AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

March 5, 2009 – 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 February 5, 2009
   b) Acceptance of the Statement of Revenues and Expenses, January 2009
   c) Authorize the Filing of Applications with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula Program Funds, Section 5309 Fixed Guideway Modernization Program Funds and Surface Transportation Program Funds in the Amount of $30,909,267
   d) Authorize the Filing of Economic Stimulus Applications with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula, Section 5309 Fixed Guideway Modernization Program Funds in an Amount up to $13,094,228

5. Chairperson’s Report

6. MTC Liaison Report (Sue Lempert)

7. Report of the Citizens Advisory Committee

8. Report of the Executive Director
   b) Electrification Update
   c) Update on Bicycle Service

9. Authorize Amending and Increasing the Fiscal Year 2009 Capital Budget by $400,000 from $151,104,629 to $151,504,629
10. Authorize Using the Competitive Negotiation Procurement Process to Procure an Operations Control Center (OCC) System  RESOLUTION

11. Legislative Update  INFORMATIONAL

12. Quarterly Capital Project Report – Second Quarter  INFORMATIONAL

13. Correspondence

14. Board Member Requests

15. Date/Time of Next Meeting
   Thursday, April 2, 2009, 10 a.m. at Santa Clara County Board of Supervisors Chambers, 70 West Hedding Street, San Jose, CA  95110

16. General Counsel Report
   a) Closed Session: Significant Exposure to Litigation Pursuant to Subdivision (c) of Section 54956.9 (One Potential Case)

17. Adjourn
INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the 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: M. Church, J. Cisneros, S. Elsbernd, N. Ford, D. Gage (Chair), J. Hartnett (Chair), A. Kalra, A. Lloyd, K. Yeager

MEMBERS ABSENT: None

MTC LIAISON ABSENT: S. Lempert

STAFF PRESENT: M. Bouchard, G. Cameron, C. Cavitt, C. Harvey, R. Haskin, R. Lake, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

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

The Oath of Office was administered to Mark Church (Representing SamTrans) and Ash Kalra (Representing VTA). Chair Hartnett welcomed Directors Church and Kalra.

REPORT FROM THE NOMINATING COMMITTEE – ELECTION OF 2009 OFFICERS
Director Art Lloyd reported the Nominating Committee recommends Director Don Gage for Chair and Director Sean Elsbernd for Vice Chair. The recommendation was unanimously approved.

Director Hartnett turned the gavel over to Chair Gage.

PUBLIC COMMENT
Andy Thornley, San Francisco, said today’s agenda contains at least one item listed as action by the Board. He said he can not believe staff would introduce a policy item today and ask for action by the Board and that other agencies allow more time for public and Board review.

Jeff Carter, Millbrae, said part of the Millbrae parking lot was closed off for construction, but starting this week there is no longer free parking at BART and there is now overcrowding at the Caltrain lot. Mr. Carter said the one-minute public comment rule is not enough time for the public to speak and needs to be changed.

Pat Giorni, Burlingame, welcomed the new directors. She said at the direction of the Metropolitan Transportation Commission (MTC), the City/County Association of Governments of San Mateo County (C/CAG) is investigating the installation of carpool lanes in the San Mateo portion of Highway 101 with the inclusion of high occupancy vehicles and high occupancy toll...
components, which coincides with Caltrans auxiliary lane projects now in progress. If this comes to pass it could skew Caltrain’s projected massive increase in the ridership model over the next few years.

CONSENT CALENDAR
The Board approved the following items:

a) Approval of Minutes of December 4, 2009 (Church/Kalra abstained)
b) Acceptance of the Statement of Revenues and Expenses, November 2008
c) Acceptance of the Statement of Revenues and Expenses, December 2009
d) Adoption of the Amended Conflict of Interest Code
e) Authorize to Request an Allocation of Fiscal Year 2009 Proposition 1B California Transit Security Grant Program Funds in the Amount of $939,246
f) Authorize Award of Contract to Joseph J. Albanese, Inc. for the Stockton Avenue Street Improvements Project for a Total Cost of $107,934
g) Authorize Award of Contract to Granite Construction, Inc. for the Signal Optimization Project for a Total Cost of $4,731,250
h) Authorize Award of Contract to Rail Surveyors and Engineers, Inc. (RSE) for On-call Railroad, Engineering, Construction Support and Surveying for a Total Not-to-Exceed Amount of $9,000,000

CHAIRPERSON’S REPORT
Certificate of Appreciation to Outgoing CAC Chair, Bruce Jenkins
Chair Gage thanked Mr. Jenkins for his time and effort for serving on the Caltrain CAC.

Mr. Jenkins thanked Deputy Director of Rail Transportation Michelle Bouchard and Assistant District Secretary Rosemary Lake for their work on the CAC.

Resolution of Appreciation to Outgoing Chair, Jim Hartnett
Chair Gage read and presented the resolution of appreciation to Director Hartnett.

The motion (Ford/Lloyd) to approve a Resolution of Appreciation to outgoing chair Hartnett was approved unanimously.

Director Hartnett said the words were too kind and all he tried to do was live up to the standards of each of the prior chairs he has had the pleasure of serving with. He said it is a pleasure to serve with this board, the outstanding staff and the responsive and contributing public who attend meetings and provide information to the board.

Appointment of the Transbay Joint Powers Authority Representative
Director Hartnett recommended Director Church as the Board representative on the Transbay Joint Powers Authority. The recommendation was approved by all.

MTC LIAISON REPORT
Sue Lempert said the big item at MTC is the federal stimulus package and in February MTC will be taking action. She said there will be some monies for Caltrain. Staff will need to move very quickly on this as the rules are very strict in terms of project readiness. Ms. Lempert said she had the opportunity to get an MTC staff indoctrination on the 511 program and it is an amazing
tool for transit. She asked MTC staff if they could upload information on bicycle capacity on the trains.

Chair Gage thanked Ms. Lempert for her informative reports and keeping the board informed.

Public Comment
Jeff Carter, Burlingame, asked if there will be any operating money coming from the economic stimulus package. Ms. Lempert said it is all for infrastructure and jobs.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)
Chair Jenkins reported on the December and January meetings:
• The 2009 officers were nominated at the December meeting. Gerry Graham from San Mateo County was elected Chair and John Hronowski was elected Vice Chair.
• Electrification Project Manager Rick Schmedes gave an update on the electrification program.
• Ms. Bouchard gave a year-end report on ridership and challenges for 2009.
• The January meeting was held in San Francisco at the Giants Executive Offices at AT&T Park.
• Operations Construction Liaison Will Hastings gave a presentation on positive train control.
• Ms. Bouchard gave an update on the fare increase, 8-ride tickets, Holiday Train, Emerald Bowl, New Year’s Eve service and preparation for the 2009 Giants season.

REPORT OF THE EXECUTIVE DIRECTOR
Mr. Scanlon reported the following:
• Welcomed Directors Church and Kalra; congratulated Director Church on his appointment to the Transbay JPA and Chair Gage and Vice Chair Elsbernd on their election.
• Year-to-date Performance Statistics ending December 2008:
  a. Total Ridership was 6,710,055, an increase of 14.3 percent.
  b. Average Weekday Ridership was 41,990, an increase of 13.2 percent.
  c. Total Revenue was $22,393,616, an increase of 13.9 percent.
  d. On-time Performance was 94.1 percent, an increase of 0.7 percent.
  e. Caltrain Shuttle Ridership was 6,318, an increase of 24 percent.
• The fare increase was effective January 1, 2009.
• The new 8-ride ticket will avoid a lot of problems by stamping with a date and not cutting the ticket.
• There will be minor schedule changes in March when three evening southbound trains will be moved back 10 minutes and all weekend southbound trains, with the exception of the last train on Saturday, will be moved back 15 minutes. This is to accommodate construction work.
• Special events over the last couple of months included the Emerald Bowl, which carried an extra 3,600 passengers; the Holiday Train was an enormous success and over 5,300 toys were collected, a 27 percent increase from last year; the Martin Luther King Jr. Freedom Train operated on January 19 and carried 2,200 riders and New Year’s Eve service carried an additional 4,300 passengers.
• Annual passenger counts are currently being done and the data will be available in April.
• Yesterday staff met with the key executive and legal staff of the High Speed Rail (HSR) to see if a framework can be developed to execute HSR and Caltrain plans through the San Francisco to San Jose corridor, as a single project. This is a once in a lifetime opportunity with enormous challenges.

• Staff has been working with the other transit operators in the region, the partners of this Board and MTC staff regarding the economic stimulus package. The JPB has a strong presence in Washington D.C., with the congressional delegation, the American Public Transportation Association (APTA) and with other advisory groups.

• Staff is eagerly awaiting the state budget deal and its effect on transit.

• There will be a celebration at California Avenue in Palo Alto on February 26 and have asked former Senator Becky Morgan to attend the event.

• The reading file contains the monthly safety and security report, which contains two months worth of information.

Update on Electrification

Chief Development Officer Ian McAvoy gave an update on electrification:

• The power network study has been completed, a significant milestone that allows staff to deal with the power distribution companies to show them what is needed. Staff is working with PG&E and hopefully will get some information from them very soon. The service application for electrification has been submitted.

• Staff met with Federal Transit Administration (FTA) officials a couple of weeks ago and this is another important milestone for this project. The FTA is very happy with the environmental document and they have given some indication they are ready to accept this document which allows staff to move into the design and implementation.

• Staff is working with the California Public Utilities Commission (CPUC) on a document needed for electrification in the State of California and have not received any comments from Union Pacific on this document.

• Mr. Scanlon said several months ago at a Board meeting he made a commitment to look at making minor increases in bike capacity. The final decision on the recommendation was made at 10 p.m. on Tuesday evening this week. Staff listened to everyone to try and make a recommendation today.

Director Ken Yeager said one of the federal economic stimulus bills has $2 billion for HSR and urged that staff assertively seek these funds.

Mr. Scanlon introduced Government Affairs Manager Seamus Murphy who is in constant contact with federal and state officials on all the issues.

ACCESSION OF THE QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND OUTLOOK FOR THE QUARTER ENDED DECEMBER 31, 2008

Chief Financial Officer Gigi Harrington introduced Bill Osher, chief economist and head of Fixed-Income for Tamalpais Wealth Advisors. Mr. Osher said the fourth quarter was a challenging quarter for the economy and the fixed income markets, but the JPB did quite well. Mr. Osher said he was able to take advantage of some market dislocations. There are a couple of corporate bonds in the portfolio, J.P. Morgan and Bank of America. Both of these bonds are
guaranteed by the FDIC and have the full faith and credit of the U.S. government behind them so there is absolutely no credit risk. Mr. Osher said everything owned in the portfolio is safe and in good shape. Looking forward, yields are very low and the economy is very weak. The portfolio captured good opportunities early and the yield on the portfolio at the end of the quarter was 1.75 percent.

Ms. Lempert asked if the JPB had any Lehman Brothers in the portfolio. Ms. Harrington said losses were suffered and it was prior to moving the portfolio out of the San Mateo County Treasurer’s Pool and the budget was adjusted in December. The loss was about $1.2 million.

A motion (Lloyd/Hartnett) to accept the Quarterly Investment Report was approved.

**UPDATE ON THE BICYCLE CAPACITY**

Chair Gage thanked the staff for all their hard work and the public for their perseverance.

Chief Operating Officer Chuck Harvey made a presentation:

- It is important that the dialogue with the bike community continues in the future.
- Caltrain is the industry leader in providing on-board bike access on trains.
- In 1992 four bikes were allowed on a few trains and today 32 bikes are allowed on the gallery cars and 16 on the Bombardier cars.
- Incremental improvements in wayside facilities include 960 lockers systemwide, bike sheds in Menlo Park and San Francisco and the opening of Warm Planet in San Francisco at the 4th & King Station.
- The Bike Access and Parking Plan focused on wayside improvements, but angered the bike community because the plan did not address on-board capacity.
- Bicyclists’ challenges include limited capacity, current demand resulting in bumping in peak period, consistency of capacity, lack of real-time information and improved long-term dialogue.
- The operator challenges include space demands for all customers, dwell time and ability to maintain on-time performance, platform conflicts, limited conductor resources and infrastructure limitations and inconsistent capacity.
- The on-board access project focused on options to increase bike capacity, feasibility of consolidation into single car, cost estimates, timeframe and impacts of service.
- Data was collected on 21 of the most-used peak-period trains.
- Capacity constraints exist on nine of the 98 trains; seven of the nine real problem areas are southbound in the morning and northbound in the afternoon.
- Caltrain guarantees 16 bike slots on the Bombardier cars and 32 bike slots on the gallery cars and there are spare cab cars that provide additional daily capacity.
- Staff met with members of the San Francisco Bicycle Coalition (SFBC) and the Silicon Valley Bicycle Coalition (SVBC) as well as other members of the public. Special Assistant to the CEO Mark Simon sent four mass mailings, plus numerous individual mailings to many of the customers. Over 250 e-mails were received on the capacity issue.
- The major themes of the e-mails were bike cars need to be adjacent to each other, improve information on bike capacity per train, allow more than four bikes per rack to increase capacity, allow bikes on the mezzanine level of Bombardier cars, address issue of ongoing bumping and increase on-board bike capacity.
• Staff’s first option would expand Bombardier car capacity by 100 percent to 32 bike slots and expand gallery car capacity by 50 percent to 48 slots.
• To consolidate bikes into a single car and reduce boarding and alighting conflicts between cyclists and non-cycling customers, the bike car would be moved from the northern cab car to the southern end last trailer car.
• Seats would be pulled from the trailer cars and installed into the cab cars. The net impact of all of this is about an 8-10 percent increase in peak and daily capacity. This is very labor intensive and cost about $1 million with no funding source identified. Staff deems this option too cost prohibitive and too disruptive to the entire system.
• Option one would take up to 35 weeks or more and cost nearly $1 million.
• The second option would expand the Bombardier car capacity to 32, which is a 100 percent increase and expand the gallery car capacity to 40 seats, a 25 percent increase, but keep the bike car as the northern cab car.
• This option requires the removal of 328 passenger seats.
• Option two could be done relatively quickly once the labor is identified and the cost is about $200,000.
• Staff recommends proceeding with option two. This option is less desirable for staff since it fails to address dwell and platform issues, but provides immediate relief. This option results in a 33 percent increase in peak period on-board bike capacity from 2,300 slots to 3,050 slots. There are some risks associated with this option and staff recognizes it is not everything the bike community wants, but believes it is doable.

Staff recommends monitoring and assessing the impact of this change on the system, doing more bike counts and data collection during the “high” season and continued communication with the bike community.

Director Kalra asked about option two and how soon will the converted trains be on line. Mr. Harvey said this work could be done by April.

Chair Gage thanked Mr. Harvey for his hard work on this subject. He emphasized a lot of the decisions made by this Board involve risk. These changes could be positive and/or negative. The Board needs to decide what the policy is on this.

Public Comment

Bob Mack, Cycle California Magazine, said the Board and public have just seen the proposals and is asking the Board to not take any action today and take public comment over the next 30 days and take action at a later meeting. He said if there are 32 bikes on the Bombardier cars the seating has been eliminated and this creates the perfect opportunity for bike theft.

Jeffrey Oldham, San Jose, lives in San Jose and commutes to Mountain View. He thanked Caltrain for taking the bicycle capacity issue seriously. The SFBC has shared its proposal with staff and today is the first time the public heard staff’s recommendation. He asked the Board not take any action on this proposal today.

George Lane, San Francisco, said bicycle capacity is the most important thing to Caltrain’s bicycle service customers. He said please postpone any vote or action on staff’s recommendation until next month.
Pat Giorni, Burlingame, said since the announcement of a modest capacity increase, 45 letters were written to newspaper editors by 27 Caltrain customers and published in newspapers from San Francisco to San Jose asking for substantial capacity increases. Ms. Giorni said to please consider before voting since everyone is just hearing the recommendation today. She also attended her first Caltrain Bicycle Advisory Committee meeting and it should be open to the public.

Gladwyn D’Souza, Belmont, program director SVBC, appreciates the time staff has taken to listen to the comments and the effort to determine operational capacity issues. He would like to see capacity increased now and real time information made available. Mr. D’Souza asked that the folded bikes not be counted in the bike car.

Jeff Carter, Burlingame, thanked the Board and staff for presenting the report and addressing the needs of the customers. He said when seats are taken out of the existing bike cars the visual observance of the bicycle is taken away from the owner. Mr. Carter said staff may want to consider removing seats from opposite end of cab car so people can watch their bikes.

Shirley Johnson, SFBC, thanked Caltrain for the presentation. She would like to share the SFBC proposal, which calls for 80 bikes per train. Ms. Johnson supports the proposal for gallery cars as long as there are two bike cars. The SFBC does not support staff’s recommendation for the proposal on the Bombardier cars. An unwatched bike is a stolen bike. Ms. Johnson asked the Board not to take any action today.

Richard Masoner, Scotts Valley, thanked staff for their work on this issue. He is very concerned about bike theft on the Bombardier cars and suggests 24 spaces on Bombardier cars, but agrees with the proposal on the gallery cars.

Wayne Krill, Sunnyvale, said he is a member of both bike coalitions. Caltrain needs to be commended for job they have done. He recognizes the need for immediate results and recognizes the risks staff will be taking with this action.

Benjamin Damm, Redwood City, said bikes on Caltrain is a very important issue to him. As a member of the SVBC he supports the recommendation of 24 seats on the Bombardier cars and the removal of seats in the gallery cars, but this will result in bicyclists crowding in the lower level, making movement within the area difficult. It is nice to see the progress made over the past year on this issue and asked the Board not to take any action today.

John Murphy, San Francisco, appreciates Caltrain looking at this issue and should take a more aggressive plan on capacity. In 2001 when the dot.com economy collapsed so did Caltrain’s ridership, but cyclist ridership remained strong and grew.

Winnifred Homer-Smith, Burlingame, thanked Mr. Harvey and Mr. Simon for their e-mails and the proposal of an interim solution. There is a theft issue if there are few seats on the Bombardier cars and if the bicyclists stand there is a crowding issue. This is a great opportunity to get more people off the roads.
Ammon Skidmore, San Bruno, said the commute from San Bruno is not reliable and he never knows if he will be bumped. He has adjusted his work schedule to make sure he is able to get on the train with his bike. Mr. Skidmore said the commute would be better if he was able to obtain bike capacity leaving San Francisco.

Andy Thornley, SFBC, congratulated the Board and staff on the leadership shown in the last green mile trips. Caltrain onboard bike service has been ahead of its time for some time, and this agency facilitates more truly green end-to-end trips than any other inter-urban rail service in the nation. Mr. Thornley said he is encouraged by the agency’s commitment to the bikes on-board issue. He said he is not ready to give support to these options as this is definitely complex and everyone needs time to review. He asked that no action be taken today.

Paul Schreiber, San Francisco, gets on at 22nd Street and is subject to bumping in the morning. He said it would be helpful to have a sign on front of train stating the number of bike cars.

Jeremiah Duncan, San Francisco, said the issue is more problematic in the evening from San Carlos to San Francisco. He is worried about issue of theft on the Bombardier cars. He also stated he misses the bike tags and wondered if there is an option for Caltrain to sell them.

Dan Connelly, San Francisco, said total capacity is less important than reliable capacity. Mr. Connelly said if the recommendation is adopted please consider using security cameras to monitor the bikes.

David Suskind, San Francisco, thanked the Board and staff for their leadership for increased on-board capacity issues. The plastic destination tags make a difference and need to bring them back. Caltrain uses a proof-of-payment system and for those being bumped, they are not being served or compensated.

Paul Wendt, Belmont, thanked staff for all their work on this plan. He said this plan was released at the eleventh hour and the public was not given enough time to review. He doesn’t like the SFBC’s “stand or steal” phraseology and would like to hear staff’s comments on the issue of theft.

Chair Gage thanked everyone for their comments and said he understands this is a complex issue and asks the public’s patience while this issue is worked on. Chair Gage said there are three options: discuss and have a decision at the next meeting, do nothing and leave as is or make a decision today.

Mr. Scanlon said he is surprised people want to wait and not start installing the bike racks for more capacity. Caltrain cannot take responsibility for stolen goods. He was going to authorize to get more racks instead of having people passed up for another 30 days.

Director Yeager said some action needs to be taken today. He asked if folding bikes are counted in the bike car. Ms. Bouchard said folding bikes are encouraged and can be brought in other places, but a folding bike is counted if it is unfolded and sitting in the rack.
Director Yeager asked about the issue of the yellow plastic tags. Chief Communications Officer Rita Haskin said staff discontinued printing them because they are extremely costly and staff regarded it as a positive “green” step to discontinue providing them. Staff has put the template for the tags on the Web, which can be downloaded, printed and put in a plastic sleeve.

Director Yeager said staff must have some idea when peak bike rides are and is there any way of having two cars on those trains. Mr. Harvey said staff knows when the peaks are and train numbers, but cannot guarantee two bike cars on a consist.

Director Yeager believes this is an interim solution. It is an obligation of Caltrain to promote bike usage whenever possible to help air quality and get cars off the road.

Director Elsbernd asked if there are any cost savings in racks by doing 24 versus 32. Mr. Harvey said no, but there will be some seats in the lower level. Staff tried to address issue of bumping on Bombardier sets. Director Elsbernd asked about the security of the bikes. Mr. Harvey said it can be done, but it is costly and a funding source would have to be identified.

Director Elsbernd asked about staff’s vision of continuing communication with the cyclists. Mr. Harvey said there is an informal bicycle advisory committee, but staff would like to have a more open advisory process that has membership from all three counties. This committee would have agendas and keep minutes, much like the JPB CAC.

Director Harnett asked about the 80 bikes per train suggestion. Mr. Harvey said as staff looks at increasing bike capacity, consideration has to be given to the impact to the entire system. The 80 bikes per train proposal is a 96 percent increase in capacity. It is theoretically possible, but the question is whether the system is sustainable. The staff proposed increase in bike capacity is an incremental move and it remains to be seen if it can be done, but there is a lot of danger jumping to 80 in one shot.

Mr. Scanlon said the behavior of the bike community has changed significantly because of the service out there. Once the capacity issue is solved and an incremental improvement is made bicyclists will move around. Staff’s whole approach has been one of good faith – make an incremental improvement, get more data in the peak riding season and see how customers readjust to the new service. Looking back, the biggest mistake was putting the bikes in the cab cars.

Director Hartnett said the Board could approve option two and reduce the Bombardier car number to 24. He understands the issue of theft and none of the ideas are an ideal solution, but he understands capacity needs to be increased.

Director José Cisneros thanked the staff, Board and biking community for a very active and passionate conversation. He is open to a compromise solution and committed that this is an incremental step. There is urgency and something needs to be done today.

A motion by Director Yeager was made to accept the report, remove seats on the Bombardier cars, increase bike capacity on the Bombardier bike cars from 16 to 24 bikes and make it a goal to provide two bike cars on the peak-demand trains.
Director Church requested regular updates on the performance of the bicycle service.

Chair Gage understands the concerns of the bike community and theft, but he has a concern the Board is prolonging the agony because there is a lack of facts. He would like to go to 40 bikes on the gallery cars and take the time to look at the impact and see if there is a problem.

Mr. Harvey said if the Board decides to limit the capacity on the Bombardier cars to 24 bikes, one of the things that will continue to happen is the potential of cascade bumping into the gallery sets. Staff’s proposal to increase the gallery sets to 40 bikes immediately would provide some relief for people who are getting bumped.

General Counsel David Miller said the Board can adopt the resolution today so it is effective today.

Director Yeager asked that staff continue to communicate with Caltrain cycling customers and bring forward in March any additional recommendations that might be made.

The action for Board approval is to increase Bombardier bicycle capacity from 16 to 24, gallery bicycle capacity from 32 to 40, have two bike cars during peak hours where possible and staff will monitor the impact on the system and continue discussions with the bicycle community.

The Board unanimously adopted the resolution. Final language in the form of a resolution will be provided to the Board at the March meeting.

Sue Lempert left at 12:15 p.m.

ADOPTION OF THE 2009 CALTRAIN STATE AND FEDERAL LEGISLATIVE PROGRAM

Mr. Murphy said this program is intended to guide state and federal advocacy efforts for 2009 and carries over issues from the 2008 program. He said it includes issues that may be newly relevant for 2009, including the economic recovery package being debated now. This program also grants staff the flexibility and latitude to address unanticipated issues as they come up throughout the year. Mr. Murphy said the program is consistent with legislative goals from other agencies in the region and with priorities for our state and federal transportation associations.

The motion (Hartnett/Yeager) to adopt the 2009 Legislative Programs were approved unanimously.

AUTHORIZE THE EXERCISE OF THE SECOND YEAR OPTION TO EXTEND THE AGREEMENT FOR OPERATION OF COMMUTER RAIL SERVICE AND PROVISION OF CAPITAL/THIRD-PARTY CONSTRUCTION SUPPORT SERVICES WITH THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

The motion (Hartnett/Ford) to exercise the second option with the National Railroad Passenger Corporation (Amtrak) was approved unanimously by roll call.
AUTHORIZE AWARD OF CONTRACT TO CLAYBORN CONTRACTING, INC. FOR THE SECOND ATCS CHANNEL PROJECT FOR A TOTAL COST OF $2,120,436
The motion (Ford/Hartnett) to award the contract to Clayborn Contracting was approved unanimously by roll call.

CORRESPONDENCE
Provided in the reading file.

BOARD MEMBER REQUESTS
None.

GENERAL COUNSEL REPORT
General Counsel David Miller said even though there was a closed session at the last meeting to discuss a matter of potential litigation and the minutes reflected this would be carried on the February agenda, there is nothing to update from December’s closed session.

DATE/TIME/PLACE OF NEXT MEETING
Thursday, March 5, 2009, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos CA 94070.

ADJOURNED
Adjourned at 12:20 p.m.
AGENDA ITEM # 4 (b)
MARCH 5, 2009

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

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 JANUARY 31, 2009 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 January 2009 and supplemental information.

SIGNIFICANCE
Revenue: For January of Fiscal Year 2009, Total Operating Revenue (line 7) is $380,194 or 1.3
percent worse than budget. Within total operating revenue Farebox Revenue (line 1) is $371,101 or
1.5 percent better than budget, offset by Other Income (line 5) which is worse than budget by
$760,042 or 171.5 percent due to investment losses and timing issues and is expected to approach
budget by year end. Compared to the prior year, Total Operating Revenue (line 7) is $1,187,098 or
4.4 percent higher, driven by Farebox Revenue (line 1) which is $3,082,629 or 13.6 percent higher.

Expense: Grand Total Expenses (line 46) show a favorable variance of $1,512,652 or 2.8 percent.
Total Operating Expense (line 31) is $1,115,966 or 2.3 percent better than budget. Total
Administrative Expense (line 40) is $395,937 or 7.4 percent better than budget.

Compared to prior year, Grand Total Expenses (line 46) are $4,414,836 or 9.3 percent higher. The
increase in expense over the prior year is mainly due to Contract Operating & Maintenance (line 23)
which is $3,924,765 or 13.6 percent higher.

Budget Revisions: There are no budget revisions this month.

Prepared by:   Rima Lobo, Manager, Financial Services    650.508.6274
               David Ramires, Accountant       650.508.6417
### PENINSULA CORRIDOR JOINT POWERS BOARD

**STATEMENT OF REVENUE AND EXPENSE**

**FISCAL YEAR 2009**

**JANUARY 2009**

#### REVENUE

<table>
<thead>
<tr>
<th>MONTH</th>
<th>CURRENT ACTUAL</th>
<th>PRIOR ACTUAL</th>
<th>YEAR TO DATE</th>
<th>% OF YEAR ELAPSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPERATIONS:</td>
<td></td>
<td></td>
<td></td>
<td>58.3%</td>
</tr>
<tr>
<td>1</td>
<td>Farebox Revenue</td>
<td>3,372,504</td>
<td>22,683,898</td>
<td>25,766,527</td>
</tr>
<tr>
<td>2</td>
<td>Parking Revenue</td>
<td>166,021</td>
<td>1,215,480</td>
<td>1,207,891</td>
</tr>
<tr>
<td>3</td>
<td>Shuttles</td>
<td>90,008</td>
<td>620,113</td>
<td>626,157</td>
</tr>
<tr>
<td>4</td>
<td>Rental Income</td>
<td>136,743</td>
<td>910,121</td>
<td>973,479</td>
</tr>
<tr>
<td>5</td>
<td>Other Income</td>
<td>119,574</td>
<td>1,640,401</td>
<td>(316,942)</td>
</tr>
<tr>
<td>6</td>
<td>TOTAL OPERATING REVENUE</td>
<td>3,884,851</td>
<td>27,070,014</td>
<td>28,257,112</td>
</tr>
</tbody>
</table>

| CONTRIBUTIONS: | | | | |
| 7 | AB-434-Peninsula Feeder Shuttle | 83,333 | 603,374 | 600,511 | 600,511 | 100.0% | 1,034,355 | 1,034,355 | 58.1% |
| 8 | Operating Grant | 6,670 | 123,541 | 74,893 | 74,893 | 100.0% | 211,000 | 211,000 | 35.5% |
| 9 | JPB Member Agencies | 3,284,715 | 22,323,310 | 22,993,010 | 22,993,008 | 100.0% | 39,416,585 | 39,416,585 | 58.3% |
| 10 | Other Sources | 0 | 629,897 | 0 | 1,218,663 | 0.0% | 6,047,623 | 7,144,285 | 0.0% |
| 11 | TOTAL REQUIRED REVENUE | 3,374,719 | 23,680,122 | 23,668,413 | 24,887,075 | 95.1% | 46,709,563 | 47,806,225 | 49.5% |

| GRAND TOTAL REVENUE | 7,259,569 | 50,750,136 | 51,925,525 | 53,524,381 | 97.0% | 95,357,127 | 97,801,669 | 53.2% |

#### EXPENSE

<table>
<thead>
<tr>
<th>MONTH</th>
<th>CURRENT ACTUAL</th>
<th>PRIOR ACTUAL</th>
<th>YEAR TO DATE</th>
<th>% OF YEAR ELAPSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPERATING EXPENSE:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Contract Operating &amp; Maintenance</td>
<td>4,850,404</td>
<td>28,785,211</td>
<td>32,709,976</td>
</tr>
<tr>
<td>13</td>
<td>Shuttles (Including Peninsula Pass)</td>
<td>248,141</td>
<td>1,651,747</td>
<td>1,718,195</td>
</tr>
<tr>
<td>14</td>
<td>Fuel</td>
<td>655,657</td>
<td>7,578,038</td>
<td>7,552,832</td>
</tr>
<tr>
<td>15</td>
<td>Timetables &amp; Tickets</td>
<td>29,989</td>
<td>111,310</td>
<td>124,927</td>
</tr>
<tr>
<td>16</td>
<td>Insurance</td>
<td>339,045</td>
<td>2,241,124</td>
<td>2,802,448</td>
</tr>
<tr>
<td>17</td>
<td>Facilities and Equipment Maintenance</td>
<td>91,214</td>
<td>737,368</td>
<td>658,807</td>
</tr>
<tr>
<td>18</td>
<td>Utilities</td>
<td>96,964</td>
<td>642,439</td>
<td>695,008</td>
</tr>
<tr>
<td>19</td>
<td>Services</td>
<td>88,455</td>
<td>516,589</td>
<td>512,430</td>
</tr>
<tr>
<td>20</td>
<td>TOTAL OPERATING EXPENSE</td>
<td>6,399,870</td>
<td>42,263,826</td>
<td>46,774,622</td>
</tr>
</tbody>
</table>

| ADMINISTRATIVE EXPENSE: | | | | |
| 21 | Wages & Benefits | 407,921 | 3,050,901 | 2,977,737 | 3,287,445 | 90.6% | 5,966,333 | 5,871,033 | 50.7% |
| 22 | Board Of Directors | 0 | 6,028 | 4,288 | 4,713 | 91.0% | 16,300 | 16,300 | 26.3% |
| 23 | Professional Services | 159,730 | 591,226 | 1,027,183 | 1,062,183 | 96.7% | 1,726,850 | 1,749,670 | 58.7% |
| 24 | Communications/Marketing | 8,989 | 59,239 | 104,952 | 109,952 | 95.5% | 311,000 | 311,000 | 33.7% |
| 25 | Other Office Expense and Services | 90,348 | 516,589 | 512,430 | 638,138 | 80.3% | 1,180,300 | 1,180,800 | 43.4% |
| 26 | TOTAL ADMINISTRATIVE EXPENSE | 666,988 | 4,303,061 | 4,930,791 | 5,326,728 | 92.6% | 9,295,827 | 9,305,827 | 53.0% |

| GRAND TOTAL EXPENSES | 7,124,372 | 47,596,893 | 52,011,729 | 53,524,381 | 97.2% | 95,357,127 | 97,801,669 | 53.2% |

(A) Includes investments losses.

"% 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.
# PENINSULA CORRIDOR JOINT POWERS BOARD

## INVESTMENT PORTFOLIO

### AS OF JANUARY 31, 2009

<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 (Unrestricted)</td>
<td>Liquid Cash</td>
<td>1.920%</td>
<td>33,761</td>
<td>33,665</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Unrestricted)</td>
<td>Liquid Cash</td>
<td>2.046%</td>
<td>1,526,960</td>
<td>1,531,561</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Restricted)</td>
<td>Liquid Cash</td>
<td>2.046%</td>
<td>2,000,000</td>
<td>2,006,027</td>
</tr>
<tr>
<td>Investment Portfolio (Unrestricted)</td>
<td>Liquid Cash</td>
<td>1.463%</td>
<td>15,232,600</td>
<td>15,311,515</td>
</tr>
</tbody>
</table>

**Total**

| 18,793,321 | 18,882,768 |

Accrued Earnings for January 2009 $27,131.38 (1)
Cumulative Earnings FY2009 $350,095.31

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending January 31, 2009 was 1.92%. As of January 31, 2009, the amortized cost of the Total Pool was $2,556,887,413.68 and the fair market value per San Mateo County Treasurer's Office was $2,549,609,517.83.

** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.003013411 as reported by LAIF for quarter ending December 31, 2008.

*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Ian B. McAvoy
Chief Development Officer

SUBJECT: AUTHORIZE FY 2009 FEDERAL TRANSIT ADMINISTRATION (FTA) APPLICATIONS

ACTION
Staff Coordinating Council (SCC) recommends the Board authorize the Executive Director, or his designee, to submit grant applications to the Federal Transit Administration (FTA) and to execute agreements required to receive $10,354,441 in Section 5307 Urbanized Area Formula Program funds, $20,054,826 in Section 5309 Fixed Guideway Modernization Program funds and $500,000 in Surface Transportation Program (STP) funds for a total of $30,909,267 in Federal funds.

SIGNIFICANCE
Staff is proposing to submit Federal grant applications as part of an annual funding process to receive Federal funds programmed to the JPB. These grants consist of $10,354,441 in Section 5307 funds and $20,054,826 in Section 5309 funds and $500,000 in STP funds for a grand total of $30,909,267.

The FTA applications will include the following projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Section 5307</th>
<th>Total(^1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Systemwide Track &amp; Related Structures Rehabilitation</td>
<td>$4,659,106</td>
<td>$5,823,883</td>
</tr>
<tr>
<td>• Signal/Communication Rehabilitation</td>
<td>$4,891,335</td>
<td>$6,114,169</td>
</tr>
<tr>
<td>• Accessible Capital Enhancement</td>
<td>$804,000</td>
<td>$1,005,000</td>
</tr>
<tr>
<td></td>
<td><strong>$10,354,441</strong></td>
<td><strong>$12,943,052</strong></td>
</tr>
</tbody>
</table>

\(^1\) Each figure in the Total column includes the federal grant and local matching amounts.
### Section 5309

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide Track &amp; Related Structures Rehabilitation</td>
<td>$12,428,505</td>
<td>$15,535,632</td>
</tr>
<tr>
<td>Wide Spectrum (Data) Radio ATCS 2nd Channel</td>
<td>$1,660,000</td>
<td>$2,075,000</td>
</tr>
<tr>
<td>Signal/Communication Rehabilitation</td>
<td>$5,526,321</td>
<td>$6,907,902</td>
</tr>
<tr>
<td>Narrow Banding</td>
<td>$440,000</td>
<td>$550,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$20,054,826</strong></td>
<td><strong>$25,068,534</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project</th>
<th>STP Amount</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diridon Station: Track/Signal/Terminal Rehab/Upgrade</td>
<td>$500,000</td>
<td>$564,780</td>
</tr>
</tbody>
</table>

All of the projects listed above are part of the JPB Capital Improvement Program (CIP).

### BUDGET IMPACT

The total match requirement for the Federal grants listed above is $7,667,099. Matching funds are programmed from JPB member contributions, State Transit Assistance (STA) and AB664 bridge toll funds. The majority of these funds were previously authorized in the approved Fiscal Year 2009 and prior year Capital budgets. The balance of the matching funds required will be requested for approval as part of the adoption of the FY10 Capital Budget.

### BACKGROUND

The FTA Section 5307 Urbanized Area Formula and the Section 5309 Fixed Guideway Modernization grant programs provide Federal funding for transit capital projects. The JPB competes with other transit operators in the San Francisco Bay Region for Section 5307 and Section 5309 funds, which are administered by the Metropolitan Transportation Commission (MTC). STP funds are flexible funds that are transferred from the Federal Highway Administration (FHWA) to the FTA for transit capital projects. The JPB’s STP funds for the Diridon Station: Track/Signal/Terminal Rehab/Upgrade project were originally programmed under the Transportation Equity Act for the 21st Century (TEA-21) and per FTA guidelines, will be obligated through an amendment to an existing TEA-21 JPB grant.

The funding amounts in the proposed grant applications to the FTA have been programmed by the MTC to the JPB. Once the Board has authorized filing of these grant applications, they will be transmitted to the FTA. Grant approval generally is anticipated within 30 days following the initial filing.

Prepared by: Joel Slavit, Manager, Capital Programs and Grants 650.508.6476
RESOLUTION NO. 2009 -

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

* * *

AUTHORIZING THE FILING OF APPLICATIONS WITH THE U.S. DEPARTMENT
OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, FOR SECTION
5307 URBANIZED AREA FORMULA PROGRAM FUNDS IN THE AMOUNT OF
$10,354,441, SECTION 5309 FIXED GUIDEWAY MODERNIZATION PROGRAM
FUNDS IN THE AMOUNT OF $20,054,826, AND SURFACE TRANSPORTATION
PROGRAM FUNDS IN THE AMOUNT OF $500,000, AND THE EXECUTION OF
GRANT AGREEMENTS REQUIRED TO RECEIVE THE FUNDS FOR CALTRAIN
CAPITAL PROJECTS

WHEREAS, the Secretary of Transportation is authorized to make grants for mass
transportation projects; and

WHEREAS, the grant agreement for financial assistance will impose certain obligations
upon the Peninsula Corridor Joint Power Board (JPB) , including the requirement of a local
match for any capital project costs; and

WHEREAS, in accordance with the provisions of Title VI of the Civil Rights Act of
1964, the U.S. Department of Transportation requires that an applicant filing an application for
assistance under the Federal Transit Act of 1964, as amended, give assurance that it will comply
with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation
requirements thereunder; and

WHEREAS, it is the policy of the JPB to ensure nondiscrimination on the basis of race,
color, sex or national origin in the award and administration of the United States Department of
Transportation grants and to create a level playing field on which disadvantaged business
enterprises can compete fairly for contracts and subcontracts relating to applicant’s construction,
procurement and professional services activities.
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:

1. Authorizes the Executive Director, or his designee, to execute and file an application on behalf of the Peninsula Corridor Joint Powers Board with the U.S. Department of Transportation, Federal Transit Administration, in an aggregate amount of $10,354,441 for Fiscal Year 2009 pursuant to 49 U.S.C. § 5307 for Urbanized Area Formula funds, all as more particularly described as follows:

   Systemwide Track & Related Structures Rehabilitation $4,659,106
   Signal/Communication Rehabilitation $4,891,335
   Accessible Capital Enhancement $804,000
   $10,354,441

2. Authorizes the Executive Director, or his designee, to execute and file an application on behalf of the Peninsula Corridor Joint Powers Board with the U.S. Department of Transportation, Federal Transit Administration, in an aggregate amount of $20,054,826 for Fiscal Year 2009 pursuant to 49 U.S.C. § 5309 for Fixed Guideway Modernization Program funds, all as more particularly described as follows:

   Systemwide Track Rehabilitation & Related Structures $12,428,505
   Wide Spectrum (Data) Radio ATCS 2nd Channel $1,660,000
   Signal/Communication Rehabilitation $5,526,321
   Signal Replacement & Upgrade $440,000
   $20,054,826

3. Authorizes the Executive Director, or his designee, to execute and file an amended application on behalf of the Peninsula Corridor Joint Powers Board with the U.S. Department of Transportation, Federal Transit Administration, for an additional aggregate amount of $500,000 for Fiscal Year 2009 pursuant to 23 U.S.C. § 133 for Surface Transportation Program (STP) funds, all as more particularly described as follows:

   Diridon Station: Track/Signal/Terminal Rehab/Upgrade $500,000
4. Authorizes the Executive Director, or his designee, to execute and file with such applications any assurances, certifications, or other documents required by the U.S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964; and

5. Authorizes the Executive Director, or his designee, to furnish such additional information as the U.S. Department of Transportation may require in connection with the filing of these applications; and

6. Authorizes the use of $7,667,099 programmed from Peninsula Corridor Joint Powers Board member contributions, State Transit Assistance and Regional Bridge Toll funds, as local matching funds, as set forth in the aforementioned grant applications; and

7. Authorizes the Executive Director, or his designee, to execute on behalf of the Peninsula Corridor Joint Powers Board grant agreements for the federal funding described above upon approval by the Federal Transit Administration of the aforementioned grant applications, and to take such actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 5th day of March 2009, by the following vote:

AYES:

NOES:

ABSENT:

__________________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

________________________
JPB Secretary
AGENDA ITEM # 4 (d)
MARCH 5, 2009

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Ian B. McAvoy
Chief Development Officer

SUBJECT: AUTHORIZE FY 2009 ECONOMIC STIMULUS FEDERAL TRANSIT ADMINISTRATION (FTA) APPLICATIONS

ACTION
Staff Coordinating Council (SCC) recommends the Board authorize the Executive Director, or his designee, to submit grant applications to the Metropolitan Transportation Commission (MTC) and the Federal Transit Administration (FTA) for, and to execute agreements required to receive, up to $13,094,228 in Section 5307 Urbanized Area Formula Program and Section 5309 Fixed Guideway Modernization Program funds as part of the American Recovery and Reinvestment Act of 2009.

SIGNIFICANCE
Staff is proposing to submit Federal grant applications as part of the American Recovery and Reinvestment Act of 2009 (ARRA) funding process to receive Federal funds that will be programmed to the Peninsula Corridor Joint Powers Board (JPB). These applications will be for up to $13,094,228 in Section 5307 Urbanized Area Formula Program and Section 5309 Fixed Guideway Modernization Program funds.

The MTC and FTA applications will include the following projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track and Infrastructure Rehabilitation</td>
<td>$5,500,000</td>
</tr>
<tr>
<td>San Mateo County Railroad Bridge Replacement Program</td>
<td>$4,494,228</td>
</tr>
<tr>
<td>Replacement of Operations Control Center System</td>
<td>$2,900,000</td>
</tr>
<tr>
<td>Bike Racks on Trains</td>
<td>$200,000</td>
</tr>
</tbody>
</table>
|                                              | **$13,094,228**

All of the projects listed above are part of the JPB’s state of good repair program in the Caltrain Capital Improvement Program (CIP).
BUDGET IMPACT
There is no match requirement to the FTA funds that are part of the ARRA. These funds will be proposed for inclusion as part of an amendment to the Fiscal Year 2009 Capital Budget.

BACKGROUND
On February 17, 2009, President Obama signed the $789 billion economic recovery package, known as the American Recovery and Reinvestment Act of 2009, into law. This package includes an infusion of funding for infrastructure projects. A significant portion of this funding will be made available to transit operators through the Section 5307 Urbanized Area Formula and Section 5309 Fixed Guideway Modernization grant programs, which provide Federal funding for transit capital projects. Exact funding amounts were pending the final apportionment of funds by the FTA at the time this staff report was prepared. The Metropolitan Transportation Commission (MTC) has proposed programming funding based on existing regional distribution formulas, providing funding to transit systems in proportion to passengers carried and service operated. As part of the ARRA funding process, the JPB must file an application and adopt assurances that the subject funds will be spent in accordance with the MTC’s Transportation Improvement Plan for the San Francisco Bay region.

There are aggressive project delivery requirements associated with the economic recovery package. All of the JPB’s projects are “ready-to-go” rehabilitation/replacement priority projects. Once the Board has authorized filing of these grant applications, they will be transmitted to the MTC and the FTA. Grant approval generally is anticipated within 30 days following the initial filing.

Prepared by: Joel Slavit, Manager, Capital Programs and Grants 650.508.6476
RESOLUTION NO. 2009 -

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

* * *

AUTHORIZING THE FILING OF APPLICATIONS FOR FEDERAL AMERICAN
RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA) FUNDING IN THE
AMOUNT OF UP TO $13,094,228, AND THE EXECUTION OF GRANT AGREEMENTS
REQUIRED TO RECEIVE THE FUNDS FOR CALTRAIN CAPITAL PROJECTS, AND
STATING THE ASSURANCE TO COMPLETE THE PROJECTS

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is submitting an
application to the Metropolitan Transportation Commission (MTC) for up to $13,094,228 in
funding from the American Recovery and Reinvestment Act of 2009 (ARRA) for the Track and
Infrastructure Rehabilitation, the San Mateo County Railroad Bridge Replacement Program and
the Replacement of Operations Control Center System projects (herein referenced as
“PROJECTS”); and

WHEREAS, pursuant to ARRA, and any regulations and/or guidance promulgated
thereunder, eligible project sponsors wishing to receive Regional ARRA funds for a project shall
submit an application first with the appropriate Metropolitan Planning Organization (MPO), for
review and inclusion in the MPO’s Transportation Improvement Program (TIP); and

WHEREAS, the MTC is the MPO for the nine counties of the San Francisco Bay region;
and

WHEREAS, ARRA funds for transit projects are provided through Federal Transit
Administration Formula Programs (49 U.S.C. Chapter 53); and

WHEREAS, the JPB is an eligible project sponsor for Federal Transit Administration
(FTA) Section 5307, Section 5309 Fixed Guideway, or Section 5311 funds; and

WHEREAS, the JPB is an eligible project sponsor for ARRA funds; and
WHEREAS, as part of the application for ARRA funding, the MTC requires a resolution adopted by the responsible implementing agency stating the following:

1) That the JPB understands that the ARRA funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional ARRA or other MTC-programmed funds; and

2) That the PROJECTS, as described in the application, and if approved, as included in the MTC’s TIP, will comply with all project-specific requirements as set forth in the MTC’s Regional ARRA Program (MTC Resolution No. 3885); and

3) That the PROJECTS will comply with all the project-specific requirements as set forth in the federal ARRA and appropriate applicable regulations or guidance.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:

1. Affirms that the JPB understands that the ARRA funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the JPB from other funds, and that the JPB does not expect any cost increases to be funded with additional ARRA or the MTC-programmed funds; and

2. Affirms that the JPB understands the funding deadlines associated with these funds and will comply with applicable provisions and requirements of the Regional ARRA Program (MTC Resolution No. 3885); and

3. Affirms that the PROJECTS will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and

4. Affirms that the PROJECTS will comply with all the project specific requirements as set forth in the ARRA and appropriate applicable regulations or guidance; and
5. Affirms that there is no legal impediment to the JPB making applications for the funds; and

6. Affirms that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECTS, or the ability of the JPB to deliver such PROJECTS; and

7. Affirms that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

8. Affirms that the MTC is requested to support the application for the PROJECTS described in the resolution and to include the PROJECTS, if approved, in MTC’s TIP; and

9. Authorizes the Executive Director, or his designee, to execute and file applications on behalf of the Peninsula Corridor Joint Powers Board with the MTC for ARRA funding, and upon inclusion in MTC’s TIP, with the U.S. Department of Transportation, Federal Transit Administration for funding under 49 U.S.C. § 5307 and § 5309 Urbanized Area Formula and Fixed Guideway Modernization Programs, in an aggregate amount of $13,094,228, all as more particularly described as follows:

   Track and Infrastructure Rehabilitation $5,500,000
   San Mateo County Railroad Bridge Replacement Program $4,494,228
   Replacement of Operations Control Center System $2,900,000
   Bike Racks on Trains $200,000
   $13,094,228

10. Authorizes the Executive Director, or his designee, to furnish such additional information as the MTC and U.S. Department of Transportation may require in connection with the filing of these applications; and

11. Authorizes the Executive Director, or his designee, to execute on behalf of the Peninsula Corridor Joint Powers Board grant agreements for the federal funding described above
upon approval by the Federal Transit Administration of the aforementioned grant applications, and to take other such actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 5th day of March 2009, by the following vote:

AYES:

NOES:

ABSENT:

___________________________
Chair, Board of Directors

ATTEST:

____________________________________
JPB Secretary
For January 2009, Caltrain average weekday ridership (AWR) increased 8.1 percent when compared to January 2008. AWR based on ticket sales was 37,522 for January 2009, an increase of 1,820 over January 2008. The total number of passengers for the month of January 2009 was 981,438. This is a 6.1 percent increase over last year’s January total of 924,736.

In January 2009, on-time performance was 97.07 percent, as compared to 94.08 percent in January 2008. This represents an increase over the previous year and a positive variance of plus 2.07 percentage points above our goal of 95 percent on-time performance.

Average weekday shuttle ridership was 5,713; up 34 percent over the same month last year. Again, the bulk of the ridership increase is represented by Stanford University’s Marguerite shuttles connecting to two Caltrain stations. Their automatic passenger counting system on-board the vehicles is now including riders not previously tallied. The monthly increase on the Marguerite network actually has been building up gradually over the past several months.

In other shuttle news, the Millbrae-Broadway shuttle averaged 83 daily riders. The Tamien shuttle averaged 52 riders per Saturday/Sunday. The Belmont-Hillsdale shuttle averaged 69 daily riders.

Table A shows performance indicators for January 2009. Graph A shows AWR for the past 13 months as compared to the rolling average.
Caltrain January 2009 Promotions

San Jose Sharks – The Sharks continue to have a great record in the National Hockey League. This year’s cooperative promotion with the Sharks includes a drive-time radio campaign, posters at stations, adcards on trains, a banner at the San Jose Diridon station and print ads in targeted publications. The adcards feature the images of Sharks players and were paid for by the Sharks. As an indication of the volume of ridership Caltrain is attaining from Sharks games, on January 20 train #197 had 171 additional riders above the numbers of the February 2008 count. On January 29, there were 205 additional riders.

Freedom Train – Caltrain once again operated the chartered Freedom Train in honor of Martin Luther King Jr. The train was publicized through a news release and a posting on the Caltrain Web site. The two specials carried approximately 2,200 people.

Supercross – The annual motorcross event was once again held at AT&T Park, with Caltrain providing a special post-race train. Close to 2,000 people rode Caltrain for the event, an increase of 23 percent over last year.

Prepared by:  Rita P. Haskin, Chief Communications Officer  650. 508. 6248
              Anthony E. Waller, Service Planner  650.622.8026
### Table A

<table>
<thead>
<tr>
<th></th>
<th>FY 08</th>
<th>FY 09</th>
<th>%Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>924,736</td>
<td>981,438</td>
<td>6.1%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>34,702</td>
<td>37,522</td>
<td>8.1%</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$3,030,475</td>
<td>$3,372,504</td>
<td>11.3%</td>
</tr>
<tr>
<td>On Time Performance</td>
<td>94.1%</td>
<td>97.1%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Caltrain Shuttle Ridership</td>
<td>4,990</td>
<td>5,713</td>
<td>14.5%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>FY 08</th>
<th>FY 09</th>
<th>%Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>6,793,228</td>
<td>7,691,493</td>
<td>13.2%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>36,755</td>
<td>41,351</td>
<td>12.5%</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$22,683,158</td>
<td>$25,766,120</td>
<td>13.6%</td>
</tr>
<tr>
<td>On Time Performance</td>
<td>93.6%</td>
<td>94.6%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Caltrain Shuttle Ridership</td>
<td>5,079</td>
<td>6,232</td>
<td>22.7%</td>
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</tbody>
</table>

### Graph A

#### Caltrain Average Weekday Ridership

- **AWR**
- **13-Month rolling avg.**

- **JAN 08**
- **FEB 08**
- **MAR 08**
- **APR 08**
- **May 08**
- **JUN 08**
- **JUL 08**
- **AUG 08**
- **SEP 08**
- **OCT 08**
- **NOV 08**
- **DEC 08**
- **JAN 09**

- **34,702**
- **37,522**
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Ian B. McAvoy
Chief Development Officer

SUBJECT: AUTHORIZATION TO AMEND AND INCREASE THE FISCAL YEAR 2009 CALTRAIN CAPITAL BUDGET

ACTION
Staff Coordinating Council (SCC) recommends the Board increase the Fiscal Year 2009 Capital Budget in the total amount of $400,000 with an additional $200,000 for the Caltrain Operations Control Center (OCC) system project and an allocation of $200,000 for the Bicycle Racks on Trains project. The above two changes would increase the authorized FY09 Capital Budget from $151,104,629 to $151,504,629.

SIGNIFICANCE
The FY09 Caltrain Capital Budget is proposed to be amended as follows:

1. The OCC system project is currently approved in the FY09 Capital Budget in an amount of $1,550,000, and is proposed to be increased by $200,000 to $1,750,000. Funding sources for this project include Federal Transit Administration formula funds programmed by the Metropolitan Transportation Commission to Caltrain for communication system replacement/rehabilitation, and local sources including prior year capital project cost savings and revenue bond proceeds.

Digital Concepts, which was the provider of the current operating system, Digicon, previously notified the JPB that it would cease support of the system as of December 17, 2008. The current system is now unsupported, and staff has been in project development for the past several months reviewing and developing system requirements for the procurement of a new system. The new system will meet all necessary functionality and features necessary for current operations as well as accommodate for the future projects identified by the JPB, such as electrification and various other signal and communication improvements. Staff estimates the new system will cost approximately $12,500,000. The $1,750,000 proposed for the project in FY09 will allow the project to advance to the next phase, including developing a full set of specifications for the system, as well as
initiating the procurement process. The balance required for the project will be considered as part of the FY10 budget development process.

2. At the February 6, 2009 JPB Board meeting, the Board approved a plan to increase overall bicycle storage capacity on trains by 27 percent. The capacity expansion will be accomplished by adding bicycle racks on board the trains. The estimated cost of the Bicycle Racks on Trains project is $200,000 and will be funded by $200,000 in Federal economic stimulus, or American Recovery and Reinvestment Act (ARRA), funds.

**BUDGET IMPACT**
Both projects are proposed to be funded from available Federal and local funds; the local funds comprise of prior year project cost savings and bond proceeds. No additional JPB member contributions are required for the proposed Capital Budget amendment. The above change would increase the authorized FY09 Capital Budget from $151,104,629 to $151,504,629, or an increase of $400,000.

**BACKGROUND**
The Joint Powers Board approved the FY09 Capital Budget on August 7, 2008 under Resolution No. 2008-36 and subsequently amended it on November 6, 2008 under Resolution No. 2008-46. The amended Capital Budget provides an authorized total in the amount of $151,504,629. The JPB annually adopts a Capital Budget to accompany the Operating Budget. The purpose of the Capital Budget is to implement a balanced program of projects that gives the JPB the ability to meet its goals and objectives as set forth in the 10-year Short Range Transit Plan and the related Rapid Rail Plan.

Prepared by: April Chan, Director, Capital Program Support 650.508.6228
RESOLUTION NO. 2009 –

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AUTHORIZING AN AMENDMENT TO THE FISCAL YEAR 2009 CAPITAL BUDGET IN THE AMOUNT OF $400,000 FOR A TOTAL BUDGET OF $151,504,629

WHEREAS, pursuant to Resolution Nos. 2008-36 and 2008-46, adopted on August 7, 2008 and November 6, 2008 respectively, the Peninsula Corridor Joint Powers Board (“JPB”) adopted and subsequently amended the Fiscal Year 2009 Capital Budget, for a total authorized budget of $151,104,629; and

WHEREAS, the Caltrain Operations Control Center system project is currently approved in the Fiscal Year 2009 Caltrain Capital Budget in an amount of $1,550,000, and is proposed to be increased by $200,000 to $1,750,000 to allow the project to advance to the next phase, including developing a full set of specifications for the system, as well as initiating the procurement process; and

WHEREAS, funding sources for this project include Federal Transit Administration formula funds programmed by the Metropolitan Transportation Commission to Caltrain for communication system replacement/rehabilitation, and local sources, including prior year capital project cost savings and revenue bond proceeds; and

WHEREAS, at the February 6, 2009 JPB Board meeting, the Board approved a plan to increase overall bicycle storage capacity on trains by 27 percent by adding bicycle racks on board trains; and
WHEREAS, the estimated cost of the Bike Racks on Trains project is $200,000 and is proposed to be funded by $200,000 in Federal economic stimulus, or American Recovery and Reinvestment Act, funds; and

WHEREAS, the Staff Coordinating Council recommends that the JPB approve the amendments to the Fiscal Year 2009 Capital Budget described above.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board approves an amendment to the Fiscal Year 2009 Capital Budget to increase the budget for the Caltrain Operations Control Center system project by $200,000 and to establish the Bike Racks on Trains project in the amount of $200,000 for a total authorized capital budget increase for Fiscal Year 2009 of $400,000, from $151,104,629 to $151,504,629, as set forth in the attached Exhibit A.

BE IT FURTHER RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or his designee, to take such additional actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 5th day of March 2009, by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
## Preliminary Fiscal Year 2009 Caltrain Capital Budget

### I. Stations & Intermodal Access

1. **South San Francisco Caltrain Station Improvement Project**
   - FY 09 Project Phase: Final Design/Construction
   - EST. TOTAL COST: $51,000,000
   - PREVIOUSLY BUDGETED: $10,315,327
   - Proposed FY09 Capital Budget Federal Type: $6,586,000
   - State Type: $19,203,000
   - Proposed FY09 Capital Budget Other Type:
     - FTA Swap: $19,203,000
     - STIP: $14,895,673
     - Members: $14,895,673
     - Future Needs: $14,895,673

2. **Santa Clara Station - New Center Platform and Underpass and SB Platform Extension (Note 1)**
   - FY 09 Project Phase: Final Design/Construction
   - EST. TOTAL COST: $26,000,000
   - PREVIOUSLY BUDGETED: $11,741,300
   - Proposed FY09 Capital Budget Federal Type:
     - $14,258,700
     - State Type: $14,258,700
     - Other Type:
       - ACE, VTA: $5,807,000
     - Future Needs: $5,807,000

3. **South Terminal Station (Note 1)**
   - FY 09 Project Phase: Final Design/Construction
   - EST. TOTAL COST: $52,000,000
   - PREVIOUSLY BUDGETED: $14,000,000
   - Proposed FY09 Capital Budget Federal Type:
     - $5,100,000
     - Other Type:
       - Signal, Track: $27,400,000
       - ITIP, Prop 1B: $795,000
       - Other: $480,000
     - Future Needs: $480,000

4. **Caltrain Systemwide Station Improvements: State of Good Repair Program**
   - FY 09 Project Phase: Preliminary Eng / Final Design / Construction
   - EST. TOTAL COST: $9,400,000
   - PREVIOUSLY BUDGETED: $2,593,000
   - Proposed FY09 Capital Budget Federal Type:
     - $1,000,000
     - Other Type:
       - TR: $3,250,000
       - TR: $3,250,000
     - Future Needs: $3,250,000

5. **Provision of mini-high platforms at selected Caltrain Stations (Note 3)**
   - FY 09 Project Phase: Preliminary Eng / Final Design / Construction
   - EST. TOTAL COST: $825,000
   - PREVIOUSLY BUDGETED: $660,000
   - Proposed FY09 Capital Budget Federal Type:
     - $660,000
     - Other Type:
       - ADA: $660,000
     - Future Needs: $660,000

### II. Right of Way / Signal & Communications

1. **FY 2009 Systemwide Track Rehabilitation Program**
   - FY 09 Project Phase: Construction
   - EST. TOTAL COST: $6,500,000
   - PREVIOUSLY BUDGETED: $3,250,000
   - Proposed FY09 Capital Budget Federal Type:
     - $2,600,000
     - Other Type:
       - TR: $2,600,000
     - Future Needs: $2,600,000

2. **Quint and Jerrold Bridge**
   - FY 09 Project Phase: Final Design
   - EST. TOTAL COST: $42,000,000
   - PREVIOUSLY BUDGETED: $900,000
   - Proposed FY09 Capital Budget Federal Type:
     - $2,400,000
     - Other Type:
       - TR: $2,400,000
     - Future Needs: $2,400,000

3. **San Mateo Bridge Replacement Environmental Document, Preliminary Engineering and Final Design**
   - FY 09 Project Phase: Final Design/Construction
   - EST. TOTAL COST: $46,521,058
   - PREVIOUSLY BUDGETED: $12,268,417
   - Proposed FY09 Capital Budget Federal Type:
     - $32,600,000
     - Other Type:
       - TCRP, PUC 190, LSSRP & Match Prop 1B: $30,600,000
     - Future Needs: $30,600,000

4. **Los Gatos and Guadalupe Bridges Env. Documents and Los Gatos Bridge Final Design**
   - FY 09 Project Phase: Final Design
   - EST. TOTAL COST: $26,000,000
   - PREVIOUSLY BUDGETED: $2,331,098
   - Proposed FY09 Capital Budget Federal Type:
     - $1,660,000
     - Other Type:
       - TR: $1,660,000
     - Future Needs: $1,660,000

5. **Wide Spectrum (Data) Radio ATCS Second Channel Implementation**
   - FY 09 Project Phase: Final Design/Construction
   - EST. TOTAL COST: $3,675,000
   - PREVIOUSLY BUDGETED: $1,600,000
   - Proposed FY09 Capital Budget Federal Type:
     - $2,075,000
     - Other Type:
       - Rapid Rail: $2,075,000
     - Future Needs: $2,075,000

6. **Railroad Signal System Rehab**
   - FY 09 Project Phase: Preliminary Eng
   - EST. TOTAL COST: $12,000,000
   - PREVIOUSLY BUDGETED: $700,000
   - Proposed FY09 Capital Budget Federal Type:
     - $560,000
     - Other Type:
       - Signal: $560,000
     - Future Needs: $560,000

7. **Narrow Banding Project - Develop Project Strategy Plan & Master Voice Radio Plan**
   - FY 09 Project Phase: Preliminary Eng / Final Design / Procurement
   - EST. TOTAL COST: $1,287,000
   - PREVIOUSLY BUDGETED: $1,287,000
   - Proposed FY09 Capital Budget Federal Type:
     - $440,000
     - Other Type:
       - Rapid Rail: $847,000
     - Future Needs: $847,000

8. **Replacement of Caltrain Operations Control Center (OCC) System (Train Control/Network Traffic Management System)**
   - FY 09 Project Phase: Planning/Design
   - EST. TOTAL COST: $12,500,000
   - PREVIOUSLY BUDGETED: $450,000
   - Proposed FY09 Capital Budget Federal Type:
     - $1,750,000
     - Other Type:
       - FTA Comm: $1,750,000
       - Others/TBD: $1,750,000
     - Future Needs: $1,750,000

9. **Caltrain Visual Messaging System - Update**
   - FY 09 Project Phase: Preliminary Eng / Final Design /
   - EST. TOTAL COST: $180,000
   - PREVIOUSLY BUDGETED: $180,000
   - Proposed FY09 Capital Budget Federal Type:
     - $144,000
     - Other Type:
       - ADA: $144,000
     - Future Needs: $144,000

### Notes
1. **Note 1**
2. **Note 2**
3. **Note 3**

### Amendment
- **Amendment No. 2: March 5, 2009**
## PRELIMINARY FISCAL YEAR 2009 CALTRAIN CAPITAL BUDGET

### III. Right of Way / Signal & Communications

<table>
<thead>
<tr>
<th>Project Description</th>
<th>FY 09 Project Phase</th>
<th>Est. Total Cost</th>
<th>Previously Budgeted</th>
<th>Proposed FY09 Capital Budget</th>
<th>Federal</th>
<th>State</th>
<th>Other</th>
<th>Members</th>
<th>Future Needs</th>
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<tbody>
<tr>
<td>10. San Mateo Grade Crossing Safety Improvement</td>
<td>Final Design/Construction</td>
<td>$17,200,000</td>
<td>$5,560,000</td>
<td>$11,640,000</td>
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<td>PUC 130</td>
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<td>SMCTA</td>
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<td>11. Maintenance of Caltrain Engineering Standards</td>
<td>Update of Standards</td>
<td>$2,985,000</td>
<td>$2,550,000</td>
<td>$435,000</td>
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<td>12. Aerial Mapping Update</td>
<td>Update of Aerial Mapping</td>
<td>$1,125,000</td>
<td>$1,000,000</td>
<td>$125,000</td>
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<td>13 Closure of Stockton Avenue in San Jose (Note 4)</td>
<td>Construction</td>
<td>$703,723</td>
<td>$373,994</td>
<td>$329,729</td>
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### IV. Operational Facilities & Equipment

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<th>FY 09 Project Phase</th>
<th>Est. Total Cost</th>
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<th>Proposed FY09 Capital Budget</th>
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<th>State</th>
<th>Other</th>
<th>Members</th>
<th>Future Needs</th>
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<tbody>
<tr>
<td>1. Rolling Stock Equipment, including but not limited to, engine power assemblies; speedometer upgrades; wheelchair lifts, battery sets, HVAC thermostats; signage</td>
<td>Procurement</td>
<td>$2,450,900</td>
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<td>$2,450,900</td>
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<td>2. Parking Machine Replacement Program - San Mateo, Sunnyvale and San Antonio Stns</td>
<td>Procurement</td>
<td>$380,800</td>
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<td>$380,800</td>
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<td>3. PCI Compliance &amp; Network Security Improvements</td>
<td>Procurement</td>
<td>$270,000</td>
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<td>$220,000</td>
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<td>4. Bike Racks on Trains</td>
<td>Procurement</td>
<td>$200,000</td>
<td>$</td>
<td>$200,000</td>
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### V. Electrification

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<th>State</th>
<th>Other</th>
<th>Members</th>
<th>Future Needs</th>
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<tbody>
<tr>
<td>1. Electrification Program</td>
<td>Final Design</td>
<td>$98,860,000</td>
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### VI. Caltrain 2025

<table>
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<tr>
<th>Project Description</th>
<th>FY 09 Project Phase</th>
<th>Est. Total Cost</th>
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<th>Federal</th>
<th>State</th>
<th>Other</th>
<th>Members</th>
<th>Future Needs</th>
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</thead>
</table>

### FUTURE NEEDS

- $1,676,000
- $23,252,641

U:\Capital Programs & Grants\Capital Budget\FY09 Capital Budget\FY-FY2009CapitalBudget-Amendments-02-dated-March-5-2009
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<thead>
<tr>
<th>PROJECT TITLE/DESCRIPTION</th>
<th>FY 09 PROJECT PHASE</th>
<th>EST. TOTAL COST</th>
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<th>Type</th>
<th>State</th>
<th>Type</th>
<th>Other</th>
<th>Type</th>
<th>Members</th>
<th>FUTURE NEEDS</th>
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<tbody>
<tr>
<td>1. Caltrain 2025 Implementation Program: including engineering studies, financing strategies, support work needed for FRA and other regulatory agency approvals.</td>
<td>$ 4,500,000</td>
<td>$ 1,000,000</td>
<td>STA</td>
<td>$ 3,500,000</td>
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<tr>
<td>VI. Caltrain 2025</td>
<td>$ 4,500,000</td>
<td>$ 1,000,000</td>
<td>STA</td>
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<td>TBD</td>
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<tr>
<td>VII. Safety/Security Program</td>
<td>$ 2,138,500</td>
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<td>DHS/Prop 1B</td>
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<td>VIII. Others</td>
<td>$ 6,160,000</td>
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<td>$ 151,504,629</td>
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<td>$ 86,393,229</td>
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Notes:
1) VTA funding support for the Santa Clara Station and South Terminal Improvement projects is subject to VTA Board of Directors approval at its regularly scheduled October meeting.
2) Matching funds required for these projects will be requested from the JPB Members as part of the FY2010 Capital Budget development process.
3) Matching funds in the amount of $165,000 will be provided from the Capital Contingency Rail funds included in section VIII, line item 4.
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: AUTHORIZATION TO USE THE COMPETITIVE NEGOTIATION PROCUREMENT PROCESS TO PROCURE AN OPERATIONS CONTROL CENTER SYSTEM

ACTION
Staff Coordinating Council (SCC) recommends that the Board authorize use of the competitive negotiation procurement process, in accordance with California Public Contract Code Sections 20216-20217, in lieu of a sealed competitive bidding process, to procure a replacement system for the Caltrain Operations Control Center (OCC) located at the Centralized Equipment Maintenance and Operations Facility (CEMOF).

SIGNIFICANCE
Approval of the above action will enable staff to use the more flexible competitive negotiation procurement process to evaluate important matters such as technical expertise, experience, past performance, vendor stability, performance and delivery schedules, maintenance support and other factors, in addition to price, which otherwise would not be allowed in a sealed bid process.

The purpose of the procurement is to replace the existing Digital Concepts, Inc. (DigiCon) Operations Control Center train control system. DigiCon no longer provides maintenance and support for the system.

BUDGET IMPACT
Authorization of the use of the competitive negotiation process will not have any impact on the budget.

A portion of the funding required for the OCC system replacement project is approved in the current Fiscal Year 2009 Caltrain Capital Budget. The balance of the funding required for the project will be considered as part of the FY10 Caltrain capital budget development process.

BACKGROUND
A rail traffic control system from DigiCon is currently used to manage train dispatching and monitor rail traffic. DigiCon ceased maintenance and support of the system in December 2008.
Due to the uncertainties of operating a system without maintenance and support, the JPB has set a goal of replacing it by December 2010.

The JPB recently completed a study of the requirements for replacing the OCC system, including development of a system maintenance plan and a system failure response and recovery plan. The resulting report identified the system’s features currently being used, and additional features to be implemented that will improve user interface of the system and will allow for future growth as developments occur in railroad operations. The OCC system to be procured will be compatible with positive train control requirements.

A team consisting of staff and technical experts has been created to develop a Request for Proposals for issuance this spring, with Board approval of the new system scheduled for later this year.

The statutory provisions referenced above permit the JPB to utilize the competitive negotiation procurement process for procurement of technology-based systems upon a finding of a two-thirds vote of the Board of Directors that the purchase of the system pursuant to a conventional sealed low-bid procedure does not constitute a method of procurement adequate for the JPB’s needs.

Sr. Contract Officer: Julie Taylor 650.508.7915
Project Manager: Stacey Ingersoll, Engineer 650.508.7783
RESOLUTION NO. 2009-

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

*   *   *

AUTHORIZING THE USE OF THE COMPETITIVE NEGOTIATION PROCESS
TO PROCURE AN OPERATIONS CONTROL CENTER SYSTEM

WHEREAS, Public Contract Code Section 20216-20217 allows transit agencies to use a
competitive negotiation process, instead of the ordinarily required sealed low-bid process, for the
procurement of certain high technology and communications equipment; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) requires a replacement
Operations Control Center system (“the System”) that will manage train dispatching and monitor
rail traffic along the JPB’s rail corridor; and

WHEREAS, staff has determined that using a competitive negotiation process for this
important procurement, instead of a sealed competitive bidding process, will allow the JPB to
consider other important factors along with price, such as performance and delivery schedules,
technical expertise, staff experience, past performance, vendor stability, and maintenance support
in selecting the most advantageous proposal for the JPB; and

WHEREAS, the statutory provisions referenced above permit the JPB to utilize a
competitive negotiation procurement process for the purchase of the System upon a finding by a
two-thirds vote of the Board of Directors (Board) that the purchase of the System pursuant to a
conventional sealed low-bid procedure does not constitute a method of procurement adequate for
the JPB’s needs; and

WHEREAS, Staff Coordinating Council recommends that the use of the competitive
negotiation process best addresses the JPB’s needs in the procurement of the System; and

NOW, THEREFORE, BE IT RESOLVED that the Board finds and declares that a
sealed competitive bidding process is not a method of procurement adequate for the JPB’s needs
in the procurement of an Operations Control Center system; and
BE IT FURTHER RESOLVED that the Board hereby authorizes the JPB to use the competitive negotiation process in accordance with Public Contract Code Sections 20216-20217 to procure an Operations Control Center system.

Regularly passed and adopted this 5th day of March, 2009 by the following vote:

AYES:

NOES:

ABSENT:

____________________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

____________________________________
JPB Secretary
### Peninsula Corridor Joint Powers Board LEGISLATIVE MATRIX

#### 2009-2010 State Legislative Session Bills

**AS OF FEBRUARY 24, 2009**

<table>
<thead>
<tr>
<th>Bill Number/Author</th>
<th>Summary</th>
<th>Location</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 105 Evans</td>
<td>This bill would make appropriations for support of state government for the 2009-10 fiscal year. Vote: 2/3. Appropriation: yes. Fiscal committee: yes. State-mandated local program: no.</td>
<td>ASSEMBLY PRINT</td>
<td>ASSEMBLY PRINT</td>
</tr>
<tr>
<td>2009-10 Budget.</td>
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<tr>
<td>AB 112 Beall</td>
<td>Existing law, the Santa Clara Valley Transportation Authority Act, authorizes the Santa Clara Valley Transportation Authority to acquire and construct transportation facilities necessary or convenient for vehicular and pedestrian transportation, as specified. This bill would also authorize the authority to provide for the repair and maintenance of those facilities. Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.</td>
<td>ASSEMBLY PRINT</td>
<td>ASSEMBLY PRINT</td>
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<tr>
<td>Santa Clara Valley Transportation Authority.</td>
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<tr>
<td>AB 116 Beall</td>
<td>The San Mateo County Transit District’s enabling legislation requires that “supplies, equipment, and materials” procurement contracts greater than $25,000 be awarded to the lowest responsible bidder through a competitive bidding process. The threshold for procurement contracts for The District was last adjusted in 1996, increasing from $10,000 to $25,000 (AB 3020, Chapter 1154, Statutes of 1996). The District’s enabling legislation also requires that “when the contract is for less than fifty thousand dollars ($50,000), the board may authorize the general manager to act for the board. This bill would require purchases of all supplies, equipment and materials, when the expenditure required exceeds $100,000, to be by contract let to the lowest responsible bidder or to the responsible bidder who submits a proposal that provides the best value, as defined. The bill also would require the authority to obtain a minimum of 3 quotations, either written or oral, that permit prices and terms to be compared, whenever the expenditure required for the purchase of supplies, equipment, or materials exceeds $2,500, but does not exceed $100,000. Reintroduced version of AB 117, which was vetoed last year due to the State Budget delay.</td>
<td>ASSEMBLY PRINT</td>
<td>ASSEMBLY PRINT</td>
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<tr>
<td>Transportation: contracts</td>
<td></td>
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<tr>
<td>Bill Number/Author</td>
<td>Summary</td>
<td>Location</td>
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<tr>
<td>California Global Warming Solutions Act of 2006.</td>
<td>(1) Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment. This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a &quot;governing body&quot; for the purpose of adopting a resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both. (2) Existing law requires that all real property and interests in real property to be acquired by or for any state agency, with specified exceptions, be acquired by the State Public Works Board. This bill would exclude the High-Speed Rail Authority with respect to property acquired for the construction of a high-speed rail system from the above requirement. Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.</td>
<td>ASSEMBLY PRINT</td>
<td></td>
</tr>
<tr>
<td>AB 153 Ma</td>
<td>High-Speed Rail Authority.</td>
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<tr>
<td>SCA 3</td>
<td>Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund (TIF) for allocation to various transportation purposes. Article XIX B authorizes this transfer to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature, subject to various restrictions. This measure would delete the provisions authorizing the transfer of revenues to the TIF to be suspended during a fiscal emergency. The measure would also prohibit a loan of TIF revenues under any circumstances, and would prohibit any statute that would reduce the extent to which these tax revenues are deposited into the General Fund for transfer to the TIF for transportation purposes. Vote: 2/3. Appropriation: no. Fiscal committee: no. State-mandated local program: no.</td>
<td>SCA 3: Sen Rev &amp; Tax 01/29/2009- Coms. on Rev &amp; Tax, and Elec., Reap. &amp; Con.Amend. and APPR SCAX1 1: Sen Rules SCAX2 1: Sen</td>
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<tr>
<td>Bill Number/Author</td>
<td>Summary</td>
<td>Location</td>
<td>Position</td>
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</table>
| **SCA 5 Hancock** State budget | (1) This measure would exempt General Fund appropriations in the Budget Bill from the 2/3 vote requirement.  
(2) The California Constitution provides that a statute takes immediate effect upon enactment if the statute calls for an election, provides for a tax levy or makes an appropriation for the usual and current expenses of the state, or is an urgency statute. This measure would add to those statutes that take effect immediately statutes enacting the Budget Bill and statutes enacting bills identified in the Budget Bill as necessary to implement to the Budget Bill.  
(3) The California Constitution provides electors the power of referendum to approve or reject a statute, except that certain statutes are exempted, namely, urgency statutes, statutes calling elections, and statutes providing for tax levies or appropriations for the usual current expenses of the state. This measure instead would exempt from the power of referendum any statute that is to take effect immediately.  
(4) This measure would specify that the changes to the California Constitution made by this measure would apply July 1 of the first fiscal year commencing after the approval of this measure by the voters at a statewide election, except that the changes would apply to the Budget Bill for the first fiscal year commencing after the approval of this measure by the voters at a statewide election and each subsequent fiscal year. | SENATE RLS. 01/29/2009-To Coms. on Rules. and Elec Reap. & Con.Amend. | |
<p>| <strong>SB 31 Pavley</strong> Global Warming Solutions Act of 2006: revenue allocations | Would require that revenues collected pursuant to compliance mechanisms adopted by the state board also be deposited in the Air Pollution Control Fund. This bill would specify certain uses of the revenues collected pursuant to the fee discussed above and the compliance mechanisms. | SENATE PRINT 01/29/2009-To Coms. on Enviro Quality. and Energy, Util. &amp; Communication | |
| <strong>SB 47 Ducheny</strong> 2009-10 Budget | This bill would make appropriations for support of state government for the 2009-10 fiscal year. | SENATE Bank.&amp; Fin. 01/12/2009-Read first time | |</p>
<table>
<thead>
<tr>
<th>Bill Number/Author</th>
<th>Summary</th>
<th>Location</th>
<th>Position</th>
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</thead>
<tbody>
<tr>
<td><strong>SB 93 Kehoe</strong></td>
<td>The Community Redevelopment Law requires a redevelopment agency to make specified findings if the agency pays all or a part of the value of the land for and the cost of the installation and construction of any building, facility, structure, or other improvement that is publicly owned either within or without the project area. These determinations by the agency and the local legislative body are final and conclusive. An agency is authorized to enter into a contract with the community or other public corporation when the value of the land or the cost of the installation and construction of the building, facility, structure, or other improvement, or both, has been, or will be, paid or provided for initially by the community or other public corporation, and the agency agrees to reimburse, the community or other public corporation. This bill would specify that agency findings would not be final and conclusive. An agency would no longer be authorized to enter into a contract with a public corporation other than the community for the value of the land or the cost of the installation and construction of the building, facility, structure, or other improvement, or both. Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.</td>
<td>Sen Local Govt</td>
<td>Set for hearing March 4, 2009.</td>
</tr>
<tr>
<td><strong>SB 104 Oropeza</strong></td>
<td>Would include nitrogen trifluoride, and any other anthropogenic gas one metric ton of which makes the same or greater contribution to global warming as one metric ton of carbon dioxide, as determined by the state board pursuant to a process that the bill would create, including a procedure by which any person could petition the state board for a designation. The state board would be required to adopt regulations, including emission limits and emission reduction measures, for a gas determined to be a greenhouse gas no later than ____ years after that gas is designated as a greenhouse gas. This bill contains other related provisions and other existing laws.</td>
<td>Sen Environ Quality</td>
<td></td>
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<tr>
<td>Bill Number/Author</td>
<td>Summary</td>
<td>Location</td>
<td>Position</td>
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<tr>
<td>SB 99</td>
<td>Under the Marks-Roos Local Bond Pooling Act of 1985, a joint exercise of powers authority may issue or purchase bonds to assist local agencies in financing public capital improvements, working capital, liability, or other insurance needs, or projects whenever there are significant public benefits for taking that action. Under the Ralph M. Brown Act, all meetings of the legislative body of a local agency must, subject to designated exceptions, be open and public. That act requires the legislative body to hold regular meetings, and permits the legislative body to hold special and emergency meetings, requiring certain notices and agendas. This bill would require additional reporting and public disclosures by specified public entities that issue certain revenue bonds, including conduit revenue bonds, as defined. This bill would require entities formed under the Joint Exercise of Powers Act, and related officers, that fail or refuse to make required reports to forfeit specified amounts to the state, and would authorize, under certain conditions, the Attorney General to prosecute an action for these forfeitures. This bill would require that a resolution issued pursuant to the Marks-Roos Local Bond Pooling Act of 1985 relating to bonds, as specified, be adopted by the local agency during a regular meeting. This bill would allow the Controller to cease compiling and publishing transactions reported under these provisions, if the Controller does not receive sufficient funding to do so. This bill would require, until June 30, 2013, the California Debt and Investment Advisory Commission to reimburse the Controller through an interagency agreement for actual costs, not to exceed $200,000 per fiscal year, incurred by the Controller to implement and maintain these provisions.</td>
<td>Sen Local Gov’t Set for hearing March 4,2009.</td>
<td></td>
</tr>
<tr>
<td>SB 101, 102, 103</td>
<td>These bills would enact the Validating Acts of 2009, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill would declare that it is to take effect immediately as an urgency statute.</td>
<td>Sen Local Gov’t Set for hearing March 4,2009.</td>
<td></td>
</tr>
<tr>
<td>SCR 10 Liu</td>
<td>This measure would designate September as &quot;Railroad Safety Month.&quot;</td>
<td>SENATE RLS. 01/21/2009-Introduced. To Com. on RLS</td>
<td></td>
</tr>
</tbody>
</table>
Quarterly Capital Program Status Report
and DBE Status Report

Report prepared for the March 5, 2009 JPB Meeting

For the period: October 1, 2008 – December 31, 2008

Peninsula Corridor
Joint Powers Board
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PCJPB - Capital Program - Budget Status Summary
Q2 FY09 - October 1 to December 31, 2008

All Costs in $1,000's

<table>
<thead>
<tr>
<th>Programs</th>
<th>FY04</th>
<th>FY05</th>
<th>FY06</th>
<th>FY07</th>
<th>FY08</th>
<th>FY09</th>
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<tbody>
<tr>
<td>1. Station and Intermodal Access</td>
<td>$22,074</td>
<td>$21,485</td>
<td>$6,241</td>
<td>$42,558</td>
<td>$6,242</td>
<td>$75,482</td>
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<td>2. Right of Way</td>
<td>$31,736</td>
<td>$14,150</td>
<td>$51,851</td>
<td>$35,865</td>
<td>$27,030</td>
<td>$58,172</td>
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<td>3. Rolling Stock / Equipment</td>
<td>$64</td>
<td>$1,367</td>
<td>$9,491</td>
<td>$1,624</td>
<td>$16,213</td>
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<td>4. Operational Facilities &amp; Equip.</td>
<td>$15,373</td>
<td>$38,766</td>
<td>$10,640</td>
<td>$500</td>
<td>$2,450</td>
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<td>5. Others</td>
<td>$1,789</td>
<td>$2,897</td>
<td>$2,535</td>
<td>$2,600</td>
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<td>6. Caltrain Express / Caltrain 2025</td>
<td>$0</td>
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<td>$3,326</td>
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<td>7. Electrification</td>
<td>$8,600</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$4,000</td>
<td>$0</td>
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<tr>
<td><strong>Total Board Approved Budget by FY (1)</strong></td>
<td><strong>$79,636</strong></td>
<td><strong>$78,665</strong></td>
<td><strong>$80,758</strong></td>
<td><strong>$83,147</strong></td>
<td><strong>$62,421</strong></td>
<td><strong>$151,105</strong></td>
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<tr>
<td><strong>Total Audited Expenditures by FY (2)</strong></td>
<td><strong>$118,328</strong></td>
<td><strong>$65,393</strong></td>
<td><strong>$103,282</strong></td>
<td><strong>$87,216</strong></td>
<td><strong>$96,971</strong></td>
<td><strong>$31,812</strong> (3)</td>
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</table>

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
- Burlingame Station Platform & Track Improvements Project
- Diridon Station Improvements
- Guadalupe River Bridge Interim Repair 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 FY09 through December 31, 2008 are unaudited.
This page is intentionally left blank.
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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<tbody>
<tr>
<td>2nd ATCS Channel Project</td>
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<tr>
<td>Atherton Station Improvements (Project On-Hold)</td>
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<tr>
<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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<tr>
<td>Cal Ave Station &amp; Palo Alto Station Platforms Improvements, Palo Alto Station ADA Pedestrian Underpass, and Bridge Deck Repairs at various locations</td>
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<tr>
<td>Caltrain Railroad Radio Upgrade</td>
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<tr>
<td>Caltrain Right-Of-Way Fencing Project</td>
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<tr>
<td>Centralized Equip. &amp; Maintenance Operations Facility (CEMOF)</td>
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<td>Guadalupe River Bridge Interim Repair Project</td>
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<tr>
<td>Lenzen Yard Fuel Facility</td>
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<tr>
<td>Los Gatos &amp; Guadalupe Bridges Replacement</td>
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<td>Purchase (8) Caltrain Passenger Cars</td>
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<td>Quint Street &amp; Jerrold Avenue Bridges Replacement</td>
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<td>Real Time Transit Information Project</td>
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<td>San Bruno Grade Separation (Project On-Hold)</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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<tr>
<td>San Mateo Bridges Rehabilitation, Grade Modification, and Related Track Work</td>
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<tr>
<td>San Mateo County At-Grade Crossing Improvement</td>
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<tr>
<td>Santa Clara Station Improvements</td>
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<td>South San Francisco Station Improvements</td>
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<td>South Terminal Station Project</td>
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<tr>
<td>Systemwide Track Rehab Program - FY08</td>
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</tbody>
</table>
SCAPE:
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:

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<tr>
<th>Activity ID</th>
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<th>Orig. Date</th>
<th>Time</th>
<th>% Start</th>
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<th>2009</th>
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<td>Second Channel Implementation</td>
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<td>1304</td>
<td>Owner Furnished Material</td>
<td>2/14</td>
<td>98.1%</td>
<td>0</td>
<td>3/31</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>401</td>
<td>Engineering Design</td>
<td>12/1</td>
<td>100%</td>
<td>0</td>
<td>1/21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>280</td>
<td>Procurement/Bid &amp; Awards</td>
<td>1/23</td>
<td>61%</td>
<td>0</td>
<td>2/22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>250</td>
<td>Construction</td>
<td>1/22</td>
<td>0%</td>
<td>0</td>
<td>2/28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1232</td>
<td>Project Closure</td>
<td>1/22</td>
<td>95.5%</td>
<td>0</td>
<td>4/27</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Progress:
(1) Received and opened bids for long lead items.
(2) PCJPB Board issued Notice to Proceed to Safetrans for long lead items.
(3) Issued Issue for Bid (IFB) for construction.
(4) Held pre-construction conference for construction contract.
(5) Responded to questions from bidders.
(6) Clayborn Contracting Group was selected as the apparent low bidder for the construction contract.

Future Activities:
(1) Review and respond to submittals for long lead items.
(2) Issue Notice to Proceed for the construction contract.

Issues:
None.
BUDGET:

<table>
<thead>
<tr>
<th>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>$400,000</td>
<td>$508,871</td>
<td>$508,871</td>
<td>$510,000</td>
<td>($110,000)</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$50,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$50,000</td>
</tr>
<tr>
<td>Construction</td>
<td>$1,350,000</td>
<td>$64,259</td>
<td>$65,117</td>
<td>$2,040,000</td>
<td>($690,000)</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$480,000</td>
<td>$111,744</td>
<td>$330,473</td>
<td>$480,000</td>
<td>$0</td>
</tr>
<tr>
<td>Administration</td>
<td>$1,275,000</td>
<td>$352,048</td>
<td>$352,048</td>
<td>$690,000</td>
<td>$585,000</td>
</tr>
<tr>
<td>Contingency</td>
<td>$120,000</td>
<td>$0</td>
<td>$0</td>
<td>$180,000</td>
<td>($60,000)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,675,000</strong></td>
<td><strong>$1,036,922</strong></td>
<td><strong>$1,256,509</strong></td>
<td><strong>$3,900,000</strong></td>
<td><strong>($225,000)</strong></td>
</tr>
</tbody>
</table>

Issues: Additional funding for the project will be secured from project underruns of signal & communications projects already completed.

OTHER: None.
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 Dur</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>16JUN08A</td>
<td>18DEC08A</td>
</tr>
<tr>
<td></td>
<td>Preliminary Engineering</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engineering Design</td>
<td>665</td>
<td>58</td>
<td>16JUN08A</td>
<td>30AUG08A</td>
</tr>
</tbody>
</table>

Progress: Project is on hold.
Oct - Dec 2008

Future Activities: Jan - Mar 2009

Issues: Project is on hold; schedule needs to be redefined and re-baselined.
Atherton Station Improvements

Budget:

<table>
<thead>
<tr>
<th>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) 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>
<td>125,800</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>
<td>1,296,250</td>
<td>22,696</td>
<td>28,906</td>
<td>2,557,527</td>
<td>1,261,277</td>
</tr>
<tr>
<td>Construction Management</td>
<td>200,000</td>
<td>0</td>
<td>0</td>
<td>290,525</td>
<td>90,525</td>
</tr>
<tr>
<td>Administration</td>
<td>143,640</td>
<td>160,625</td>
<td>160,625</td>
<td>687,036</td>
<td>543,396</td>
</tr>
<tr>
<td>Contingency</td>
<td>120,710</td>
<td>0</td>
<td>0</td>
<td>386,712</td>
<td>265,002</td>
</tr>
<tr>
<td>Total</td>
<td>2,000,000</td>
<td>522,960</td>
<td>529,173</td>
<td>4,285,800</td>
<td>2,285,800</td>
</tr>
</tbody>
</table>

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.

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.
AUTOMATIC TRAIN CONTROL SYSTEM (ATCS) MICROWAVE PROJECT

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:
None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Origin</th>
<th>Progress</th>
<th>% Complete</th>
<th>Early Start</th>
<th>Early Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>01592</td>
<td>ATCS Microwave Project</td>
<td>30</td>
<td>0</td>
<td>100</td>
<td>01/01/09</td>
<td>01/01/09</td>
</tr>
<tr>
<td></td>
<td>+ Work Plans/Phase Gate/Systemwide Reviews</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>+ Engineering Design</td>
<td>254</td>
<td>0</td>
<td>100</td>
<td>01/01/09</td>
<td>01/01/09</td>
</tr>
<tr>
<td></td>
<td>+ Procurement/Bid &amp; Awards</td>
<td>167</td>
<td>0</td>
<td>100</td>
<td>01/01/09</td>
<td>01/01/09</td>
</tr>
<tr>
<td></td>
<td>+ Construction</td>
<td>367</td>
<td>0</td>
<td>100</td>
<td>01/01/09</td>
<td>01/01/09</td>
</tr>
<tr>
<td></td>
<td>+ Project Closure</td>
<td>81</td>
<td>0</td>
<td>100</td>
<td>01/01/09</td>
<td>01/01/09</td>
</tr>
</tbody>
</table>

Progress:
Oct - Dec 2008  
(1) Completed project close out for construction portion of the contract.  
(2) Continued monthly maintenance at all sites.

Future Activities:
Jan - Mar 2009  
(1) Continue monthly maintenance at all sites until June 30, 2010.  
(2) This will be the final report for this project.

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

**BUDGET:**

<table>
<thead>
<tr>
<th>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>$162,174</td>
<td>$162,174</td>
<td>$162,174</td>
<td>$162,174</td>
<td>$0</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$31,369</td>
<td>$31,369</td>
<td>$31,369</td>
<td>$31,369</td>
<td>$0</td>
</tr>
<tr>
<td>Construction</td>
<td>$1,312,375</td>
<td>$1,215,977</td>
<td>$1,302,406</td>
<td>$1,312,375</td>
<td>$0</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$212,882</td>
<td>$212,882</td>
<td>$212,882</td>
<td>$212,882</td>
<td>$0</td>
</tr>
<tr>
<td>Administration</td>
<td>$848,290</td>
<td>$754,039</td>
<td>$754,039</td>
<td>$848,290</td>
<td>$0</td>
</tr>
<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>$2,567,090</td>
<td>$2,376,441</td>
<td>$2,462,870</td>
<td>$2,567,090</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Issues:**

None.

**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 Dur</th>
<th>% Complete</th>
<th>Early Start</th>
<th>Early Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>01574</td>
<td>Broadway interim outboard platform</td>
<td></td>
<td>100</td>
<td>2/28</td>
<td>6/30/09</td>
</tr>
<tr>
<td></td>
<td>Preliminary Engineering</td>
<td>2/28</td>
<td>100</td>
<td>6/30/09</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engineering Design</td>
<td>3/30</td>
<td>100</td>
<td>6/30/09</td>
<td></td>
</tr>
</tbody>
</table>

*Project - On-Hold*  

**Progress:** Project is on hold.  
Oct - Dec 2008

**Future Activities:**
Jan - Mar 2009

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

#### BUDGET:

<table>
<thead>
<tr>
<th>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>$243,196</td>
<td>$1,059,935</td>
<td>$1,059,935</td>
<td>$1,265,000</td>
<td>($1,021,804)</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>
<td>$1,864,500</td>
<td>$23,854</td>
<td>$30,906</td>
<td>$4,174,947</td>
<td>($2,310,447)</td>
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<tr>
<td>Construction Management</td>
<td>$162,130</td>
<td>$0</td>
<td>$0</td>
<td>$460,959</td>
<td>($298,829)</td>
</tr>
<tr>
<td>Administration</td>
<td>$194,557</td>
<td>$326,493</td>
<td>$326,493</td>
<td>$980,039</td>
<td>($785,482)</td>
</tr>
<tr>
<td>Contingency</td>
<td>$324,958</td>
<td>$0</td>
<td>$0</td>
<td>$616,155</td>
<td>($291,197)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,789,341</strong></td>
<td><strong>$1,410,282</strong></td>
<td><strong>$1,417,334</strong></td>
<td><strong>$7,497,100</strong></td>
<td><strong>($4,707,759)</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 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/signaled 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.

Issues: Project is complete and is being closed out.

SCHEDULE:

Progress: Oct - Dec 2008 (1) Continued with project close out.

Future: Jan - Mar 2009 (1) Complete project close out. This will be the last report for the project.

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

#### BUDGET:

<table>
<thead>
<tr>
<th>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>
<td>Planning &amp; Engineering</td>
<td>$1,225,000</td>
<td>$1,325,526</td>
<td>$1,325,526</td>
<td>$1,325,526</td>
<td>($100,526)</td>
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<tr>
<td>Right of Way</td>
<td>$25,000</td>
<td>$17,226</td>
<td>$17,226</td>
<td>$17,226</td>
<td>$7,774</td>
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<tr>
<td>Construction</td>
<td>$15,220,000</td>
<td>$14,545,011</td>
<td>$14,545,650</td>
<td>$14,545,011</td>
<td>$674,989</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$1,500,000</td>
<td>$1,763,476</td>
<td>$1,839,867</td>
<td>$1,839,867</td>
<td>($339,867)</td>
</tr>
<tr>
<td>Administration</td>
<td>$1,230,000</td>
<td>$2,150,835</td>
<td>$2,150,835</td>
<td>$2,269,925</td>
<td>($1,039,925)</td>
</tr>
<tr>
<td>Contingency</td>
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<td>$0</td>
<td>$0</td>
<td>$502,445</td>
<td>$797,555</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$20,500,000</strong></td>
<td><strong>$19,802,074</strong></td>
<td><strong>$19,874,104</strong></td>
<td><strong>$20,500,000</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>

#### Project Budget / Cost Status

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

#### Issues:
The project is forecasting a potential underrun of approximately $500K.

#### 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 Main Track #1), 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:

<table>
<thead>
<tr>
<th>Activity / Subactivity</th>
<th>Description</th>
<th>Early Start</th>
<th>Early Finish</th>
<th>Late Start</th>
<th>Late Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Work Plans/Phases Setup/Systemwide Reviews</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering Design</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Integrated Design (Platform &amp; Underpasses)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Procurement/Bid &amp; Awards</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utility Relocation or Advance Construction</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Construction</td>
<td></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>
</tbody>
</table>

### Progress:

**Cal Ave:** (1) Completed installation of platform furnishings and communication devices. (2) Continued with equipment testing and training. (3) Turned over platform to Operations except for the northern half of the southbound platform which is under construction.

**Palo Alto:** (1) Completed concrete work for plaza, planters and stairs. (2) Installed stations furnishings including VMS (Visual Message System), TVM (Ticket Vending Machine) and PA (Public Address) systems. (3) Completed parking lot improvements. (4) Turned over new platforms to Operations and re-opened the existing pedestrian underpass with ADA compliant ramps. (5) Closed temporary at-grade crossing.

**Bridge Deck:** (1) Completed all work except punchlist. (2) Continued work on punchlist items.

### Future Activities:

**Cal Ave:** (1) Complete construction of southbound platform. (2) Turn over northern half of the southbound platform to Operations. (3) Complete punchlist items and close out project. (3) Remove hold-out rule.

**Palo Alto:** (1) Complete punchlist items and close out project.

**Bridge Deck:** (1) Complete punchlist items and close out project.

### Issues:

Schedule slippage change order for 2 month delay in the amount of $261K was covered by contingency.
**Cal Ave Station & Palo Alto Station Platforms Improvements, Palo Alto Station ADA Pedestrian Underpass, and Bridge Deck Repairs at various locations**

<table>
<thead>
<tr>
<th>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>
<td>Planning &amp; Engineering</td>
<td>$3,060,278</td>
<td>$3,012,996</td>
<td>$3,022,148</td>
<td>$3,035,833</td>
<td>$24,345</td>
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<tr>
<td>Right of Way</td>
<td>$0</td>
<td>$0</td>
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<td>$0</td>
<td>$0</td>
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<tr>
<td>Construction</td>
<td>$21,974,632</td>
<td>$20,627,628</td>
<td>$20,977,513</td>
<td>$21,848,785</td>
<td>$125,847</td>
</tr>
<tr>
<td>Construction Management</td>
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<td><strong>$33,700,700</strong></td>
<td><strong>$1,805,242</strong></td>
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**Issues:** The project is forecasting a potential underrun of approximately $1.8M.

**Other:** None.
SCOPE:
This project will repair and upgrade the Caltrain Railroad Radio System so that it will meet the basic operational, safety and Federal requirements. The improvements will 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:

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<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Org %</th>
<th>Rem %</th>
<th>% Start</th>
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<th>Status</th>
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<th>Q5</th>
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<td>Construction</td>
<td>0 %</td>
<td>100%</td>
<td>30-Mar-08</td>
<td>A</td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>

Progress:
(1) Completed the new voice radio channel inside tunnels for maintenance and mechanical personnel.
(2) Received and installed final equipment for the road voice radio channel.
(3) Completed installation of the communication shelters at tunnels 2 and 4.

Future Activities:
(1) Complete testing.
(2) Begin project close out.

Issues:
None.
### BUDGET:

<table>
<thead>
<tr>
<th>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>Total</strong></td>
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<td><strong>$1,338,000</strong></td>
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</tr>
</tbody>
</table>

### Project Budget / Cost Status

![Graph showing budget status](image)

### Issues:

None.

### OTHER:

None.
SCOPE:
The project consists of 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:

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

Phase 2 - Base, Option 1 and Option 2: 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:
Current Board Approved Budget and EAC reflects Phase 1, Phase 2 Base and Phase 2 Option 1 work only.

SCHEDULE:
The schedule has been extended to include the Phase 2 Option 1 fencing work and does not include the Phase 2 Option 2 work.

Progress:
(1) Issued the Notice to Proceed for Phase 2 Option 1 fencing work.
(2) Began Phase 2 Option 1 fencing along the PCJPB right of way.

Future Activities:
(1) Continue installation of fencing along the PCJPB right of way.
(2) Begin process to authorize the Phase 2 Option 2 fencing work.

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

## BUDGET:

<table>
<thead>
<tr>
<th>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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</thead>
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<td><strong>$2,661,500</strong></td>
<td><strong>$1,044,193</strong></td>
</tr>
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</table>

Note: The Estimate at Completion does not include the Phase 2 Option 2 work.

Contingency in the Current Board Approved Budget may be used for Phase 2 option 2 work.

## Issues:

None.

## OTHER:

None.
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:** Continue with project close-out tasks.

**SCHEDULE:**

- **Oct - Dec 2008**
  - (1) Finished receiving submittals for warranty, O&M manuals and spare parts.
  - (2) Began preparations for final project close-out.

- **Jan - Mar 2009**
  - Continue with project close-out tasks.

**Future Activities:**

- **Jan - Mar 2009**
  - (1) Continue with final project close-out.

**Issues:** Awaiting final pay application from construction contractor.
Centralized Equipment & Maintenance Operations Facility (CEMOF)

Budget:

<table>
<thead>
<tr>
<th>Segment Group</th>
<th>Current Board Approved Budget</th>
<th>Expended to Date</th>
<th>Committed to Date</th>
<th>Estimate at Completion</th>
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</thead>
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<td>$137,634,001</td>
<td>$139,292,513</td>
<td>$117,297</td>
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</tbody>
</table>

Issues: None.

Other: None.
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.

The current budget is for Environmental Clearance and Preliminary Engineering only.

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 future required negotiations for right of way acquisition and operating and capital agreements with other affected railroads and agencies (i.e. the Union Pacific Railroad and the Capitol Corridor) may result in potential schedule delays, additional studies, or capital and operating costs.
2) Dumbarton Bridge – The existing bridge has been out of service since the mid-1980s. Uncertainties surrounding the existing condition of the bridge and also various regulations and other needs may heavily impact the options and the designs for rehabilitation and replacement of the Dumbarton Bridge.

Schedule:

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<th>Activity ID</th>
<th>Activity Description</th>
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<th>End Date</th>
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<td>31-Aug-09</td>
<td>10-Apr-10</td>
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</table>

Progress:

Oct - Dec 2008
1) Conducted 10/07 PDT, 10/15 CAP and 10/17 PAC Meetings. The PAC passed a resolution to evaluate single level Diesel Multiple Units (DMUs) as a part of the environmental analyses. A motion to ask Capitol Corridor to take the lead in UPRR ROW negotiation was also passed. US Coast Guard comment for the complete removal of the Dumbarton and Newark Slough Bridges (from bay to bay) was presented to PDT and PAC. The project will evaluate the environmental impacts and its associated costs in the No Project and TSM bus alternatives.
2) The Capitol Corridor Joint Powers Board passed a resolution in November 2008 to take a leading role in the right of way negotiation with the UPRR on Segment G. Staff will work with Capitol Corridor staff to develop a work plan and report to the PAC at their next meeting.
3) Technical studies for the environmental document are on-going. Work continues on the environmental documents in preparation for an administrative draft submission to FTA.
4) Meetings were held on 11/10, 11/24 and 12/15 with the Dumbarton Consortium members to develop phase 1 of the interim bus enhancement plan.
5) The geotechnical and structural analyses are on-going. Two options have been identified in the bridge studies for the existing large diameter caissons within the Dumbarton Main Channel. Option 1 would retrofit the caissons. Option 2 would replace the caissons. Both options were presented at the October PAC meeting and will be advanced into the draft environmental document for evaluation analyses.
6) NEPA/404 Integration Meeting for the environmental clearance was held on 9/29 in the San Carlos Caltrain office. Concurrence requests on project purpose and need, and range of alternatives for NEPA/404 Integration were sent to the USACOE, EPA, NOAA, and USFWS after the meeting. Concurrence responses have been received from NOAA, EPA and USFWS.
7) Staff has met with Caltrain Operations and Engineering staff on December 4, 2008 and developed a consensus on the capital improvements at the 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.

Future Activities:

Jan - Mar 2009
1) Conduct PDT Meeting, CAP Meeting, and PAC Meeting in February 2009. An interim bus enhancement plan for the Dumbarton Corridor and a Capitol Corridor work plan for negotiation with UPRR are expected to be presented to the PAC.
2) Finalize the marsh enhancement plan in the Don Edwards Wildlife Refuge and present the report to USFWS. Complete the technical studies for the EIS/EIR analyses, and prepare the draft environmental document for FTA review and public circulation.
3) Complete final reports on the bridge structural evaluations, constructability and cost estimates for bridge rehabilitation vs. reconstruction designs. Proceed with further planning and environmental mitigation issues.
4) A meeting is scheduled on January 12th with the Dumbarton consortium to review and finalize detailed plans for corridor interim bus enhancements.
5) Continue to work with Capitol Corridor regarding the work plan to be presented to the PAC for leading the UPRR right of way negotiations.
6) Continue to coordinate with stakeholders to explore funding opportunities and interim measures. Evaluate viable funding strategies and possible alternatives for the project implementation.

Issues:
Environmental reviews will take longer than expected. This is due to a delayed start of the scoping period, the development of new phasing options, and the need to consider phasing options in the environmental evaluation. The project schedule was also significantly affected by a delay in obtaining concurrence with project partners MTC and the FTA regarding inputs to the ridership model.
MTC reprogrammed $91 million of the project’s funding to the BART Warm Springs extension in September 2008. Remaining project funding would be insufficient even for Phase 1 construction. The repayment of the $91 Million after FY 2019-20 would delay the project ten years. The certainty of the payback is in question, as it depends upon the willingness of a future Alameda County Congestion Management Agency (ACCMA) action to honor the action of its current board. The project implementation schedule will be updated after MTC completes a public hearing for the $91M reprogramming and ACCMA revises its State Transportation Improvement Program (STIP) funding schedule.

**Issues:**

**OTHER:** None.
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 environmental activities and 35% design engineering activities.

Issues:
None.

Progress:
Oct - Dec 2008
(1) The Traction Power Report featuring an analysis of the loads from "all-stop" train service was completed and presented to PG&E. Analysis showing the effect of regenerative braking from the rolling stock will be completed and included in the final report in the next quarter. The applications for the South San Francisco and San Jose substations are being processed by the PG&E service planning representative.
(2) The Electrification Design Criteria sections have been reviewed and updated. They will be completely assembled in the next quarter for the next phase of design work.
(3) Continued integration work with station projects, the SVRT extension by VTA, Transbay Terminal and other aspects of the Capital Program.
(4) The Traction Power System Analysis II was completed showing the increased loads from the new Operating Criteria. The energy consumption savings from regenerative braking and the effect on wire temperature will be completed next quarter.
(5) Awaiting comments on the final draft of the GO95 exemptions document from CPUC Rail Division, PG&E and UPRR as the prime stakeholders in the requested exemptions. Once comments are received, strategy for the filing of the exceptions request shall be discussed with management.

Future Activities:
Jan - Mar 2009
(1) Continue coordination of project with UPRR, JPB Capital Program and VTA to incorporate changes and comments.
(2) Present results of regenerative braking modeling to PG&E. Proceed with the discussions of interconnection arrangements.
(3) Finalize the design criteria revisions to be prepared for procurement of the next stage of the project.
(4) Submit the exemptions document to the CPUC for official review and acceptance within the next quarter.
(5) Finalize the draft EA/EIR document with the outstanding funding information.

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

<table>
<thead>
<tr>
<th>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:**

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 are 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:
(1) Repair and arrest the bank erosion at the north and south banks for both Main Track #1 (MT1) and Main Track #2 (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.
(2) 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>Start Date</th>
<th>Finish Date</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
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<td>Guadalupe River Bridge Repairs</td>
<td>10/1/2008</td>
<td>12/31/2008</td>
<td>04M</td>
</tr>
</tbody>
</table>

**Progress:**
(1) Issued Final Acceptance and the Notice of Completion for the Project.
(2) Completed Project Close-out activities.

This is the Final Progress Report for the project.

**Future Activities:**
- Project closed out.

**Issues:** None.
## PCJPB QUARTERLY REPORT

### Active Capital Projects

**GUADALUPE RIVER BRIDGE INTERIM REPAIR**

<table>
<thead>
<tr>
<th>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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<td><strong>$740,029</strong></td>
<td><strong>$740,029</strong></td>
<td><strong>$740,029</strong></td>
<td><strong>$39,971</strong></td>
</tr>
</tbody>
</table>

![Project Budget / Cost Status Chart]

### Issues:

Project completed three months ahead of schedule with a potential underrun of approximately $40,000 from the Current Board Approved Funding.

### 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: (1) Project is complete.
Oct - Dec 2008

Future Activities: (1) Continue project closeout process, including closing of purchase orders, work directives, and final invoices.
Jan - Mar 2009

Issues: Awaiting final pay application from construction contractor.
## LENZEN YARD FUEL STORAGE FACILITY

### BUDGET:

<table>
<thead>
<tr>
<th>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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</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
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<td><strong>$4,133,108</strong></td>
<td><strong>$166,492</strong></td>
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</table>

---

### Project Budget / Cost Status

- **Total Funds**
- **Estimate at Completion**
- **Expended to Date**

---

### Issues:

None.

---

### OTHER:

None.
LOS GATOS AND GUADALUPE BRIDGES REPLACEMENT

SCOPE:
The Los Gatos and Guadalupe Bridge Replacement Project includes:
(1) Preliminary design, preparation of the Environmental Document, Final Design, removal and replacement of the existing Main Track #1 (MT-1) and Main Track #2 (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 shofly 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:
The project is located across from a sensitive riparian habitat which requires the JPB to select a bridge layout that addresses the environmental issues.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Orig Dur</th>
<th>Rem Dur</th>
<th>% Start</th>
<th>Finish</th>
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<tbody>
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<td>01812</td>
<td>Los Gatos Creek Brdg...</td>
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<td>11/5</td>
<td>55.01%</td>
<td>03-Jan-09</td>
</tr>
</tbody>
</table>

- **Phase Gate/Systemwide Reviews**
  - Original Duration: 29/16
  - Remaining Duration: 11/5
  - Percent Start: 55.01%
  - Finish Date: 03-Jan-09

- **Conceptual/Study**
  - Original Duration: 7/9
  - Remaining Duration: 0
  - Percent Start: 100%
  - Finish Date: 03-Jan-09

- **Environmental**
  - Original Duration: 3/8
  - Remaining Duration: 0
  - Percent Start: 100%
  - Finish Date: 14-Jul-09

- **Funding**
  - Original Duration: 47/1
  - Remaining Duration: 0
  - Percent Start: 100%
  - Finish Date: 15-Jan-09

- **Engineering Design**
  - Original Duration: 10/2
  - Remaining Duration: 0
  - Percent Start: 100%
  - Finish Date: 15-Apr-10

- **Procurement/Bid & Awards**
  - Original Duration: 10/3
  - Remaining Duration: 0
  - Percent Start: 100%
  - Finish Date: 22-Mar-10

- **Construction**
  - Original Duration: 6/96
  - Remaining Duration: 0
  - Percent Start: 100%
  - Finish Date: 23-Oct-11

- **Project Closure**
  - Original Duration: 154/154
  - Remaining Duration: 0
  - Percent Start: 100%
  - Finish Date: 02-Mar-12

Progress:
(1) Design Consultant submitted the preliminary 35% design drawings and type selection report for JPB review.
(2) An engineering review meeting was held to discuss the bridge preferred alternative.
(3) Design and environmental work was put on hold pending management decision to proceed with either a two or three track bridge replacement. The JPB Planning Group is working on a justification for the three track bridge.

Future Activities:
(1) A project phase gate meeting will be held to confirm the scope of the project as either a two or three track bridge replacement.
(2) Design and environmental clearance work will resume on the 35% project documents following the phase gate decision.

Issues:
Current project schedule assumes the use of Federal funds, and the project will hold at 35% design for environmental clearance. Alternate bridge configurations are being analyzed to either minimize environmental impact or to improve the environment on the creek. This is impacting the completion of the project.
### LOS GATOS AND GUADALUPE BRIDGES REPLACEMENT

#### BUDGET:

<table>
<thead>
<tr>
<th>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) Variance at Completion</th>
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</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$2,545,727</td>
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<td>$0</td>
<td>$0</td>
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<td>$0</td>
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</table>

#### Project Budget / Cost Status

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

#### Issues:

Estimate at Completion of about $3.4 million is for the preliminary design phase only.

#### None.
PCJPB QUARTERLY REPORT

Active Capital Projects

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: None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
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<tr>
<td>Engineering Design</td>
<td>11-01-08</td>
<td>02-Jan-08</td>
<td>02-Jan-08</td>
<td>100%</td>
<td>01-Mar-08</td>
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<tr>
<td>Procurement/Bid &amp; Awards</td>
<td>11-01-08</td>
<td>02-Jan-08</td>
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<td>01-Mar-08</td>
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<td>Rolling Stock Manufacturing</td>
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<td>01-Mar-08</td>
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<tr>
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<td>02-Jan-08</td>
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<td>100%</td>
<td>01-Mar-08</td>
<td>01-Mar-08</td>
</tr>
</tbody>
</table>

Progress:

Oct - Dec 2008
(1) Received last remaining (4) cars.
(2) Tested each successive car.
(3) Continued to troubleshoot trainline tests.
(4) Continued to receive spare parts.

Future Activities:
Jan - Mar 2009
(1) Anticipate final acceptance of all cars.
(2) Complete receipt of all spare parts.
(3) Initiate and complete work directive and project close-out activities.

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

**BUDGET:**

<table>
<thead>
<tr>
<th>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>$21,133,700</strong></td>
<td><strong>$945,438</strong></td>
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</tbody>
</table>

**Issues:**
The project is forecasted to have a potential underrun of $945K from the current Board Approved Budget.

**OTHER:**
None.
SCOPE:
The Quint Street and Jerrold Avenue Bridge Replacement project includes:
(1) Replacement of the existing 10-span Quint Street bridge with a three-span bridge (includes the embankment fill and foundation retrofit to accommodate the new structure);
(2) Replacement of the existing intermediate three-spans of the Jerrold Avenue bridge with a single span bridge (includes the installation of two (2) jump-spans to conform to the present bridge layout);
(3) Reconstruction of tracks impacted by the new structures;
(4) Reconstruction of the traveled way and sidewalks.

Issues:
None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Orig Date</th>
<th>Dur Est</th>
<th>Start</th>
<th>Finish</th>
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<th>2008</th>
<th>2009</th>
<th>2010</th>
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<th>2012</th>
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<tbody>
<tr>
<td>01757</td>
<td>01757 - Quint &amp; Jerrold Bridge...</td>
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<td>123</td>
<td>1/31/09</td>
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<td>G</td>
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<td></td>
<td>Phase Gate/Systemwide Reviews</td>
<td>2/17/08</td>
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<td>G</td>
</tr>
<tr>
<td></td>
<td>Right of Way</td>
<td>2/17/08</td>
<td>123</td>
<td>1/31/09</td>
<td>12/31/09</td>
<td>G</td>
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<td>G</td>
<td>Y</td>
<td>G</td>
<td>G</td>
</tr>
<tr>
<td></td>
<td>Procurement/Bid &amp; Awards</td>
<td>2/17/08</td>
<td>123</td>
<td>1/31/09</td>
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<td>Y</td>
<td>G</td>
<td>Y</td>
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<td>Y</td>
<td>G</td>
<td>Y</td>
<td>G</td>
<td>G</td>
</tr>
</tbody>
</table>

Progress:
Oct - Dec 2008
(1) Performed potholing for utilities identification and prepared a Draft Utilities Matrix.
(2) Performed additional geotechnical investigation at the Jerrold Avenue bridge site.
(3) Performed field survey for existing features, utilities and signal identification.
(4) Completed the 35% Design and submitted for JPB review.
(5) Issued a work directive amendment to complete the environmental clearance work.

Future Activities:
Jan - Mar 2009
(1) Start additional environmental work to obtain the NEPA environmental clearance for the project.
(2) Conduct Phase Gate meeting after 35% PS&E completion.
(3) Meet with the SF County TA to discuss possible options for the bridge replacement project with regards to the potential Oakdale/Bayview station that is in the planning and operational feasibility stage.
(4) Coordinate with PG&E for the support during construction of the aerial 12 kv over the Jerrold Avenue bridge.

Issues:
Federal Highway Administration (FHWA) has agreed to allow FTA to be the lead Agency for the NEPA Clearance. Project schedule has been extended by 9 months due to revised environmental clearance requirements.
## QUINT STREET and JERROLD AVENUE BRIDGE REPLACEMENT

### BUDGET:

<table>
<thead>
<tr>
<th>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>
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</tbody>
</table>

### Issues:

Estimate at Completion of about $6.0 million is for design phase only. Securing additional funding for the balance of the project will be considered as part of the FY10 capital budget development process.

### OTHER:

None.
REAL TIME TRANSIT INFORMATION PROJECT

SCOPE:

The Real Time Transit Information Project will provide predictive arrival/departure times for all Caltrain trains and Samtrans buses. The real time predictions data will be provided to MTC’s 511 system to be disseminated to the public. The train predictive arrival/departure times will be displayed on the visual message signs at the San Francisco 4th & King, Millbrae, San Mateo, Redwood City, Palo Alto, Mountain View, Sunnyvale, Santa Clara, and the San Jose Diridon stations. The bus predictive arrival/departure times will be displayed on new electronic signs at the bus bays at the Daly City BART, Colma BART, Redwood City Sequoia and the Palo Alto stations.

Issues: None.

SCHEDULE:

Oct - Dec 2008
(2) Continued contract negotiation for the Samtrans Predictive Arrival/Departure System (PADS).

Jan - Mar 2009
(3) Received final construction permit for the Daly City and Colma BART stations.
(4) Awaiting Management’s decision on next steps for the Caltrain PADS.

Progress:
Oct - Dec 2008
(1) Received draft construction permit for the Daly City BART Station.
(2) Continued contract negotiation for the Samtrans Predictive Arrival/Departure System (PADS).

Future Activities:
Jan - Mar 2009
(1) Complete contract negotiation with ACS.
(2) Issue Notice to Proceed on the Samtrans PADS procurement.
(3) Received final construction permit for the Daly City and Colma BART stations.
(4) Awaiting Management’s decision on next steps for the Caltrain PADS.

ISSUES:
Project is currently 22 months behind the baseline schedule. The JPB Board approved to reject all proposals from the Caltrain PADS request for proposal. Rejection will enable staff to research and re-consider the scope and integration of the project and to determine the best approach for moving forward. Management is working on the next steps for the Caltrain PADS.
## REAL TIME TRANSIT INFORMATION PROJECT

### BUDGET:

<table>
<thead>
<tr>
<th>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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<td><strong>$4,500</strong></td>
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### Issues:
Further delay may have cost impact on the project.

### Other:
None.

PCJPB QUARTERLY REPORT

Active Capital Projects

SAN BRUNO GRADE SEPARATION

SCOPE: 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 nearing completion and is being reported separately.

Issues: None.

SCHEDULE:

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</table>

Progress:

Oct - Dec 2008
1) Restarted project in December 2008.
2) Began evaluation of San Bruno Grade Separation design alternatives.

Future Activities:

Jan - Mar 2009
1) Award design contract.
2) Prepare Project Work Plan to reflect updated project scope, schedule and budget.
3) Begin revisions to the 35% design.

Issues: None.
### SAN BRUNO GRADE SEPARATION

#### BUDGET:

<table>
<thead>
<tr>
<th>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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**Total**

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<th>Expended to Date</th>
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</table>

#### Issues:

Funding of $23.0 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 the 35% Design Contract Documents only.

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

Future Activities:
Jan - Mar 2009  (1) Achieve final project close-out and document control activities.

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

#### BUDGET:

<table>
<thead>
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</table>

**Issues:** The project is forecasting a potential underrun of about $200K from the Current Board Approved Funding.

**OTHER:** None.
SCOPES: The San Francisco Roadway Bridges Replacement project upgrades the JPB owned vehicular bridges located at 22nd Street, 23rd Street and Paul Avenue and includes:

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.

Progress:

(1) The Historic Property Survey Report, the Finding of Adverse Effect, Section 4(f) report and the Draft Memorandum of Agreement (MOA) were submitted to Caltrans for their review and subsequent transmittal to the State Historic Preservation Office (SHPO).
(2) Design Consultant responded to JPB 35% Engineering comments.
(3) Design held at the 35% Design stage until Environmental Clearance is received.

Future Activities:

(1) Anticipate Caltrans review and subsequent submittal of environmental clearance documents to SHPO.
(2) Caltrans and SHPO to review draft MOA.

Issues:

The 22nd and 23rd Street Bridges are classified as State Historic Structures which require approval through the State Historic Preservation Office and will require a Memorandum of Agreement for mitigation efforts. The revised environmental approval process has delayed the project schedule by seven months.
SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT

BUDGET:

<table>
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<th>(c)</th>
<th>(d)</th>
<th>(e) = (a - d)</th>
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Issues:

- Estimate at Completion of about $3.0 million is for design only.
- Securing project funding for construction will be considered as part of the annual FY2010 capital budget development process.
- Construction is pending approval of Federal Highway Administration (FHWA) funds from Caltrans and local match from the SF Municipal Transportation Agency (SFMTA).

Other:

None.
PCJPB QUARTERLY REPORT

SAN MATEO BRIDGES REHABILITATION, GRADE MODIFICATIONS, AND RELATED TRACK WORK

SCOPE:
This project will rehabilitate San Mateo bridges at: Poplar, Santa Inez, Monte Diablo, and Tilton. The project provides for 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) Build retaining walls along the project limits to accommodate the new track profile, (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:

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<td>2/1/09</td>
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<td></td>
</tr>
</tbody>
</table>

Progress:

(1) Met with the City of San Mateo to discuss the Construction and Maintenance (C&M) Agreement with JPB.
(2) Completed Caltrans' environmental requirements and follow up on the Environmental document approval.
(3) Resolved the 95% comments and initiated work on the 100% IFB package.
(4) Continued coordination of utilities relocation with PG&E, Cal Water and Fiber Optic company.

Future Activities:

(1) Complete the 100% IFB package and conduct a Phase Gate meeting for advertisement approval.
(2) Complete the necessary environmental clearance work.
(3) Continue community relations work with external stakeholders on the construction of the project.
(4) If approved at the Phase Gate meeting, advertise project for bids.

Issues:
Federal Highway Administration (FHWA) has agreed to allow FTA to be the lead Agency for the NEPA Clearance. Project schedule has been extended by 3 months due to revised environmental clearance requirements.
## SAN MATEO BRIDGES REHABILITATION, GRADE MODIFICATIONS, AND RELATED TRACK WORK

### Issues:
Securing additional funding for the balance of the project will be considered as part of the FY10 capital budget development process.

### OTHER:
None.

### BUDGET:

<table>
<thead>
<tr>
<th>Segment Group</th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
<th>(e) = (a - d)</th>
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</table>

### Project Budget / Cost Status

![Project Budget / Cost Status Chart]

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

---

**Page 45**
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.

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<td>15590</td>
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</tbody>
</table>

Progress:
Oct - Dec 2008
(1) Received and evaluated (9) bids for At-Grade Crossing proposal.
(2) Received Board approval to award Construction contract.
(3) Received bids for Signal Optimization proposal. Started bid evaluation.
(4) Met with the Construction Management (CM) team.

Future Activities:
Jan - Mar 2009
(1) Issue Limited Notice to Proceed (LNTP) to construction contractor. Conduct Pre-construction meeting.
(2) Finalize bid evaluation and prepare Board recommendation for Signal Optimization construction contract.
(3) Finalize work directives for CM and Design Services During Construction (DSDC).
(4) Begin construction work on mini-high platforms and Zone 1 (25th Avenue - San Mateo).

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

### BUDGET:

<table>
<thead>
<tr>
<th>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>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Construction</td>
<td>$12,050,546</td>
<td>$155,480</td>
<td>$880,480</td>
<td>$9,825,000</td>
<td>$2,225,546</td>
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<tr>
<td>Construction Management</td>
<td>$1,393,983</td>
<td>$55,598</td>
<td>$249,666</td>
<td>$1,965,000</td>
<td>$(571,017)</td>
</tr>
<tr>
<td>Administration</td>
<td>$1,802,476</td>
<td>$1,099,014</td>
<td>$1,099,014</td>
<td>$2,448,000</td>
<td>$(645,524)</td>
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<tr>
<td>Contingency</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$979,950</td>
<td>$(979,950)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$17,200,000</strong></td>
<td><strong>$3,291,345</strong></td>
<td><strong>$4,212,910</strong></td>
<td><strong>$17,200,000</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>

### Project Budget / Cost Status

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

### Issues:
None.

### 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 (Main Track #2) through the station area, and a relocated turnout of MT2 at the south end of the station.

Issues: None.

SCHEDULE:

Progress:
Oct - Dec 2008
(1) Filed Finding of No Effect (FOE) document with Federal Transit Administration (FTA).
(2) Continued changes to the issue for Bid (IFB) construction package.

Future Activities:
Jan - Mar 2009
(1) Finalize changes to the IFB construction package.
(2) Assemble bid documents and forward construction contract documents to the Contracts and Procurement group for advertising.

Issues:
(1) This project will be packaged for construction with the South Terminal Project for cost and schedule effectiveness, and better project management due to the close proximity of the two sites.
(2) Requested changes to design documents, including changes to staging plans, lighting fixtures and locations, new signage and locations, communications design, and signal plans, have delayed finalizing the IFB construction package.
### SANTA CLARA STATION IMPROVEMENTS PROJECT

#### BUDGET:

<table>
<thead>
<tr>
<th>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>$1,490,000</td>
<td>$2,075,957</td>
<td>$2,094,934</td>
<td>$2,238,816</td>
<td>($748,816)</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$300,000</td>
<td>$0</td>
<td>$0</td>
<td>$300,000</td>
<td>$0</td>
</tr>
<tr>
<td>Construction</td>
<td>$17,351,291</td>
<td>$136,026</td>
<td>$277,133</td>
<td>$17,351,291</td>
<td>$0</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$1,825,000</td>
<td>$30,688</td>
<td>$41,861</td>
<td>$1,825,000</td>
<td>$0</td>
</tr>
<tr>
<td>Administration</td>
<td>$2,816,300</td>
<td>$928,797</td>
<td>$928,797</td>
<td>$2,446,139</td>
<td>$370,161</td>
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<tr>
<td>Contingency</td>
<td>$2,217,409</td>
<td>$0</td>
<td>$0</td>
<td>$1,838,754</td>
<td>$378,655</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$26,000,000</strong></td>
<td><strong>$3,171,468</strong></td>
<td><strong>$3,342,725</strong></td>
<td><strong>$26,000,000</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>

#### Project Budget / Cost Status

![Graph showing budget status](image)

#### Issues:
None.

#### 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 drop-off area on the south east corner on Executive Drive, (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:
None.

SCHEDULE:

The current schedule has slipped by (11) months from the baseline schedule as a result of continued negotiations with the UPRR regarding Right-of-Way issues at the South San Francisco station. Timing for the agreement with the UPRR is unknown at this time, but has been targeted for February 2009. The 100% design which has been completed and has been reviewed by JPB will have to be modified in accordance with the results of the agreement. Revising the 100% design and review of the revised 100% design would push completion of final design to the end of June 2009. The cost and schedule impacts to the project are being analyzed.

Progress:

Oct - Dec 2008
(1) Negotiations continue with UPRR regarding loading dock, spoils, come-out signal and operations during construction.
(2) Conducted final JPB review of the Cooperative (Co-Op) Agreement between Caltrans, City of South San Francisco, and PCJPB.
(3) Conducted final JPB review of the Construction & Maintenance (C&M) Agreement between the City of South San Francisco and PCJPB.
(4) Continued working with the City of South San Francisco and Caltrans on purchase/lease issues.

Future Activities:
Jan - Mar 2009
(1) Continue negotiations with UPRR regarding loading dock, spoils, come-out signal and operations during construction.
(2) Continue negotiations between Caltrans and the City of SSF for property acquisitions, C&M agreement, and Co-Op agreement.

Issues:
The current schedule has slipped by (11) months from the baseline schedule as a result of continued negotiations with the UPRR regarding Right-of-Way issues at the South San Francisco station. Timing for the agreement with the UPRR is unknown at this time, but has been targeted for February 2009. The 100% design which has been completed and has been reviewed by JPB will have to be modified in accordance with the results of the agreement. Revising the 100% design and review of the revised 100% design would push completion of final design to the end of June 2009. The cost and schedule impacts to the project are being analyzed.
SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

BUDGET:

<table>
<thead>
<tr>
<th>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>$10,294,760</td>
<td>$4,832,098</td>
<td>$4,888,989</td>
<td>$5,300,000</td>
<td>$4,994,760</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$4,595,875</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$1,500,000</td>
<td>$3,095,875</td>
</tr>
<tr>
<td>Construction</td>
<td>0</td>
<td>$155,282</td>
<td>$163,571</td>
<td>$31,293,372</td>
<td>($31,293,372)</td>
</tr>
<tr>
<td>Construction Management</td>
<td>0</td>
<td>$78,467</td>
<td>$78,467</td>
<td>$4,404,880</td>
<td>($4,404,880)</td>
</tr>
<tr>
<td>Administration</td>
<td>$16,085,563</td>
<td>$1,491,995</td>
<td>$1,491,995</td>
<td>$4,930,000</td>
<td>$11,155,563</td>
</tr>
<tr>
<td>Contingency</td>
<td>$5,129,128</td>
<td>0</td>
<td>0</td>
<td>$3,723,015</td>
<td>$1,406,113</td>
</tr>
<tr>
<td>Total</td>
<td>$36,105,327</td>
<td>$6,577,842</td>
<td>$6,643,022</td>
<td>$51,151,267</td>
<td>($15,045,940)</td>
</tr>
</tbody>
</table>

Issues:
The following scope changes were approved and included in 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 relocated Shuttle/ Drop-off area have been included; final cost impact will be re-evaluated upon completion of the final design.

Securing additional funding for the balance of the project will be considered as part of the FY10 capital budget development process, and will be discussed with the appropriate funding partners.

OTHER:
None.
SCOPES:
The South Terminal Station Project includes construction of two new platforms at the Diridon Station with stairs and ADA ramps to access the existing pedestrian underpass. The platforms will include canopies, signage, mini-high platforms and Ticket Vending Machine (TVM), Visual Message System (VMS), Public Address System (PA), Closed Circuit Television (CCTV), and Card Interface System (CID). The project also includes removal of the maintenance facilities located in the terminal, removal and construction of tracks, installation of new turnouts, fencing, drainage, and maintenance and alteration of the existing signal system to accommodate new track work.

Issues:
None.

SCHEDULE:

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Description</th>
<th>Qty</th>
<th>Est Date</th>
<th>RFI Date</th>
<th>Start Date</th>
<th>Finish Date</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>01194</td>
<td>South Terminal Station...</td>
<td></td>
<td></td>
<td></td>
<td>21-Dec-11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase Gate/Systemwide Reviews</td>
<td>676</td>
<td>8</td>
<td>18%</td>
<td>16-Mar-27A</td>
<td>25-Jan-90</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conceptual/Study</td>
<td>404</td>
<td>8</td>
<td>18%</td>
<td>25-Apr-28A</td>
<td>21-Dec-76A</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental</td>
<td>495</td>
<td>60</td>
<td>87%</td>
<td>25-Apr-28A</td>
<td>21-Dec-76A</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding</td>
<td>499</td>
<td>25</td>
<td>93%</td>
<td>25-Sep-28A</td>
<td>25-Jan-90</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering Design</td>
<td>499</td>
<td>25</td>
<td>93%</td>
<td>25-Sep-28A</td>
<td>25-Jan-90</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Right of Way</td>
<td>515</td>
<td>25</td>
<td>94%</td>
<td>25-Sep-28A</td>
<td>25-Jan-90</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Procurement/Bid &amp; Awards</td>
<td>414</td>
<td>250</td>
<td>37%</td>
<td>01-Aug-28A</td>
<td>01-Sep-90</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
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<td>675</td>
<td>8%</td>
<td>19-Jan-90</td>
<td>28-Sep-11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Project Closure</td>
<td>93</td>
<td>93</td>
<td>8%</td>
<td>21-Sep-11</td>
<td>22-Dec-11</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Progress:
Oct - Dec 2008
(1) Completed review of the Issue for Bid (IFB) documents for the construction package.
(2) Received bids for the demolition and site cleanup package.
(3) Begin finalizing changes to IFB construction package.
(4) Awarded demolition and site cleanup package at the December Board Meeting.

Future Activities:
Jan - Mar 2009
(1) Complete final changes to IFB construction package.
(2) Assemble bid documents and forward construction contract documents to Contracts and Procurement for advertising.
(3) Issue Limited Notice to Proceed (LNTP) for Demolition and Site Cleanup Package.

Issues:
(1) This project will be packaged for construction with the Santa Clara Project for cost and schedule effectiveness, and better project management due to the close proximity of the two sites.
(2) Requested changes to design documents, including changes to staging plans, lighting fixtures and locations, new signage and locations, communications design, and signal plans, have delayed finalizing the IFB construction package.
SOUTH TERMINAL STATION PROJECT

BUDGET:

<table>
<thead>
<tr>
<th>Segment Group</th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
<th>(e) = (a - d)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Engineering</td>
<td>$2,800,000</td>
<td>$3,486,732</td>
<td>$3,478,623</td>
<td>$3,586,100</td>
<td>($785,100)</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$450,000</td>
<td>$0</td>
<td>$0</td>
<td>$250,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>Construction</td>
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<td>$700,476</td>
<td>$1,414,513</td>
<td>$38,200,000</td>
<td>$0</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$4,000,000</td>
<td>$65,713</td>
<td>$65,713</td>
<td>$4,000,000</td>
<td>$0</td>
</tr>
<tr>
<td>Administration</td>
<td>$3,850,000</td>
<td>$1,524,007</td>
<td>$1,524,007</td>
<td>$3,720,000</td>
<td>$130,000</td>
</tr>
<tr>
<td>Contingency</td>
<td>$8,600,000</td>
<td>$0</td>
<td>$0</td>
<td>$8,144,900</td>
<td>$455,100</td>
</tr>
<tr>
<td>Total</td>
<td>$57,900,000</td>
<td>$5,776,928</td>
<td>$6,482,856</td>
<td>$57,900,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

Issues:
The total project cost of $57.9 million reflects the funding needed if the project is bid separately from the Santa Clara Station Improvement project. The construction contract for the South Terminal Station Project and Santa Clara Improvement Project will be bid together, resulting in an anticipated cost savings of approximately $5.0 million for the combined project.

OTHER:
None.
The annual 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 for FY2009:

1) Main track turnout replacement.
2) Replace stock rails and points at ends of #20 passing tracks on an as-needed basis.
3) Production rail joint replacement.
4) Remove old or bonded over insulated joints.
5) Production ties and surfacing.
6) Purchase of grade crossing panels for crossing rebuilds.
7) Surface grade crossings.
8) Bulk purchase and stockpile ballast for maintenance projects.
9) Raise bridge approach and grade crossing.
10) Rebuild grade crossing.
11) Purchase CWR for future rail relay projects.
12) Purchase small tools and equipment required for track maintenance activities.

Issues: None.

Future Activities:

1) Continue systemwide track maintenance on an as-needed basis.
2) Continue inspection and preventative testing.

Issues: None.
BUDGET:

<table>
<thead>
<tr>
<th>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>$100,000</td>
<td>$30,055</td>
<td>$115,600</td>
<td>$115,600</td>
<td>$(15,600)</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>
<td>$6,715,000</td>
<td>$3,242,818</td>
<td>$3,944,809</td>
<td>$7,051,100</td>
<td>$(338,100)</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$190,000</td>
<td>$(190,000)</td>
</tr>
<tr>
<td>Administration</td>
<td>$1,785,000</td>
<td>$554,247</td>
<td>$554,247</td>
<td>$1,701,000</td>
<td>84,000</td>
</tr>
<tr>
<td>Contingency</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>$8,600,000</td>
<td>$3,827,120</td>
<td>$4,614,656</td>
<td>$9,057,700</td>
<td>$(457,700)</td>
</tr>
</tbody>
</table>

**PROJECT BUDGET / COST STATUS**

**Issues:**

The current project EAC is over the Current Board Approved Budget by $458K. Approximately $336K of this overrun will be reimbursed with funding transferred to this project from other projects for the material purchases. The remaining $120K may be covered by underruns from other capital projects.

**OTHER:** None.
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Disadvantaged Business Enterprise (DBE) Quarterly Status Report

As of: Q1 Federal Fiscal Year (FFY) 2009
(From October 1 to December 31, 2008)

The following is a summary of the PCJPB’s DBE Status:

<table>
<thead>
<tr>
<th>Status</th>
<th>Q1 FFY09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount of Contracts Awarded</td>
<td>$14,298,548</td>
</tr>
<tr>
<td>Amount of Contracts Awarded to DBEs</td>
<td>$2,387,510</td>
</tr>
<tr>
<td>Overall Annual Goal in %</td>
<td>13.0%</td>
</tr>
<tr>
<td>% DBE Attainment</td>
<td>16.7%</td>
</tr>
<tr>
<td>% Over/(Under) Goal</td>
<td>+3.7%</td>
</tr>
</tbody>
</table>
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.
## Performance Status (Traffic Light) Criteria

<table>
<thead>
<tr>
<th>SECTIONS</th>
<th>On Target (GREEN)</th>
<th>Moderate Risk (YELLOW)</th>
<th>High Risk (RED)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. SCOPE</td>
<td>(a) Scope is consistent with Budget or Funding.</td>
<td>(a) Scope is NOT consistent with Budget or Funding.</td>
<td>(a) Significant scope changes / significant deviations from the original plan.</td>
</tr>
<tr>
<td></td>
<td>(b) Scope is consistent with other projects.</td>
<td>(b) Scope appears to be in conflict with another project.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(c) Scope change has been mitigated.</td>
<td>(c) Scope changes have been proposed.</td>
<td></td>
</tr>
<tr>
<td>2. BUDGET</td>
<td>(a) Estimate at Completion forecast is within plus /minus 5% of the Current Approved Funding.</td>
<td>(a) Estimate at Completion forecast exceeds Current Approved Funding between 5% to 10%.</td>
<td>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.</td>
</tr>
<tr>
<td></td>
<td>(a) Project milestones / critical path are within plus/minus two months of the current baseline schedule.</td>
<td>(a) Project milestones / critical path show slippage. Project is more than two to six months behind the current baseline schedule.</td>
<td>(a) Project milestones / critical path show slippage more than two consecutive months. Project is more than six months behind the current baseline schedule.</td>
</tr>
<tr>
<td></td>
<td>(b) Physical progress during the report period is consistent with incurred expenditures.</td>
<td>(b) No physical progress during the report period, but expenditures have been incurred.</td>
<td>(b) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</td>
</tr>
<tr>
<td></td>
<td>(c) Schedule has been defined.</td>
<td>(c) Detailed baseline schedule NOT finalized.</td>
<td>(c) Schedule NOT defined for two consecutive months.</td>
</tr>
<tr>
<td>3. SCHEDULE</td>
<td>(a) Expenditure is consistent with Available Funding.</td>
<td>(a) Expenditure reaches 90% of Available Funding, where remaining funding is NOT yet available.</td>
<td>(a) Expenditure reaches 100% of Available Funding, where remaining funding is NOT yet available.</td>
</tr>
<tr>
<td></td>
<td>(b) All funding has been secured or available for scheduled work.</td>
<td>(b) NOT all funding is secured or available for scheduled work.</td>
<td>(b) No funding is secured or available for scheduled work.</td>
</tr>
<tr>
<td>4. FUNDING</td>
<td>(a) Project progresses as planned.</td>
<td>(a) Significant Engineering challenges threaten to alter the scope of the project.</td>
<td>(a) Project Work Plan has NOT been approved for the 3rd consecutive month.</td>
</tr>
<tr>
<td></td>
<td>(b) Project Work Plan has not been submitted.</td>
<td>(b) Project Work Plan has not been submitted.</td>
<td>(b) Contract or Work Directive for work pending to start is NOT in place.</td>
</tr>
<tr>
<td></td>
<td>(c) Redesign is required for a major project element.</td>
<td>(c) Redesign is required for a major project element.</td>
<td></td>
</tr>
</tbody>
</table>