AGENDA
PENINSULA CORRIDOR JOINT POWERS BOARD
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

June 5, 2008 - Thursday 10:00 a.m.

1. Pledge of Allegiance

2. Call to Order/Roll Call

3. Public Comment
   Public comment by each individual speaker shall be limited to one minute

4. Consent Calendar
   Members of the public or Board may request that an item under the Consent Calendar be considered separately
   a) Approval of Minutes of May 1, 2008
   b) Acceptance of the Statement of Revenues and Expenses, April 2008
   c) Award of Contracts to KPMG LLP of Sacramento, CA and Ross Financial-Robert Kuo Consulting, LLC of San Francisco, CA to Provide On-call Auditor and Technical Analysis Services for an Aggregate Sum of $250,000 for a Three-year Term

5. Chairperson’s Report
   a) Appointment of Citizens Advisory Committee Members Representing San Mateo and Santa Clara Counties

6. MTC Liaison Report (Sue Lempert)

7. Report of the Citizens Advisory Committee

8. Report of the Executive Director
   a) Caltrain Performance Report – April 2008
   b) Rail Car Repair Program

9. Approval of FY 2009 Operating Budget

10. Review of Preliminary FY 2009 Capital Budget

11. Award of Contract to Southwest Signal Engineering Company of Jacksonville, FL to Provide On-call Railroad Signal and Communications Services for an Aggregate Not-to-Exceed Sum of $7,000,000 for a Three-year Term

12. Quarterly Capital Progress Report
13. Correspondence

14. Board Member Requests

15. Date/Time of Next Meeting
   Thursday, July 3, 2008, 10 a.m. at San Mateo County Transit District Administrative Building,
   Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

16. Report of Legal Counsel
   a) Closed Session: Conference with Real Property Negotiator Pursuant to
      Government Code Section 54956.8
      Property: Caltrain Right of Way Governed by Real Property Ownership Agreement
      Agency negotiator: Executive Director
      Negotiating parties: San Mateo County Transit District, Santa Clara Valley Transportation Authority and City and County of San Francisco

17. Adjourn

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

Amended items are shown in italic underline.
INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the JPB Website at www.caltrain.com.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus Routes: 260, 295, 390, 391, and KX.

The JPB meets regularly on the first Thursday of the month at 10 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 6 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Board, please fill out a speaker’s card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for 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 public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.com; or by phone at 650.508.6242, or TDD 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 are 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.
MEMBERS PRESENT:  J. Cisneros, S. Elsbernd, N. Ford, J. Hartnett (Chair), J. Hill,  
D. Gage, A. Lloyd, F. Williams, K. Yeager

MEMBERS ABSENT:  None

MTC LIAISON:  S. Lempert

STAFF PRESENT:  G. Cameron, B. Carson, J. Cassman, C. Cavitt, C. Gratienne,  
V. Harrington, C. Harvey, R. Haskin, R. Lake, R. Lee,  
M. Martinez, I. McAvoy, N. McKenna, L. Millard, D. Miller,  
M. Scanlon, M. Simon

Chair Jim Hartnett called the meeting to order at 10:05 a.m. and Director Nathaniel Ford led the  
Pledge of Allegiance.

PUBLIC COMMENT
Pat Giorni, Burlingame, said that Bike to Work Day is Thursday, May 15, and more passengers  
may be taking their bikes on Caltrain, which could lead to increased dwell time. Ms. Giorni  
would like the conductors to keep an unofficial tally of the number of cyclists denied boarding at  
each station due to lack of space on this day.

David Rusconi, Redwood City, stated his objections to a locomotive bearing the name of Jackie  
Speier locomotive and the unsatisfactory response he received from staff on his initial letter. Mr.  
Rusconi sent another letter on April 14 and thus far has not received a response from staff.

Jeff Carter, Burlingame, thanked the Board and staff for taking care of the time on the visual  
messaging signs.

Doug DeLong, Mountain View, said a few meetings ago Chuck Harvey said that Caltrain was at  
capacity levels on some trains. Mr. DeLong said Caltrain is facing growth compression and a  
way to correct the capacity issue is by changing the length of the trains.

Greg Conlon, Atherton, said he plans on attending the Transportation Authority meeting tonight  
to congratulations the Board on funding the quad gates along the Caltrain line, but he is concerned  
about the number of fatalities. Mr. Conlon said the right-of-way needs to be protected from  
entry.

Jack Ringham, Atherton, said the capacity constraints that are limited to a few trains and this  
problem could be alleviated by taking five of the existing five-car trains and making them four-  
car trains and putting those extra cars on the five-car trains to make six-car trains. The bike  
capacity could be relieved by changing the deployment to match the need.
Jim Bigelow, Redwood City Chamber of Commerce, provided each Board member with a High Speed Rail (HSR) pin. Mr. Bigelow said AB3034 is progressing well through the Assembly. The federal funding agreement is rolling along and the private infrastructure arrangement for one-third of the cost is going along well.

CONSENT CALENDAR
The Board approved the items under the Consent Calendar as follows:

a) Approval of Minutes of April 3, 2008
b) Acceptance of the Statement of Revenues and Expenses, March 2008
c) Authorization to Request an Allocation of Fiscal Year 2008 Proposition 1B California Transit Security Grant Program (CTSGP) Funds in the Amount of $939,246
d) Authorization to Submit Fiscal Year 2008 Federal Transit Administration (FTA) Application (Section 5307, Section 5309 and Congestion Mitigation and Air Quality (CMAQ)) in the Total Amount of $24,877,261
e) Approval of a Change Order to Contract with Mitchell Engineering for an Amount Not-to-Exceed $150,000 for the San Bruno Grade Separation Phase 1 Contract
f) Approval of a Change Order with Shimmick/Balfour Beatty Rail Services for an Amount Not-to-Exceed $150,000 for the Burlingame Outboard Platform Improvements Project

CHAIRPERSON’S REPORT
Chair Harnett said in response to Mr. Conlon’s remarks on the safety issue, the entire organization treats all safety issues with great concern and great sensitivity. Chair Harnett said that even one fatality is too many in Caltrain’s view.

MTC LIAISON REPORT
Sue Lempert, MTC Liaison, said MTC will be holding a series of workshops on its 2035 Vision Plan throughout the nine Bay Area counties and hopes people plan to attend to provide their input. MTC staff will describe the 2035 Plan and the environmental concerns and how people can use public transit to help these concerns. Workshops will be held in Santa Clara County at the Martin Luther King Library on Tuesday, May 8 from 6-8 p.m.; in San Mateo County at the Board of Supervisors Chambers in Redwood City on Tuesday, May 13 from 6-8 p.m.; and in San Francisco at San Francisco State’s Downtown Campus on Thursday, May 22 from 6-8 p.m. Caltrain has some very important projects in the plan and it would be great for the audience to attend to support these important issues.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)
Bruce Jenkins, CAC Chair, reported that at the last meeting Liria Larano, Deputy Director of Capital Programs, gave a presentation on the JPB capital program and master schedule including the status of electrification and rolling stock, engineering projects and studies. Michelle Bouchard, Deputy Director of Rail Transportation, emphasized the amount of thought and coordination that goes into these studies, projects and scheduling. Ms. Bouchard reported on ridership, baseball service, revenue and the new Bombardier cars due in the fall. The next CAC meeting is May 21.

REPORT OF THE EXECUTIVE DIRECTOR
Mr. Scanlon reported the following:
• Performance Statistics for March 2008 compared to March 2007:
  a. Total Ridership was 974,083, an increase of 3.3 percent.
  b. Average Weekday Ridership was 36,606, an increase of 4.8 percent.
  c. Total Revenue was $3,239,001, an increase of 13.5 percent.
  d. On-time Performance was 94.7 percent, a decrease of 2.1 percent.
  e. Caltrain Shuttle Ridership was 5,839, an increase of 8.6 percent.

• Year-to-Date Statistics:
  a. Total Ridership was 8,646,835, an increase of 7.4 percent.
  b. Average Weekday Ridership was 36,476, an increase of 6.6 percent.
  c. Total Revenue was $28,926,348, an increase of 15.9 percent.
  d. On-time Performance was 93.4 percent, a decrease of 2.4 percent.
  e. Caltrain Shuttle Ridership was 5,203, an increase of 6.2 percent.

• Indicated his appreciation for the passion of members in attendance regarding the capacity issues, but there are crewing and throughput issues that limit the ability of the agency to resolve these issues in the near-term. Some relief will come in the fall with the arrival of the new Bombardier cars.

• Actual information on pass-ups of bike boardings is available and staff will make it available to Pat Giorni.

• April was a troubling month with fatalities on April 7 in Menlo Park, April 19 in San Bruno and April 27 in Atherton.

• The Caltrain Rail Safety Relay will be on May 21. Participating in the relay will be a Caltrain conductor, a Transit Police officer and a school teacher/principal. The relay will begin in San Jose and the participants will be handing off a rail crossing sign at various stops. There will be a brief presentation in San Francisco at the end of the relay.

• The March Safety and Security report includes many safety improvements at CEMOF.

• The FY09 preliminary budget is still a work in progress and the biggest, single culprit affecting costs is fuel. Forty-three weeks into the year fuel is 4.7 percent over the amended budget of $2.65 per gallon at $2.77 per gallon. The last 10 weeks fuel has been over $3 per gallon and last week was $3.65 per gallon.

• Giants ridership for the three exhibition games and the month of April was about 3,300 riders. This number is substantially less than last year at 4,400 riders, when Barry Bonds was going for the homerun record.

• The Belmont/Hillsdale shuttle is carrying about 65 passengers a day.

• Staff is working with the MTC and the Air District for the upcoming Spare the Air season. There will only be two free days this year and Caltrain, the ferries and BART will only be free until noon.

• The reading file contains take-ones for the JPB CAC recruitment, the Sunset Magazine shuttle (a joint promotion with Sunset Magazine and Caltrain), and extra service for Kaboom on May 10 and Bay to Breakers service on May 18.

Ms. Lempert said there has been a lot of discussion at MTC about Spare the Air and this may be the last year that MTC will be offering the funding. Ms. Lempert said this promotion costs MTC millions of dollars.

Mr. Scanlon said that while the Spare the Air offers free rides and more passengers, our regular bike riders and passengers are affected by capacity issues. Service would be free only in the morning so that people could try the service and also on days where there is baseball games, we
didn’t have the capacity so our regular riders, passholders that ride every day and our regular bike riders couldn’t get on or off.

Chair Hartnett said he never has felt comfortable with the Spare the Air program for Caltrain as it never gave any bang for the buck.

Director Jerry Hill said the chair of the Bay Area Air Quality Management District (BAAQMD) has been watching this for a number of years. The benefit derives not necessarily from the transit, but from the ozone level that is created because people are out of their cars on the Spare the Air days. The problem is that ozone levels on those days exceed the state and federal levels and puts the region out of compliance. That impacts the BAAQMD compliance budget that we have in the transportation budget, which in long run could prevent the BAAQMD from getting the federal funds to MTC so that they can provide the extra money to all agencies.

Director Ford said consideration should be given to educating employers about people working from home on those particular days.

Public Comment
Pat Giorni, Burlingame, said that there is a safety issue that exists in the City of San Mateo. Ms. Giorni said none of the corners at 4th Avenue by the rail crossing have safety arms that come down.

PROPOSED FY 2009 OPERATING BUDGET
Gigi Harrington, Chief Financial Officer, reported the following on the preliminary FY09 budget:

- Service levels will remain unchanged.
- Staff will be requesting a fare increase around mid-year.
- The budget is currently out of balance by $5.4 million.
- Projected total revenue for FY09 is $89.9 million.
- Fare revenues are projected to be $41.7 million, which includes a possible mid-year fare increase.
- Passenger fares for FY09 are projected to increase by $3.3 million, including a fare increase.
- Total projected expenses are $95.4 million.
- The rail operator contract is $55.4 million, $2.1 million more than FY08, and equals 58 percent of the expenditures on the operating side of the budget.
- Fuel is $14.4 million, an increase of $2 million from FY08. Fuel is budgeted at $3 a gallon.
- Member agency contributions are being increased by 3 percent.

Director Sean Elsbernd asked if staff prepares a two- or three-year projection model. Ms. Harrington said that staff does not, but she would be glad to provide Director Elsbernd with that data.

Director Ken Yeager asked where staff is on the member contributions and each agency’s decision to commit to a 3 percent increase.
Mr. Scanlon said that all partners have agreed on the contribution share, but staff is not sure if 3 percent is enough. This is a preliminary budget and staff is very optimistic, but a fare increase is very likely and the fare increase would not even cover the fuel expense.

Director Yeager said that staff can not wait too long since the member agencies are compiling their budgets.

Mr. Scanlon said the capital program will be about $200 million and staff is trying to make strategic capital investments that will improve the operations and the sustainability of the operations. Mr. Scanlon said that with electrification, we will be able to run service that will stop at more stations, attract more customers, and get more fares without sacrificing time. Investments on the capital side will be driven toward bringing the operating requirements downs.

Director Hill asked what the remaining reserves are. Ms. Harrington said they are just under $5 million.

Director Forrest Williams asked about the member contributions and how the shares are prorated.

Mr. Scanlon said that when the Joint Powers Agreement was put together the contributions were based on the AM boarding formula and that is the presumption that people get on the train in the morning where they sleep and where they supposedly pay taxes. Mr. Scanlon said that he will be meeting with Director Ford, as Chief Executive Officer of the Municipal Transit Agency, and Michael Burns, Chief Executive Officer of VTA, to discuss the partner share formula and if the Joint Powers Agreement needs to be amended.

**AUTHORIZATION TO SUBMIT FOR APPROVAL TO THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS A LABOR COMPLIANCE PROGRAM APPLICABLE TO ALL FUTURE PUBLIC WORKS CONTRACTS**

Bill Carson, Manager, Employee Relations and Civil Rights, said Staff Coordinating Council recommends that the Board authorize the Executive Director to submit to the Department of Industrial Relations a labor compliance program applicable to all future public works contracts. Mr. Carson said that in 2006 the Board gave approval for a labor compliance program for design-only projects and staff would like to expand that program to all future projects. Mr. Carson said administering the program internally provides the opportunity for additional revenue and to increase operational efficiency, particularly in the Labor Compliance office. Mr. Carson said the JPB can be exempt from prevailing wage requirements, construction contracts of $25,000 or less and maintenance repair, alteration and demolition projects of $15,000 or less.

The motion (Gage/Cisneros) to authorize submittal to the California Department of Industrial Relations was approved unanimously by roll call.

**PUBLICATION AND APPROVAL OF THE PROPOSED DBE OVERALL ANNUAL GOAL OF 10 PERCENT FOR FY 2009**

Raymond Lee, DBE Officer, said the Disadvantaged Business Enterprise (DBE) Review Committee and SCC requests Board authorization to publish for public comment the JPB’s
proposed DBE goal of 10 percent for the next federal fiscal year, which commences on October
1, 2008. Mr. Lee said that as a recipient of federal financial assistance, the JPB is required on an
annual basis to develop DBE participation goals on federally assisted contracts. For the next
fiscal year the JPB is expected to utilize approximately $73 million in FTA funds for various
construction and engineering projects. Mr. Lee said this recommended goal was analyzed and
developed in accordance with prescribed federal methodologies which included a detailed review
of the relative availability of DBEs. Mr. Lee said that for FY08 the annual overall goal was 11.9
percent. As of March 31, the DBE participation rate is approximately 5.4 percent. Mr. Lee said
this is preliminary and there still are some substantive contracts in the next six months, including
a program management oversight contract that the Board will be asked to consider at this
meeting, and those contracts have noticeable DBE participation. The FY07 overall goal was 7.4
percent and a rate of 9.9 percent was achieved. Mr. Lee said that given the historical
performance, it was felt that with the mixed types of contracts that are anticipated for FY09, the
10 percent goal was a reasonable projection for the upcoming year.

Mr. Lee said that, consistent with the Department of Transportation (DOT) guidance, staff is
recommending a whole race-neutral DBE implementation program and this is pending the
outcome of a disparity study or available utilization study which the Board had authorized back
in September 2007. The study is nearing the end of its project cycle and staff expects to present
findings to the Board in the near future. Mr. Lee said that should the Board find that the study
results warrant a change to the program, staff will work with the Federal Transit Administration
(FTA) to enact those changes. Public comment is a required element of the DBE program and
the DBE committee is recommending that the Board approve for publication and public
comment the proposed goal of 10 percent and to authorize the Executive Director to adopt the
goal should there be no public comment that warrants a change.

Director Ford asked if we will come close or pass the current goal since we are currently at 5.4
percent. Mr. Lee said there are a number of construction contracts that would involve or have
subcontracting opportunities with substantive DBE availability.

Director Ford asked if there is a percentage requirement on the on-call services contract since
there is a diverse pool of sub-consultants and some DBE firms. Mr. Lee said that under race
neutral program there is not a specific contract goal that staff can place as an agency.

Vice-Chair Don Gage asked if there is a DBE prequalification policy for contractors. He said that
this prequalification helps identify contracts that would satisfy DBE requirements, but it also has
a pool to draw from so that when the RFP goes out they are pre-qualified and it is easier to
quickly get a contract done.

The motion (Lloyd/Gage) to publish and approve the proposed DBE overall annual goal was
approved unanimously by roll call.

**AWARD OF CONTRACT TO CBS OUTDOOR GROUP, INC. FOR TRAIN AND
STATION ADVERTISING SERVICES**

Rita Haskin, Chief Communications Officer, said SCC recommends the Board approve a
contract with CBS Outdoor for train wrap and station advertising. The JPB’s current advertising
contract with CBS Outdoor expires at the end of June, and includes two one-year options.
Rather than exercise the options, staff opted to go out to the market and see if there was more competition. Ms. Haskin said that with the new contract the JPB will get 53 percent versus 50 percent in the current contract and $60,000 guarantee versus the current $36,000 guarantee.

Director Hill asked if there was only one proposal. Ms. Haskin said a few firms attended the pre-bid, including the firm that works with Amtrak and Clear Channel who works with Muni and BART. Both of these firms opted out.

Director Williams asked about CBS Outdoor’s track record. Ms. Haskin said under the current contract the guarantee is $36,000 a year and they brought in about $250,000.

Ms. Lempert asked if staff has any control over what is put on the trains or at the stations. Ms. Haskin said the RFP outlines what is acceptable.

Legal Counsel David Miller said that based on experience and in cooperation with the ad agency good decisions are made about what constitutes acceptable advertising content.

Ms. Lempert complimented the Art Takes a Bus program and asked if that type of bus wrap can be used for advertising.

Director Ford asked how many advertising contracts there are. Ms. Haskin said there is one for Caltrain; one for SamTrans bus shelters; and one for the buses.

Director Hartnett complimented staff for not accepting options and going out and checking the marketplace.

The motion (Lloyd/Gage) to award a contract to CBS Outdoor Group, Inc. was approved unanimously by roll call.

AWARD OF CONTRACT TO GRANITE CONSTRUCTION, INC. FOR THE GUADALUPE INTERIM PROJECT IN THE AMOUNT OF $354,888
Cheryl Cavitt, Director of Contracts and Procurement, said SCC is recommending that the Board award a contract to the lowest responsive bidder, Granite Construction for a total amount of $329,888 for the Guadalupe River interim repair project with an additional estimated payment of up to $25,000 for early completion. Ms. Cavitt said this is the first time the agency has offered an incentive for early completion of a contract. The award is going to provide for interim work at the Guadalupe River main track to bring it up to a state of good repair. Staff followed the normal bid procedures and issued an Invitation for Bid (IFB) in March 2008. A total of seven bids were received with the lowest bid 57 percent lower than the engineer’s estimate. Ms. Cavitt said this number of factors led to the bid being substantially lower than the engineering estimate. Staff’s estimate included overtime that would be anticipated for on-time completion which the contractor did not include in the winning bid. Ms. Cavitt said the DBE officer reviewed the bid and prior to issuance of the IFB provided notification to small businesses, including DBEs of this opportunity.

Director Yeager asked where the bridge is. Claude Gratianne, Project Manager, said the bridge is west of the Guadalupe River in San Jose near Highway 87.
Director Yeager asked if it is just the tracks or is there any pedestrian use on the bridge.
Mr. Gratianne said there are only tracks and no pedestrian access on the bridge.

Mr. Gratianne said that staff has gotten permits from the Regional Water Quality Control Board, as well as the Army Corps and staff is getting encroachment permits from the Santa Clara Valley Water District.

Ms. Cavitt said that the reason for the $25,000 incentive is that it is critical that the project be completed by October 15 to comply with a U.S. Department of Fish and Game requirement that the water in the river be undisturbed during spawning season.

The motion (Yeager/Lloyd) to award a contract to Granite Construction, Inc. was approved unanimously by roll call.

AWARD OF CONTRACT TO CARTER AND BURGESS, INC. TO PROVIDE ON-CALL PROGRAM MANAGEMENT OVERSIGHT SERVICES FOR AN AGGREGATE SUM OF $6,000,000 FOR A THREE-YEAR TERM
Cheryl Cavitt, said that SCC recommends Board approval of an on-call, no guarantee contract to Carter and Burgess, Inc. of Oakland to provide program management oversight services for a total not to exceed $6 million over a three-year base period and authorize the Executive Director to execute the contract and exercise up to two additional one-year options, if it is in the best interest of the JPB. Ms. Cavitt said this action will benefit the JPB by providing project control services. The bulk of the work under the contract will be comparing expenditures versus accomplishments on each of the programs so that at any point there is no shortfall in performance and staff can keep track of expenditures and progress simultaneously through their evaluation services. Ms. Cavitt said that staff from Carter and Burgess will also recommend improvements to the existing capital project delivery system, develop and refine management of document control systems, provide tracking for capital programs, budgets, invoices, as well as training and documentation of policies and procedures. Ms. Cavitt said a Request for Proposal (RFP) was issued in November 2007 and notices were disseminated to the DBE community. A total of 75 firms downloaded the RFP and five proposals were received and three firms were invited for interviews. Ms. Cavitt said that since this is an on-call contract the exact amount of DBE participation can’t be determined in advance of the issuance of any of these work directives. Ms. Cavitt said that Carter & Burgess has included four DBE sub-consultants with its proposal and is judged to have complied with the DBE requirements by furnishing the diverse pool of sub-consultants.

Public Comment
Pat Giorni, Burlingame, said that on Tuesday night this same request was made to the TA CAC for $3 million and now the JPB is being asked for $6 million. The report to the CAC is to benefit the TA and this to the JPB. Are we actually giving $9 million to this company?

Mr. Scanlon said that the TA will be approving a $3 million contract with Carter and Burgess, but they are two different boards and two different agencies. When feasible, staff goes out and bids for each agency. These are for different capital projects for the different agencies and the
JPB capital program is substantially larger than the TA program and requires more extensive management.

The motion (Yeager/Lloyd) to award a contract to Carter and Burgess, Inc. was approved unanimously by roll call.

CORRESPONDENCE
Provided in the reading file.

BOARD MEMBER REQUESTS
Chair Harnett thanked everyone for their cooperation today with such a full agenda.

REPORT OF LEGAL COUNSEL
None.

DATE/TIME/PLACE OF NEXT MEETING
Thursday, June 5, 2008, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos CA 94070.

ADJOURNED
The meeting adjourned at 11:23 a.m.
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Chief Financial Officer

SUBJECT: STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD ENDING APRIL 30, 2008 AND SUPPLEMENTAL INFORMATION

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of April 2008 and supplemental information.

SIGNIFICANCE

Revenue: For April of fiscal year 2008, Total Operating Revenue (line 7) is better than budget. This is due to higher than anticipated Farebox Revenue (line 1), Parking Revenue (line 2), Rental Income (line 4) and Other Income (line 5) which together were $1,839,435 or 5.1 percent better than budget and are offset by Shuttles (line 3), which is worse than budget by $10,335 or 1.1 percent. Compared to the prior year, Total Operating Revenue (line 7) is $5,034,621 or 15.0 percent higher.

Expense: Grand Total Expense (line 50) shows a favorable variance. Contract Operating & Maintenance (line 24) is $5,362,808 or 11.3 percent better than budget. Facilities and Equipment Maintenance (line 29) is $634,867 or 40.6 percent better than budget and Utilities (line 30) are $411,800 or 31.3 percent better than budget due to a gradual ramp up in activity during the first year of operation for CEMOF. The proposed FY09 budget will accurately reflect the operation expenses for CEMOF. Total Administrative Expense (line 41) is $242,850 or 3.5 percent better than budget. The expenses are lower in this line item due to timing and are expected to approach budget as the fiscal year progresses. Fuel (line 26) is worse than budget by $626,708 or 6.0 percent. Fuel was initially budgeted at $2.40 per gallon. The budget was amended in April to increase Fuel to $2.65 per gallon whereas the average price as of the end of April was $2.78 per gallon.

Compared to prior year, Grand Total Expense (line 50) is $8,038,064 or 13.0 percent higher. The increase in expenses over the prior year are mainly due to the rise in Contract Operating & Maintenance (line 24) costs, the increased cost of Fuel (line 26) and Wages & Benefits (line 35). The current year expenses also include CEMOF – Startup Expenses (line 48).

Budget Revisions: There are no budget revisions this month.

Prepared by: Rima Lobo, Manager, Financial Services 650-508-6274
Ed Hung, Senior Accountant 650-508-6358
**PENINSULA CORRIDOR JOINT POWERS BOARD**

**STATEMENT OF REVENUE AND EXPENSE**

**FISCAL YEAR 2008**

**APRIL 2008**

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<th>MONTH</th>
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<td>Rental Income</td>
<td>131,705</td>
<td>1,243,964</td>
<td>1,312,925</td>
<td>112.4%</td>
<td>1,401,210</td>
</tr>
<tr>
<td>Other Income</td>
<td>201,403</td>
<td>2,078,973</td>
<td>2,176,403</td>
<td>105.0%</td>
<td>2,129,670</td>
</tr>
<tr>
<td>TOTAL OPERATING REVENUE</td>
<td>4,190,871</td>
<td>33,671,519</td>
<td>38,706,140</td>
<td>105.0%</td>
<td>44,810,220</td>
</tr>
<tr>
<td>CONTRIBUTIONS:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AB-434-Peninsula Feeder Shuttle</td>
<td>86,196</td>
<td>858,006</td>
<td>861,963</td>
<td>100.0%</td>
<td>1,034,355</td>
</tr>
<tr>
<td>FTA Operating/Planning Grant</td>
<td>10,481</td>
<td>275</td>
<td>1,284,288</td>
<td>100.0%</td>
<td>292,000</td>
</tr>
<tr>
<td>STA Operating Grant</td>
<td>0</td>
<td>877,842</td>
<td>51,528</td>
<td>100.0%</td>
<td>191,000</td>
</tr>
<tr>
<td>JPB Member Agencies</td>
<td>3,189,044</td>
<td>30,961,593</td>
<td>31,890,442</td>
<td>100.0%</td>
<td>38,268,530</td>
</tr>
<tr>
<td>Other Sources</td>
<td>134,877</td>
<td>0</td>
<td>1,130,171</td>
<td>100.0%</td>
<td>5,359,964</td>
</tr>
<tr>
<td>TOTAL REQUIRED REVENUE</td>
<td>3,420,599</td>
<td>32,697,716</td>
<td>34,063,072</td>
<td>100.0%</td>
<td>45,145,849</td>
</tr>
<tr>
<td>GRAND TOTAL REVENUE</td>
<td>7,611,470</td>
<td>66,369,236</td>
<td>72,769,211</td>
<td>102.6%</td>
<td>89,956,069</td>
</tr>
</tbody>
</table>

| EXPENSE:        |              |                   |              |               |                                     |
| Contract Operating & Maintenance | 4,708,482 | 40,071,752        | 42,044,298   | 100.0%         | 55,947,740          | 55,970,737 | 75.5%                          |
| Shuttles (Including Peninsula Pass) | 253,542 | 2,279,529         | 2,387,010    | 100.0%         | 2,864,540           | 2,864,540 | 83.3%                          |
| Fuel            | 1,417,266    | 8,813,341         | 11,111,323   | 106.0%         | 12,454,575          | 12,573,396 | 88.4%                          |
| Time and Tickets | 18,331  | 99,849            | 162,211      | 89.9%          | 223,000             | 223,000 | 72.7%                          |
| Insurance       | 286,260      | 2,757,183         | 3,174,980    | 99.4%          | 3,810,000           | 3,810,000 | 82.8%                          |
| Facilities and Equipment Maintenance | 95,226 | 812,998           | 927,532      | 99.4%          | 2,393,440           | 2,393,440 | 83.8%                          |
| Utilities       | 90,545       | 721,777           | 902,884      | 87.5%          | 1,712,700           | 1,748,800 | 51.6%                          |
| Services        | 76,481       | 679,224           | 773,407      | 87.5%          | 1,162,660           | 1,162,793 | 66.5%                          |
| TOTAL OPERATING EXPENSE | 6,946,131 | 56,235,699        | 61,463,539   | 102.6%         | 80,568,655          | 80,481,706 | 76.4%                          |

ADMINISTRATIVE EXPENSE:

| Wages & Benefits | 509,218 | 3,765,291 | 4,579,379 | 5,300,275 | 101.1% | 5,466,425 | 5,429,622 | 84.3% |
| Board Of Directors | 817     | 10,835    | 5,554     | 13,383     | 63.0%  | 16,300    | 16,300    | 52.5% |
| Professional Services | 133,103 | 731,507  | 1,088,912 | 1,242,643 | 87.6%  | 1,731,350 | 1,735,208 | 62.8% |
| Communications/Marketing | 12,226  | 104,604  | 138,956   | 237,500   | 58.5%  | 331,500   | 333,000   | 41.7% |
| Other Office Expense and Services | 89,448  | 781,954  | 876,908   | 911,598   | 96.2%  | 981,272   | 1,099,666 | 79.7% |
| TOTAL ADMINISTRATIVE EXPENSE | 744,813 | 5,394,190 | 6,692,709 | 6,935,559 | 96.5%  | 8,526,847 | 8,613,796 | 77.7% |

LONG TERM DEBT EXPENSES:

| Head End Power (HEP) Debt Service | 0     | 304,906   | 131,399   | 131,399   | 100.0%  | 131,399   | 131,399   | 100.0% |
| 2007 Farebox Revenue Bond Debt Service | 91,906  | 554,501  | 554,501   | 554,501   | 100.0%  | 729,168   | 729,168   | 76.0% |
| TOTAL LONG TERM DEBT EXPENSE | 91,906 | 504,906   | 685,900   | 685,900   | 100.0%  | 860,567   | 860,567   | 79.7% |

| CEMOF - Startup Expenses | 134,877 | -         | 1,130,711 | 1,130,711 | 100.0%  | -         | 1,488,233 | 76.0% |
| GRAND TOTAL EXPENSE | 7,917,727 | 61,934,236 | 69,972,859 | 76,140,768 | 91.9%  | 89,956,069 | 91,444,302 | 76.5% |

* % OF YEAR ELAPSED provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the % REV BUDGET column, please note that individual line items reflect variations due to seasonal activities during the year.*

5/20/08 1:49 PM
## PENINSULA CORRIDOR JOINT POWERS BOARD

### INVESTMENT PORTFOLIO

**AS OF APRIL 30, 2008**

<table>
<thead>
<tr>
<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
<th>INTEREST RATE</th>
<th>PURCHASE PRICE</th>
<th>MARKET RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Pool # 3  (Capital projects, other)</td>
<td>Liquid Cash</td>
<td>3.27%</td>
<td>26,667,371</td>
<td>26,554,132</td>
</tr>
<tr>
<td>County Pool # 3  (Restricted)</td>
<td>Liquid Cash</td>
<td>3.27%</td>
<td>2,000,000</td>
<td>1,991,507</td>
</tr>
</tbody>
</table>

**Accrued Earnings for April 2008**: $75,579.20  
**Cumulative Earnings FY2008**: $1,032,506.65

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending April 30, 2008 was 3.27%. As of April 30, 2008, the amortized cost of the Total Pool was $3,142,342,530.80 and the fair market value per San Mateo County Treasurer’s Office was $3,128,999,137.69.

** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564. The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.
AGENDA ITEM # 4 (c)
JUNE 5, 2008

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: George Cameron
Chief Administrative Officer
Gigi Harrington
Chief Financial Officer

SUBJECT: AUTHORIZE AWARD OF CONTRACTS TO PROVIDE ON-CALL
AUDITOR AND TECHNICAL ANALYSIS SERVICES FOR
AN AGGREGATE SUM OF $250,000 FOR A THREE-YEAR TERM

ACTION

Staff Coordinating Council (SCC) recommends that the Board:

1. Award on-call, no guarantee contracts to:
   a. KPMG LLP of Sacramento; and
   b. Ross Financial-Robert Kuo Consulting, LLC, an informal joint venture, of San Francisco
to provide auditor and technical analysis services for a total not-to-exceed cost of
$250,000 over a three-year base period;

2. Authorize the Executive Director or his designee to execute contracts for a three-year
   base term with the above firms in full conformity with the terms and conditions of the
   solicitation documents and negotiations; and

3. Authorize the Executive Director or his designee to exercise up to two additional one-
   year option terms with the above firms, if in the best interest of the Peninsula Corridor
   Joint Powers Board (JPB) to do so, for a total not-to-exceed amount of $150,000.

SIGNIFICANCE

Approval of the above actions will benefit the JPB by having qualified firms available to provide
the Finance Division with professional auditor and technical analysis services on an on-call basis.
Services to be provided under these contracts include, but are not limited to, audits and reviews of
contracts, business process and organizational technical analysis, and strategic planning. These
services, which may be required at any given time, will be conducted in accordance and
compliance with established rules and regulations that govern public sector agencies such as the
JPB. Currently no specific projects are being considered, but staff desires to have the ability to
implement them in a timely manner as they arise in order to provide accurate financial information
and planning. Staff believes it is optimal to have more than one firm available to provide these
services because of their complex nature, to allow implementation of simultaneous projects, and to encourage competitive proposals at the onset of new projects. These on-call services would be conducted as needed under work directives.

**BUDGET IMPACT**

Funding for auditing and technical analysis work directives will be available under approved and projected operating budgets for FY09 and future fiscal years.

**BACKGROUND**

A Request for Proposals (RFP) to provide on-call financial services was issued on January 28, 2008, as a joint procurement detailing the scope of services for the JPB, the San Mateo County Transportation Authority, and the San Mateo County Transit District. The solicitation included four categories of services: Cost Allocation Plan, Financial Advisory, Financial Analysis, and Audit and Technical Analysis. Each category of services will be awarded separately by the respective Boards of Directors; this staff report details the outcome for the Audit and Technical Analysis Services.

The solicitation information was advertised in a newspaper of general circulation and on the JPB’s procurement Web site. Solicitation notices also were sent to interested proposers and disadvantaged business enterprises (DBEs). A total of 53 firms downloaded the RFP from the Web site, including 15 DBE firms. Three proposals were received. One of the proposals was from a team of two firms, one of which is a DBE.

An Evaluation/Selection Committee (Committee) composed of qualified staff, reviewed and scored the proposals in accordance with the following weighted criteria:

- Responsiveness of the Proposal 0-45 points
- Consultant’s Qualifications and Experience 0-35 points
- Size, Structure and Location of Firm 0-5 points
- Cost Proposal 0-15 points

After review, evaluation, and initial scoring of proposals, the two top-ranked firms were invited for interviews, after which the Committee met again to complete the final evaluation and consensus ranking. The third firm’s proposal was evaluated as being outside the competitive range and it did not advance into interviews or negotiations. The Committee determined that both firms, KPMG LLP and Ross Financial-Robert Kuo Consulting, LLC, are qualified to be selected for contract award as the highest-ranked of the firms listed below in order of their consensus ranking:

1. KPMG LLP, Sacramento
2. Ross Financial-Robert Kuo Consulting, LLC, San Francisco (DBE team)
3. Leonard G. Birnbaum & Company, Redwood City

Negotiations were conducted successfully with the two highest ranked firms. KPMG is qualified to perform highly complex work requiring CPA skills while Ross Financial-Robert Kuo...
Consulting LLC has proven expertise in providing quality technical reviews and analysis services. Both firms are fully capable of providing the specified services at a fair and reasonable price.

In the past, the JPB has not had a great demand for these types of services, and they were provided on an ad-hoc, as needed basis. Staff feels it is necessary to have these services available at this time due to the anticipated increase in financial and contract-related activity as a result of the JPB’s near-term goal of electrification.

Contract Officer:  Julie Taylor 650.508.7915
Project Manager: Trish Reavey, Director of Finance 650.508.6434
RESOLUTION NO. 2008-

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AUTHORIZING AWARD OF CONTRACTS
FOR ON-CALL AUDITOR AND TECHNICAL ANALYSIS SERVICES
FOR AN AGGREGATE NOT-TO-EXCEED SUM OF $250,000 FOR THREE YEARS

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has solicited competitive proposals to furnish on-call auditor and technical analysis services; and

WHEREAS, in response to the JPB’s Request for Proposals (RFP), 53 firms downloaded the RFP and proposals were received from three firms; and

WHEREAS, an Evaluation Committee has reviewed and evaluated the proposals in accordance with the criteria set forth in the RFP and conducted interviews and negotiations; and

WHEREAS, staff has determined that it would be in the best interest of the JPB to award contracts to two firms to support the JPB’s Finance Division by providing auditor and technical analysis services; and

WHEREAS, the Executive Director has recommended that contracts be awarded to the firms with the highest ranked proposals: KPMG LLP of Sacramento, California, which is qualified to perform highly complex work requiring CPA skills; and Ross Financial-Robert Kuo Consulting, LLC, an informal joint venture, of San Francisco, California, which has proven expertise in providing quality technical reviews and analysis services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB awards contracts for furnishing on-call auditing and technical analysis services to KPMG LLP and Ross Financial-Robert Kuo Consulting, LLC, for a three-year base term for a total aggregate
not-to-exceed cost of $250,000 and up to two additional, one-year option terms at an aggregate not-to-exceed cost of $150,000; and

**BE IT FURTHER RESOLVED** that the Executive Director is authorized to execute contracts on behalf of the JPB with KPMG LLP and Ross Financial-Robert Kuo Consulting, LLC, in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

**BE IT FURTHER RESOLVED** that the Executive Director is authorized to execute up to two additional, one-year option terms with each firm provided that such options are in the best interest of the JPB.

Regularly passed and adopted this 5th day of June, 2008 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

______________________________
JPB Secretary
For April 2008, Caltrain average weekday ridership increased by 13.5 percent when compared to April 2007. Average weekday ridership based on ticket sales was 39,936 for April 2008, an increase of 4,740 over April 2007. The total number of passengers for the month of April 2008 was 1,058,315. This is a 15.8 percent increase compared to last year’s April total of 913,567.

In April 2008, OTP was 95.13 percent as compared to 94.75 percent in April 2007. This is the first month in 2008 with OTP above the 95 percent goal and is a significant improvement to OTP especially given increased dwell times and the three fatalities seen in April.

Average weekday shuttle ridership was 6,201, up 14% year over year. The Tamien weekend shuttle averaged 64 daily riders. Genentech’s move to Millbrae now allows shuttle riders Baby Bullet service and riders are choosing Caltrain over BART. The new Belmont shuttle averaged 79 daily riders.

Table A shows performance indicators for April 2008 and Graph A shows average weekday ridership for the past 13 months as compared to the rolling average.
Caltrain April 2008 Promotions

Giants – Caltrain is coming off its highest ridership year in the history of baseball service to Giants games. The 2008 season will be a challenge for the Giants as they begin to rebuild the team following the Barry Bonds era. This year’s promotion is the second part of a two-year campaign that includes television commercials aired during Giants games on Comcast cable stations and on the Giants scoreboard, an ad placed in the Giants Scorecard and 40,000 brochures distributed onboard the trains, at staffed stations and selected locations throughout the Caltrain service area. This year’s brochure features the Giants’ 50th anniversary logo on the cover. To date, Caltrain ridership has slipped 9 percent from the 2007 season while game attendance at AT&T Park is down 11 percent.

Caltrain Evening and Weekend Service - The campaign to promote the new service focused on the evening and weekend service with radio and print advertisements and special discounts for Caltrain riders at Great America, Pier 39 and the Winchester Mystery House. The ads were featured on those stations and newspapers most used by current Caltrain riders (KQED, KGO, San Francisco Chronicle and San Jose Mercury News). In addition, Web advertisements were placed on SF Gate - the San Francisco Chronicle’s Web site, as well as the San Mateo County Times site.

KFOG Kaboom – On Saturday, May 10, rock music and pyrotechnic fans will come together at San Francisco’s biggest pier party in the form of - KFOG Kaboom. Piers 30 and 32 will be the site of the annual concert and fireworks display which is sponsored by San Francisco radio station KFOG. The Caltrain promotion, which began on April 25, includes 50 on-air promotional spots on 104.5FM and 97.7FM referring listeners to the Caltrain toll-free number and its Web site, recognition in KFOG-placed ads in the San Francisco Chronicle and San Jose Mercury News, Web banner on kfog.com with link to Caltrain Web site and a booth at the event.

San Jose Sharks – This year’s cooperative promotion with the San Jose Sharks included the following: a brochure that was placed on all trains and at a number of schedule outlets throughout the Caltrain service area, train cards and a scoreboard announcement during the game by Sharkie, the Sharks’ mascot, announcing the departure time for Caltrain. Regular season ridership on Caltrain was up 9 percent from 2007 and the Friday, May 2 playoff game against the Dallas Stars saw the highest ridership of the season with 511 extra passengers.

Carbon Footprint – The topics of global warming and greenhouse gas emissions are critical issues facing the country and the American Public Transportation Association has created a campaign to inform Americans about the important role public transportation plays in the effort to curb carbon dioxide output. The print ad relays the importance of a robust public transportation system in the national climate change strategy. During April, print ads appeared in the special Earth Day/Green Living inserts of the following newspapers: The San Francisco Chronicle, Examiner, Daily News and San Mateo Journal.

Prepared by: Iris Yuan, Senior Operations Analyst 650.508.7913
Patrick Boland, Marketing Manager 650.508.6245
Table A

April 2008

<table>
<thead>
<tr>
<th></th>
<th>FY 07</th>
<th>FY 08</th>
<th>%Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>913,567</td>
<td>1,058,315</td>
<td>15.8%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>35,196</td>
<td>39,936</td>
<td>13.5%</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$3,033,997</td>
<td>$3,564,346</td>
<td>17.5%</td>
</tr>
<tr>
<td>On Time Performance</td>
<td>94.8%</td>
<td>95.1%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Caltrain Shuttle Ridership</td>
<td>5,426</td>
<td>6,201</td>
<td>14.3%</td>
</tr>
</tbody>
</table>

Year to Date

<table>
<thead>
<tr>
<th></th>
<th>FY 07</th>
<th>FY 08</th>
<th>%Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>8,966,967</td>
<td>9,705,149</td>
<td>8.2%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>34,324</td>
<td>36,822</td>
<td>7.3%</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$28,000,938</td>
<td>$32,490,694</td>
<td>16.0%</td>
</tr>
<tr>
<td>On Time Performance</td>
<td>95.6%</td>
<td>93.4%</td>
<td>-2.3%</td>
</tr>
<tr>
<td>Caltrain Shuttle Ridership</td>
<td>4,951</td>
<td>5,303</td>
<td>7.1%</td>
</tr>
</tbody>
</table>

Graph A

Caltrain Average Weekday Ridership

- APR 07
- MAY 07
- JUN 07
- JUL 07
- AUG 07
- SEP 07
- OCT 07
- NOV 07
- DEC 07
- JAN 08
- FEB 08
- MAR 08
- APR 08

AWR
13-Month rolling avg.
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Chief Financial Officer

SUBJECT: CALTRAIN FY2009 OPERATING BUDGET

ACTION

The Staff Coordinating Council recommends that the Joint Powers Board approve a Caltrain FY2009 Operating Budget of $95,357,127.

SIGNIFICANCE

The Caltrain Operating budget proposal (Attachment “A”) shows an operating budget of $95.4 million, an increase of $5.4 million, or 6.0 percent over the revised FY2008 budget. Expenditures exceed revenues by approximately $5.4 million.

FY2009 Revenue Projections

Total revenues for FY2009 are projected to be $89.9 million, which is an increase of $5.4 million from the FY2008 revised budget. Revenues include the following significant components:

- FY2009 Operating Revenue for Caltrain is projected to be $48.6 million, an increase of $3.8 million, or 8.6 percent over FY2008 revised budget.
  - Farebox revenue is increasing $3.3 million to reflect a half year fare increase along with expected increases in ridership of approximately 2.5 percent. Service levels are proposed to remain the same, with 98 weekday trains, 32 on Saturday and 28 on Sunday.

- Other Contributed Revenue is projected to be $41.3 million, an increase of $3.9 million, or 9.6 percent primarily due to the proposed increase to the member agencies contribution as discussed at the May Board meeting and an increase in other sources.
• JPB Member Agency contributions is projected to be $39.4 million, an increase $1.1 million or 3 percent over FY2008 revised budget. Total proposed contributions for each member agency are as follows:
  • San Mateo - $16,521,290
  • Santa Clara - $15,878,130
  • San Francisco - $7,017,165

• Other Sources is projected to be $6.0 million, mostly made up of FY2008 rail operator savings.

FY2009 Expense Projections

Total expenses for FY2009 are projected to be $95.4 million, an increase of $5.4 million, or 6.0 percent over FY2008 revised budget. Expenses include the following significant components:

Operating Expenses for Caltrain are projected at $85.3 million, an increase of $4.7 million, or 5.9 percent over FY2008 revised budget.

• Rail Operator Service increased by $2.1 million. This increase lies primarily in the contractually required increase in Amtrak expenses and for the Centralized Equipment Maintenance and Operations Facility.
• Fuel costs are projected to increase by $2.0 million in FY2009 to $14.4 million. Fuel is budgeted at $3 per gallon. In light of the recent price increases for fuel, staff will bring back a proposed adjustment to the operating budget once the FY2008 actuals have been finalized. In addition, similar to the FY2008 mid year adjustment, any excess farebox revenues would be utilized to fund deficits in the fuel budget.

Administrative expenses are projected to increase by $0.8M or 9.0 percent over FY2008 revised budget mostly due to wages and benefits.

The FY2009 budget, as presented, relies on $6.0 million in one-time funding sources to fill the gap between revenues and expenses. This method of balancing the budget has been utilized for several years.

As discussed at previous Board meetings, Caltrain’s reserves are well below reasonable levels and the agency continues to face a structural imbalance which will need to be addressed in a systematic way in the near future.

Any changes from the staff report and Attachment A distributed on May 1ST are presented in bold.

Prepared by: Virginia Harrington, Chief Financial Officer 650.508.7950
            Ladi Millard, Manager, Budget  650.508.7755
<table>
<thead>
<tr>
<th></th>
<th>FY2007 ACTUAL</th>
<th>FY2008 ADOP</th>
<th>FY2008 REVISED</th>
<th>FY2009 PROPOSED</th>
<th>INC(DEC)</th>
<th>% INC(DEC)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E = D-C</td>
<td>F = E/C</td>
</tr>
<tr>
<td>REVENUE OPERATIONS:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Farebox Revenue</td>
<td>34,844,628</td>
<td>36,686,340</td>
<td>38,352,831</td>
<td>41,669,414</td>
<td>3,316,583</td>
<td>8.6%</td>
</tr>
<tr>
<td>2 Parking Revenue</td>
<td>1,879,036</td>
<td>1,841,000</td>
<td>1,841,000</td>
<td>2,128,054</td>
<td>287,054</td>
<td>15.6%</td>
</tr>
<tr>
<td>3 Shuttles</td>
<td>1,002,014</td>
<td>1,085,509</td>
<td>1,085,509</td>
<td>1,134,036</td>
<td>48,527</td>
<td>4.5%</td>
</tr>
<tr>
<td>4 Rental Income</td>
<td>1,484,472</td>
<td>1,401,210</td>
<td>1,401,210</td>
<td>1,604,340</td>
<td>203,130</td>
<td>14.5%</td>
</tr>
<tr>
<td>5 Other Income</td>
<td>2,277,149</td>
<td>2,129,670</td>
<td>2,129,670</td>
<td>2,111,720</td>
<td>(17,950)</td>
<td>-0.8%</td>
</tr>
<tr>
<td>6 TOTAL OPERATING REVENUE</td>
<td>41,487,300</td>
<td>43,143,729</td>
<td>44,810,220</td>
<td>48,647,564</td>
<td>3,837,344</td>
<td>8.6%</td>
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<tr>
<td>CONTRIBUTIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 AB434 Peninsula Feeder Shuttle</td>
<td>1,030,399</td>
<td>1,034,355</td>
<td>1,034,355</td>
<td>1,034,355</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>8 Operating Grants</td>
<td>3,363,616</td>
<td>271,000</td>
<td>483,000</td>
<td>211,000</td>
<td>(272,000)</td>
<td>-56.3%</td>
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<td>9 JPB Member Agencies</td>
<td>37,153,913</td>
<td>38,268,530</td>
<td>38,268,530</td>
<td>39,416,585</td>
<td>1,148,055</td>
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<td>10 Other Sources</td>
<td>3,625,251</td>
<td>5,359,964</td>
<td>5,359,964</td>
<td>6,047,623</td>
<td>687,659</td>
<td>12.8%</td>
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<tr>
<td>11 TOTAL CONTRIBUTED REVENUE</td>
<td>45,163,179</td>
<td>44,933,849</td>
<td>45,145,849</td>
<td>46,709,563</td>
<td>1,563,714</td>
<td>3.5%</td>
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<tr>
<td>GRAND TOTAL REVENUE</td>
<td>86,650,479</td>
<td>88,077,578</td>
<td>89,956,099</td>
<td>95,357,127</td>
<td>5,401,058</td>
<td>6.0%</td>
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<td>EXPENSE</td>
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<td>19 OPERATING EXPENSE:</td>
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<td></td>
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<tr>
<td>20 Rail Operator Service</td>
<td>46,658,731</td>
<td>53,117,000</td>
<td>53,117,000</td>
<td>55,183,000</td>
<td>2,066,000</td>
<td>3.9%</td>
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<td>21 Security Services</td>
<td>2,433,929</td>
<td>2,600,740</td>
<td>2,700,740</td>
<td>3,148,434</td>
<td>447,694</td>
<td>16.6%</td>
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<td>22 Rail Operator Extra Work</td>
<td>222,998</td>
<td>130,000</td>
<td>130,000</td>
<td>170,000</td>
<td>40,000</td>
<td>30.8%</td>
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<td>23 Contract Operating &amp; Maintenance</td>
<td>49,315,658</td>
<td>55,847,740</td>
<td>55,947,740</td>
<td>58,501,434</td>
<td>2,553,694</td>
<td>4.6%</td>
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<td>24 Shuttle Service</td>
<td>2,637,674</td>
<td>2,834,540</td>
<td>2,864,540</td>
<td>3,012,891</td>
<td>148,351</td>
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<tr>
<td>25 Fuel</td>
<td>10,876,247</td>
<td>11,411,992</td>
<td>12,454,575</td>
<td>14,408,059</td>
<td>1,953,484</td>
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<td>26 Timetables and Tickets</td>
<td>162,855</td>
<td>223,000</td>
<td>223,000</td>
<td>218,000</td>
<td>(5,000)</td>
<td>-2.2%</td>
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<tr>
<td>27 Insurance</td>
<td>4,171,668</td>
<td>3,810,000</td>
<td>3,810,000</td>
<td>4,535,000</td>
<td>725,000</td>
<td>19.0%</td>
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<tr>
<td>28 Facilities and Equipment Maint</td>
<td>1,332,406</td>
<td>2,393,440</td>
<td>2,393,440</td>
<td>1,713,750</td>
<td>(679,690)</td>
<td>-28.4%</td>
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<tr>
<td>29 Utilities</td>
<td>925,517</td>
<td>1,712,700</td>
<td>1,712,700</td>
<td>1,725,270</td>
<td>12,570</td>
<td>0.7%</td>
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<td>30 Services</td>
<td>992,330</td>
<td>1,162,660</td>
<td>1,162,660</td>
<td>1,180,300</td>
<td>17,640</td>
<td>1.5%</td>
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<td>31 TOTAL OPERATING EXPENSE</td>
<td>70,414,355</td>
<td>79,396,072</td>
<td>80,568,655</td>
<td>85,294,704</td>
<td>4,726,049</td>
<td>5.9%</td>
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<td>ADMINISTRATIVE EXPENSE</td>
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<tr>
<td>33 Administrative Expense</td>
<td></td>
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<td>34 Wages &amp; Benefits</td>
<td>4,718,748</td>
<td>5,466,425</td>
<td>5,466,425</td>
<td>5,966,333</td>
<td>499,908</td>
<td>9.1%</td>
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<tr>
<td>35 Board of Directors</td>
<td>12,897</td>
<td>16,300</td>
<td>16,300</td>
<td>16,300</td>
<td>-</td>
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<tr>
<td>36 Professional Services</td>
<td>1,179,605</td>
<td>1,519,350</td>
<td>1,731,350</td>
<td>1,726,850</td>
<td>(4,500)</td>
<td>-0.3%</td>
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<tr>
<td>37 Communications and Marketing</td>
<td>208,068</td>
<td>331,500</td>
<td>331,500</td>
<td>311,000</td>
<td>(20,500)</td>
<td>-6.2%</td>
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<tr>
<td>38 Other Office Expenses and Services</td>
<td>1,005,400</td>
<td>981,272</td>
<td>981,272</td>
<td>1,275,344</td>
<td>294,072</td>
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<tr>
<td>39 TOTAL ADMINISTRATIVE EXPENSE</td>
<td>7,124,718</td>
<td>8,314,847</td>
<td>8,526,847</td>
<td>9,295,827</td>
<td>768,980</td>
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<td>GRAND TOTAL EXPENSE</td>
<td>77,905,255</td>
<td>88,077,578</td>
<td>89,956,099</td>
<td>95,357,127</td>
<td>5,401,058</td>
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<tr>
<td>REVENUE OVER/UNDER</td>
<td>8,745,223</td>
<td>0</td>
<td>0</td>
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<td></td>
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<tr>
<td>CARRYFORWARD CEMOF TRANSITION COSTS</td>
<td>(1,488,233)</td>
<td>0</td>
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<tr>
<td>CARRYFORWARD TO FY2008</td>
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<td>GRAND TOTAL REVENUE OVER(UNDER)</td>
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</tbody>
</table>
RESOLUTION NO. 2008 -

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

ADOPTION OF FISCAL YEAR 2009 OPERATING BUDGET IN THE AMOUNT OF
$95,357,127

WHEREAS, the Joint Powers Agreement requires approval of an operating budget each year; and

WHEREAS, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the Peninsula Commute Service operation; and

WHEREAS, the Executive Director has prepared and presented an operating budget for Fiscal Year 2009 in the amount of $95,357,127, which sets forth the projected revenues and expenses associated with the Peninsula Commute Service; and

WHEREAS, following review and deliberation, Staff Coordinating Council has recommended adoption of the operating budget as presented by the Executive Director; and

NOW THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board approves the Fiscal Year 2009 Operating Budget for the Peninsula Corridor Joint Powers Board in the amount of $95,357,127, and approves member agency apportionments for Fiscal Year 2009 that increase members’ operating contribution by $1,148,055 compared to Fiscal Year 2008; and

BE IT FURTHER RESOLVED that the Executive Director is requested to forward a copy of the Fiscal Year 2009 budget to member agencies of the Peninsula Corridor Joint Powers Board for approval at the earliest practicable date; and
BE IT FURTHER RESOLVED that by reason of a continuing structural imbalance within the Caltrain budget, the Peninsula Corridor Joint Powers Board has determined there is an immediate need to address and correct that imbalance in a sustainable manner during Fiscal Year 2009.

Regularly passed and adopted this 5th day of June 2008, by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Ian B. McAvoy
Chief Development Officer

SUBJECT: DISTRIBUTION OF FISCAL YEAR 2009 CALTRAIN CAPITAL BUDGET

The preliminary FY09 Caltrain Capital Budget will be distributed under separate cover.
AGENDA ITEM # 11
JUNE 5, 2008

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: George Cameron  Ian McAvoy
Chief Administrative Officer   Chief Development Officer

SUBJECT: AUTHORIZE AWARD OF A CONTRACT TO SOUTHWEST SIGNAL ENGINEERING COMPANY TO PROVIDE ON-CALL RAILROAD SIGNAL AND COMMUNICATIONS SERVICES FOR A NOT-TO-EXCEED SUM OF $7,000,000 FOR A THREE-YEAR TERM

ACTION

Staff Coordinating Council (SCC) recommends that the Board:

1. Award a contract to Southwest Signal Engineering Company (Southwest Signal) of Jacksonville, Florida, to provide on-call railroad signal and communications services for a total not-to-exceed cost of $7,000,000 over a three-year base period;

2. Authorize the Executive Director or his designee to execute a contract for a three-year base term with Southwest Signal in full conformity with the terms and conditions of the solicitation documents and negotiations; and

3. Authorize the Executive Director or his designee to exercise up to two additional one-year option terms with Southwest Signal, if in the best interest of the Peninsula Corridor Joint Powers Board (JPB) to do so, for a total not-to-exceed amount of $5,500,000 over two years.

SIGNIFICANCE

Award of this contract will provide continuing railroad signal and communication services on an on-call basis. Approval of the above actions will benefit the JPB by making available a qualified firm that can provide support planning, engineering design, construction and maintenance activities to the JPB, its construction contractors and its contract operator on all Caltrain signal and communications facilities along the railroad corridor.

BUDGET IMPACT

Work directives issued under this contract will be funded by a mix of Federal, State, regional, and/or local revenues and grants on a project basis. Funds for work directives will come from approved operating and capital budgets.
BACKGROUND

Southwest Signal is currently nearing the conclusion of its current contract with the JPB to provide railroad signal and communications services. Staff determined that there is a need for the continuing provision of such services. The JPB issued a Request for Proposals (RFP) on February 28, 2008, which it advertised in a newspaper of general circulation and on the JPB’s procurement Web site. Solicitation notices also were sent to interested proposers and disadvantaged business enterprises (DBEs). Eighty-nine firms (including 27 DBE firms) downloaded the RFP from the JPB’s procurement Web site. Staff received one proposal, from Southwest Signal.

An Evaluation Committee comprised of staff and outside experts reviewed and evaluated the proposal. Interviews were not conducted because the Evaluation Committee determined that the proposal was responsive to the RFP’s requirements, and that Southwest Signal possesses the depth of experience and qualifications to successfully perform the scope of work defined in the RFP.

After award, work directives will be issued for each project. Before award of any work directive for which $250,000 or more in State or Federal funds will be used, the firm will be required to participate in a legally-required audit, which will be performed by Caltrans or a designated outside auditor.

Southwest Signal is not a DBE firm. The DBE Office reviewed the proposal from Southwest Signal and determined that it met the requirements for DBE purposes. There is no DBE participation on this contract as Southwest Signal does not intend to subcontract any portion of its work.

Southwest Signal is currently completing its final work directive under an on-call contract with the JPB for similar services. The total not-to-exceed amount of that contract is the same as the proposed contract except it was configured as $5 million for a two-year base term with three one-year options of $2.5 million each.

Contract Officer: Evelyn Marcal, Contracts and Procurement 650.508.7958
Project Manager: David Obedoza, Manager, Signals and Communications 650.508.7723
RESOLUTION NO. 2008-

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AUTHORIZING AWARD OF A CONTRACT
TO SOUTHWEST SIGNAL ENGINEERING COMPANY
FOR ON-CALL RAILROAD SIGNAL AND COMMUNICATIONS SERVICES
FOR A NOT-TO-EXCEED SUM OF $7,000,000 FOR THREE YEARS

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has solicited competitive proposals to furnish railroad signal and communications services to support planning, engineering design, construction, and maintenance activities on all Caltrain signal and communications facilities along the railroad corridor; and

WHEREAS, in response to the JPB’s Request for Proposals (RFP), 89 firms downloaded the RFP and a proposal was received from one firm, Southwest Signal Engineering Co. of Jacksonville, Florida (Southwest Signal); and

WHEREAS, an Evaluation Committee has reviewed and evaluated Southwest Signal’s proposal in accordance with the criteria set forth in the RFP, and has determined that Southwest Signal is qualified and capable of successfully providing the necessary services; and

WHEREAS, the Executive Director has recommended, and the Staff Coordinating Council has concurred, that a contract be awarded to Southwest Signal;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby awards a contract to Southwest Signal Engineering Company for furnishing on-call railroad signal and communications services for a three-year base term for a total not-to-exceed cost of $7,000,000, subject to post-award audit by the California Department of Transportation or a designee auditor; and
BE IT FURTHER RESOLVED that the Executive Director is authorized to execute a contract on behalf of the JPB with Southwest Signal Engineering Company, in full conformity with all the terms and conditions of the RFP and the negotiated cost proposal, and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute up to two additional, one-year option terms, at a total not-to-exceed cost of $5,500,000 over two years, provided that such options are in the best interest of the JPB.

Regularly passed and adopted this 5th day of June, 2008 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
Quarterly Capital Program Status Report

Report prepared for the June 5, 2008 JPB Meeting

For the period: January 1, 2008 – March 31, 2008

Peninsula Corridor Joint Powers Board
TABLE OF CONTENTS

Capital Program - Budget Status Summary ..........................................................1
Traffic Light Report..............................................................................................3
Atherton Station Improvements (Project On-Hold) .............................................4
Automatic Train Control System (ATCS) Microwave Project..........................6
Broadway Station Improvements (Project On-Hold) ..........................................8
Burlingame Station Platform & Track Improvements.......................................10
Cal Ave Station & Palo Alto Stations Platforms Improvements, Palo Alto ADA
  Pedestrian Underpass, and Bridge Deck Repair at various locations ............12
Caltrain Railroad Radio Upgrade .................................................................14
Caltrain Right-Of-Way Fencing Project ...........................................................16
Centralized Equip. & Maintenance Operations Facility (CEMOF) ..................18
Dumbarton Rail Corridor Project .....................................................................20
Electrification (Environmental & 35% Design) ..............................................22
Guadalupe River Bridge Interim Repair Project ..............................................24
Lenzen Yard Fuel Facility...............................................................................26
Los Gatos and Guadalupe Bridges Replacement ...........................................28
North Terminal Operations Improvements ......................................................30
Purchase (8) Caltrain Passenger Cars............................................................32
Quint Street & Jerrod Street Bridges Replacement ...........................................34
San Bruno Grade Separation (Project On-Hold) ............................................36
San Bruno/South Linden Interim Safety Improvements ...................................38
San Francisco Roadway Bridges Replacement ..............................................40
San Mateo Bridges Rehabilitation, Grade Mod., and Related Track Work ....42
San Mateo County At-Grade Crossing Improvement Project .........................44
Santa Clara Station Improvements ...............................................................46
South San Francisco Station Improvements ....................................................48
Systemwide Track Rehab Program – FY08 ....................................................50
Wide Spectrum Radio Modifications..............................................................52
Definition of Terms.......................................................................................54
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### Programs

<table>
<thead>
<tr>
<th></th>
<th>FY03</th>
<th>FY04</th>
<th>FY05</th>
<th>FY06</th>
<th>FY07</th>
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<td>1. Station and Intermodal Access</td>
<td>$16,351</td>
<td>$22,074</td>
<td>$21,485</td>
<td>$6,241</td>
<td>$42,558</td>
<td>$6,242</td>
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<td>2. Right of Way</td>
<td>$42,247</td>
<td>$31,736</td>
<td>$14,150</td>
<td>$51,851</td>
<td>$35,865</td>
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<td>3. Rolling Stock / Equipment</td>
<td>$300</td>
<td>$64</td>
<td>$1,367</td>
<td>$9,491</td>
<td>$1,624</td>
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<tr>
<td>4. Operational Facilities &amp; Equip.</td>
<td>$20,094</td>
<td>$15,373</td>
<td>$38,766</td>
<td>$10,640</td>
<td>$500</td>
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<td>5. Others</td>
<td>$2,300</td>
<td>$1,789</td>
<td>$2,897</td>
<td>$2,535</td>
<td>$2,600</td>
<td>$3,160</td>
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<tr>
<td>6. Caltrain Express / Caltrain 2025</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$3,326</td>
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<tr>
<td>7. Electrification</td>
<td>$8,600</td>
<td>$8,600</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$4,000</td>
</tr>
<tr>
<td><strong>Total Board Approved Budget by FY</strong>&lt;sup&gt;(1)&lt;/sup&gt;</td>
<td>$89,892</td>
<td>$79,636</td>
<td>$78,665</td>
<td>$80,758</td>
<td>$83,147</td>
<td>$62,421</td>
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<td><strong>Total Audited Expenditures by FY</strong>&lt;sup&gt;(2)&lt;/sup&gt;</td>
<td>$109,105</td>
<td>$118,328</td>
<td>$65,393</td>
<td>$103,282</td>
<td>$87,216</td>
<td>$73,223&lt;sup&gt;(3)&lt;/sup&gt;</td>
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</tbody>
</table>

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Some of the major projects completed include, but are not limited to the following:

- Ponderosa - Construction of Station Platforms, Track, Bridge Rehab, & Grade Crossing Project
- Passenger Car Overhaul
- Passenger Car Procurement
- CTX - Caltrain Express (Baby Bullet Train) Engineering / Construction Project
- CTX - Baby Bullet Train - Procurement of Rolling Stock
- Centralized Traffic Control Project
- Purchase and Installation of Ticket Vending Machines (TVM) - Phase 2
- Centralized Equipment & Maintenance Operations Facility Related Projects
- 4th and Townsend Station Improvements
- San Mateo Station Improvements
- Sunnyvale Multi-Modal Project
- Tunnel Rehabilitation Project
- Hillsdale Station Outboard Platform Improvements
- Bridge Seismic Retrofit and Deck Replacement Project
- Centralized Equipment & Maintenance Operations Facility (CEMOF)
- North Terminal Operations Improvements Project

Note: (1) The "Total Board Approved Budget by FY" reflects the annual budget approved by the PCJPB Board of Directors at the beginning of each fiscal year. This authorizes the amount that could be spent on projects. Unspent budget in a fiscal year will be carried forward to subsequent budget years.

(2) "Total Audited Expenditures by FY" reflects total cost expended in the fiscal year; funding source for the expenditures could be from prior fiscal years.

(3) Expenditure shown for FY08 through March 31, 2008 are unaudited.
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The following projects represent a sub-set of the total Capital Program and have been selected for inclusion into the Quarterly Report due to project value, operational significance, and/or impact on customers.

<table>
<thead>
<tr>
<th>Project Description</th>
<th>SCOPE</th>
<th>SCHEDULE</th>
<th>BUDGET / COST</th>
<th>OTHER</th>
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<td>Atherton Station Improvements (Project On-Hold)</td>
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<td>Automatic Train Control System (ATCS) Microwave Project</td>
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<td>Broadway Station Improvements (Project On-Hold)</td>
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<tr>
<td>Burlingame Station Platform &amp; Track Improvements</td>
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<td>10</td>
</tr>
<tr>
<td>Caltrain Railroad Radio Upgrade</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>Caltrain Right-Of-Way Fencing Project</td>
<td></td>
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</tr>
<tr>
<td>Centralized Equip. &amp; Maintenance Operations Facility (CEMOF)</td>
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<tr>
<td>Dumbarton Rail Corridor Project</td>
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<tr>
<td>Electrification - Environmental and 35% Design</td>
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<td>22</td>
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<tr>
<td>Guadalupe River Bridge Interim Repair Project</td>
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<td>24</td>
</tr>
<tr>
<td>Lenzen Yard Fuel Facility</td>
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<td></td>
<td></td>
<td>26</td>
</tr>
<tr>
<td>Los Gatos &amp; Guadalupe Bridges Replacement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>28</td>
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<tr>
<td>North Terminal Operations Improvements</td>
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<td>30</td>
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<tr>
<td>Purchase (8) Caltrain Passenger Cars</td>
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</tr>
<tr>
<td>Quint Street &amp; Jerrold Avenue Bridges Replacement</td>
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<td>34</td>
</tr>
<tr>
<td>San Bruno Grade Separation (Project On-Hold)</td>
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<td>36</td>
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<tr>
<td>San Bruno/South Linden Interim Safety Improvements</td>
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<td>San Francisco Roadway Bridges Replacement</td>
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<td>San Mateo Bridges Rehabilitation, Grade Modification, and Related Track Work</td>
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</tr>
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<td>San Mateo County At-Grade Crossing Improvement</td>
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<td></td>
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<td></td>
<td>44</td>
</tr>
<tr>
<td>Santa Clara Station Improvements</td>
<td></td>
<td></td>
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<tr>
<td>South San Francisco Station Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>48</td>
</tr>
<tr>
<td>Systemwide Track Rehab Program - FY08</td>
<td></td>
<td></td>
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<td>50</td>
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<tr>
<td>Wide Spectrum Radio Modifications</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>52</td>
</tr>
</tbody>
</table>
ATHERTON STATION IMPROVEMENTS

SCOPE:
This project provides for the design and construction of new station facilities at Atherton Station (MP 27.80) to eliminate the "hold out rule". The scope of the project includes demolishing the center platform and providing outboard boarding platforms with a center inter-track fence and a signalized/gated pedestrian crossing at the northern end of the platforms.

Issues:
Design has been completed; project was placed on hold for further efforts (see note in "Other" section). Scope of project is on hold; Caltrain capital program management team is reviewing the impacts of other improvements in the vicinity of the station to determine the appropriate scope definition for the Atherton Station project.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Orig Qtr</th>
<th>%</th>
<th>Early Start</th>
<th>Early Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>01572</td>
<td>Atherton Interim Outboard Platform</td>
<td>1</td>
<td>100</td>
<td>15JUN08A</td>
<td>30JUN08A</td>
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<tr>
<td></td>
<td>+ Preliminary Engineering</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>+ Engineering Design</td>
<td>965</td>
<td>95</td>
<td>15JUN08A</td>
<td>30AUG08</td>
</tr>
</tbody>
</table>

Project On-Hold

Progress: Project is on hold.
Jan - Mar 2008

Future Activities:
Apr - Jun 2008

Issues: Project is on hold; schedule needs to be redefined and re-baselined.
### ATHERTON STATION IMPROVEMENTS

#### Project Budget / Cost Status

<table>
<thead>
<tr>
<th>Segment Groups</th>
<th>Current Board Approved Budget</th>
<th>Expended To Date</th>
<th>Estimated to Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$239,400</td>
<td>$339,639</td>
<td>$339,642</td>
<td>$365,000</td>
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<tr>
<td>Right of Way</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Construction</td>
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<td>$22,696</td>
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<td>$2,557,527</td>
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<tr>
<td>Construction Management</td>
<td>$200,000</td>
<td>$0</td>
<td>$0</td>
<td>$290,525</td>
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<tr>
<td>Administration</td>
<td>$143,640</td>
<td>$160,625</td>
<td>$160,625</td>
<td>$687,036</td>
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<tr>
<td>Contingency</td>
<td>$120,710</td>
<td>$0</td>
<td>$0</td>
<td>$386,712</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,000,000</strong></td>
<td><strong>$522,960</strong></td>
<td><strong>$529,173</strong></td>
<td><strong>$4,285,800</strong></td>
</tr>
</tbody>
</table>

#### Issues

The project was put on hold for any further design efforts. Estimate at Completion will be re-evaluated when project is re-activated.

#### Other

Project has been placed on hold; Capital Program Management team is currently reviewing the impact of capital improvements (incl. the Dumbarton Rail Extension) in the vicinity of the Atherton Station.
SCOPE:
The project includes design and installation of a Microwave System in the San Francisco, San Carlos, Milpitas and San Jose areas to support signal communications which are vital to Caltrain rail operations. This project will complete the Signal Data Communications Network between locations at San Bruno Mountain in San Mateo County, Monument Peak in Alameda County, and both the San Carlos office and the Central Control Facility (CCF) buildings. Currently, Caltrain relies on leased lines.

Issues:
The Project Change Control Board approved the construction of a structural steel structure to mitigate a roof structural defect in the San Carlos building for the installation of microwave antennas; the approved change added five months and $413.6K to the baseline schedule and budget respectively.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity Description</th>
<th>Orig</th>
<th>Realiz.</th>
<th>% Comp</th>
<th>Early Start</th>
<th>Early Finish</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
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</thead>
<tbody>
<tr>
<td>01592 - ATCS Microwave Project</td>
<td>301</td>
<td>0.00</td>
<td>100.00</td>
<td>03/01/08</td>
<td>06/30/08</td>
<td></td>
<td></td>
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<tr>
<td>01592 - ATCS Microwave Project</td>
<td>264</td>
<td>0.00</td>
<td>100.00</td>
<td>03/01/08</td>
<td>04/30/08</td>
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<td></td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td>01592 - ATCS Microwave Project</td>
<td>150</td>
<td>0.00</td>
<td>100.00</td>
<td>03/01/08</td>
<td>03/31/08</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>01592 - ATCS Microwave Project</td>
<td>301</td>
<td>76.00</td>
<td>100.00</td>
<td>06/01/08</td>
<td>06/30/08</td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>01592 - ATCS Microwave Project</td>
<td>43</td>
<td>43.00</td>
<td>100.00</td>
<td>07/01/08</td>
<td>07/31/08</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Progress:
Jan - Mar 2008
(1) Developed cut-over plan from existing leased lines.
(2) Reviewed site acceptance plan.
(3) Installed SNMP (a network management system) at CCF and San Carlos office buildings.
(4) Retuned system for both mountain sites to match with voice maintenance frequencies.

Future Activities:
Apr - Jun 2008
(1) Arrange to cutover voice radio component of the project.
(2) Construct steel structure on San Carlos Building penthouse for installation of microwave antennas.
(3) Project close-out.

Issues:
None.
**AUTOMATIC TRAIN CONTROL SYSTEM (ATCS) MICROWAVE PROJECT**

**BUDGET:**

<table>
<thead>
<tr>
<th>Cost Analysis by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$178,017</td>
<td>$162,154</td>
<td>$178,830</td>
<td>$178,017</td>
<td>$0</td>
</tr>
<tr>
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<td>$30,000</td>
<td>$25,000</td>
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<td>$1,234,313</td>
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<tr>
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<td>$621,939</td>
<td>$621,939</td>
<td>$798,425</td>
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<tr>
<td>Contingency</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td><strong>$1,886,793</strong></td>
<td><strong>$2,224,425</strong></td>
<td><strong>$2,567,090</strong></td>
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</table>

**Cost Analysis by Segment Group**

<table>
<thead>
<tr>
<th>Group</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$178,017</td>
<td>$0</td>
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<tr>
<td>Right of Way</td>
<td>$25,000</td>
<td>$0</td>
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<tr>
<td>Construction</td>
<td>$1,234,313</td>
<td>$0</td>
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<tr>
<td>Construction Management</td>
<td>$164,343</td>
<td>$0</td>
</tr>
<tr>
<td>Administration</td>
<td>$621,939</td>
<td>$0</td>
</tr>
<tr>
<td>Contingency</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

- The additional $413.6K required has been funded by underruns from completed capital projects.

**Issues:**

The additional $413.6K required has been funded by underruns from completed capital projects.

**OTHER:**

None.
BROADWAY STATION IMPROVEMENTS

**SCOPE:**
This project is to eliminate the “hold out rule”, reduce gate down time and provide pedestrian/patron safety by providing outboard boarding platforms at the Broadway Station (MP 15.2). The platforms are to be staggered, the Northbound platform north of Broadway Avenue and the Southbound platforms remaining south of Broadway Avenue. Scope includes track work, signal work, pedestrian active warning devices, lighting and general construction work on platforms and associated amenities. This work shall eliminate the hold out rule and reduce gate downtime. Most of the track rehab work in the vicinity of the Broadway station has been transferred to the Burlingame Outboard Platform Project.

**Issues:**
The project was put on hold for any further design efforts. Scope of project is on hold; Caltrain capital program management team is reviewing the impacts of other improvements in the vicinity of the station to determine the appropriate scope definition for the Broadway Station project.

**SCHEDULE:**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Orig. %</th>
<th>Early Start</th>
<th>Early Finish</th>
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<th>2004</th>
<th>2005</th>
<th>2006</th>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Preliminary Engineering</td>
<td>25%</td>
<td>100%</td>
<td>18JUL03A</td>
<td>16JUL04A</td>
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</tr>
<tr>
<td></td>
<td>Engineering Design</td>
<td>30%</td>
<td>100%</td>
<td>18JUL04A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Project is on-Hold*

**Progress:**
Project is on hold.  
Jan - Mar 2008

**Future Activities:**
Apr - Jun 2008

**Issues:**
Project is on hold; schedule needs to be redefined and re-baselined.
BROADWAY STATION IMPROVEMENTS

BUDGET COST:

<table>
<thead>
<tr>
<th>Current Budget by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
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<td>$0</td>
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<tr>
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<td>$0</td>
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<td>$0</td>
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<td>$1,417,334</td>
<td>$7,497,100</td>
<td>($4,707,759)</td>
</tr>
</tbody>
</table>

ISSUES:

The project was put on hold for any further design efforts. Estimate at Completion will be re-evaluated when project is re-activated.

OTHER:

Project has been placed on hold; Capital Program Management team is currently reviewing the impact of future capital improvements in the vicinity of the station.
This project will eliminate the "holdout rule" at the Burlingame Station by converting the station from a centerboard platform to an outboard platform station with center track fencing and gated/signalized pedestrian crossings at both ends of the platform. This involves shifting the station southward between North Lane and Howard Ave., with closure of South Lane. This project includes track reconstruction/shifts, drainage improvements, and upgrading the station to current standards. The project also provides improvements to the track work and associated civil work in the vicinity of the Broadway station.

Current project EAC increased by $100K from last quarter and reflected inclusion of pending change for non-conductive fence.

Issues:

Progress:
(1) Continued with upgrade work at Morrell Ave pedestrian crossing.
(2) New northbound platform opened in February.
(3) Completed Broadway crossing upgrade.
(4) Continued with construction of southbound platform.
(5) Continued with relocation and installation of pedestrian gates and passenger shelters.

Future Activities:
(1) Complete southbound platform.
(2) Complete Morrell Ave pedestrian crossing.
(3) Complete crossing upgrades at Howard, Bayswater and Peninsula Streets.
(4) Complete installation of the VMS and PA systems and median fence.
(5) Complete installation of K-rail north of Broadway.
(6) Repair sewer at Oak Grove.
(7) Remove hold-out rule.
(8) Begin project close-out

Issues: None.
### BURLINGAME STATION PLATFORM & TRACK IMPROVEMENTS

**BUDGET:**

<table>
<thead>
<tr>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
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</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
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<td><strong>$16,174,364</strong></td>
<td><strong>$5,983,084</strong></td>
<td><strong>$20,840,000</strong></td>
</tr>
</tbody>
</table>

**Issues:**

The $100K for non-conductive fence as required for electrification will be funded by the Electrification Program. Construction cost will be re-evaluated next quarter to mitigate potential project overrun.

**OTHER:**

None.
Cal Ave Station & Palo Alto Station Platforms Improvements, Palo Alto Station ADA Pedestrian Underpass, and Bridge Deck Repairs at various locations

**SCOPE:**

The California Avenue Station and Underpass Project eliminates the hold out rule by converting the station from a centerboard platform configuration to an outboard platform configuration with new pedestrian underpass. A new outboard northbound platform will be built (with realignment of the MT1 track), the southbound platform reconstructed along with new lighting and communication systems.

The Palo Alto ADA Pedestrian Underpass & Platform Improvement Project consists of revising/installing ramps and stairs to meet ADA requirements in the northernmost under crossings, replacing both the northbound and southbound platforms and extending the platforms 200 feet south with new revised lighting and communication systems.

The Bridge Deck Repair Project includes backfill of culvert with slurry concrete in the vicinity of the Atherton Station; install reinforced concrete pipe, install concrete box and repair bridge decks at five bridges and culverts in the Palo Alto area. This project provides a state of good repair for bridges in the area.

**Issues:**

None.

---

**SCHEDULE:**

**Progress:**

Jan - Mar 2008

Cal Ave: (1) Installed pedestrian underpass segments. (2) Installed northbound platform footing. (3) Excavated for ramps at both the north and south end of the southbound platform. (4) Completed shoring between MT1 and MT2. (5) Continued construction of ADA ramps and drainage at MT1.

Palo Alto: (1) Demolished the south end of both platforms. (2) Completed trenching and installation for utilities casings parallel to the tracks. (3) Installed Class 2 aggregate base and grading for platforms. (4) Continued with temporary pedestrian crossing installation. (5) Continued with irrigation installation, installed conduits, and fine graded southern end of northbound platform. (6) Began flatwork on both sides of the station.

Bridge Deck: (1) Continued with bridge deck repairs at Cal Ave. Station. (2) Repaired waterway at Palo Alto Station bridge deck.

**Future Activities:**

Apr - Jun 2008

Cal Ave: (1) Continue installation of walls and stairs on northbound platform. (2) Install west ramp walls. (3) Prepare subgrade for sidewalk. (4) Install conduits.

Palo Alto: (1) Complete platform. (2) Continue with installation of power and communication lines. (3) Install platform furnishings. (4) Complete temporary pedestrian crossing. (5) Demolish northbound and southbound platforms. (6) Begin utilities installation.

Bridge Deck: (1) Continue with bridge deck repair work at Cal Ave Station.

**Issues:**

None.
Cal Ave Station & Palo Alto Station Platforms Improvements, Palo Alto Station ADA Pedestrian Underpass, and Bridge Deck Repairs at various locations

Issues:
The additional $300K for installation of caissons and grounding components will be funded by the Electrification Program. The installation of caissons and grounding components was approved as a contract change order by the JPB Board of Directors.

OTHER:
None.
SCOPE:
This project will repair and upgrade the Caltrain Railroad Radio System so that it would meet the basic operational, safety and Federal requirements. The improvements would bring the system to a "State of Good Repair", decrease operational delays due to radio communication outages, increase productivity and improve safety.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start/Actual</th>
<th>Early</th>
<th>Late/Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>01691</td>
<td>Caltrain Railroad Radio Upgrade Project</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>+ Work Plans/Phase Gate-Systemwide Reviews</td>
<td>01/01/2008</td>
<td>01/31/2008</td>
<td></td>
</tr>
<tr>
<td></td>
<td>+ Conceptual/Study</td>
<td>02/01/2008</td>
<td>02/28/2008</td>
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</tr>
<tr>
<td></td>
<td>+ Preliminary Engineering</td>
<td>03/01/2008</td>
<td>03/31/2008</td>
<td></td>
</tr>
<tr>
<td></td>
<td>+ Engineering Design</td>
<td>04/01/2008</td>
<td>04/30/2008</td>
<td></td>
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<tr>
<td></td>
<td>+ Procurement/Bid &amp; Awards</td>
<td>05/01/2008</td>
<td>05/31/2008</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td>+ Project Closure</td>
<td>07/01/2008</td>
<td>07/31/2008</td>
<td></td>
</tr>
</tbody>
</table>

Progress:
(1) Completed negotiating with the ATCS Microwave Project Manager, Construction Manager and Contractor (Telecom) for partial acceptance and release of maintenance channel radios.
(2) Continued procurement of communication huts.
(3) Started testing maintenance/mechanical channel radio.

Future Activities:
(1) Complete procurement of communication shelters.
(2) Continue testing for radio coverage prior to operating use.

Issues: None.
### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
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<td>$69,999</td>
<td>$70,129</td>
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<td>$0</td>
<td>$0</td>
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<td><strong>$770,228</strong></td>
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</tr>
</tbody>
</table>

### Project Budget / Cost Status

- **Current Board Approved Funding**
- **Estimate at Completion**
- **Expended to Date**

### Issues:

None.

### OTHER:

None.
The project consists of the base year installation of about 12,000 lineal feet of fencing along the Caltrain Corridor based on the location and exposure requirements. 3,900 lineal feet will be high security fence; 7,700 lineal feet will be welded wire fence and 400 lineal feet will be chain link fence. Fence will be installed at the following locations:

**Amtrak Installation:** San Bruno (1 location); Burlingame (1 location); San Mateo (2 locations); Belmont (4 locations); Redwood City (2 locations).

**Contractor Installation:** San Francisco (2 locations); San Bruno (1 location); San Mateo (1 location); Redwood City (7 locations); Menlo Park (5 locations); Sunnyvale (1 location); San Jose (1 location).

**Issues:**
Fencing package (last 6,000 lineal feet of fence) was re-advertised and re-bid with reduced bonding requirements and clarification in the finish of the fence material. The June 30 construction completion date reflects this delay.

**Progress:**
1. Issued notice to proceed for fencing contractor on January 30.
2. Conducted pre-construction meeting.
3. Received contractor’s schedule.
4. Completed review of field sites.

**Future Activities:**
1. Begin fencing installation in early April.
2. Complete fencing installation in June.

**Issues:** None.
CALTRAIN RIGHT-OF-WAY FENCING PROJECT

BUDGET:

<table>
<thead>
<tr>
<th>Cost Analysis by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
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</table>

Issues: None.

OTHER: None.
PCJPB QUARTERLY REPORT

CENTRALIZED EQUIPMENT & MAINTENANCE OPERATIONS FACILITY (CEMOF)

SCOPE: The CEMOF project includes design and construction of a new maintenance, storage, and operations facility for Caltrain's locomotives and passenger cars. The maintenance facility will accommodate daily inspections and scheduled maintenance, repairs and component change-outs (heavy overhauls will continue to be contracted out). This facility is designed to serve a fleet of 25 locomotives and 110 passenger cars. The CEMOF project will consolidate Caltrain's existing maintenance facilities and provide the JPB with capacity to complete additional types of maintenance more effectively; improving customer service and operational efficiency.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Activity Description</th>
<th>Date Start</th>
<th>Date Finish</th>
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<td>01587 - CEMOF B.2 Project</td>
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<td>01588 - Change Order to B.2 (PCN-9/CCO-15)</td>
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<td>01589 - CEMOF Transition</td>
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</table>

Progress:

CEMOF B.2 - Maintenance Building -
(1) Punchlist work began and continued throughout this quarter.
(2) Electrical punchlist items were completed.
(3) Completed cost negotiations with the contractor.

Central Control Facility -
(1) Facility was completed and has been fully operational.

Future Activities:

CEMOF B.2 - Maintenance Building -
(1) Complete punchlist work throughout facility and other buildings.
(2) Make final payment to contractor.
(3) Begin closing out purchase orders in preparation for project closeout.

Central Control Facility -
(1) None.

Issues: None.
### CENTRALIZED EQUIPMENT & MAINTENANCE OPERATIONS FACILITY (CEMOF)

**BUDGET/COST:**

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>(a) Current Board Approved Budget</th>
<th>(b) Expended to Date</th>
<th>(c) Committed to Date</th>
<th>(d) Estimate at Completion</th>
<th>(e) Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
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<td><strong>$134,411</strong></td>
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</table>

**Issues:** None.

**OTHER:** None.
SCOPE: The Dumbarton Rail Corridor (DRC) Project will extend commuter rail service across the Bay between the Peninsula and the East Bay by rehabilitating and reconstructing rail facilities on the existing railroad alignment and right-of-way. Three new passenger rail stations in Menlo Park/East Palo Alto, Newark, Union City, and a new layover facility in the East Bay will be constructed, as well as upgrading the Fremont Centerville Station. The proposed Dumbarton train service will consist of six trains across the bridge during the morning commute and six during the evening commute. Morning trains will originate at the Union City Intermodal Station, cross the bay to Redwood City, and then three trains will travel north to San Francisco and three will travel south to San Jose. In the evening, all trains will reverse pattern and travel back to Union City.

Issues: 1) Environmental Mitigation – Pending the result of the findings in the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) and under the National Environmental Policy Act (NEPA), the project may be required to implement various mitigation conditions in the bay and the wetlands. This may result in additional studies, schedule delays and / or cost increase.

Future Activities: 1) Complete travel forecasts and proceed with critical work on the environmental technical studies and preparation of the EIR/S.

Issues: 1) Considerable time was spent on understanding and resolving a demographic data issue that forms the input to the ridership modeling and obtaining concurrences on the course of action from important project partners such as FTA and MTC. Because ridership forecasts are perhaps the most critical item to permit the completion of the environmental document, and because of the delays in obtaining the estimates, the project schedule has been affected. Project staff will update the schedule once the ridership forecasting work is completed.
**BUDGET:**

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>(a) Current Board Approved Budget</th>
<th>(b) Expended to Date</th>
<th>(c) Committed To Date</th>
<th>(d) Estimate at Completion</th>
<th>(e) Variance at Completion</th>
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<tbody>
<tr>
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</table>

**Issues:** None.

**OTHER:** None.

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**Project Budget / Cost Status**

- **Current Board Approved Budget**
- **Estimate at Completion**
- **Expended to Date**

<table>
<thead>
<tr>
<th>Amount in $</th>
<th>Planning &amp; Engineering</th>
<th>Right of Way</th>
<th>Procurement/ Rolling Stock</th>
<th>Construction Management</th>
<th>Administration</th>
<th>Contingency</th>
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PCJPB QUARTERLY REPORT

DUMBARTON RAIL CORRIDOR


Active Capital Projects
SCOPE:
The Electrification Program will electrify the 52-mile Caltrain Commuter line from San Francisco to Tamien. The project will include the following activities: (1) an approved Environmental Assessment / Environmental Impact Report (EA/EIR); (2) the design and installation of approximately 150 single track miles of overhead contact system (OCS) that will distribute power to the electrically-powered locomotives or electric multiple unit (EMU) trainsets; (3) the design and construction of two traction power substations (TPS) and eight autotransformer stations to deliver the 25kV, 60Hz, single-phase, alternating current to the OCS; (4) the design and installation of enhancements to the signaling and grade crossing control systems to make the system compatible with electrification and to provide for future operations service levels; and (5) the integration of the Electrification System, Signaling modifications and Electric Rolling Stock.

Current program scope is funded through the completion of the front-end environmental activities and 35% design engineering activities.

Issues:
None.

Future Activities:
(1) Continue coordination discussions with UPRR to address the concerns over Electrification of the line and any possible effects on their operations.
(2) Continue meetings with PG&E. Proceed with the additional scenario analysis of the PG&E network.
(3) Continue with the assembly of the design packages and update them with changes resulting from the integration into the capital program.
(4) Submit the exemptions document to the CPUC for preliminary review.
(5) Continue with the revision of the EA/EIR document.

Issues:
Delayed FONSI (Finding Of No Significant Impact) approval by the FTA may affect preliminary engineering and right-of-way acquisitions.
**ELECTRIFICATION**

### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>(a) Current Board Approved Budget</th>
<th>(b) Expended to Date</th>
<th>(c) Committed To Date</th>
<th>(d) Estimate at Completion</th>
<th>(e) Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
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</table>

**Issues:** None

**OTHER:**

FTA has not issued a Finding of No Significant Impact (FONSI) on this project yet. Project management is working with FTA to resolve issues that is stalling the approval process. Without a FONSI, federal funding can be used to complete only up to 35% design.
SCOPE: This project is to perform the interim repairs recommended by the PSR for the Guadalupe River Bridge. The project scope is as follows:

(a) Repair and arrest the bank erosion at the north and south banks for both MT1 and MT2 bridges. This will be accomplished through placement of rip rap rock along the embankment which will armor the slope and dissipate the effects of water scouring during high water events.

(b) Repair the concrete bridge piers to address on-going concrete spalling. This is to be accomplished by removing loose concrete material and providing a structural patch. This is intended to extend the life of the pier structure until the bridge is replaced.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>orig %</th>
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<th>Early Finish</th>
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<tr>
<td>+Procurement/Bid &amp; Awards</td>
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<tr>
<td>+Construction</td>
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<tr>
<td>+Project Closure</td>
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</tbody>
</table>

Progress:

Jan - Mar 2008
(1) Conducted internal meeting for the review and approval of project work plan, project budget and schedule.
(2) Completed Engineering document reviews and advertised the "Invitation for Bids" (IFB).
(3) Conducted Pre-Bid meeting.
(4) Received Construction bids on April 1st, and the low bid was significantly lower than the Engineer's Estimate.

Future Activities:

Apr - Jun 2008
(1) Request at the May Board Meeting for authorization to issue the Construction contract to the apparent low bidder.
(2) Issue the Construction NTP.

Issues:

The project is subject to strict permitting restrictions; work is confined to the period between June 15th and October 15th; Project has provided a monetary incentive for the Construction contractor to finish the work on time.
### Project Budget / Cost Status

<table>
<thead>
<tr>
<th>Segment Groups</th>
<th>Planning &amp; Engineering</th>
<th>Right of Way</th>
<th>Construction</th>
<th>Construction Management</th>
<th>Administration</th>
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<tbody>
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</tr>
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</table>

### Issues

None.

### OTHER

None.
SCOPE: The fixed fueling and storage project includes design and construction of on-site diesel fuel storage and above-ground distribution for Caltrain locomotives at the new Centralized Equipment and Maintenance Operations Facility (CEMOF). The project includes design and construction of:

1. A complete on-site fuel storage and distribution system.
2. One fuel dispensing station with an optional second station.
3. A programmable fuel management system which includes remote monitoring with low and high level alarms, and leak detection.
4. Leak containment at the tank site and at the fueling stations.

Issues: None.

SCHEDULE:

Progress:
Jan - Mar 2008

(1) Completed installation of software for fuel management system and leak detection.
(2) Completed testing and commissioning.
(3) Conducted project walkthrough with contractor.
(4) Resolved fuel dispenser nozzle issue - nozzles not able to shut off automatically.
(5) Remove remaining stockpile of dirt.
(6) Received closeout submittals from contractor.

Future Activities:
Apr - Jun 2008

(1) Order fuel dispenser nozzles.
(2) Replace fuel dispenser nozzles and re-program fueling system.
(3) Obtain proposals for paving of remaining storage tank area and installation of access gate.
(4) Pay final invoices.
(5) Begin closeout process.

Issues: None.
LENZEN YARD FUEL STORAGE FACILITY

BUDGET/COST:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
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<td><strong>$3,608,331</strong></td>
<td><strong>$3,900,000</strong></td>
<td><strong>$409,600</strong></td>
</tr>
</tbody>
</table>

Issues: None.

OTHER: None.
SCOPE:
The Los Gatos and Guadalupe Bridge Replacement Project includes:
(1) The preliminary design and preparation of the Environmental Document to remove and replace the existing MT-1 and MT-2 bridges crossing the Los Gatos Creek. As recommended in the Project Study Report, the new replacement structure to be constructed will be a pre-stressed/pre-cast concrete bridge with new foundations and a new widened bridge deck that will act as a construction shoofly and a permanent third track;
(2) The preliminary design of a replacement bridge for the existing MT-1 timber bridge crossing the Guadalupe River.

Issues:
None.

SCHEDULE:

Progress:
Jan - Mar 2008
(1) Followed up on the status of the submitted permits (Army Corps Sec. 404; RQWCR Sec 401; NOAA; Fish and Game; SCVWD).
(2) Initiated 35% preliminary design and environmental work for both the Los Gatos Creek Bridge and the Guadalupe River Bridge.

Future Activities:
Apr - Jun 2008
(1) Continue development of the 35% Preliminary Engineering and Environmental Document.

Issues:
None.
LOS GATOS AND GUADALUPE BRIDGES REPLACEMENT

BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>Current Board Approved Funding</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
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</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$783,571</td>
<td>$133,088</td>
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<td>$0</td>
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<td>Construction Management</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
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<td>$1,536,220</td>
<td>$260,924</td>
<td>$1,473,099</td>
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<td>$0</td>
</tr>
</tbody>
</table>

Issues:

Estimate at Completion of $1.5 million is for the preliminary design phase only.

OTHER:

None.
NORTH TERMINAL OPERATIONS IMPROVEMENT PROJECT

SCOPE:
The project consolidates two projects into one construction contract: the San Francisco Yard Signal & Track Rehabilitation Project and the Crossovers Project. The project scope consists of design, procurement and construction for signal, track and civil work in the San Francisco Yard terminal and along the northerly portion of the rail corridor. The project will also replace outdated equipment, signal system architecture, inadequate crossover capability and poor track conditions that limit the throughput at the San Francisco Terminal.

The signal work will consist of providing Communications and Traffic Control for the 4th Street Control Point (CP), installation of Automatic Train Control System Radio and antenna, signal system modifications as required for the installation of an additional crossover at CP Trousdale, CP Center, and CP Common to increase route flexibility, and signal system modifications as required to rehabilitate the existing #14 crossover at CP Army.

The track and civil portion of the project will provide two #14 crossovers at CP Common for parallel and universal move capability, new #20 crossovers at CP Trousdale and CP Center, rehabilitation of existing track and switches, and replacement of an existing culvert. It will also provide for the rehabilitation of the existing #14 turnout at CP Army to bring it up to a 35 mph operating speed.

The project includes the replacement of the stairs at the 22nd Street station.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
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<tr>
<td>01049</td>
<td>North Terminal Operations Improvement</td>
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<tr>
<td></td>
<td>Engineering Design</td>
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</tr>
<tr>
<td></td>
<td>Advance Material Procurement</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Procurement/Bid &amp; Awards</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td></td>
<td>General</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>New Yard Office Complex</td>
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<tr>
<td></td>
<td>Crossover Installations at Trousdale/Army</td>
<td></td>
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<tr>
<td></td>
<td>22nd Street Stairs</td>
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<td>San Francisco Yard Track Work</td>
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<td></td>
<td>Project Closure</td>
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</table>

Progress:
Jan - Mar 2008
(1) Completed punch list activities and issued Final Acceptance.
(2) Completed negotiation and approval of all Construction change orders.
(3) Completed Project Close-out Activities.

Future Activities:
Apr - Jun 2008
Project closed. This is the last report for the project.

Issues: None.
### NORTH TERMINAL OPERATIONS IMPROVEMENT PROJECT

#### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
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<td>$1,826,505</td>
<td>$1,826,505</td>
<td>$1,826,505</td>
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<td>$20,428,056</td>
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<td>($1,597,620)</td>
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<td>$26,995,637</td>
<td>$27,069,328</td>
<td>$27,004,000</td>
<td>$120,000</td>
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</tbody>
</table>

#### Project Budget / Cost Status

![Chart showing budget status](chart.png)

**Issues:** Project is forecasted to have an underrun of about $120K from the Board Approved Budget.

**OTHER:** None.
SCOPE: This project is for the purchase of (8) rail cars to replace the VRE cars that were purchased to implement the first 2 years of the SF Giants service. Staff has identified the need for (8) additional Bombardier cars in order to shore up an inadequate spare ratio and to provide the required train capacity to meet passenger demand through 2011.

The project scope includes the purchase of (2) cab cars and (6) trailer cars, including all ancillary services and costs, QA/QC inspection and spare parts as well as the costs incurred for legal, technical and financial services.

Issues: 1. Fabric and layout of cars was decided in February 2008.
2. First splice (car shell) completed in February 2008.
3. Inspection and water testing of cars continues.

SCHEDULE: 01695 - VRE Car Replacement

- Preliminary Engineering
  - Activity ID: 41
  - Activity Description: 01695 - VRE Car Replacement
  - Early Start: 100
  - Early Finish: 100

- Engineering Design
  - Activity ID: 68
  - Activity Description: 01695 - VRE Car Replacement
  - Early Start: 100
  - Early Finish: 100

- Procurement/Bid & Awards
  - Activity ID: 107
  - Activity Description: 01695 - VRE Car Replacement
  - Early Start: 100
  - Early Finish: 100

- Rolling Stock Manufacturing
  - Activity ID: 238
  - Activity Description: 01695 - VRE Car Replacement
  - Early Start: 100
  - Early Finish: 100

- Project Closure
  - Activity ID: 22
  - Activity Description: 01695 - VRE Car Replacement
  - Early Start: 100
  - Early Finish: 100

Progress:
1. Ordered long lead time items and began production.
2. Issued WD for onsite inspection services.
3. First splice (car shell) was completed in February.
4. First splice (car shell) inspected and approved in March.

Future Activities:
1) Continue inspection of each successive splice (car shell).
2) Continue materials selection.
3) Conduct subsequent water tests for each successive splice (car shell).

Issues: None.
**PURCHASE (8) CALTRAIN PASSENGER CARS**

### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>(a) Current Board Approved Budget</th>
<th>(b) Expended to Date</th>
<th>(c) Committed To Date</th>
<th>(d) Estimate at Completion</th>
<th>(e) = (a - d)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
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<td>$0</td>
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<td>Procurement/ Rolling Stock</td>
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<td><strong>Total</strong></td>
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<td><strong>$12,345,913</strong></td>
<td><strong>$19,942,846</strong></td>
<td><strong>$21,133,700</strong></td>
<td><strong>$866,300</strong></td>
</tr>
</tbody>
</table>

### Project Budget / Cost Status

![Project Budget / Cost Status Chart](image)

**Issues:** None.

**OTHER:** None.
**SCOPE:** Perform a Structure Type Selection Report to establish the final scope of the project including:

1. Removal and replacement of the existing 326' Quint Street bridge;
2. Removal and replacement of the existing 191' Jerrold Avenue bridge;
3. Design structures in accordance with current seismic codes;
4. Removal and reconstruction of tracks impacted by the new structures;
5. Reconstruction of the traveled-way and sidewalks.

**Issues:** After reviewing the PSR proposal, the JPB staff is to complete a Structure Type Selection. This work will evaluate the replacement in kind (same actual geometric configuration) vs. a shorter two-span bridge (requiring the taking of McKinnon Street). After the structure type is selected, the JPB will meet with the City of San Francisco requesting their concurrence and move forward with the Final Design.

**SCHEDULE:**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start Date</th>
<th>End Date</th>
<th>Date Code</th>
<th>Date Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>0175-1</td>
<td>Work Plans/Phase Gate/Systemwide Reviews</td>
<td>01/01/08</td>
<td>03/31/08</td>
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<td>3/31/08</td>
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<tr>
<td>0175-2</td>
<td>Environmental Clearance &amp; Permits</td>
<td>02/01/08</td>
<td>04/01/08</td>
<td>2/01/08</td>
<td>4/01/08</td>
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<tr>
<td>0175-3</td>
<td>Funding</td>
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<td>3/01/08</td>
<td>5/01/08</td>
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<td>0175-4</td>
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<td>06/01/08</td>
<td>4/01/08</td>
<td>6/01/08</td>
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<td>0175-5</td>
<td>Right of Way Acquisition</td>
<td>05/01/08</td>
<td>07/01/08</td>
<td>5/01/08</td>
<td>7/01/08</td>
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<tr>
<td>0175-6</td>
<td>Procurement/Bid &amp; Awards</td>
<td>06/01/08</td>
<td>08/01/08</td>
<td>6/01/08</td>
<td>8/01/08</td>
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<tr>
<td>0175-7</td>
<td>Construction</td>
<td>07/01/08</td>
<td>09/01/08</td>
<td>7/01/08</td>
<td>9/01/08</td>
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<tr>
<td>0175-8</td>
<td>Project Closeout</td>
<td>08/01/08</td>
<td>10/01/08</td>
<td>8/01/08</td>
<td>10/01/08</td>
</tr>
</tbody>
</table>

**Progress:**

Jan - Mar 2008

1. Continued with the Structure Type Selection development.
2. Prepared the legal description and plat map for vacating McKinnon Street under the Quint Street bridge.

**Future Activities:**

Apr - Jun 2008

1. Submit the Structure Type Selection Report and conduct design review meeting.
2. Issue a task order to consultant to perform constructability review before the Phase Gate meeting.
3. Conduct Phase Gate meeting to confirm or redefine the scope of the project.
4. Proceed with the development of 35% design (Preliminary Engineering).

**Issues:** None.
### QUINT STREET and JERROLD AVENUE BRIDGE REPLACEMENT

#### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
<th>(e) = (a - d)</th>
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<td>$0</td>
<td>$0</td>
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<tr>
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</table>

#### Issues:

Estimate at Completion of $1.3 million is for initial preliminary design only. Securing project funding for final design will be considered as part of the FY09 capital budget development process.

#### OTHER:

None.
This project has been re-scoped and re-scheduled in conjunction with the 5-year Capital Improvement Program schedule, which was presented in August 2006. The construction of a San Bruno Grade Separation project has been deferred until 2010-2012.

A San Bruno/ South Linden Interim Safety Improvement project has been implemented for completion by 2008. This project is being reported separately.

The costs shown in this Quarterly report reflect the completion of the 35% design for the San Bruno Grade Separation.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start</th>
<th>End</th>
<th>Status</th>
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<td>01583</td>
<td>San Bruno / South Linden Grade Separation</td>
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<tr>
<td>01583</td>
<td>Engineering Design</td>
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<tr>
<td>01583</td>
<td>Project Closure</td>
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<td></td>
</tr>
</tbody>
</table>

Progress:

Jan - Mar 2008
1) No activity this quarter.
2) Project is on-hold.

Future Activities:

Apr - Jun 2008
1) Project is on-hold.

Issues: Project is on-hold.
### SAN BRUNO GRADE SEPARATION

**BUDGET:**

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
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<td>$11,386,620</td>
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<td><strong>$11,100,000</strong></td>
<td><strong>$11,913,370</strong></td>
</tr>
</tbody>
</table>

### Project Budget / Cost Status

- **Current Board Approved Budget**
- **Estimate at Completion**
- **Expended to Date**

### Issues:

Funding of $24.0 million has been approved by both the TA and JPB Boards for the design phase of the project. Current Estimate at Completion reflects completion of a shelf set of Design-Build RFP and 35% Design Contract Documents only.

### OTHER:

None.
### SCOPE:
This project includes: (1) Design and construction of grade crossing work at South Linden Avenue, Scott Street, San Bruno Avenue, San Mateo Avenue, and Angus Avenue; (2) Re-alignment of San Mateo Avenue; (3) Installation of traffic signals at the intersection of South Linden Avenue and Dollar Avenue; and (4) Demolition of existing structures and minor temporary improvements at the San Bruno Lumber Yard site.

### Issues:
None.

### SCHEDULE:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
<th>% Complete</th>
<th>% Complete</th>
<th>Start</th>
<th>Finish</th>
</tr>
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<tbody>
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<td>01T86</td>
<td>San Bruno-South Linden Interim Safety Improve</td>
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<td>100%</td>
<td>1/1/08</td>
<td>3/31/08</td>
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<td>160</td>
<td>101/01/08</td>
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<td>+ Conceptual Study</td>
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<td>140</td>
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<td>362</td>
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<td>207</td>
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</tr>
<tr>
<td>+ Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>249</td>
<td>101/01/08</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>+ Project Closure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>101/01/08</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Progress:** Jan - Mar 2008
1. Construction contract was awarded to Mitchell Engineering; conducted pre-construction meeting between HNTB, Mitchell Engineering, and the JPB.
2. Issued NTP to Mitchell Engineering to begin construction.
3. Completed Hazardous material abatement at lumber yard.
5. Completed installation of conduit for underground electrical work at South Linden Avenue.
6. Installed sidewalks, ramps and curb, and gutter at South Linden Avenue.
7. Completed drainage upgrades and conduit installation at Scott Street.

**Future Activities:** Apr - Jun 2008
1. Complete site preparation work at the lumber yard. Install ROW fence at lumber yard and along tracks.
2. Install sidewalks, ramps and curb, and gutter at Scott Street, San Bruno, San Mateo and Angus Avenues.
3. Install new pedestrian gates and guardrail at South Linden Avenue.
4. Complete signal and irrigation conduit work at San Bruno and San Mateo Avenues.

**Issues:** None.
### SAN BRUNO / SOUTH LINDEN INTERIM SAFETY IMPROVEMENTS PROJECT

**BUDGET:**

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>Current Board Approved Funding</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$1,100,000</td>
<td>$1,128,516</td>
<td>$1,126,116</td>
<td>($26,116)</td>
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</tr>
<tr>
<td>Right of Way</td>
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<td>$43,711</td>
<td>$43,711</td>
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</tr>
<tr>
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<td>$4,677,000</td>
<td>$573,000</td>
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</tr>
<tr>
<td>Construction Management</td>
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<td>$1,040,464</td>
<td>$1,070,000</td>
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<td>Administration</td>
<td>$1,080,000</td>
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<td>$1,228,000</td>
<td>($148,000)</td>
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<tr>
<td>Contingency</td>
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<td>$0</td>
<td>$0</td>
<td>$1,094,864</td>
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<td><strong>Total</strong></td>
<td>$9,240,000</td>
<td>$3,745,669</td>
<td>$7,594,715</td>
<td>$9,240,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Issues:** None.

**OTHER:** None.
SCOPE: JPB owned vehicular bridges located at 22nd St, 23rd Street and Paul Avenue.  
(1) Remove and replace the existing two-span steel-through girder superstructures as the bridges have reached the end of their useful lives, and allowing sufficient vertical clearance to accommodate future projects such as electrification.  
(2) Remove and reconstruct the existing utility lines attached to the bridges. Provide temporary supports until the bridges are reconstructed.

Issues: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start Date (Day, Month)</th>
<th>End Date (Day, Month)</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ EOE Gate</td>
<td></td>
<td>01/20/2008</td>
<td>03/19/2008</td>
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<tr>
<td>+ Work Plans/Phase Gate/Systemwide Reviews</td>
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<td>04/01/2008</td>
<td>06/30/2008</td>
</tr>
<tr>
<td>+ Environmental Clearance &amp; Permits</td>
<td></td>
<td>05/01/2008</td>
<td>07/31/2008</td>
</tr>
<tr>
<td>+ Funding</td>
<td></td>
<td>06/01/2008</td>
<td>08/31/2008</td>
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<tr>
<td>+ Engineering Design</td>
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<td>09/30/2008</td>
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<tr>
<td>+ Procurement/Bid &amp; Awards</td>
<td></td>
<td>08/01/2008</td>
<td>10/31/2008</td>
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<tr>
<td>+ Construction</td>
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<td>09/01/2008</td>
<td>11/30/2008</td>
</tr>
<tr>
<td>+ Project Closure</td>
<td></td>
<td>10/01/2008</td>
<td>12/31/2008</td>
</tr>
</tbody>
</table>

Progress:

Jan - Mar 2008
(1) Issued the design phase NTP to Parsons Brinckerhoff on March 19, 2008.
(2) Conducted design kickoff meeting to discuss project strategy, issues and deliverables.
(3) Revised the Project Budget, EAC and schedule to reflect the updated and approved Project Work Plan.

Future Activities:

Apr - Jun 2008
(1) Begin 30% Design submittal.
(2) Begin Environmental technical evaluations for NEPA clearance.

Issues: None.
### SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT

#### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>(a) Current Board Approved Budget</th>
<th>(b) Expended to Date</th>
<th>(c) Committed To Date</th>
<th>(d) Estimate at Completion</th>
<th>(e) = (a - d)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$2,261,251</td>
<td>$195,843</td>
<td>$1,380,214</td>
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<tr>
<td>Right of Way</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Construction</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Construction Management</td>
<td>$0</td>
<td>$1,211</td>
<td>$1,211</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Administration</td>
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<tr>
<td>Contingency</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,015,001</strong></td>
<td><strong>$247,640</strong></td>
<td><strong>$1,432,011</strong></td>
<td><strong>$3,015,001</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>

#### Issues:

Estimate at Completion of $3.0 million is for design only. Securing project funding for construction will be considered as part of the annual FY2009 capital budget development process.

#### Other:

None.
**Scope:**

This project will rehabilitate San Mateo bridges at: Poplar, Santa Inez, Monte Diablo, and Tilton. The project provides the following bridge structure improvements: (1) Repair all abutments for service and seismic loads, (2) Remove and replace the existing steel through-girders and replace them with a single span consisting of steel through-girders with floor beams, (3) Install deck drainage system, approach HMAC slabs, and retaining walls at bridge approaches, (4) Remove and replace tracks as needed to accommodate the new superstructure, (5) Provide temporary support to the existing fiber optic lines which are attached to the outside girders of the bridges, if needed, and (6) Reconstruct the streets and pedestrian sidewalks.

This project will also provide the following clearance improvements: (1) Raise the bridge and tracks at Poplar Avenue to achieve 14'-6" vertical clearance. Tilton Avenue, Santa Inez Avenue, and Monte Diablo Avenue bridges will not be raised, but track profiles will be adjusted, (2) Construct retaining walls to contain the raised embankments as needed, and (3) Relocate utilities (Fiber Optic lines, overhead power lines, etc.) when needed.

**Issues:**

None.

**Schedule:**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start Date</th>
<th>Finish Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>01755</td>
<td>San Mateo Bridges Rehab &amp; Track Raise</td>
<td>6/24/08</td>
<td>9/10/08</td>
</tr>
</tbody>
</table>

**Progress:**

1. Received and reviewed the 35% Preliminary Engineering design submittal.
2. Proceeded with the 65% design, scheduled to be completed in May.
3. Updated the EAC based on new estimate and the approved Project Work Plan.
4. Followed up on the Environmental clearance document issued to FTA and transmitted by FTA to SHPO.

**Future Activities:**

1. Continue follow up on the Environmental clearance document issued to FTA and to SHPO.
2. Complete the 65% design review, conduct Phase Gate meeting and continue with the final 100% design.
3. Coordinate utilities relocations (PG&E and Fiber Optic lines).
4. Begin community relations work with external stakeholders within project limits.

**Issues:**

None.
### SAN MATEO BRIDGES REHABILITATION, GRADE MODIFICATIONS, AND RELATED TRACK WORK

#### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>(a) Current Board Approved Budget</th>
<th>(b) Expended to Date</th>
<th>(c) Committed To Date</th>
<th>(d) Estimate at Completion</th>
<th>(e) = (a - d)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$3,333,473</td>
<td>$1,441,796</td>
<td>$2,512,540</td>
<td>$3,004,272</td>
<td>$329,201</td>
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<tr>
<td>Right of Way</td>
<td>$665,747</td>
<td>$0</td>
<td>$0</td>
<td>$600,000</td>
<td>$65,747</td>
</tr>
<tr>
<td>Construction</td>
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<td>$4,861</td>
<td>$4,861</td>
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<td>($30,752,075)</td>
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<tr>
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<td>$3,954</td>
<td>$3,954</td>
<td>$2,995,507</td>
<td>($2,995,507)</td>
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<tr>
<td>Administration</td>
<td>$3,124,724</td>
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<td>$924,274</td>
<td>$2,816,138</td>
<td>$308,586</td>
</tr>
<tr>
<td>Contingency</td>
<td>$7,060,317</td>
<td>$0</td>
<td>$0</td>
<td>$6,353,066</td>
<td>$707,251</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$14,184,261</strong></td>
<td><strong>$2,374,885</strong></td>
<td><strong>$3,445,629</strong></td>
<td><strong>$46,521,058</strong></td>
<td><strong>($32,336,797)</strong></td>
</tr>
</tbody>
</table>

#### Issues:
Current Board approved budget reflects amount approved for the 100% design phase. Additional budget required for the construction phase will be considered as part of the FY09 Capital Budget development process.

#### OTHER:
None.
SCOPE:
The scope of the At-Grade Crossing Improvement Program is to evaluate, design and construct safety improvements at, and in the vicinity of (25) at-grade crossings on the Caltrain Corridor in San Mateo County. Improvements will be made in regards to railroad, pedestrian, traffic, and roadway safety systems. At-grade crossings to be considered for improvements include: Center St. in Millbrae; Broadway Ave., Oak Grove Ave. and Peninsula Ave. in Burlingame; Villa Terrace Ave., 1st Ave., 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 9th Ave. and 25th Ave. in San Mateo; Whipple Ave., Brewster Ave., Broadway Ave., Maple Ave., Main St., and Chestnut St. in Redwood City; Fair Oaks Lane and Watkins Ave. in Atherton; Encinal Ave., Glenwood Ave., Oak Grove Ave., and Ravenswood Ave. in Menlo Park. Improvements needed at each location may differ depending on the at grade crossing configurations and diagnostics, among other considerations.

Issues:
None.

SCHEDULE:

Project: 01777 San Mateo At-Grade Crossing Improvement

- Work Plans/Phase Gate/Systemwide Reviews
- Conceptual Study
- Engineering Design
- Procurement/Bid & Awards
- Construction
- Project Closure

Progress:
(1) Designer completed 75% signal design. JPB reviewed 75% signal design submittal and provided comments.
Jan - Mar 2008
(2) Completed potholing for utilities.
(3) Continued working on 100% civil and signal design.
(4) Obtained preemption information from cities, reviewed and forwarded to designer.
(5) Continued negotiating Construction & Maintenance (C&M) agreements with the cities.

Future Activities:
(1) Designer will submit 100% civil, signal and safety gate designs. JPB will provide comments to designer.
Apr - Jun 2008
(2) The cities and Caltrans will review plans. Comments will be incorporated into the "Invitation for Bids" (IFB) package.
(3) Finalize C&M agreements.
(4) Obtain Legal review of IFB package.
(5) IFB is scheduled to be advertised in July 2008.

Issues:
None.
## SAN MATEO COUNTY AT-GRADE CROSSING IMPROVEMENT PROJECT

### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$1,820,000</td>
<td>$1,497,991</td>
<td>$1,751,263</td>
<td>$1,912,391</td>
<td>($92,391)</td>
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<tr>
<td>Right of Way</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Construction</td>
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<td>$242,467</td>
<td>$9,600,000</td>
<td>($7,073,722)</td>
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<td>$416,628</td>
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<td>($1,494,545)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td><strong>$2,207,373</strong></td>
<td><strong>$2,545,143</strong></td>
<td><strong>$16,542,391</strong></td>
<td><strong>($10,982,391)</strong></td>
</tr>
</tbody>
</table>

### Issues:

Current Board Approved Budget will be sufficient to complete the engineering and design for the at-grade crossing improvements. Additional budget needed for construction will be considered as part of the FY09 budget development process.

### OTHER:

None.
SANTA CLARA STATION IMPROVEMENTS PROJECT

SCOPE:
The project includes design and construction of a 700’ long by 30’ wide center platform, a 150’ extension to the existing southbound platform, and a pedestrian underpass between the 2 platforms. The project also includes track work shifting of MT3 (Main Track #3), construction of approximately 1500’ of MT2 through the station area, and a relocated turnout of MT2 at the south end of the station.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start Date</th>
<th>End Date</th>
<th>% Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>01196</td>
<td>Santa Clara Station Improvements Project</td>
<td>12/08/07</td>
<td>12/31/07</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Work Plans/Phase Gate/Systemreviews</td>
<td>12/08/07</td>
<td>12/31/07</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Environmental Clearance &amp; Permits</td>
<td>01/09/08</td>
<td>03/24/08</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Funding</td>
<td>03/25/08</td>
<td>06/27/08</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Engineering Design</td>
<td>07/01/08</td>
<td>09/15/08</td>
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</tr>
<tr>
<td></td>
<td>Right of Way Acquisition</td>
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<td>11/30/08</td>
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<tr>
<td></td>
<td>Procurement/Bid &amp; Awards</td>
<td>12/01/08</td>
<td>02/28/08</td>
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<td>Construction</td>
<td>03/01/08</td>
<td>05/31/08</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Project Closure</td>
<td>06/01/08</td>
<td>08/31/08</td>
<td>100%</td>
</tr>
</tbody>
</table>

Current EAC remains the same as last quarter.

Issues:

Construction is forecasted to be substantially complete by end of June 2010, indicating an 18 month slip from the original schedule, and will impact the Master Schedule. This is due to a combination of changes in design scope and archaeological issues.

Future Activities:

Apr - Jun 2008

1. JPB to submit archaeological report to SHPO.
2. Complete joint specifications.
3. Prepare final IFB package.
## SANTA CLARA STATION IMPROVEMENTS PROJECT

### Issues:

Additional funding required will be considered as part of the FY09 Caltrain Budget development process. Discussion with funding partners, including ACE and VTA, will continue to prevent project slipping further from the baseline schedule.

### Other:

None.
SCOPE:
The SSF Station Improvement project includes design and construction of: (1) a 2-track mainline with center boarding platform, (2) a northern at-grade pedestrian crossing from the Dubuque parking area to the center platform, (3) a south pedestrian underpass the full length of the tracks to connect the east and the west sides of the community, (4) a shuttle area on the south west corner near downtown SSF, (5) a new signal bridge north of the station, (6) a new turnout just north of the SSF Lumber lead; and (7) the relocation of the UPRR team tracks.

Issues: The following changes were approved and added to the project:
(1) Upgrade existing South San Francisco Station Parking Lot for 70 spaces for an additional cost of $1.2 million;
(2) $1.0 million for cost & schedule delay for the Shuttle/ Drop-off area have been included; final cost impact will be re-evaluated upon completion of the 65% design;
(3) $0.2 million for the demolition of an abandoned Caltrans maintenance station.
Total impact to the EAC of these changes is $1.2 million.

Future Activities:
(1) Designer to continue with 100% PS&E Design and cost estimate for the project.
(2) Designer to develop revised 65% design and cost estimate for the relocated shuttle/ drop-off area only.
(3) Designer to finalize parking lot design.
(4) Continue negotiations with the UPRR regarding loading dock, spoils, come-out signal and operations during construction.
(5) Continue coordination of utilities relocation activities.
(6) Continue negotiations between Caltrans and the City of SSF for property acquisitions.

Issues: Schedule has been re-baselined due to scope changes as approved by the internal Project Change Control Board.
**SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT**

### BUDGET:

<table>
<thead>
<tr>
<th>Cost Report by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed To Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$2,941,508</td>
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<td>$4,550,062</td>
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<tr>
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<td>$20,000</td>
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<td>$(666,827)</td>
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<tr>
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<td>$15,000</td>
<td>$31,045,000</td>
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<tr>
<td>Construction Management</td>
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<td>$1,064,550</td>
<td>$6,223,620</td>
<td>$(1,627,513)</td>
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<tr>
<td>Contingency</td>
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<td>$0</td>
<td>$0</td>
<td>$3,093,067</td>
<td>$(1,627,528)</td>
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<tr>
<td><strong>Total</strong></td>
<td>$10,316,327</td>
<td>$4,729,339</td>
<td>$5,665,000</td>
<td>$51,151,267</td>
<td>$(40,834,940)</td>
</tr>
</tbody>
</table>

**Issues:**

Board approved budget is sufficient to complete 100% Design for the project through FY08. Securing additional funding will be considered as part of the FY09 capital budget development process, and will be discussed with the appropriate funding partners.

Current EAC reflects the approved scope changes.

### OTHER:

None.
SCOPE: The systemwide track rehabilitation program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's State of Good Repair database. It includes the following:

1) Main track turnout replacement – replace with SH #10 turnouts at MP 35.2.
2) Replace stock rails and points at ends of #20 Passing Tracks on an as-needed basis.
3) Production rail joint replacement at 100 locations. Production Ties and Surfacing.
4) Remove old or bonded over insulated (Allegheny) joints – 50 locations (100 welds).
5) Surface through grade crossings – 4th Ave, Milepost (MP) 18.00, 9th Ave, MP 18.29 and Mary Ave, MP 37.96.
6) Contracted bridge repair work.
7) Purchase 7,000 tons of ballast, wood cross ties, small tools and equipment required for track maintenance activities.
8) Acquire additional tie gang equipment to bring crew capabilities up to higher production levels.

Issues: None.

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Start Date</th>
<th>Dur.</th>
<th>% Complete</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>017160</td>
<td>Systemwide Track Rehab</td>
<td>6/01/08</td>
<td>34 D</td>
<td>75%</td>
<td>6/30/08</td>
</tr>
</tbody>
</table>

Progress:
Jan - Mar 2008

1) Installed 1,466 ties.
2) Completed 20 welds.
3) Installed 800 anchors.
4) Repaired 19 frogs.
5) Surfaced 9 miles of track.
6) Surfaced 2 turnouts.
7) Changed 690 lineal feet of rail and 2 switch points.
8) Changed 216 lineal feet of rail in SSF Yard.
9) Conducted a rail flaw detector inspection and geometry car runs.
10) Unloaded 40 railcars of ballast.
11) Repaired UP derailment.

Future Activities:
Apr - Jun 2008

1) Complete trackwork rehabilitation for FY 2008.

Issues: None.
PCJPB Quarterly Report

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY08

BUDGET:

<table>
<thead>
<tr>
<th>Cost Analysis by Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$0</td>
<td>$0</td>
<td>$153,134</td>
<td>$153,134</td>
<td>-$153,134</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Construction</td>
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<td>$3,162,460</td>
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<td>$1,300,000</td>
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<tr>
<td>Contingency</td>
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<td>$0</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$4,722,638</strong></td>
<td><strong>$8,000,000</strong></td>
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</table>

Issues: None.

OTHER: None.
The purpose of this project is to refine, adjust and modify Caltrain's Signal Data Radio Communications Network which links signal control points to the central control/dispatch office. The modifications are required to improve the reliability, quality, and speed of data transmissions within the radio network, specifically between the antennas at control points, the two base stations located on the San Bruno and Monument Peak Mountain Tops and along the right-of-way.

**Issues:** None.

**SCHEDULE:**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Early Start</th>
<th>Early Finish</th>
<th>Late Start</th>
<th>Late Finish</th>
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</thead>
<tbody>
<tr>
<td>01741</td>
<td>Wide Spectrum Radio (ATCS Modification)</td>
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<tr>
<td></td>
<td>+ Work Plans/Phase Gate/Systems wide Reviews</td>
<td>19</td>
<td>25/26/18</td>
<td>30/31/18</td>
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<tr>
<td></td>
<td>+ Second Channel Implementation</td>
<td>02/12/18</td>
<td>03/06/18</td>
<td>03/06/18</td>
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<td></td>
<td>+ Engineering Design</td>
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<td>03/06/18</td>
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<tr>
<td></td>
<td>+ Advance Material Procurement (CPFM)</td>
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<td>03/26/18</td>
<td>03/06/18</td>
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<td></td>
<td>+ Procurement/Bid &amp; Awards</td>
<td>03/10/18</td>
<td>03/26/18</td>
<td>03/06/18</td>
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<td></td>
<td>+ Construction</td>
<td>05/12/18</td>
<td>07/06/18</td>
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<td></td>
<td>+ Project Close</td>
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<td>07/06/18</td>
<td>07/06/18</td>
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</table>

**Progress:**

Jan - Mar 2008
- Finalized coverage study and intermodulations study.
- Received 65% specs and 100% drawings.
- Prototype of Black Box was presented to Caltrain.

**Future Activities:**

Apr - Jun 2008
- Review 65% specs and 100% drawings.
- Develop the 100% specs.

**Issues:**
- "Off-the-shelf" automatic switching equipment is not available, technology will require development, and will delay the project. Schedule impact will be evaluated next quarter.
BUDGET:

<table>
<thead>
<tr>
<th>Cost Analysis by Segment Group</th>
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<th>Estimate at Completion</th>
<th>Variance at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
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<td><strong>Total</strong></td>
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Issues: None.

OTHER: None.
**Definition of Terms**

**Committed to Date** - The committed to date amount includes all actual expenditure of agency labor, other direct costs, the awarded amount of a work directive, a contract, or a purchase order which have been committed in the PeopleSoft accounting system.

**Current Board Approved Funding** - The current board approved funding includes the original board approved funding plus approved change orders or internal funding transfers which have been approved by the board.

**Estimate at Completion** - The forecasted final cost of the project. The estimate at completion can be different from the Current Board Approved Funding, which indicates a variance at completion.

**Expended to Date** - The cumulative project costs that have been expended through the current reporting period as reported in PeopleSoft + the accrual cost of the work performed that has not been recorded in PeopleSoft.

**Variance at Completion** - The difference between the Current Board Approved Funding and the Estimate at Completion. A negative variance indicates that additional funding is needed.