



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

March 6, 2008 - Thursday

10:00 a.m.

1. Pledge of Allegiance
2. Swearing-in of Sean Elsbernd, Representing the San Francisco Board of Supervisors
3. Call to Order/Roll Call
4. Public Comment
5. Consent Calendar MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of February 7, 2008
 - b) Acceptance of the Statement of Revenues and Expenses, January 2008
6. Chairperson's Report RESOLUTION
 - a) Resolution of Appreciation to Sophie Maxwell
7. MTC Liaison Report (Sue Lempert)
8. Report of the Citizens Advisory Committee
9. Report of the Executive Director
 - a) Caltrain Performance Report – January 2008
10. Authorization to Award a Contract to L.B. Foster for the Purchase and Delivery of New Continuous Welded Rail for a Total Price of \$2,036,464 RESOLUTION
11. Authorize Amendment and Extend the Agreement with San Mateo County Transit District to Underwrite a Portion of Law Enforcement and Police Communications Services Pursuant to an Agreement with the County of San Mateo for a Total Not-to-Exceed Cost of \$8,417,117 RESOLUTION
12. Quarterly Capital Progress Report INFORMATIONAL
13. Correspondence
14. Board Member Requests
15. Date/Time of Next Meeting
Thursday, April 3, 2008, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
16. Report of Legal Counsel
 - a) Closed Session: Anticipated Litigation 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. Assisted listening devices are available upon request. 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 AM. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 6 PM 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.

Action

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

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.

**Peninsula Corridor Joint Powers Board
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA 94070**

Draft

**Minutes
February 7, 2008**

MEMBERS PRESENT: J. Cisneros, D. Gage, J. Hartnett (Chair), J. Hill, A. Lloyd, F. Williams, K. Yeager

MEMBERS ABSENT: N. Ford

MTC LIAISON: S. Lempert

STAFF PRESENT: G. Cameron, C. Cavitt, B. Doty, V. Harrington, C. Harvey, R. Haskin, R. Lake, G. Lambert, M. Lee-Skowronek, M. Martinez, I. McAvoy, N. McKenna, D. Miller, M. Rush, M. Scanlon, J. Siino, M. Simon

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

PUBLIC COMMENT

Jeff Carter, Burlingame, reported that KCBS radio does not give updates on Caltrain during the traffic updates. The transit oriented developments (TODs) in San Carlos and Millbrae have been in the paper recently. Mr. Carter said he hopes these developments don't prohibit the possibility of four tracks through the area.

CONSENT CALENDAR

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

- a) Approval of Minutes of January 3, 2008
- b) Acceptance of the Statement of Revenues and Expenses, December 2007
- c) Authorization to File Applications to MTC to Program FTA Section 5307 and 5309 Funds in FY09

CHAIRPERSON'S REPORT

Chair Harnett reported that Director Sophie Maxwell has resigned from the Board and that she will be missed. The Board has a resolution that will be presented to her at a future meeting.

MTC LIAISON REPORT

Sue Lempert, MTC Liaison, reported that MTC is moving ahead and getting a lot of input on its 2035 plan. MTC will be meeting with Santa Clara, City/County Association of Governments of San Mateo County (C/CAG), the San Mateo County Transportation Authority, San Francisco and Marin counties to continue to get input. The policy committee, comprised of representatives from San Francisco Bay Conservation and Development Commission (BCDC), Association of Bay Area Governments (ABAG), MTC and the California Air Resources Board, is meeting to discuss property developments.

Forrest Williams arrived at 10:11 a.m.

Director Gage asked about the TODs and land use with the cities. Director Gage said the cities need to prove they are willing to build the densities and if not, then TOD projects should be proposed at cities that are willing to do so.

Ms. Lempert said there is a planning grants program and seed money is given depending on the thresholds that are met.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported the following:

- San Francisco Supervisor Sean Elsbernd will be replacing Director Maxwell on the JPB Board.
- Performance Statistics for December 2007 compared to December 2006:
 - a. Total Ridership was 853,402, an increase of 6.5 percent.
 - b. Average Weekday Ridership was 32,646, an increase of 6.3 percent.
 - c. Total Revenue was \$2,826,081, an increase of 14.8 percent.
 - d. On-time Performance was 95.1 percent, a decrease of 2.5 percent.
 - e. Caltrain Shuttle Ridership was 4,102, an increase of 8.0 percent.
- Year-to-Date Statistics:
 - a. Total Ridership was 5,868,492, an increase of 7.8 percent.
 - b. Average Weekday Ridership was 37,097, an increase of 7.5 percent.
 - c. Total Revenue was \$19,652,683, an increase of 15.8 percent.
 - d. On-time Performance was 93.5 percent, a decrease of 1.5 percent.
 - e. Caltrain Shuttle Ridership was 5,094, an increase of 7.8 percent.
- At last month's meeting, the possibility of an Amtrak strike was discussed. Nine of the unions have reached an agreement, but the retroactive pay and delayed wage increases could have a significant impact on the budget.
- Staff is starting to prepare the budget for FY09, which will have another structural deficit. There has been a significant increase in the cost of fuel and the impact of wage increases for Amtrak will be substantial.
- Fuel continues to be a problem. Year-to-date fuel is at \$2.59 per gallon, approximately 8 percent over the budgeted amount of \$2.40. Gigi Harrington, Chief Financial Officer, will be presenting the Board with a budget amendment based on increased revenue to help fund the fuel expense.
- On March 3 the 98-train schedule begins.
- A pilot shuttle program between the Belmont and Hillsdale stations begins on March 3. Parking will be free at the Belmont station. The pilot program will run through June 2009.
- The Caltrain SRTP is on the agenda for approval today. There remains a need for creative dialogue between the partner agencies and the MTC. An electrified railroad will work well with TODs.
- Chair Hartnett sent a letter and a T-shirt to the presidential candidates inviting them to ride Caltrain when they are in California campaigning.
- The Safety and Security report is in the reading file. A contract was awarded for more fencing in December. VTA is working on fencing in Santa Clara County.

**APPOINTMENT OF NEW JPB CAC MEMBER, FRANCOIS GRANADE,
REPRESENTING SAN FRANCISCO COUNTY**

Director José Cisneros reported that 14 applications were received and Francois Granade was chosen to represent San Francisco County on the JPB CAC. Mr. Granade commutes daily from San Francisco to San Carlos.

The appointment (Cisneros/Gage) of Francois Granade to the JPB CAC representing San Francisco County was approved.

ADOPTION OF CALTRAIN SHORT RANGE TRANSIT PLAN (FY2008-2017)

Marian Lee-Skowronek, Director of Planning and Development, said staff is requesting the approval of the 10-year STRP. The draft document was presented to the CAC and posted to the Web. Two key messages in the draft document presented last month were the need to address the structural deficit and solidifying the funding for the capital plan. Staff sought comments and spent time reviewing the SRTP with the JPB partners. Balancing Caltrain's budget over the next six years is the most pressing challenge to be addressed. The ridership forecast, which is one of the driving factors, will need to be updated. Staff will be working closely with the partner agencies to update the travel forecast for the electrification ridership and to prioritize capital projects and strive for longer-term commitments to specific projects. On the capital plan, all the partners agree the overall funding proposed from the partners and other sources is reasonable, but timing and commitment to specific projects will need further coordination. With board adoption, staff will be able to finalize the document and submit it to MTC for its planning and programming purposes.

Ms. Lempert asked about electrification and how it is being dealt with in the report since there is a substantial shortfall and it is a concern at MTC. MTC wants to keep this project in the top priority of 3434 projects.

Mr. Scanlon said there is commitment to capitalization and VTA already said they are committed to one-third and are in as long as the other agencies are in for their third of the share. Staff is crunching the latest numbers and hope to have them within the next 60 days. We are working as a partnership to find traditional pay-as-you-go type funds that we've had and other types of monies that we can get.

Director Ken Yeager said he had not seen the draft plan. Director Yeager hoped there still would be an electrification workshop and some of these items could be sorted out, especially the operating costs.

Mr. Scanlon said there are some big hurdles, but if we get past these hurdles there are some great opportunities ahead.

Public Comment

Jeff Carter, Burlingame, thanked staff for getting his comments out to everyone for this meeting. Mr. Carter said there is a need to get a dedicated source of funding for Caltrain as soon as possible. He said it is good to see planned improvements to the signals and service. If possible, electrification should be accelerated.

The motion (Lloyd/Hill) to adopt the Caltrain Short Range Transit Plan was approved unanimously by roll call.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Bruce Jenkins, CAC Chair, reported the January meeting was held at AT&T Park. At the January meeting the committee received a presentation on the Caltrain Short Range Transit Plan (SRTP) and Michelle Bouchard gave a performance report. CAC members are getting a lot of comments on a limited-stop schedule on weekends and the BART shuttle at Millbrae.

AUTHORIZATION TO AMEND THE FISCAL YEAR 2008 OPERATING BUDGET BY \$1,878,491 FOR A NEW TOTAL OF \$89,956,069

Gigi Harrington, Chief Financial Officer, said staff is requesting that the increased fare revenue through December be moved into key budget categories to help offset the fuel costs. Staff also is proposing to recognize some received operating grants not included in the adopted FY08 budget to fund the shuttle program, add a small amount of money for security programs and to fund the debt service for eight Bombardier cars.

Public Comment

Pat Giorni, Burlingame, said that on page two of the staff report, there is a budget notation for the Caltrain Bicycle Master Plan costing \$250,000. It states the focus is on increasing ridership by retaining the existing and attracting additional bicyclists. What is not stated is that the plan's principal purpose is to not find alternatives to having bicyclists bring their bikes on Caltrain. Ms. Giorni stated an ad hoc committee has been developed to add more bikes on the train. She asked for data on how many bicyclists are bumped from the trains on a daily basis.

Jeff Carter, Burlingame, spoke about the bike capacity issue. Mr. Carter was not able to get on train 230 and 332 this morning as the bike capacity was full and was almost bumped off of train 134 at Millbrae as the bike capacity was at maximum capacity.

Director Cisneros said that money is in the budget to help fund the bike study. Director Cisneros requested an update on the progress of the Bike Master Plan in the not-too-distant future.

Director Forrest Williams said the money being moved is from the revenues through the end of December. He asked for the projections for the remaining six months and whether we will be within budget.

Ms. Harrington said she is always hopeful that we make budget and that for January we will make or slightly exceed budget.

The motion (Hill/Cisneros) to amend the FY08 operating budget was approved unanimously by roll call.

AUTHORIZATION TO APPOINT AN INVESTMENT ADVISOR TO EXTEND ADVICE ON PORTFOLIO INVESTMENTS FOR THE JPB

Gigi Harrington, Chief Financial Officer, said this recommendation is to append onto the contract with Epic Wealth Management (EWM) that is going to the San Mateo County Transit District Board next week. This recommendation would enable staff to place some of the Caltrain funds into another investment portfolio where, historically we have been able to earn slightly

more than what the San Mateo County pool of invested funds is earning for us and also at a lower fee structure. The JPB funds are primarily for capital programs, about \$30 million-\$35 million. About \$29 million is invested in the county pool; the remainder is in the Local Agency Investment Fund. Both the county pool and the LAIF are liquid. Staff is not proposing to place all of the funds in a portfolio with a longer duration because we use about \$16 million a month when we are in a construction phase to run both our operations and construction. We are suggesting over time to move up to \$10 million from the county pool to a longer duration portfolio.

Director Jerry Hill asked if the JPB has an investment policy. Ms. Harrington said yes and it is approved annually by the Board.

Director Hill asked if the investment policy allows for the types of investments that Bill Osher of EWM recommends. Ms. Harrington said that none of the JPB funds would be placed into any instrument that is not allowed by the investment policy. Ms. Harrington said the focus of the SamTrans investment advisor is always safety first and liquidity second. She said that there are corporate instruments in the portfolio and they are all AA and AAA. Ms. Harrington said staff will make sure that the JPB investments follow the investment policy.

Director Hill suggests that staff speak with the county treasurer as he thinks he would be willing to renegotiate the fees so that we can save money.

Director Cisneros said that as a county treasurer it would be difficult for him to vote for moving money out of the county fund, but it is done in San Francisco. He also said that he couldn't dispute anything that's in the staff report.

The motion (Hill/Lloyd) to appoint an investment advisor to extend advice on portfolio investments for the JPB was approved (6/1) by roll call with Director Cisneros voting no.

AUTHORIZATION TO USE THE COMPETITIVE NEGOTIATION PROCUREMENT PROCESS TO PROCURE A PREDICTIVE ARRIVAL/DEPARTURE SYSTEM

Cheryl Cavitt, Director of Contracts and Procurement, said Staff Coordinating Council recommends that the Board authorize the use of a competitive negotiation procurement process in accordance with the California Public Contract Code in lieu of using a sealed bid method of bidding to procure a predictive arrival and departure system. Approval of this method will allow staff to consider other factors in selecting the proposal that would be the best value to the JPB. The purpose of this procurement is to enhance the existing predictive arrival/departure system. This real-time information will be provided to the passengers and transmitted to MTC for 511.org. This project is going to be funded from Regional Measure 2 funds that were generated from increase of tolls on the Bay Area bridges.

The motion (Lloyd/Williams) to use the competitive negotiation procurement process to procure predictive arrival/departure system was approved unanimously by roll call.

CALTRAIN CUSTOMER SURVEY KEY FINDINGS

Rita Haskin, Chief Communications Officer, reported the key findings from the Caltrain on-board survey conducted October 2-17, 2007. The objective of the survey was to find out who are our passengers, their trip purpose, how frequently they ride and their level of satisfaction.

- 66 percent of our passengers ride four or more days per week.
- 75 percent of our passengers are weekday peak customers who ride four or more days per week.
- 63 percent of our passengers have cars.
- 74 percent of our passengers use Caltrain to get to work.
- The top reason our passengers use Caltrain is to avoid traffic.
- 50 percent of our weekday passengers use a monthly pass; on weekends 47 percent are purchasing one-way tickets.
- The top means our passengers use to get to a station is by car.
- Overall our weekday passengers had a favorable experience with a 4.02 out of 5.0 rating. Weekend riders scored Caltrain higher.
- The majority of our passengers receive their information on the train.
- The top sources of local news were Channel 2, San Francisco Chronicle and KQED radio.
- The average age of our passenger is 37.
- The majority of our weekday peak riders are employed full time.
- From 2003 to 2007, the largest growth in reasons for riding the train was to help the environment, which more than doubled.

Director Gage asked about how much of the survey was on parking. Ms. Haskin said there was one question asking if the passenger parked at the station, but not the ease of parking. Director Gage said the Diridon station has parking machine issues.

Director Yeager asked about the type of questions that are asked. Ms. Haskin said this survey is supplemental to the annual Amtrak survey which asks about customer satisfaction. The next Amtrak customer satisfaction survey will be in June.

Director Yeager said that the proposed marketing plans do not tie to the environment for attracting new customers as the main reason for riding. Ms. Haskin said that in April, Marketing will be running “Carbon Footprints” and “Dump the Pump” ads, both of which send environmental messages.

Ms. Lempert said passengers should receive some type of recognition or reward for taking the train and saving the environment, possibly just with a sign saying that by taking this train you are saving the environment. Ms. Lempert also said that there needs to be bigger directional and destination signage. Ms. Lempert said that there was nothing in the survey that showed the percentage of cyclists. Ms. Haskin said 7 percent access the station via bicycling.

Ms. Lempert said there are really two categories, those who ride their bikes to the station and those who take their bikes on the trains. Mr. Scanlon said there are about 2,300 bikes on the train daily. Mr. Scanlon said there is bicycle parking for about 1,200 bikes and we are using about 800, not including San Francisco’s new station.

Director Williams asked if passengers can purchase tickets on-line. Ms. Haskin said not at this time, but it’s something staff is looking into.

Public Comment

Pat Giorni, Burlingame, said the survey does not reflect any information on bicyclists on-board and the number that are not allowed to board.

Jeff Carter, Burlingame, said it would be good to know how many bicyclists are bumped. The confusion on the platform is seen all the time, especially at Burlingame. Mr. Carter would like to see more detailed statistics and the monthly pass should be priced differently since more of the passengers ride only four days a week. Customers need to be aware of the monthly pass and the amount of money they can save.

Ed DeLanoy, San Carlos, said that Caltrain doesn't act like a transit system.

CORRESPONDENCE

Provided in the reading file.

BOARD MEMBER REQUESTS

None.

DATE/TIME OF NEXT MEETING

Thursday, March 6, 2008, 10 a.m. at San Mateo County Transit District Administrative Building, 1250 San Carlos Avenue, San Carlos CA 94070.

REPORT OF LEGAL COUNSEL

David Miller, Legal Counsel, said that he is recommending that the Board adjourn into a short closed session to discuss two matters that are listed on the agenda. One is a matter of pending litigation, Jimenez vs. JPB, and the other is a matter of anticipated litigation. The Ralph M. Brown Act permits closed session discussion of these items.

The meeting adjourned to closed session at 11:30 a.m.

The meeting reopened at 11:45 a.m.

Following the closed session, the Board reconvened in open session and Mr. Miller reported (1) as to the Jimenez lawsuit, instructions have been given to counsel relative to settlement of the case; and (2) as to the matter of anticipated litigation, a supplemental report will be provided to the Board at a future date following due diligence investigation and negotiations by Legal Counsel.

ADJOURNED

The meeting adjourned at 11:50 a.m.

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, 2008 AND SUPPLEMENTAL INFORMATION**

ACTION

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

SIGNIFICANCE

Revenue: For January of Fiscal Year 2008, *Total Operating Revenue* (line 7) is **better** than budget by \$2,445,927 or 9.9 percent. This is due to higher than anticipated *Farebox Revenue* (line 1), *Parking Revenue* (line 2), *Rental Income* (line 4) and *Other Income* (line 5) which together were \$2,458,991 or 10.2 percent **better** than budget and is offset by *Shuttles* (line 3), which is **worse** than budget by \$13,065 or 2.1 percent. Compared to the prior year, *Total Operating Revenue* (line 7) is \$3,584,281 or 15.3 percent **higher**.

Expense: *Grand Total Expense* (line 47) shows a favorable variance of \$3,682,297 or 7.2 percent **better** than budget. *Contract Operating & Maintenance* (line 24) is \$3,314,697 or 10.3 percent **better** than budget, *Facilities and Equipment Maintenance* (line 29) is \$410,165 or 35.7 percent **better** than budget, *Utilities* (line 30) are \$356,055 or 35.7 percent **better** than budget and *Total Administrative Expense* (line 41) is \$553,451 or 11.4 percent **better** than budget. However, shortfalls in these items are due to timing and are expected to approach budget as the fiscal year progresses. *Fuel* (line 26) is \$921,089 or 13.8 percent **worse** than budget as a result of volatility in the fuel market. Fuel was budgeted at \$2.40 per gallon whereas the average price as of the end of January was \$2.59 per gallon. The Board approved the budget amendment at its February meeting for revenue and expense adjustments including an increase in fuel price to \$2.65 per gallon. The changes will be reflected in the February statement.

Compared to prior year, *Grand Total Expense* (line 47) is \$4,698,000 or 11.0 percent ***higher***. The increase in expenses over the prior year are mainly due to the rise in *Contract Operating & Maintenance* (line 24) costs, the increased cost of *Fuel* (line 26) and *Wages & Benefits* (line 35). The current year expenses also include *CEMOF – Startup Expenses* (line 45).

Budget Revisions: There are no budget revisions this month.

Prepared by: Rima Lobo, Manager, Financial Services
Ed Hung, Senior Accountant

650.508.6274
650.508.6358

PENINSULA CORRIDOR JOINT POWERS BOARD

STATEMENT OF REVENUE AND EXPENSE

FISCAL YEAR 2008

JANUARY 2008

% OF YEAR ELAPSED **58.3%**

	MONTH		YEAR TO DATE			ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
(AS PROJECTED)								
REVENUE								
OPERATIONS:								
1 Farebox Revenue	22,683,898	19,625,385	22,683,898	20,836,589	108.9%	36,686,340	36,686,340	61.8%
2 Parking Revenue	1,215,480	1,042,773	1,215,480	1,073,910	113.2%	1,841,000	1,841,000	66.0%
3 Shuttles	620,113	593,639	620,113	633,178	97.9%	1,085,509	1,085,509	57.1%
4 Rental Income	910,121	844,512	910,121	819,340	111.1%	1,401,210	1,401,210	65.0%
5 Other Income	1,640,401	1,379,424	1,640,401	1,261,070	130.1%	2,129,670	2,129,670	77.0%
6								
7 TOTAL OPERATING REVENUE	27,070,014	23,485,733	27,070,014	24,624,087	109.9%	43,143,729	43,143,729	62.7%
8								
CONTRIBUTIONS:								
9								
10 AB-434-Peninsula Feeder Shuttle	603,374	599,418	603,374	603,374	100.0%	1,034,355	1,034,355	58.3%
11 FTA Operating/Planning Grant	78,181	0	78,181	95,859	81.6%	193,000	193,000	40.5%
12 STA Operating Grant	45,360	0	45,360	45,360	100.0%	78,000	78,000	58.2%
13 JPB Member Agencies	22,323,310	18,539,892	22,323,310	22,323,309	100.0%	38,268,530	38,268,530	58.3%
14 Other Sources	629,897	273,850	629,897	629,897	100.0%	5,359,964	6,848,197	9.2%
15								
16 TOTAL REQUIRED REVENUE	23,680,122	19,413,160	23,680,122	23,697,799	99.9%	44,933,849	46,422,082	51.0%
17								
18 GRAND TOTAL REVENUE	50,750,136	42,898,893	50,750,136	48,321,886	105.0%	88,077,578	89,565,811	56.7%
19								
EXPENSE								
20								
OPERATING EXPENSE:								
21								
22								
23								
24 Contract Operating & Maintenance	28,785,211	27,797,776	28,785,211	32,099,908	89.7%	55,847,740	55,847,740	51.5%
25 Shuttles (Including Peninsula Pass)	1,651,747	1,608,416	1,651,747	1,653,482	99.9%	2,834,540	2,834,540	58.3%
26 Fuel	7,578,038	6,126,628	7,578,038	6,656,949	113.8%	11,411,992	11,411,992	66.4%
27 Timetables & Tickets	111,310	60,498	111,310	114,750	97.0%	223,000	223,000	49.9%
28 Insurance	2,241,124	1,850,342	2,241,124	2,222,486	100.8%	3,810,000	3,810,000	58.8%
29 Facilities and Equipment Maintenance	737,368	531,442	737,368	1,147,533	64.3%	2,393,440	2,393,440	30.8%
30 Utilities	642,439	555,786	642,439	998,494	64.3%	1,712,700	1,712,700	37.5%
31 Services	516,589	440,659	516,589	685,294	75.4%	1,162,660	1,162,660	44.4%
32 TOTAL OPERATING EXPENSE	42,263,826	38,971,547	42,263,826	45,578,896	92.7%	79,396,072	79,396,072	53.2%
33								
ADMINISTRATIVE EXPENSE:								
34								
35 Wages & Benefits	3,050,901	2,558,978	3,050,901	3,175,551	96.1%	5,466,425	5,442,942	56.1%
36 Board Of Directors	6,028	7,356	6,028	9,508	63.4%	16,300	16,300	37.0%
37 Professional Services	591,226	541,150	591,226	887,590	66.6%	1,519,350	1,523,208	38.8%
38 Communications/Marketing	59,239	61,149	59,239	182,500	32.5%	331,500	333,000	17.8%
39 Other Office Expense and Services	595,667	545,721	595,667	601,363	99.1%	981,272	999,397	59.6%
40								
41 TOTAL ADMINISTRATIVE EXPENSE	4,303,061	3,714,354	4,303,061	4,856,512	88.6%	8,314,847	8,314,847	51.8%
42								
43 Head End Power (HEP) Debt Service	400,109	212,992	400,109	213,884	187.1%	366,659	366,659	109.1%
44								
45 CEMOF - Startup Expenses	629,897	-	629,897	629,897	100.0%	-	1,488,233	42.3%
46								
47 GRAND TOTAL EXPENSE	47,596,893	42,898,893	47,596,893	51,279,190	92.8%	88,077,578	89,565,811	53.1%

"% 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.



BOARD OF DIRECTORS 2008

JIM HARTNETT, CHAIR
DON GAGE, VICE CHAIR
JOSÉ CISNEROS
NATHANIEL P. FORD, SR.
JERRY HILL
ARTHUR L. LLOYD
SOPHIE MAXWELL
FORREST WILLIAMS
KEN YEAGER

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JANUARY 31, 2008

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
County Pool # 3 (Capital projects, other)	Liquid Cash	4.47% ⁽¹⁾	29,372,576	29,321,193
County Pool # 3 (Restricted)	Liquid Cash	4.47% ⁽¹⁾	2,000,000	1,996,501
			31,372,576	31,317,695

Accrued Earnings for January 2008	\$130,738.30 ⁽¹⁾
Cumulative Earnings FY2008	\$742,871.02

(1) Estimated interest rate

(2) Earnings do not include prior period adjustments

* County Pool average yield for the month ending January 31, 2008 was 4.49%. As of January 31, 2008, the amortized cost of the Total Pool was \$2,810,749,152.29 and the fair market value per San Mateo County Treasurer's Office was \$2,805,832,205.32.

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

Resolution of Appreciation

Presented To:

SOPHIE MAXWELL

WHEREAS, for more than six years, **SOPHIE MAXWELL** served on the Peninsula Corridor Joint Powers Board as the representative of the San Francisco Board of Supervisors, a tenure that has come to a conclusion due to her assignment as the city's representative to the Bay Conservation and Development Commission; and

WHEREAS, during her tenure, **DIRECTOR MAXWELL** brought to the position a common-sense awareness of the needs of the railroad and the men and women who operate it, reflective of her experience as a union electrician for Amtrak, repairing Caltrain rolling stock; and

WHEREAS, whether it was offering to advance a partner agency's share of critical funding for electrification, frankly urging all the partner agencies to openly discuss the long-term funding necessary to secure the future of Caltrain, or supporting changes in rail service that directly impacted her community, **DIRECTOR MAXWELL** has been a selfless and broad-minded supporter of the growth and reinvention of the railroad; and

WHEREAS, as plans have advanced for the reinvention of Caltrain as an electrified rapid rail system, **DIRECTOR MAXWELL** has been a critical sounding-board and an enthusiastic backer of long-range visions of the railroad and has been a particular source of encouragement to staff in these endeavors; and

WHEREAS, during the tenure of **DIRECTOR MAXWELL** on the Board, Caltrain undertook the most ambitious construction program in the 143-year history of the railroad, resulting in improvements that allowed the reinvention of Caltrain as a commuter rail service and resulted in record growth in ridership and revenues.

THEREFORE, BE IT RESOLVED, that the Peninsula Corridor Joint Powers Board thanks and commends **SOPHIE MAXWELL** for her six years of service on the Board, and wishes her well in her new and continuing efforts on behalf of the people of the greater Bay Area community.

UNANIMOUSLY ADOPTED by the Peninsula Corridor Joint Powers Board this 6th day of March 2008.



Chair, Board of Directors

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey
Chief Operating Officer

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS-JANUARY 2008
(TABLE A, GRAPH A)

For January 2008, Caltrain average weekday ridership increased by 4.8 percent when compared to January 2007. Average weekday ridership based on ticket sales was 34,702 for January 2008, an increase of 1,579 over January 2007. The total number of passengers for the month of January 2008 was 924,736. This is a 5.2 percent increase compared to last year's January total of 878,636.

In December 2007, OTP was 95.1 percent as compared to 97.5 percent in December 2006. In January 2008, it was 94.1 percent as compared to 97.3 percent in January 2007. The decrease in OTP in January 2008 was due to continued increased dwell times and two fatality incidents.

Shuttle average weekday ridership was 4,990, a 3 percent decrease from January 2007. Shuttle ridership was down due to the Stanford shuttle system having more than 5,000 less riders this month. Stanford's analysis of the decreased ridership for the month was due to adjustments to campus openings during the period. The rain was another contributing factor to lower ridership this year. The Broadway shuttle averaged 69 daily riders, compared to 90 daily riders in January 2007. The Tamien shuttle averaged 74 daily riders compared to 71 daily riders in January 2007.

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

Caltrain January 2008 Promotions

San Jose Sharks – This year's cooperative promotion with the San Jose Sharks includes a brochure, train card and a scoreboard announcement during the game by Sharkie, the Sharks' mascot, announcing the departure time for Caltrain. To date, ridership on Caltrain to Sharks' games is up 13 percent.

Highway 101 – New visual message signs were installed on Highway 101 in Millbrae and Redwood City to inform drivers about travel times to San Francisco and San Jose by car and Caltrain. The program, which was funded by the San Mateo County Transportation Authority and Caltrans, aims at convincing drivers to try Caltrain and save time and money in the process. The campaign included print ads in local newspapers in December and January.

Disney on Ice – Partnering with the promoters of the event, Caltrain riders are offered a discount of \$3 when they show a Caltrain pass or ticket at the Disney on Ice box office. Shows will be held at the HP Pavilion and the Oracle Arena in March. In exchange for the discount, Caltrain posted adcards inside trains. This is the third time Caltrain has partnered with Disney to provide added-value to its riders.

Notre Dame de Namur University – Caltrain joined SamTrans to promote the university, which is located in Belmont, and to encourage using public transit to class. Adcards that promoted the university's graduate and credential programs were placed inside the buses and trains. This is the fourth year that Caltrain has joined in the promotion.

Prepared by: Iris Yuan, Senior Operations Analyst
Patrick Boland, Marketing Manager

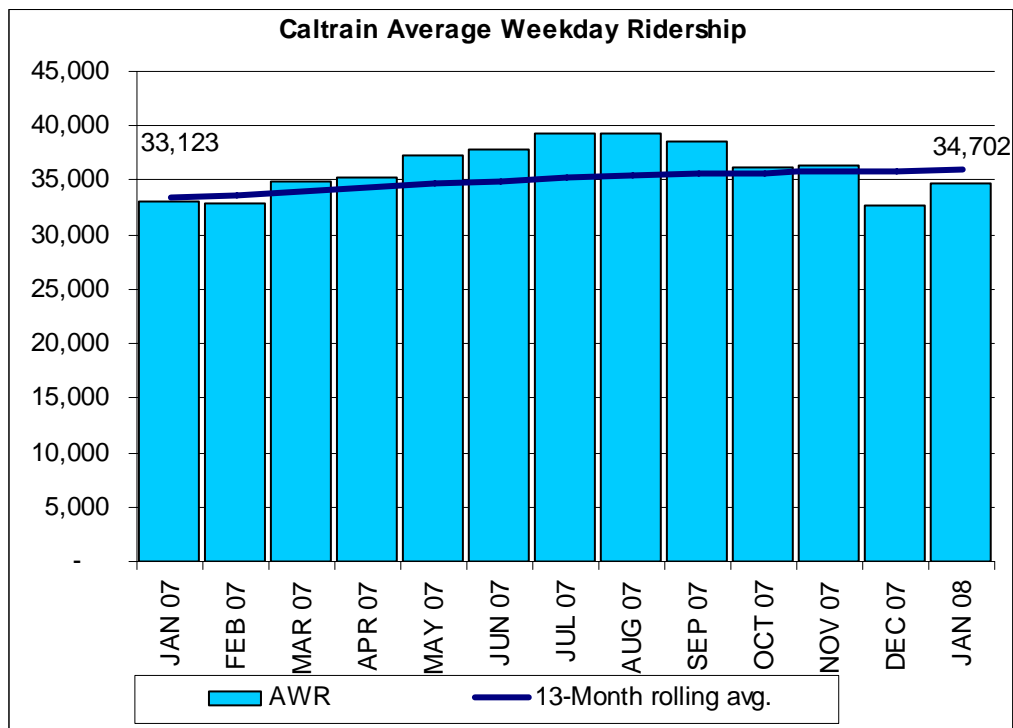
650.508.7913
650.508.6245

Table A

January 2008			
	FY 07	FY 08	%Change
Total Ridership	878,636	924,736	5.2%
Average Weekday Ridership	33,123	34,702	4.8%
Total Revenue	\$2,650,346	\$3,030,475	14.3%
On Time Performance	97.3%	94.1%	-3.3%
Caltrain Shuttle Ridership	5,143	4,990	-3.0%

Year to Date			
	FY 07	FY 08	%Change
Total Ridership	6,320,047	6,793,228	7.5%
Average Weekday Ridership	34,316	36,755	7.1%
Total Revenue	\$19,622,755	\$22,683,158	15.6%
On Time Performance	95.4%	93.6%	-1.8%
Caltrain Shuttle Ridership	4,784	5,079	6.2%

Graph A



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **AUTHORIZING AWARD OF A CONTRACT TO L.B FOSTER FOR THE
PURCHASE AND DELIVERY OF NEW CONTINUOUS WELDED RAIL
(CWR)**

ACTION

Staff Coordinating Council (SCC) recommends that the Board:

1. Award a contract to the lowest responsive and responsible bidder, L.B. Foster Company of Pittsburgh, PA for purchase and delivery of new continuous welded rail (CWR) for a total price of \$2,036,463.70, inclusive of taxes and delivery costs.
2. Authorize the Executive Director to execute a contract with L.B. Foster in full conformity with the terms and conditions of the bid specification documents.

SIGNIFICANCE

Award of this contract will provide a supply of continuous welded rail to meet the JPB's capital project needs as well as the JPB's State-of-Good-Repair maintenance program for the next two years. One of the anticipated benefits of this procurement will be to allow the JPB more flexibility in attracting contractors. Supplies of CWR are delivered on a relatively small number of trains that are specially put together to be able to carry the 1,600 feet-long strings of CWR. These trains have long and often unpredictable lead times, so it is advantageous to the JPB to have the CWR on hand prior to the start of construction projects. This eliminates potential rail delivery delays and lessens potential impacts to project schedules. Providing owner-furnished rail by purchasing an entire train load of continuous welded rail also ensures that the JPB will not have to pay mark-ups to construction contractors who purchase a smaller quantity for use on a specific project. Other savings will come from the economy of scale of paying for shipping on a single rail train from the welding plant that carries the whole order rather than paying shipping costs for multiple trips carrying smaller orders.

BUDGET IMPACT

The procurement of the CWR is funded 80 percent by Federal assistance and 20 percent by local matching funds, which have already been approved in the FY 2008 and prior year capital budgets.

BACKGROUND

The JPB is purchasing fifty 1,600 foot strings of new 136 RE continuous welded rail. The rail will be shipped and unloaded at locations chosen to be as close as feasible to the points of intended use, based on available right of way to lay out the 1,600-foot pieces of rail adjacent to the track. Those locations include the San Mateo area from south of the Ninth Avenue crossing south to the Hayward Park station, near Redwood Junction south of the Woodside Road overpass, south toward the Fifth Avenue underpass and at Diridon station in the area where tracks will be removed for new platforms.

The various projects that will use the CWR from this order include:

- South Terminal Improvement Project
- South San Francisco Station Improvements
- System Track Rehabilitation (State-of-Good-Repair)—various locations
- Relay in conjunction with San Mateo Bridge Replacement
- Curve relays at locations not addressed in the CTX project

An Invitation for Bids (IFB) was posted to the JPB's Website and advertised in a local newspaper. Solicitation notices were also sent to small and disadvantaged business enterprises (DBEs) that provide rail material. Seven solicitation packages were downloaded via the Website and two bids were received (both from non-DBEs) as follows:

L.B. Foster, Pittsburgh, PA	\$2,036,463.70
Progress Rail Services, Albertville, AL	\$2,072,017.84

Contract Officer: Brian Geiger	650.508.7973
Project Manager: Steve Hill, Chief Engineer, Maintenance and Construction	650.508.7941

RESOLUTION NO. 2008-

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT FOR PURCHASE AND DELIVERY OF
NEW CONTINUOUS WELDED RAIL AT A TOTAL COST OF \$2,036,463.70**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has solicited bids for the purchase and delivery of new continuous welded rail; and

WHEREAS, in response to the JPB's solicitation for bids, two firms submitted bids; and

WHEREAS, staff and Legal Counsel have reviewed these bids; and

WHEREAS, the Executive Director recommends that the contract be awarded to the lowest responsive, responsible bidder, L.B. Foster Company of Pittsburgh, PA, whose bid meets the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to L.B. Foster Company of Pittsburgh, PA, for the purchase and delivery of new continuous welded rail for a total cost of \$2,036,463.70, inclusive of sales tax and delivery costs, based upon the requirements of the JPB and at the unit prices submitted; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute a contract on behalf of the Peninsula Corridor Joint Powers Board with L.B. Foster Company in full conformity with the all the terms and conditions of the solicitation documents.

Regularly passed and adopted this 6th day of March 2008 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Board of Directors

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: George Cameron
Chief Administrative Officer

SUBJECT: **AMENDING AND EXTENDING THE AGREEMENT WITH SAN MATEO
COUNTY TRANSIT DISTRICT TO UNDERWRITE A PORTION OF
LAW ENFORCEMENT AND POLICE COMMUNICATIONS SERVICES
PURSUANT TO AN AGREEMENT WITH THE COUNTY OF SAN
MATEO**

ACTION

Staff Coordinating Council (SCC) recommends that the Board approve an amendment to the existing agreement and extend the agreement for a three-year term with the San Mateo County Transit District (District) to underwrite a portion of law enforcement and police communications services to be provided, pursuant to an agreement with the County of San Mateo (County), at a total cost not to exceed \$10,733,640. The JPB's contribution for these services will not exceed \$8,417,117.

SIGNIFICANCE

JPB action will provide funding for contract law enforcement and police communications services for Caltrain through a contract between the District and the County to add three deputies commencing April 1, 2008 to replace Amtrak Police, to provide funding for anticipated overtime for law enforcement services for special events through June 30, 2008, and to extend the law enforcement and police communications services for an additional three-year term, through June 30, 2011.

BUDGET IMPACT

Funding is contained in the current JPB operating budget for the remainder of Fiscal Year 2008 to underwrite the services to be provided by three additional deputies from April 1, 2008 through the end of the current term of the agreement on June 30, 2008, in the amount of \$153,990. However additional authorization is needed to fund \$50,000 of anticipated overtime for law enforcement services for special events, for a total of \$203,990.

The total cost for FY09 will be \$2,587,236 compared with FY08 projected baseline cost of \$1,550,000. The increase of \$1,037,236 is mainly due to the three additional deputies (\$600,000), increased salary and health benefits costs (\$150,000) along with an increase in retirement benefit funding (\$210,000). The increases for the following years will be at a fixed inflator of 5.7 percent. Total cost to the JPB over the three-year contract period is an amount not to exceed \$8,417,117, which includes 78 percent of the total cost of the services for the three-year extension in the amount of \$10,529,650, plus 100 percent of the total cost of the three additional deputies in the amount of \$153,990 and anticipated overtime for law enforcement services for special events from April 1, 2008 through June 30, 2008 in the amount of \$50,000, for a total amount of \$203,990. Beginning in FY09, as staff continues to track calls for service between JPB and SamTrans, the allocation will be adjusted between the two agencies for the following fiscal years.

BACKGROUND

The District, on its own behalf and on behalf of the JPB, entered into an initial three year agreement for law enforcement and police communication services with the County in January 2002. On December 14, 2004, the District entered into a new agreement for a term of three and a half years to coincide with our fiscal year budgeting, as opposed to a calendar year agreement.

The single contract for all police services between the County and the District results in efficiency and ease of administration. The JPB pays its share of the cost of the services provided in support of the Caltrain service through a financing arrangement with the District. Currently, the JPB pays approximately 70 percent and the District pays approximately 30 percent of the total cost of services.

This amendment proposes to increase the scope of services beginning April 1, 2008 by adding three sheriff deputies to replace Amtrak police officers who are also currently providing law enforcement services for rail operations. After April 1, 2008, Amtrak police officers will no longer provide law enforcement services to rail operations. These changes will allow for unity of command for police services, create a seamless coordination and cohesive response and eliminate duplication of recordkeeping, supervision and management. The funds budgeted to pay Amtrak for law enforcement services will be allocated to the agreement with the County for services related to rail operations. In subsequent years, the increase in cost of the County contract will be offset by the \$850,000 previously budgeted annually for Amtrak police services. Commencing July 1, 2008, the JPB will pay approximately 78 percent and the District will pay approximately 22 percent of the total cost of services provided by the County.

The amendment also proposes to continue law enforcement and police communications services for three additional years in support of both the District's bus operations and JPB rail operations under the existing format, established by the Chief of Protective Services. Under the existing format, the County of San Mateo coordinates all requests for police service, collision investigations, police reports and similar functions. Benefits to the JPB include explosive-detecting K-9 units, crime scene investigation and criminal forensics, coroner's services, and backup personnel as required. Emergency calls and dispatch services will be provided through the San Mateo County Dispatch Center. Local police agencies and citizens alike continue to praise the District for the quick and professional responses to incidents, made possible by the structure of the current agreement.

This amendment will provide that the County will dedicate a total of 14 positions to provide law enforcement and communications services in support of District bus operations and JPB rail operations as follows: 1 Lieutenant; 1 Detective Sergeant; 1 Detective; 9 Deputies; 1 Code Enforcement Officer; and 1 Legal Office Specialist. These services will be provided through June 30, 2011.

Prepared By:	Gary V. Lambert, Director of Risk Management	650.508.6237
Project Manager:	Bill Pedrini, Chief of Protective Services	650.508.7743

RESOLUTION 2008-

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

**AUTHORIZE AMENDING AND EXTENDING THE AGREEMENT WITH SAN MATEO
COUNTY TRANSIT DISTRICT TO UNDERWRITE A PORTION OF LAW ENFORCEMENT
AND POLICE COMMUNICATIONS SERVICES PURSUANT TO AN AGREEMENT WITH
THE COUNTY OF SAN MATEO**

WHEREAS, on December 14, 2004, the San Mateo County Transit District (“District”), on its behalf and on behalf of the Peninsula Corridor Joint Powers Board (“JPB”), entered into an agreement with the County of San Mateo (“County”) for law enforcement services and police communications services for both bus operations and rail operations (collectively “Services”) for a three and a half year term; and

WHEREAS, in accordance with a separate agreement between the JPB and the District, each agency provides funding for the Services provided to its respective agency; and

WHEREAS, the JPB desires to increase the scope of services beginning on April 1, 2008 by adding three additional sheriff deputies to replace Amtrak police officers who are currently providing law enforcement services for rail operations and to increase the funding available for anticipated overtime for law enforcement services for special events; and

WHEREAS, the JPB, District, and County desire to extend the existing agreement for three additional years, from July 1, 2008 through June 30, 2011; and

WHEREAS, the Staff Coordinating Council recommends that the JPB approve an amendment to the agreement with the District that establishes the shared responsibility for paying for the Services provided by the County to both the JPB and the District, with the understanding that the JPB will pay (1) an amount not to exceed \$153,990 for the services to be provided by three additional sheriff deputies from April 1 through June 30, 2008, (2) an amount not to exceed \$50,000 for anticipated overtime for law enforcement services for special events; and (3) an amount not to exceed \$8,213,127 for the three year extension of the term of the agreement.

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

1. Authorizes the execution of an amendment to the agreement with the District to underwrite a portion of law enforcement services and police communications services in an amount not to exceed \$8,213,127 for the Services to be provided during the three-year extension of the term of the agreement from July 1, 2008 through June 30, 2011, and an amount not to exceed \$203,990 for three additional deputies and anticipated overtime for services for special events through July 1, 2008, for a total authorization not to exceed \$8,417,117.

2. Requests and authorizes the District to amend the agreement with the County to increase the scope of services by adding three sheriff deputies to provide law enforcement services for rail operations beginning on April 1, 2008 and to extend the term of the agreement for three additional years.

3. Authorizes the Executive Director or his designee to take such further actions as may be required to give effect to this resolution.

Regularly passed and adopted this 6th day of March 2008 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Power Board

ATTEST:

JPB Secretary



Quarterly Capital Program Status Report

Report prepared for the March 6, 2008 JPB Meeting

For the period: October 1, 2007 – December 31, 2007

Peninsula Corridor Joint Powers Board



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PCJPB - Capital Program - Budget Status Summary

Q2 FY08 - October 1 to December 31, 2007

All Costs in \$1,000's

Programs	Board Approved Budget					
	FY03	FY04	FY05	FY06	FY07	FY08
1. Station and Intermodal Access	\$16,351	\$22,074	\$21,485	\$6,241	\$42,558	\$6,242
2. Right of Way	\$42,247	\$31,736	\$14,150	\$51,851	\$35,865	\$27,030
3. Rolling Stock / Equipment	\$300	\$64	\$1,367	\$9,491	\$1,624	\$16,213
4. Operational Facilities & Equip.	\$20,094	\$15,373	\$38,766	\$10,640	\$500	\$2,450
5. Others	\$2,300	\$1,789	\$2,897	\$2,535	\$2,600	\$3,160
6. Caltrain Express / Caltrain 2025	\$0	\$0	\$0	\$0	\$0	\$3,326
7. Electrification	\$8,600	\$8,600	\$0	\$0	\$0	\$4,000
Total Board Approved Budget by FY⁽¹⁾	\$89,892	\$79,636	\$78,665	\$80,758	\$83,147	\$62,421
Total Audited Expenditures by FY⁽²⁾	\$109,105	\$118,328	\$65,393	\$103,282	\$87,216	\$45,368⁽³⁾

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

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

- Note: (1) The "Total Board Approved Budget by FY" reflects the annual budget approved by the PCJPB Board of Directors at the beginning of each fiscal year. This authorizes the amount that could be spent on projects. Unspent budget in a fiscal year will be carried forward to subsequent budget years.
- (2) "Total Audited Expenditures by FY" reflects total cost expended in the fiscal year; funding source for the expenditures could be from prior fiscal years.
- (3) Expenditure shown for FY08 through December 31, 2007 are unaudited.

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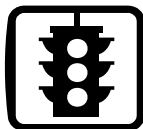
TRAFFIC LIGHT REPORT

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.

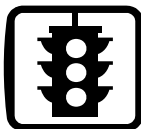
	SCOPE		SCHEDULE		BUDGET / COST		OTHER		Page
	Q1 FY08	Q2 FY08	Q1 FY08	Q2 FY08	Q1 FY08	Q2 FY08	Q1 FY08	Q2 FY08	
Atherton Station Improvements (Project On-Hold)									4
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Wide Spectrum Radio Modifications									50

ATHERTON STATION IMPROVEMENTS

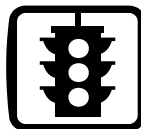
SCOPE



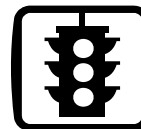
SCHEDULE



BUDGET/COST



OTHER

**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:

Activity ID	Activity Description	Orig Dur	%	Early Start	Early Finish																												
						2003				2004				2005				2006															
						J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J		
01572 - Atherton Interim Outboard Platform						Project On-Hold																											
Atherton Interim Outboard Platform																																	
+ Preliminary Engineering																																	
		1	100	16JUN03A	19DEC03A																												
+ Engineering Design																																	
		665	96	16JUN03A	08AUG06																												

Progress: Project is on hold.

Oct - Dec 2007

Future**Activities:**

Jan - Mar 2008

Issues:

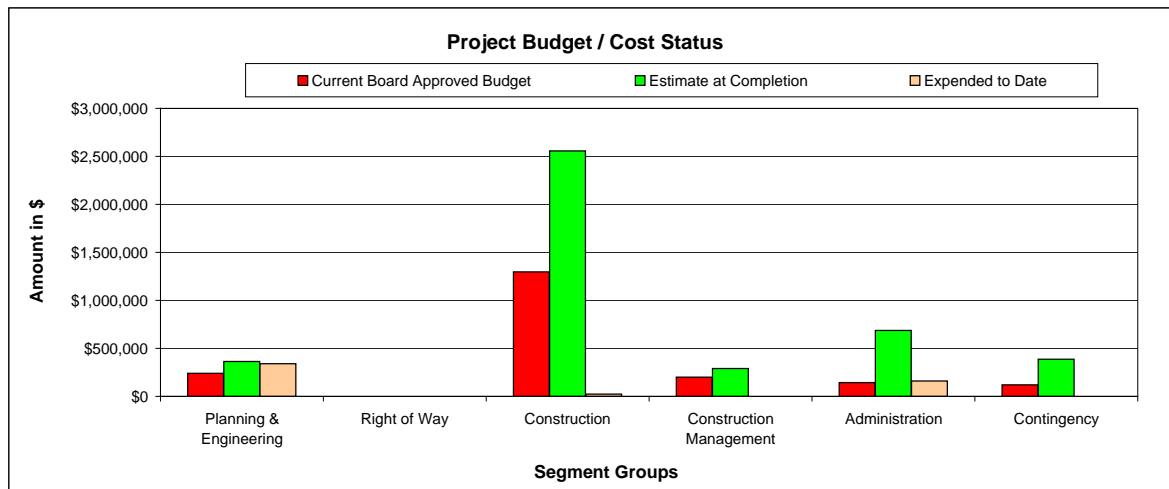
Project is on hold; schedule needs to be redefined and re-baselined.

ATHERTON STATION IMPROVEMENTS

BUDGET/COST:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$239,400	\$339,639	\$339,642	\$365,000	(\$125,600)
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$1,296,250	\$22,696	\$28,906	\$2,557,527	(\$1,261,277)
Construction Management	\$200,000	\$0	\$0	\$290,525	(\$90,525)
Administration	\$143,640	\$160,625	\$160,625	\$687,036	(\$543,396)
Contingency	\$120,710	\$0	\$0	\$385,712	(\$265,002)
Total	\$2,000,000	\$522,960	\$529,173	\$4,285,800	(\$2,285,800)



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



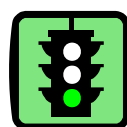
SCHEDULE



BUDGET/COST



OTHER



SCOPE:

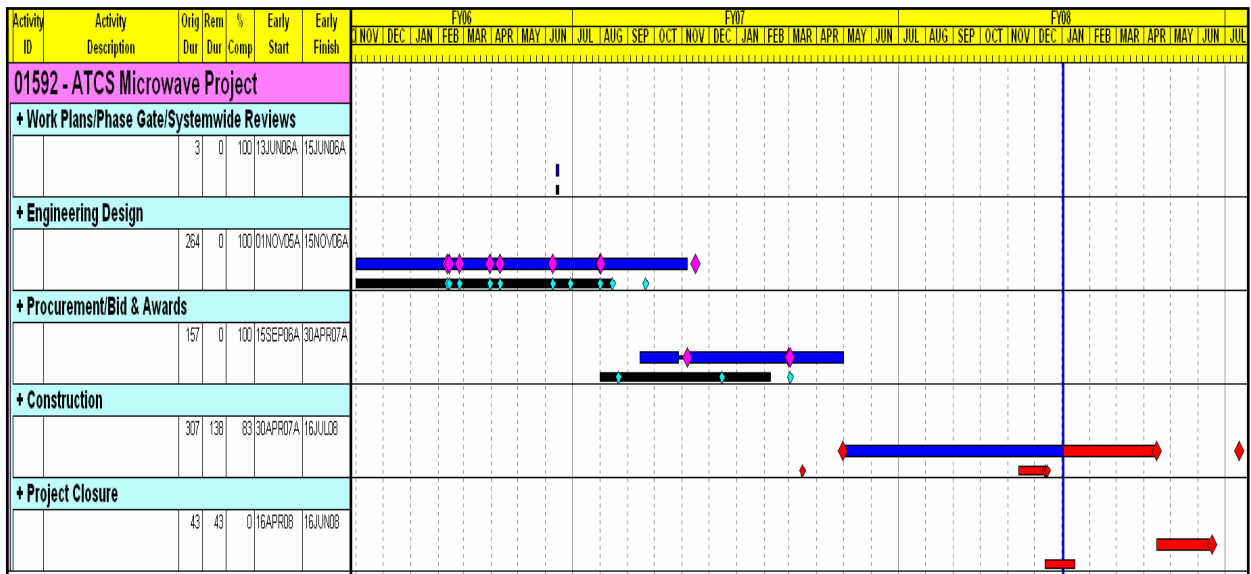


The project includes design and installation of a Microwave System in the San Francisco, San Carlos, Milpitas and San Jose areas to support signal communications which are vital to Caltrain rail operations. This project will complete the Signal Data Communications Network between locations at San Bruno 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:

- (1) Need to fix existing San Carlos building roof structural defects in order to support antennae installation. This will impact cost and schedule, which will be further analyzed in the next quarter.
- (2) Negotiate change order to retune duplexer at both mountain sites. The tuning of the duplexers are to be matched with voice maintenance frequencies approved by FCC. This may impact cost and schedule, which will be further analyzed in the next quarter.
- (3) Current EAC includes an order of magnitude estimate for the above two issues.

SCHEDULE:



Progress:

Oct - Dec 2007

- (1) Completed tunnel change order work at tunnels 1, 2, 3 and 4.
- (2) Completed battery cables and conduit work at CCF.
- (3) Completed installation of batteries and waveguides at Monument Peak. Prepared for pre-test at CCF and Monument Peak.
- (4) Completed installation of batteries at San Bruno Mountain, CCF and San Carlos office. Installed rack equipment at same locations.
- (5) Conducted Factory Acceptance Test (FAT) at Oxnard, California (November 12 and 13).
- (6) Assembled and delivered cabinets to project sites.
- (7) Installed two-way radio antenna and cabinet equipment at Monument Peak.
- (8) Designed structural deficiencies for San Carlos building to support antennae installation.
- (9) Assembled two (2) six foot tall antennae for the San Carlos facility.

Future

Activities:

Jan - Mar 2008

- (1) Receive Contractor's quote for a potential change order to implement the San Carlos facility structural fixes. Review quote and provide comments.
- (2) Develop cut-over plan.
- (3) Negotiate potential change order for retuning duplexers.
- (4) Retune duplexers for both mountain sites to match with voice maintenance frequencies.
- (5) Install SNMP (a network management system) at CCF and San Carlos office buildings.
- (6) Review site acceptance plan.

Issues:

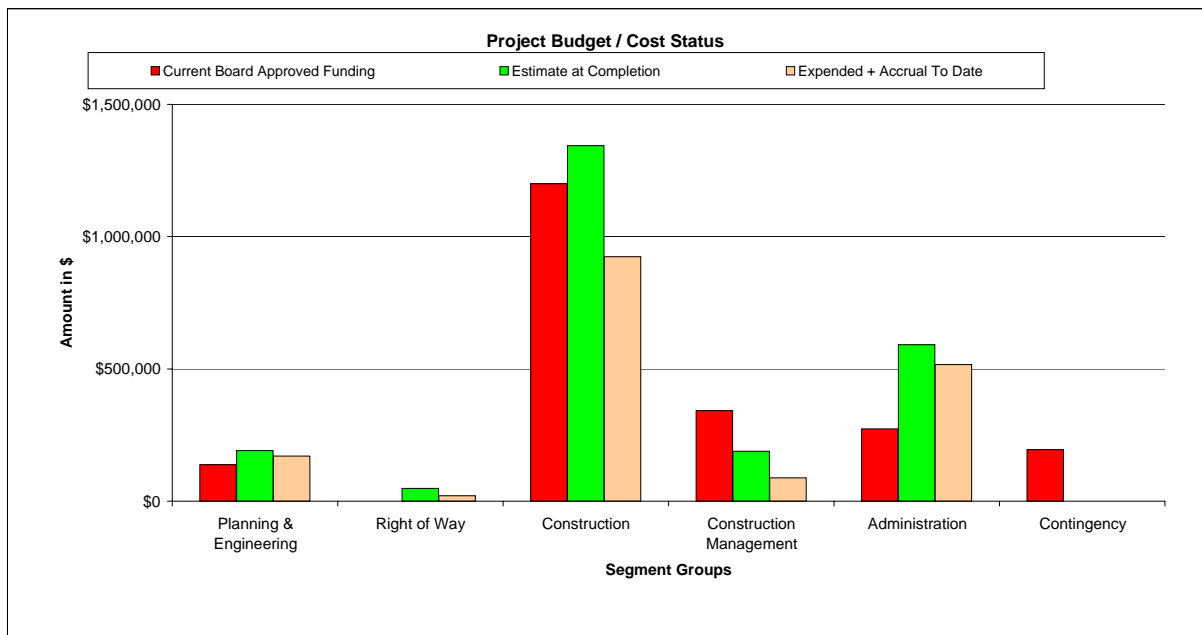
This project's schedule may be delayed up to three months due to additional scope of fixing structural deficiencies.

AUTOMATIC TRAIN CONTROL SYSTEM (ATCS) MICROWAVE PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$138,500	\$171,007	\$178,830	\$191,421	(\$52,921)
Right of Way	\$0	\$20,000	\$0	\$48,000	(\$48,000)
Construction	\$1,205,000	\$924,044	\$1,233,276	\$1,344,327	(\$139,327)
Construction Management	\$342,000	\$88,578	\$145,254	\$189,038	\$152,962
Administration	\$273,000	\$516,475	\$516,475	\$591,304	(\$318,304)
Contingency	\$195,000	\$0	\$0	\$0	\$195,000
Total	\$2,153,500	\$1,720,105	\$2,073,836	\$2,364,090	(\$210,590)



Issues: This project is not fully-funded and needs additional funding of \$210K. Cost increase reflects fixing of existing San Carlos building roof structural defects in order to support antennae, and related schedule delays. Additional budget required will be considered as part of the FY09 Capital Budget development process.

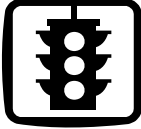
OTHER:



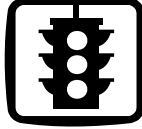
None.

BROADWAY STATION IMPROVEMENTS

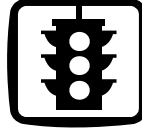
SCOPE



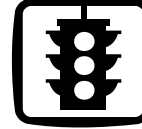
SCHEDULE



BUDGET/COST



OTHER



SCOPE:

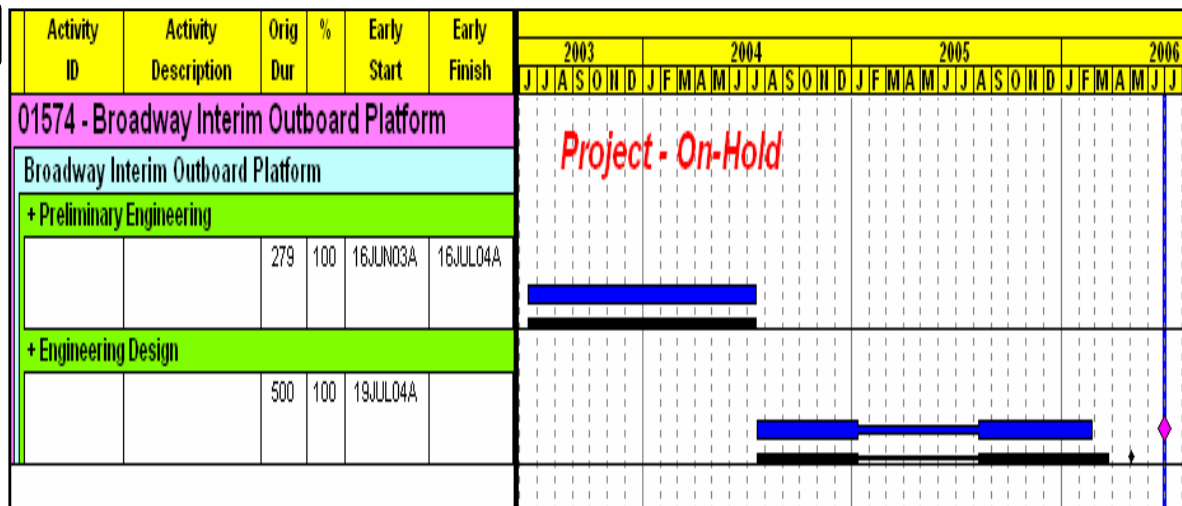


This project is to eliminate the "hold out rule", reduce gate down time and provide pedestrian/patron safety by providing outboard boarding platforms at the Broadway Station (MP 15.2). The platforms are to be staggered, the Northbound platform north of Broadway Avenue and the Southbound platforms remaining 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:



Progress: Project is on hold.

Oct - Dec 2007

Future Activities:

Jan - Mar 2008

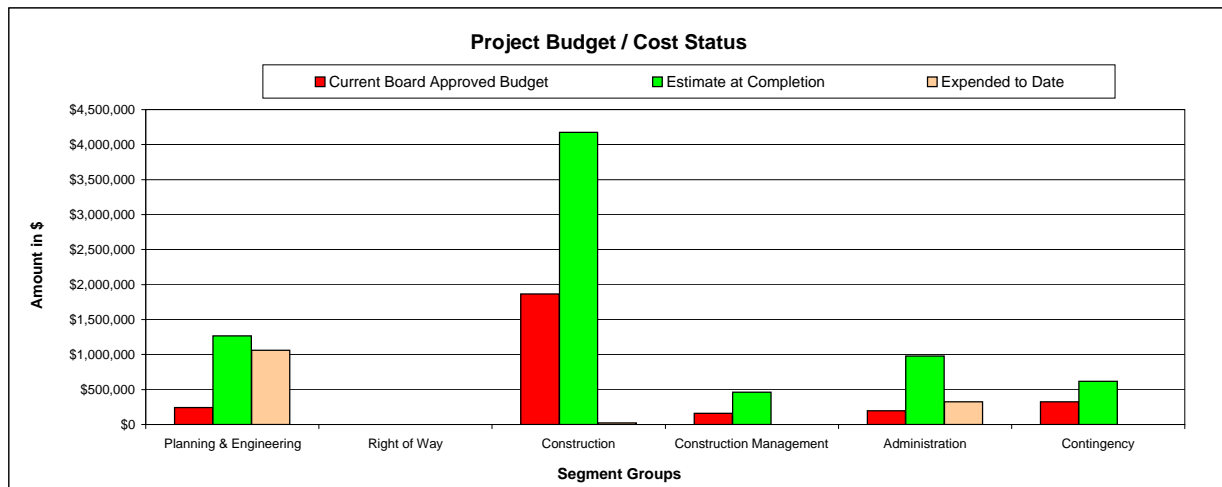
Issues: Project is on hold; schedule needs to be redefined and re-baselined.

BROADWAY STATION IMPROVEMENTS

BUDGET COST:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Current Budget by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$243,196	\$1,059,935	\$1,059,935	\$1,265,000	(\$1,021,804)
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$1,864,500	\$23,854	\$30,906	\$4,174,947	(\$2,310,447)
Construction Management	\$162,130	\$0	\$0	\$460,959	(\$298,829)
Administration	\$194,557	\$326,493	\$326,493	\$980,039	(\$785,482)
Contingency	\$324,958	\$0	\$0	\$616,155	(\$291,197)
Total	\$2,789,341	\$1,410,282	\$1,417,334	\$7,497,100	(\$4,707,759)



ISSUES:

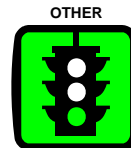
The project was put on hold for any further design efforts. Estimate at Completion will be re-evaluated when project is re-activated.

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.

BURLINGAME STATION PLATFORM & TRACK IMPROVEMENTS



SCOPE:



This project will eliminate the "oldout rule" at the Burlingame Station by converting the station from a centerboard platform to an outboard platform station with center track fencing and gated/signalized pedestrian crossings at both ends of the platform. This involves shifting the station southward between North Lane and Howard Ave., with closure of South Lane. This project includes track reconstruction/shifts, drainage improvements, and upgrading the station to current standards. The project also provides improvements to the track work and associated civil work in the vicinity of the Broadway station.

Issues:

Current project EAC increased by \$240K from last quarter reflects incorporating approved changes by the Project Change Control Board of: (1) \$115K to install concrete ties at Howard Ave. grade crossing, (2) \$100K for OCS (overhead contact system) grounding from Electrification, and (3) \$25K from the City of Burlingame for upgrading of drainage outlets and drainages on West Lane.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	FY05	FY06	FY07	FY08
01474 - Burlingame Station Outboard Platform										
+ Work Plans/Phase Gate/Systemwide Reviews										
		90	0	100	21NOV05A	31MAR06A				
+ Preliminary Engineering										
		534	0	100	16JUN03A	04JUN04A				
+ Engineering Design										
		586	0	100	07JUN04A	21SEP06A				
+ Procurement/Bid & Awards										
		169	0	100	03OCT06A	04JUN07A				
+ Construction										
		275	131	52	05JUN07A	07JUL08				
+ Project Closure										
		65	65	0	08JUL08	07OCT08				

Progress:

Oct - Dec 2007

- (1) Completed concrete work at northbound platform and southbound platform between Howard Ave. and South Lane.
- (2) Completed MT-1 (Main Track No.1) concrete ties and track shift work.
- (3) Continued to construct ramp, curb, gutter and sidewalk on east side.
- (4) Continued installing drainage at crossings.
- (5) Began irrigation work on east side.

Future Activities:

Jan - Mar 2008

- (1) Begin MT-2 trackwork.
- (2) Start upgrade work at Morrell Ave pedestrian crossing.
- (3) Complete southbound platform between Howard Ave. and South Lane.
- (4) Move and install signalized pedestrian gates at North Lane and Howard Ave.
- (5) Install communications equipment.
- (6) Complete installation of passenger shelters on northbound platform and southbound platform between Howard Ave. and South Lane.

Issues:

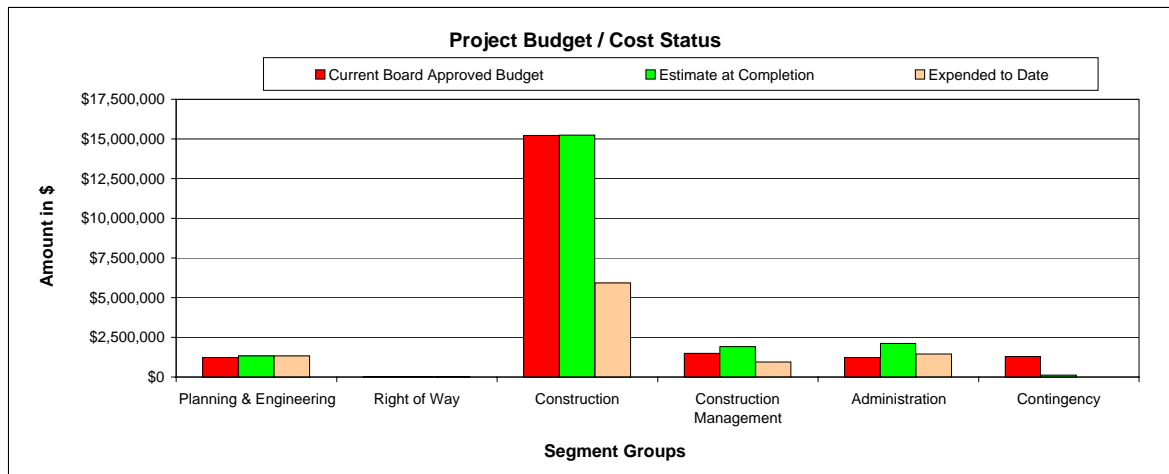
None.

BURLINGAME STATION PLATFORM & TRACK IMPROVEMENTS

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Current Budget by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$1,225,000	\$1,327,931	\$1,331,545	\$1,331,545	(\$106,545)
Right of Way	\$25,000	\$17,226	\$17,226	\$17,226	\$7,774
Construction	\$15,220,000	\$5,935,634	\$9,295,708	\$15,241,352	(\$21,352)
Construction Management	\$1,500,000	\$952,156	\$1,097,552	\$1,912,824	(\$412,824)
Administration	\$1,230,000	\$1,442,805	\$1,442,805	\$2,109,261	(\$879,261)
Contingency	\$1,300,000	\$0	\$0	\$127,792	\$1,172,208
Total	\$20,500,000	\$9,675,752	\$13,184,836	\$20,740,000	(\$240,000)



Issues: Additional funding for concrete ties of \$115K will come from the Systemwide Track Rehabilitation Program. The \$100K OCS (overhead contact system) grounding change will be funded by Electrification, and the \$25K for drainage outlets will be funded by the City of Burlingame.

OTHER:



None.

Cal Ave Station & Palo Alto Station Platforms Improvements, Palo Alto Station ADA Pedestrian Underpass, and Bridge Deck Repairs at various locations

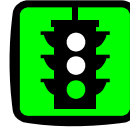
SCOPE



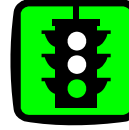
SCHEDULE



BUDGET/COST



OTHER



SCOPE:



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

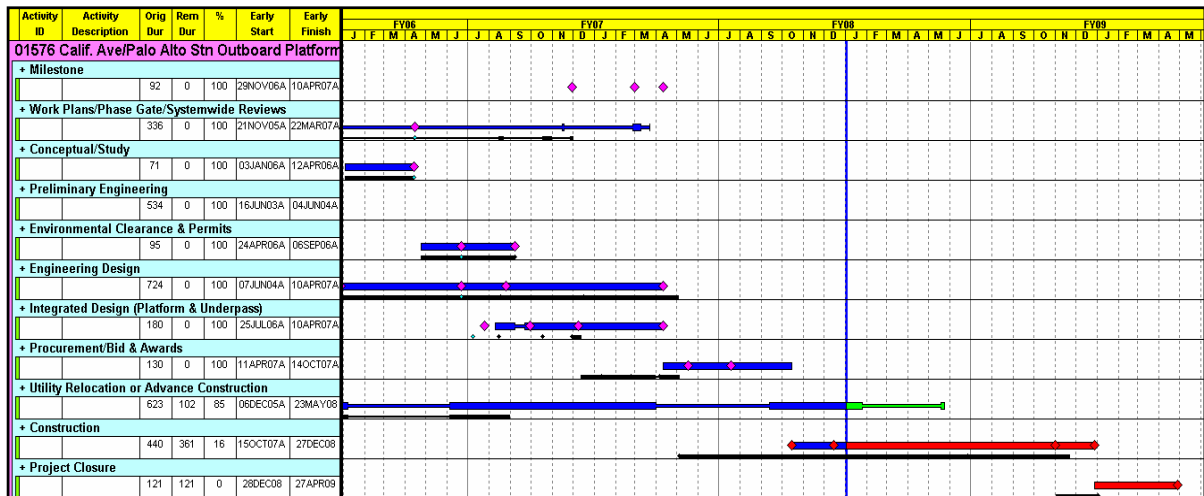
The **Palo Alto ADA Pedestrian Underpass & Platform Improvement Project** consists of revising/installing ramps and stairs to meet ADA requirements in the northernmost under crossings, replacing both the northbound and southbound platforms and extending the platforms 200 feet south with new revised lighting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

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

Issues:

The Current Budget and EAC included scope change of \$300K for the installation of caissons and grounding components at the Cal Ave. and Palo Alto Stations as passive provisions for future electrification of the Caltrain system.

SCHEDULE:



Progress:

Oct - Dec 2007

- (1) Shimmick Construction Co. was awarded LNTF (Limited Notice to Proceed) on Oct. 14, 2007.
- (2) Submitted permits, reviewed equipment list, resumes, baseline schedule, health and safety plans, quality assurance plans and RFI submittals.
- (3) Construction started on December 15, 2007.
- (4) **Cal Ave:** (a) Completed utility inspection and potholing. (b) Cleared and grubbed site. (c) Relocated fiber optic lines. (d) Installed traffic control and fence gates for access to the east side of the station.
- (5) **Palo Alto:** (a) Relocated bike lockers. (b) Installed signage, fencing and pedestrian controls. (c) Began demolition of the south end of the existing northbound and southbound platforms.

Future

Activities:

Jan - Mar 2008

Cal Ave/Bridge Deck: Prepare submittals, install pedestrian underpass, maintain traffic control, site preparation for the new northbound platform, install drain systems, install stairs and ramps and various bridge deck repair work.

Palo Alto: Prepare submittals, trenching and installation of utilities, construct footings, install bollards, install electrical room and construct platform flatwork.

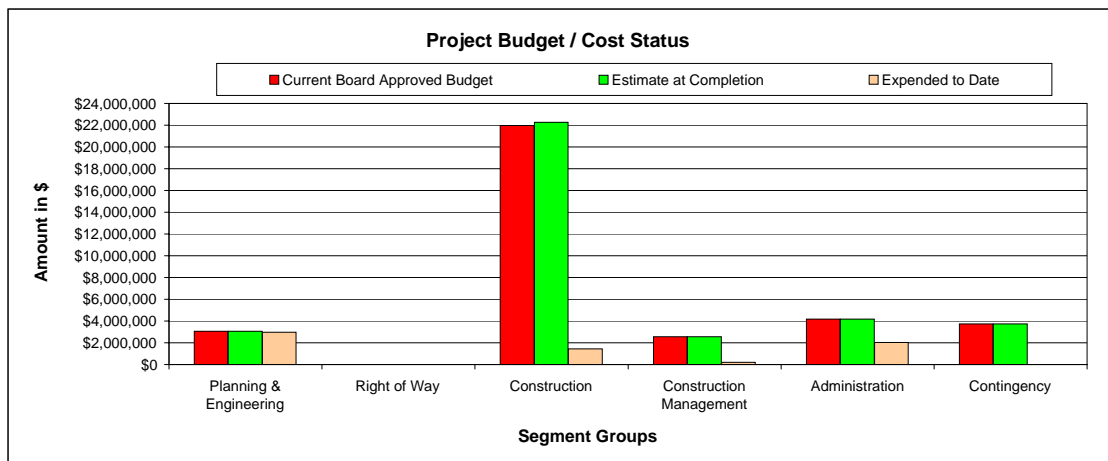
Issues:

None.

Cal Ave Station & Palo Alto Station Platforms Improvements, Palo Alto Station ADA Pedestrian Underpass, and Bridge Deck Repairs at various locations

BUDGET:

	(a)	(b)	(c)	(d)	(e) = (a - d)
Current Budget by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$3,060,278	\$2,979,614	\$3,097,178	\$3,060,278	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$21,974,632	\$1,451,552	\$591,554	\$22,274,632	(\$300,000)
Construction Management	\$2,573,500	\$200,328	\$442,477	\$2,573,500	\$0
Administration	\$4,163,800	\$2,034,489	\$2,034,489	\$4,163,800	\$0
Contingency	\$3,733,519	\$0	\$0	\$3,733,519	\$0
Total	\$35,505,729	\$6,665,983	\$6,165,698	\$35,805,729	(\$300,000)



Issues: Additional funding of \$300K needed to fund the installation of caissons and grounding components will be funded by the Electrification Program.

OTHER:

None.

Caltrain Railroad Radio Upgrade Project



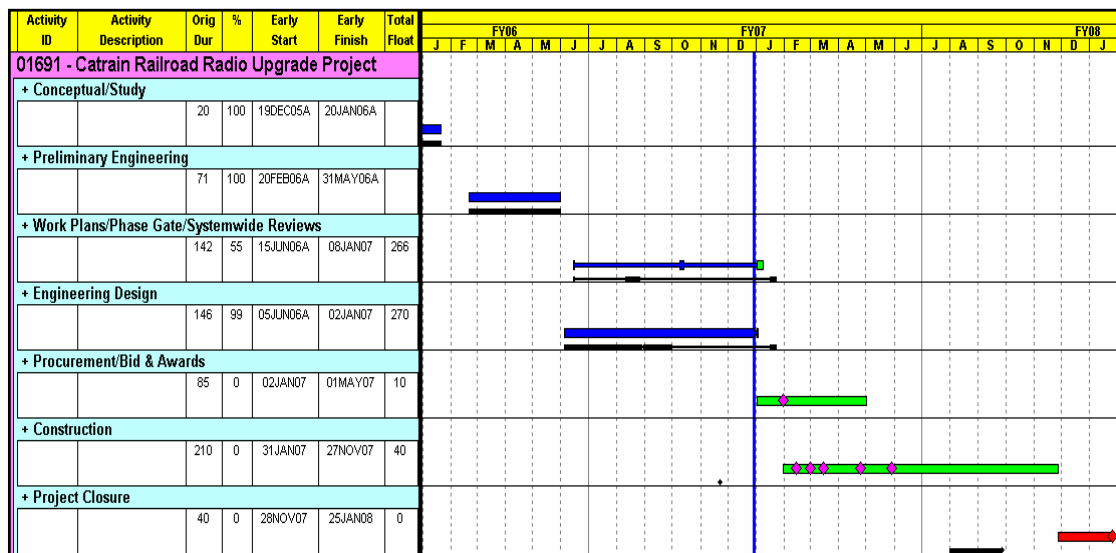
SCOPE:



This project will repair and upgrade the Caltrain Railroad Radio System so that it would meet the basic operational, safety and Federal requirements. The improvements would bring the system to a "State of Good Repair", decrease operational delays due to radio communication outages, increase productivity and improve safety.

Issues: None.

SCHEDULE:



Progress: (1) Installed tunnel antennas, configured and tested amplified tunnel coverage.
 (2) Negotiated with the ATCS Microwave Project Manager, Construction Manager and Contractor (Telecom) for partial acceptance and release of maintenance channel radios.
 (3) Began procurement of communication shelters.

Oct - Dec 2007

Future (1) Complete procurement of communication shelters.

Activities:

Jan - Mar 2008

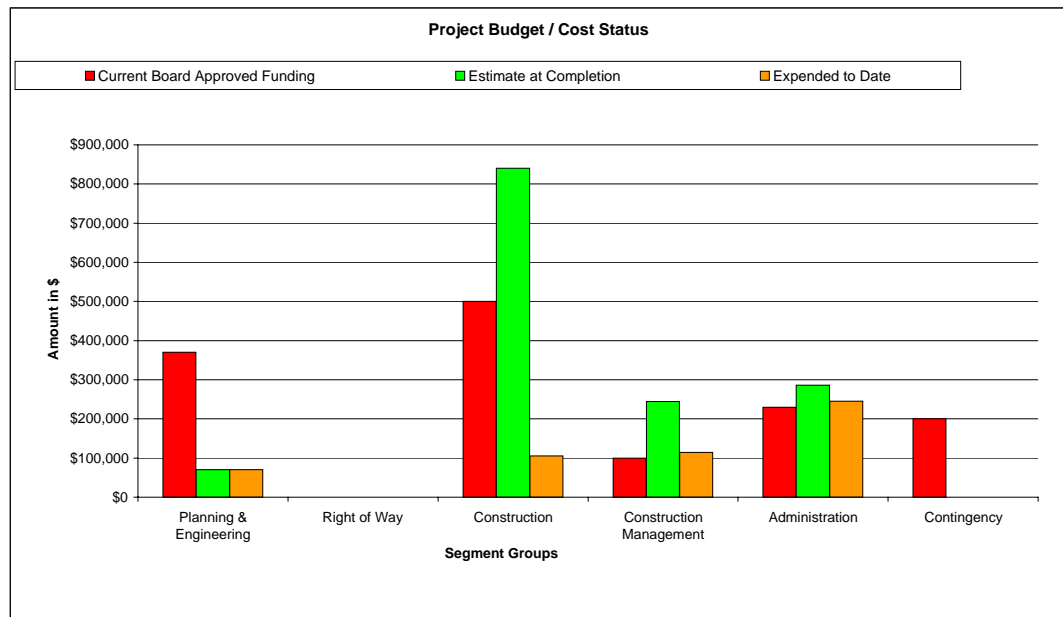
Issues: (1) Project was delayed by five months to incorporate comments and recommendations from a Systems Analysis Study. Costs for the five month delay has been included in the current estimate at completion (EAC) cost.

Caltrain Railroad Radio Upgrade Project

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a) - (d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$370,000	\$70,129	\$71,304	\$70,000	\$300,000
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$500,000	\$105,583	\$305,584	\$840,000	(\$340,000)
Construction Management	\$100,000	\$114,607	\$114,607	\$244,440	(\$144,440)
Administration	\$230,000	\$245,287	\$245,287	\$286,493	(\$56,493)
Contingency	\$200,000	\$0	\$0	\$0	\$200,000
Total	\$1,400,000	\$535,606	\$736,782	\$1,440,933	(\$40,933)



Issues: None.

OTHER: None.



CALTRAIN RIGHT-OF-WAY FENCING PROJECT

SCOPE



SCHEDULE



BUDGET/COST



OTHER



SCOPE:



The project consists of the base year installation of about 12,000 lineal feet of fencing along the Caltrain Corridor based on the location and exposure requirements. 3,900 lineal feet will be high security fence; 7,700 lineal feet will be welded wire fence and 400 lineal feet will be chain link fence. One portion of the fencing will be completed through Amtrak and the second part will be advertised for bid. Fence will be installed at the following locations:

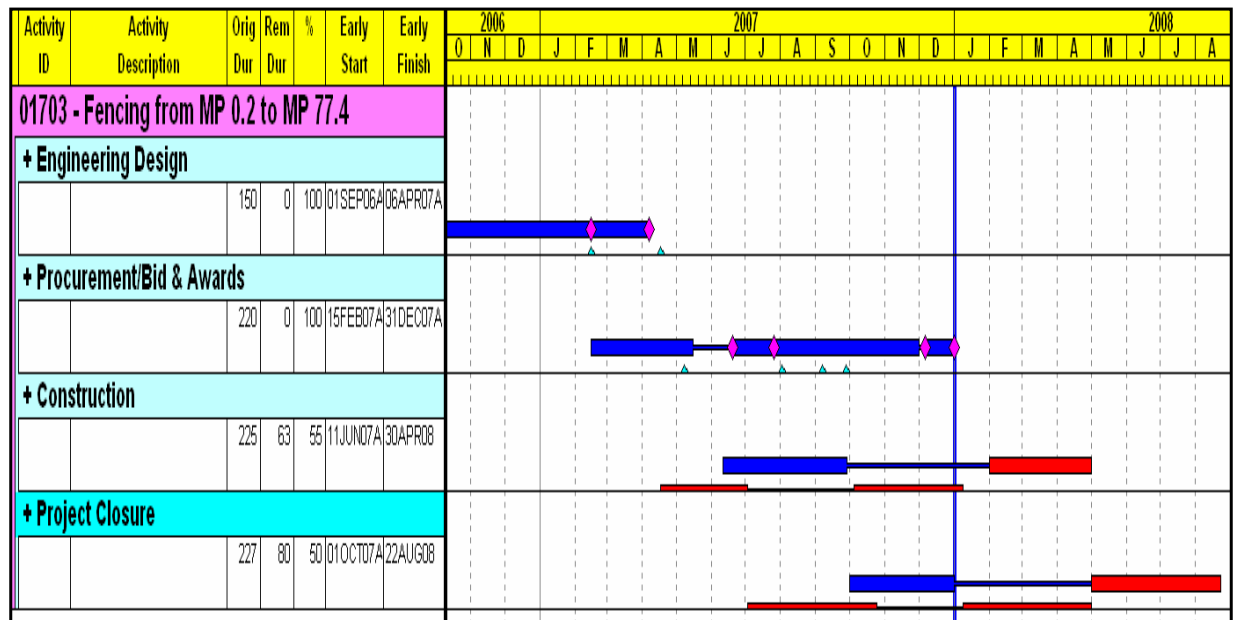
Amtrak Installation: San Bruno (1 location); Burlingame (1 location); San Mateo (2 locations); Belmont (4 locations); Redwood City (2 locations).

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

Issues:

Fencing package (last 6,000 lineal feet of fence) was re-advertised and re-bid with reduced bonding requirements and clarification in the finish of the fence material. The low bid was \$458K and was awarded by the Board in December. This will result in a three month delay to the overall project schedule.

SCHEDULE:



Progress:

Oct - Dec 2007

- (1) Received bids, evaluated and selected bidder.
- (2) Completed punchlist for first 6,000 lineal feet of fence.
- (3) Board awarded contract for remaining fence in December.

Future

Activities:

Jan -Mar 2008

- (1) Issue notice to proceed to contractor.
- (2) Begin fence installation.

Issues:

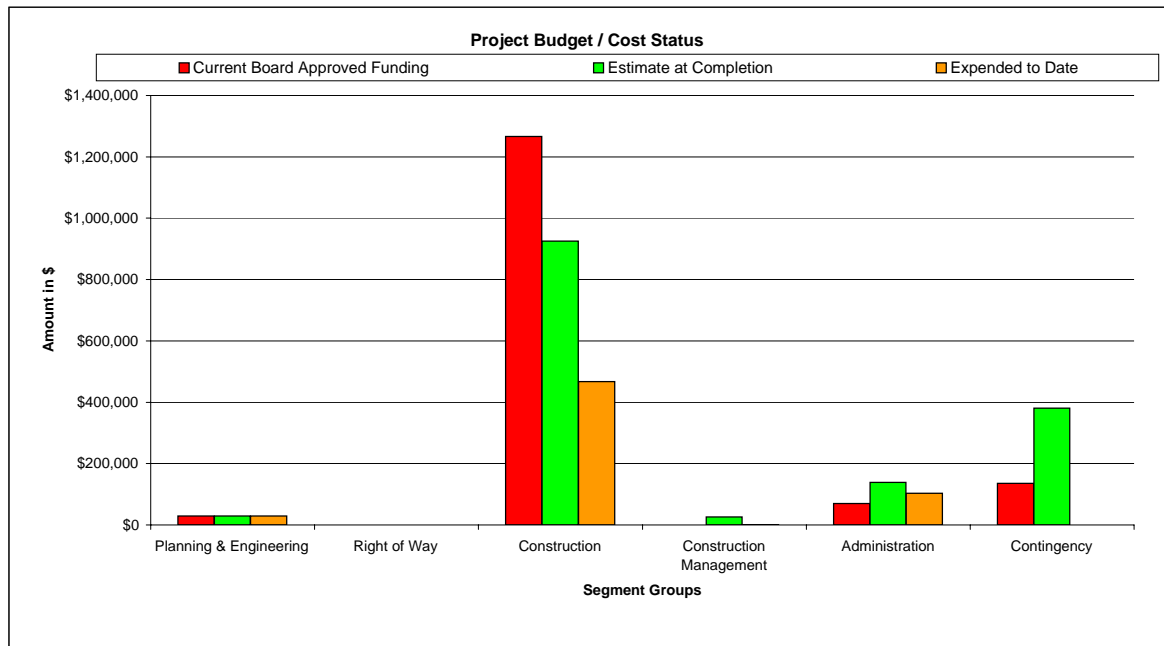
None.

CALTRAIN RIGHT-OF-WAY FENCING PROJECT

BUDGET:



Cost Analysis by Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$28,800	\$28,800	\$28,800	\$28,800	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$1,266,200	\$467,488	\$599,083	\$925,265	\$340,935
Construction Management	\$0	\$1,063	\$1,063	\$26,248	(\$26,248)
Administration	\$69,589	\$103,716	\$103,716	\$138,592	(\$69,003)
Contingency	\$135,411	\$0	\$0	\$381,095	(\$245,684)
Total	\$1,500,000	\$601,067	\$732,662	\$1,500,000	\$0

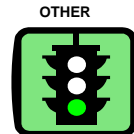


Issues: None.

OTHER: None.



CENTRALIZED EQUIPMENT & MAINTENANCE OPERATIONS FACILITY (CEMOF)



SCOPE:

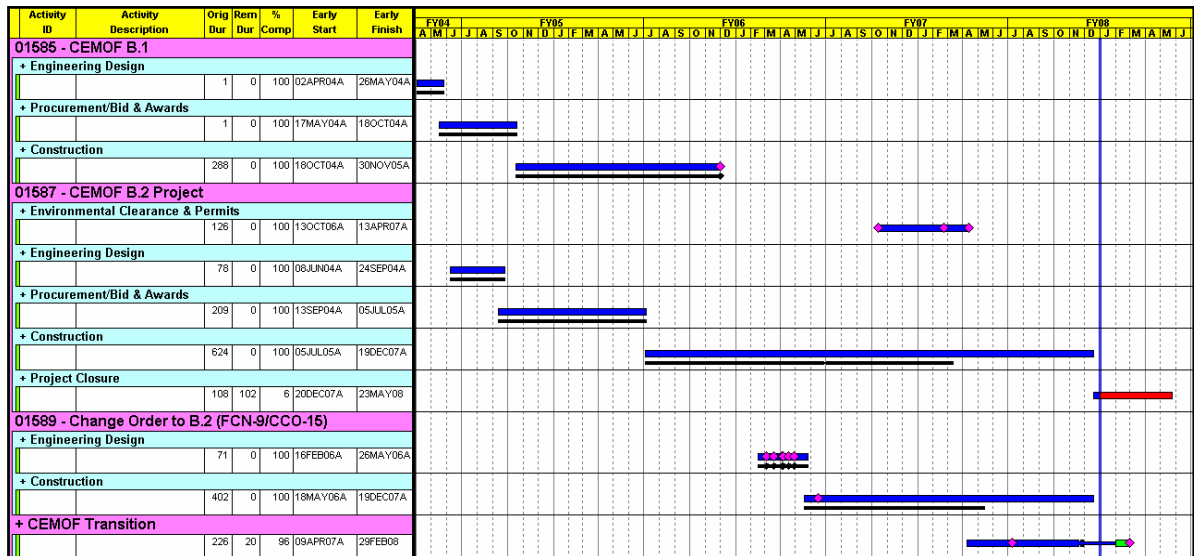


The CEMOF project includes design and construction of a new maintenance, storage, and operations facility for Caltrain's locomotives and passenger cars. The maintenance facility will accommodate daily inspections and scheduled maintenance, repairs and component change-outs (heavy overhauls will continue 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:

None.

SCHEDULE:



Progress:

Oct - Dec 2007

CEMOF B.2 - Maintenance Building -

- (1) Move-in continued and was completed this quarter. Facility began operations on October 22.
- (2) Systems start-up and testing was completed for the trainwasher and water treatment plant.
- (3) Completed all paving. Track was placed into service on October 19.
- (4) Began and completed installation of gates to secure the site.
- (5) Completed freight elevators installation at loading dock and maintenance building.
- (6) Completed all permits to operate the facility.

Central Control Facility -

- (1) Facility was completed and has been fully operational since last quarter.

Future

Activities:

Jan - Mar 2008

CEMOF B.2 - Maintenance Building -

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

Central Control Facility -

- (1) None.

Issues:

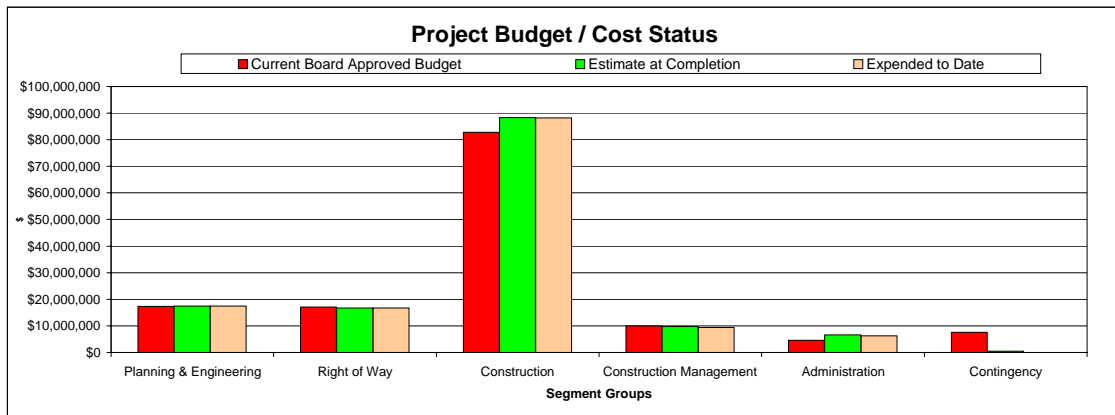
None.

CENTRALIZED EQUIPMENT & MAINTENANCE OPERATIONS FACILITY (CEMOF)

BUDGET/COST:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$17,328,879	\$17,438,966	\$17,438,967	\$17,438,966	(\$110,087)
Right of Way	\$17,141,677	\$16,763,545	\$16,763,545	\$16,763,545	\$378,132
Construction	\$82,765,000	\$88,257,398	\$88,267,844	\$88,312,436	(\$5,547,436)
Construction Management	\$10,000,000	\$9,431,421	\$9,631,428	\$9,706,770	\$293,230
Administration	\$4,561,089	\$6,286,388	\$6,286,388	\$6,563,587	(\$2,002,498)
Contingency	\$7,613,165	\$0	\$0	\$490,096	\$7,123,069
Total	\$139,409,810	\$138,177,718	\$138,388,172	\$139,275,400	\$134,410



Issues: Project is forecasted to underrun the Board approved budget by \$134K.

OTHER:

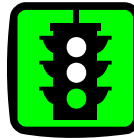
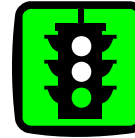


None.

DUMBARTON RAIL CORRIDOR

Project Sponsor: SMCTA

Project Management: PCJPB

SCOPE**SCHEDULE****BUDGET / COST****OTHER****SCOPE:**

The Dumbarton Rail Corridor (DRC) Project will extend commuter rail service across the Bay between the Peninsula and the East Bay by rehabilitating and reconstructing rail facilities on the existing railroad alignment and right-of-way. Three new passenger rail stations in Menlo Park/East Palo Alto, Newark, Union City, and a new layover facility in the East Bay will be constructed, as well as upgrading the Fremont Centerville Station. The proposed Dumbarton train service will consist of six trains across the bridge during the morning commute and six during the evening commute. Morning trains will originate at the Union City Intermodal Station, cross the bay to Redwood City, and then three trains will travel north to San Francisco and three will travel south to San Jose. In the evening, all trains will reverse pattern and travel back to Union City.

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 cost increase.
- 2) 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.
- 3) 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:

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish																																
							FY05		FY06		FY07		FY08		FY09		FY10																					
							03	04	01	02	03	04	01	02	03	04	01	02	03	04	01	02	03	04	01	02	03	04	01	02	03	04						
05469 - Dumbarton Rail Corridor																																						
+ Work Plans/Phase Gate/Systemwide Reviews																																						
		20	20	0	07MAY09	04JUN09																																
+ Environmental Clearance & Permits																																						
		1,284	525	61	04JAN05A	31JAN10																																
+ Funding																																						
		0	0	100		25JUL07A																																
+ Engineering Design																																						
		495	391	20	01AUG07A	17JUL09																																

Progress:

Oct - Dec 2007

- 1) A coordination meeting was held on 10/24/07 with SamTrans, AC Transit, VTA and Caltrans to clarify the assumptions to be used in the environmental document on the TSM Alternative.
- 2) A Project Development Team (PDT) meeting was held on 10/09/07 and a Policy Advisory Committee (PAC) meeting was held on 10/23/07. The PAC approved FRA compliant Diesel Multiple Units (DMUs) to be studied in the environmental document as a second vehicle option.
- 3) The Citizen Advisory Panel (CAP) held meetings on 10/17/07 at the City of Newark Public Library and on 12/12/07 in the City of Menlo Park. Bylaws were created and are awaiting adoption by the PAC.
- 4) The work directives for design and environmental work were negotiated, approved and issued.
- 5) Bridge structural inspections and diving work in the bay to examine existing pier condition were completed and analysis was initiated.
- 6) The development of ridership projections was initiated for the environmental document. Staff worked with VTA, MTC, and FTA in order to agree on demographic input assumptions to use in the forecast model.
- 7) The track improvements needed to resolve integration of Dumbarton trains onto the mainline tracks were identified for four operational models and the runs were initiated.
- 8) A letter was sent to the UPRR to notify and provide them the opportunity to respond to the freight assumptions in the environmental document. No response was received.
- 9) Received the recommendations for breach locations through the railroad embankment to facilitate marsh restoration in Don Edwards National Refuge. These recommendations will be forwarded to Don Edwards National Refuge staff for their review.

Future**Activities:**

Jan - Mar 2008

- 1) Proceed with critical work on the environmental technical studies and preparation of the EIR/S.
- 2) Discuss breach locations recommendations with Don Edwards National Refuge staff.
- 3) Continue to develop the draft Implementation Plan.
- 4) Continue to coordinate with JPB Operations and evaluate the results of the operational models.
- 5) Prepare for PAC, PDT and CAP meetings in March.

Issues:

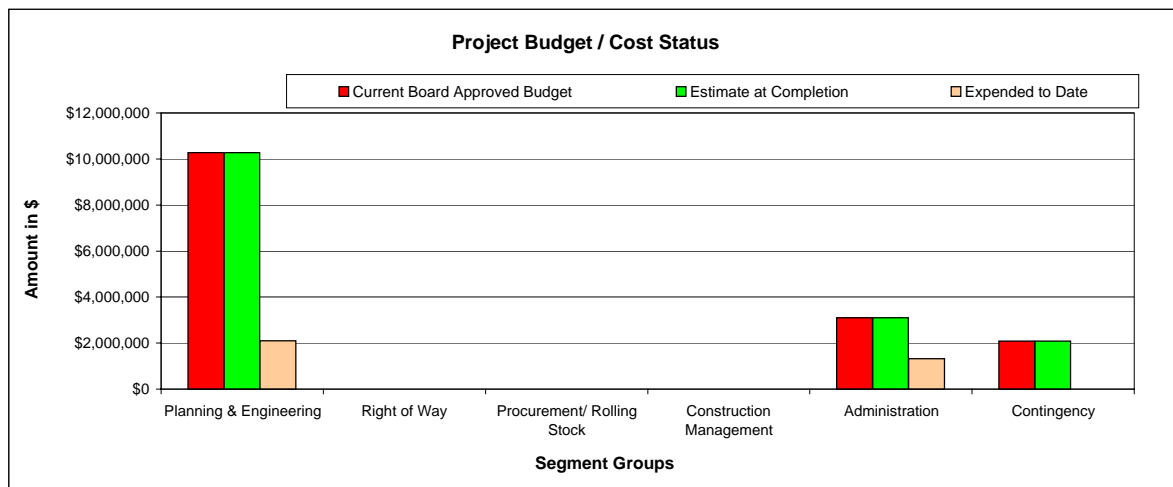
None.

DUMBARTON RAIL CORRIDOR

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$10,276,000	\$2,104,917	\$4,568,529	\$10,276,000	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Procurement/ Rolling Stock	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0
Administration	\$3,100,000	\$1,326,191	\$1,329,422	\$3,100,000	\$0
Contingency	\$2,092,000	\$0	\$0	\$2,092,000	\$0
Total	\$15,468,000	\$3,431,108	\$5,897,951	\$15,468,000	\$0



Issues: None.

OTHER:



None.

ELECTRIFICATION

SCOPE



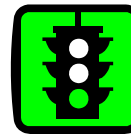
SCHEDULE



BUDGET/ COST



OTHER



SCOPE:



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

Current program scope is funded through the completion of the front-end environmental activities and 35% design engineering activities. Total program cost, schedule and budget will be reported at the conclusion of this initial phase of work.

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	FY06					FY07					FY08																	
							J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
01246 - Electrification																																		
+ Milestone																																		
		1,749	1,749	0	18MAR08	25FEB15																												
+ Preliminary Engineering																																		
		759	106	88	01JUN05A	30MAY08																												
+ Environmental Clearance & Permits																																		
		1,069	153	77	24MAY04A	06AUG08																												
+ Funding																																		
		450	73	84	03JUL06A	14APR08																												
+ Program Planning/Development/Coordination																																		
		185	158	3	19NOV07A	13AUG08																												

Progress:

Oct - Dec 2007

- (1) Upon initial acceptance of the report on PG&E's network, a site meeting and interconnection meeting were held. PG&E engineers, transmission planning and operations personnel were brought into the loop to conduct assessments of the possible impacts of the Caltrain load. Further contingency scenario modeling was requested by PG&E prior to any interconnection details being discussed.
- (2) The 35% Overhead Contact System (OCS) layout design, specifications, and estimates were submitted. The comment period commenced, and grounding designs for Palo Alto and California Avenue Stations were also completed. Clearance diagrams, showing the position of components above freights were sent to UPRR for their review. A Coordination meeting was held to explain the interface issues.
- (3) The final reports on recommendations for switchgear and sectionalizing were submitted. Also, portions of the 35% design of the Traction Power System were submitted. The construction estimate, specifications and schedule will be submitted next period.
- (4) The 35% package for the Signal and Grade Crossing compatible circuits was submitted and reviewed. Also, the 35% Communications backbone design continued. A network topology drawing was submitted and comments were returned.
- (5) The CPUC document was revised to address only Caltrain Electrification specific issues. The document will now take the form of a request for exemption from existing rules within the appropriate General Orders. The draft document went for legal review in December 2007.
- (6) The Environmental update continued with discussions of new operating plans and ridership modeling. Field investigations of the new electrical facility locations took place.

Future Activities:

Jan - Mar 2008

- (1) Continue discussions with UP to address the concerns over Electrification of the line and reach agreement over clearances to the OCS.
- (2) Continue meetings with PG&E. Close out the LTK work and begin discussions of interconnection details with PG&E.
- (3) Review the final submittals for the 35% design packages. Coordinate the designs of the traction power system, signal and grade crossing modifications, overhead contact system and communications systems to form the basis for the next phase of design.
- (4) Finalize the project specific General Order exemptions document and file with CPUC.
- (5) Continue with the revision of the EA/EIR document. Receive initial information on project funding for inclusion in the document.

Issues:

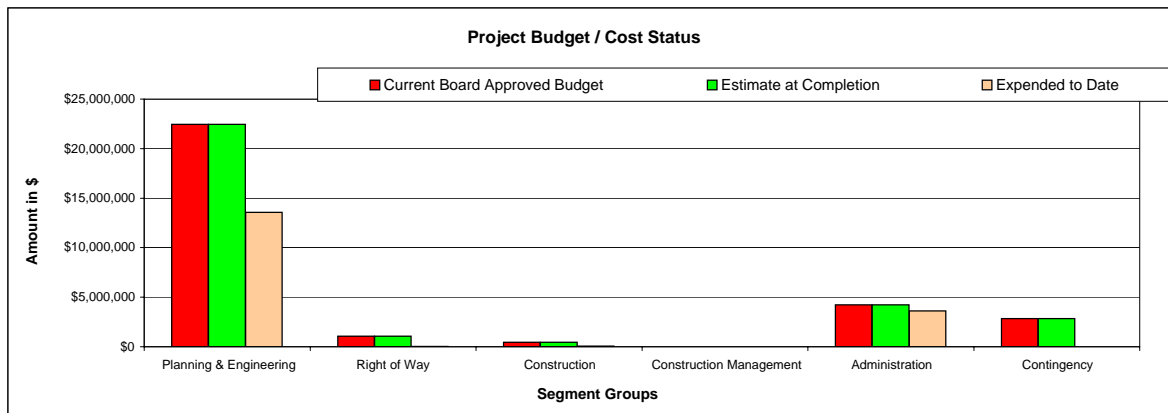
Delayed FONSI (Finding Of No Significant Impact) approval by the FTA may affect preliminary engineering and right-of-way acquisitions.

ELECTRIFICATION

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$22,442,225	\$13,576,963	\$14,223,518	\$22,442,225	\$0
Right of Way	\$1,054,407	\$18,000	\$18,000	\$1,054,407	\$0
Construction	\$452,167	\$76,985	\$117,524	\$452,167	\$0
Construction Management	\$5,737	\$3,982	\$3,982	\$5,737	\$0
Administration	\$4,238,508	\$3,628,294	\$3,648,489	\$4,238,508	\$0
Contingency	\$2,854,419	\$0	\$0	\$2,854,419	\$0
Total	\$31,047,463	\$17,304,224	\$18,011,513	\$31,047,463	\$0



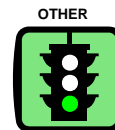
Issues: None

OTHER:



FTA has not issued a Finding of No Significant Impact (FONSI) on this project yet. Project management is working with FTA to resolve issues that is stalling the approval process. Without a FONSI, federal funding can be used to complete only up to 35% design.

LENZEN YARD FUEL STORAGE FACILITY



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:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	FY07												FY08											
							JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR		
01742 - Lenzen Yard Fuel Facility																														
+ Work Plans/Phase Gate/Systemwide Reviews																														
		1	0	100	12SEP06A	12SEP06A																								
+ Environmental Clearance & Permits																														
		6	0	100	03APR07A	10APR07A																								
+ Engineering Design																														
		261	0	100	16JAN06A	25JAN07A																								
+ Procurement/Bid & Awards																														
		134	0	100	25JAN07A	03AUG07A																								
+ Construction																														
		108	7	96	06AUG07A	10JAN08																								
+ Phase 1: B2 Change Order Work UG Piping & Sumps																														
		209	0	100	18AUG06A	15JUN07A																								
+ Project Closure																														
		60	60	8	11JAN08	04APR08																								

Progress:

Oct - Dec 2007

- (1) Completed remaining piping.
- (2) Formed and placed concrete pads for tanks.
- (3) Installed and bolted storage tanks.
- (4) Installed fuel dispenser units.
- (5) City of San Jose conducted inspection of underground piping, and leak detection and monitoring alarms.
- (6) Began installation of software for fuel management system and leak detection.
- (7) Filled each tank with 7,500 gallons of fuel.
- (8) Began testing and commissioning.

Future Activities:

Jan - Mar 2008

- (1) Complete installation of software for fuel management system and leak detection.
- (2) Complete testing and commissioning.
- (3) Pay final invoices
- (4) Begin closeout process.

Issues:

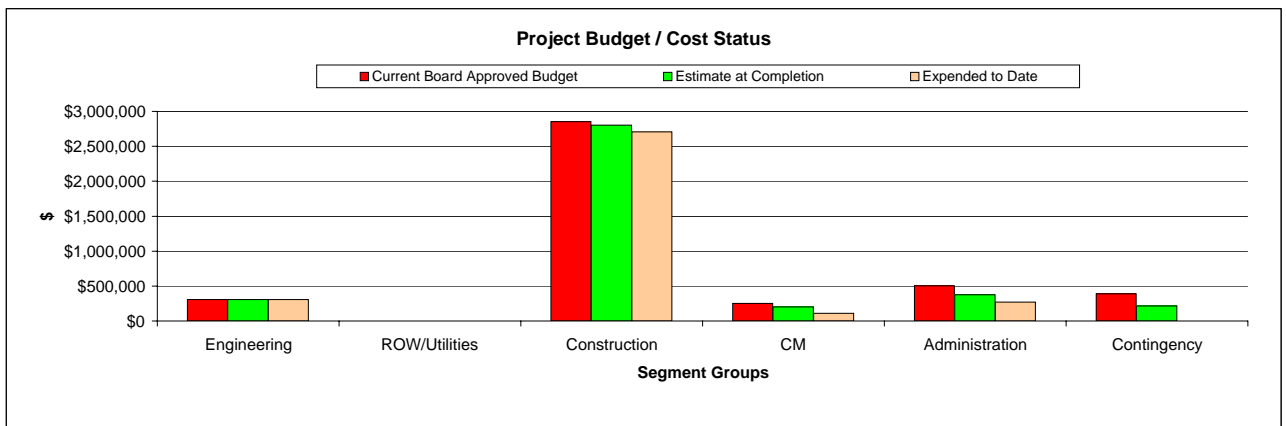
Project is ahead of schedule as compared to last quarter's schedule. Construction is expected to be complete by January 10. Project is scheduled to be closed-out by early April versus May 1.

LENZEN YARD FUEL STORAGE FACILITY

BUDGET/COST:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$308,895	\$308,895	\$308,895	\$308,895	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$2,854,000	\$2,707,414	\$2,747,000	\$2,802,811	\$51,189
Construction Management	\$250,000	\$110,584	\$159,959	\$200,000	\$50,000
Administration	\$505,213	\$272,348	\$272,348	\$373,294	\$131,919
Contingency	\$391,492	\$0	\$0	\$215,000	\$176,492
Total	\$4,309,600	\$3,399,241	\$3,488,202	\$3,900,000	\$409,600



Issues: Project is forecasted to be \$400K under the Board approved budget.

OTHER: None.



LOS GATOS and GUADALUPE BRIDGE REPLACEMENT

SCOPE



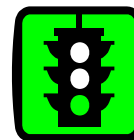
SCHEDULE



BUDGET / COST



OTHER



1

SCOPE:



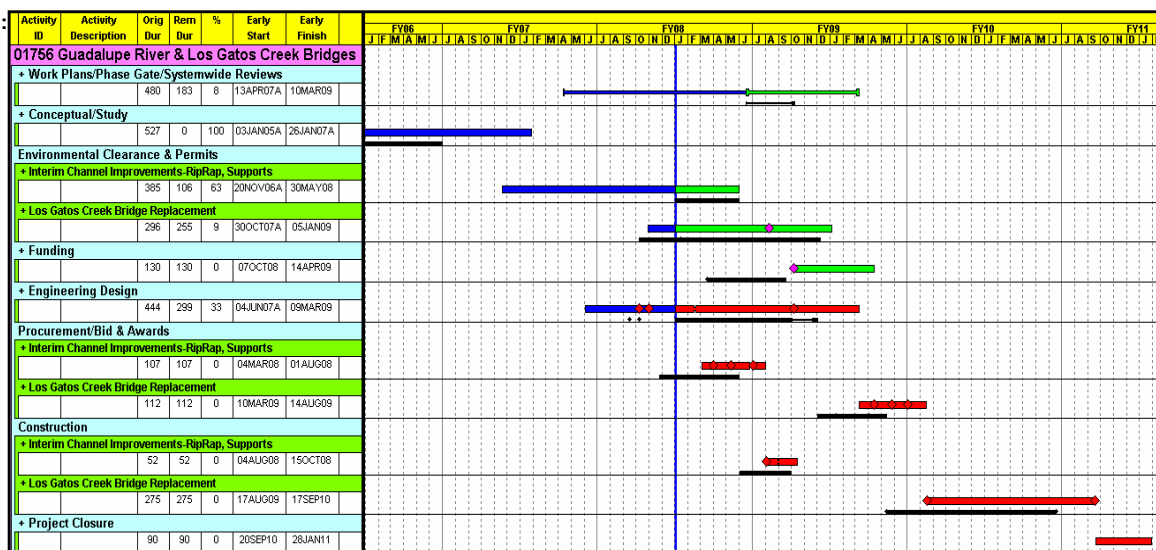
The Los Gatos and Guadalupe Bridge Replacement Project includes:

- (1) The design and preparation of the Environmental Document to remove and replace the existing MT-1 and MT-2 bridges crossing the Los Gatos Creek. As recommended in the Project Study Report, the new replacement structure to be constructed will be a pre-stressed / pre-cast concrete bridge with new foundations and a new widened bridge deck that will act as a construction shoofly and a permanent third track;
- (2) The design and construction of erosion protection under the existing Guadalupe River bridge embankments;
- (3) The design of a replacement bridge for the existing MT-1 timber bridge crossing the Guadalupe River. The construction of this bridge will be deferred until a future date, due to funding reasons.

Issues:

- (1) A new EAC estimate based on the revised scope, including additional work, has been prepared along with a revised project work plan for management approval. The current EAC only reflects the PSR Phase Gate project scope and does not include any additional work.

SCHEDULE:



Progress:

Oct - Dec 2007

- (1) Continued interim work measures to mitigate the scouring problem at the Guadalupe River Bridge. This work will be separated from the Bridge Replacement project next quarter, and will be included in the new "Guadalupe River Bridge Interim Repair Project".
- (2) PTG submitted the WD proposal for the 35% Preliminary Design for both bridges (10/10/07).
- (3) JPB submitted permits to the respective agencies for the interim work measures at the Guadalupe River bridge.
- (4) JPB submitted the Categorical Exclusion for the CEQA process to the State, and for the NEPA process to FTA (12/28/07).

Future

Activities:

Jan - Mar 2008

- (1) Issue an amendment to WD 3448 to complete the interim plans for the work at the Guadalupe River bridge, including specs and bid support.
- (2) Follow up on the submitted permits (Army Corps Sec. 404; RQWCR Sec 401; NOAA; Fish and Game; SCVWD).
- (3) Split project into two projects to accommodate the construction of the Interim Work at the Guadalupe River bridge and the design of the bridge replacement of the Los Gatos Creek bridge.
- (4) Prepare and present new project Work Plans for the two new projects.
- (5) Obtain IFB and bid the Guadalupe Interim Repairs project.
- (6) Initiate 35% preliminary design for the Los Gatos Creek Bridge and the Guadalupe River Bridge.

Issues:

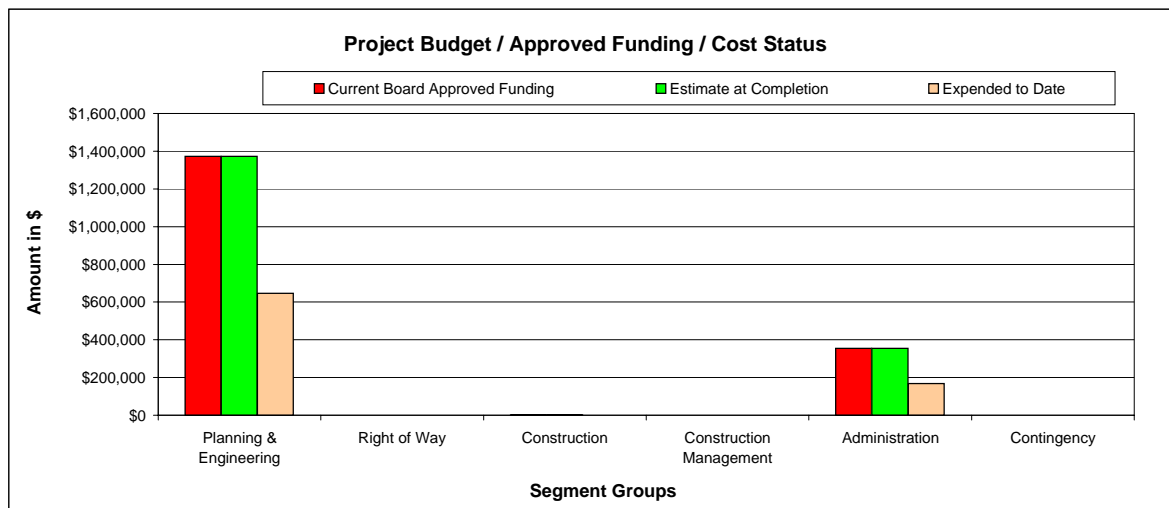
None.

LOS GATOS and GUADALUPE BRIDGE REPLACEMENT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Funding	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$1,372,288	\$646,599	\$662,212	\$1,372,288	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$1,541	\$726	\$726	\$1,541	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0
Administration	\$355,458	\$167,486	\$167,486	\$355,458	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$1,729,287	\$814,811	\$830,424	\$1,729,287	\$0



Issues: Estimate at Completion of \$1.7 million is for the preliminary design phase only.

OTHER:



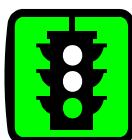
None.

NORTH TERMINAL OPERATIONS IMPROVEMENT PROJECT

SCOPE



SCHEDULE



BUDGET / COST



OTHER



SCOPE:



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

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

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

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

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	FY06						FY07						FY08														
							J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J		
01649 - North Terminal Operations Improvement																																	
+ Engineering Design																																	
		255	0	100	24JAN05A	20JAN06A																											
+ Advance Material Procurement (OFE/M)																																	
		510	0	100	15DEC04A	15DEC06A																											
+ Procurement/Bid & Awards																																	
		179	0	100	19DEC05A	01SEP06A																											
Construction																																	
+ General																																	
		271	0	100	05SEP06A	26SEP07A																											
+ New JPB Field Office Complex																																	
		95	0	100	05SEP06A	19JAN07A																											
+ Crossover Installn-Center/Trousdale/Common/Army																																	
		141	0	100	25SEP06A	16APR07A																											
+ 22nd Street Stairs																																	
		129	0	100	05SEP06A	09MAR07A																											
+ San Francisco Yard Track Rehab																																	
		210	0	100	26FEB07A	23SEP07A																											
+ San Francisco Yard/CP 4th Signal Work																																	
		208	0	100	28NOV06A	23SEP07A																											
+ Project Closure																																	
		85	23	51	01OCT07A	01FEB08																											

Progress:

Oct - Dec 2007 (1) Completed punch list activities and issued Relief of Maintenance.
(2) Continued review, negotiation and approval of project change orders.
(3) Continued Project Close-out Activities.

Future

Activities:

Jan - Mar 2008 (2) Complete negotiation and approval of pending change orders and trends.
(3) Complete final Project Close-out Activities.

Issues:

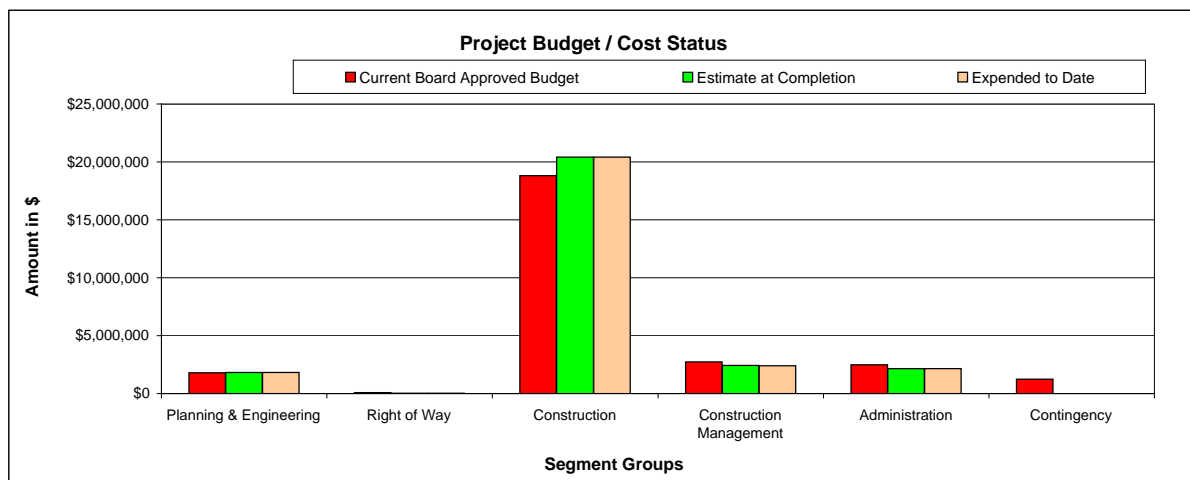
None.

NORTH TERMINAL OPERATIONS IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$1,791,249	\$1,826,505	\$1,826,505	\$1,826,505	(\$35,256)
Right of Way	\$74,000	\$35,504	\$35,504	\$35,504	\$38,496
Construction	\$18,811,334	\$20,411,875	\$20,247,456	\$20,425,560	(\$1,614,226)
Construction Management	\$2,733,725	\$2,409,071	\$2,448,772	\$2,424,409	\$309,316
Administration	\$2,476,295	\$2,152,205	\$2,152,205	\$2,162,426	\$313,869
Contingency	\$1,237,397	\$0	\$0	\$0	\$1,237,397
Total	\$27,124,000	\$26,835,160	\$26,710,442	\$26,874,404	\$249,596



Issues: Total of \$900K of approved and pending change orders have been negotiated and included in the current Estimate at Completion (EAC). The EAC also included a negotiated credit of \$230K from the Contractor to the JPB for Owner provided labor that was in excess of the Contract allocation.

Project is forecasted to have an underrun of about \$250K from the Board Approved Budget.

OTHER:



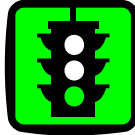
None.

PURCHASE (8) CALTRAIN PASSENGER CARS

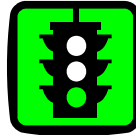
SCOPE



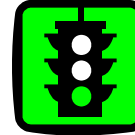
SCHEDULE



BUDGET / COST



OTHER

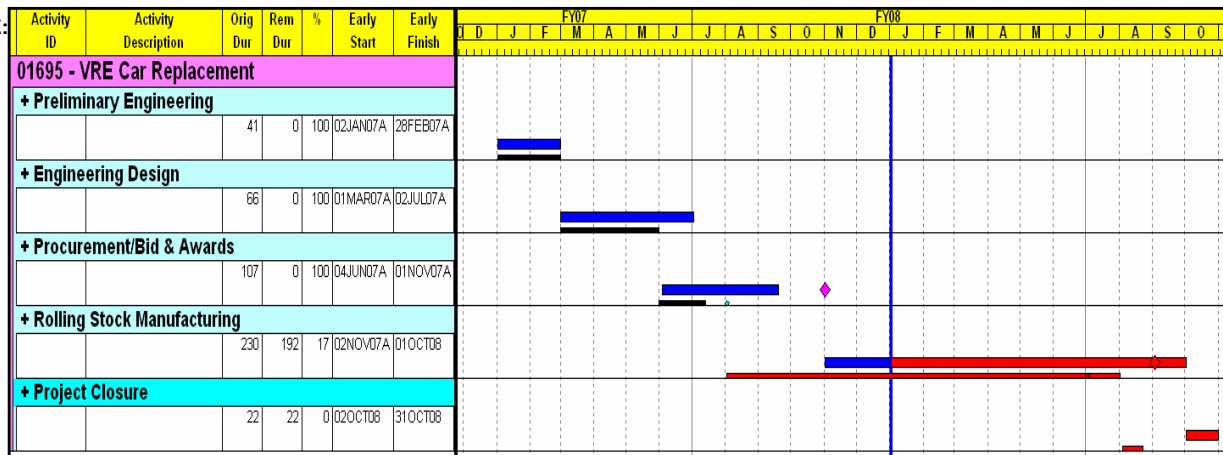
**SCOPE:**

This project is a multi-staged project that will result in the outright 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 1st Phase of this project was a lease/ buy study as part of Caltrain 2025. Result of that study suggests that procurement would be the more economical option. The 2nd Phase of this project is to develop a procurement and funding strategy to support the purchase.

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. This project is unique in that funding is expected to derive from grant funding and funding secured through capital market financing.

Issues:

1. Board approval of the Bombardier contract was received on 11/01/07, and the order was placed.
2. Fabric and layout of cars was being decided in December.
3. First splice (car shell) to be completed in early February 2008.

SCHEDULE:**Progress:**

Oct - Dec 2007

- 1) Presented the contract to the October Board meeting (11/01/07). Approval received.
- 2) Issued a signed contract and NTP to Bombardier.
- 4) Received initial work plan deliverables from Bombardier.
- 4) Continued working with Bombardier for materials approval. Initiated monthly project progress meetings.

Future

- 1) Order long lead time items and begin production.

Activities:

- 2) Issue WD for onsite inspection services.

Jan - Mar 2008

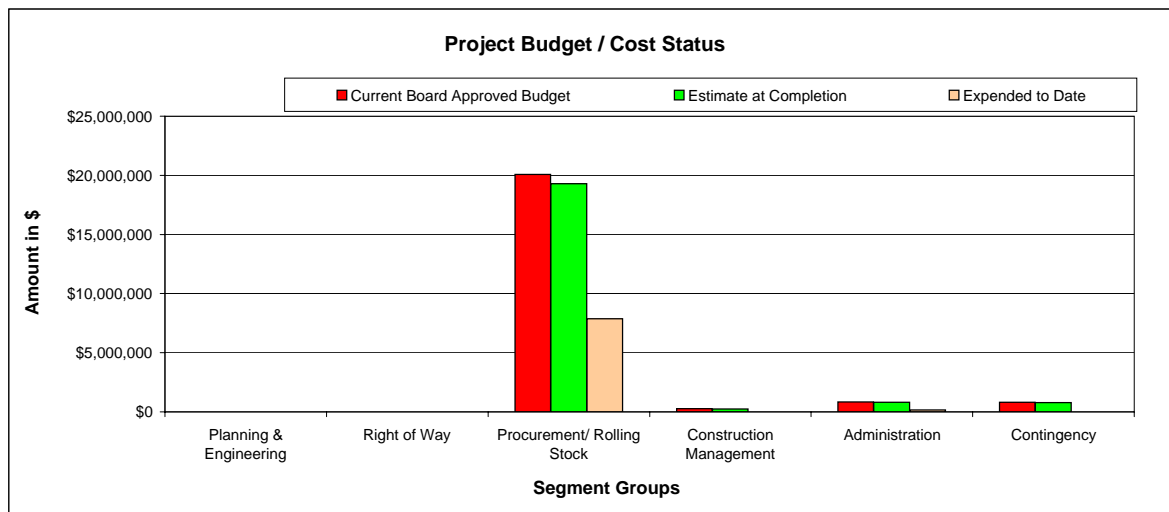
- 3) First splice (car shell) to be completed in early February 2008.

Issues:

None.

PURCHASE (8) CALTRAIN PASSENGER CARS**BUDGET:**

	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$2,082	\$895	\$895	\$2,000	\$82
Right of Way	\$0	\$0	\$0	\$0	\$0
Procurement/ Rolling Stock	\$20,075,519	\$7,878,776	\$19,289,480	\$19,535,000	\$540,519
Construction Management	\$260,248	\$0	\$0	\$0	\$260,248
Administration	\$848,408	\$150,161	\$150,161	\$815,000	\$33,408
Contingency	\$813,743	\$0	\$0	\$781,700	\$32,043
Total	\$22,000,000	\$8,029,832	\$19,440,536	\$21,133,700	\$866,300

**Issues:** None.**OTHER:**

None.

QUINT STREET and JERROLD AVENUE BRIDGE REPLACEMENT

SCOPE



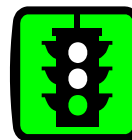
SCHEDULE



BUDGET / COST



OTHER



SCOPE:

Perform a Structure Type Selection Report to establish the final scope of the project including:



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

Issues:

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

SCHEDULE:



Activity ID	Description	Orig Dur	Rem Dur	%	Early Start	Early Finish
01757 - Quint & Jerrold Bridges Replacement						
+ Work Plans/Phase Gate/Systemwide Reviews						
		170	170	0	25FEB08	22OCT08
+ Environmental Clearance & Permits						
		762	43	94	01MAR05A	03MAR08
+ Funding						
		128	128	0	04MAR08	02SEP08
+ Right of Way Acquisition						
		338	120	65	20FEB07A	19JUN08
+ Engineering Design						
		479	207	44	01DEC06A	22OCT08
+ Procurement/Bid & Awards						
		120	120	0	23OCT08	16APR09
+ Construction						
		255	255	0	17APR09	21APR10
+ Project Closure						
		85	85	0	22APR10	20AUG10

Progress:

Oct - Dec 2007

- (1) Issued a Work Directive and a NTP to PB for the Structure Type Selection (TS) on 10/22/07.
- (2) Requested a proposal to prepare a legal description and plat map for vacating McKinnon St. under the Quint Street bridge.
- (3) Continued work on the Structure Type Selection.

Future

Activities:

Jan - Mar 2008

- (1) Amend the WD to include preparation of the legal description and plat map for vacating McKinnon St. under the Quint Street bridge.
- (2) Continue work on the Structure Type Selection.
- (3) Prepare a WDPR and issue a WD for Preliminary Design.
- (4) Update EAC based on new Estimate and approved Project Work Plan.

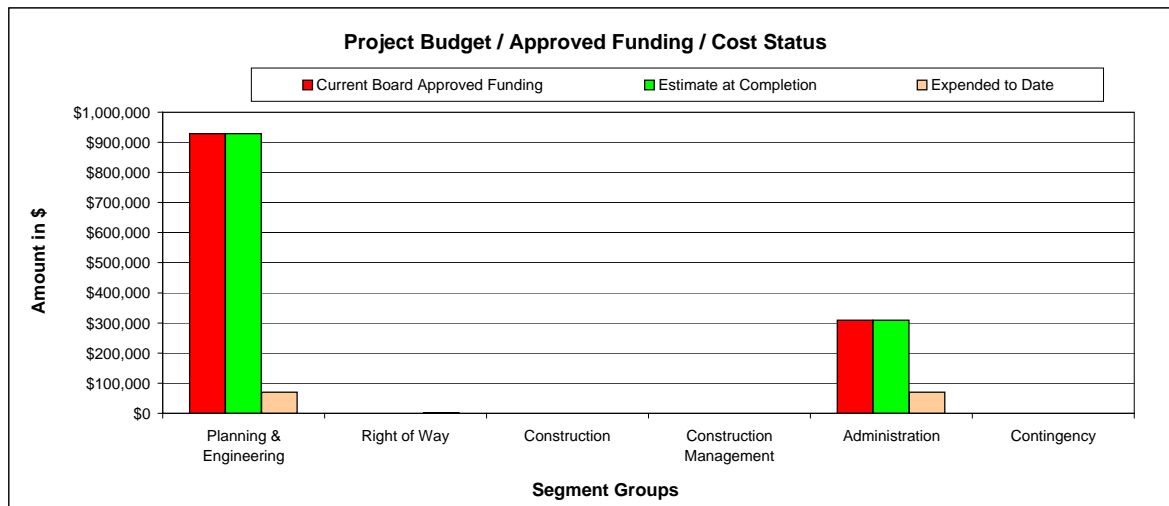
Issues:

None.

QUINT STREET and JERROLD AVENUE BRIDGE REPLACEMENT

BUDGET:

	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Funding	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$929,096	\$70,000	\$0	\$929,096	\$0
Right of Way	\$0	\$2,500	\$2,500	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0
Administration	\$309,699	\$70,319	\$70,319	\$309,699	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$1,238,794	\$142,819	\$72,819	\$1,238,794	\$0



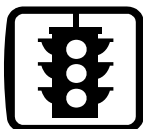
Issues: Estimate at Completion of \$1.2 million is for initial preliminary design only.
 Securing project funding for 100% design will be considered as part of the FY09 capital budget development process.

OTHER:

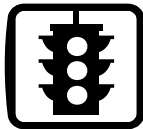
None.

SAN BRUNO GRADE SEPARATION

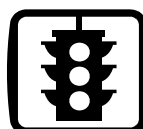
SCOPE



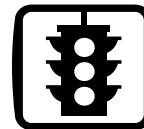
SCHEDULE



BUDGET / COST



OTHER

**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.

The South Linden grade separation and related work has been eliminated from the scope of the final project. Between now and mid- 2007, the design will be brought to the point of a draft design-build (DB) RFP. It is anticipated that there will be a hiatus of the project until 2009 when the RFP documents will be updated and the DB process will resume.

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

The costs shown in this Quarterly report reflect the completion of the draft DB RFP for the final San Bruno Grade Separation only. They do not reflect the costs after the hiatus for the completion of the design and the construction of the final grade separation.

Issues: None.

SCHEDULE:

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13
01583 - San Bruno / South Linden Grade Separati															
+ Engineering Design															
		1,353	443	79	01JUN04	30SEP09									
+ Procurement/Bid & Awards															
		378	378	0	02JAN09	30JUN10									
+ Construction															
		567	567	0	01JUL10	28SEP12									
+ Project Closure															
		124	124	0	01OCT12	29MAR13									

Progress:

Oct - Dec 2007

- 1) No activity this quarter.
- 2) Project is on-hold pending selection of a new Project Manager.

Future**Activities:**

Jan - Mar 2008

- 1) Select a new Project Manager.
- 2) Continue coordination with the GEC to address review comments and resolve ROW issues.
- 3) Continue the design to produce the shelf set Design-Build RFP and Contract Document at the 35% level.

Issues:

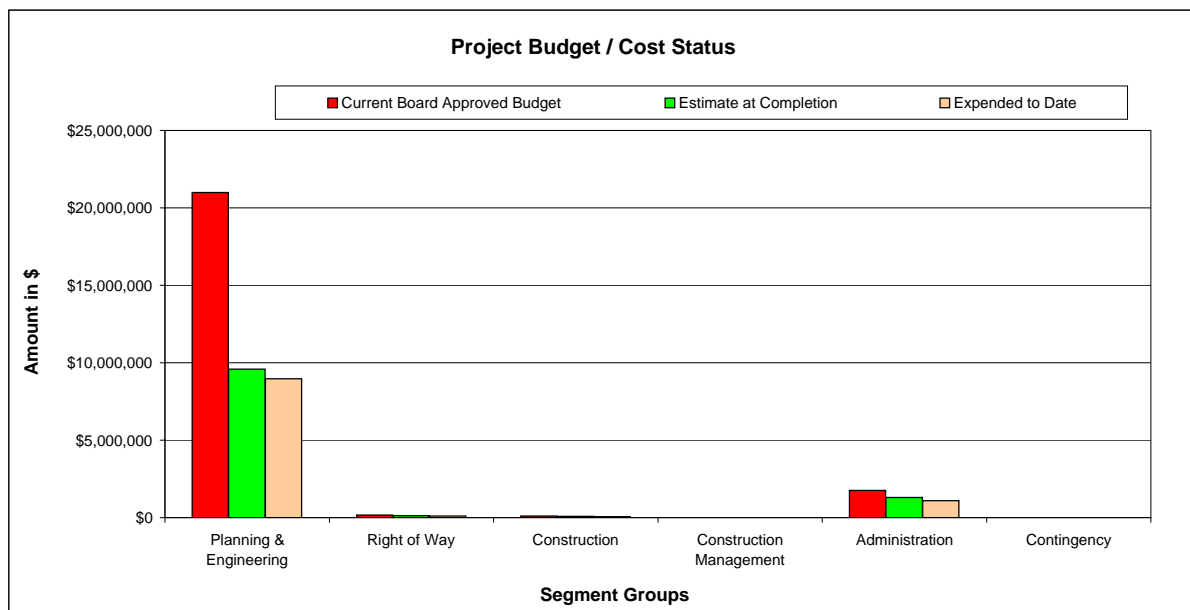
Project will be put on hold upon delivery of a shelf set of Design-Build RFP and 35% Design Contract Documents, expected by mid 2008.

SAN BRUNO GRADE SEPARATION

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$20,993,057	\$8,958,930	\$9,593,180	\$9,595,057	\$11,398,000
Right of Way	\$163,700	\$109,018	\$117,018	\$117,018	\$46,682
Construction	\$103,409	\$68,069	\$85,708	\$76,024	\$27,385
Construction Management	\$4,644	\$6,650	\$6,650	\$6,650	(\$2,006)
Administration	\$1,758,848	\$1,103,331	\$1,103,331	\$1,305,251	\$453,597
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$23,023,657	\$10,245,998	\$10,905,887	\$11,100,000	\$11,923,657



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

OTHER:



None.

SAN BRUNO / SOUTH LINDEN INTERIM SAFETY IMPROVEMENTS PROJECT

SCOPE



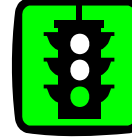
SCHEDULE



BUDGET / COST



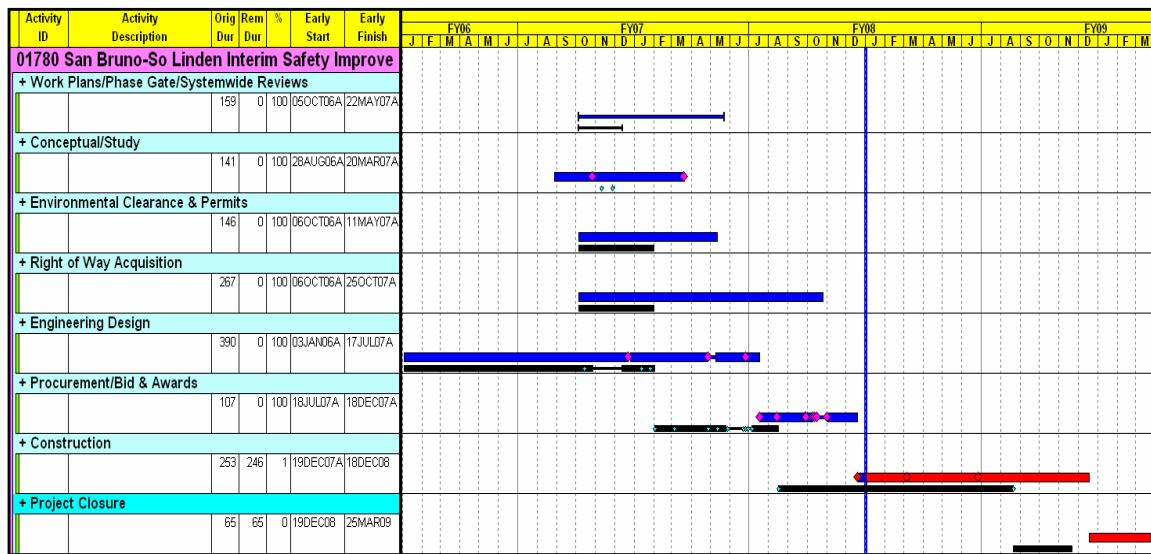
OTHER

**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:

(1) Construction bids were opened on 9/26/07. The low bid of \$4.357 Million was under the Engineer's estimate.

SCHEDULE:**Progress:**

Oct - Dec 2007

- (1) Received executed copies of the City of San Bruno and the City of South San Francisco C&M agreements.
- (2) Prepared the construction contract award recommendation for the 11/01/07 Board award.
- (3) Negotiated and approved Design Services During Construction and Construction Management services work directives. Issued work directives. Held kick-off meeting between HNTB and JPB during November.
- (4) Limited NTP was issued to Construction Contractor (Mitchell Engineering) on 12/18/07.
- (5) Set up of construction trailer, site security, and construction trailer utilities were initiated.

Future**Activities:**

Jan - Mar 2008

- (1) Pre-construction meeting between CM HNTB, Mitchell Engineering and JPB will be held on 1/04/08.
- (2) Issue NTP to Mitchell Engineering to begin construction.
- (3) Begin Hazardous material abatement at lumber yard.
- (3) Complete Demolition work at San Mateo Avenue.
- (4) Begin installation of conduit for underground electrical work at South Linden Avenue.
- (5) Complete demolition work and crossing replacement at South Linden Avenue.
- (6) Begin demolition work at Angus Avenue.

Issues:

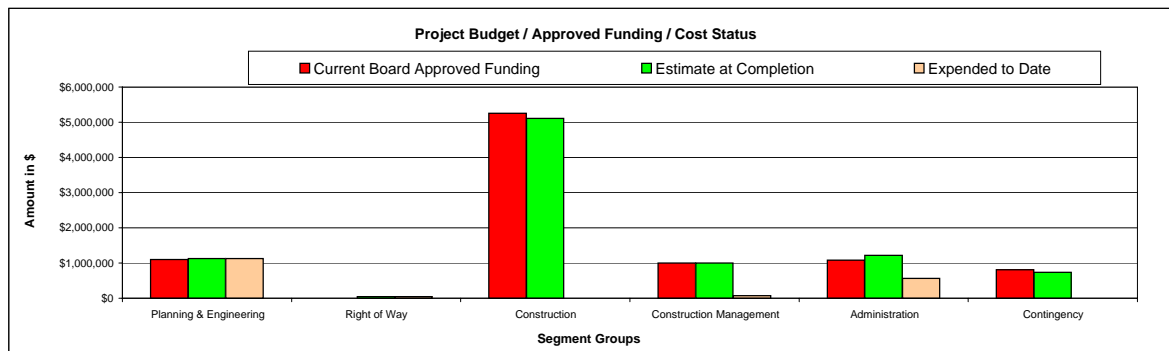
None.

SAN BRUNO / SOUTH LINDEN INTERIM SAFETY IMPROVEMENTS PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Funding	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$1,100,000	\$1,124,733	\$1,125,692	\$1,126,116	(\$26,116)
Right of Way	\$0	\$43,711	\$43,711	\$44,000	(\$44,000)
Construction	\$5,250,000	\$16	\$4,675,552	\$5,112,000	\$138,000
Construction Management	\$1,000,000	\$73,977	\$988,556	\$1,000,000	\$0
Administration	\$1,080,000	\$561,539	\$561,539	\$1,218,000	(\$138,000)
Contingency	\$810,000	\$0	\$0	\$739,884	\$70,116
Total	\$9,240,000	\$1,803,976	\$7,395,050	\$9,240,000	\$0



Issues: None.

OTHER:

None.

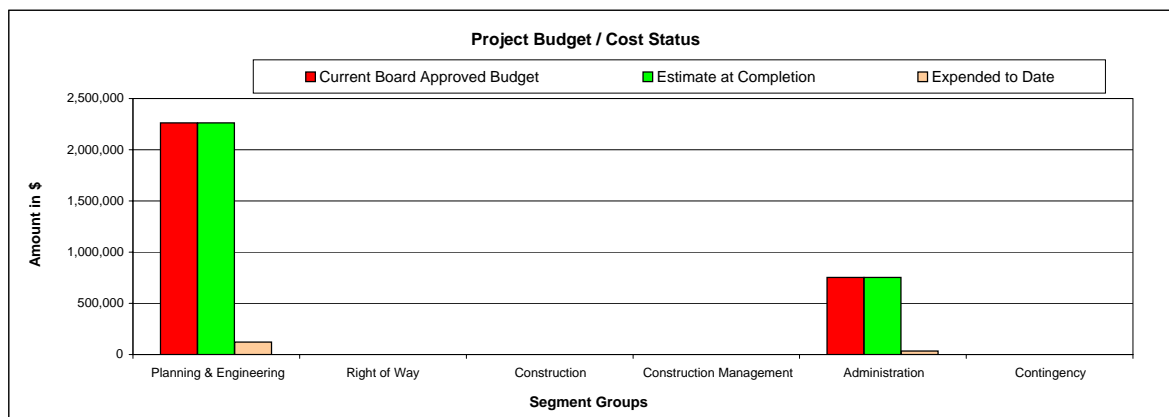


SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$2,261,251	\$120,936	\$121,226	\$2,261,251	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$40	\$40	\$0	\$0
Administration	\$753,750	\$35,890	\$35,890	\$753,750	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$3,015,001	\$156,866	\$157,156	\$3,015,001	\$0



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

Other: None.



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

SCOPE



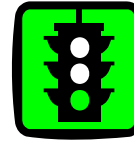
SCHEDULE



BUDGET / COST



OTHER

**SCOPE:** This project will rehabilitate San Mateo bridges at: Poplar, Santa Inez, Monte Diablo, and Tilton.

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

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

Issues: None.**SCHEDULE:**

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	FY06	FY07	FY08	FY09	FY10	FY11
01755	San Mateo Bridges Rehab. & Track Raise											
	+ Work Plans/Phase Gate/Systemwide Reviews	459	197	42	02JAN07A	22OCT08						
	+ Environmental Clearance & Permits	762	43	96	01MAR05A	03MAR08						
	+ Funding	158	158	0	23JAN08	04SEP08						
	+ Right of Way Acquisition	255	255	0	04MAR08	06MAR09						
	+ Engineering Design	699	207	77	19JAN06A	22OCT08						
	+ Procurement/Bid & Awards	120	120	0	23OCT08	16APR09						
	+ Utility Relocation or Advance Construction	125	125	0	16OCT08	16APR09						
	+ Construction	440	440	0	17APR09	17JAN11						
	+ Project Closure	67	67	0	18JAN11	21APR11						

Progress:

Oct - Dec 2007

- (1) Proceeded with the 35% Preliminary Engineering.
- (2) Met with the City of San Mateo's Department of Public Works (DPW) to update them on the project and start street closure discussions.
- (3) Followed up on the Environmental clearance document issued to FTA and transmitted by them to SHPO.

Future**Activities:**

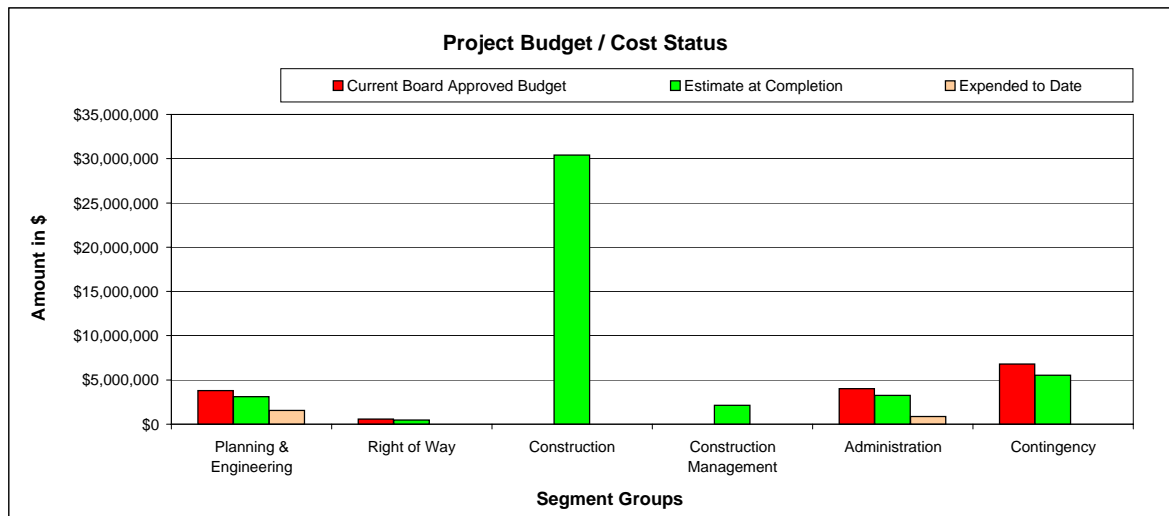
Jan - Mar 2008

- (1) Continue follow up on the Environmental clearance document issued to FTA and transmitted by them to SHPO.
- (2) Receive GEC 35% Design submittal (submitted on 1/15/08).
- (3) Issue an amendment to WD 3188 to authorize the design to advance to 100%.
- (4) Return 35% design submittal comments to the GEC and start the 65% PS & E Design.
- (5) Update EAC based on new estimate and approved Project Work Plan.

Issues: None.

SAN MATEO BRIDGES REHABILITATION, GRADE MODIFICATIONS, AND RELATED TRACK WORK**BUDGET:**

	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$3,807,784	\$1,564,034	\$2,364,988	\$3,095,400	\$712,384
Right of Way	\$568,326	\$0	\$0	\$462,000	\$106,326
Construction	\$0	\$4,861	\$4,861	\$30,424,407	(\$30,424,407)
Construction Management	\$0	\$1,283	\$1,283	\$2,119,269	(\$2,119,269)
Administration	\$4,000,598	\$852,855	\$852,855	\$3,252,141	\$748,457
Contingency	\$6,803,675	\$0	\$0	\$5,525,801	\$1,277,874
Total	\$15,180,383	\$2,423,033	\$3,223,987	\$44,879,018	(\$29,698,635)



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

OTHER: None.



SAN MATEO COUNTY AT-GRADE CROSSING IMPROVEMENT PROJECT

SCOPE



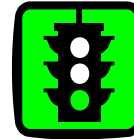
SCHEDULE



BUDGET / COST



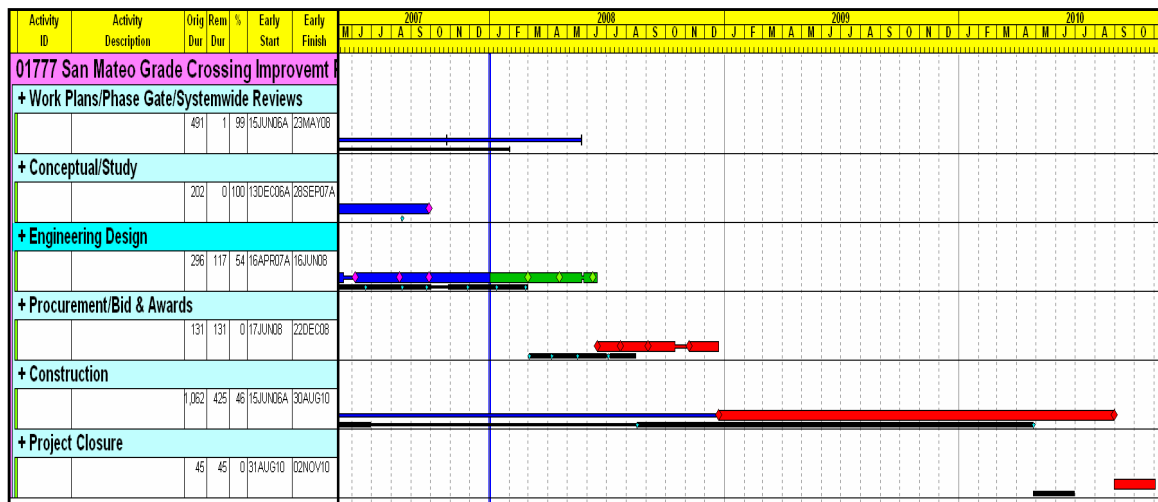
OTHER

**SCOPE:**

The scope of the At-Grade Crossing Improvement Program is to evaluate, design and construct safety improvements at, and in the vicinity of (25) at-grade crossings on the Caltrain Corridor in San Mateo County. Improvements will be made in regards to railroad, pedestrian, traffic, and roadway safety systems. At-grade crossings to be considered for improvements include: Center St. in Millbrae; Broadway Ave., Oak Grove Ave. and Peninsula Ave. in Burlingame; Villa Terrace Ave., 1st Ave., 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 9th Ave. and 25th Ave. in San Mateo; Whipple Ave., Brewster Ave., Broadway Ave., Maple Ave., Main St., and Chestnut St. in Redwood City; Fair Oaks Lane and Watkins Ave. in Atherton; Encinal Ave., Glenwood Ave., Oak Grove Ave., and Ravenswood Ave. in Menlo Park. Improvements needed at each location may differ depending on the at grade crossing configurations and diagnostics, among other considerations.

Issues:

The Project Change Control Board approved the design of the quad gates at Fair Oaks in Atherton.

SCHEDULE:

Schedule will be re-baselined next quarter.

Progress:

- (1) Designer completed 65% civil design. JPB reviewed the 65% design submittal and provided comments to designer.
- (2) Conducted 65% design Phase Gate Review for project.
- (3) Initiated signal design for pedestrian crossings at all stations except 25th Avenue in San Mateo and Redwood City.
- (4) Began and continued drilling potholes for utilities.
- (5) 65% signal design was submitted by the designer and comments were provided by JPB.
- (6) Continued working on 100% civil design.
- (7) Conducted constructability review.
- (8) Conducted a Project Change Control Board (PCCB) meeting to review installation of quad gates at Fair Oaks in Atherton.

Future**Activities:**

- (1) Designer will submit 75% signal design by mid-January. Provide comments to designer.
- (2) Complete potholing for utilities by January 2008.
- (3) Continue environmental process and complete 88-B applications (CPUC required applications for any alterations to at-grade crossings) for all sites that were modified with pedestrian gates.
- (4) Work with cities on advanced preemption.
- (5) Complete 100% civil design.
- (6) Continue working on 100% signal design and quad gate design.

Issues:

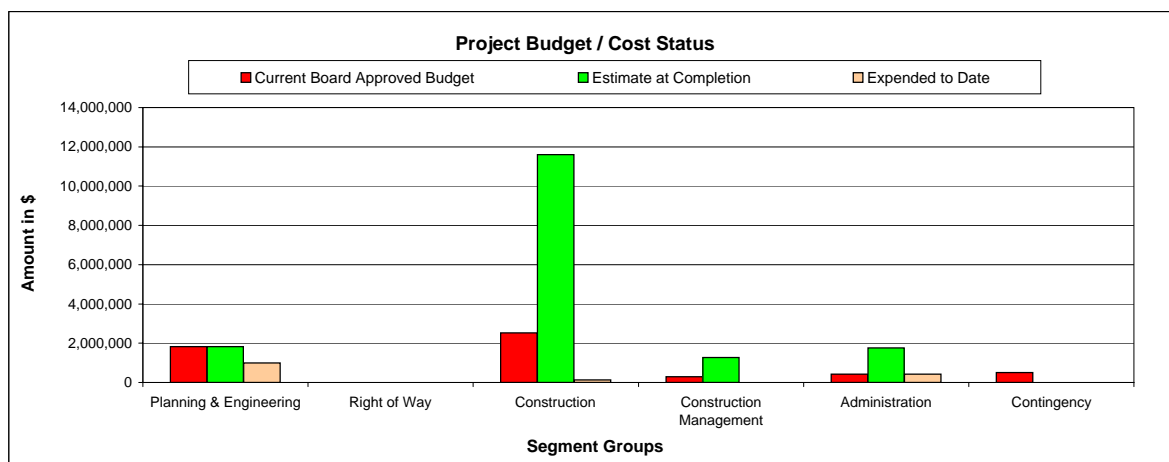
None.

SAN MATEO COUNTY AT-GRADE CROSSING IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$1,820,000	\$997,669	\$1,523,899	\$1,912,391	(\$92,391)
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$2,526,278	\$131,432	\$238,968	\$11,600,000	(\$9,073,722)
Construction Management	\$291,639	\$797	\$797	\$1,265,000	(\$973,361)
Administration	\$416,628	\$426,951	\$426,951	\$1,765,000	(\$1,348,372)
Contingency	\$505,455	\$0	\$0	\$0	\$505,455
Total	\$5,560,000	\$1,556,849	\$2,190,615	\$16,542,391	(\$10,982,391)



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

OTHER: None.

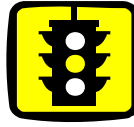


SANTA CLARA STATION IMPROVEMENTS PROJECT

SCOPE



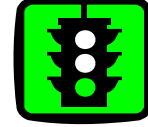
SCHEDULE



BUDGET/COST



OTHER



SCOPE:



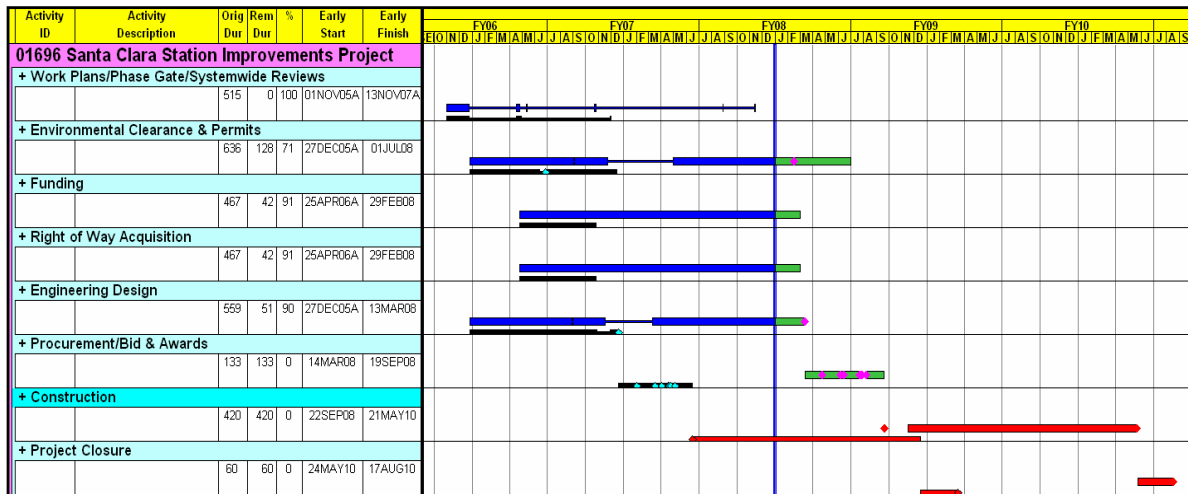
The project includes design and construction of a 700' long by 30' wide center platform, a 150' extension to the existing southbound platform, and a pedestrian underpass between the 2 platforms. The project also includes track work shifting of MT3 (Main Track #3), construction of approximately 1500'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

Issues:

The 95% design included changes to design and scope as follows in order to contain budget: (A) The tunnel size will be reduced to 9' by 16'. (B) Shoring will be redesigned using alternate methods to reduce costs. (C) The SB platform extension was shortened. (D) Architectural details were being scaled back also to reduce costs. (E) The crossover is being reused rather than replaced and the existing track will not be rebuilt under this project.

Current EAC remains the same as last quarter.

SCHEDULE:



Progress:

Oct - Dec 2007

- (1) Subconsultant submitted proposal to perform additional archaeological investigation.
- (2) Designer continued with the IFB design package.
- (3) Additional archaeological trenches were completed and work began on the SHPO report
- (4) Consultant began work on a joint South Terminal & Santa Clara schedule along with a constructability review and staffing plan.

Future

Activities:

Jan - Mar 2008

- (1) Complete archaeological report for SHPO.
- (2) Continue IFB design package.
- (3) Complete combined South Terminal & Santa Clara construction schedule and constructability presentation.

Issues:

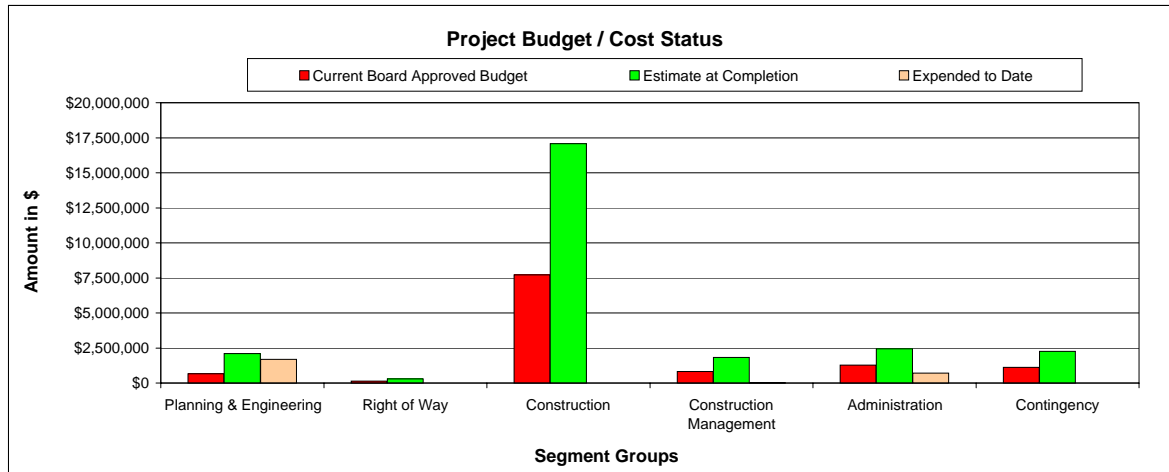
Construction is forecasted to be substantially complete by end of May 2010, indicating a 17 month slip from the original schedule, and will impact the Master Schedule. This is due to a combination of changes in design scope and archaeological issues.

SANTA CLARA STATION IMPROVEMENTS PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Current Budget by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$672,958	\$1,686,130	\$1,952,449	\$2,092,449	(\$1,419,491)
Right of Way	\$135,495	\$0	\$0	\$300,000	(\$164,505)
Construction	\$7,713,174	\$3,455	\$3,455	\$17,081,246	(\$9,368,072)
Construction Management	\$824,260	\$28,774	\$28,774	\$1,825,000	(\$1,000,740)
Administration	\$1,271,980	\$718,975	\$718,975	\$2,446,139	(\$1,174,159)
Contingency	\$1,125,018	\$0	\$0	\$2,255,166	(\$1,130,148)
Total	\$11,742,885	\$2,437,334	\$2,703,653	\$26,000,000	(\$14,257,115)



Issues:

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

OTHER:



None.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

SCOPE



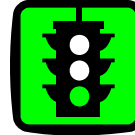
SCHEDULE



BUDGET / COST



OTHER



SCOPE:

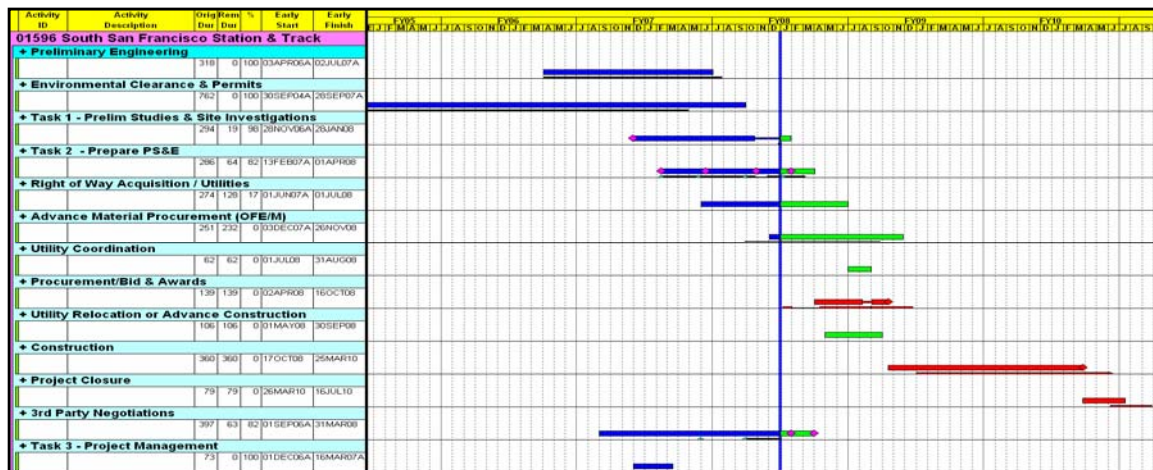


The SSF Station Improvement project includes design and construction of: (1) a 2-track mainline with center boarding platform, (2) a northern at-grade pedestrian crossing from the Dubuque parking area to the center platform, (3) a south pedestrian underpass the full length of the tracks to connect the east and the west sides of the community, (4) a shuttle area on the south west corner near downtown SSF, (5) a new signal bridge north of the station, (6) a new turnout just north of the SSF Lumber lead; and (7) the relocation of the UPRR team tracks.

Issues:

- (1) Comments from the City of SSF on the 65% Design may result in a change to the location of the shuttle/drop-off area. This could cause up to a 4 month delay and a total project cost increase of approximately \$1 million from the current EAC forecast in the following areas; (a) additional design (\$150K), (b) additional project administration (\$160K), and (c) additional escalation (\$650K at 7% on \$28 million).
- (2) Added cost & schedule delay for the shuttle/ drop-off area have yet to be included in the current budget, schedule and EAC.

SCHEDULE:



Progress:

Oct - Dec 2007

- (1) GEC submitted the 65% PS & E design. JPB provided design review comments.
- (2) JPB conducted the 65% Phase Gate. GEC received approval to move ahead with the 100% design.
- (3) GEC continued with 100% platform shelter and amenities design and underpass portal architectural and landscape design. Design work on the shuttle/ drop off area was put on hold during December, pending final location decision in January.
- (4) Submitted the utility relocation plan and started negotiating with Caltrans for a longitudinal exception.
- (5) City of SSF finalized Phase I and Phase II assessment of Caltrans Maintenance Yard.
- (6) Continued coordination with utility owners to develop the final alignment.

Future

Activities:

Jan - Mar 2008

- (1) GEC to continue with 100% PS&E Design and cost estimate.
- (3) Issue Final PSR to Caltrans.
- (4) Continue coordination of utilities relocation activities.
- (5) Continue negotiations between Caltrans and the City of SSF for property acquisitions.

Issues:

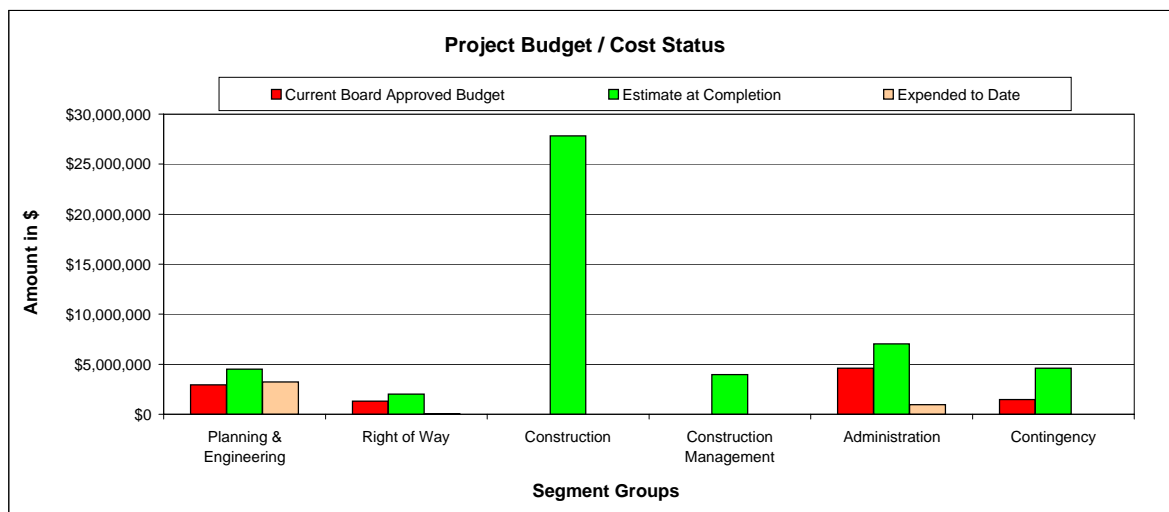
Potential relocation of the shuttle/ drop-off area may impact project schedule by 4 months.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Cost Report by Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$2,941,508	\$3,239,334	\$4,511,710	\$4,515,000	(\$1,573,492)
Right of Way	\$1,313,173	\$20,000	\$20,000	\$2,000,000	(\$686,827)
Construction	\$0	\$13,142	\$15,000	\$27,820,000	(\$27,820,000)
Construction Management	\$0	\$2,517	\$2,517	\$3,965,000	(\$3,965,000)
Administration	\$4,596,107	\$973,692	\$973,692	\$7,045,000	(\$2,448,893)
Contingency	\$1,465,539	\$0	\$0	\$4,615,867	(\$3,150,328)
Total	\$10,316,327	\$4,248,685	\$5,522,919	\$49,960,867	(\$39,644,540)



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

OTHER:



None.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY08

SCOPE



SCHEDULE



BUDGET/COST



OTHER

**SCOPE:**

The systemwide track rehabilitation program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's State of Good Repair database. It includes the following:

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

Issues:

None.

SCHEDULE:

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	FY07												FY08																	
							J	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	J	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN				
01718 - Systemwide Track Rehab																																				
IV01000	Systemwide Track Rehabilitation	252*	127*	50	01JUL07A	30JUN08	Systemwide Track Rehabilitation																													

Progress:

Oct - Dec 2007

- (1) Installed 1,005 ties.
- (2) Completed 16 welds.
- (3) Installed 400 anchors.
- (4) Welded 8 frogs.
- (5) Surfaced 7 miles of track.
- (6) Surfaced 2 turnouts.
- (7) Changed 611 lineal feet of rail.
- (8) Conducted a rail flaw detector inspection and geometry car runs.
- (9) Performed weed spray run through the entire corridor.

Future**Activities:**

Jan - Mar 2008

- (1) Continue trackwork.

Issues:

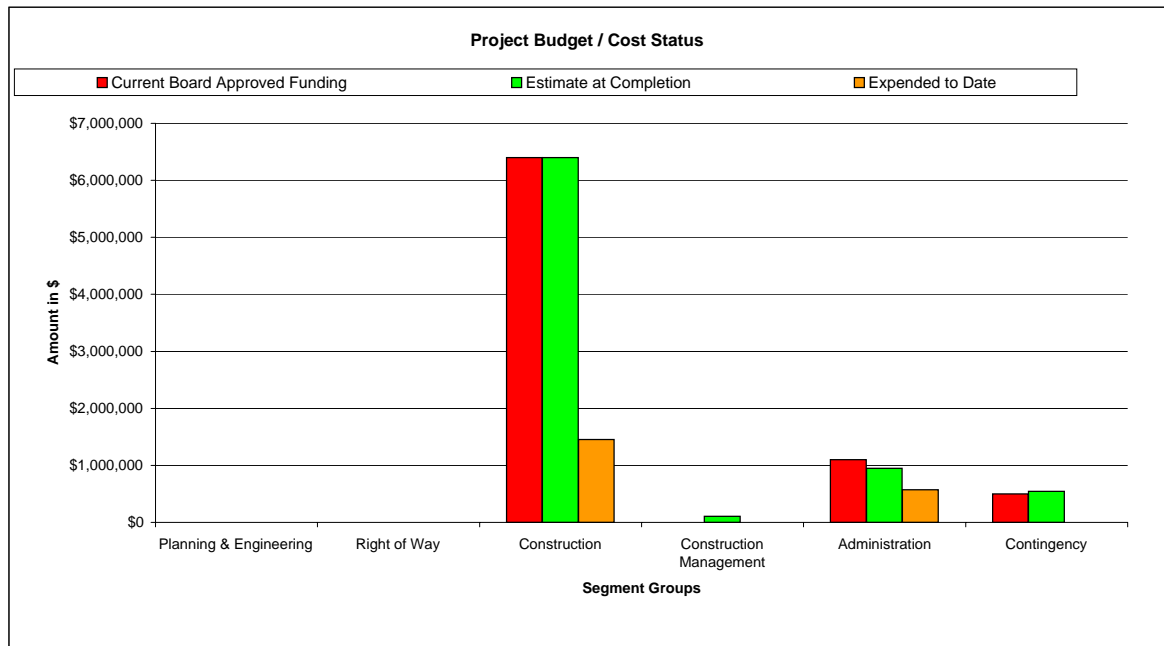
None.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY08

BUDGET:



Cost Analysis by Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$6,400,000	\$1,455,115	\$1,953,096	\$6,400,000	\$0
Construction Management	\$0	\$0	\$108,266	\$108,266	-\$108,266
Administration	\$1,100,000	\$574,610	\$574,610	\$950,000	\$150,000
Contingency	\$500,000	\$0	\$0	\$541,734	-\$41,734
Total	\$8,000,000	\$2,029,725	\$2,635,972	\$8,000,000	\$0



Issues: None.

OTHER: None.



Wide Spectrum Radio Modifications

SCOPE



SCHEDULE



BUDGET/COST



OTHER



SCOPE:

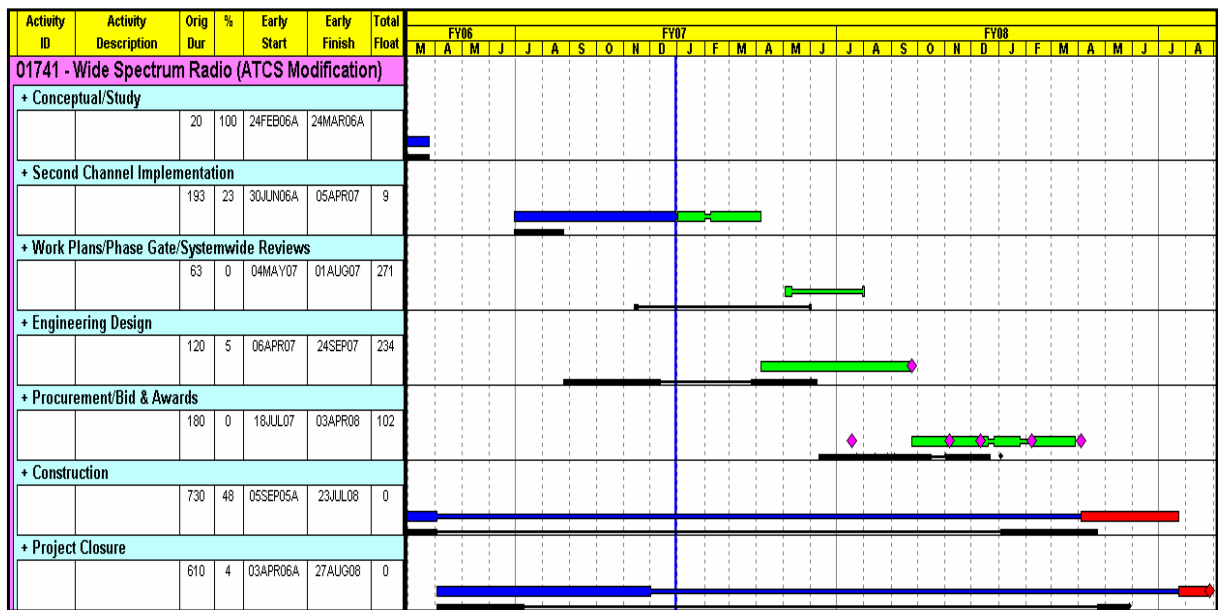


The purpose of this project is to refine, adjust and modify Caltrain's Signal Data Radio Communications Network which links signal control points to the central control/dispatch office. The modifications are required to improve the reliability, quality, and speed of data transmissions within the radio 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:



Progress:

Oct - Dec 2007

- (1) The 65% design package was submitted along with the design basis memorandum.
- (1) Conducted design status review meeting.
- (3) Developed the "Black Box" equipment and technology prototype.

Future

Activities:

Jan - Mar 2008

- (1) Conduct design status review meeting.
- (2) A prototype of the "Black Box" equipment and technology will be presented to management.

Issues:

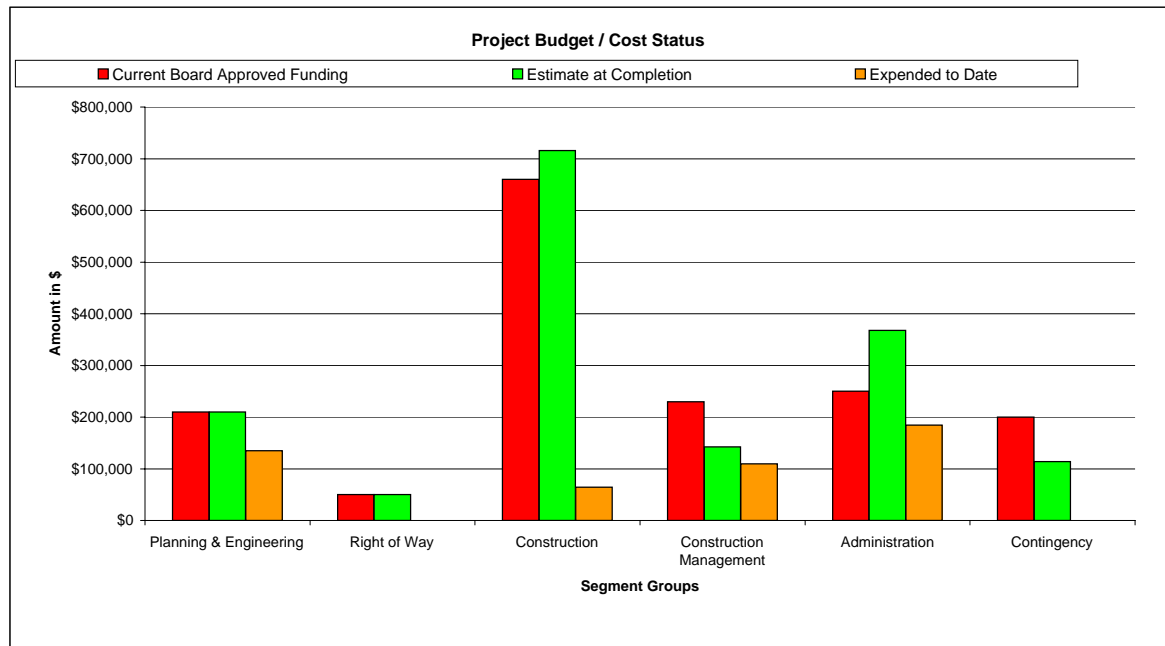
None.

Wide Spectrum Radio Modifications

BUDGET:



Cost Analysis by Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$210,000	\$134,710	\$369,904	\$210,000	\$0
Right of Way	\$50,000	\$0	\$0	\$50,000	\$0
Construction	\$660,000	\$64,259	\$65,117	\$716,037	(\$56,037)
Construction Management	\$230,000	\$109,326	\$109,326	\$142,674	\$87,326
Administration	\$250,000	\$184,702	\$184,702	\$367,522	(\$117,522)
Contingency	\$200,000	\$0	\$0	\$113,767	\$86,233
Total	\$1,600,000	\$492,997	\$729,049	\$1,600,000	\$0



Issues: None.

OTHER: None.



Definition of Terms

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

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

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

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

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

