Preliminary FY2015 Capital Budget

Board of Directors
May 1, 2014

Outline

• Review Budget Goals
• Overview of the FY2015 Capital Budget
• Highlights of Key Capital Projects
• Program Costs
• Funding Sources
• JPB Member Contribution Requirements
Review Budget Goals

- Invest in infrastructure & equipment improvements to maintain system in a state of good repair
- Invest in the rehabilitation & replacement of components for the rail vehicles to ensure fleet availability
- Continue system safety improvements
- Continue planning & management for the Caltrain Modernization Program

Overview: FY2015 Capital Budget Needs
Total: $109.1 million
FY2015 Constraints

• Preliminary budget is not yet balanced
• Continuing to work with MTC for the State of Good Repair/FTA funds
• Funds are limited, but partners have committed $10.5M total

Capital Project Highlights

State of Good Repair
• Station and Intermodal Access
  – Repair and maintain stations throughout the Caltrain Right of Way
• Right of Way/Signal and Communications
  – Maintain track and related structures
  – Repair and maintain signal and communications systems
• Rolling Stock
  – Locomotive mid-life overhaul
Capital Project Highlights

Caltrain Modernization

• Rolling Stock Replacement
  – Ongoing planning and analysis to support procuring of rolling stock for new electrified service

• Electrification
  – Finalize preliminary engineering, begin activities in preparation of design/build contract for electrification of right of way

Legal Mandates and Required Enhancements

• CBOSS/PTC program
  – Provide full funding through completion

• Railroad bridge load ratings
  – Inspection and documentation of Caltrain’s 103 railroad bridges per FRA mandate
Capital Project Highlights

Operational Improvements/Enhancements
• Continue installation of fencing along the main rail corridor to reduce trespassing
• Prepare preliminary engineering and environmental documents for the 4th track between SJ Diridon and maintenance facility

Support for the Caltrain Capital Program
• Project development and management along with contingency funding

FY2015 Current Anticipated Partner Contributions

<table>
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<th>Funding Committed from each JPB Partner:</th>
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<tbody>
<tr>
<td>San Mateo County</td>
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<td>Santa Clara County</td>
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<td>San Francisco</td>
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<td><strong>Total</strong></td>
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Critical Ongoing Capital Needs

- FTA and FRA renewed focus on transit agencies’ State of Good Repair
- Track, signal, communications and rolling stock require consistent, ongoing maintenance
- Deferral of regular maintenance causes system delays, decreased service levels leading to ridership declines

Next Steps

- Review capital program needs and reduce overall ask
- Finalize commitment from partner agencies
- Negotiate FTA funds on hold with MTC
- Present balanced budget to the Board in June
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