



Memorandum

Date: January 4, 2018
To: Transportation Authority Board
From: Deputy Director Name – Deputy Director Title
Subject: 01/09/17 Board Meeting: Caltrain Electrification Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>As required by the Funding Partners Oversight Protocol for Caltrain’s Cal Mod Program, the Director of Caltrain will present at the Board of Supervisors twice a year on the Cal Mod Program and answer questions regarding the status of the project. The first of such presentations will take place at this meeting. This memo is intended as a staff supplement to the presentation</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

The paragraphs below provide a brief status update on the CBOSS PTC and the Peninsula Corridor Electrification Project (PCEP), which is comprised of corridor electrification and vehicle procurement as part of the Cal Mod program.

CBOSS: Caltrain issued a Design-Build contract to Parsons Transportation Group (PTG) in October 2011 with a project budget of \$239,880,000. On February 22, 2017, after long and thoughtful consideration, Caltrain terminated its design-build contract with PTG for CBOSS due to non-performance. The project was restarted in May 2017 with the award of a short-term contract to Alstom (a subcontractor under the PTG contract) to keep the project moving until a long-term contract is procured to complete the work. On July 6, 2017 Caltrain awarded another contract to ARINC, another subcontractor under the original contract, to perform an evaluation of the status of the project to guide the development of the scope of work for the Systems Integration contract. Caltrain is continuing discussions with legal counsel and multiple vendors, and is evaluating options for moving forward.

As of November 30, 2017, expenditures and accruals reached \$200,791,879 on the project, with work estimated at 83.7% complete. Wayside systems and on-board systems installation are complete, together with the Backup Central Control Facility (BCCF), which was put into service in June 2016. ~~Work has resumed on the onboard software development and testing, both in the lab and on test trains.~~ Revenue Service Demonstration, originally scheduled for October 2016, is currently anticipated for December 2018. Once a new Systems Integration contractor is in place, Caltrain will

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reassess the schedule and budget. The contract issued to PTG in October 2011 had a \$159,761,261 budget, of which \$116,748,741 has been paid through November 30.

PCEP: As of November 30, 2017, the PCEP has spent \$373,409,596 against a \$1.98 billion budget. In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure (BBI) in the amount of \$697 million. The contract was issued with a \$108 million limited Notice to Proceed (NTP), pending execution of the FTA Full Funding Grant Agreement (FFGA), which was delayed by three-and-a-half months. Having received the FFGA on May 23, 2017, Caltrain issued full NTP on June 19, 2017. A groundbreaking ceremony was held on July 21, 2017. Construction of the Overhead Contact System (OCS) foundations started in ~~March-October~~ 2017 and work is progressing on tree pruning, utility relocations, potholing, and pole foundations. Meanwhile The PCEP team continues to work with BBI on finalizing the OCS design. BBI has completed the inspection of existing signal cables to determine compatibility with the future electrified railroads. Coordination with PG&E for infrastructure improvements and TPS interconnects continues.

On September 6, 2016 Caltrain gave a limited NTP to Stadler Rail for the \$551 million EMU contract to design and fabricate 96 electric vehicles. After receipt of the FFGA, Caltrain issued the full NTP on June 1, 2017. In accordance with the Buy America provisions of the FTA funding, the vehicles will be manufactured in Salt Lake City. The vendor has submitted various early deliverables to Caltrain, including the Master Program Schedule, Contracts Deliverable List, and System Safety, Quality Assurance Plans and Conceptual Design. The PCEP team continues to address system-wide interface issues involving the emerging EMU design and the existing wayside infrastructure with the PCEP and CBOSS Projects. EMU design coordination discussions continue with representatives from Caltrain Operations and Maintenance, Caltrain Outreach, the Federal Railroad Administration (FRA), FTA Safety and Quality Assurance personnel, Electrification contractor, and Program Scheduling. Fabrication of the car bodies is underway and arrival of first vehicle is anticipated in July 2019.

Both contractors have completed their evaluation of the impact on cost and schedule resulting from the delay in issuing the FFGA, which Caltrain is currently evaluating. Including Caltrain staff and consultant costs, the delay was initially estimated to cost up to \$approximately \$1620 million. It now appears that the cost will be somewhat lower. Revenue Service Demonstration is now scheduled for April 2022, a four-month delay from the original December 2021 baseline, reflecting the delay in obtaining the FFGA. Although this date includes a four-month schedule contingency based on the project team's risk analysis, the FTA is recommending an additional four-month contingency, which would push the Revenue Service Demonstration date to August 2022.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

None.