



BOARD OF DIRECTORS 2021

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ACTING EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

### Work Program – Legislative – Planning (WPLP) Committee Meeting

Committee Members: Charles Stone (Chair), Cindy Chavez, Steve Heminger

**Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Gov. Code section 54953).**

Directors, staff, and the public may participate remotely via Zoom at <https://zoom.us/j/99768901849?pwd=VmVSSEJFZHhyNzhIR212RURzODNndz09> or by entering Webinar ID: **997 6890 1849**, Passcode: **609602**, in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.caltrain.com/about/bod/video.html>

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

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

**November 24, 2021 – Wednesday**

**3:00 pm**

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

3. Public Comments on Items not on the Agenda

Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff to reply.

- |  |               |
|--|---------------|
| 4. Approve Meeting Minutes of September 22, 2021   | MOTION        |
| 5. State and Federal Legislative Update  | INFORMATIONAL |
| 6. 2022 Draft Legislative Program  | INFORMATIONAL |
| 7. San Francisco Railyards Preliminary Business Case (PBC) - Project Update  | INFORMATIONAL |
| 8. 22nd Street Station Americans with Disabilities Act (ADA) Access Improvement Feasibility Study  | INFORMATIONAL |
| 9. Capital Projects Quarterly Status Report – 1 <sup>st</sup> Quarter Fiscal Year 2022   | INFORMATIONAL |
| 10. Peninsula Corridor Electrification Project (PCEP) Project Update ( <i>oral</i> )   | INFORMATIONAL |
| 11. Change Management Board Process Overview ( <i>oral</i> )   | INFORMATIONAL |
| 12. Committee Member Requests  |               |
| 13. Date/Time of Next Regular WPLP Committee Meeting:<br>Wednesday, December 22, 2021, at 3:00 pm via Zoom (additional location, if any, to be determined) |               |
| 14. Adjourn  |               |

## **INFORMATION FOR THE PUBLIC**

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

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

### **Date and Time of Board and Committee Meetings**

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

### **Location of Meeting**

**Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.**

\*Should Zoom not be operational, please check online at [http://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html) for any updates or further instruction.

### **Public Comment\***

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### **Accessible Public Meetings/Translation**

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

### **Availability of Public Records**

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

**Peninsula Corridor Joint Powers Board  
Work Program – Legislative – Planning Committee (WPLP)  
1250 San Carlos Avenue, San Carlos CA  
DRAFT MINUTES OF SEPTEMBER 22, 2021**

**MEMBERS PRESENT:** C. Stone (Chair), C. Chavez, S. Heminger

**MEMBERS ABSENT:** None

**STAFF PRESENT:** M. Bouchard, D. Hansel, J. Harrison, S. Petty, C. Fromson, D. Santoro, D. Shockley, B. Tietjen, M. Jones, P. Shrestha, D. Seamans, S. Wong

**1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**

Chair Charles Stone called the meeting to order at 3:03 p.m. and led the Pledge of Allegiance.

**2. ROLL CALL**

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

**3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Roland Lebrun, San Jose, commented on governance, not wanting the status quo, attracting and retaining staff and project management.

Aleta Dupree, Oakland, commented on building a better Caltrain, continuing Zoom meetings, using phones to pay for items, and a seamless transit experience.

**4. APPROVE MEETING MINUTES OF AUGUST 25, 2021**

Motion/Second: Chavez/Heminger

Ayes: Chavez, Stone, Heminger

Noes: None

Absent: None

Public comment

Roland Lebrun, San Jose, commented on posting meeting transcripts online.

**5. APPROVE 2022 WPLP COMMITTEE CALENDAR**

Motion/Second: Chavez/Heminger

Ayes: Chavez, Stone, Heminger

Noes: None

Absent: None

## **6. STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Acting Chief Communications Officer, provided an update, which included the following:

- A bipartisan infrastructure bill and budget reconciliation bill
- Federal agency opportunities for additional funding and suspension of debt limit until 2022
- State funding not coming to fruition without the passing of the transportation package
- Garnering support for the electrification package from senators and leadership groups

### Public comment

Roland Lebrun, San Jose, commented on \$10 billion for high-speed rail and going to the legislature with an original plan.

## **7. PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP) PROJECT UPDATE (oral)**

Michelle Bouchard, Acting Executive Director, provided an update and discussed the following:

- Project overview update with an updated revenue service date
- Overall scope, project benefits and long-term service vision (equivalent of 5.5 lanes of freeway capacity)
- New project chief Pranaya Shrestha
- Construction Segment, OCS Foundations, OCS Wire, and electric trains
- Key milestones, project cost, top risks, and funding update
- Keeping two speed check work moving forward

### Public comment

Aleta Dupree, Oakland, commented on John Funghi, foundation production at Fourth and King, and building foundations.

Roland Lebrun, San Jose, commented on the electrification project, heavy duty system work completion, being familiar with the dual speed check, and approaching trains needing a signal.

The Board members had a robust discussion and staff provided further clarification in response to the Board comments and questions on the current technology at the crossings and a detailed presentation on the signaling program.

## **8. UPDATE ON MARKETING EFFORTS RELATED TO INCREASING RIDERSHIP**

Casey Fromson, Acting Chief Communications Officer, provided an update on the following:

- MTC (Metropolitan Transportation Commission) regional effort
- Caltrain All Aboard Caltrain Campaign, ticket sales and ridership
- Pulse Survey (safety, ridership, future frequency) and employer return to work plans
- Servicing new markets

### Public comment

Roland Lebrun, San Jose, commented 18 percent increase in ridership, Google to Berryessa, and FlixBus.

Aleta Dupree, Oakland, commented on pre-pandemic raw numbers, returning riders in other states, half price fares making a difference, getting messages out that the train is running, and cost.

The Board members had a discussion and staff provided further clarification on mask compliance rate on Caltrain, and calling law enforcement for help if needed.

## **9. PENINSULA SHUTTLE STUDY RECOMMENDATIONS**

Sebastian Petty, Director, Caltrain Policy Development, provided an introduction noting that this informational item is on a joint study conducted by SamTrans and Caltrain.

Daniel Shockley, Planner, provided a presentation including the following information:

- Shuttle program overview including performance, demand, finding shuttles, and organization complexity
- Study context, Caltrain's adopted fiscal year 2022 budget
- Agency roles in the shuttle program and each county
- Recent changes and recommendations including changes to management roles
- Next steps included receiving comments from the boards for Caltrain, SamTrans, SMCTA (San Mateo County Transportation Authority), Commute.org

### Public comment

Roland Lebrun, San Jose, commented on his experience with riding between Bayshore, the Tamien shuttle Caltrain on the weekend, and San Fernando county funding.

The Board members had a discussion and staff provided further clarification on the significance of Broadway and how Caltrain would be involved.

## **10. COMMITTEE MEMBER REQUESTS**

Director Heminger requested a soup to nuts presentation regarding the signaling program (how will it work, do we have the right technology, will we prevent placing flaggers at rail crossings, how the work is managed and gets done, and whether there are a series of challenges ahead of us, or not, at an appropriate time.

**11. DATE/TIME OF NEXT REGULAR WPLP COMMITTEE MEETING: WEDNESDAY, OCTOBER 27, 2021 AT 3:00 PM VIA ZOOM**

**12. ADJOURN**

The meeting adjourned at 4:22 p.m.

DRAFT

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work - Program - Legislative - Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Casey Fromson  
Chief Communications Officer, Acting

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

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

**ACTION**

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) receive the attached memos. Staff will provide regular updates to the Board in accordance with the Legislative Program.

**SIGNIFICANCE**

The 2021 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Lori Low  
Government & Community Affairs Officer

650.508.6391





November 12, 2021

TO: Caltrain Board of Directors

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

RE: **STATE LEGISLATIVE UPDATE – December 2021**

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### **General Update**

The Legislature is still in recess and will return to Sacramento to begin the second year of the 2021-22 Legislative Session on January 3. The Legislature released the [2022 Tentative Legislative Calendar](#) in late-October establishing the deadlines for 2022. Two notable deadlines: 1) all two-year bills still in the house of origin must move to the other house by January 31 and; 2) February 18 marks the bill introduction deadline for new bills. The calendar also notes which holidays the Legislature will take during the session in 2022 and confirms that August 31 will be the final day of the 2021-22 Legislative Session.

As you may be aware, Assembly Member Chiu (D-San Francisco) was appointed by San Francisco Mayor Breed to serve as San Francisco City Attorney. Mr. Chiu was sworn in as City Attorney on November 1, creating a vacancy in the 17<sup>th</sup> Assembly District. Governor Newsom announced that the special election to fill the vacancy will begin with the primary on February 15 and the election on April 19, 2022.

### **2022-23 State Budget**

We are currently in the middle of our budget year, as the state budget runs from July 1 to June 30. The Governor will release a proposed budget for the 2022-23 fiscal year on January 10. In the meantime, the Department of Finance issues monthly updates on revenues and spending and is currently projecting that the state is building a surplus of \$14 billion above projected spending from the budget adopted in June. In 2021, a large projected budget surplus caused the Legislature and Governor to adopt a mid-year spending plan to put that extra money to use. We expect that to occur again early in 2022.

In preparation for such an early spending plan, Caltrain staff and the lobbying team are meeting with legislative leaders and their staff, Peninsula delegation legislators, and officials in the Governor's Administration to build support for needed additional state funding for Caltrain Electrification.

### **Grants**

***Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5)*** – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail

systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associated fueling or charging infrastructure or facility modifications.

On August 9, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 discussion [draft guidelines](#). CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021 and noted it anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27.

The CTC is hosting workshops in Fall 2021 for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California's managed lanes network, and invest in bicycle and pedestrian improvements.

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

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

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – As discussed above, the TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over five years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

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

# Holland & Knight

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## Caltrain Federal Transportation Report *As of November 18, 2021*

### Reconciliation Remains Moving Target

- On October 28, President Biden and Democratic leadership in Congress [revealed](#) a new framework for the Build Back Better social spending package. The total cost of the package is \$1.7 trillion, down from the initial \$3.5 trillion proposal following intense negotiations.
- Key priorities include:
  - Extending and expanding the Child Tax Credit
  - Investments in renewable energy and climate change mitigation
  - Expanding the Premium Tax Credit, preventing Medicaid lockouts, and expanding Medicare
  - The construction of affordable housing and reduction of housing costs, including through the Earned Income Tax Credit.
  - Increasing corporate tax rates
- Notably, a number of progressive policy priorities have been excluded from the package. Paid family leave, higher corporate income taxes, the expansion of Medicare to include dental and visual coverage, and the establishment of a clean energy standard for utilities have been dropped.
- The House released a draft of accompanying bill text for the package, which can be found [here](#), and a section by section summary can be found [here](#). A fact sheet detailing specific provisions in the bill benefitting the state of Arizona can be found [here](#).
- However, the “deal” appears to have hit a snag. Leadership had planned for the House Rules Committee to consider the bill on Monday, November 1, but announced late Sunday evening that they would be pulling it to make additional changes.
- The delay makes a vote more difficult. Lawmakers continue to disagree on prescription drug pricing, Medicare expansion, immigration, and paid leave. An added wrinkle is the lack of finalized legislative text, which prevents the Congressional Budget Office (CBO) from scoring the bill and its effect on the federal deficit.
- Many progressives have expressed disdain for the framework released by President Biden, with Senate Budget Committee Chair Bernie Sanders (D-VT) stating that the bill has "major gaps". Many progressives cited an unwillingness to vote for the package given the originally imposed deadline.

- Meanwhile, the Congressional Progressive Caucus, led by Rep. Pramila Jayapal (D-WA), continues to state the caucus will not vote on the reconciliation bill before legislative text is released and publically agreed to by Sens. Joe Manchin (D-WV) and Kyrsten Sinema (D-AZ).

*Transportation Provisions in New Reconciliation Bill Framework*

- Outlined below are transportation provisions that are currently included in the reconciliation bill. As noted, the bill is still being negotiated and many provisions are subject to change.
  - **Affordable housing and transit**
    - \$9.75 billion for improving transit connections for low-income neighborhoods.
      - Republicans have pushed back against this, saying it is “double-dipping” against the infrastructure bill, in violation of President Joe Biden’s promise that Democrats wouldn’t use the reconciliation bill to boost spending levels agreed to in the bipartisan infrastructure deal.
      - House Transportation Chair [Peter DeFazio](#) (D-OR) insists that this is a separate program, jointly administered by DOT and HUD.
  - **Community climate incentive grant program**
    - \$4 billion program to help cities and states reduce greenhouse gas emissions from road travel.
    - \$50 million for the Federal Transit Administration (FTA) to create incentives, rules and guidance for states to reduce greenhouse gas emissions.
    - Requires states to set performance targets to reduce emissions, with “incentives” for good performance and “consequences” for poor performance.
  - **Neighborhood access and equity grant program**
    - \$4 billion to “mitigate or remediate negative impacts” of infrastructure (highways) built in low-income communities.
    - Similar to “Reconnecting Communities” in the infrastructure bill.
  - **Traffic safety clearinghouse**
    - \$47.5 million for NHTSA to establish safe traffic standards in states and at nonprofit educational institutions.
  - **High speed rail**
    - \$10 billion for Passenger Rail Improvement, Modernization and Emissions Reduction program (PRIME) grants, a new rail program for high-speed rail projects.
  - **Alternative fuel and low-emission aviation technology program**
    - \$300 million for a DOT program that supports investments for sustainable and low-emissions aviation technologies and fuels.
  - **Port infrastructure and supply chain resilience**

- \$600 million for the Maritime Administration to support supply chain resilience and increase port efficiency, in addition to environmental research and remediation.
- **FHWA grants for the use of low-carbon transportation materials**
  - \$900 million in Federal Highway Administration (FHWA) grants for low-carbon materials
  - These funds cannot be used for building additional highway capacity for single-occupancy vehicles.

### Infrastructure Investment and Jobs Act / Surface Transportation Reauthorization

- The Infrastructure Investment and Jobs Act (which includes a surface transportation reauthorization), or IIJA, was approved by the House late last week, and delivered to the White House. It was signed into law by President Biden on November 15.
- The bill was approved in a bipartisan 228-206 vote, after several procedural hurdles and delays, including intense negotiations involving President Biden and Speaker Pelosi with moderate and progressive Democrats. The final vote on the bill was held six weeks after the House first debated it, and after two short-term highway and transit extensions in the past two months.

The new law includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, drinking water and clean water, the electric grid, and other programs.

### Surface Transportation Programs Reauthorized

- Reauthorization of the surface transportation funding authorization was included in the IIJA signed by the President on November 15<sup>th</sup>.

### Tool Developed to Measure Highway Project Pollution

- A new tool designed by RMI allows transportation agencies to measure the amount of pollution and potential traffic emanating from proposed highway expansions as Congress discusses infrastructure investments.
- Developers argue that RMI will allow for greater transparency in the planning of infrastructure projects. Further details regarding the tool can be found [here](#).

### Changes Suggested to FTA Grant Program

- American Public Transportation Association (APTA) recommended that the FTA should “undertake a zero-based review” of all requirements for one of its major grant programs.

- The FTA is now accepting feedback on its Capital Investment Grants Program. APTA sent its [written comments](#) to FTA Administrator Nuria Fernandez last week saying that both Congress and the agency have layered requirements on the program, causing “a less than clear process” that they should reform.
- APTA also said that many FTA staff working to review projects are overworked and is urging Congress and the Transportation Department “to support FTA with sufficient funding and authorization to hire the staff necessary to manage the pipeline of proposed CIG projects.”

### Senate Democrats Release FY 2022 Funding Bills

- On October 18, Senate Appropriations Chair Patrick Leahy (D-VT) [released](#) the nine remaining fiscal year (FY) 2022 spending bills, almost three weeks into the new fiscal year.
- The panel is unlikely to advance any of the bills before bicameral talks commence on full-year appropriations for many reasons including that the Ranking Member of the Committee, Senator Richard Shelby (R-AL), has publicly complained the bills were not worked on in their traditional bipartisan manner. The Senate Appropriations Committee previously approved three other bills, none of which have been considered by the full Senate. The House has passed nine of its FY 2022 spending bills.
- Congressional leadership and the White House have not reached an agreement on top-line spending levels for all 12 bills. The federal government is currently funded under a continuing resolution (CR) that expires on December 3.
- On November 2, House Appropriations Chairwoman Rosa DeLauro (D-CT), gathered top negotiators including House Appropriations Committee Ranking Member Kay Granger (R-TX), Senate Appropriations Chair Patrick Leahy (D-VT) and Ranking Member Richard Shelby (R-AL) for a meeting to kick-start discussions on the spending bills.
- This meeting comes in preparation for the looming December 3 deadline when the continuing resolution (CR) expires, initiating a government shutdown if funding is not extended. Lawmakers also must weigh the need to extend or eliminate the debt ceiling at the same time, to avoid a credit default and disastrous economic consequences. |
- To date, Senate Republicans have avoided entering into bipartisan appropriation discussions, citing a need to agree on National Defense Authorization Act (NDAA) funding before deciding how to distribute remaining funds. Senate Appropriations Committee Ranking Member Shelby also stated that a bipartisan funding deal would be difficult to reach given the pileup of legislative priorities including Biden’s infrastructure package and the debt ceiling.  
The chart below outlines updated spending numbers following the release of the Senate Appropriations Committee bill for the Department of Transportation, Housing, and Urban Development (THUD).

**FY 2022 TRANSPORTATION  
FEDERAL FUNDING PRIORITIES**

	<b>FY 2021 Enacted</b>	<b>FY 2022 President's Request</b>	<b>FY 2022 House</b>	<b>FY 2022 Senate</b>
<b>Department of Transportation</b>	\$86.7 B	\$87 B	\$105.7 B	
<b>RAISE</b>	\$1 B	\$1 B	\$1.2 B	\$1.09 B
• Planning Grants	\$30 M		\$40 M	\$35 M
<b>Federal Aviation Administration (FAA)</b>	\$18 B	\$18.5 B	\$18.9 B	\$11.4 B
• Airport Improvement Program (AIP)	\$400 M	\$10 B	\$400 M	\$603 M
<b>Federal-Aid Highways (FAST Act levels)</b>	\$46.37 B	\$46.37 B	\$61.14 B	\$49.9 B
• <b>Highway Infrastructure</b> (funded from General Fund vs. HTF)	\$2 B	---	\$592 M	\$2.83 B
Federal Motor Carrier Safety Grants	\$419.8 M	\$387.8 M	\$506.2 M	\$393 M
<b>National Highway Traffic Safety Administration (NHTSA)</b>	\$989 M	\$1.02 B	\$1.3 B	\$998.86 M
• Highway Traffic Safety Grants	\$623 M	\$623 M	\$855.5 M	\$623 M
<b>Federal Railroad Administration (FRA)</b>	\$2.8 B	\$4 B	\$4 B	\$3.71 B
• Amtrak – Northeast Corridor	\$700 M	\$1.3 B	\$1.2 B	\$968 M
• Amtrak – National Network	\$1.3 B	\$1.4 B	\$1.5 B	\$1.7 B
• Magnetic Levitation Technology Deployment (MAGLEV) Program	\$2 M	---	\$5 M	---
• Federal-State Partnership for State of Good Repair	\$200 M	---	---	\$220 M
• Consolidated Rail Infrastructure Safety (CRISI) Grants	\$375 M	\$375 M	\$500 M	\$552 M
• Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants	---	\$625 M	\$625 M	---
<b>Federal Transit Administration (FTA)</b>	\$13 B	\$13.5 B	\$15.5 B	\$13.45 B
• Transit Formula Grants (FAST Act levels)	\$10.2 B	\$10.2 B	\$12.2 B	\$10.8 B
• Transit Infrastructure (funded from Treasury vs. HTF)	\$516 M	\$550 M	\$580 M	\$756 M
• Capital Investment Grants	\$2 B	\$2.47 B	\$2.47 B	\$2.24 B
○ New Starts	\$1.17 B	\$1.28 B	\$1.28 B	\$1.42 B
○ Core Capacity	\$525 M	\$442 M	\$442 M	\$450 M
○ Small Starts	\$200 M	\$303 M	\$303 M	\$250 M
○ Expedited Project Delivery Pilot Program	\$100 M	---	\$100 M	\$100 M
MARAD Port Infrastructure Grants	\$230 M	\$230 M	\$300 M	\$240 M

## House T&I Hearing on Cybersecurity and Infrastructure

- On Thursday, November 4, the House Committee on Transportation and Infrastructure (T&I) will hold a [hearing](#) entitled, “The Evolving Cybersecurity Landscape: Industry Perspectives on Securing the Nation's Infrastructure”.
- Witnesses have not yet been announced by the committee.

## **Round-Up of Open Grant Opportunities**

- **American Rescue Plan (ARP) Additional Assistance:** \$2,207,561,294 available. Applications due by November 8, 2021.
- **FY 2021 Competitive Funding Opportunity: Route Planning Restoration Program:** \$25 million available. Applications due by November 15, 2021.
- **Fiscal Year 2021 Competitive Funding Opportunity; Grants for Buses and Bus Facilities Program:** \$409,590,000 available. Applications due by November 19, 2021.
- **FY21-CRS-Consolidated Rail Infrastructure and Safety Improvements:** \$361,978,796 available. Applications due by November 29, 2021.
- **FY 2021 Competitive Funding Opportunity: Innovative Coordinated Access and Mobility Pilot Program:** \$3.5 million available. Applications due by December 6, 2021.



**Caltrain Earmarks Submitted for Consideration:**

*As of November 18, 2021*

Please note, negotiations on the inclusion of Congressionally Directed Spending (earmarks) in a variety of key federal legislative packages continues to evolve. Earmarks have not be included in the Senate’s version of the surface transportation reauthorization package, which was folded into the Senate-led bipartisan infrastructure package, known as the Infrastructure Investment and Jobs Act (IIJA). The IIJA was signed into law on November 15, 2021. On the Appropriations side, negotiations regarding the inclusion of earmarks for the Transportation, Housing and Urban Development and Related Agencies Subcommittee Appropriations Bill (THUD) continue. The House and Senate passed a Continuing Resolution (CR) through December 3, 2021.

**THUD Appropriations**

House:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Additional Mini-highs (Speier)	Caltrain	\$460,000

**Surface Transportation Reauthorization (House T&I):**

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Additional Mini-highs (Eshoo)	Caltrain	\$306,000
Additional Mini-highs (Lofgren)	Caltrain	\$550,000
Caltrain Optimization Project (Lofgren)	Caltrain	\$315,000

Other Caltrain relevant projects:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Middle Avenue Pedestrian/Bicycle Rail Crossing (Eshoo)	City of Menlo Park	\$6.5M
At-grade Caltrain Crossing Safety Project—E. Bellevue Avenue and Villa Terrace (Speier)	City of San Mateo	\$3M

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Work Program- Legislative-Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Casey Fromson  
Acting Chief Communications Officer

SUBJECT: **2022 DRAFT LEGISLATIVE PROGRAM**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**ACTION**

This report is for information only. No Board action is required. At the January 6, 2022 meeting, staff will present the final 2022 Legislative Program for Board adoption.

**SIGNIFICANCE**

The 2022 Program establishes the principles that will guide Caltrain's legislative and regulatory advocacy efforts through the 2022 calendar year, including the second half of the 2021-2022 State legislative session and second session of the 117th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow Caltrain to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of Caltrain's priorities.

The 2022 Program is organized to guide Caltrain's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support Caltrain's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes Caltrain's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2022 Legislative Program.

Should other issues surface that require Caltrain's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to Caltrain's Board of Directors for consideration.

Caltrain and its legislative consultants will employ a variety of engagement tools to support the 2022 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances Caltrain's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2022 Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further Caltrain's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Jadie Wasilco  
Government & Community Affairs Manager

650.465.6301

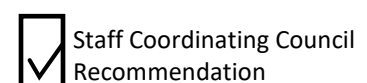
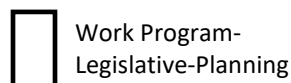
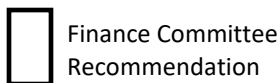
**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work - Program - Legislative - Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Sebastian Petty  
Deputy Chief, Caltrain Planning

SUBJECT: **SAN FRANCISCO RAILYARDS PRELIMINARY BUSINESS CASE (PBC) - PROJECT UPDATE**



**ACTION**

Staff coordinating council recommend that the Board receive an update on the San Francisco Railyards Preliminary Business Case.

**SIGNIFICANCE**

Staff will provide updates on the San Francisco Railyards PBC on an approximately quarterly basis. These updates will provide information necessary for the Board to understand study progress and to provide regular commentary and input as this effort proceeds.

**BUDGET IMPACT**

There is no budget impact.

**BACKGROUND**

The Caltrain San Francisco Railyards (4th and King Station) in Mission Bay is Caltrain's current San Francisco terminus and a critical operational asset. The underlying site is owned by Prologis (previously known as Catellus) and Caltrain operates the railyards and station through a perpetual operational easement on the surface as well as a limited height above the surface.

The Mission Bay neighborhood of San Francisco has experienced substantial new development and transformation over the last two decades, with intensifying population, density, and activity in the area. Given its prime location and proximity to significant transit assets including both Caltrain as well as existing and under-construction MUNI Metro lines, the railyards site has been considered and discussed as a potential redevelopment opportunity for a number of years by Prologis as well as Caltrain and the City and County of San Francisco. Interest in the potential redevelopment of the railyard

was formalized in 2018 through the creation of a railyards-focused Memorandum of Understanding (MOU) working group ("the Railyards MOU group") that includes Caltrain, the City and County of San Francisco's Planning Department, Prologis, the Transbay Joint Powers Authority, the San Francisco County Transportation Authority, and the California High Speed Rail Authority. This group has served as a staff forum for the advancement of work related to the potential development of the site and for coordination of different projects and plans that have the potential to impact the railyard.

On July 1, 2021, the Board adopted a resolution to authorize execution of a MOU with Prologis 4<sup>th</sup> and King LLC for joint delivery of the Caltrain San Francisco Railyards Preliminary Business Case (jointly-led by Caltrain and Prologis) and operations, storage and maintenance analysis (Caltrain-led). Following execution of the MOU, Caltrain and Prologis initiated the project work with the consultant team in August. The following summarizes the work that is underway.

The Preliminary Business Case will provide a structured evidence-based decision-making framework to evaluate development concepts using goals, objectives, and evaluation criteria identified for the SF Railyards site. Draft goals, objectives, and evaluation criteria have been developed and shared with the MOU working group for comment. The following six draft goals have been identified and objectives and evaluation criteria are being developed for each of these goals:

- Enhance connectivity, accessibility, and rider/user experience
- Facilitate safe and efficient rail operations
- Unlock economic potential for all stakeholders
- Contribute positively to environmental sustainability and resiliency
- Unlock social value potential
- Connect communities through urban design

The project team is also completing a body of work to understand baseline criteria for operations, storage, and maintenance planning around the 4<sup>th</sup> and King/future 4<sup>th</sup> and Townsend station areas. This includes identifying service needs, vehicles, and maintenance facility assumptions for horizon year operations.

The project team will continue to evaluate and revise both the goals, objectives, and evaluation criteria as well as the service planning assumptions to understand the viability of future site uses and will be prepared to report out on progress in a subsequent Board meeting.

Prepared By: Anthony Simmons  
Director of Systemwide, Stations, and Capital Planning,  
Caltrain Planning

650.622.7831

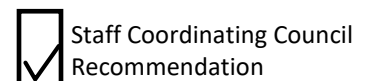
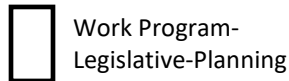
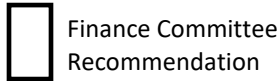
**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work - Program - Legislative - Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Sebastian Petty  
Deputy Chief, Rail Planning

SUBJECT: **22ND STREET STATION ADA ACCESS IMPROVEMENT FEASIBILITY STUDY**



**ACTION**

No action is required. This item is being presented to the Board for information only.

**SIGNIFICANCE**

While the Caltrain system as a whole is accessible to riders with disabilities, the 22nd Street Station platforms are currently only accessible via stairs from 22nd Street and Iowa Street. As such, riders who are unable to traverse stairs must utilize the nearby stations of 4th and King or Bayshore to access Caltrain services. In an effort to improve street to platform access at the station, Caltrain initiated the 22nd Street Station ADA Access Improvement Feasibility Study (Study) in early 2020 at the request of Caltrain Board Member and San Francisco District 10 Supervisor and Board of Supervisors President, Shaman Walton. The purpose of this planning-level study is to explore the feasibility of potential street to platform access improvements to make the station accessible to riders with mobility impairments.

The current configuration of 22nd Street Station, which is the product of centuries-old freight and commuter rail alignments, creates several physical constraints on the implementation of new street-to-platform access facilities. Support columns from the above I-280 viaduct, future OCS poles, and underground gas and fiber optic utility lines all limit the space available for new structures. Because the San Francisco Planning Department is exploring options to relocate or substantially rebuild 22nd Street Station through the Southeast Rail Station Study, the scope of this work is focused on alternatives which can be achieved within the existing station footprint.

After completing several rounds of community and agency stakeholder engagement, the Study identified feasible ramp and elevator alternatives for both the northbound and southbound platforms. Each alternative was evaluated using a set of criteria: Ease of Use, Safety & Security, Reliability, Ease of Maintenance, Operational Impacts, Constructability, Capital Cost, and Implementation Time. Based on the results of the

evaluation process, the Study's draft recommendation is that two ramps (one for each platform) be considered for further study and engineering analysis. Community and ADA stakeholder engagement would continue as the alternatives are advanced to final design.

With the Study nearing completion, the Caltrain Board will receive an update on the Study's findings and draft recommendation for review and comment.

### **BUDGET IMPACT**

There is no budget impact associated with this informational item.

### **BACKGROUND**

The 22nd Street Caltrain Station is one of three stations in the City/County of San Francisco. It is located between the 4th and King terminus and Bayshore Station and primarily serves the Dog Patch and Potrero Hill neighborhoods. The station is served by baby bullet trains traveling southbound in the morning and northbound in the evening. In addition, the Muni 48 bus line stops directly at the station, while bus lines 10 and 22 and the T-Third LRT line are located about a quarter mile to the east, on 3rd Street. Prior to the COVID-19 pandemic, the station attracted approximately 1,700 Caltrain riders daily and is projected to serve many more in the future, as there is ample high-density development planned or anticipated in the station area.

The current configuration of 22<sup>nd</sup> Street Station results from the historic nature of the rail alignment and corridor. When the PCJPB purchased the railroad in 1991, it inherited a number of inaccessible stations. Since then, the agency has continuously worked to improve and modernize its facilities and expand accessibility for riders with mobility impairments. Today, Caltrain provides priority seating for seniors and persons with disabilities and at least one wheelchair accessible car on each trainset. Riders with disabilities also receive discounted fares, free parking in all Caltrain-owned lots, and complimentary travel training. This study is the latest effort in Caltrain's ongoing commitment to improving accessibility.

Prepared By: David Pape  
Principal Planner, Caltrain

650.508.6210

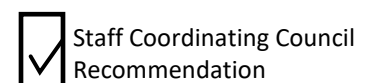
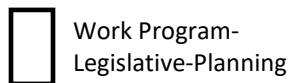
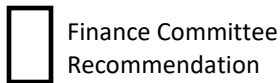
**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work – Program – Legislative – Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Robert Barnard  
Deputy Chief, Rail Development

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 1ST QUARTER FISCAL YEAR 2022**



**ACTION**

Staff Coordinating Council recommends the Board receives the Capital Projects Quarterly Status Report which has been retooled with a new format. The report is in the following link: [https://www.caltrain.com/about/statsandreports/Quarterly\\_Capital\\_Program\\_Status\\_Report.html](https://www.caltrain.com/about/statsandreports/Quarterly_Capital_Program_Status_Report.html)

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

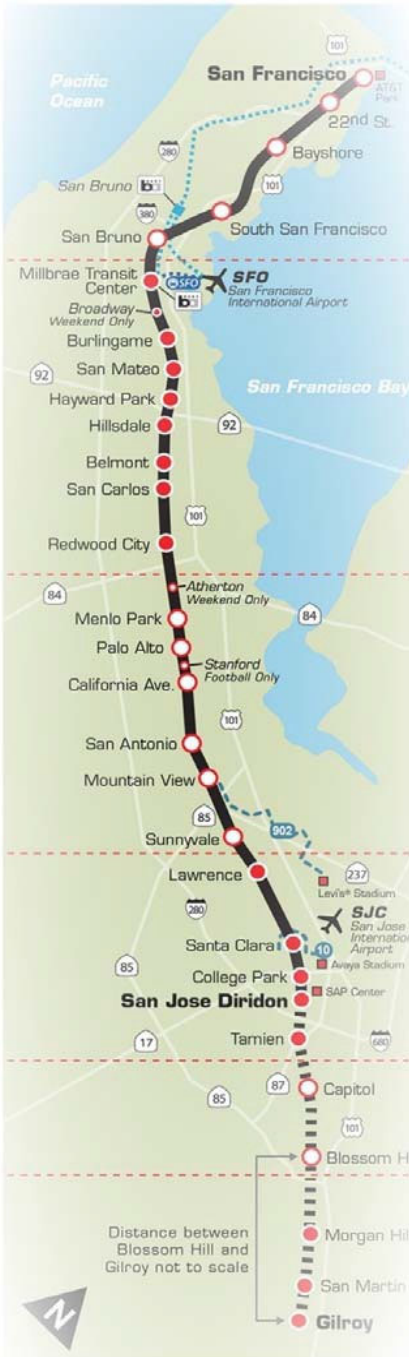
Prepared By: Robert Cheung  
Project Controls Manager

650.730.0296





# Capital Program Quarterly Status Report and DBE Status Report



**1st Quarter Fiscal Year 2022  
(July to September 2021)**

Prepared for the December 2, 2021 Caltrain Board Meeting

**DRAFT**

## Projects in Focus

### Concerning




1. 100244 - Burlingame Broadway Grade Separation - Pending decision on Center vs. Side boarding platform for Value Engineering Option 3.
2. 100439 - Bayshore Station Overpass Pedestrian Bridge Rehab - Current funding is not sufficient to cover Construction phase.
3. 100449 - Next Generation VMS - Loss of previous Project Manager has caused delays. Njomele Hong has been designated as the new Project Manager.

### Watching

1. 002088 - 25th Avenue Grade Separation - \$3.7M claim for quantify of total change orders.
2. 002113 - Guadalupe River Bridges Replacement and Extension - There are funds in the project that are pending activation. Commencement of arbitration delayed based on UPRR proposed dates.
3. 100369 - Mountain View Transit Center and Grade Separation Access - There are funds in the project that are pending activation.
4. 100403 - Broadband Project - The RFP was delayed due to late Legal review and comments. Addressing Legal comments now and will issue the RFP in October 2021. Some of the project's funding is pending activation.
5. 100427 San Francisquito Creek Bridge Replacement - There are funds in the project that are pending activation.
6. 100445 - Automatic Passenger Counters at San Francisco 4th & King Station - Loss of previous Project Manager has caused delays. Njomele Hong has been designated as the new Project Manager.
7. 100482 - Rengstorff Grade Separation - 35% design submittal delayed due to additional geotechnical investigation and traffic studies.
8. 100574 - Clipper Next Generation Validators Site Preparations - There are funds in the project that are pending activation.

## Performance Summary

**Table S1. Projects in each status light by performance category**

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	65.0%	95.0%	70.0%
 Yellow	0.0%	25.0%	0.0%	25.0%
 Red	0.0%	10.0%	5.0%	5.0%

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

**Table S2. Summary of design and construction project changes from previous quarter**

Status Changes	Projects	Pct. Projects
All green	5	27.8%
Improved (except all green)	2	11.1%
Got worse	9	50.0%
Stayed the same (except all green)	2	11.1%
<b>Total Projects</b>	<b>18</b>	

**Table S3. Individual Projects**

Project Number	Title	Safety			Schedule			Budget			Funding			Page
		Jul	Aug	Sep	Jul	Aug	Sep	Jul	Aug	Sep	Jul	Aug	Sep	
<b>CONSTRUCTION PHASE</b>														
<b>Grade Separations</b>														
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	●	●	●	●	5
<b>Stations</b>														
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	●	●	●	●	10
<b>ROW Bridges</b>														
002080	Marin and Napoleon Bridge Replacement	●	●	●	●	●	●	●	●	●	●	●	●	16
<b>ROW Grade Crossings</b>														
100333	FY2019 Grade Crossing Improvements	●	●	●	●	●	●	●	●	●	●	●	●	21
<b>ROW Communications &amp; Signals</b>														
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	●	●	●	●	26
<b>Fare Collection</b>														
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	●	●	●	●	30
<b>Miscellaneous</b>														
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	●	●	●	●	34
<b>DESIGN PHASE</b>														
<b>Grade Separations</b>														
100244	Burlingame Broadway Grade Separation	●	●	●	●	●	●	●	●	●	●	●	●	38
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	●	●	●	●	42
100617	Mountain View Transit Center and Grade Separation & Access Project	●	●	●	●	●	●	●	●	●	●	●	●	46
<b>ROW Bridges</b>														
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	●	●	●	●	50
100427	San Francisquito Creek Bridge Replacement	●	●	●	●	●	●	●	●	●	●	●	●	55
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	●	●	●	●	59
<b>ROW Grade Crossings</b>														
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	●	●	●	●	64
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	●	●	●	●	67
<b>ROW Communications &amp; Signals</b>														
100403	Broadband Project	●	●	●	●	●	●	●	●	●	●	●	●	71
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	●	●	●	●	74
<b>Fare Collection</b>														
100574	Clipper Next Generation Validators Site Preparations	●	●		●	●		●	●		●	●		78
<b>PLANNING/ENVIRONMENTAL PHASE</b>														
<b>Managed Projects</b>														
002152	South Linden & Scott Grade Separation	●	●	●	●	●	●	●	●	●	●	●	●	83
100410	Whipple Avenue Grade Separation	●	●	●	●	●	●	●	●	●	●	●	●	85
<b>Projects with Informal Engagements Managed by Third Parties</b>														
TBD	Middle Avenue Undercrossing	NA			NA			NA			NA			89
TBD	Bernardo Avenue Undercrossing	NA			NA			NA			NA			90
TBD	Mary Avenue Grade Separation	NA			NA			NA			NA			91









## Projects in Construction Grade Separations

25th Avenue Grade Separation

Project No. 002088

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.8%	N/A	100%

1. The schedule had slipped due to continued design issues and the lack of labor available to the contractor to perform the work. Additionally, materials for extra work were delayed. Further, the contractor has not completed some base contract work.

**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

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
LNTF	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	09/10/21	11/30/21	-81	-81
Project Finish	11/01/21	01/31/22	-91	-91

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	2,410	5,860	8,270	8,270	0	0%
ROW/Utilities	0	35,296	35,296	35,296	0	0%
Construction	0	122,668	122,668	122,668	0	0%
CM & DSDC	0	17,885	17,885	18,201	-316	-2%
Administration	1,676	11,324	13,000	13,000	0	0%
Procurement	0	24	24	24	0	0%
Oper. Support	45	8,075	8,120	8,120	0	0%
<b>Subtotals</b>	<b>4,131</b>	<b>201,132</b>	<b>205,263</b>	<b>205,579</b>	<b>-316</b>	<b>0%</b>
Unallocated Contingency	372	265	637	322	316	50%
<b>Grand Totals</b>	<b>4,503</b>	<b>201,397</b>	<b>205,900</b>	<b>205,900</b>	<b>0</b>	<b>0%</b>

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	3,700	94,100	97,800	97,800	0
State (Section 190)	State		10,000	10,000	10,000	0
State (CAHSA)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	13,100	14,100	14,100	0
<b>Totals</b>		<b>4,700</b>	<b>201,200</b>	<b>205,900</b>	<b>205,900</b>	<b>0</b>

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
Extend time to complete changes.	SDJV/JPB	JPB is limiting scope where possible.	\$ 100	Med
	Contractor is scheduling work, JPB is limiting scope wherever possible, and JPB is completing design.			
Additional Changes (Design Related)	JPB/HDR	Working with HDR to resolve and looking for ways to not have SDJV do the work.	\$ 750	Med
	Continuing to find design issues requiring changes.			
Extent of Changes/Covid 19	JPB	Need to negotiate with Contractor a global settlement	\$ 3,700	Med
	Rejected the RFC.			

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

Issue Title	Responsibility Status	Action	Resolution Date
Delays due to design issues and labor availability.	HDR & SDJV	HDR is working on design solutions; SDJV is attempting to add more crews.	10/30/2021
	JPB is tracking issues that are potentially the result of errors/omissions.		
Covid 19/Number of Changes.	SDJV	SDJV will need to respond.	10/30/2021
	JPB has rejected this claim. Contractor erroneously claimed Covid as a DSC, and was late on submittal of claim.		

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Completed drainage and irrigation north of 25th Ave.
2. Power for pump station at 31st Ave.
3. Completed various punch list items, access from Curiosity Way at Hillsdale Station.
4. Conducted Ribbon Cutting Ceremony on September 17, 2021.
5. Working on remaining work items such as grading and landscaping of the slopes of the MSE walls north of 25<sup>th</sup> Avenue to Borel Creek and miscellaneous drainage and ramp modifications.

**NEXT KEY ACTIVITIES (top 5)**

1. Complete punchlist items.
2. JPB will meet with the Executive Management of the Shimmick/Disney JV by the end of October to discuss negotiating a consolidated resolution to all outstanding commercial issues required to close out the contract.
3. Work on closing out issues.
4. Complete the construction phase.

**PROJECT NOTES**

1. Budget remains extremely tight. The contractor submitted a change request for \$3.7M for impacts from Covid and excessive change orders. The substantiation is extremely vague and based on theory only.
2. Although currently \$4.1M is allocated for the Parking Track construction, this scope will eventually be removed from the project and delivered under separate project.
3. The remaining \$2.3M of unactivated funds from the City of San Mateo was activated in quarter.



25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 31st Ave. Looking East



Photo 2 - Pump Station Testing



Photo 3 - New Driveway for Bike Path



Photo 4 - 25th Ave. Opening









## Projects in Construction Stations

South San Francisco Station Improvement Project

Project No. **002146**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>96.8%</b>	N/A	91%

**SCOPE Summary**

This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700 foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety by eliminating the hold out rule; in addition, the project provides connectivity along Grand Avenue for the City of South San Francisco (CSSF).

Key elements of the project include:

1. New center Platform.
2. New at-grade pedestrian crossing at the north end of station.
3. New pedestrian underpass at the south end of the station.
4. New pedestrian plaza area at west and east end of the pedestrian underpass.
5. Inclusion of CSSF design modifications for the west and east plaza and ramps.
6. Funding of UPRR for replacement of tracks being removed as part of this project.

Project Manager: Hubert Chan  
 Principal Designer: RSE  
 Const. Contractor: ProVen Management, Inc.

**Table 2. SAFETY INCIDENTS**

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	22
Type II Incidents	0	2

South San Francisco Station Improvement Project

Project No. 002146

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change 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
LNTF	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Construction Complete	11/30/21	11/30/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/06/21	10/05/21	1	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Closeout	03/31/22	03/31/22	0	0

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	3,227	-457	2,770	2,770	0	0%
ROW/Utilities	200	6,240	6,440	6,440	0	0%
Construction	37,000	23,210	60,210	51,900	8,310	14%
CM & DSDC	4,432	9,358	13,790	13,790	0	0%
Administration	3,018	5,282	8,300	8,300	0	0%
Procurement	0	155	155	155	0	0%
Oper. Support	1,656	2,454	4,110	4,110	0	0%
<b>Subtotals</b>	<b>49,533</b>	<b>46,242</b>	<b>95,775</b>	<b>87,465</b>	<b>8,310</b>	<b>9%</b>
Unallocated Contingency	6,767	-5,942	825	910	-85	-10%
<b>Grand Totals</b>	<b>56,300</b>	<b>40,300</b>	<b>96,600</b>	<b>88,375</b>	<b>8,225</b>	<b>9%</b>

South San Francisco Station Improvement Project

Project No. 002146

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)
Capital fund from operations source	Other		1,300	1,300	1,300	-
SMCTA Cap Contr to JPB/SAMTR	Other	49,100	(5,028)	44,072	44,572	(500)
CA-2017-057-01	Federal		38,828	38,828	38,828	-
CSSF MOU-SSF Caltrain Station	Local	5,900	6,500	12,400	9,900	2,500
<b>Totals</b>		<b>55,000</b>	<b>41,600</b>	<b>96,600</b>	<b>94,600</b>	<b>2,000</b>

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
Construction sequence and methods for Ramps 3, 2, 1 and Underpass.	Hubert Chan ----- Claim has been negotiated with PMI	Claim has been negotiated with PMI	\$ 10	Med
PG&E Permanent Power	Hubert Chan ----- Closed. PG&E has provided permanent power to the new station. Traffic light on Poletti Way still needs permanent power	101 off ramp to Poletti Way will remain closed until power is provided to the traffic light	\$ 40	Med
Calwater Permanent Connection	Hubert Chan ----- Closed. Calwater provided water for landscaping to the new station	None.	\$ -	Med

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

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

**South San Francisco Station Improvement Project**Project No. **002146****KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Ramp 3: Completed tile installation, began installation of guard rails and continued landscaping at West Plaza
2. Ramp 2/Stair 2: Completed tile installation, applying anti-graffiti coating and placing rebar for topping slab. began installation of guard rails.
3. Ramp 1/Stair 1: Completed Ramp 1 wall form, poured Stair 1, installed hand rails, applied anti-graffiti coating, completed dewatering and installed tiles.
4. Poletti Way: Completed side walk and bus pad, graded curb and gutter and installed of pedestrian traffic light.
5. Pedestrian Underpass: Completed resolving water leak.

**NEXT KEY ACTIVITIES (top 5)**

1. Ramp 3: Complete installation of guard rails and continue landscaping at West Plaza.
2. Ramp 2/Stair 2: Complete guard rails installation at Ramp 2.
3. Poletti Way: Wait for PG&E to provide power to pedestrian traffic light.

**PROJECT NOTES**

1. In July, the Board approved \$25M in additional funds to cover the project cost overruns.
2. Train stops were relocated to the new station platform on September 20, 2021.
3. EAC was revised this quarter.

South San Francisco Station Improvement Project

Project No. 002146

PROJECT PHOTOS



Photo 1 - New platform looking south

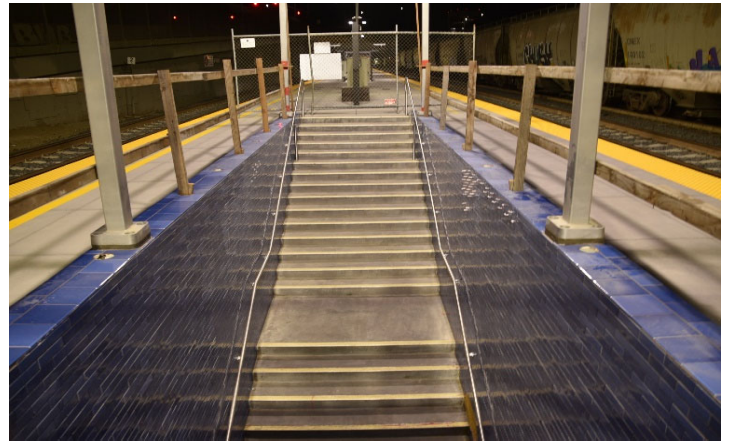


Photo 2 - Stair 2 looking north

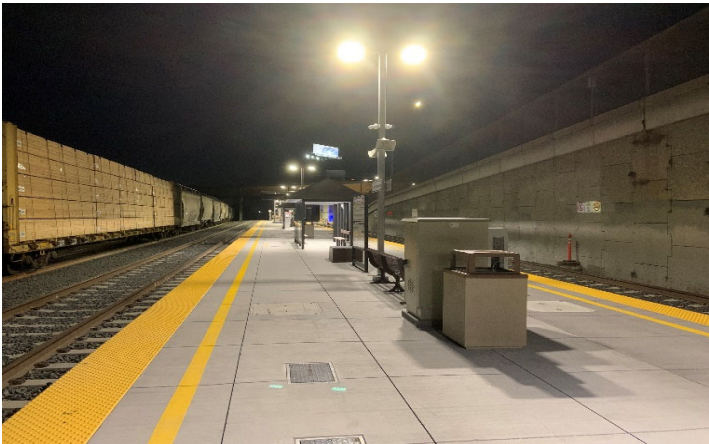


Photo 3 - Station Platform

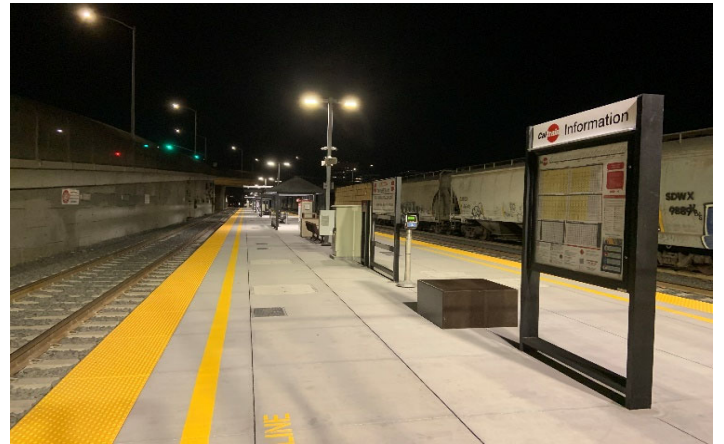


Photo 4 - Station Platform South End incl Box Covering PCEP Foundation

Projects in Construction  
ROW Bridges



**Marin and Napoleon Bridge Replacement Project**

Project No. **002080**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>98.63%</b>	N/A	93%

**SCOPE Summary**

Marin Street and Napoleon Avenue bridges are located at MP 2.35 and MP 2.45 respectively in the City and County of San Francisco. Project Scope is for:

- (1) Marin Street Bridge - Improve safety and security, maintain the bridge at a state of good repair, and improve worker safety.
- (2) Napoleon Street Bridge - improve safety and security, minimize future maintenance repairs, and replace deficient bridge components by removing the 4 short bridge spans not located over box culvert and replace with earth berm, replacing the main center steel bridge with precast concrete girders and adding new wing walls.

Project Manager: Mike Chan  
 Principal Designer: RSE  
 Const. Contractor: Proven Management, Inc.

**Table 2. SAFETY INCIDENTS**

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	1
Type II Incidents	0	0

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/1/2014	12/1/2014	0	0
Preliminary 35% Design	3/31/2016	3/31/2016	0	0
95% Design	6/17/2019	6/17/2019	0	0
100% Design	8/30/2019	8/30/2019	0	0
Revised 95% Design	1/28/2020	1/28/2020	0	0
IFB	2/14/2020	2/14/2020	0	0
Revised 100% Design	2/14/2020	2/14/2020	0	0
Bid Opening	3/13/2020	3/13/2020	0	0
Award	7/9/2020	7/9/2020	0	0
LNTP	8/10/2020	8/10/2020	0	0
NTP	11/11/2020	11/11/2020	0	0
Interim Completion	4/30/2021	4/30/2021	0	0
Construction Complete	8/30/2021	8/25/2021	5	0
Project Finish	11/30/2021	11/30/2021	0	0

Marin and Napoleon Bridge Replacement Project

Project No. 002080

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	650	750	1,400	1,300	100	7%
ROW/Utilities	15	95	110	192	-82	-74%
Construction	2,000	7,798	9,798	9,798	0	0%
CM & DSDC	545	1,952	2,497	2,700	-204	-8%
Administration	700	1,100	1,800	1,800	0	0%
Procurement	0		0	0	0	
Oper. Support	220	100	320	404	-84	-26%
<b>Subtotals</b>	<b>4,130</b>	<b>11,795</b>	<b>15,925</b>	<b>16,194</b>	<b>-269</b>	<b>0</b>
Unallocated Contingency	620	1,105	1,725	200	1,525	88%
<b>Grand Totals</b>	<b>4,750</b>	<b>12,900</b>	<b>17,650</b>	<b>16,394</b>	<b>1,256</b>	<b>7%</b>

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FTA	Federal	11,750		11,750	11,750	0
FY21 STA SOGR	State	1,351		1,351	1,351	0
Prop K - SFCTA & General	Local	3,278		3,278	3,278	0
FY20 AB664 Bridge Toll	Other	640		640	640	0
TBD	Other	631		631	0	631
<b>Totals</b>		<b>17,650</b>	<b>0</b>	<b>17,650</b>	<b>17,019</b>	<b>631</b>

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
Availability of track time due to conflicts with PCEP work	Michael Chan ----- All contract work has been completed as of 8/25/21	Mitigation is no longer required as all contract work has been completed	\$ - -----	Low

**Marin and Napoleon Bridge Replacement Project**

Project No. **002080**

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

Issue Title	Responsibility Status	Action	Resolution Date
1-Potential conflicts with PCEP work near project area for single tracking.	Michael Chan ----- Closed - All contract work has been completed as of 8/25/21	No action needed	8/25/2021
2-Delamination of Marin bridge soffit concrete.	Michael Chan ----- Closed - Change order work to repair Marin bridge soffit concrete was performed in August	No action needed	8/25/2021
3-Contractor and TASI resources may not be available	Michael Chan ----- Closed - All contract work has been completed as of 8/25/21	No action needed	8/25/2021

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Continued weekly meetings with contractors for RFIs/Submittals/Any potential stage construction issues etc.
2. Completed rail replacement work.
3. Completed right of way fencing.
4. Substantial completion achieved.
5. Continued contract closeout activities.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue contract closeout activities and finish the project.

**PROJECT NOTES**

1. Some of the project's funding is pending activation. The project is concluding and the unactivated amount will not be needed.

Marin and Napoleon Bridge Replacement Project

Project No. 002080

PROJECT PHOTOS



Photo 1 - Marin Street New Walkways



Photo 2 - Napoleon Northeast Retaining Wall



Photo 3 - Napoleon South Abutment



Photo 4 - New Napoleon Bridge

Projects in Construction  
ROW Grade Crossings

**FY2019 Grade Crossing Improvements**

Project No. **100333**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>96.67%</b>	N/A	100%

**SCOPE Summary**

This project is the continuation of the Caltrain Grade Crossing Improvement Program which uses the Caltrain Grade Crossing Hazard Analysis to prioritize and ranks the potential risks for the Caltrain grade crossings. The previous FY16 Grade Crossing Improvements project made improvements at:

1. Broadway, Peninsula - Burlingame
2. Whipple Ave, Redwood City
3. 16th St, San Francisco
4. 4th Ave, San Mateo
5. Ravenswood, Menlo Park
6. Charleston, Alma - Palo Alto
7. Rengstorff, Castro - Mountain View
8. Mary Ave, Sunnyvale

This project will include the design, bid & award process, installation of medians, pavement markers and markings to deter motorists from driving around a down gate or stopping on top of the tracks and turning onto the tracks.

The FY2019 and FY2020 funding will be used to improve the safety at the following five grade crossings:

- 1) San Mateo
  - 1st Avenue
  - 2nd Avenue
  - 3rd Avenue
- 2) Menlo Park
  - Glenwood
  - Oak Grove in Menlo Park.

The next round of grade crossing improvements will be done according to updated Grade Crossing Hazard Analysis being

Project Manager: Robert Tam  
 Principal Designer: RSE  
 Const. Contractor: Sposeto Engineering

**Table 2. SAFETY INCIDENTS**

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

FY2019 Grade Crossing Improvements

Project No. 100333

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
35% Design	10/01/19	10/01/19	0	0
65% Design	12/31/19	12/31/19	0	0
100% Design	05/01/20	05/01/20	0	0
IFB	09/01/20	09/01/20	0	0
Bids Due	10/12/20	10/12/20	0	0
Contract Award	12/03/20	12/03/20	0	0
LNTP	02/08/21	02/08/21	0	0
Construction Complete	10/01/21	09/20/21	11	11
Project Finish	12/31/21	12/31/21	0	0

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	250		250	250	0	0%
ROW/Utilities	0		0	0	0	
Construction	450		450	450	0	0%
CM & DSDC	300		300	300	0	0%
Administration	250		250	250	0	0%
Procurement	0		0	0	0	
Oper. Support	125		125	125	0	0%
<b>Subtotals</b>	<b>1,375</b>	<b>0</b>	<b>1,375</b>	<b>1,375</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	25		25	25	0	0%
<b>Grand Totals</b>	<b>1,400</b>	<b>0</b>	<b>1,400</b>	<b>1,400</b>	<b>0</b>	<b>0%</b>

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FY20 STA - Capital (PCJPB)	State	1,000		1,000	1,000	0
SAMTR Non CCF Contribution Prepaid	Local	353		353	353	0
Farebox Revenue for Capital	Other	47		47	47	0
<b>Totals</b>		<b>1,400</b>	<b>0</b>	<b>1,400</b>	<b>1,400</b>	<b>0</b>

**FY2019 Grade Crossing Improvements**

Project No. **100333**

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date
None.			

**KEY ACTIVITIES - Current Reporting Quarter** (top 5)

1. Reduced the length of the median on 2nd Ave per the city of San Mateo's request.
2. The contractor demolished the median at Glenwood and installed it in the correct location.
3. The city of San Mateo and Menlo Park inspected and approved all work.
4. TASI installed the red solar pavement markers at all 5 locations.
5. All construction activities have been completed.

**NEXT KEY ACTIVITIES** (top 5)

1. Begin Closeout of the project.

**PROJECT NOTES**

None.



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**PROJECT PHOTOS**

<Insert Photo 1 here>

<Insert Photo 2 here>

Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

<Insert Photo 3 here>

<Insert Photo 4 here>

Photo 3 - <specify 1 sentence description>

Photo 4 - <specify 1 sentence description>

Projects in Construction  
ROW Communications & Signals

Mary Avenue Traffic Signal Preemption

Project No. 100278

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>92.7%</b>	N/A	55%

**SCOPE Summary**

Caltrain will install an Advance Signal Preemption system at the Mary Avenue grade crossing to provide additional time for the City’s traffic signals at Mary Avenue and Evelyn Avenue to allow Caltrain to pass through.

Project Manager: Robert Tam  
 Principal Designer: TBD  
 Const. Contractor: Transamerica Services, INC.

**Table 2. SAFETY INCIDENTS**

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

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	02/01/18	02/01/18	0	0
35% Design	05/01/19	05/01/19	0	0
65% Design	12/05/19	12/05/19	0	0
100% Design	05/06/20	05/06/20	0	0
Construction Start	07/21/20	07/21/20	0	0
Materials Received	12/28/20	12/28/20	0	0
Construction Complete	06/30/21	06/30/21	0	0
System Testing	12/31/21	12/31/21	0	0
Project Finish	01/31/22	01/31/22	0	0

Mary Avenue Traffic Signal Preemption

Project No. 100278

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

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	200		200	0	200	100%
ROW/Utilities			0		0	
Construction	577		577	0	577	100%
CM & DSDC	225		225	150	75	33%
Administration	1,148		1,148	660	488	43%
Procurement	125		125	115	10	8%
Oper. Support	700		700	700	0	0%
<b>Subtotals</b>	<b>2,975</b>	<b>0</b>	<b>2,975</b>	<b>1,625</b>	<b>1,350</b>	<b>45%</b>
Unallocated Contingency	150		150	100	50	33%
<b>Grand Totals</b>	<b>3,125</b>	<b>0</b>	<b>3,125</b>	<b>1,725</b>	<b>1,400</b>	<b>45%</b>

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Caltrans Sec 130 Agmt #75LX315	State	3,125		3,125	3,125	0
<b>Totals</b>		<b>3,125</b>	<b>0</b>	<b>3,125</b>	<b>3,125</b>	<b>0</b>

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Coordination with the City of Sunnyvale	Robert Tam Waiting on Sunnyvale to install their advance signal preemption circuit in their traffic controller cabinet.	Frequent meetings and communications about the city's installation schedule.	30	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
City of Sunnyvale traffic controller installation delay	Robert Tam City of Sunnyvale is going to execute a contract for the traffic controller in October.	Close and frequent communications with Sunnyvale about their schedule. Funding agency Caltrans is aware of the city's delay.	12/31/2021

**Mary Avenue Traffic Signal Preemption**

Project No. **100278**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Successfully completed the standalone testing of the newly installed advance signal preemption equipment.
2. Notified the City of Sunnyvale Caltrain has completed the installation work for the advance signal preemption and is ready to perform the interconnect testing with the intersection.
3. Conducted a meeting with the City of Sunnyvale on the testing requirements for the advance signal preemption circuit.
4. Continued the coordination and communications with the city of Sunnyvale.

**NEXT KEY ACTIVITIES (top 5)**

1. Wait until the City of Sunnyvale has installed the intersection advance preemption circuit and ready for testing.

**PROJECT NOTES**

1. Total Project Estimate at Completion has been updated this quarter as TASI cost for the construction reduced the EAC.

**PROJECT PHOTOS**

<Insert Photo 1 here>

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Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

<Insert Photo 3 here>

<Insert Photo 4 here>

Photo 3 - <specify 1 sentence description>

Photo 4 - <specify 1 sentence description>

Projects in Construction  
Fare Collection

**Ticket Vending Machines (TVM) Rehab**

Project No. **100240**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>62.10%</b>	N/A	100%

**SCOPE Summary**

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

The current scope of this project is through the Phase 3 Option only:

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 22 TVMs and will provide an option to upgrade up to another 55 TVMs when funding becomes available.

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

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	01/01/18	01/01/18	0	0
Bid Opening	09/21/18	09/21/18	0	0
LNTF	12/06/18	12/06/18	0	0
Phase 1 NTP	04/01/19	04/01/19	0	0
Contract Award	04/30/19	04/30/19	0	0
Phase 2 NTP	02/25/20	02/25/20	0	0
Phase 1 Complete	10/31/20	10/31/20	0	0
Phase 2 Complete	03/18/21	03/18/21	0	0
Phase 3 NTP	08/27/21	09/14/21	-18	-18
Phase 3 Complete	03/01/22	03/01/22	0	0
Project Finish	03/31/22	03/31/22	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	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering			0		0	
ROW/Utilities			0		0	
Construction	1,343		1,343	1,343	0	0%
CM & DSDC			0		0	
Administration	410		410	410	0	0%
Procurement			0		0	
Oper. Support			0		0	
<b>Subtotals</b>	<b>1,753</b>	<b>0</b>	<b>1,753</b>	<b>1,753</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	42		42	42	0	0%
<b>Grand Totals</b>	<b>1,795</b>	<b>0</b>	<b>1,795</b>	<b>1,795</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
CA-54, CA-2017, CA-2020, CA-2021, Cash Flow for tunnel	Federal	1,216	800	2,016	2,016	0
STA Capital, VTA STA	State	160	245	405	405	0
SFCTA, VTA, SAMTR, Prop K, Fare box	Other	55	377	431	431	0
<b>Totals</b>		<b>1,431</b>	<b>1,422</b>	<b>2,852</b>	<b>2,852</b>	<b>0</b>

**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
Issuance of Contract delayed.	Robert Tam The Phase 3 contract has been signed and executed.	Sign and execute agreement for Phase 3.	9/14/2021



**Ticket Vending Machines (TVM) Rehab**

Project No. **100240**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Worked with Contracts and Procurement and Ventek to get the Agreement executed for Phase 3 to upgrade 21 TVMs.
2. Received the required insurance from Ventek for the project.
3. Received approval from IT to utilize the IT Resolution No. 2021-28 to execute the Phase 3 contract with Ventek.
4. Issued the Notice to Proceed to Ventek for Phase 3.

**NEXT KEY ACTIVITIES (top 5)**

1. Receive a schedule for the delivery dates for the equipment and materials.

**PROJECT NOTES**

None.

**PROJECT PHOTOS**



Photo 1 - Palo Alto TVM 106



Photo 2 - Prototype TVM Door Graphics



Photo 3 - RWC TVM 65



Photo 4 - San Jose

Projects in Construction  
Miscellaneous

Automatic Passenger Counters at 4th & King

Project No. **100445**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>81.58%</b>	N/A	100%

1. Loss of previous Project Manager has caused schedule delays. Njomele Hong has been assigned as the new Project Manager.

**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

Project Manager: Njomele Hong  
 Principal Designer: NA  
 Const. Contractor: Centum Adetel Transportation

**Table 2. SAFETY INCIDENTS**

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

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/01/19	12/01/19	0	0
Issue RFP	05/01/20	05/01/20	0	0
Award Contract	02/03/21	02/03/21	0	0
Complete Construction	10/31/21	11/30/21	-30	-30
Project Finish	12/15/21	12/15/21	0	0

Automatic Passenger Counters at 4th & King

Project No. 100445

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	15		15	15	0	0%
ROW/Utilities			0		0	
Construction	85		85	85	0	0%
CM & DSDC			0		0	
Administration	140		140	140	0	0%
Procurement			0		0	
Oper. Support	110		110	110	0	0%
<b>Subtotals</b>	<b>350</b>	<b>0</b>	<b>350</b>	<b>350</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	50		50	50	0	0%
<b>Grand Totals</b>	<b>400</b>	<b>0</b>	<b>400</b>	<b>400</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SFCTA Prop K	Local	400		400	400	0
<b>Totals</b>		<b>400</b>	<b>0</b>	<b>400</b>	<b>400</b>	<b>0</b>

**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
Validation Server and iPad user interface	Centum Adetel	Ideally first iteration is successful.	10	Low
	Sylvain Labelle			

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

Issue Title	Responsibility Status	Action	Resolution Date
APC Cisco Support Contract	Njomele Hong	Elevated the situation to the supplier's management (Greybar) & Subcontractor Management (Morrow Meadows).	10/15/2021
	Graybar transition support contract to Caltrain.		
Loss of Project Manager	Robert Tam	Search for another Project Manager.	9/13/2021
	Njomele Hong has been designated as the new Project Manager replacing Christian Montoya.		

**Automatic Passenger Counters at 4th & King**

Project No. **100445**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Contractor completed the electrical work at the station for the APC sensors.
2. Contractor furnished the Wi-Fi Access Point for the station.
3. IT worked on configuring the Wi-Fi access point. Need to contact the supplier for more information.
4. Vendor is preparing to ship the APC sensors to JPB.
5. TASI subcontractor Morrow Meadows installed APC in station.

**NEXT KEY ACTIVITIES (top 5)**

1. Configure and test APC.
2. Receive and discuss the data file Comma Separated Values (CSV).
3. Receive results of validation by the end of October.

**PROJECT NOTES**

None.

**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









Projects in Design  
Grade Separations

**Burlingame Broadway Grade Separation**

Project No. **100244**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Final Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>2.7%</b>	N/A	100%

1. The City and Caltrain are still working out some issues pertaining to Value Engineering Option #3 - Center vs side boarding platform.

**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. The Estimate at Completion (EAC) is for up to "Final Design" phase only. Project is evaluating Value Engineering Options.

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

## Burlingame Broadway Grade Separation

Project No. 100244

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Preliminary Design 35%	06/28/19	06/28/19	0	0
DCE application to FTA for NEPA clearance	01/31/20	01/31/20	0	0
Environmental Clearance	03/31/20	03/31/20	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Finish Value Engineering Work	08/30/21	10/31/21	-62	-62
65% Design	01/03/22	01/03/22	0	0
95% Design	01/02/23	01/02/23	0	0
All Permits Received	07/25/23	07/25/23	0	0
Final Design IFB	09/30/23	09/30/23	0	0
Utility Relocation Complete	12/31/23	12/31/23	0	0
Construction Award	03/31/24	03/31/24	0	0
Construction NTP	04/01/24	04/01/24	0	0
Construction Complete	07/31/27	07/31/27	0	0
Project Finish	10/31/27	10/31/27	0	0

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,975	14,300	17,275	17,275	0	0%
ROW/Utilities	80	20	100	100	0	0%
Construction		0	0	0	0	
CM & DSDC		100	100	100	0	0%
Administration	901	2,899	3,800	3,800	0	0%
Procurement		0	0	0	0	
Oper. Support	164	401	565	565	0	0%
<b>Subtotals</b>	<b>4,120</b>	<b>17,720</b>	<b>21,840</b>	<b>21,840</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	230	2,318	2,548	2,548	0	0%
<b>Grand Totals</b>	<b>4,350</b>	<b>20,038</b>	<b>24,388</b>	<b>24,388</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.



**Burlingame Broadway Grade Separation**

Project No. **100244**

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA Cap Contr	Local	4,550	18,863	23,413	23,413	0
City of Burlingame MOU Grad Sep	Other	1,500	500	2,000	2,000	0
<b>Totals</b>		<b>6,050</b>	<b>19,363</b>	<b>25,413</b>	<b>25,413</b>	<b>0</b>

**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.	-----		\$ -	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
1. VE Option #3: Center vs side boarding platform	Alex A, Caltrain PM ----- On 9/29/21, City of Burlingame responded to Caltrain's 8/2/21 email that responded to PW Asst. Dir. Art Morimoto's 6/8/21 email outlining City's concern re impacts of center boarding platform design.	A meeting with the SMCTA, Burlingame and JPB is scheduled on 10/15/21 to resolve this issue.	TBD

**KEY ACTIVITIES - Current Reporting Quarter** (top 5)

1. Met with the City and the TA to resolve the issue of VE Option #3.
2. Agreed upon VE Options 1, 2 4 & 5 with City of Burlingame and proceed to 65% design.
3. Consider engineering design alternatives to preclude impacting Easton Creek while allowing for a center boarding platform.
4. Finalized bus stop locations at Broadway station.
5. Continued geotechnical investigation, analysis of Easton Creek and Sanchez Creek hydraulics and design development on those elements of the project that are not impacted by VE Options.

**NEXT KEY ACTIVITIES** (top 5)

1. Proceed to 65% design.
2. Revise the baseline schedule to allow succeeding milestones to be completed on time.

**PROJECT NOTES**

1. Pending decision on Center vs. Side boarding platform for Value Engineering Option 3.

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**Burlingame Broadway Grade Separation**

Project No. **100244**

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**PROJECT PHOTOS**

<Insert Photo 1 here>

<Insert Photo 2 here>

Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

<Insert Photo 3 here>

<Insert Photo 4 here>

Photo 3 - <specify 1 sentence description>









Photo 4 - <specify 1 sentence description>

Rengstorff Grade Separation

Project No. 100482

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Preliminary Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>1.24%</b>	0.00%	100%

1. 35% design submittal delayed due to additional geotechnical investigation and traffic studies.

**SCOPE Summary**

The project proposes to replace the existing at-grade train crossing at Renstorff Avenue with a grade separated crossing in the City of Mountain View. In 2014, the City of Mountain View completed a Renstorff Avenue Grade Separation Design Concepts – Final Report. Of the three design concepts that were presented in the Final Report, the City was in favor of the Complete Street Concept which includes a Rengstorff Avenue Underpass and the construction of a new elevated pedestrian walkway parallel to the Caltrain tracks connecting Crisanto Avenue to the commercial area east of Rengstorff Avenue. The grade separation will require the lowering of approximately 1,200 feet of Rengstorff Avenue and connecting roadways, including Central Expressway.

The current scope of work includes the evaluation of the design concepts that are presented by the City of Mountain View and preparation of preliminary design at 35% for a design validation and constructability review, and preparation of environmental studies for CEQA and NEPA clearance. The goal of the current preliminary design phase is to reach consensus with the project stakeholders in the project definition and approach to advance the project to final design.

Project Manager: Mehdi Arbabian

Principal Designer: AECOM

Const. Contractor: N/A

**Table 2. SAFETY INCIDENTS**

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

Rengstorff Grade Separation

Project No. 100482

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary Design	12/15/21	03/15/22	-90	-90
MOU/ CO-OP Agreement with COM for Final Design	12/15/21	02/03/22	-50	-50
65% Design	03/06/23	03/06/23	0	0
95% Design	08/02/23	08/02/23	0	0
100% Design	02/02/24	02/02/24	0	0
All Permits Received	02/03/24	02/03/24	0	0
Construction Contract Award - Board Approval	01/02/25	01/02/25	0	0
Construction Completion	10/01/27	10/01/27	0	0
Project Finish	12/21/27	12/21/27	0	0

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,500		2,500	2,500	0	0%
ROW/Utilities	70		70	70	0	0%
Construction	0		0	0	0	
CM & DSDC	0		0	0	0	
Administration	875		875	875	0	0%
Procurement	0		0	0	0	
Oper. Support	55		55	55	0	0%
<b>Subtotals</b>	<b>3,500</b>	<b>0</b>	<b>3,500</b>	<b>3,500</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	0		0	0	0	
<b>Grand Totals</b>	<b>3,500</b>	<b>0</b>	<b>3,500</b>	<b>3,500</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

Rengstorff Grade Separation

Project No. 100482

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Mountain View MOU	Other	3,500		3,500	3,500	0
<b>Totals</b>		<b>3,500</b>	<b>0</b>	<b>3,500</b>	<b>3,500</b>	<b>0</b>

**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- County not on board w/ full depressed intersection	City/JPB/ AECOM Working through Engineering issues regarding sight & breaking distances as well as transition grades.	Prepared reference & engineering data to support grade & alignment	\$ 10,000 None	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
1 - Delay in conducting traffic analysis and Geo-technical Investigation may impact the design schedule .	AECOM/City Obtained additional data from the County & City	City & AECOM	10/1/2021
2 - Develop multi-party Memorandum Of Understanding among JPB, VTA, City of Mountain View.	JPB/City/County/VTA Pending City negotiations with VTA for funding in December 2021.	Mehdi A./ Joy H.	2/1/2022

**Rengstorff Grade Separation**

Project No. **100482**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. AECOM completed the preliminary probable construction estimate and forwarded to the City for their comments.
2. PCJPB’s Contracts & Budgets group are reviewing AECOM’s invoices, rates, and escalation as well as the new WD approved and negotiated by PM for processing.
3. AECOM developed Site plan to perform Geotechnical Investigation and applying for permits through SCVWD.

**NEXT KEY ACTIVITIES (top 5)**

1. Expect to get resolution from PCJPB’s Contracts & Budgets group regarding the AECOM’s WD for the Geotechnical Investigation and traffic study.
2. Continue monthly meeting updates with the City and AECOM.
3. Plan to get the driller out (sub-contractor to AECOM) to perform geotech information gathering.

**PROJECT NOTES**

**PROJECT PHOTOS**

<Insert Photo 1 here>

<Insert Photo 2 here>

Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

<Insert Photo 3 here>

<Insert Photo 4 here>

Photo 3 - <specify 1 sentence description>





Photo 4 - <specify 1 sentence description>

**Mountain View Transit Center and Grade Separation & Access Project**

Project No. **100617**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Final Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	G 	G 	Y 
Previous				

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>0.69%</b>	N/A	100%

1. Activation of funds from VTA is pending.

**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: 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	01/01/20	01/01/20	0	0
Award Design Contract	07/07/22	07/07/22	0	0
NTP for Final Design	07/08/22	07/08/22	0	0
Final Design Completion	07/31/23	07/31/23	0	0
All Permits Received	07/31/23	07/31/23	0	0
Award Construction Contract	04/15/24	04/15/24	0	0
NTP for Construction	06/01/24	06/01/24	0	0
Construction Completion	06/30/26	06/30/26	0	0
Project Closeout	09/30/26	09/30/26	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	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	7,000		7,000	7,000	0	0%
ROW/Utilities	200		200	200	0	0%
Construction			0		0	
CM & DSDC	291		291	291	0	0%
Administration	788		788	788	0	0%
Procurement	200		200	200	0	0%
Oper. Support	200		200	200	0	0%
<b>Subtotals</b>	<b>8,679</b>	<b>0</b>	<b>8,679</b>	<b>8,679</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	1,456		1,456	1,456	0	0%
<b>Grand Totals</b>	<b>10,135</b>	<b>0</b>	<b>10,135</b>	<b>10,135</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
City of Mountain View	Other	135		135	135	0
VTA	Other	10,000		10,000		10,000
<b>Totals</b>		<b>10,135</b>	<b>0</b>	<b>10,135</b>	<b>135</b>	<b>10,000</b>

**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
Final Design GEC Estimates are of high value	TBD JPB to work with VTA and Mountain View.	Project to discuss next steps with funding partners.	-----	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
Co-Op Agreement - final design non-compliance	TBD Executed co-op agreement shows final design to start in July 2021.	Project to internally discuss next steps.	TBD
Environmental CEQA determination	TBD JPB Environmental must conduct a CEQA Evaluation on the City of Mountain Views Environmental documents.	Legal determined CEQA determination is not require the Board to "Approve" the JPB report. This item will be included during the issuance of the Final Design	TBD
FY22 Budget Set Up	TBD FY22 Budget has been approved, which reflects \$10M for the project to support final design activities.	Project to internally discuss next steps.	TBD



**Mountain View Transit Center and Grade Separation & Access Project**

Project No. **100617**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Coordinated with Contracts & Procurement Division for RFP checklist requirements.
2. Prepared Request for Proposal (RFP) draft for Technical Working Group to review.
3. Coordinated with Environmental Division for CEQA Determination Review.
4. Reached out to County of Santa Clara to engage in third party service agreement for future design review.

**NEXT KEY ACTIVITIES (top 5)**

1. Conduct meetings with Technical Working Group to discuss RFP package and edits.
2. Prepare and Edit RFP drafts that incorporates the Technical Working Group comments.
3. Prepare Phase Gate Form in preparation for Management Committee Meeting for November 2021.

**PROJECT NOTES**

This project previously was assigned number 100369 during the planning phase.

**PROJECT PHOTOS**

<Insert Photo 1 here>

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Photo 1 - <specify 1 sentence description>

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Projects in Design  
ROW Bridges

**Guadalupe River Bridges Replacement and Extension**

Project No. **002113**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Final Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>13.1%</b>	N/A	100%

1. There are some funds in the project that are pending activation.
2. Commencement of arbitration delayed based on UPRR proposed dates.

**SCOPE Summary**

The purpose of the project is to address the instability of the Guadalupe River channel in the vicinity of the two rail road bridges, MT1 and MT2 over the Guadalupe River in San Jose and addressing the long-term public safety and service reliability. The work consists of: a) full replacement of MT1 bridge built in 1935 on wooden piles from a 187-foot in length to new 265-foot bridge with center span of 110 foot over the river. b) Partial Replacement of MT2 bridge which was built in 1990 by replacing the south abutment and extending it from an existing of 195 feet bridge to approximately 250 feet. c) Relocation of communications and Fiber Optic lines and extensive channel grading that causes major

Project Manager: Mehdi Arbabian  
 Principal Designer: HDR Engineering, Inc.  
 Const. Contractor: N/A

**Table 2. SAFETY INCIDENTS**

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

Guadalupe River Bridges Replacement and Extension

Project No. 002113

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	08/21/17	08/21/17	0	0
Preliminary Design (35%)	04/30/20	04/30/20	0	0
Preliminary Design (65%)	11/30/20	11/30/20	0	0
Environmental Clearance NEPA	04/27/21	04/27/21	0	0
Final Design	10/01/21	10/01/21	0	0
95% design completion & reviews	10/21/21	11/01/21	-11	-11
Final Design docs (100%)	11/16/21	11/16/21	0	0
Commencement of Arbitration with UPRR	11/08/21	12/12/21	-34	-34
Funding Approval by the Board	06/02/22	03/01/22	93	93
Environmental Permits	03/02/22	03/02/22	0	0
All Permits Received	03/02/22	03/02/22	0	0
Award construction contract by the Board	03/03/22	04/07/22	-35	-35
Executing Contract & LNTP	05/15/22	05/09/22	6	6
Construction Completion	03/05/24	03/05/24	0	0
Project Finish	06/17/24	06/17/24	0	0

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	1,800	4,000	5,800	6,000	-200	-3%
ROW/Utilities		1,500	1,500	1,500	0	0%
Construction	0	0	0	0	0	0%
CM & DSDC		2,000	2,000	1,800	200	10%
Administration	500	2,050	2,550	2,550	0	0%
Procurement		0	0	0	0	0%
Oper. Support	0	900	900	900	0	0%
<b>Subtotals</b>	<b>2,300</b>	<b>10,450</b>	<b>12,750</b>	<b>12,750</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency		1,639	1,639	1,639	0	0%
<b>Grand Totals</b>	<b>2,300</b>	<b>12,089</b>	<b>14,389</b>	<b>14,389</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Guadalupe River Bridges Replacement and Extension**

Project No. **002113**

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SAMTR Non CCF Prepaid	Local	100		100	100	0
VTA Non CCF Prepaid	Other	400		400	400	0
SFCTA Prop K	Other	1,828		1,828	1,828	0
FTA	Federal	9,880	1591	11,471	9,880	1,591
VTA STA SOGR Cap	State	193	397.8	590	193	398
<b>Totals</b>		<b>12,400</b>	<b>1,989</b>	<b>14,389</b>	<b>12,400</b>	<b>1,989</b>

**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- Missing 2022 construction season	JPB Legal	Having UPRR accept the project as designed and commit to their fair share	\$ 20,000	High
	Awaiting the outcome of arbitration		365	
2- 3rd Fiber Optic (leases thru. UPRR)	JPB Legal	Developing strong case with supporting documents and help from senior management, technical group and our attorneys to prevail in the arbitration proceeding	\$ 1,000	Med
	Pending resolution on Arbitration		TBD	
3- MT-1 Bridge failure (structurally or due to flood)	JPB	1. Perform another independent bridge inspection (other than TASI) 2. UPRR design by Benesch is being evaluated by AECOM & HDR	\$ 20,000	Med
	Proceeding with 100% design		TBD	

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

Issue Title	Responsibility Status	Action	Resolution Date
UPRR Arbitration	JPB legal & Sr. Management	Having UPRR accept the project as designed and commit to their fair share	TBD
	Awaiting the outcome of arbitration		

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**Guadalupe River Bridges Replacement and Extension**Project No. **002113**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Legal team is discussing with UPRR and most likely be resolved in Arbitration proceeding before project goes into construction. PCJPB need to engage the F.O. carriers and since they are in a lease agreement with the UPRR and not the JPB, we will have to wait for the outcome of the Arbitration.
2. Final design is progressing towards the 100%. Awaited submittal of the final design for JPB's review.

**NEXT KEY ACTIVITIES (top 5)**

1. Expect update with respect to Arbitration proceedings with UPRR from the legal team. Attend several Team meeting in preparation for Arbitration which is scheduled to commence on 12/12/21.
2. Continue working on the 95%/100% design and expect design documents delivery for review.
3. Evaluate order of construction (MT-1 then MT-2 or MT-2 then MT-1). Adjust construction phasing plans as needed.
4. Submit for environmental permits.

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**PROJECT NOTES**

1. A portion of funds need to be activated.
  2. FY2022 Capital Budget of \$2M approved at June board approved was added this quarter.
-

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**Guadalupe River Bridges Replacement and Extension**

Project No. **002113**

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**PROJECT PHOTOS**

<Insert Photo 1 here>

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Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

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**San Francisquito Creek Bridge Replacement**

Project No. **100427**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Preliminary Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>0.2%</b>	N/A	100%

1. There are some funds in the project that are pending activation.

**SCOPE Summary**

This project includes a detailed inspection conditions assessment of the San Francisquito Creek Bridge located in Palo Alto, California. The information from the inspection report will determine the potential options the project may consider. Please also note, this bridge is 119 years old (built in 1902) and is approaching the end of its design life.

Project Manager: Alvin Piano  
 Principal Designer: AECOM  
 Const. Contractor: TBD

**Table 2. SAFETY INCIDENTS**

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

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	03/02/21	03/02/21	0	0
Planning Start	08/01/21	08/01/21	0	0
Preliminary Design Complete	08/31/23	08/31/23	0	0
Final Design Complete	10/31/31	10/31/31	0	0
All Permits Received	11/01/31	11/01/31	0	0
IFB	10/31/31	10/31/31	0	0
Main Contract Award	05/31/32	05/31/32	0	0
NTP	06/01/32	06/01/32	0	0
Construction Complete	07/03/34	07/03/34	0	0
Close Project	01/02/35	01/02/35	0	0



San Francisquito Creek Bridge Replacement

Project No. 100427

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	541	400	941	941	0	0%
ROW/Utilities			0	0	0	
Construction			0	0	0	
CM & DSDC		530	530	530	0	0%
Administration	59	420	479	479	0	0%
Procurement		250	250	250	0	0%
Oper. Support			0	0	0	
<b>Subtotals</b>	<b>600</b>	<b>1,600</b>	<b>2,200</b>	<b>2,200</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency			0		0	
<b>Grand Totals</b>	<b>600</b>	<b>1,600</b>	<b>2,200</b>	<b>2,200</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**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)
CA-2020-133	Federal	480	1,600	2,080	1,980	100
FY20 SFCTA Prop K 122	Other	120		120	120	0
<b>Totals</b>		<b>600</b>	<b>1,600</b>	<b>2,200</b>	<b>2,100</b>	<b>100</b>

**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				

**San Francisquito Creek Bridge Replacement**

Project No. **100427**

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

Issue Title	Responsibility Status	Action	Resolution Date
Bridge Inspection Schedule Extension Due	Project has three identified inspection dates: 9/4 & 9/5; 9/18 & 9/19; and 10/16 & 10/17; however the analysis will require an extension to finish the deliverable that will be beyond 12/31/21.	Project to internally discuss next steps.	TBD
Homeless Encampment Debris Clean Up	Closed. The underside of the bridge has a homeless camp and the site has developed hazard debris, which will require TASI support to clean up.	Bridge staff to clean up debris prior to inspection activities.	TBD
SF Creek JPA Creek Permits	SF Creek JPA may require permits beyond 10/15 for inspection due to 'rainy season' conditions	Project to internally discuss next steps.	TBD

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Prepared and Processed Work Directive Amendment to TASI for ROW Support.
2. Prepared and Processed Work Directive to HNTB for Detailed Inspection Conditions Report.
3. Conducted coordination meetings with Bridge Team, Planning Team, and TASI Team for future inspection work.
4. Ensured TASI resources are available for more invasive inspection during the month of October 2021.

**NEXT KEY ACTIVITIES (top 5)**

1. Prepare and submit SSWP's for field inspections.
2. Confirm with TASI for resources during inspections.
3. Coordinate meeting with JPB Planning Team for project updates.

**PROJECT NOTES**

**San Francisquito Creek Bridge Replacement**

Project No. **100427**

**PROJECT PHOTOS**

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Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

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Photo 4 - <specify 1 sentence description>

**Bayshore Station Overpass Pedestrian Bridge Rehab**

Project No. **100439**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Procurement**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>3.54%</b>	N/A	<b>183%</b>

1. Budget and Funding reflect red status because the current budget is not enough to fund construction phase.
2. Project is coordinating with Contracts and Procurement group for IFB phase and schedule Bid milestones.

**SCOPE Summary**

The Project scope consists of the removal and replacement of existing paint coatings on the steel surfaces of the pedestrian bridge and stairs at the Caltrain Bayshore Station in San Francisco.

Project Manager: Alvin Piano  
 Principal Designer: TBD  
 Const. Contractor: TBD

**Table 2. SAFETY INCIDENTS**

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

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	01/01/20	01/01/20	0	0
100% IFB Package	07/01/21	07/01/21	0	0
IFB Advertising	11/01/21	11/01/21	0	0
Award	03/03/22	03/03/22	0	0
LNTF	04/01/22	04/01/22	0	0
NTP	06/01/22	06/01/22	0	0
Construction Complete	12/30/22	12/30/22	0	0
Project Finish	03/31/23	03/31/23	0	0

**Bayshore Station Overpass Pedestrian Bridge Rehab**

Project No. **100439**

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

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	200		200	300	-100	50%
ROW/Utilities	0		0	220	-220	
Construction	925		925	2,210	-1,285	139%
CM & DSDC	660		660	541	119	-18%
Administration	265		265	350	-85	32%
Procurement	27		27	0	27	-100%
Oper. Support	90		90	375	-285	317%
<b>Subtotals</b>	<b>2,167</b>	<b>0</b>	<b>2,167</b>	<b>3,996</b>	<b>-1,829</b>	<b>84%</b>
Unallocated Contingency	134		134	220	-87	65%
<b>Grand Totals</b>	<b>2,300</b>	<b>0</b>	<b>2,300</b>	<b>4,216</b>	<b>-1,916</b>	<b>83%</b>

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FY20 STA VTA SOGR Cap Membr Co	State	1,208		1,208	322	886
FY20 SFCTA Prop K 120-911065 & VTA SOGR	Other	1,092		1,092	310	782
<b>Totals</b>		<b>2,300</b>	<b>0</b>	<b>2,300</b>	<b>632</b>	<b>1,668</b>

**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
Funding	----- Project to coordinate with Rail Operations and Grants teams for next steps.	Work with Rail Ops to secure some funding and Grants to apply for LPP for remaining delta of funds.	\$ - ----- TBD	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
Secure additional funding	----- Project to coordinate with Rail Operations and Grants teams for next steps.	Work with Rail Ops to secure some funding and Grants to apply for LPP for remaining delta of funds.	TBD

---

**Bayshore Station Overpass Pedestrian Bridge Rehab**

Project No. **100439**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Coordinated with management to secure additional funds to support actual construction activities.
2. Coordinated with Contracts and Procurement Division for IFB Checklist requirements.

**NEXT KEY ACTIVITIES (top 5)**

1. Coordinate with Management for additional funds for the project to support a construction notice to proceed date in April 2022.
  2. Coordinate with Real Estate to start the permits process to secure ROW access on East and West Side.
  3. Coordinate with Contracts and Procurement Division to start the advertising process for the IFB package.
  4. Coordinate with Rail Ops and Grants team for funding re-allocation to support local matching for future LPP grant application.
- 

**PROJECT NOTES**

1. Additional funding needs to be activated.
-

**Bayshore Station Overpass Pedestrian Bridge Rehab**

Project No. **100439**

**PROJECT PHOTOS**

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Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

<Insert Photo 3 here>

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Photo 3 - <specify 1 sentence description>

Photo 4 - <specify 1 sentence description>

Projects in Design  
ROW Grade Crossings











**Churchill Avenue Grade Crossing**

Project No. **100426**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Final Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>13.45%</b>	N/A	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.

Project Manager: Robert Tam

Principal Designer: RSE

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

**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
100% Design	11/01/21	11/01/21	0	0
IFB	01/03/22	01/03/22	0	0
Construction Contract Award	04/07/22	04/07/22	0	0
LNTP	05/13/22	05/13/22	0	0
Construction Complete	12/30/22	12/30/22	0	0
Project Finish	03/31/23	03/31/23	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 (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	150		150	150	0	0%
ROW/Utilities			0		0	
Construction	1,500		1,500	1,500	0	0%
CM & DSDC	230		230	230	0	0%
Administration	455		455	455	0	0%
Procurement	0		0	0	0	
Oper. Support	80		80	80	0	0%
<b>Subtotals</b>	<b>2,415</b>	<b>0</b>	<b>2,415</b>	<b>2,415</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	105		105	105	0	0%
<b>Grand Totals</b>	<b>2,520</b>	<b>0</b>	<b>2,520</b>	<b>2,520</b>	<b>0</b>	<b>0%</b>

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Sec 130 Grant 75LX334	State	2,520		2,520	2,520	0
<b>Totals</b>		<b>2,520</b>	<b>0</b>	<b>2,520</b>	<b>2,520</b>	<b>0</b>

**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
City of Palo Alto design delays	Robert Tam ----- The city of Palo Alto finished their 50% design and plans to have the 100% design done by October.	Close coordination and monthly meetings with City of Palo Alto and their design consultant.	TBD

**KEY ACTIVITIES - Current Reporting Quarter** (top 5)

1. Continued to coordinate the design with the City of Palo Alto design consultant and had a monthly meeting with the city.
2. Conducted a meeting with the city's design firm to finalize the 100% design package.

**NEXT KEY ACTIVITIES** (top 5)

1. Continue coordinate the design with the City of Palo Alto.
2. Receive the 100% design package.

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**Churchill Avenue Grade Crossing**

Project No. **100426**

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**PROJECT NOTES**

None.

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**PROJECT PHOTOS**

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Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

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<Insert Photo 4 here>

Photo 3 - <specify 1 sentence description>

Photo 4 - <specify 1 sentence description>

San Mateo Grade Crossing Improvements

Project No. 100566

Table 1. Status Summary and Total Project Performance

Project Phase: Final Design

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
6.12%	N/A	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

Project Manager: Robert Tam

Principal Designer: RSE

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	02/26/21	02/26/21	0	0
Work Plan and SMRC Approval	02/26/21	02/26/21	0	0
Issue Design Work Directive	03/22/21	03/22/21	0	0
35% Design	06/30/21	06/30/21	0	0
65% Design	09/30/21	09/30/21	0	0
100% Design	12/31/21	12/31/21	0	0
IFB	03/01/22	03/01/22	0	0
Award Construction Contract	07/07/22	07/07/22	0	0
NTP	09/01/22	09/01/22	0	0
Construction Complete	09/01/23	09/01/23	0	0
Close Project	01/02/24	01/02/24	0	0

San Mateo Grade Crossing Improvements

Project No. 100566

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

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	900		900	900	0	0%
ROW/Utilities			0		0	
Construction	3,000		3,000	3,000	0	0%
CM & DSDC	220		220	220	0	0%
Administration	1,090		1,090	1,090	0	0%
Procurement			0		0	
Oper. Support	50		50	50	0	0%
<b>Subtotals</b>	<b>5,260</b>	<b>0</b>	<b>5,260</b>	<b>5,260</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	211		211	211	0	0%
<b>Grand Totals</b>	<b>5,471</b>	<b>0</b>	<b>5,471</b>	<b>5,471</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Section 130 Grant EA#75280A	State	2,000		2,000	2,000	0
<b>Totals</b>		<b>2,000</b>	<b>0</b>	<b>2,000</b>	<b>2,000</b>	<b>0</b>

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Coordination with PCEP signal work at the crossings.	Robert Tam ----- PCEP is schedule to perform and complete their work in early 2022.	Monthly meetings with PCEP to coordinate our schedules.	\$ -	

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

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

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**San Mateo Grade Crossing Improvements**

Project No. **100566**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Received the 65% design package and sent it out to the stakeholders for review.
2. Continued to have monthly meetings with the city of San Mateo and the funding sponsor Caltrans.

**NEXT KEY ACTIVITIES (top 5)**

1. Receive and incorporate the review comments into the design.
2. Complete the 100% final design.

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**PROJECT NOTES**

1. Total Project Budget and EAC has been updated this quarter as per Project Manager's latest analysis.
2. Currently, Project funding has been approved for the design phase only. Construction funding has not been approved

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**PROJECT PHOTOS**

<Insert Photo 1 here>

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Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

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Photo 3 - <specify 1 sentence description>

Photo 4 - <specify 1 sentence description>

Projects in Design  
ROW Communications & Signals

**Broadband Project**

Project No. **100403**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Procurement**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>3.46%</b>	N/A	100%

1. Schedule delayed due to commercial, technical and legal reviews – mitigation is that the commercial and technical reviews are complete, legal review is complete and is being addressed – RFP to be issued 1 month later now.
2. Some of the project's funding is pending activation.

**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

Project Manager: Robert Tam  
 Principal Designer: Xentrans  
 Const. Contractor: TBD

**Table 2. SAFETY INCIDENTS**

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

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	11/11/19	11/11/19	0	0
Notice to Proceed	11/11/19	11/11/19	0	0
Requirements Gathering	02/13/20	02/13/20	0	0
RF Study	08/10/20	08/10/20	0	0
Rough Cost Estimate	08/21/20	08/21/20	0	0
Conceptual Design	11/19/20	11/19/20	0	0
Issue RFP	09/15/21	10/08/21	-23	-23
Live Demonstration	11/15/21	01/04/22	-50	-50
Award Construction Contract	02/03/22	03/03/22	-28	-28
Complete Construction	09/30/23	09/30/23	0	0
Project Finish	12/31/23	12/31/23	0	0



**Broadband Project**

Project No. **100403**

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

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	560		560	560	0	0%
ROW/Utilities			0		0	
Construction	10,000		10,000	10,000	0	0%
CM & DSDC	800		800	800	0	0%
Administration	1,000		1,000	1,000	0	0%
Procurement	50		50	50	0	0%
Oper. Support	500		500	500	0	0%
<b>Subtotals</b>	<b>12,910</b>	<b>0</b>	<b>12,910</b>	<b>12,910</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	1,090		1,090	1,090	0	0%
<b>Grand Totals</b>	<b>14,000</b>	<b>0</b>	<b>14,000</b>	<b>14,000</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
FY19 TIRCP	State	14,000		14,000	2,000	12,000
<b>Totals</b>		<b>14,000</b>	<b>0</b>	<b>14,000</b>	<b>2,000</b>	<b>12,000</b>

**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 - No reasonable proposals from the RFP	Robert Tam ----- Waiting on Legal review to issue the RFP.	Worked with consultant to develop a RFP that is aligned with the industry standards and existing systems.	-----	Low
2 - 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
Long review time for RFP	Robert Tam ----- Issued the RFP on Oct 8, 2021	Addressed all of Legal's comments and issue RFP.	10/8/2021

---

**Broadband Project**

Project No. **100403**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Obtained approval from Caltrans to use a Request For Proposal(RFP) procurement approach.
2. Completed the Request For Proposal.
3. Received comments from Legal and incorporated their comments in the RFP.

**NEXT KEY ACTIVITIES (top 5)**

1. Advertise the RFP.
  2. Issue the RFP.
- 

**PROJECT NOTES**

1. Project Estimate at Completion has been updated this period.
  2. Some of the project's funding is pending activation.
- 

**PROJECT PHOTOS**

<Insert Photo 1 here>

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Photo 1 - <specify 1 sentence description>

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Photo 3 - <specify 1 sentence description>

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Next Generation Visual Messaging Sign (VMS)

Project No. 100449

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Final Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>53.00%</b>	N/A	100%

1. Loss of previous Project Manager has caused schedule delays. Njomele Hong has been assigned as the new Project Manager

**SCOPE Summary**

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

Project Manager: Njomele Hong  
 Principal Designer: 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	05/01/20	05/01/20	0	0
Requirement Documents	09/30/21	12/30/21	-91	-91
RFP	10/30/21	01/30/22	-92	-92
Project Finish	01/14/22	03/14/22	-59	-59

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	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	160		160	160	0	0%
ROW/Utilities			0		0	
Construction			0		0	
CM & DSDC			0		0	
Administration	250		250	250	0	0%
Procurement			0		0	
Oper. Support	25		25	25	0	0%
<b>Subtotals</b>	<b>435</b>	<b>0</b>	<b>435</b>	<b>435</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	65		65	65	0	0%
<b>Grand Totals</b>	<b>500</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Table 5. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SFCTA Prop K	Local	500		500	500	
<b>Totals</b>		<b>500</b>	<b>0</b>	<b>500</b>	<b>500</b>	

**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
Loss of Project Manager	Robert Tam ----- Njomele Hong has been designated as the new Project Manager replacing Christian Montoya.	Search for another Project Manager.	09/13/21

**KEY ACTIVITIES - Current Reporting Quarter** (top 5)

1. Continued development of the system requirements document.
2. System designer is restarting effort Nov 2021.

**NEXT KEY ACTIVITIES** (top 5)

1. Finish the system requirements document.

**Next Generation Visual Messaging Sign (VMS)**

Project No. **100449**

**PROJECT NOTES**

None.

**PROJECT PHOTOS**

<Insert Photo 1 here>

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Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

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Projects in Design  
Fare Collection

Clipper Next Generation Validators Site Preparations

Project No. 100574

Table 1. Status Summary and Total Project Performance

Project Phase: Procurement

Month	Safety	Schedule	Budget	Funding
Current	G 	G 	G 	Y 
Previous	N/A	N/A	N/A	N/A

Progress (%)	Change Prev. Qtr.	EAC/Budget
12.0%	N/A	100%

1. Some of the project's funding is pending activation.

SCOPE Summary

MTC is replacing their Clipper Card Interface Device (CID) with the Next Generation Clipper Validator. This project will develop a design and procure a contractor for the construction to prep Caltrain stations for the new Clipper Next Generation Validators.

Project Manager: Robert Tam

Principal Designer: N/A

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	04/01/21	04/01/21	0	0
Final Design Complete	10/30/21	10/30/21	0	0
Award Contract	03/17/22	03/17/22	0	0
NTP	04/01/22	04/01/22	0	0
Construction Complete	12/30/22	12/30/22	0	0
Project Finish	03/31/23	03/31/23	0	0

Clipper Next Generation Validators Site Preparations

Project No. 100574

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	600		600	600	0	0%
ROW/Utilities	0		0	0	0	
Construction	1,500		1,500	1,500	0	0%
CM & DSDC	350		350	350	0	0%
Administration	710		710	710	0	0%
Procurement	30		30	30	0	0%
Oper. Support	20		20	20	0	0%
<b>Subtotals</b>	<b>3,210</b>	<b>0</b>	<b>3,210</b>	<b>3,210</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	290		290	290	0	0%
<b>Grand Totals</b>	<b>3,500</b>	<b>0</b>	<b>3,500</b>	<b>3,500</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Table 5. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SAMTR Non CCF Prepaid	Local	81		81	81	0
FY20 STA - Capital	State	500		500	500	0
Sect 5337 JPB CA-2021-121	Federal	1,500		1,500	1,500	0
FY21 VTA STA SOGR Capital	State	500		500	500	0
Measure RR	Local	312		312	0	312
FTA	Federal	1,248		1,248	0	1,248
<b>Totals</b>		<b>4,141</b>	<b>0</b>	<b>4,141</b>	<b>2,581</b>	<b>1,560</b>



**Clipper Next Generation Validators Site Preparations**

Project No. **100574**

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
No bids for construction.	Robert Tam	Outreach to potential bidders	\$ 10	Low
	Working on outreach.		90	
Schedule coordination with MTC Clipper validator installation.	Robert Tam	Frequent communications with MTC about scheduling	\$ -	Med
	Ongoing coordinations.			

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

Issue Title	Responsibility Status	Action	Resolution Date
None.			

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Received and Reviewed the 100% design.
2. Conducted the Phase Gate meeting and received approval to proceed to IFB.
3. Worked with Contracts & Procurement on the IFB package.

**NEXT KEY ACTIVITIES (top 5)**

1. Finalized the IFB package for advertisement.

**PROJECT NOTES**

1. This is the first Quarterly status report for this project.
2. Some of the project's funding is pending activation.

---

**Clipper Next Generation Validators Site Preparations**

Project No. **100574**

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**PROJECT PHOTOS**

<Insert Photo 1 here>

<Insert Photo 2 here>

Photo 1 - <specify 1 sentence description>

Photo 2 - <specify 1 sentence description>

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Photo 3 - <specify 1 sentence description>

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Projects in Planning/Environmental  
Managed Projects

South Linden Avenue and Scott Street Grade Separation

Project No. **002152**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Planning**

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

**PROJECT 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.

**PLANNING SCOPE Summary**

Staff of the two cities will provide input on alternatives as well as existing data on infrastructure maintained by the cities. City staff will also facilitate and participate in public outreach efforts. The JPB will be the implementing agency and will contract with a consultant (AECOM) to prepare the planning and Project Study Report with alternatives for the Scott Street and South Linden Avenue.

The Project Study Report for the South Linden Avenue grade separation shall build upon previously completed studies, updating them with current data and revised project alternatives accounting for current site conditions. The previously-completed studies proposed to grade separate South Linden Avenue and Scott Street as part of larger projects and site conditions have since changed.

The scope of work will explore alternatives for the grade separation of two tracks per the JPB adopted Service Vision, while not precluding the feasibility of an eventual four-track grade separation, per the High Growth Scenario examined by the Business Plan. At least one alternative will be a two-track alternative that preserves Scott Street as a through street for motor vehicles, something that was not explored in the previous studies.

Project Manager: Melissa Reggiardo  
 Study Consultant: AECOM  
 Sponsors: Cities of South San Francisco and San Bruno

**Table 2. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Project Approval & Environmental Document (PA&ED)	10/31/24	10/31/24	0	0
Plans, Specs & Estimate (PS&E) (Final Design)	04/30/28	04/30/28	0	0
Utility Relocations	10/31/29	10/31/29	0	0
ROW/Easements	04/30/30	04/30/30	0	0
Begin Construction	10/31/30	10/31/30	0	0
Complete Construction	09/01/33	09/01/33	0	0

South Linden Avenue and Scott Street Grade Separation

Project No. **002152**

**Table 3. PROJECT BUDGET, COST, and EAC (thousands of \$)**

	Budget			Estimate at Completion (EAC) (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
<b>Totals</b>	<b>750</b>	<b>60</b>	<b>810</b>	<b>810</b>	<b>0</b>	<b>0%</b>

**Table 4. FUNDING (thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
San Mateo County TA	Local	650		650	650	0
City of San Bruno	Local	60		60	60	0
City of South San Francisco	Local	100		100	100	0
<b>Totals</b>		<b>810</b>	<b>0</b>	<b>810</b>	<b>810</b>	<b>0</b>

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

Issue Title	Responsibility Status	Action	Resolution Date
Varying design standards between Caltrain and California High Speed Rail on the curve between Colma Creek and South Linden Avenue	Melissa Reggiardo ----- Caltrain standards for 110 mph operations would cause significant impacts to adjacent property. High Speed Rail assumes no track changes in this area but assumes speeds could reach up to 110 mph.	The design in the PSR was modified to allow for reduced speeds. Caltrain versus High Speed Rail curve design and speed assumptions must be revisited during the next phase of project development to determine what standards should be used in more detailed design phases.	TBD

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Complete financial close-out of the planning study.
2. Schedule meetings with the cities and TA to clarify roles and responsibilities and the process and timing to establish agreements. The Cities also need to plan for a monetary request to the TA for PE/Environmental.
3. Discuss with C&P to clarify procurement strategy.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue to meet with the Cities to establish roles and responsibilities that will be rolled into a four-party agreement.




**PROJECT NOTES**

**Whipple Avenue Grade Separation**

Project No. **100410**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **Final Design**

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

The overarching schedule has been delayed due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID also required a more extensive and time-intensive public outreach strategy than initially envisioned. The schedule is currently being adjusted as Redwood City requested and received additional funding from the TA to account for the considerations above as well as the need to perform additional outreach in communities of concern. The JPB is expected to approve the additional budget at the October Board meeting. Details of the amended MOU are being discussed, including timeline.

**PROJECT SCOPE Summary**

A potential grade separation at Whipple Avenue in Redwood City is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, accommodate greater frequency of Caltrain service, and the eventual addition of high-speed rail service. Whipple Avenue is not the only at-grade crossing in Redwood City, however, and thus a potential grade separation at Whipple Avenue is being studied with potential grade separations at Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. There is a high likelihood that multiple streets could 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 report upon completion of the scope of work.

Project Manager: Melissa Reggiardo  
 Study Consultant: AECOM  
 Sponsors: City of Redwood City

Whipple Avenue Grade Separation

Project No. 100410

**Table 2. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Coordination	08/31/20	08/31/20	0	0
Set-Up Work Directive	09/15/18	09/15/18	0	0
Project Kick-Off/Mobilization	09/30/18	09/30/18	0	0
Data Collection	01/31/19	01/31/19	0	0
Review of Previous Studies	01/31/19	01/31/19	0	0
Alternative Development and Screening Criteria	12/31/19	12/31/19	0	0
Alternative Analysis and Recommendation	03/31/20	03/31/20	0	0
Draft Report Production	06/30/20	06/30/20	0	0
Final Report Production	08/31/20	08/31/20	0	0

**Table 3. PROJECT BUDGET, COST, and EAC (in thousands of \$)**

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
<b>Totals</b>	<b>850</b>	<b>0</b>	<b>850</b>	<b>850</b>	<b>0</b>	<b>0%</b>

**Table 4. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	750	0	750	750	0
City of Redwood City	Local	100	0	100	100	0
<b>Totals</b>		<b>850</b>	<b>0</b>	<b>850</b>	<b>850</b>	<b>0</b>

**Whipple Avenue Grade Separation**

Project No. **100410**

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

ID – Issue Title	Responsibility Status	Action	Resolution Date
Difficult to obtain feedback from the communities around the southern at-grade crossings	Jessica Manzi (Redwood City) Redwood City has requested and received additional funding from SMCTA for additional, more targeted outreach in these communities of concern.	The consultant scope of work and budget will be updated with additional outreach activities with JPB approval of the capital budget amendment in October.	10/7/2021

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Prepared to ask for a capital budget amendment for the additional funding at the Oct 2021 JPB Board meeting.
2. Coordinated with the City and consultant to identify scope and budget for additional targeted outreach work.
3. Assisted Redwood City as needed in preparing the request for additional funding from SMCTA.

**NEXT KEY ACTIVITIES (top 5)**

1. Amend the consultant's work directive to reflect the additional scope & budget if approved by the SMCTA.
2. Kick off additional outreach work with targeted community outreach scheduled for the fall timeframe.
3. Request for additional funding at the Oct 2021 JPB Board meeting.

**PROJECT NOTES**



Projects in Planning/Environmental  
Projects with Informal Engagements Managed by Third Parties

**Middle Avenue Undercrossing**

Project No. **TBD**

**STATUS SUMMARY**

There has been no activity on this project as the City is still reviewing the proposed third party service agreement scope and budget. However, the City recently reached out to schedule a meeting in the next month.

**PROJECT SCOPE Summary**

The Middle Avenue Undercrossing (Project) is a proposed bicycle and pedestrian undercrossing that would improve safety and connectivity in the area around Middle Avenue in Menlo Park. The Project would serve a new Stanford development, which is adjacent to Middle Avenue, as well as middle school children in the area. Menlo Park is the Project sponsor.

**PLANNING SCOPE Summary**

Planning and Capital Development and Delivery staff are coordinating with the City via a third party service agreement to complete the following tasks:

- Review the 30 % designs and provide feedback;
- Identify a scope of work and budget for an effort to further develop the 30 % designs to Caltrain-specified 35 %;
- Develop an RFP for 35 % design that would utilize the City’s consultant bench; and
- Develop funding agreements documenting roles and responsibilities to guide the above activities as well as 35 % design.

Project Manager: Melissa Reggiardo

Capital Development and Delivery Project Manager: Alvin Piano

Sponsors: City of Menlo Park

**NOTABLE ISSUES (Top 5 in order of priority)**

Issue Title	Responsibility Status	Action	Resolution Date
Design Exception	<name> ----- The City will be seeking a design exception for the distance between the underground structure and top of rail.	Staff need to walk the City through the process to obtain such a design exception. (The exception has been verbally approved.)	TBD
Right of Way	<name> ----- The City would like to place ramps and stairs on JPB property.	Staff need to discuss the impacts of such stair and ramp placement and explore if there are other more desirable options.	TBD

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. There has been no activity on this project as the City is still reviewing the proposed third party service agreement scope and budget.

**NEXT KEY ACTIVITIES (top 5)**

1. Receive City feedback on proposed third party service agreement scope and budget and make any necessary adjustments or changes.

**PROJECT NOTES**

**Bernardo Avenue Undercrossing**

Project No.

**TBD**

**STATUS SUMMARY**

Coordinating with the project sponsors and Caltrain Engineering and Capital Delivery departments to develop a third party service agreement scope and budget that will dictate Caltrain's technical review of project alternatives.

**PROJECT SCOPE Summary**

The Cities of Sunnyvale and Mountain View and VTA are project sponsors for a proposed new bicycle and pedestrian undercrossing of the Caltrain right-of-way (ROW) at Bernardo Avenue (Project), on the border of the two cities. The proposed undercrossing would provide key access across/under the ROW as well as Central Expressway.

**PLANNING SCOPE Summary**

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

Project Manager: Dennis Kearney  
 Capital Development and Delivery Project Manager: Andy Kleiber  
 Sponsors: Cities of Sunnyvale and Mountain View, VTA

**NOTABLE ISSUES (Top 5 in order of priority)**

Issue Title	Responsibility Status	Action	Resolution Date
VTA Funding	Dennis Kearney VTA awarded the Project \$18m in construction funding, and thus the project must start expending Measure B design funding prior to July 2022.	Caltrain staff will coordinate with the sponsors to see if the funding timelines can be met.	TBD

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Coordinated with sponsors to finalize language of third party service agreement that covers technical review of project concept alternatives.
2. Coordinated with Engineering and Capital Delivery staff to finalize SA budget.
3. Distributed final third party service agreement to sponsors for review and execution.
4. Facilitated meetings with sponsors to discuss third party service agreement and project timeline.

**NEXT KEY ACTIVITIES (top 5)**

1. JPB to finalize (counter sign) third party service agreement.
2. Commence review of the project alternatives.
3. Establish meeting schedule for concept alternatives review.
4. Finalize timeline for concept alternatives review and comment.

**PROJECT NOTES**

**Mary Avenue Grade Separation**

Project No.

**TBD**

**STATUS SUMMARY**

Planning, Engineering and Capital Delivery staff have been coordinating with the City of Sunnyvale to understand where they are in the grade separation planning process. The City has shared some conceptual alternatives for a grade separation at Mary Avenue as well as Sunnyvale Avenue. The City would like technical guidance from Caltrain staff so they can select preferred alternatives by winter 2021/22. Discussions are starting around a third party service agreement, which could lead to Caltrain taking on PE and Environmental for Mary Avenue - the City's priority grade separation project.

**PROJECT SCOPE Summary**

There are two at-grade crossings in the City of Sunnyvale - Mary Avenue and Sunnyvale Avenue. The City of Sunnyvale is prioritizing a potential grade separation at Mary Avenue, though they are interested in separating Sunnyvale Avenue as well. For the past couple years, the City has been investigating a number of conceptual alternatives for both crossings. The City would like to identify a preferred alternative for each crossing by winter 2021/22 and advance the Mary Avenue grade separation into PE and Environmental with Caltrain leading the effort.

**PLANNING SCOPE Summary**

The City of Sunnyvale is investigating two conceptual alternatives at Mary Avenue including an underpass with a jughandle and a full underpass. In the first option (underpass with a jughandle) Mary Avenue would be depressed with the railroad and Evelyn Avenue at grade. Bike lanes and a sidewalk would be constructed along the depressed Mary Avenue. In the second option (full underpass) Evelyn and Mary Avenues would be depressed with the railroad remaining at grade. Bike lanes and a sidewalk would be constructed along the depressed roadways. Sunnyvale is seeking technical guidance from Caltrain staff on the conceptual alternatives so they can select a preferred alternative by winter 2021/22.

Project Manager: Dennis Kearney  
 Capital Development and Delivery Project Manager: Andy Kleiber  
 Sponsors: City of Sunnyvale

**NOTABLE ISSUES (Top 5 in order of priority)**

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

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Coordinated with Engineering and Capital Delivery staff to prepare draft service agreement for Mary and Sunnyvale Ave design concepts.
2. Coordinated workshop with Engineering and Capital Delivery staff to discuss delivery methods for Mary and Sunnyvale Ave grade crossings.

**NEXT KEY ACTIVITIES (top 5)**

1. Distribute draft Mary and Sunnyvale Ave crossings service agreement and budget to sponsor for review and comment.
2. Coordinate with sponsor to schedule meeting/s to discuss draft service agreement and budget.
3. Coordinate with sponsor on any revised conceptual alternatives and/or schedule.
4. Continue coordination with sponsor re: potential for Caltrain to take on PE and Environmental when planning phase is complete.
5. Continue coordination with sponsor to discuss potential delivery strategies for project and project funding.

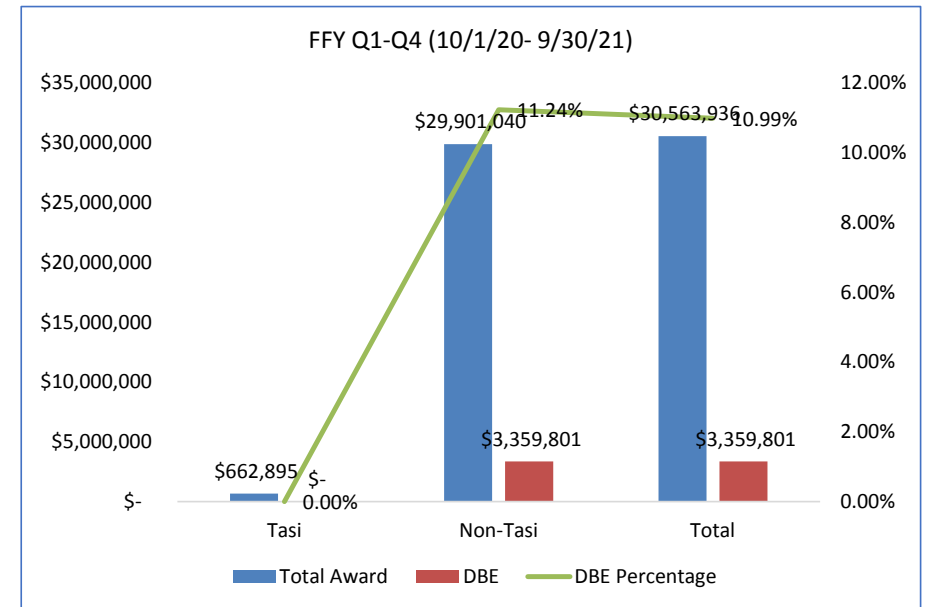
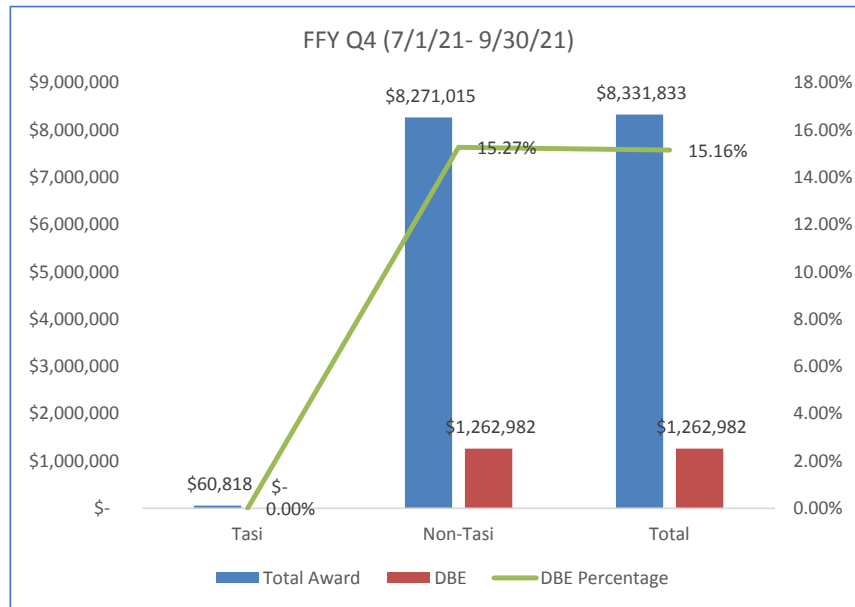
**PROJECT NOTES**

## Appendices

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

**Disadvantaged Business Enterprise (DBE)**

# JBP Award



Note: The total DBE attained Year-to-date was \$0 for TASI and \$3,359,801.97 for Non-TASI projects for JPB.

**Appendix B - Project Performance Status Light Criteria**

Status Light	Event Trigger	Range & Limits	Light
<b>Budget</b> <sup>(1)</sup>	(a) CPI	CPI < 0.95	<b>Red</b>
		CPI >= 0.95 and < 0.98	<b>Yellow</b>
		CPI >= 0.98	<b>Green</b>
	(b) EAC greater than Approved Budget	10% or more; or \$2M or more	<b>Red</b>
		Up to 10% or less or up to \$2M or less	<b>Yellow</b>
		EAC <= budget	<b>Green</b>
<b>Schedule</b> <sup>(1)</sup>	(a) SPI	SPI < 0.95	<b>Red</b>
		SPI >= 0.95 and < 0.98	<b>Yellow</b>
		SPI >= 0.98	<b>Green</b>
	(b) Major Milestones delay (Forecasted vs. Baseline) <sup>(2)</sup>	Delay of 3 months or more	<b>Red</b>
		Delay between 1 day and 3 months	<b>Yellow</b>
		On time or early	<b>Green</b>
<b>Funding</b> <sup>(1)</sup>	EAC vs. Activated Funds	Activated Funds can only cover Projected	<b>Red</b>
		Activated Funds can cover Projected Costs	<b>Yellow</b>
		EAC Equal or less than Activated Funds	<b>Green</b>
<b>Safety</b>	Occurrence of one or more safety incidents during reporting period	One or more Type II incidents (injury of	<b>Red</b>
		One Type I incident (Near Miss or incident	<b>Yellow</b>
		No incidents	<b>Green</b>

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).



## Appendix C - Definition of Terms

**Δ Prev**

Change from previous period.

**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.

**Board Authorized (in Major Contracts)**

The budget amount approved by the Board of Directors for a particular contract. Includes contingency.

**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.

**Committed**

The amount of authorized contracts, P.O.s, agreements, settlements, or other instruments that obligate the District to expend project funds.

**Completion (in Milestone Schedule)**

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

**Contingency**

An estimated amount based on the uncertainty and risk to cover unforeseen events during the course of the project. See Unallocated and Allocated Contingency.

**Contract Change Orders (CCOs)**

Contract budget changes approved through the change management process.

**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.

**Current Contract Amount**

This is the original contract amount plus any approved Contract Change Orders (CCOs). The current contract amount is the approved obligation to the construction contractor. Does not include any contingency approved for the contract.

**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.

**Earned Value Progress (in Status Summary)**

The Earned Value of completed works expressed as a percentage of the project's current budget without contingency. See Earned Value.

**Executed CCOs (Executed Contract Change Orders)**

The portion of a contract's contingency budget used in executed (approved) Contract Change Orders.

**Executed Changes**

The portion of the project's contingency budget used in executed (approved) Change Orders. Includes Executed CCOs.

**Expended + Accruals**

The project or contract costs that have been recorded in the financial system plus the accrual cost for the work performed through the current period. See Accruals.

**High Likelihood Risks (in Contingency)**

Project risks that have a high likelihood to result in changes.

**In-Process CCOs (In-Process Contract Change Orders)**

Contract Change Orders pending approval.

**In-Process Changes**

Project Change Orders pending approval. Includes CCOs.

**Interfaces**

Refers to points of connection to other projects, programs, or other entities that if not managed may lead to conflicts and issues.

**Key Activities**

Lists activities performed in the current month and activities anticipated for next month.

**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: Planning, Preliminary Design, Final Design, Procurement, Construction, Closing, Closed.

**Planned Value (PV)**

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

**Planned Value Progress (in Status Summary)**

The Planned Value of work that is expected to be completed this period, according to the baseline, expressed as a percentage of the project's current budget without contingency. See Planned Value.

**Potential and In-Process Changes**

Change Orders where impacts are being evaluated or determined, or Change Orders in process for approval. Includes Contract Change Orders.

**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.

**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 not allocated to specific Type of Work or contracts. For Estimate At Completion (EAC), it refers to the portion of the Unallocated Contingency that is estimated to be used by the end of the project. In Risk Management this is referred to as "Unknown Unknowns".

**Appendix D - Capital Program Major Milestones by Project**

Capital Program Major Milestones by Project







**Caltrain Capital Program**

Project's Major Milestones

21-Oct-21 15:48

Activity ID		Activity Name	BL Project Start	Start	BL Project Finish	Finish	2022					2023					2024				2025				2026				2027				2028				2029			
<b>100278</b>		<b>Mary Avenue Traffic Signal Preemption</b>	01-Feb-18	01-Feb-18 A	31-Jan-22	31-Jan-22	31-Jan-22, 100278: Mary Avenue...																																	
<b>100278.A10</b>		<b>Project Milestone</b>	01-Feb-18	01-Feb-18 A	31-Jan-22	31-Jan-22	31-Jan-22, 100278.A10: Project...																																	
A1000		Project Start	01-Feb-18	01-Feb-18 A																																				
A1150		35% Design			01-May-19	01-May-19 A																																		
A1160		65% Design			05-Dec-19	05-Dec-19 A																																		
A1170		100% Design			06-May-20	06-May-20 A																																		
A1210		Construction Start	21-Jul-20	21-Jul-20 A																																				
A1230		Materials Received			28-Dec-20	28-Dec-20 A																																		
A1220		Construction Complete			30-Jun-21	30-Jun-21 A																																		
A1240		System Testing			31-Dec-21	31-Dec-21 A																																		
A1010		Project Finish			31-Jan-22	31-Jan-22 A																																		
<b>100333</b>		<b>FY19 &amp; 20 Grade Crossing Improvements</b>	01-Apr-19	01-Apr-19 A	31-Dec-21	31-Dec-21	31-Dec-21, 100333: FY19 & 20 G...																																	
<b>100333.A10</b>		<b>Project Milestone</b>	01-Apr-19	01-Apr-19 A	31-Dec-21	31-Dec-21	31-Dec-21, 100333.A10: Project...																																	
A1000		Project Start	01-Apr-19	01-Apr-19 A																																				
A1150		35% Design			01-Oct-19	01-Oct-19 A																																		
A1160		65% Design			31-Dec-19	31-Dec-19 A																																		
A1170		100% Design			01-May-20	01-May-20 A																																		
A1180		IFB			01-Sep-20	01-Sep-20 A																																		
A1190		Bids Due			12-Oct-20	12-Oct-20 A																																		
A1200		Contract Award			30-Dec-20	03-Dec-20 A																																		
A1210		LNTP	08-Feb-21	08-Feb-21 A																																				
A1220		Construction Complete			01-Oct-21	04-Oct-21*																																		
A1010		Project Finish			31-Dec-21	31-Dec-21 A																																		
<b>100369</b>		<b>Mountain View Transit Center and Grade Separat</b>	02-Jan-20	01-Jan-20 A	01-Oct-26	30-Sep-26	30-Sep-26, 100369: Mountain Vi...																																	
<b>100369.A10</b>		<b>Project Milestone</b>	02-Jan-20	01-Jan-20 A	01-Oct-26	30-Sep-26	30-Sep-26, 100369.A10: Project...																																	
A1000		Project Start	02-Jan-20	01-Jan-20 A																																				
A1140		Award Design Contract			07-Jul-22	07-Jul-22*																																		
A1060		NTP for Final Design	08-Jul-22	08-Jul-22 A																																				
A1070		Final Design Completion			31-Jul-23	31-Jul-23 A																																		
A1300		All Permits Received			31-Jul-23	31-Jul-23 A																																		
A1120		Award Construction Contract			15-Apr-24	15-Apr-24*																																		
A1080		NTP for Construction	01-Jun-24	01-Jun-24 A																																				
A1100		Construction Completion			30-Jun-26	30-Jun-26 A																																		
A1010		Project Finish			01-Oct-26	30-Sep-26 A																																		
<b>100403</b>		<b>Broadband Communication</b>	11-Nov-19	11-Nov-19 A	31-Dec-23	31-Dec-23	31-Dec-23, 100403: Broadband C...																																	
<b>100403.A10</b>		<b>Project Milestone</b>	11-Nov-19	11-Nov-19 A	31-Dec-23	31-Dec-23	31-Dec-23, 100403.A10: Project...																																	
A1000		Project Start	11-Nov-19	11-Nov-19 A																																				
A1020		Notice to Proceed	11-Nov-19	11-Nov-19 A																																				
A1120		Requirements Gathering			13-Feb-20	13-Feb-20 A																																		
A1130		RF Study			10-Aug-20	10-Aug-20 A																																		
A1140		Rough Cost Estimate			21-Aug-20	21-Aug-20 A																																		
A1150		Conceptual Design			19-Nov-20	19-Nov-20 A																																		
A1170		Issue RFP			15-Sep-21	01-Oct-21*																																		

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

TASK filter: PC Major Milestones.  
Layout: PC Project Major Milestones







**Caltrain Capital Program**  
Project's Major Milestones

21-Oct-21 15:48

Activity ID	Activity Name	BL Project Start	Start	BL Project Finish	Finish	2022												2023				2024				2025				2026				2027				2028				2029											
						J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A							
A1100	Complete Construction			31-Oct-21	30-Nov-21*	◆ Complete Construction																																															
A1010	Project Finish			15-Dec-21	15-Dec-21	◆ Project Finish																																															
<b>100449 Next Generation VMS</b>		01-May-20	01-May-20 A	14-Jan-22	14-Mar-22	◆ 14-Mar-22, 100449 Next Genera...																																															
<b>100449.A10 Project Milestone</b>		01-May-20	01-May-20 A	14-Jan-22	14-Mar-22	◆ 14-Mar-22, 100449.A10: Project...																																															
A1000	Project Start	01-May-20	01-May-20 A																																																		
A1060	Requirement Documents			30-Sep-21	30-Dec-21*	◆ Requirement Documents																																															
A1070	RFP			30-Oct-21	30-Jan-22*	◆ RFP																																															
A1010	Project Finish			14-Jan-22	14-Mar-22	◆ Project Finish																																															
<b>100482 Rengstorff Grade Separation</b>		05-Aug-19	05-Aug-19 A	21-Dec-27	21-Dec-27	◆ 21-Dec-27, 100482 Rengstorff																																															
<b>100482.A10 Project Milestone</b>		05-Aug-19	05-Aug-19 A	21-Dec-27	21-Dec-27	◆ 21-Dec-27, 100482.A10: Projec																																															
A1000	Project Start	05-Aug-19	05-Aug-19 A																																																		
A1060	Preliminary 35% Design			15-Dec-21	15-Dec-21*	◆ Preliminary 35% Design																																															
A1090	MOU/ CO-OP Agreement with the City of Mountain View for Final Desig			15-Dec-21	03-Feb-22*	◆ MOU/ CO-OP Agreement with the...																																															
A1480	Award Design Contract				04-Aug-22*	◆ Award Design Contract																																															
A1070	65% Design			06-Mar-23	06-Mar-23*	◆ 65% Design																																															
A1080	95% Design			02-Aug-23	02-Aug-23*	◆ 95% Design																																															
A1100	100% Design			02-Feb-24	02-Feb-24*	◆ 100% Design																																															
A1110	All Permits Received				03-Feb-24	◆ All Permits Received																																															
A1340	Construction Contract Award - Board Approval			02-Jan-25	02-Jan-25*	◆ Construction Contract Award - ...																																															
A1310	LNTTP	03-Feb-25	03-Feb-25			◆ LNTTP																																															
A1300	Construction Completion			01-Oct-27	01-Oct-27	◆ Construction Completion																																															
A1010	Project Finish			21-Dec-27	21-Dec-27	◆ Project Finish																																															
<b>100566 San Mateo Grade Crossing Improvements</b>		26-Feb-21	26-Feb-21 A	02-Jan-24	02-Jan-24	◆ 02-Jan-24, 100566 San Mateo G...																																															
<b>100566.A10 Project Milestones</b>		26-Feb-21	26-Feb-21 A	02-Jan-24	02-Jan-24	◆ 02-Jan-24, 100566.A10: Project...																																															
A1110	Project Start	26-Feb-21	26-Feb-21 A																																																		
A1290	Work Plan and SMRC Approval			26-Feb-21	26-Feb-21 A	◆ Work Plan and SMRC Approval																																															
A1310	Issue Design Work Directive			22-Mar-21	22-Mar-21 A	◆ Issue Design Work Directive																																															
A1170	35 % Design			30-Jun-21	30-Jun-21 A	◆ 35 % Design																																															
A1320	65 % Design			30-Sep-21	01-Oct-21*	◆ 65 % Design																																															
A1120	100 % Design			01-Jan-22	01-Jan-22*	◆ 100 % Design																																															
A1210	IFB			01-Mar-22	01-Mar-22*	◆ IFB																																															
A1220	Award Construction Contract			07-Jul-22	07-Jul-22	◆ Award Construction Contract																																															
A1160	NTP	01-Sep-22	01-Sep-22*			◆ NTP																																															
A1300	Construction Complete			01-Sep-23	01-Sep-23	◆ Construction Complete																																															
A1180	Project Finish			02-Jan-24	02-Jan-24	◆ Project Finish																																															
<b>100574 Next Generation Clipper Validator Site Prep</b>		01-Apr-21	01-Apr-21 A	31-Mar-23	31-Mar-23	◆ 31-Mar-23, 100574 Next Genera...																																															
<b>100574.A10 Milestones</b>		01-Apr-21	01-Apr-21 A	31-Mar-23	31-Mar-23	◆ 31-Mar-23, 100574.A10: Milesta...																																															
A1110	Project Start	01-Apr-21	01-Apr-21 A																																																		
A1230	Final Design Complete			30-Oct-21	30-Oct-21	◆ Final Design Complete																																															
A1290	NTP			01-Apr-22	01-Apr-22	◆ NTP																																															
A1220	Award Construction Contract			17-Mar-22	07-Apr-22*	◆ Award Construction Contract																																															
A1160	Construction Complete			30-Dec-22	30-Dec-22	◆ Construction Complete																																															
A1170	Project Finish			31-Mar-23	31-Mar-23	◆ Project Finish																																															

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