924 Conditional Acceptance	11/23/22	04/20/23	-148	-148
Unit 925 Conditional Acceptance	02/17/23	08/01/23	-165	-165
Unit 926 Conditional Acceptance	06/26/23	09/12/23	-78	-78
Unit 928 Conditional Acceptance	09/28/23	02/28/24	-153	-153
Unit 923 Conditional Acceptance	02/06/24	06/30/24	-145	-145
Gate 6 - Substantial Completion	02/21/24	08/31/24	-192	-192
Gate 7 - Start-Up / Turnover Complete	05/31/24	10/30/24	-152	-152
Gate 8 - Project Closeout Complete	08/30/24	12/30/24	-122	-122

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	336	14,278	14,278	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	428	14,370	14,370	0	0.0%
Unknown Risks	NA	NA	NA	NA	462		
Unallocated Contingency	9900	268	195	462	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)	(D)	(E=C-D)
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 the 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. Alstom does not have radiators and requested to borrow from Caltrain.	\$ -	Med
	Delayed by Alstom and parts availability.			

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

Issue Title	Responsibility Status	Action	Resolution Date
Accident Repair	Alstom	Alstom is obtaining new jacks to lift locomotive and inspect for further damage.	07/15/23
	While lifting locomotive 925 - 2 jacks failed which caused some damage to lifting pad, ladders, and paint.		
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.	06/30/23
	Resolved		

KEY ACTIVITIES - Current Reporting Quarter

Unit 924 had some reliability issues in May and June, which now may be resolved. Locomotive only ran limited days in revenue service. Repair of Auxiliary Generator has proven effective. Unit 925 is at Mare Island. Accident repairs due to jack failure causing locomotive to drop. Repairs are underway. Traction motors and air compressor are on-site for installation. Unit 926 is 65% complete and progressing.

NEXT KEY ACTIVITIES

Inspect 925 damage due to jack failure. Ship after repairs are complete and traction motors are installed. Inspect 926 progress.

PROJECT NOTES

1. Traction Motor failure mechanism reports provided.
2. Alstom still not sourcing materials in a timely fashion.

MP-36 Locomotive Mid-Life Overhaul

Project No. 100233

PROJECT PHOTOS



Photo 1 - Locomotive 924 in service.



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
86.45%	8%	100%

SCOPE Summary

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

The major benefits for this project:

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

Project Manager: Michael Bartfeld
 Principal Designer: N/A
 Impl. Contractor: CDW Government, LLC

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary Engineering	07/06/21	07/06/21	0	0
Bid and award	12/15/21	12/15/21	0	0
Gate 6 – Substantial Completion	09/30/23	09/30/23	0	0
Gate 7 – Start-up/Turnover	12/31/23	12/31/23	0	0
Gate 8 – Closeout	03/31/24	03/31/24	0	0

CCF BCCF Virtualization

Project No. 100430

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

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

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

CCF BCCF Virtualization

Project No. 100430

Table 5. FUNDING (in thousands of \$)

Fund Source 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 CDWIG /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			

CCF BCCF Virtualization

Project No. **100430**

KEY ACTIVITIES - Current Reporting Quarter

Conducted a witness appliance move from Menlo Park to San Carlos. Reviewed final documentation from CDWG. Reviewed Data migration Phase 3 plan. Worked with ATT and Amazon Web Services (AWS) to start planning AWS direct connect. Installed Dell server for the Witness appliance move. Created a RFP for Phase 3 and sent to CDW for review. Conducted an onsite meeting with CDWG to review Phase 3 tasks. Separated Cloud from on-prem Rubrik for disaster recovery. Reviewed AWS direct connect options. Conducted a witness appliance move from Menlo Park to San Carlos. Reviewed final documentation from CDWG. Reviewed Data migration Phase 3 plan. Worked with ATT and AWS to start planning AWS direct connect.

NEXT KEY ACTIVITIES

Kick off Phase 3 meeting with CDWG and Wabtec. Review proposed plan from ATT for Direct connect. Finalize design with AWS. Identify candidates for the first Data conversion round.

PROJECT NOTES

None.

PROJECT PHOTOS

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	G	G	G
Previous	G	R	Y	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
93.41%	3.39%	100%

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	09/30/23	09/30/23	0	0
Gate 7 - Start-Up / Turnover Complete	10/31/23	10/31/23	0	0
Gate 8 - Project Closeout Complete	12/31/23	12/31/23	0	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		13	13	13	0	0.0%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200			0	0	0	
Const./Impl. Contracts	3100	100	9	109	109	0	0.0%
Construction Management	4100	25	-25	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	100	-5	95	95	0	0.0%
Project & Document Control	5200	30	10	40	40	0	0.0%
Finance/Accounting	5300			0	0	0	
Contracts & Procurement	5400	10	-10	0	0	0	
Legal	5500	10	-10	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	75	39	114	114	0	0.0%
Subtotals	NA	350	21	371	371	0	0.0%
Unknown Risks	NA	NA	NA	NA	29		
Unallocated Contingency	9900	50	-21	29	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
None				

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

Issue Title	Responsibility Status	Action	Resolution Date
Wheelchair Count Accuracy	Sylvain Labelle Centum TS Resolved	Pending update of firmware in April 2023.	06/30/23

KEY ACTIVITIES - Current Reporting Quarter

Centum Adetel notified Caltrain that the sensor firmware has been received by Centum and Centum will test the new firmware in their lab before uploading it to our sensors at the 4th & King station. Contracts & Procurement worked on the amendment to Centum to modify the hand held tablet to count in both directions to and from the platforms. Centum will be testing the new firmware for the sensor in the next 2 weeks in their lab.

NEXT KEY ACTIVITIES

Implement the sensor counting firmware update. Issue and execute the amendment with Centum Adetel for the hand-held tablet change order.

PROJECT NOTES

None

Automatic Passenger Counters at San Francisco 4th & King Station

Project No. 100445

PROJECT PHOTOS



Photo 1 - Thumbnail



Photo 2 - Doors 1, 2, 3 and 4



Photo 3 - Doors 9, 10, 11 and 12



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

DESIGN
Grade Separations

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

Table 1. Status Summary and Total Project Performance

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

Project Phase: 3 - Development (35%)

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.4%	0.08%	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
Award Preliminary Design Contract	05/04/23	05/04/23	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
Externally Funded	Local	6,529		6,529	0	6,529
Totals*		7,424	5,500	12,924	6,281	6,643

*\$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

Received JPB Board authority at May meeting to award design contract to RSE for preliminary design. Agreement fully executed. Kicked off the Preliminary Engineering and Environmental Clearance Phase on June 1st. Held 1st TWG meeting on June 8th. Value engineering of Preferred Alternative 1 from the PSR is underway.

NEXT KEY ACTIVITIES

Value Engineering workshop to be scheduled. Continue to interface with Southline Development project.

PROJECT NOTES

Broadway Burlingame 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
5.3%	1.35%	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	01/31/20	01/31/20	0	0
DCE application to FTA for NEPA clearance	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
Authorize Funding for CMGC Pre-Construction Phase	09/07/23	09/07/23	0	0
Award Contract for CMGC Services	12/07/23	12/07/23	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

Broadway Burlingame 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	0	0.0%
Contingency	9900	28,663		28,663	NA		
Grand Totals	NA	316,403	0	316,403	316,403	0	0.0%
(*) ICAP already included in totals above		12,169	0	12,169	12,169	0	0.0%

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

Broadway Burlingame 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	Local	1,500	500	2,000	2,000	0
Externally Funded	Local	25,635		25,635		25,635
Totals		31,685	19,363	51,048	25,413	25,635

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	Determine funding source, seek funds for acquisition.	\$11M	
	Pending discussions between Caltrain Design & Construction (D&C), Real Estate (RE) and the City to determine next steps.			
2. Additional funds will be needed to cover CMGC-related costs	City, SMCTA, JPB	Amend MOU and add funds to the budget	\$4M	
	Pending allocation by the TA of \$2.5M anticipated in Aug 2023 and acceptance by JPB of said funds in Sep 2023. The \$ impact changed from \$4M to \$2.5M.			

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

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

Continue preparing the RFP for Construction Manager/General Contractor (CM/GC) pre-construction services, to be issued in July. Continue resolving and addressing 65% design review comments. Review request for additional services and prepare Amendment No. 2. Work with Contracts to extend Mark Thomas's contract 2 more years past the 7/3/23 expiration date and seek authorization to activate Optional Task 6: Design Support during Right of Way and Utilities Relocation phase.

NEXT KEY ACTIVITIES

Coordination with Real Estate regarding surveys, right of way and property acquisitions including acquisition of 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 California Public Utilities Commission (CPUC request), schedule a follow up meeting with Caltrans and Union Pacific Railroad in attendance. Go to Management Committee in July for green light to issue RFP for CMGC services.

PROJECT NOTES

Broadway Burlingame Grade Separation

Project No. 100244

PROJECT PHOTOS

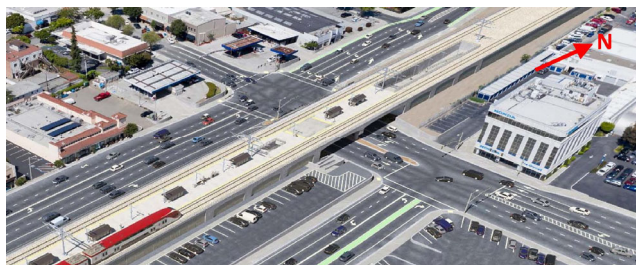


Photo 1 - After construction (rendering)



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%	0.00%	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	08/30/27	123	123
Gate 7 – Start-up/Turnover	03/31/28	10/30/27	153	153
Gate 8 – Closeout	06/30/28	12/31/27	182	182

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

Rengstorff Grade Separation

Project No. 100482

Table 5. FUNDING (in thousands of \$)

Fund Source 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

Continued to finalize to execute the cooperative agreement. A Request for Proposal (RFP) for selecting a final design consultant was issued on June 15, 2023. The JPB Board of Directors provided authorization to utilize Construction Manager General Contractor (CMGC) method of project delivery. Continued to prepare the final design Request for Proposal (RFPs) for selecting a final design consultant. A RFP to select a CMGC is in progress.

NEXT KEY ACTIVITIES

Continue to finalize to execute the cooperative agreement. Issue a 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

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
4.24%	1.23%	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
Externally Funded	Local	107,000		107,000	0	107,000
Totals		117,000	0	117,000	10,000	107,000

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

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.	07/31/23
	HNTB to verify in modeling report.		
3. OCS Protection Requirements	JPB & External Stakeholders	HNTB to discuss requirements for protecting and working around Caltrain's OCS and what to include in the Mountain View Project Contract Documents.	07/31/23
	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 previously), 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.	07/31/23
	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. 	07/31/23
	City to review proposed layout by HNTB.		

Mountain View Transit Center and Grade Separation & Access ProjectProject No. **100617****KEY ACTIVITIES - Current Reporting Quarter**

The Project continues to work with Caltrain Engineering, City of Mountain View, VTA, and County of Santa Clara 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 and 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 to determine agreements required for future utility relocation. Fourthly, the Project Team is currently reviewing the 65% package submitted by HNTB and comments are due in July 2023 and will schedule a kick-off meeting for the 65% total contract price negotiations. Lastly, the Project team obtained approval during the May 4, 2023 Board to Award the CMGC Pre-Construction services to Stacy Witbeck & Myers and Sons Joint Venture.

NEXT KEY ACTIVITIES

The Project shall continue to work with Caltrain Engineering, City of Mountain View, VTA, and County of Santa Clara 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 and 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 to determine agreements required for future utility relocation. Fourthly, the Project Team shall continue to review the 65% package submitted by HNTB and as comments are due in July 2023. Lastly, the Project prepare agenda and schedule a kick-off meeting for the 65% total contract price negotiations in July 2023.

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
Stations

22nd Street ADA Improvement

Project No. 100459

Table 1. Status Summary and Total Project Performance

Project Phase: 3 – Development (35%)

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.0%	0.00%	100%

SCOPE Summary

Advance preliminary design of the recommended ramp alternative to provide street to platform ADA access at 22nd St Station in San Francisco. The Scope of Work (SOW) will include alternative refinement and outreach, confirmation of platform improvements and accessible parking needs, and critical technical and regulatory analysis necessary to confirm design viability and environmental impact. In addition, the SOW will include refined cost estimates and a detailed funding and implementation plan with agency roles and responsibilities. The design level will be a modified 30% which will include enough information to meet the 30% design level requirements.

Project Manager: Angela Myrechuck

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 Act. Completion	Variation (days)	Δ Prev Month
	(A)	(B)	(C =A-B)	(D)
Gate 1 - Project Initiation	02/03/20	02/03/20	0	0
Gate 2 - 15% Development Complete	03/21/23	03/21/23	0	0
Design Contract IFB/WDPR	04/26/23	04/26/23	0	0
Gate 3 - 35% Development Complete	02/24/24	02/24/24	0	0
Gate 4 - 65% Development Complete	09/01/24	09/01/24	0	0
IFB	03/01/25	03/01/25	0	0
Gate 5 - 100% Development/IFB Complete	06/01/25	06/01/25	0	0
Main Contract Award Board Approval	07/01/25	07/01/25	0	0
NTP	08/01/25	08/01/25	0	0
Gate 6 - Substantial Completion	06/01/26	06/01/26	0	0
Gate 7 - Start-Up / Turnover Complete	07/01/26	07/01/26	0	0
Gate 8 - Project Closeout Complete	10/01/26	10/01/26	0	0

22nd Street ADA Improvement

Project No. 100459

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	287	695	982	982	0	0.0%
Environmental	1200		480	480	480	0	0.0%
Real Estate	2100		105	105	105	0	0.0%
Utilities Relocations	2200			0	0	0	
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100		4,728	4,728	4,728	0	0.0%
Construction Management	4100		809	809	809	0	0.0%
Design Support During Const.	4200		50	50	50	0	0.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000		272	272	272	0	0.0%
Project Management	5100		292	292	292	0	0.0%
Project & Document Control	5200		38	38	38	0	0.0%
Finance/Accounting	5300		20	20	20	0	0.0%
Contracts & Procurement	5400		32	32	32	0	0.0%
Legal	5500		12	12	12	0	0.0%
Information Technology	5600			0	0	0	
Communications/P. Relations	5700		30	30	30	0	0.0%
Human Resources	5800			0	0	0	
Safety/Security & Risk Mgmt.	5900		32	32	32	0	0.0%
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100		660	660	660	0	0.0%
Subtotals	NA	287	8,253	8,540	8,540	0	0.0%
Unknown Risks	NA	NA	NA	NA	2,476		
Unallocated Contingency	9900	0	2,476	2,476	NA	0	0.0%
Grand Totals	NA	287	10,729	11,016	11,016	0	0.0%
(*) ICAP already included in totals above		11	413	424	424	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)
Member Agency Funds--SFCTA (Prop K)	Local	287	447	734	287	447
Totals		287	447	734	287	447

22nd Street ADA Improvement

Project No. 100459

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
Additional funding is required to complete engineering and deliver the project. Difficulty funding the project could lead to project delays.	Angie Myrechuck/David Pape Reviewing Requirements for funding through FTA All Stations Accessibility Prog Grant and local match (Prop L).	Develop detailed funding and implementation plan in collaboration with SFCTA. Pursue potential grant opportunities including the FTA All Stations Accessibility Program.	\$ -	Med
Preliminary cost estimates are based on conceptual plans and 2021 dollars and may underestimate the overall cost of the project.	Angie Myrechuck Working to keep scope within initial budget.	Develop/refine cost estimates based on preliminary design work.	\$ -	Med
Potential DOT level boarding requirements due to platform modifications.	Angie Myrechuck Will continue to investigate procedure for requesting a waiver.	Further review DOT requirements and pursue potential level boarding exemption from FTA and FRA if necessary.	\$ -	Med
Anticipated environmental impacts may differ as design is developed.	Angie Myrechuck Have informed Environmental manager of project and will coordinate as design develops.	Develop project scoping items to properly identify potential environmental impacts as design continues.	\$ -	Low
Lean budget for Gate 3 SOW: Risk of cost overruns or incomplete/reduced deliverables.	Angie Myrechuck In May will negotiate a final scope for 30% design with HNTB that fits the budget.	Clearly define scope, budget, and set expectations with consultant team and internal staff. Identify risks, track progress, and take actions to manage scope creep and avoid overspending.	\$ -	Low

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

Issue Title	Responsibility Status	Action	Resolution Date
None			

KEY ACTIVITIES - Current Reporting Quarter

Held scope meeting on site with HNTB, RSE and Zouheir Farah to discuss scope for 30% design development. Issued WDPR for 30% design development to HNTB.

NEXT KEY ACTIVITIES

Negotiate final price for 30% design development once HNTB provides full cost estimate. Will issue WD in July when funding is approved for FY24.

PROJECT NOTES

1. SFCTA agreement to fund 30% design is complete. JPB FY24 budget approval is needed before funds will be available for the project. No additional funding is secured at this time.

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	G	G	G

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
1.25%	0.17%	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	0
Gate 3 - 35% Design Complete	12/31/27	12/31/27	0	0
Environmental Clearance Complete	12/31/27	12/31/27	0	0
Design Contract IFB/WDPR	03/31/28	03/31/28	0	0
Gate 4 - 65% Design Complete	12/31/29	12/31/29	0	0
Gate 5 – 100/IFB	12/31/31	12/31/31	0	0
Main Contract Award	01/01/32	01/01/32	0	0
NTP	02/01/32	02/01/32	0	0
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	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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	1,680	1,079	2,759	480	2,279
Member Agency Funds--Santa Clara-VTA (SOGR)	State	173		173	173	0
Member Agency Funds-SFCTA (Prop L, previously called Prop K)	Local	120		120	120	0
Member Agency Funds-SFCTA (Prop L, previously called Prop K)	Local	212		212	212	0
Regional Bridge Tolls (AB664)	State		254.662	255	0	255
Totals		2,184	1,333	3,518	984	2,533

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

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.	12/31/2023
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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. Continued to work with Caltrain staff and consultants on separate, but related projects that include the Acoustic Monitoring and North Channel Embankment Repair. Continued to work with Engineering staff and consultants for the next detailed inspection scheduled in July 2023, such as preparing and approving the site specific work plans. Continued to work with Planning, Government and Community Affairs, and Engineering Divisions to discuss "art of the possible" at Palo Alto avenue.

NEXT KEY ACTIVITIES

Continue to work with Planning Team for project updates and prepared meetings with stakeholders. Continue to work with Government and Community Affairs Division for public outreach activities. Continue to work with Caltrain staff and consultants on separate, but related projects that include the Acoustic Monitoring and North Channel Embankment Repair. Continue to work with Engineering staff and consultants for the next detailed inspection scheduled in July 2023, such as preparing and approving the site specific work plans. Continue to work with Engineering and Environmental staff to identify scope for the detailed environmental alternatives analysis for FY25. Continue to work with Planning, Government and Community Affairs, and Engineering Divisions to discuss "art of the possible" at Palo Alto avenue.

PROJECT NOTES

None

PROJECT PHOTOS



Photo 1 - Bridge West View



Photo 2 - Bridge East View



Photo 3 - North bank Erosion







Photo 4 - OCS Installed

San Francisquito Creek Bridge Acoustic Monitoring System

Project No. 100759

Table 1. Status Summary and Total Project Performance

Project Phase: 1 – Initiation

Quarter	Safety	Schedule	Budget	Funding
Current	G 	G 	G 	G 
Previous				

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.00%	0.00%	101%

SCOPE Summary

The purpose of this project is to install an acoustic monitoring system on the San Francisquito Creek Bridge that carries double mainline tracks. The Bridge is approaching the end of its useful service life, due to the age of the structure, and has low rating capacity of the main members, and unstable slope at the north abutment. Some members have a negative remaining fatigue life and the north abutment has an unstable slope. It is located 330 feet from the Palo Alto Avenue at-grade crossing. In 2021, Caltrain initiated a due diligence effort for the Bridge. No cracks were found during the detailed inspections conducted in Fall 2021. However, the Bridge currently rates below AREMA’s Normal Freight Live Loading requirements. These findings have led to a new direction for the project in terms of scope, budget, and timeline.

Project Manager: Alvin Piano

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	02/01/23	02/01/23	0	0
Gate 5 – 100/IFB	08/01/23	08/01/23	0	0
Main Contract Award	02/01/24	02/01/24	0	0
NTP	04/01/24	04/01/24	0	0
Gate 6 – Substantial Completion	11/01/24	11/01/24	0	0
Gate 7 – Start-up/Turnover	01/01/25	01/01/25	0	0
Gate 8 – Closeout	04/01/25	04/01/25	0	0

San Francisquito Creek Bridge Acoustic Monitoring System

Project No. 100759

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	42		42	42	0	0.0%
Environmental	1200			0		0	
Real Estate	2100			0		0	
Utilities Relocations	2200			0		0	
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100			0		0	
Construction Management	4100			0		0	
Design Support During Const.	4200			0		0	
Testing & Commissioning	4300			0		0	
Agency/ODCs	5000			0		0	
Project Management	5100			0		0	
Project & Document Control	5200			0		0	
Finance/Accounting	5300			0		0	
Contracts & Procurement	5400			0		0	
Legal	5500			0		0	
Information Technology	5600			0		0	
Communications/P. Relations	5700			0		0	
Human Resources	5800			0		0	
Safety/Security & Risk Mgmt.	5900			0		0	
Equip./Material Purchases	6100			0		0	
CalMod Program	7100			0		0	
Oper. Support	8100			0		0	
Subtotals	NA	42	0	42	42	0	0.0%
Unknown Risks	NA	NA	NA	NA	11	0	0.0%
Unallocated Contingency	9900	11		11	NA		
Grand Totals	NA	53	0	52	53	0	0.0%

(*) ICAP already included in totals above	2		2	2	0	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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

San Francisquito Creek Bridge Acoustic Monitoring System

Project No. 100759

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)		
SAMTR CCF Contr Prepaid	Local	53		53	53	0
SMCTA Cap Contr to JPB/SAMTR	Local		2,029	2,029		2,029
Totals		53	2,029	2,081	53	2,029

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

Continued to work with Caltrain Engineering, Contracts and Procurement, and HNTB to issue the amendment for staff to prepare the Request for Proposal (RFP). Prepared the Contract Change Committee documents to modify the HNTB contract for the required support. Continued to review questionnaire from HNTB in regards to the RFP which requires coordination with Engineering. Continued to work with Project Controls staff in updating the work plans.

NEXT KEY ACTIVITIES

Continue to develop schedule and milestones with Contracts & Procurement Division for required submittals in order to develop the RFP. Identify other RFP resources to use as a sample to prepare a performance contract to support the design, installation, and maintenance work for the Acoustical Monitoring System. Continue to review questionnaire from HNTB in regards to the RFP which requires coordination with Engineering. Continue to work with Project Controls staff in updating the work plans.

PROJECT NOTES

None.

PROJECT PHOTOS

None.

San Francisquito Creek North Bank Restoration

Project No. 100762

Table 1. Status Summary and Total Project Performance

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

Project Phase: 4 – Development (65%)

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

SCOPE Summary

Stabilize and protect the northern bank of the San Francisquito Creek to prevent erosion from undermining the northern abutment of Caltrain’s existing San Francisquito Creek Bridge, the northern foundations of the Alma Street Bicycle Bridge owned by the City of Palo Alto, and an existing drainage outfall owned by the City of Menlo Park.

Project Manager: Mike Boomsma

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)
Main Contract Award Board Approval	03/29/23	03/29/23	0	0
Gate 1 - Project Initiation	04/27/23	04/27/23	0	0
Gate 2 - 15% Development Complete	06/02/23	05/22/23	11	0
Gate 3 - 35% Development Complete	06/02/23	05/24/23	9	0
IFB	06/01/23	05/24/23	8	0
Gate 4 - 65% Development Complete	07/05/23	07/05/23	0	0
Gate 5 - 100% Development/IFB Complete	07/20/23	07/20/23	0	0
NTP	07/01/23	07/28/23	-27	0
ROW Permits Complete	07/05/23	08/01/23	-27	0
Environmental Clearance Complete	09/04/23	09/04/23	0	0
Gate 6 - Substantial Completion	11/15/23	11/15/23	0	0
Gate 7 - Start-Up / Turnover Complete	11/15/23	11/15/23	0	0
Gate 8 - Project Closeout Complete	12/31/23	12/31/23	0	0

San Francisquito Creek North Bank Restoration

Project No. 100762

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	214	0	214	214	0	0.0%
Environmental	1200	259	0	259	259	0	0.0%
Real Estate	2100	5	0	5	5	0	0.0%
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300	0	0		0		
Const./Impl. Contracts	3100	1,200	0	1,200	1,200	0	0.0%
Construction Management	4100	426	0	426	426	0	0.0%
Design Support During Const.	4200	0	0	0	0	0	
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	299	0	299	299	0	0.0%
Project Management	5100	360	0	360	360	0	0.0%
Project & Document Control	5200	104	0	104	104	0	0.0%
Finance/Accounting	5300	0	0	0	0	0	
Contracts & Procurement	5400	100	0	100	100	0	0.0%
Legal	5500	366	0	366	366	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	10	0	10	10	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	90	0	90	90	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	10	0	10	10	0	0.0%
Oper. Support	8100	10	0	10	10	0	0.0%
Undefined and others		100	0	100	100		
Subtotals	NA	3,552	0	3,552	3,552	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	1,776		
Contingency	9900	1,776	0	1,776	NA	0	0.0%
Grand Totals	NA	5,329	0	5,329	5,329	0	0.0%
(*) ICAP already included in totals above		205	0	205	205	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 9. 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)
Capital Contingency Funds	Local	1,020	0	1,020	1,020	0
Measure RR - Capital	Local	285	0	285	285	0
Member Agency Funds--SFCTA	Local	461	0	461	0	461
City of Palo Alto/Menlo Park	Local	3,533	0	3,533		3,533
Totals		5,299	0	5,299	1,305	3,994

San Francisquito Creek North Bank Restoration

Project No. 100762

Table 10. 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. Permit Delays	JPB Environmental	The JPB Environmental team has performed iterative pre-consultations with regulatory agencies. Designs have been adapted to align with regulatory agency feedback. Currently, the team is aggressively pursuing all aspects of the work with the intention of obtaining permits and completing the work in 2023.	\$ 1,000	High
	Due to the length of regulatory permitting processes, the timing of regulatory approvals may not enable construction within the creek during the 2023 creek window. Deferring the project to the 2024 creek window could increase costs due to extension of efforts and escalation.		300	
2. Funding Contributions from Cities	JPB Project Manager	The JPB Project Manager is working with the City of Menlo Park and the City of Palo Alto to determine fair and reasonable cost shares for each of the parties.	\$ 2,500	Medium
	The current funding plan for the project assumes costs will be shared equally between the JPB, the City of Menlo Park, and the City of Palo Alto. Initial funding contribution offers from both cities were lower amounts than anticipated.		0	
3. Project Scope	JPB Project Manager	The JPB Project Manager is hosting regular meetings with the City of Menlo Park, the City of Palo Alto, and the San Francisquito Creek Joint Powers Authority. The JPB Environmental team is conducting pre-consultations with regulatory agencies. This early and frequent communication is intended to minimize the risk of late changes to the project.	\$ 1,000	Medium
	Due to the trilateral nature of the joint project, combined with the need for regulatory approvals in an environmentally sensitive location, the project scope is subject to influence by multiple entities. Stakeholder input and permit conditions could increase the scope and cost of the project.		300	

Table 11. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date

San Francisquito Creek North Bank Restoration

Project No. **100762**

KEY ACTIVITIES - Current Reporting Quarter

JPB produced a draft 65% design, produced a draft 65% cost estimate, incorporated feedback from the City of Menlo Park and City of Palo Alto into a draft trilateral project agreement, and redistributed the same for review by all parties. JPB also hosted multiple coordination meetings with the City of Menlo Park, the City of Palo Alto, and the San Francisquito Creek Joint Powers Authority. On June 24th, the JPB Finance Committee voted to recommend that the full JPB Board renew its emergency declaration for the project.

NEXT KEY ACTIVITIES

JPB anticipates providing a draft construction contract to Walsh Construction for review and execution. JPB also anticipates applying for an encroachment permit from the City of Menlo Park, receiving feedback on the draft trilateral project agreement, submitting permit applications to regulatory agencies, and completing the 100% final design for the project.

PROJECT NOTES

PROJECT PHOTOS



Photo 1 - Eroding north bank of the San Francisquito Creek under Caltrain's bridge (left) and the Alma Street Bicycle Bridge (right)

DESIGN
Miscellaneous

San Mateo Replacement Parking Track

Project No. 100676

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	Y

Progress (%)	Change Prev. Qtr.	EAC/Budget
9.88%	4.63%	100%

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	04/27/23	04/27/23	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	09/01/23	09/01/23	0	0
ROW Permits Complete	09/15/23	09/15/23	0	0
Main Contract Award	12/07/23	12/07/23	0	0
NTP	12/28/23	12/28/23	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

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	-7	543	543	0	0.0%
Environmental	1200	50	29	79	79	0	0.0%
Real Estate	2100	10	5	15	15	0	0.0%
Utilities Relocations	2200	207	-107	100	100	0	0.0%
Construction ODCs	2300	0	0		0	0	
Const./Impl. Contracts	3100	6,042	-892	5,150	5,150	0	0.0%
Construction Management	4100	676	-486	190	190	0	0.0%
Design Support During Const.	4200	134	97	231	231	0	0.0%
Testing & Commissioning	4300	0	20	20	20	0	0.0%
Agency/ODCs	5000	20	213	233	233	0	0.0%
Project Management	5100	327	-38	289	289	0	0.0%
Project & Document Control	5200	70	-1	69	69	0	0.0%
Finance/Accounting	5300	35	-9	26	26	0	0.0%
Contracts & Procurement	5400	80	-54	27	27	0	0.0%
Legal	5500	35	-24	11	11	0	0.0%
Information Technology	5600	0	10	10	10	0	0.0%
Communications/P. Relations	5700	30	-10	20	20	0	0.0%
Human Resources	5800	0	10	10	10	0	0.0%
Safety/Security & Risk Mgmt.	5900	10	0	10	10	0	0.0%
Equip./Material Purchases	6100	80	-80	0	0	0	
CalMod Program	7100	10	-1	9	9	0	0.0%
Oper. Support	8100	65	36	101	101	0	0.0%
Undefined and others		0	0		10		
Subtotals	NA	8,431	-1,289	7,142	7,142	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	1,008		
Contingency	9900	1,579	-571	1,008	NA	0	0.0%
Grand Totals	NA	10,010	-1,861	8,149	8,149	0	0.0%

(*) ICAP already included in totals above	385	-72	313	313	0	0.0%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source 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
Local Partnership Program - Formulaic	Local	3,773	0	3,773	0	3,773
Capital Contingency Funds	Local	331	0	331	0	331
Totals		8,149	0	8,149	4,045	4,104

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 Resolved.	CTC approved allocation of \$3.773M in LPP funding.	6/28/2023

KEY ACTIVITIES - Current Reporting Quarter

Address 95% design review comments and take to 100% design. California Transportation Commission approved allocation of \$3.773M in Local Partnership Program funding on June 28.

NEXT KEY ACTIVITIES

Continue working with Procurement to prepare to issue the project for bidding in late August/early September. Go to the Management Committee in July for Gate 5 100% design/IFB.

PROJECT NOTES

Management Committee approved Gate 4, budget and schedule re-baseline and transfer of Capital Contingency Funds this quarter.

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	R	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC / Budget
4.67%	0.43%	100%

Project schedule has been extended as the design phase took longer than anticipated. Project Manager to request for approval of Gate 5 and re-baseline of schedule at August 2023 Management Committee meeting.

SCOPE Summary

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

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

Project Manager: Andy Kleiber

Principal Designer: TBD

Const. Contractor: NA

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 - Project Initiation	03/24/22	03/24/22	0	0
Preliminary Engineering	03/31/22	03/31/22	0	0
Gate 5 - 100% Development/IFB Complete	06/01/23	08/24/23	-84	-84
Main Contract Award Board Approval	09/01/23	12/07/23	-97	-97
Gate 6 -Substantial Completion	02/01/24	11/30/24	-303	-303
Gate 7 - Start-Up / Turnover Complete	04/01/24	02/01/25	-306	-306
Gate 8 - Project Closeout Complete	05/01/24	04/01/25	-335	-335

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	1,496	2,496	2,496	0	0.0%
Const./Impl. Contracts	3100	100	150	250	250	0	0.0%
Construction Management	4100	50	75	125	125	0	0.0%
Design Support During Const.	4200	0	0	0	0	0	
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	80	-11	69	69	0	0.0%
Project Management	5100	30	178	208	208	0	0.0%
Project & Document Control	5200	16	34	50	50	0	0.0%
Finance/Accounting	5300	48	-48	0	0	0	
Contracts & Procurement	5400	15	-4	11	11	0	0.0%
Legal	5500	5	5	10	10	0	0.0%
Information Technology	5600	5	-5	0	0	0	
Communications/P. Relations	5700	0	10	10	10	0	3.1%
Human Resources	5800	5	-5	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	5	5	5	0	0.0%
Equip./Material Purchases	6100	0	0	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	25	265	290	290	0	0.0%
Subtotals	NA	1,603	2,251	3,854	3,853	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	322	0	0.1%
Contingency	9900	1,490	-1,169	322	NA		
Grand Totals	NA	3,093	1,082	4,175	4,175	0	0.0%
(*) ICAP already included in totals above		119	42	161	161	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
FTA Section 5537	Federal		460	460	0	460
TBD			1,762	1,762	0	1,762
Totals		1,964	2,222	4,186	1,951	2,235

Mini-High Platforms

Project No. **100684**

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
UPPR Review	PM On-going	Limiting the scope to include JPB's ROW.	\$ 50	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
None.			

KEY ACTIVITIES - Current Reporting Quarter

Completed the design work and start working on the IFB phase. Board approved \$2.2M at FY24/25 Budgeting process.

NEXT KEY ACTIVITIES

Begin the IFB phase.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

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 at August Management Committee meeting.

SCOPE Summary

A third party utility company (Verizon) damaged an underground City of San Jose sanitary sewer line near PCJPB right of way in San Jose. 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. Verizon has accepted responsibility.

Verizon will replace the fiber optic line and abandon the existing line by directional drilling. Verizon will redesign and replace the existing sanitary sewer by a jack and bore method.

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	10/31/23	-518	-213
Gate 5 – 100% Development/IFB Complete	06/16/22	10/31/23	-502	-213
Gate 6 – Substantial Completion	07/01/22	02/28/24	-607	-211
Gate 7 – Start-up/Turnover Complete	07/01/22	04/28/24	-667	-271
Gate 8 – Project Closeout Complete	08/01/22	05/29/24	-667	-302

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

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 ----- Verizon signed the agreement. Resolved.	None.	\$ -	Low

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

Issue Title	Responsibility Status	Action	Resolution Date
Schedule Delay.	Legal ----- Executed the agreement. Resolved.	Request the Management Committee to re-baseline the schedule at August Management Committee meeting.	8/24/2023

KEY ACTIVITIES - Current Reporting Quarter

Terms of the agreement were finalized. Verizon executed the agreement. JPB and City signed the agreement.

NEXT KEY ACTIVITIES

Verizon to begin the final design. Begin the reimbursement process with Verizon.

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.

MS4 Trash Management

Project No. **100780**

Table 1. Status Summary and Total Project Performance

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

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

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

SCOPE Summary

Phase 1 scope of work will include a survey of station and parking areas that will be used to determine the final design of appropriate trash capture devices to be installed in each of the storm drains. The storm drain survey, design and subsequent cost estimates will be necessary to apply for the funds needed to implement the project systemwide. Once funding is secured, installation of trash capture devices will proceed at each of the storm drain locations. Phase 2 will include ROW drains. A full Trash capture system is required to be installed and certified by 2030 to maintain the Municipal Separate Storm Sewer System (MS4) Permit.

Project Manager: Angie Myrechuck
 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	04/27/23	04/27/23	0	0
Gate 4 - 65% Development Complete	12/27/23	12/27/23	0	0
Environmental Clearance Complete	04/27/24	04/27/24	0	0
IFB	06/01/24	06/01/24	0	0
Gate 5 - 100% Development/IFB Complete	09/01/24	09/01/24	0	0
Main Contract Award Board Approval	10/01/24	10/01/24	0	0
NTP	01/01/25	01/01/25	0	0
Gate 6 - Substantial Completion	09/01/25	09/01/25	0	0
Gate 7 - Start-Up / Turnover Complete	11/01/25	11/01/25	0	0
Gate 8 - Project Closeout Complete	11/01/26	11/01/26	0	0

MS4 Trash Management

Project No. 100780

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	452	0	452	452	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		
Const./Impl. Contracts	3100	700	0	700	700	0	0.0%
Construction Management	4100	0	0	0	0	0	
Design Support During Const.	4200	0	0	0	0	0	
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	126	0	126	126	0	0.0%
Project Management	5100	114	0	114	114	0	0.0%
Project & Document Control	5200	16	0	16	16	0	0.0%
Finance/Accounting	5300	21	0	21	21	0	0.0%
Contracts & Procurement	5400	19	0	19	19	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	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	0	0	0	0	0	
Undefined and others		0	0	0	0		
Subtotals	NA	1,449	0	1,449	1,449	0	0.0%
Risks (known & unknown)	NA	NA	NA	NA	290		
Contingency	9900	290	0	290	NA	0	0.0%
Grand Totals	NA	1,739	0	1,739	1,739	0	0.0%
(*) ICAP already included in totals above		67	0	67	67	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 9. 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)
Rail Operating	Local	200	0	200	200	0
SMCTA	Local	200		200	0	200
Totals		400	0	400	200	200

MS4 Trash Management

Project No. **100780**

Table 10. 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 11. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date

Table 12. INTERFACES

Interface Title	Responsibility Status	Action	Due Date
Operations/Maintenance	Angie Myrechuck (PM)/TASI TBD	Coordinate with operations and maintenance on preferred devices so there is a clear understanding of maintenance requirements before finalizing design.	12/1/2023

KEY ACTIVITIES - Current Reporting Quarter

RSE survey of inlets completed.

NEXT KEY ACTIVITIES

Review RSE survey data with Environmental Consultant and begin outreach to suppliers to determine available solutions.

PROJECT NOTES

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	Y	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: **2 – Development (0-15%)**

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 rigorous concepts development and public outreach by the Cities and extensive analysis and review by Caltrain to help decide the path forward. The Cities’ consultants are performing the Preliminary Design and Environmental Review. The schedule and budget will be updated after receiving the Preliminary Design and Environmental Review documents from the Cities. The Eastern Alternative Alignment has been selected by the City Council.

2. Project EAC is higher due to current estimate of 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 a future meeting. After receiving the Preliminary Design and Environmental Review documents from the City, budget and schedule will be re-baselined.

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 the Central Expressway.

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	12/31/23	-609	-245
Design Contract IFB/WDPR	NA	02/15/24	0	0
Gate 4 - 65% Development Complete	03/31/23	11/30/24	-610	0
Gate 5 - 100% Development Complete / IFB	06/01/23	02/28/25	-638	153
ROW Permits Complete	06/30/23	02/28/25	-609	153
Environmental Clearance Complete	06/30/23	10/30/24	-488	-61
IFB	06/30/23	03/31/25	-640	214
Main Contract Award	01/31/24	11/30/25	-669	46
NTP	02/01/24	01/07/26	-706	67
Gate 6 - Substantial Completion	02/01/27	02/28/28	-392	-59
Gate 7 - Start-Up / Turnover Complete	05/01/27	05/31/28	-396	-61
Gate 8 - Project Closeout Complete	06/30/27	08/30/28	-427	-61

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 ----- 1. Funding 2. Timely completion of design documents 3. Transfer of project from the City to Caltrain	Caltrain 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

The City of Sunnyvale's Council unanimously selected the Eastern Alignment Alternative as the Locally Preferred Alternative (LPA) on May 23, 2023. The JPB and the City staff met to discuss the next steps for completing the

NEXT KEY ACTIVITIES

The environmental teams of the City and Caltrain will work together to complete the environmental document. The City will continue to prepare the 30% design documents.









PROJECT NOTES

1. 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
N/A	N/A	100%

The City of Sunnyvale has completed feasibility study for the Mary Avenue grade separation. The City will hand over the project to Caltrain once the conceptual (15% plans) study is complete and a new service agreement is in place. 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. In August 2022, the City Council selected the Jug Handle Alternative for Mary Ave as the preferred alternative and in September 2022, the City Council selected the Bicycle and Pedestrian Undercrossing option for Sunnyvale Ave. Caltrain staff will lead the Mary Avenue grade separation into PE/Environmental, with the Sunnyvale Ave grade crossing occurring in late 2023. Caltrain has reviewed the City’s 15% designs as part of the City's feasibility study 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 PE/Environmental upon execution of Service Agreement #2.

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	09/30/23	-364	-92
Design Contract IFB/WDPR	08/31/23	07/15/24	-319	-319
Gate 3 - 35% Development Complete	03/31/25	06/30/26	-456	-273
Gate 4 - 65% Development Complete	09/30/26	03/31/27	-182	-182
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	12/01/27	397	-91
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	07/31/30	1,065	-365
Gate 7 - Start-Up / Turnover Complete	12/31/33	10/31/30	1,157	-365
Gate 8 - Project Closeout Complete	03/31/34	12/31/30	1,186	-365

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
Alternatives Analysis and Community Outreach Delay.	TBD 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.	

KEY ACTIVITIES - Current Reporting Quarter

Staff prepared final Progress Reports with revised Service Agreement (SA) budget balances and prepared new progress report indicating activities that occurred in December 2022 through March 2023.

NEXT KEY ACTIVITIES

Caltrain staff to continue working with City of Sunnyvale to finalize a new Service Agreement (SA) for the Mary Avenue Grade Separation Project. City of Sunnyvale to get back to Caltrain with their comments on last version of new draft SA.

PROJECT NOTES

Middle Avenue Undercrossing

Project No. 100686

Table 1. Status Summary and Total Project Performance

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

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

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

Caltrain worked with Menlo Park staff to redesign the locally preferred alternative to relocate the undercrossing ramps outside the operating railroad right of way. Menlo Park City Council approved the revised design at its July 11, 2023 meeting . Redesign delayed project schedule. Project transitioning to Caltrain to advance into final design. Project will re-baseline schedule and budget during final design.

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 including the newly completed Stanford development, as well as middle school children in the area. The City has selected a preferred design that has been advanced to 30% design. In June/July 2022, Caltrain reviewed the City’s 30% design and provided comments to the City. Caltrain comments highlighted issues requiring resolution such as relocation of the east side undercrossing access ramp outside of Caltrain ROW, increase of the culvert depth, consideration of less-disruptive construction methods to the overall project cost estimate to account for escalation, soft costs and contingency. Caltrain comments also included recommendations for the Jack and Bore, Mining, or other construction methods. Over the past months, the City has been exploring various modified undercrossing locations. City provided Caltrain with a conceptual exhibit in July, 2023 for Caltrain staff review. A new Service Agreement (SA) was fully executed on May 21, 2023 between Caltrain and the City of Menlo Park to support development of an Alternative Contract Delivery Analysis, MOU and RFPs in accordance with Alternative Contract Delivery method recommended.

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 2 - 15% Development Complete	06/30/23	09/30/23	-92	-92
Gate 3 - 35% Development Complete	06/30/23	09/30/23	-92	-92
Design Contract IFB/W DPR	08/31/23	06/30/24	-304	-304
Gate 4 - 65% Development Complete	06/30/24	12/31/25	-549	-549
Environmental Clearance Complete	02/28/25	02/28/26	-365	-365
ROW Permits Complete	09/30/25	08/30/26	-334	-334
IFB	02/01/27	02/01/26	365	-123
Gate 5 - 100% Development/IFB Complete	02/01/27	02/01/26	365	-1
Main Contract Award	11/01/27	12/01/26	335	-153
NTP	11/01/27	12/01/26	335	-122
Gate 6 - Substantial Completion	11/01/30	11/30/28	701	-122
Gate 7 - Start-Up / Turnover Complete	05/01/31	02/28/29	792	-120
Gate 8 - Project Closeout Complete	08/01/31	05/31/29	792	-120

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 Requirements	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.	TBD
Higher Costs	City of Menlo Park/Project Manager/Engineering/Capital Delivery Additional alternatives analysis and price escalation are factors contributing to higher costs.	Caltrain will work with the City to explore cost effective solutions.	TBD

Middle Avenue UndercrossingProject No. **100686**

KEY ACTIVITIES - Current Reporting Quarter

Work under the first SA included continued with City and Caltrain coordination regarding the update of the City's 30% design deliverables. An amendment to extend the duration of the first SA through August 31, 2023 was signed by the City and has been sent to the Caltrain ED for signature. The extended SA will cover Caltrain staff time to prepare for and attend a July 11, 2023 Menlo Park City Council study session for the project, as well as project closeout. The City provided Caltrain a more detailed exhibit for Caltrain's additional review and continued to update the 30% design sheets for the project. The City and Caltrain staff jointly presented the project to the City Council on July 11, 2023.

NEXT KEY ACTIVITIES

Monthly project coordination meetings for City and Caltrain on tasks included in new SA to begin in July 2023. Caltrain staff will continue to coordinate with the City to begin implementation of new SA for development of Alternative Contract Delivery Analysis, MOU and RFPs. Caltrain will continue to support the City in refining the Project's 30% design and City will continue working to evaluate installing the undercrossing slightly south of its original location and updating the current project cost estimate, as well as supporting City at the July 11, 2023 City Council study session. Caltrain to 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

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
0.00%	0.00%	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	1,724	1,773	1,773	0	0.0%
Project Management	5100	9	998	1,007	1,007	0	0.0%
Project & Document Control	5200	7	101	108	108	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		10	10	10	0	0.0%
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100			0	0	0	
Subtotals	NA	1,259	2,833	4,091	4,091	0	0.0%
Unknown Risks	NA	NA	NA	NA	40	0	0.0%
Unallocated Contingency	9900	40		40	NA		
Grand Totals	NA	1,299	2,833	4,131	4,131	0	0.0%

(*) ICAP already included in totals above	50			50	50	0	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

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

Downtown Rail Extension (DTX)

Project No. **100687**

Table 5. FUNDING (in thousands of \$)

Fund Source 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		3,520	3,520	3,520	0
Totals		811	3,520	4,331	4,331	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 Transbay Joint Powers Authority (TJPA) (and other DTX project partners). TJPA and Caltrain staff prepared for a Risk Workshop with the Federal Transit Administration Project Management Oversight Contractors (FTA PMOC) May 8th through 10th. The team has procured consultant support to lead the DTX enabling work at 4th and King Railyard. The team is developed an initial draft of the Master Cooperative Agreement (MCA) between TJPA and Caltrain, with anticipated Board adoption in August. Staff are currently negotiating major element of the MCA including asset disposition, and Operations & Maintenance (O&M) responsibilities and financing. In June, TJPA and Caltrain have agreed to focus on the near-term elements of the MCA and document those elements in an Interim Agreement in August 2023, before TJPA’s submittal of the Full-Funding Grant Agreement (FFGA) request. The Interim Agreement will include a decision-making process and delivery roles, staffing plan, budget and reimbursement mechanisms, and a timeline for vetting and agreeing on policy issues before the full MCA is executed. The MCA will be brought to the Caltrain Board in August 2024, allowing more time for Board engagement on policy issues.

NEXT KEY ACTIVITIES

Staff will finalize the Interim Agreement, bringing a the final agreement to AMP in July and the Caltrain Board in August. Staff will continue to prepare topics and materials for the Caltrain Board DTX Ad Hoc, 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.

PROJECT PHOTOS

None.

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	G	G	G	G

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

SCOPE Summary

This proposed capital project is in the initial stages of conceptual design. The County and Caltrain entered into a third-party Service Agreement (SA) 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	Completion	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)		
Measure RR - Capital	Local	156		156	156	0
Totals		156	0	156	156	0

North Fair Oaks Bike and Pedestrian Crossing

Project No. 100733

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
Concerns regarding the constructability of the overcrossing alternatives.	PM, Engineering	Caltrain will assess constructability through a study. Fees will be covered by the Service Agreement. Risk to the project schedule as the constructability analysis need to inform the County's preferred alternative by the end of August 2023.	\$ -	
	Waiting for WDP from HNTB and AECOM.		Aug-23	

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

Issue Title	Responsibility Status	Action	Resolution Date
County may not achieve completion of 15% design with current consultant budget funded through State Grant	The County of San Mateo/Caltrain's PM	Caltrain will work with County to preserve remaining allocated conceptual design budget should County need to pause project until additional funding can be secured.	3/31/2024
	On-Going		
Corridor Electrification cause major constraints in the development of the overcrossing alternatives	The County of San Mateo/Caltrain's PM/ Engineering	Caltrain and the County agreed to develop, in a later phase of the project, a study that will look at lowering the feeder wires. This study will be paid by the County but led by Caltrain. Currently pending funding.	12/31/2024
	Pending		
Funding has not been identified for the next stage of the project development.	The County of San Mateo/Caltrain's PM	As part of the existing service agreement Caltrain will gain better understanding of actual costs for project and will work with the County to identify potential funding sources.	3/31/2024
	On-Going		

KEY ACTIVITIES - Current Reporting Quarter

Caltrain staff developed their technical comments on the three conceptual alternatives under consideration and submitted to the County in early May 2023. Caltrain staff coordinated with the county to perform a Constructability Analysis for the overcrossing options under considerations. Caltrain staffs also coordinated with the County regarding the possibility to lower the wires in this segment of the corridor. Caltrain and the County agreed that this would be performed in a later phase of the project.

NEXT KEY ACTIVITIES

Caltrain staff to continue ongoing planning coordination with County staff. The team will oversee WD for the Constructability Analysis undertaken by a consultant from the General Engineering Services Bench. This analysis includes an initial review of conceptual designs and site assessment for constructability evaluation (task 1) that it is aimed to be undertaken before mid-August.

North Fair Oaks Bike and Pedestrian CrossingProject No. **100733**

PROJECT NOTES

- 1) Currently, there ARE 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 initiate Rail Corridor Use Policy (RCUP) process for Caltrain to review and approve proposed use of JPB property and to select the LPA by March 2024.
- 2) 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.

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 	Y 	G 	G 
Previous	G 	G 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.99%	0.43%	100%

Project Closeout has been extended due to delay in City of San Mateo's Parking lot work, on-going mitigation monitoring compliance and ROW survey. Project Manager to request for a schedule rebaseline approval at the August 2023 Management Committee meeting.

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	08/24/23	-85	-85

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)	(D)	(E=C-D)
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 Paid AT&T the pending claim. Resolved.	None.	5/31/2023
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly and submitted an invoice. JPB - Paid the invoice. Resolved.	None.	5/31/2023
Missing parking stalls wheel stops.	JPB & City of San Mateo Working with the JPB to find a cost effective selection.	PM is working onto issue a WD with TASI to install the wheel stops.	8/24/2023

KEY ACTIVITIES - Current Reporting Quarter

Continue to oversee City of San Mateo's sewer line work. Got approval from the Board for the AT&T claim settlement and completed the claim payment processing. Released the final retention.

NEXT KEY ACTIVITIES

City completes Sewer line work. Closeout the project.

PROJECT NOTES

None.

25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole

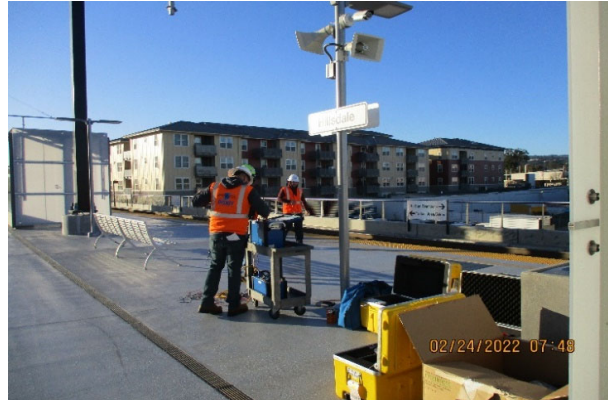


Photo 2 - OCS Grounding Testing.

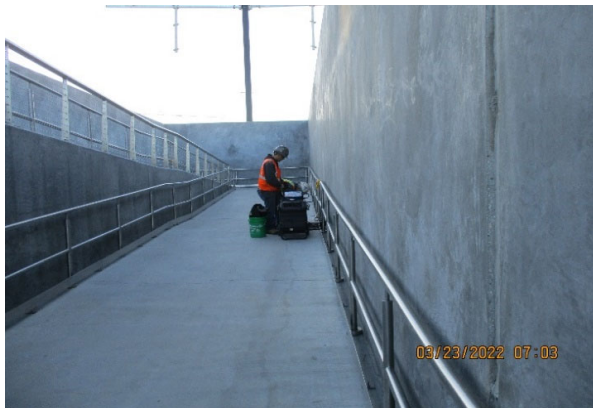


Photo 3 - South Ramp fixing plate kickers



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	R	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC / Budget
99.8%	0.00%	100%

Project is still addressing an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200' of yard track that UPRR lost, due to construction of this project. As an alternative, UPRR will consider a monetary settlement with Caltrain to close out the obligation.

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	09/30/23	-92	-92

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

Project close out continued.

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

UPRR yard track: UPRR has indicated that they are researching options for the yard relocation as the land that was identified for this purpose is no longer available to them. As an alternative, UPRR will consider a monetary settlement with Caltrain to close out the obligation.

South San Francisco Station Improvement Project

Project No. 002146

PROJECT PHOTOS



Photo 1 - Shuttle bus pick up area



Photo 2 - Shelter with ticket machine



Photo 3 - Ramp 3



Photo 4 - New platform looking north MT-2

CLOSEOUT
ROW Communications & Signals

Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

Project No. 100616

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
10.34%	0.09%	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	479	145	23.2%
Environmental	1200			0	0	0	
Real Estate	2100			0	0	0	
Utilities Relocations	2200		104	104	0	104	100.0%
Construction ODCs	2300			0	0	0	
Const./Impl. Contracts	3100	2,500	100	2,600	0	2,600	100.0%
Construction Management	4100	300	303	603	0	603	100.0%
Design Support During Const.	4200	50	2	52	0	52	100.0%
Testing & Commissioning	4300			0	0	0	
Agency/ODCs	5000		36	36	0	36	99.7%
Project Management	5100	200	134	334	38	296	88.6%
Project & Document Control	5200	100	14	114	8	107	93.1%
Finance/Accounting	5300	5		5	0	5	100.0%
Contracts & Procurement	5400	20	32	52	0	52	100.0%
Legal	5500			0	0	0	
Information Technology	5600			0	0	0	
Communications/P. Relations	5700		8	8	0	8	100.0%
Human Resources	5800		42	42	0	42	100.0%
Safety/Security & Risk Mgmt.	5900		416	416	0	416	100.0%
Equip./Material Purchases	6100			0	0	0	
CalMod Program	7100			0	0	0	
Oper. Support	8100	100	108	208	0	208	100.0%
Subtotals	NA	3,775	1,423	5,198	525	4,673	89.9%
Unknown Risks	NA	NA	NA	NA	0	594	100.0%
Unallocated Contingency	9900	200	394	594	NA		
Grand Totals	NA	3,975	1,818	5,793	525	4,673	80.7%
(*) 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	Un-activated 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

KEY ACTIVITIES - Current Reporting Quarter

Management committee has approved the project closure.

NEXT KEY ACTIVITIES

This is the last report for this project.

PROJECT NOTES

None

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	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.7%	0.00%	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	07/27/23	-27	-27

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

Continued to close out the project.

NEXT KEY ACTIVITIES

Present at July Management Committee for Gate 8 - Project Closeout approval.

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

**PROJECTS WITH DEFERRED FUNDING
ROW Grade Crossings**

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				
Previous				

Progress (%)	Change Prev. Qtr.	EAC / Budget
10.71%	1.85%	100%

Team will rebaseline scope, schedule, budget to align with remaining available budget, **full project deferred.**

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	08/24/23	-55	-55
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
Lack of funds	Project Manager & Team The requested budget for additional funds in the FY24/25 Capital Budget was not approved by the Board.	Will need to reduce the scope to fit the current budget.	8/31/2023

KEY ACTIVITIES - Current Reporting Quarter

The designer submitted the 100% design package and is under review. The requested budget for additional funds in the FY24/25 Capital Budget was not approved by the Board. Will need to reduce the scope to fit the current budget.

NEXT KEY ACTIVITIES

Issue bid package for construction with new scope of work.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

**PROJECTS WITH DEFERRED FUNDING
ROW Communications and Signals**

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				
Previous				

Progress (%)	Change Prev. Qtr.	EAC/Budget
2.42%	0.41%	100%

Team will re-baseline scope, schedule, and budget to align with remaining available budget, full project deferred.

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.	07/30/23

KEY ACTIVITIES - Current Reporting Quarter

Draft technical specification is under stakeholder review to update. The result of FY24-FY25 funding is out. No funding is approved for FY24-FY25.

NEXT KEY ACTIVITIES

Complete draft technical specification and review and re-verify the scope under the existing funding.

PROJECT NOTES

None

PROJECTS WITH DEFERRED FUNDING
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				
Previous				

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

Team will rebaseline scope, schedule, budget to align with remaining available budget, **full project deferred.**

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: Zouheir Farah
 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	0
IFB	12/06/23	12/06/23	0	0
Gate 5 - 100% Development/IFB Complete	03/04/24	03/04/24	0	0
Main Contract Award Board Approval	10/03/24	10/03/24	0	0
NTP	10/21/24	10/21/24	0	0
Gate 6 - Substantial Completion	10/30/28	10/30/28	0	0
Gate 7 - Start-Up / Turnover Complete	01/30/29	01/30/29	0	0
Gate 8 - Project Closeout Complete	03/30/29	03/30/29	0	0

Enterprise Asset Management (EAM) Software System

Project No. 100564

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	1,660	-1,660	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	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Enterprise Asset Management (EAM) Software System

Project No. 100564

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--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

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

This project is programmed to follow GIS data collection activities.

NEXT KEY ACTIVITIES

This project is programmed to follow GIS data collection activities.

PROJECT NOTES

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

PROJECT PHOTOS

None.

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				
Previous				

Progress (%)	Change Prev. Qtr.	EAC/Budget
25.22%	4.71%	100%

Team will rebaseline scope, schedule, budget to align with remaining available budget, **full project deferred.**

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: Zouheir Farah

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	0
Gate 7 – Startup/Turnover Complete	11/28/25	11/28/25	0	0
Gate 8 – Closeout	02/28/26	02/28/26	0	0

Update and Upgrade GIS System

Project No. 100565

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	149	-149	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	
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Update and Upgrade GIS System

Project No. 100565

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	Local	23	283	306	306	0
Member Agency Funds-SFCTA (Prop L, previously called 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

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	Identified appropriate resources to be summer interns and as proposed positions in Engineering organization. Specific timeframe for resource availability remains unknown.	TBD
	Terrestrial (stationary) LiDAR unit. Insufficient resources are available to use this equipment and continue with associated data collection and processing activities.		
Received OCS CADD files are not attributed to facilitate a direct import into GIS.	Zouheir Farah	Contacted PCEP project team and requested additional information be incorporated into the CADD files and/or to provide a corresponding table to import attributes to the corresponding OCS features.	TBD
	On-going		
Review of QA/QC check sets for Underground Utility Mapping	Lou Tolentino	Comments from the JPB team were submitted on April 3rd and shared with AECOM team for incorporation into the final version of the Utility Mapping. AECOM is evaluating the additional effort to verify unresolved missing utilities information.	7/31/2023

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

KEY ACTIVITIES - Current Reporting Quarter

Continued to digitize overpasses, grade crossings, storm drains, and update access gates. Geowing (LiDAR vendor) completed the additional work and provided all missing DSM tile of the final deliverable. Continued to review the deliverable and approve final invoice, and rerun scripts to process new tiles and convert all DEMs to a WMT as elevation.

NEXT KEY ACTIVITIES

Continue to digitize overpasses, grade crossings, storm drains, and update access gates. Continue to review the deliverable and approve final invoice, and rerun scripts to process new tiles and convert all DEMs to a WMT as elevation. Publish revised DEM WMT as a Service (WMTS) to the Azure BLOB and integrate into the layer stack of the GIS Viewer Schedule. Waiting from HR to provide latest GIS Analysts II candidates.

PROJECT NOTES

None.

PROJECT PHOTOS

None.

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				
Previous				

Progress (%)	Change Prev. Qtr.	EAC / Budget
86.00%	37.00%	100%

SCOPE Summary

Study is completed, **full project is deferred.**

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:

- Document the existing CCTV system and all existing CCTV cameras and data links for Caltrain.
- Interview stakeholders to understand the needs and requirements of Caltrain for both, current and the future.
- Develop a requirements document and a network infrastructure diagram for the enhanced CCTV system. The requirements will include system performance and coverage.
- Recommend a roadmap to implement the enhanced CCTV system and any technology refresh or upgrades in the future to avoid obsolescence.
- Develop a cost estimate to implement the enhanced CCTV system.
- 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

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	3	3	3	0	0.0%
Planning & Engineering	1100	50	1	51	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	-5	0	0	0	0.0%
Project Management	5100	13	4	17	17	0	0.0%
Project & Document Control	5200	10	-2	8	8	0	0.0%
Finance/Accounting	5300	5	-4	1	1	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	0	95	95	0	0
Unknown Risks	NA	NA	NA	NA	5		
Unallocated Contingency	9900	5	0	5	NA	0	0
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

Began to close out the project. Waiting for the final invoice from the consultant.

NEXT KEY ACTIVITIES

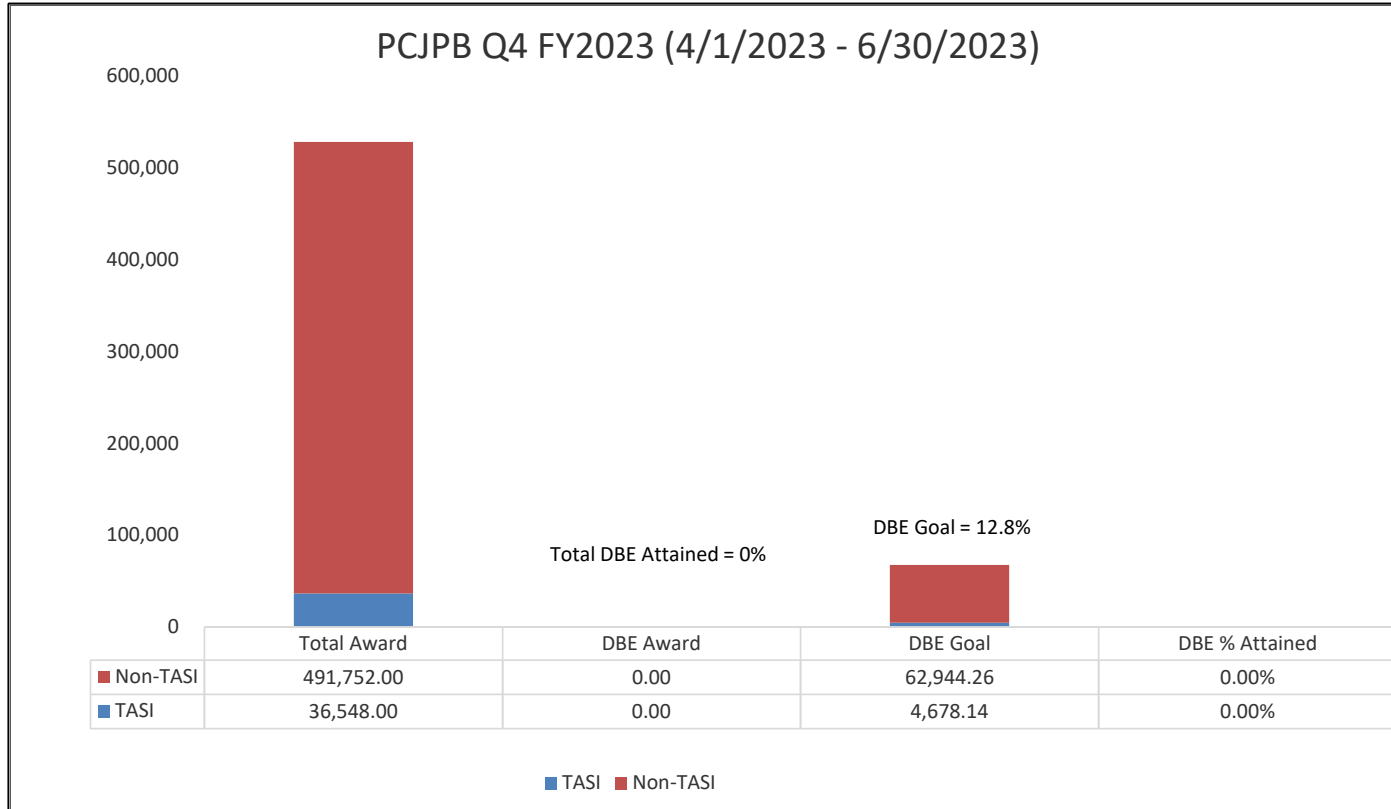
Closeout the project.

PROJECT NOTES

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 0% 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	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 C - Definition of Terms

Accruals

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

Activated Funding (in Funding)

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

Allocated Contingency

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

Baseline

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

Baseline Completion (in Milestone Schedule)

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

Board Approved (in Funding)

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

Budget Changes (in Project Budget/Estimate at Completion)

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

Budget Original (in Project Budget/Estimate at Completion)

The budget approved in the first or original project baseline.

Completion (in Milestone Schedule)

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

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 D - Capital Program Major Milestones by Project

Capital Program Major Milestones by Project

