



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

December 3, 2009 – Thursday

10:00 a.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Comment
Public comment by each individual speaker shall be limited to two minutes
4. Consent Calendar RESOLUTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of November 5, 2009
 - b) Acceptance of Statement of Revenues and Expenses for October, 2009
 - c) Authorize Annual Adoption of Investment Policy and Authorization to Invest Monies with the Local Agency Investment Fund
 - d) Authorize Disposition of Vader (5000) Mobile Train Washer
5. Chairperson’s Report RESOLUTION
 - a) Appointment of Nominating Committee for 2010 Officers
 - b) Resolution of Appreciation to Outgoing Board Member, Jim Hartnett
6. MTC Liaison Report
7. Report of the Citizens Advisory Committee
8. Report of the Executive Director
 - a) Caltrain Performance Report – October 2009
 - b) Peninsula Rail Program Update
9. Authorize Award of Contract to Maze & Associates Accountancy Corporation for Financial Audit Services for a Total Not-to-Exceed Cost of \$181,200 RESOLUTION
10. Authorize Award of Contract to S.J. Amoroso Construction Company, Inc. for the South Terminal and Santa Clara Stations Improvement Project for a Total Amount of \$24,127,000 RESOLUTION

- 11. Authorize Award of Contract to ARINC, Inc. to Provide a Rail Operations Control System Including an Integrated Predictive Arrival/Departure System (PADS) for a Firm Fixed-Price of \$4,799,942; and Maintenance and Support Agreements RESOLUTION
- 12. Authorize Rejection of All Proposals for Providing Environmental Planning MOTION
- 13. Authorize Adoption of Fiscal Year 2009-2018 Caltrain Short Range Transit Plan RESOLUTION
- 14. Legislative Update INFORMATIONAL
- 15. Quarterly Capital Progress Report INFORMATIONAL
- 16. Correspondence
- 17. Board Member Requests
- 18. Date/Time of Next Meeting
 Thursday, January 7, 2010, 10 a.m. at San Mateo County Transit District
 Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos
 Avenue, San Carlos, CA 94070

- 19. General Counsel Report
 - a) Closed Session: Real Estate Negotiations – Pursuant to Government Code 54956.8:
 Agency Negotiators: David J. Miller and Brian Fitzpatrick
 Under Negotiation: Price and Terms of Purchase
 Property and Negotiating Parties:

Owner	Address/Location	APN
Welch Family Partnership	104 San Bruno Avenue	020-111-150
Usman and Fatima Shaikh	111 San Bruno Avenue	020-121-360
Federick J.Firpo Trust	Huntington Avenue	020-111-140
Lester and Rhoda Kaplan	222 San Bruno Avenue	020-193-360
Paul and Rita Kaplan		
Huntington Park Realty Company	25 foot strip adjacent to Westerly of First Avenue and Easterly of RR tracks	NA
Artichoke Joes	659 Huntington Avenue	020-131-570
Artichoke Joes	205 Angus Avenue	020-131-410
City and County of San Francisco	Angus and Huntington Avenue	SBE 845-41-5
	San Mateo and Huntington Avenues	SBE 846-41-5

- 20. Adjourn

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.com; or by phone at 650.508.6242, or TDD 650.508.6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

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

**Minutes
November 5, 2009**

MEMBERS PRESENT: J. Cisneros, S. Elsbernd, N. Ford, D. Gage (Chair), J. Hartnett, A. Kalra, A. Lloyd, K. Yeager

MEMBERS ABSENT: M. Church

MTC LIAISON: S. Lempert

STAFF PRESENT: J. Cassman, B. Doty, M. Espinosa, G. Harrington, C. Harvey, R. Haskin, R. Lake, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

PUBLIC COMMENT

Vic Ojakian, Palo Alto, thanked staff for all the work being done on suicide prevention. He said staff needs to pay attention to detail. The 1-800 suicide signs that are along the right of way have some benefit in San Francisco and San Mateo counties because both of these counties are affiliated with the National Suicide Prevention Lifeline (NSPL). Mr. Ojakian said the signs in Santa Clara County are a very different situation because Santa Clara County does not have a contract with the NSPL.

Douglas Clark, San Mateo, said he is a bicycle commuter from San Mateo to San Francisco. He said cyclists are still being bumped daily due to the lack to bike space. The Board directed staff to have two bike cars during commute periods, but many of the Bombardier cars do not have two bike cars as promised.

Jeff Carter, Burlingame, said at the October 21 JPB CAC meeting there was a presentation by Peninsula Rail Program Director Bob Doty on High Speed Rail (HSR). He said this presentation needs to be made to more groups so people understand what HSR is all about. Mr. Carter recognized Deputy Director of Rail Operations Michelle Bouchard on her efforts assisting passengers and directing traffic at the San Mateo Caltrain Station on October 21 because of a bomb threat at the Millbrae Intermodal Station.

Pat Giorni, Burlingame, said she is pleased her bump count letter was included in the bike correspondence packet for the Board to review. She said there is a definite need for a second bike car especially during commute hours.

Irene O'Connell, San Bruno City Council Member, said she is the newest member of the Policy Advisory Committee for HSR and she attended the Content Sensitive Solution meeting yesterday in Burlingame. She said one of the things the committee discussed was the opportunities HSR presented coming through on the Caltrain right of way. Ms. O'Connell said there were a number

of ideas discussed, but two that were not mentioned were using sustainable and recycled materials as much as possible during the building and also considering the use of solar energy for lighting, signals and any other items.

Ed DeLanoy, San Carlos, said back in August he recommended using United States Exchanges for fuel hedging because they give protection in case of contract defaults. He said he was pleased to read in *The New York Times* this idea was also supported.

Director Ash Kalra arrived at 10:19 a.m.

Sally Lieber, Mountain View, said there is some hopeful news that the Board may pursue a study with the Mineta Transportation Institute on fatalities and incidents along the Caltrain right of way. She is very hopeful this study will take into account all of the fatalities, as well as any attempts, that have been made and the location of these incidents.

CONSENT CALENDAR

The Board approved the following items:

- a) Approval of Minutes of October 1, 2009
- b) Acceptance of Statement of Revenues and Expenses for September 2009
- c) Approval of 2010 Board of Directors Meeting Calendar
- d) Authorize Award of Contracts to Bender Rosenthal, Inc., Dana Properties and Diaz, Diaz and Boyd to Provide Real Estate Appraisal Services for an Aggregate Not-to-Exceed Amount of \$337,000
- e) Authorize Award of Contracts to Thomas Ryland and Henry Spoto, Jr. to Provide Real Estate Appraisal Reviewer Services for an Aggregate Not-to-Exceed Amount of \$134,000

CHAIRPERSON'S REPORT

No report.

MTC LIAISON REPORT

MTC Liaison Sue Lempert reported:

- Executive Director Michael Scanlon was appointed Vice-Chair and Director Nat Ford was appointed Secretary-Treasurer at the American Public Transportation Association (APTA) annual meeting.
- MTC started public hearings yesterday on a possible toll increase to finance the seismic retrofitting of the Dumbarton and Antioch bridges. Toll revenue is decreasing due to the increase in unemployment. Under consideration is charging for carpools, increasing tolls by at least \$1 and possible congestion pricing for the Bay Bridge.
- There are 28 transit agencies in the Bay Area and MTC is looking at ways, with the transit operators, to see if there are efficiencies or consolidations, including the consideration of a regional rail system incorporating Caltrain, ACE and Capitol Corridor.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Chair Gerald Graham reported:

- The committee received an update on the Peninsula Rail Program by Mr. Doty.
- A motion was passed congratulating member Francois Granade on his letter to the *Palo Alto Daily News* regarding the incident at Whipple Avenue with a motorist on the tracks.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported the following:

- Monthly Performance Statistics – September 2009
 - a. Total Ridership was 1,037,076, a decrease of 9.1 percent.
 - b. Average Weekday Ridership was 39,795, a decrease of 9.2 percent.
 - c. Total Revenue was \$3,721,990, a decrease of 3.3 percent.
 - d. On-time Performance was 92.1 percent, a decrease of 2.6 percent.
 - e. Caltrain Shuttle Ridership was 5,768, a decrease of 4.2 percent.
- Year-to-date Performance Statistics ending September 2009
 - f. Total Ridership was 3,196,652, a decrease of 10.6 percent.
 - g. Average Weekday Ridership was 40,265, a decrease of 10.4 percent.
 - h. Total Revenue was \$11,431,189, a decrease of 5.3 percent.
 - i. On-time Performance was 94 percent, an increase of 0.2 percent.
 - j. Caltrain Shuttle Ridership was 5,538, a decrease of 11.3 percent.
- The performance numbers are very consistent with other transit agencies across the country, the economy and the unemployment rate.
- There is an extraordinary opportunity to improve the Caltrain corridor through the partnership with HSR. Electrification, the new fleet and signals hold the key to the future sustainability for not what Caltrain has now, but a much improved service.

Suicide Prevention Update

Executive Officer Public Affairs Mark Simon said everyone is concerned about the suicides along the right of way and the cluster at a local high school. A few weeks ago a meeting was convened with more than 40 people that included staff, mental health officials from all three counties, clergy, conductors and engineers. The purpose was to see if the group could begin to agree on some common places to go and get information. Staff has been in contact with a number of suicide experts who have said the most current data shows that this particular location in Palo Alto has become an issue of means access. This is a place in the adolescent's mind as a place to go to do this type of thing. Staff participated in a conference call with the Palo Alto City Manager and Chief of Police and have a number of phone calls set-up with experts to find out what changing the dynamic means and how dramatic does the change have to be. Mr. Simon said there is a group of residents in the community who are forming a neighborhood watch for this area. Staff will be meeting with them to ensure they understand the safety on the right of way and how to act safely.

Staff has been contacted by a top researcher at the Mineta Transportation Institute who has expressed an interest in doing research on fatality statistics along the right of way. This is clearly a near-term issue and a long-term issue and staff is working as hard as possible on both fronts.

Chair Gage said he has never heard anyone talking about going to the source in Palo Alto and are the teachers trained to recognize mental issue signs. Mr. Simon said the Palo Alto Unified School District is looking at this issue and teachers at Gunn High School are told to look at signs.

Director Art Lloyd said the media is playing a big role on this issue. Mr. Simon said besides the incident of a suicide it causes a delay in service which impacts a lot of people, which then becomes news worthy.

Ms. Lempert said there was an article in the *San Francisco Chronicle* that Japan is having an issue with suicides and trains. Also memorials are not allowed at the sites because kids see them and feed off it. Mr. Simon said this issue has to be attacked by using media that teenagers view and also memorials are not allowed anywhere along the Caltrain right of way.

REPORT OF THE EXECUTIVE DIRECTOR (continued)

- Amtrak has completed the original commitment of 27 gallery cab cars and seven Bombardier cars with eight additional spaces on each of the 34 cars. Additionally, the first of three additional Bombardier cars has been completed and once the remaining two cars are completed there will be two bike cars and 48 bike slots on every Bombardier set.
- October trains that were scheduled to have two bike cars occurred 92.38 percent of the time.
- Staff will determine when the best time is do a full bike count, but an important part of the bike count is the dwell time of getting bikes on and off.
- As of the end of October the horn modification project was completed for all cars in the lead position.
- The Mission Bay Drive Crossing in San Francisco was opened on October 7.
- 2009 Giants baseball ridership was up 12 percent from 2008.
- Sharks season is starting and averaging 244 additional riders per game.
- Stanford football ridership is averaging 529 additional riders for the first four games and the Big Game will be played on November 21 at Stanford.
- The Reading File contains a flyer for the annual Holiday Train on December 5 and 6 and the September Safety and Security Report.

Peninsula Rail Program Update

Mr. Doty made the following points:

- Staff finished the alternative analysis which eliminates what can't be done.
- Staff met with the Federal Railroad Administration (FRA) to discuss the alternative analysis and receive guidance about what is and isn't acceptable.
- The final draft waiver request was sent to the FRA for true mixed traffic on the corridor. All technical data has been received and accepted and staff has been asked to wordsmith some of the language. The FRA said they will respond by the end of November and staff will then formally submit in December. The FRA has committed to go to the Safety Committee in December to offer Caltrain a waiver.
- Staff was told that with Positive Train Control it will serve as temporal separation and that mixed traffic is coming alive.
- A Context Sensitive Solution meeting was held yesterday and it was standing room only and lasted over five hours. The meeting was very positive. The environmental process talks about the product that is going to be delivered and the impact of the product on the community. Context Sensitive Solution talks about the process for how you are going to do

what you are going to do and how it affects the product. This program incorporates the environment, the requirements and the community with the technology to create a product.

Public Comment

Pat Giorni, Burlingame, said the presentation Mr. Doty gave to the CAC was outstanding and it should be presented to the Board. She said there needs to be a bicycle advisory committee in place prior to the Request for Proposal (RFP) being issued for the Electric Multiple Unit (EMU) cars.

AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AN AMENDMENT TO THE APRIL 7, 2009 MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) AND THE CALIFORNIA HIGH SPEED RAIL AUTHORITY (CHSRA) AND ASSOCIATED FUNDING AGREEMENT

Mr. Doty said this is a second agreement between the parties and contains two important items. First, CHSRA has agreed to pick up 50 percent of all costs associated with the development along the corridor. Secondly, the MOU will solidify the authority of the Peninsula Rail Program and the responsibility of the client for the development of the corridor, now for Caltrain, but also for HSR.

Legal Counsel David Miller said on page three of the attachment, when the CHSRA Board took this matter up last month and approved it, they added the word Caltrain's and the deletion of a phrase having to do with the Transbay Transit Center, in so far as the electrification project is concerned. This is not a substantive change and doesn't mean the Transbay Terminal project is not affected or involved, but rather its technical/clerical items that were just brought to Legal Counsel's attention. With these changes Mr. Miller proposes the Board endorse this agreement.

Chair Gage thinks this a great move, but is not sure what is in store for future years in terms of the partner agencies being able to finance capital programs.

A motion (Hartnett/Lloyd) to authorize an amendment to the April 7, 2009 MOU between the JPB and CHSRA was approved unanimously by roll call.

AUTHORIZE EXTENDING THE CONTRACT TERM AND OBTAINING ADDITIONAL CONTRACT AUTHORITY FOR EXISTING ON-CALL GENERAL ENGINEERING CONSULTANT SERVICES FOR A TOTAL NOT-TO-EXCEED COST OF \$50,000,000

Deputy CEO Chuck Harvey said Staff Coordinating Council recommends the Board authorize executing contract amendments to extend services by 18 months of three general engineering consultants/contractors, HNTB Corporation, PB Americas, Inc. and Parsons Transportation Group, Inc. These extensions will allow staff to continue very important capital construction work being done in anticipation of HSR. Mr. Harvey said these contracts were awarded under a competitive solicitation in the past and staff has executed those agreements and used these virtual services to reduce overhead and direct expenses. Staff will be coming back in the future with a program management/construction management type contract for future work that needs to be done.

Director Sean Elsbernd asked why the 18 month timeframe. Mr. Harvey said it was a time period when staff would have a better idea of what stimulus money is available as well as what projects are being done by the CHSRA and what projects would be done by the JPB.

A motion (Lloyd/Hartnett) to extend the contract term and obtain additional contract authority for existing on-call general engineering consultant services for a total not-to-exceed cost of \$50,000,000 was approved unanimously by roll call.

ACCEPTANCE OF THE QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND OUTLOOK FOR THE QUARTER ENDED SEPTEMBER 30, 2009

Bill Osher of Tampalpais Wealth Management said the portfolio is doing exceptionally well and outperforming the benchmarks. He said after 11 months the portfolio had a return of close to 6 percent and the benchmark was under 1 ½ percent. The portfolio has a couple of corporate bonds, but these two bonds carry a full faith in credit of the U.S. Government Guarantee and they are guaranteed by the Federal Deposit Insurance Corporation (FDIC) under a program they established earlier in the year to help some of these institutions recapitalize on risk and money. Mr. Osher said the portfolio is essentially all government securities with one of the highest credit qualities. He said the real risk to any bond portfolio is if interest rates were to rise very rapidly. In the portfolio there are very short maturities so if there was an unexpected quick increase in interest rates the portfolio would be set and be able to take advantage of the higher interest rates very quickly. Mr. Osher said next year interest rates might be raised a little bit, but not very meaningful. He said it is nice to see the economy growing again at 3 ½ percent in the third quarter, but a lot of economists say that 80 percent of the growth is due to stimulus and that is not sustainable and a concern people are keeping an eye on.

Director Jose Cisneros asked for the definition of the benchmark. Mr. Osher said the benchmark is 50 percent zero to one year U.S. Government and 50 percent one to three year U.S. Treasuries.

A motion (Elsbernd/Kalra) to accept the quarterly investment report and fixed income market review and outlook for the quarter ended September 30, 2009 was approved unanimously.

DRAFT FISCAL YEAR 2009-2018 CALTRAIN SHORT RANGE TRANSIT PLAN (SRTP)

Manager of Planning and Research Marisa Espinosa made the following points:

- The SRTP is an annual plan required by the MTC covering a 10-year timeframe and this year staff is required to do a “mini” SRTP covering Fiscal Years 2009/2010 through FY2018.
- The SRTP is used to inform and implement the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) and for federal and state funding eligibility.
- The approach gives a snap shot on a needs-based approach and is financially unconstrained.

Sue Lempert left at 11:15 a.m.

- The focus is on system safety, ensuring the state of good repair of the system and maximizing ridership. In the long-term it includes plans to electrify Caltrain,

incorporates the Peninsula Rail Program and will focus on future HSR integration.

- The rail assumptions are:
 - A service level of 98 to 90 trains in FY2010, which incorporates the recent service reductions recently adopted by the Board. Going forward service levels will go from 90 to 114 trains by FY2015, incorporating future electrification and the introduction of EMU rolling stock.
 - No growth in ridership in FY2011 due to the service reductions, as well as FY2013 and FY2014. Minimal growth is projected in FY2012 and FY2015-2018, but a 10 percent increase is reflected FY2015, post-electrification.
 - Revenues reflect recent parking fees and GO Pass fare increases recently adopted by the Board and an approximate 2.5 percent fare increase which keeps pace with inflation.
 - The operating costs reflect the fuel hedging cap that was instituted to manage fuel costs.
- The shuttle program assumptions are:
 - Shuttles will remain free to customers and assume a 5 percent ridership increase per year, except FY 2010.
 - Contracted service will continue with an operating cost of \$2.9 million in FY2010 up to \$3.6 million by FY2018.
 - Costs for the program are shared by the shuttle sponsor, including employers, the JPB and other grant sources.
- Financial projections reflect a structural deficit until electrification. The partner agencies cannot meet expected contributions, but will continue cost containment and reduction measures.
- The Capital Improvement Program (CIP) has a 10-year total need of \$2.57 billion. The key components include the State of Good Repair core program and the Peninsula Rail program.
- The next steps in the process include a presentation to the JPB CAC in November. The draft will be released to the public for a 10-day public comment period on November 9. Staff will seek Board approval at the December JPB meeting.

STATE AND FEDERAL LEGISLATIVE UPDATE

Government Affairs Manager Seamus Murphy made the following report:

State Update

- The most important issue at the State level is the filing of a ballot measure by a coalition of local government, transportation and public safety groups. The initiative is called the Local Taxpayer, Public Safety and Transportation Protection Act of 2009 and it would prevent the State from borrowing or diverting revenues that fund local services including transportation and transit. Revenues for local transportation and transit services that would be protected include the excise tax on gasoline and diesel fuel, which many cities use to fund their public works departments. The historical flow of Public Transportation Account (PTA) funds to the State Transit Assistance (STA) program would also be protected under the measure. Once the measure receives a Title and Summary from the Attorney General's office the coalition will be free to collect signatures needed to qualify the measure for the November 2010 ballot.

Federal Update

Last week Congress was forced to approve another stopgap funding measure for both FY2009 appropriations and SAFETEA-LU. This time the extensions will last through December 18 while they work to approve the FY2010 appropriations bill in conference and continue efforts to reach some agreement about the timing of a long-term surface transportation reauthorization. The House leaders have favored short term extensions to keep pressure on Congress to approve a long term bill as soon as possible. The Senate leaders favor a longer term extension and a delay of full reauthorization. It appears now that key members of the Senate may be willing to compromise on a six-month extension instead of the 18-month version that has already been approved in committee. House leaders have been unwilling to consider any extension longer than three months and instead are promoting a full reauthorization that is front-loaded so that transportation funding would act as a second stimulus and help reduce growing unemployment around the country.

Staff has received more details on the Climate Change bill on how the Senate's proposed legislation will impact transportation funding. Senators Barbara Boxer and John Kerry revealed how cap and trade emissions allowances would be allocated in their bill. The bill would provide an average of 2.5 percent of allowances to public transportation. This amount means about \$1.4 to \$3 billion annual investment depending on the market value of the credits. Fifty percent of these funds would be distributed by established formulas and 50 percent would be part of a discretionary fund awarded as a multi-modal competitive grant program. This bill is currently scheduled for markup in Senator Boxer's Environment and Public Works (EPW) committee, but several members of the Committee have refused to participate in these hearings until the bill receives a full cost analysis from the Environmental Protection Agency (EPA). The allocation for transportation is a great improvement over the House climate bill which provided no guaranteed funding for transportation, but it still doesn't reflect the 10 percent recommended in the CLEAN-TEA legislation. Staff will continue to work to ensure that funding levels are maintained or increased as it makes its way through EPW and the other committees, particularly the finance committee, which is where the bill will head next.

The Close the LILO-SILO Loophole Act would protect transit agencies from investors seeking to collect penalties from lease-back transactions in technical default due to the failure of financial guarantors like American International Group (AIG). Over the last month staff has been working with a coalition of transit agencies to seek co-sponsors for the bill and among the Caltrain delegation, Senator Dianne Feinstein and Representatives Anna Eshoo, Mike Honda and Zoe Lofgren have all joined as co-sponsors.

CORRESPONDENCE

None.

BOARD MEMBER REQUESTS

None.

DATE/TIME/PLACE OF NEXT MEETING

Thursday, December 3, 2009, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

GENERAL COUNSEL REPORT

- a. Closed Session: Pending Litigation Pursuant to Government Code Section 54956.9 (a) Russell J. Peterson et al vs. Peninsula Corridor Joint Powers Board, et al.
- b. Closed Session: Significant Exposure to Litigation Pursuant to Government Code Section 54956.9 (b)(1) (One Potential Case)

General Counsel David Miller said for the record the purpose is to discuss one matter of pending litigation listed as Russell J. Peterson versus Peninsula Corridor Joint Powers Board and the California High Speed Rail Authority and the other item is a matter of potential litigation.

Adjourned to closed session at 11:29 a.m.

Reconvened to open session at 11:35 a.m.

Mr. Miller said the Board met in closed session to discuss a matter of pending litigation as listed on the agenda. A report was given by counsel and no action is to be taken.

Legal Counsel Joan Cassman said the second item involved a significant claim that was lodged against the JPB by Amtrak in the amount of \$5.7 million. The parties have agreed to settle this claim for \$500,000. This claim is for retroactive wages that Amtrak was due as a result of a collective bargaining issue they have faced over the past six years.

ADJOURNED

Adjourned at 11:40 a.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD
ENDING OCTOBER 31, 2009 AND SUPPLEMENTAL INFORMATION**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of October 2009 and supplemental information.

SIGNIFICANCE

Revenue: For October of Fiscal Year 2010, *Total Operating Revenue* (line 7) is \$128,986 or 0.7 percent **better** than budget. This is due to *Other Income* (line 5) which is **better** than budget by \$476,186 or 94.8 percent mainly due to an unbudgeted increase in shared track revenue which is offset by lower than anticipated *Farebox Revenue* (line 1) and *Parking Revenue* (line 2) which together were \$322,229 or 2.0 percent **worse** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$905,955 or 5.4 percent **higher**, due to *Other Income* (line 5) which is \$1,701,013 or 235.5 percent **higher** and is offset by *Farebox Revenue* (line 1) which is \$857,300 or 5.4 percent **lower**.

Expense: *Grand Total Expenses* (line 44) show a favorable variance of \$2,953,138 or 9.2 percent. *Total Operating Expense* (line 31) is \$2,812,017 or 9.8 percent **better** than budget. Within total operating expense *Contract Operating & Maintenance* (line 23) is \$1,027,189 or 5.1 percent **better** than budget and *Fuel* (line 25) is **better** than budget by \$1,352,823 or 29.3 percent. *Total Administrative Expense* (line 40) is \$141,121 or 4.4 percent **better** than budget.

Compared to prior year, *Grand Total Expenses* (line 44) are \$928,067 or 3.1 percent **lower**. The decrease in expense over the prior year is mainly due to *Fuel* (line 25) which is \$2,281,003 or 41.2 percent **lower** than the prior year.

Budget Revisions: There are no budget revisions this month.

Prepared by: Rima Lobo, Manager, Financial Services
David Ramires, Accountant

650.508.6274
650.508.6417

PENINSULA CORRIDOR JOINT POWERS BOARD

STATEMENT OF REVENUE AND EXPENSE

FISCAL YEAR 2010

OCTOBER 2009

% OF YEAR ELAPSED 33.3%

	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	3,553,368	15,841,857	14,984,557	15,142,617	99.0%	43,762,048	43,762,048	34.2%
2	Parking Revenue	239,302	633,296	702,125	866,294	81.0%	2,598,890	2,598,890	27.0%
3	Shuttles	88,382	354,298	351,799	366,168	96.1%	1,098,504	1,098,504	32.0%
4	Rental Income	136,883	555,737	551,648	562,250	98.1%	1,682,800	1,682,800	32.8%
5	Other Income	251,178	(722,267)	978,746	502,560	194.8%	1,492,090	1,492,090	65.6%
6									
7	TOTAL OPERATING REVENUE	4,269,114	16,662,920	17,568,875	17,439,889	100.7%	50,634,332	50,634,332	34.7%
8									
9	CONTRIBUTIONS:								
10	AB-434-Peninsula Feeder Shuttle	83,333	344,785	333,333	333,333	100.0%	1,000,000	1,000,000	33.3%
11	Operating Grant	10,481	58,762	31,059	31,059	100.0%	2,316,867	2,316,867	1.3%
12	JPB Member Agencies	3,284,715	13,138,866	13,138,866	13,138,878	100.0%	39,416,585	39,416,585	33.3%
13	Other Sources	0	0	0	1,255,996	0.0%	3,787,512	3,787,512	0.0%
14									
15	TOTAL CONTRIBUTED REVENUE	3,378,529	13,542,413	13,503,258	14,759,266	91.5%	46,520,964	46,520,964	29.0%
16									
17	GRAND TOTAL REVENUE	7,647,643	30,205,334	31,072,133	32,199,155	96.5%	97,155,296	97,155,296	32.0%
18									
19									
20	EXPENSE								
21									
22	OPERATING EXPENSE:								
23	Contract Operating & Maintenance	4,932,807	18,059,680	19,125,440	20,152,629	94.9%	60,425,885	60,425,885	31.7%
24	Shuttles (Including Peninsula Pass)	239,370	975,796	958,364	975,040	98.3%	2,926,620	2,926,620	32.7%
25	Fuel	777,392	5,541,382	3,260,379	4,613,202	70.7%	13,839,649	13,839,649	23.6%
26	Timetables & Tickets	6,825	59,638	57,708	64,150	90.0%	210,000	210,000	27.5%
27	Insurance	385,076	1,376,261	1,494,398	1,511,656	98.9%	4,535,000	4,535,000	33.0%
28	Facilities and Equipment Maintenance	87,581	368,552	317,017	444,213	71.4%	1,595,296	1,595,296	19.9%
29	Utilities	125,812	460,596	312,080	497,453	62.7%	1,502,400	1,502,400	20.8%
30	Services	68,325	284,139	285,266	364,326	78.3%	1,155,630	1,155,630	24.7%
31	TOTAL OPERATING EXPENSE	6,623,189	27,126,045	25,810,652	28,622,669	90.2%	86,190,480	86,190,480	29.9%
32									
33	ADMINISTRATIVE EXPENSE:								
34	Wages & Benefits	518,139	1,705,910	2,038,883	2,110,438	96.6%	6,318,279	6,298,479	32.4%
35	Board Of Directors	884	2,605	3,591	3,700	97.1%	12,300	12,300	29.2%
36	Professional Services	138,753	513,907	523,443	563,679	92.9%	1,976,628	1,976,628	26.5%
37	Communications/Marketing	8,725	51,000	58,536	80,472	72.7%	265,000	265,000	22.1%
38	Other Office Expense and Services	104,162	525,815	443,287	450,572	98.4%	1,289,734	1,309,534	33.9%
39									
40	TOTAL ADMINISTRATIVE EXPENSE	770,663	2,799,236	3,067,740	3,208,861	95.6%	9,861,941	9,861,941	31.1%
41									
42	Long Term Debt Expense	91,906	248,803	367,625	367,625	100.0%	1,102,875	1,102,875	33.3%
43									
44	GRAND TOTAL EXPENSES	7,485,758	30,174,084	29,246,017	32,199,155	90.8%	97,155,296	97,155,296	30.1%

"% 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.



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF OCTOBER 31, 2009

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Restricted)	Liquid Cash	0.646%	2,000,000	2,003,121
Local Agency Investment Fund (Unrestricted)	Liquid Cash	0.646%	9,566,227	9,581,156
Investment Portfolio (Unrestricted)	Liquid Cash	1.955%	13,826,409	13,998,852
			25,392,636	25,583,130
Accrued Earnings for October 2009	\$28,638.32	(1)		
Cumulative Earnings FY2010	\$105,078.74			

(1) Earnings do not include prior period adjustments

* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001560611 as reported by LAIF for quarter ending September 30, 2009.

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ANNUAL ADOPTION OF INVESTMENT POLICY
AND AUTHORIZATION TO INVEST MONIES WITH
THE LOCAL AGENCY INVESTMENT FUND**

ACTION

Staff Coordinating Council (SCC) recommends that the Board adopt the attached resolution reaffirming the Statement of Investment Policy (Investment Policy) and the delegation of authority as stated therein and authorizing the investment of Peninsula Corridor Joint Powers Board (JPB) monies in the Local Agency Investment Fund (LAIF).

SIGNIFICANCE

The Executive Director or his designee serves as the JPB's trustee for purposes of placing investments pursuant to the attached investment policy (Exhibit A). The Board of Directors, in accordance with *California Government Code Section 53646(a)*, may review and reauthorize this delegation of authority on an annual basis at a public meeting. The Board of Directors, in compliance with LAIF requirements, must also adopt a separate resolution authorizing monies to be invested in LAIF.

Staff, in conjunction with Legal Counsel has reviewed the attached Investment Policy. No changes are being recommended at this time.

BACKGROUND

The JPB's investments have always been in accordance with sound treasury management practices and complied with the objectives of safety, liquidity, and yield in that order of priority.

The JPB originally adopted its Investment Policy in August 1999 and has, from time to time, amended this policy, most recently on December 4, 2008, in accordance with the following: (1) to change the benchmark to 50 percent Merrill Lynch 0-1 year U.S. Government Securities and 50 percent Merrill Lynch 1-3 year U.S. Government Securities to better reflect JPB's investment plan, cash flow needs and current market conditions; (2) to change the investment limitations for

the U.S. Treasury Obligations and Obligations of U.S. Government Agencies or Sponsored Enterprises from 15 years to 11 years to be consistent with the maturity requirements in other parts of the Investment Policy; (3) to change the rating requirement for Mortgage Backed Securities from A to AAA investment limitations of the JPB; and (4) to require the Investment Advisor's monthly reporting to now include a monthly market review, the Advisor's outlook for the market with a monthly strategy update for investing JPB funds, and a comparison of the JPB portfolio against the benchmark established by this policy in terms of duration and yield.

Prepared by: Lori Snow, Manager, Treasury

650.508.6425

RESOLUTION NO. 2009-

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

**REAFFIRMING THE STATEMENT OF INVESTMENT POLICY
FOR THE PENINSULA CORRIDOR JOINT POWERS BOARD**

WHEREAS, in accordance with applicable State law, the Peninsula Corridor Joint Powers Board (“JPB”) is required to adopt an investment policy; and

WHEREAS, in August 1999, the JPB adopted a Statement of Investment Policy; and

WHEREAS, in December 2008, the JPB most recently amended its Statement of Investment Policy; and

WHEREAS, the JPB may annually render a statement of said investment policy to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

WHEREAS, the Executive Director and staff have reviewed the Statement of Investment Policy and recommend the reaffirmation of the aforementioned Statement of Investment Policy and appointment of the Executive Director (or his designee) as trustee for purposes of placing investments pursuant to the aforementioned policy.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board reaffirms and adopts the Statement of Investment Policy attached hereto as Exhibit A; and

BE IT FURTHER RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby appoints its Executive Director (or his designee) as the trustee for purposes of placing investments pursuant to said policy.

Regularly passed and adopted this 3rd day of December 2009 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

August 5, 1999
Reaffirmed August 3, 2000
Amended August 2, 2001
Reaffirmed September 2002
Amended October 2003

Reaffirmed September 2004
Reaffirmed October 2005
Reaffirmed November 2006
Amended November 2007
Amended December 2008

EXHIBIT A

PENINSULA CORRIDOR JOINT POWERS BOARD

STATEMENT OF INVESTMENT POLICY

I. PURPOSE

This Policy provides guidelines for the prudent investment and cash management of the Peninsula Corridor Joint Powers Board's (JPB) funds. It is the goal of this Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter "*Code*"), and investment guidelines, to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return over an economic cycle consistent with the JPB's goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the JPB's Board of Directors at a public meeting. Irrespective of these policy provisions, should the provisions of the *Code* be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVE

The JPB's cash management system is designed to monitor and forecast accurately, expenditures and revenues, thus enabling the JPB to invest funds to the fullest extent possible. Idle funds of the JPB shall be invested in accordance with sound treasury management and in accordance with the provisions of *California Government Code Section 53600 et seq.* and this Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. JPB officials shall act in accordance with written procedures and the Investment Policy and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The JPB's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the JPB. The third objective is to achieve a return on its invested funds.

III. POLICY

At all times, the JPB shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (*Government Code Section 53600 et seq.*). In addition, the JPB shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The Executive Director or his designee of the JPB shall serve as the JPB's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis. The Investment Policy may be reviewed annually by the JPB's Board of Directors at a public meeting. (*California Government Code Section 53646(a)*).

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The JPB shall operate only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 2, Diversification, Section 6, Allowable Investment Instruments and Section 7, Local Agency Investment Fund & San Mateo County Investment Fund, are deemed to constitute safe investment within the meaning of this Investment Policy.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment term and fixed income securities maturing in less than one year are considered short-term cash equivalents.
 - c. **Return on Investment.** The JPB's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles, consistent with the portfolio's benchmark as described in

Section IV - Benchmarks. This benchmark takes into account the JPB's investment risk constraints and the cash flow characteristics of the portfolio.

2. **Diversification.** The JPB will limit its investments to the safest types of securities which include those backed by the U. S. Government or its agencies, those which have federal insurance on principal by the Federal Deposit Insurance Corporation (FDIC), or those having collateral backing of the invested principal as defined by this Investment Policy and/or the California Codes, and medium term notes as defined by *California Government Code Section 53601(j)*. Only first mortgages or government securities may be used for collateral on JPB deposits.

Collateral is defined in this Investment Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A-1/P-1/F-1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's and Standard & Poor's.

The portfolio should consist of a mix of various types of securities, issuers, and durations from among the allowable investment instruments described in Sections 5, 6 and 7 so as to minimize the risk of loss and to maximize the rate of return when prudent to do so.

3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements will be executed on a Delivery versus Pay Basis (DVP). The assets of the JPB shall be held in safekeeping by the JPB's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitution will not be acceptable.
4. **Maturity of Investments.** Should the JPB decide to invest its cash in investments other than through a local agency investment fund (i.e. LAIF, SMCIF), the remaining maturity of a callable security shall be determined by its actual final stated maturity. The maturity of asset backed securities shall be considered the estimated maturity date of the tranche. With the adoption of this amended JPB Investment Policy, the JPB Board authorizes the Executive Director or his designee to invest in securities exceeding 5 years but not more than a remaining life exceeding 11 years, no more than 25 percent of the portfolio shall be invested in securities with a remaining life of 5 to 11 years, and the weighted

average maturity of the portfolio shall not exceed 5 years. The policy of maintaining a maximum dollar weighted maturity of 5 years leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment as well as coinciding with the expected use of the funds. The imposed maximum dollar weighted 5 year average maturity also limits the market risk to levels comparable to an intermediate income fund.

The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in the table under Section 9, Summary of Investments & Limitations of this policy.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the JPB including money paid to the JPB to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

The JPB's funds may also be invested in the instruments set forth below and in Sections 6 and 7 of this policy:

- a. **Time Deposits with Banks.** The JPB may invest in time deposits. In so doing, the following rules will be followed subject to the applicable statutory requirements:
- (1) No more than 5 percent of the total portfolio will be placed in any one financial institution.
 - (2) The issuing bank must carry short-term ratings of at least A-1/P-1/F-1 whose long-term rating is A or better by two of the three nationally recognized rating services (Standard & Poor's, Moody's Investor Services and Fitch's Ratings).
 - (3) Prior to placing each deposit, the Executive Director or his designee will survey the market in order to determine which stable financial institution offers the highest rate of interest.
- b. **U.S. Treasury Obligations.** The investment of JPB funds in U. S. Treasury Obligations may be undertaken in lieu of time deposits. Guaranteed by the U. S. Government, treasury obligations are considered one of the safest instruments, but the yield generally is lower than that of time deposits.

6. **Allowable Investment Instruments.** The JPB may also invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. These investment instruments may include:
- a. United States Treasury notes, bonds, bills or certificates of indebtedness, or those for which the faith and credit of the United States Government are pledged for the timely payment of principal and interest.
 - b. Obligations issued by banks for cooperatives, federal land banks, federal intermediate credit banks, federal home loan banks or obligations, participations or other instruments of or issued by, a federal agency or a United States government-sponsored enterprise.
 - c. Bills of exchange or time drafts drawn on and accepted by a commercial bank, otherwise known as bankers acceptances, which are eligible for purchase by the Federal Reserve System.
 - d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by Moody's Investors Service, Standard and Poor's or Fitch's Ratings.
 - e. Negotiable certificates of deposits issued by a nationally or state-chartered bank or a state or federal association (as defined by *California Financial Code Section 5102*) or by a state-licensed branch of a foreign bank.
 - f. Investments in repurchase agreements or reverse repurchase agreements of any securities authorized by this section only under specific statutory conditions.
 - g. Medium-term notes/corporate bonds of a maximum of five years' maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.
 - h. Shares of beneficial interest issued by diversified management companies investing in the securities and obligations as authorized by subdivisions (a) to (g), inclusive, of this section and that comply with specific statutory restrictions.
 - i. Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate or consumer receivable-backed bond of a maximum of five years maturity.

j. Securities having collateral backing of the invested principal as defined by this Policy and/or the *California Government Code*. Only first mortgages or government securities may be used for collateral on the JPB's deposits.

7. **Local Agency Investment Fund & San Mateo County Investment Fund.** The Board of Directors also authorizes the JPB to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).

8. **Prohibited Investments.** The JPB shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The JPB shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the JPB may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.

9. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government code Sections 53600 et seq.* which may be amended from time to time, the Executive Director or his designee may invest in the following instruments, subject to the limits of flexibility described above:

<u>Instrument</u>	<u>Limitations</u>			
	<u>Rating</u>	<u>% Of Fund</u>	<u>% Of Fund Per Issuer</u>	<u>Maturity</u>
U.S. Treasury Obligations		100	100	11 years
Obligations of U.S. Agencies or Government Sponsored Enterprises		100	100	11 years
Bankers Acceptances	A1/ P1/F1			
Domestic (\$500 million minimum assets)		15	10	180 days
Foreign (\$500 million minimum assets)		15	10	180 days
Collateralized Time Deposits Within the State of California		30	10	1 year
Negotiable Certificates of Deposits		10	5	5 years
Commercial Paper	A1/ P1/F1	15	10	270 days
(\$500 million minimum assets)	Additional	10	-	31 days*
*Additional 10% (for a total of 25%) if the dollar weighted average maturity of the entire amount does not exceed 31 days				

<u>Instrument</u>	<u>Limitations</u>			
	<u>Rating</u>	<u>% Of Fund</u>	<u>% Of Fund Per Issuer</u>	<u>Maturity</u>
Repurchase Agreements Secured by U.S. Treasury or Agency Obligation (102% collateral)		100	50	1 year
Reverse Repurchase Agreements & Security Lending		20	20	92 days
Corporate Bonds & Medium Term Notes Including Asset-Backed Bonds (two agencies)	A	30	10	5 years
Local Agency Investment Fund (LAIF)				Up to the current limit.
San Mateo County Investment Fund (SMCIF)				Up to the current limit.
Shares of Beneficial Interest Issued by Diversified Management Companies as defined in Government Code Section 53601		10	5	
Mortgage Backed Securities No Inverse Floaters No Range Notes No Interest Only Strips Derived from a Pool of Mortgages	AAA	20	5	5 years

IV. BENCHMARKS

All of the JPB's investment results shall be evaluated quarterly based on the following composite index developed by the JPB's investment advisor.

50% Merrill Lynch 0-1 Year U.S. Governments
50% Merrill Lynch 1-3 Year U.S. Governments

V. REPORTING

On a monthly basis the Investment Advisor should submit an investment report which provides a market review, the Advisor's outlook for the market and strategy for investing JPB funds. The report will also compare the portfolio against the benchmark established by this policy in terms of duration and yield.

Quarterly, the Executive Director shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and moneys held by the JPB;
2. Description of any of the JPB's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the JPB or under management by any outside party that is not a local agency or the State of California Local Agency Investment Funds, a current market value as of the date of the report and the source of this valuation;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
5. Statement that the JPB has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

If the JPB places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association or county investment pool (or any combination of these three), the Executive Director can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1 - 3 above, with a supplemental report addressing items 4 and 5 above. (*California Government code Section 53646(b)-(e)*).

RESOLUTION NO. 2009-

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

**AUTHORIZING INVESTMENT OF PENINSULA CORRIDOR JOINT POWERS BOARD
MONIES IN LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

WHEREAS, staff recommends that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Government Code Section 16429.1 for the purpose of investment as stated therein are in the best interests of the Peninsula Corridor Joint Powers Board.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board does hereby authorize the deposit and withdrawal of Peninsula Corridor Joint Powers Board monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government Code Section 16429.1 for the purpose of investment as stated therein; and

BE IT FURTHER RESOLVED that the Executive Director (or his designee) shall be authorized to order the deposit or withdrawal of Peninsula Corridor Joint Powers Board monies in the Local Agency Investment Fund.

Regularly passed and adopted this 3rd day of December 2009 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington C. H. (Chuck) Harvey
Deputy CEO Deputy CEO

SUBJECT: **AUTHORIZING DISPOSITION OF VADER (5000) MOBILE
TRAIN WASHER**

ACTION

Staff Coordinating Council (SCC) recommends that the Board authorize the Executive Director to dispose of the surplus Vader Mobile Train Washer as scrap in accordance with existing JPB disposition procedures.

SIGNIFICANCE

This proposed action would implement the JPB's policy to routinely dispose of surplus equipment that is no longer viable for service.

BUDGET IMPACT

The equipment was purchased under a State Transit Assistance (STA) grant. Staff will comply with any requirements for disposition of equipment purchased with STA grant funds including the disposition of any proceeds gained from scrapping this equipment. Any proceeds remaining after satisfaction of the grant requirements and any disposal costs will be deposited to the JPB's general fund.

BACKGROUND

It is the JPB's policy to dispose of surplus property in a manner that will yield maximum proceeds to the JPB and be in full compliance with its procurement policy. Methods of disposition identified in the policy include sealed bid procedure, auction, sale or transfer to another public agency, negotiation and sale or discard of the items as scrap.

The JPB purchased the train washer from Jim Manufacturing, Inc. of Fairmont, Minnesota in November 2001 for the Gilroy Yard to provide passenger car window-washing services during the layover of the equipment. The train washer is no longer functional due to wear, nor is it required with the run-through train washing operations that are now in place at Central Equipment Maintenance Operations Facility. The equipment is obsolete and not useable under the current, more restrictive Environmental Protection Agency regulations that limit the use of this type of equipment.

Sr. Contract Officer: Nita Vigil 650.508.7731
Project Manager: Stephen Coleman, Manager, Maintenance Rail Equipment 408.793.5440

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **KEY CALTRAIN PERFORMANCE STATISTICS - OCTOBER 2009**
(Table A, Graph A)

For October 2009, Caltrain average weekday ridership (AWR) decreased 9.0 percent when compared to October 2008. AWR based on ticket sales was 38,174 for October 2009, a decrease of 3,758 compared to October 2008. The total number of passengers for the month of October 2009 was 1,039,342. This is a 10.4 percent decrease from last year's October total of 1,160,542. The declining economy, including the double-digit unemployment rate, is continuing to negatively impact ridership.

In October 2009, on-time performance was 94.4 percent, as compared to 92.9 percent in October 2008. This represents an improvement of 1.5 percentage points; but still short of achieving the JPB goal of 95 percent on-time.

Average weekday shuttle ridership was 5,935; down 6.0 percent compared to the same month last year. For the station shuttles, the Millbrae-Broadway shuttle averaged 99 daily riders. The Tamien-San Jose shuttle averaged 59 daily riders. The Belmont-Hillsdale shuttle averaged 53 daily riders.

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

Caltrain October 2009 Promotions

California Redwoods – Former NFL head coach Denny Green returns to city where he started his NFL coaching career working for the Forty-Niners and head coach Bill Walsh. This time it's the United Football League and Green is the head coach of the California Redwoods. The team plans to play two games at AT&T Park and one at Spartan Stadium in San Jose during its inaugural season. Caltrain promoted service to the games with ads in the *96 Hours* section of the *San Francisco Chronicle* and a news release.

San Jose Sharks – The 2009 Sharks season is off to an exciting start as the team currently leads its division. This year's cooperative promotion with the Sharks includes a print campaign in local newspapers, adcards on the trains and a Web button the Caltrain Web site. In addition, the Sharks have purchased a train wrap to promote the team. Through October, Caltrain has carried 1,548 Sharks fans to the HP Pavilion in San Jose, putting ridership ahead of last year's record numbers.

Stanford Football – A standout freshman quarterback has created a lot of excitement down on the Farm and Caltrain plans to carry a flock of Cardinal fans to the Stanford Stadium station this fall to track his development. Caltrain is partnering with the Cardinal and its arch rival, University of California at Berkeley to promote the 2009 season. The promotion includes a take one, a button on the Caltrain Web site and ads on the radio stations that broadcast Stanford and Cal games. To date, Caltrain has carried a total of 2,129 fans to Stanford games.

Autumn Train Fun – Caltrain provided service to a number of fun autumn events, including the San Francisco LovEvolution Parade, the San Carlos Art and Wine Festival, the Menlo Park Sidewalk Arts, Fleet Week festivities in San Francisco, the Not Strictly Bluegrass music festival and a number of special events held at museums served by Caltrain.

Stanford Scavenger Hunt – Every October, Stanford Students take a break from the demands of academia to participate in the Stanford scavenger hunt in San Francisco. And once again Caltrain assisted by carrying more than 1,200 "scavengers" to the city for the event. Caltrain worked with the Stanford Student Activities department to provide advance tickets for the groups to make travel on the train a stress-free experience.

Prepared by: Anthony E. Waller, Service Planner
Patrick Boland, Marketing Manager

650.622.8026
650.508.6245

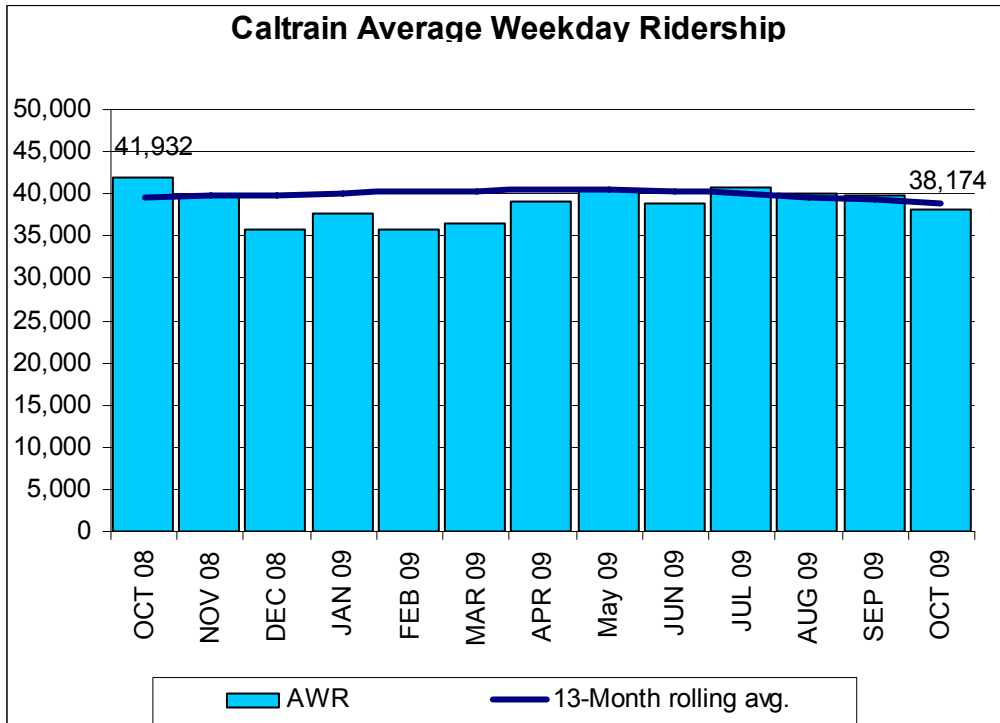
Table A
October 2009

	FY 09	FY 10	%Change
Total Ridership	1,160,542	1,039,342	-10.4%
Average Weekday Ridership	41,932	38,174	-9.0%
Total Revenue	\$3,776,041	\$3,553,368	-5.9%
On-time Performance	92.9%	94.4%	1.5%
Caltrain Shuttle Ridership	6,316	5,935	-6.0%

Year to Date

	FY 09	FY 10	%Change
Total Ridership	4,735,575	4,235,994	-10.5%
Average Weekday Ridership	44,199	39,742	-10.1%
Total Revenue	\$15,842,249	\$14,984,557	-5.4%
On-time Performance	93.6%	94.1%	0.5%
Average Caltrain Shuttle Ridership	6,260	5,638	-9.9%

Graph A



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZING AWARD OF A CONTRACT TO PROVIDE FINANCIAL
AUDIT SERVICES**

ACTION

Staff Coordinating Council (SCC) recommends that the Board:

1. Award a contract to Maze & Associates Accountancy Corporation (Maze & Associates) of Pleasant Hill, CA, to provide financial audit services for a total cost of \$181,200 over a three-year base period, with additional financial auditing services, as may be requested by the JPB, provided at the hourly rates quoted in the proposal.
2. Authorize the Executive Director or his designee to execute a contract for a three-year base term with Maze & Associates in full conformity with the terms and conditions of the solicitation documents and negotiations.
3. Authorize the Executive Director or his designee to exercise up to two additional one-year option terms with the above firm, for a cost of \$62,800 for Fiscal Year 2013 and \$64,100 for Fiscal Year 2014, with additional financial auditing services, as may be requested by the JPB, provided at the hourly rates quoted in the proposal, if it is in the best interest of the Peninsula Corridor Joint Powers Board (JPB) to do so.

SIGNIFICANCE

Approval of the above actions will ensure continuation of professional, independent financial audit services as required by the bylaws of the JPB, the United States Office of Management and Budget, and the Federal Transit Administration.

BUDGET IMPACT

Funding for financial audit services will be available under approved and projected operating budgets.

BACKGROUND

A Request for Proposals (RFP) to provide Financial Audit Services was issued detailing the scope of services for the JPB. The solicitation information was advertised in the San Francisco Chronicle newspaper and on the JPB's procurement Web site. Solicitation notices also were sent

to interested proposers, small business enterprises and disadvantaged business enterprises (DBEs). A total of 26 firms downloaded the RFP from the Web site, including four minority, woman-owned, and DBE firms. Four proposals were received.

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

- Responsiveness of the proposal 0-30 points
- Proposer's qualifications and experience 0-35 points
- Size, structure and location of firm 0-10 points
- Cost proposal 0-25 points

After review, evaluation, and initial scoring of proposals, three firms were invited for interviews. Following interviews, the Committee completed the final evaluation and consensus ranking. The Committee determined that Maze & Associates, the highest-ranked firm, is qualified to be selected for contract award. All the firms are listed below in order of their final consensus ranking:

- Maze & Associates
- Vavrinek, Trine, & Day LLP
- Macias Gini O'Connell (minority owned firm)
- Sotomayor & Associates LLP (DBE firm)

Negotiations were conducted successfully with Maze & Associates. The firm possesses the requisite depth of experience, has the required qualifications to successfully perform the scope of services defined in the solicitation documents, and is fully capable of providing the specified services at a fair and reasonable price. Staff therefore recommends award of a contract to this firm.

Vavrinek, Trine, & Day LLP currently provides financial audit services to the JPB under a three-year base term contract with two, one-year option terms for a not-to-exceed cost of \$349,640 for the five-year period. The contract will expire following the successful completion of the FY2009 audit.

Senior Contract Officer:	Julie Taylor	650.508.7915
Project Manager:	Rima Lobo, Manager, General Ledger	650.508.6274

RESOLUTION NO. 2009-

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

* * *

**AUTHORIZING AWARD OF CONTRACT TO
MAZE & ASSOCIATES ACCOUNTANCY CORPORATION
FOR PROVIDING FINANCIAL AUDIT SERVICES FOR THE AMOUNT
OF \$181,200 FOR A THREE-YEAR TERM**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has solicited competitive proposals to provide financial audit services; and

WHEREAS, in response to the JPB's advertisement, four firms submitted proposals; and

WHEREAS, an Evaluation Committee has reviewed proposals, conducted interviews, and ranked all of the proposals according to the evaluation criteria set forth in the Request for Proposals (RFP) and has determined that Maze & Associates Accountancy Corporation (Maze & Associates) received the highest consensus ranking; and

WHEREAS, staff has reviewed the Maze & Associates proposal and determined that it complied with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that the contract for financial audit services be awarded to Maze & Associates for a three-year base term for a total cost of \$181,200, with additional financial auditing services, as may be requested by the JPB, provided at the hourly rates quoted in the proposal.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board hereby awards a contract for financial audit services to Maze & Associates of Pleasant Hill, California, for a three-year base term for a cost of \$59,200 for Fiscal Year 2010 audit services; \$60,400 for Fiscal Year 2011 audit services; and \$61,600 for Fiscal Year 2012 audit services, for a total cost of \$181,200, inclusive of all costs, out of pocket

expenses, overhead, and profit, with additional financial auditing services, as may be requested by the JPB, provided at the hourly rates quoted in the proposal, in accordance with the terms of the RFP and negotiated agreement; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director or his designee to execute a contract on behalf of the JPB with Maze & Associates in full conformity with all of the terms and conditions of the contract documents, and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to exercise up to two additional, one-year option terms to the contract with Maze & Associates at a cost of \$62,800 for Fiscal Year 2013 audit services and \$64,100 for Fiscal Year 2014 audit services, with additional financial auditing services, as may be requested by the JPB, provided at the hourly rates quoted in the proposal, provided it is in the best interest of the JPB to do so.

Regularly passed and adopted this 3rd day of December, 2009 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington C.H. (Chuck) Harvey
Deputy CEO Deputy CEO

SUBJECT: **AUTHORIZING AWARD OF A CONTRACT TO S.J. AMOROSO
CONSTRUCTION COMPANY, INC. FOR THE SOUTH TERMINAL AND
SANTA CLARA STATIONS IMPROVEMENTS PROJECT**

ACTION

Staff Coordinating Council (SCC) recommends that the Board:

1. Award the subject contract to the lowest, responsive and responsible bidder, S.J. Amoroso Construction Company, Inc. of Redwood City, CA, in the total amount of \$24,127,000.
2. Authorize the Executive Director or his designee to execute a contract in full conformity with the terms and conditions of the solicitation documents.

SIGNIFICANCE

Award of this construction contract will provide for completion of station improvements at the South Terminal and Santa Clara stations.

BUDGET IMPACT

Funding for this contract, which has been fully budgeted in Fiscal Year 2010 as well as prior budget years, includes Federal, State and local sources. Local sources include contributions from the Santa Clara Valley Transportation Authority (VTA), as well as the San Joaquin Regional Rail Commission which operates the Altamont Commuter Express (ACE) rail service. No additional funding is required.

BACKGROUND

In November 2004, a Project Study Report was finalized for a series of improvement projects from Santa Clara to San Jose. Of the four-project series, two projects (Union Pacific Railroad Controlled Siding Project and Closure of Stockton Avenue) have been completed. This contract will provide for the completion of the third project (Santa Clara Station Improvements) and for phase one of the South Terminal Station Improvements project. The Santa Clara work contains a new center platform and pedestrian tunnel. The South Terminal work includes the construction of two additional platforms with four platform tracks, all of which will accommodate expanded service.

Invitations for Bids (IFBs) were distributed throughout the construction industry. The solicitation was advertised in a newspaper of general circulation and on the JPB's procurement Web site. Solicitation notices were also sent to potential bidders and disadvantaged business enterprises (DBEs). More than 200 contractors downloaded the plans and specifications from the JPB's Web site. Twelve bids were received and opened publicly on October 14, 2009. Below are listed the five lowest bids:

	Company	Total Bid Amount
	<i>Engineer's Estimate</i>	<i>\$37,000,000</i>
1.	S.J. Amoroso Construction Company, Inc.	\$24,127,000
2.	West Bay Builders, Inc.	\$24,943,100
3.	Granite Construction Company	\$25,396,158
4.	Robert A. Bothman, Inc.	\$25,500,000
5.	Diablo Contractors, Inc.	\$26,232,500

Staff reviewed the bids and determined that all of the bidders were responsive to the solicitation requirements. S.J. Amoroso Construction Company, Inc. was deemed to be the apparent low bidder with a bid that was 35 percent lower than the engineer's estimate. Staff attributes the low bids to: 1) the downturn in the economy which drove contractors to seek other types of work, which provides a larger pool of bidders for public works than is ordinarily expected (the majority of bidders on this project are building contractors), 2) the economic downturn has decreased the number of projects being bid, and 3) the large value of this package attracts bigger contractors which increases the competition among bidders.

Staff and legal counsel determined that S.J. Amoroso Construction Company, Inc. submitted a complete bid package and satisfied all of the applicable legal requirements. S.J. Amoroso is an established Bay Area contractor. Company reference checks confirm that S.J. Amoroso is an experienced and competent contractor. Therefore, staff concludes that S.J. Amoroso is appropriately qualified and capable of meeting the requirements of the contract and is therefore the lowest responsive, responsible bidder.

The DBE Office reviewed the IFB prior to release and encouraged bidders to provide subcontracting opportunities to small businesses, including DBEs. S.J. Amoroso Construction Company, Inc. obtained 169 sub-bids from various subcontractors, including 27 sub-bids from DBEs. S.J. Amoroso Construction Company, Inc. intends to engage 21 subcontractors, of which four are DBE and minority-owned businesses. DBE and minority-owned business participation is proposed at 11 percent of the contract price. The projected level of DBE participation on this contract supports the JPB's overall DBE program objectives.

Contract Officer: Patrick May
Project Manager: Stacey Ingersoll

650.508.7732
650.622.7783

RESOLUTION NO. 2009-

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

* * *

**AUTHORIZING AWARD OF CONTRACT TO
S.J. AMOROSO CONSTRUCTION COMPANY, INC.
FOR THE SANTA CLARA AND SOUTH TERMINAL STATIONS IMPROVEMENT
PROJECT AT A TOTAL COST OF \$24,127,000**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) solicited bids for the Santa Clara and South Terminal Stations Improvement Project; and

WHEREAS, in response to the JPB's invitation for bids, twelve firms submitted bids; and

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

WHEREAS, the Executive Director has recommended that a contract be awarded to the lowest responsive, responsible bidder, S.J. Amoroso Construction Company, Inc., whose bid meets the requirements of the contract documents.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to S.J. Amoroso Construction Company, Inc. of Redwood City, CA., for the Santa Clara and South Terminal Stations Improvement Project for a total cost of \$24,127,000; 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 S.J. Amoroso Construction Company, Inc., in full conformity with all the terms and conditions of the contract documents.

Regularly passed and adopted this 3rd day of December, 2009 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

In December 2008, Digital Concepts, Inc. (DigiCon), ceased support of the JPB's existing operations control center system, leaving Caltrain vulnerable to failure of the train control system. Given the critical nature of this system, JPB staff pursued an accelerated procurement to replace it with one that would support the core functions of the railroad well into the future.

Approval of the above actions will allow for the replacement of the DigiCon system with a robust software application and hardware from ARINC that is capable of expansion to meet the JPB's future operational needs and provide long-term stability through contracted maintenance and support services. The new ROCS has been specified to be expandable to accommodate future service increases, corridor expansions, electrification and CBOSS, Caltrain's positive train control (PTC) solution.

ARINC's AIM software product also provides for an integrated Predictive Arrival/Departure System (PADS) which will enable the JPB to provide real-time Caltrain arrival and departure information to its customers for all stations. The PADS will integrate a Global Positioning System with the operations control center system to precisely locate trains and then display real-time train information on the existing visual message signs located at the stations between San Francisco and Tamien. Train arrival/departure information for all stations including stations south of Tamien will be available via the Metropolitan Transportation Commission 511 Web site and telephone system. The PADS also will enable the future display of train time information on the Caltrain Web site and personal electronic devices.

In the event of a hardware failure following the warranty period for ROCS and PADS, a small inventory of spare hardware will be kept on-site. Staff will purchase replacement hardware as it is used or becomes obsolete to maintain a sufficient inventory level. The cost of maintaining this inventory is estimated not to exceed \$50,000.

BUDGET IMPACT

The total estimated cost of the ROCS project is \$8.7 million. The total amount approved for the ROCS is \$7.7 million, and was included in Fiscal Year 2010 and prior year's Caltrain Capital budgets. While the amount approved should be sufficient to fully fund the ROCS contract costs, staff anticipates the balance, or \$1 million, will need to be included in the Fiscal Year 2011 Caltrain Capital Budget development process. Staff anticipates 80 percent of the additional budget will be financed by Federal grants, while the remaining 20 percent will be covered by other local funds. No JPB member contributions are anticipated at this time.

The total amount approved for the Caltrain PADS project is \$1.8 million and has been fully secured in prior years' Caltrain Capital budgets. Staff does not anticipate additional budget authority will be required.

The annual operating and maintenance (O&M) cost for the ROCS is \$135,988, which will start in Fiscal Year 2012. The average annual cost of O&M over the ten-year base term is \$149,501. The O&M cost for the current system is \$163,000, so there is an annual decrease in operating costs for the new system. For the PADS, the annual O&M cost is \$59,141 plus an additional net increase in communications infrastructure costs of \$91,000, for an annual estimated total of

\$150,141. The above O&M costs will be included, as appropriate, in future years' budget development process.

BACKGROUND

Pursuant to Resolution 2008-09 the JPB authorized the use of the competitive negotiation procurement process to solicit proposals for a predictive arrival/departure system for Caltrain. The competitive negotiation procurement process allows price to be considered along with other selection criteria; as a result, contract award may be made to a firm other than the lowest-priced firm. Following completion of the proposal evaluation process staff determined there was a need to research and re-consider the scope and integration of the project and to determine the best approach for moving forward. All proposals received were rejected by Board motion.

JPB staff obtained Board approval to use the competitive negotiation procurement process for the ROCS system under Resolution 2009-13. The system was then referred to as "OCC." A Request For Proposals (RFP) to provide a Rail Operations Control System was issued detailing the scope of services for the JPB. Provision was made in the RFP to allow proposers the opportunity to identify additional features and functions of their systems. The solicitation information was advertised in *Railway Age*, a national industry publication, on *Railway Age's* Web site, on the JPB's procurement Web site and in a local newspaper of general circulation. Solicitation notices also were sent to interested proposers, small business enterprises and disadvantaged business enterprises (DBEs). A total of 42 firms (including three DBEs) downloaded the RFP from the Web site. Six proposals were received (none of which were from DBEs).

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

- Technical qualifications 0-50 points
- Consultant's qualifications and experience 0-30 points
- Proposed costs 0-20 points

After review, evaluation, and initial scoring of proposals, the three top-ranked companies were invited for interviews. Following interviews, Committee representatives made site visits to customer references and company headquarters before the Committee met again to complete the final evaluation and consensus ranking.

Although ARINC was not the lowest priced proposer, the Committee determined that ARINC is the highest consensus-ranked firm, based on technical solution, experience and best value, and is qualified to be selected for contract award.

After completing the evaluation process for the ROCS, and entering into negotiations with ARINC, the Committee desired to include in the scope of work the integrated PADS proposed as an additional feature by ARINC in its ROCS proposal. The Committee reviewed the PADS technical specifications and determined their functionality meets the JPB's requirements. Integration of the PADS with the ROCS will provide the JPB with a seamless system at an

affordable price. Nevertheless, ARINC's highest ranking was based on its proposal for ROCS and did not include consideration of the PADS.

The top three firms are listed below in order of their final consensus ranking:

- ARINC, Inc.
- Siemens Transportation Systems, Inc.
- Wabtec Railway Electronics

As part of its evaluation of proposers, staff performed a thorough financial assessment of ARINC prior to engaging in negotiations. This assessment revealed that ARINC's credit rating was lower than expected and could indicate a lack of stability in the company that would pose a risk to the JPB. In order to mitigate this risk, JPB staff negotiated contract terms that would protect the JPB in the event of an ARINC bankruptcy. These terms include performance bonding that covers all phases of the implementation and on-going maintenance of the product as well as ownership and storage of the software source code. Coincidentally, ARINC's S&P credit rating was upgraded as negotiations proceeded. Negotiations were subsequently successfully concluded with ARINC.

The firm possesses the requisite depth of experience, has the required qualifications to successfully perform the scope of services defined in the solicitation documents and is fully capable of providing the specified services at a fair and reasonable price. ARINC intends to perform the majority of the required services with its own labor force, with the exception of some equipment installation on locomotives and minor maintenance work, which will be subcontracted to two specialized firms. Although there is no DBE participation on this contract, ARINC has met the RFP requirements. Staff therefore recommends award of a contract to this firm.

Senior Contract Officer: Julie Taylor	650.508.7915
Project Managers: Stacey Ingersoll	650.508.7783
Robert Tam, Manager, Technology Research & Development	650.508.7969

RESOLUTION NO. 2009-

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

* * *

**AUTHORIZING AWARD OF CONTRACTS TO
ARINC, INC. TO PROVIDE A RAIL OPERATIONS CONTROL SYSTEM INCLUDING
AN INTEGRATED PREDICTIVE ARRIVAL/DEPARTURE SYSTEM
FOR THE FIRM FIXED-PRICE OF \$ 4,799,942, AND ASSOCIATED LONG TERM
MAINTENANCE AND SUPPORT CONTRACTS**

WHEREAS, in accordance with California Public Contract Code Sections 20216-20217, and pursuant to Resolution 2009-13, the Peninsula Corridor Joint Powers Board (JPB) authorized use of the competitive negotiation process in lieu of a sealed competitive bidding process for the procurement of a Rail Operations Control System (ROCS), in order to evaluate proposers on the basis of factors in addition to price; and

WHEREAS, the JPB issued a Request For Proposals (RFP) for providing the ROCS, as well as long-term maintenance and support services, to replace the existing train dispatch software and hardware system; and

WHEREAS, in response to the JPB's RFP, six firms submitted proposals; and

WHEREAS, an Evaluation Committee (Committee) has reviewed proposals, conducted interviews, site visits, and financial analyses, and ranked all of the proposals according to the evaluation criteria set forth in the RFP; and

WHEREAS, although ARINC, Inc did not submit the lowest priced proposal, the Committee has determined that it is the highest ranked proposer, offering the most advantageous technical solution to the JPB with price and all other factors considered; and

WHEREAS, in accordance with the RFP's provisions, ARINC identified an integrated Predictive Arrival Departure System (PADS) as an additional available software feature along with its proposed ROCS, and has also proposed to provide long-term maintenance and support services for both ROCS and PADS; and

WHEREAS, Legal Counsel has reviewed ARINC's proposal and has determined that it has complied with the requirements of the solicitation documents; and

WHEREAS, the Staff Coordinating Council recommends that the contract for provision of the ROCS, with an integrated PADS component, be awarded to ARINC, Inc. for a total firm fixed-price of \$4,799,942; and

WHEREAS, the Staff Coordinating Council also recommends that agreements be executed with ARINC, Inc. for ROCS maintenance and support for a ten-year base term, at a total firm fixed-price of \$1,495,014, and for PADS maintenance and support for a five-year base term, at a total firm fixed-price of \$295,704, each of which maintenance and support agreement also includes options to extend to be exercised at the JPB's discretion; and

WHEREAS, spare parts for the ROCS and PADS will need to be purchased as-needed throughout the term of the maintenance and support agreements in the estimated amount of \$50,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board awards contracts to ARINC, Inc. of Marina del Rey, CA as follows:

1. For the provision of a Rail Operations Control System, including an integrated Predictive Arrival Departure System, for a total firm fixed-price of \$4,799,942;

2. For ROCS maintenance and support services for a 10-year term at a total firm fixed price of \$1,495,014, with two five-year option terms to be exercised at the JPB's discretion;

3. For PADS maintenance and support services for a five-year term at a total firm fixed-price of \$295,704, with five one-year option terms to be exercised at the JPB's discretion; and

BE IT FURTHER RESOLVED that the award of contracts to ARINC, Inc, is based upon the following findings:

(1) ARINC's proposal offered the most advantageous technical solution to the JPB, leading to ARINC receiving the highest consensus ranking based upon the evaluation criteria established in the RFP, despite not being the lowest priced proposer, and

(2) ARINC's negotiated price is fair and reasonable, based upon the JPB's independent cost estimate; and

BE IT FURTHER RESOLVED, that the Board authorizes the Executive Director or his designee to execute the above-referenced contracts on behalf of the JPB with ARINC, Inc. in full conformity with all of the terms and conditions of the solicitation documents and negotiated agreements in a form approved by Legal Counsel; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to exercise up to two additional five-year option terms to the ROCS maintenance and support agreement with ARINC, Inc. at a cost to be determined, if deemed in the best interest of the JPB to do so, and provided that the Executive Director or designee shall report to the Board when a negotiated option term has been exercised; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to exercise up to five additional one-year option terms to the PADS maintenance and support agreement with ARINC, Inc. at a cost to be determined, if deemed in the best interest of

the JPB to do so, and provided that the Executive Director or designee shall report to the Board when a negotiated option term has been exercised; and

BE IT FURTHER RESOLVED, that the Executive Director, or designee, is authorized to procure spare hardware for the ROCS and PADS on an as needed basis during the term of the maintenance and support agreements in the amount of \$50,000.

Regularly passed and adopted this 3rd day of December, 2009 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

Marian Lee
Executive Officer
Planning and Development

SUBJECT: **REJECTION OF ALL PROPOSALS FOR PROVIDING
ENVIRONMENTAL PLANNING**

ACTION

Staff Coordinating Council recommends that the Board reject proposals received from Jacobs; James Environmental Planning Services; and PBS&J submitted in response to the Peninsula Corridor Joint Powers Board's (JPB's) solicitation for environmental planning as not meeting the minimum evaluation criteria.

SIGNIFICANCE

Rejection of all three proposals received in response to the solicitation is required since analysis of the proposals resulted in the determination that all three proposals did not meet the minimum evaluation criteria. One did not meet the qualification of relevant experience, and the other two proposals did not score at acceptable levels for award.

BUDGET IMPACT

The recommended action to reject the proposals will have no impact on the budget.

BACKGROUND

A Request for Proposals to provide environmental planning was issued as a joint procurement detailing the scope of services for the San Mateo County Transit District, the San Mateo County Transportation Authority and the JPB. The solicitation included two categories of services: Transportation Planning and Program Support, and Environmental Planning. Each category of services was considered separately.

The solicitation information was advertised in a newspaper of general circulation and on the JPB's procurement Web site. Solicitation notices also were sent to interested proposers and disadvantaged business enterprises (DBEs). A total of 176 firms (including 47 DBEs) downloaded the RFP from the Web site. Three proposals were received as listed below.

- Jacobs, Oakland, CA
- James environmental Planning Services, Fresno, CA
- PBS&J, San Francisco, CA

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

- | | |
|--|-------------|
| • Team Organization and Staffing Approach | 0-25 points |
| • Lead Firm Qualifications and Past Performance | 0-25 points |
| • Contract Manager and Key Staff Qualifications and Experience | 0-20 points |
| • Project Management Approach and Quality Control Assurance | 0-15 points |
| • Understanding of Scope of Services | 0-15 points |

After review and evaluation, the Committee determined that none of the proposals scored at levels high enough to justify proceeding to the next step, the consultant interview, in the selection process. For this reason, the Committee unanimously recommends rejection of all three proposals and issuance of a second solicitation to attract a more robust list of qualified candidates and to meet JPB’s internal and external stakeholders’ objectives.

Prior environmental planning services were provided to the JPB through the existing on-call general engineering consultant contracts. The change to dedicated environmental planning contracts will provide for more focused expertise in that subject area.

Contract Officer: Evelyn Marcal	650.508.7958
Project Manager: Hilda Lafebre, Manager, Environmental Planning	650.622.7842

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Planning and Development

SUBJECT: **ADOPTION OF FY2009 – FY2018 CALTRAIN SHORT-RANGE
TRANSIT PLAN**

ACTION

Staff Coordinating Council (SCC) recommends Board approval of the FY2009 – FY2018 Caltrain Short-range Transit Plan.

SIGNIFICANCE

Every four years the Metropolitan Transportation Commission (MTC) requires Bay Area transit agencies to prepare and submit a “full” Short-range Transit Plan (SRTP). In interim years, the agency is required to prepare a “mini” SRTP. This plan is a mini SRTP. Key components of the mini SRTP include the operating plan, capital improvement program (CIP) and a 10-year financial forecast. The SRTP is a needs-based planning document that is financially unconstrained.

The FY2009 –FY2018 SRTP operating plan projects minimal growth in service levels and ridership until electrification of the Caltrain right of way. Following electrification, ridership and revenues are projected to increase, and operating costs are projected to decrease. Operating budget deficits are projected for the first seven years of the plan.

The SRTP CIP addresses improvements needed to maintain the system in a state of good repair. The CIP also includes the Peninsula Rail Program (PRP) which focuses on integrating Caltrain with future high speed rail. The 10-year total CIP need is projected at \$2.57 billion with a \$187 million shortfall. Adjustments to the PRP, as well as new funding strategies to address the projected capital program shortfall, will be included in future SRTPs.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

The SRTP fulfills Federal Transit Administration (FTA) and MTC regulatory requirements to implement and inform the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) to qualify for Federal and State funding.

Prepared by: Marisa Espinosa, Manager, Planning and Research 650.508.6226

RESOLUTION NO. 2009-

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

* * *

**ADOPTION OF THE CALTRAIN FY2009-FY2018 SHORT-RANGE TRANSIT
PLAN**

WHEREAS, every four years the Metropolitan Transportation Commission (MTC) requires Bay Area transit agencies to prepare and submit a “full” Short-range Transit Plan (SRTP) and a “mini” SRTP in interim years; and

WHEREAS, the SRTP fulfills Federal Transit Administration (FTA) and MTC regulatory requirements to implement and inform the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) to qualify for Federal and State funding; and

WHEREAS, the FY2009-FY2018 mini SRTP combines baseline fiscal years 2009 and 2010 and is a needs-based planning document that is financially unconstrained; and

WHEREAS, key components of the SRTP include the operating plan, capital improvement program (CIP) and 10-year financial forecast; and

WHEREAS, the Staff Coordinating Council has recommended that the FY2009-FY2018 Caltrain SRTP be adopted.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board adopts the Caltrain FY2009-FY2018 Short-Range Transit Plan, attached hereto and incorporated herein by this reference.

Regularly passed and adopted this 3rd day of December 2009 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

This report is for information only. No Board action is required.

SIGNIFICANCE

Staff will provide regular updates to the Board consistent with the approved Legislative Program.

STATE ISSUES

AB32/SB 375 Implementation

The California Air Resources Board (CARB) met last week to review a report from the Regional Targets Advisory Committee (RTAC) that includes recommendations specifying how CARB should go about setting emissions reductions targets pursuant to SB 375. Staff has been worked in collaboration with the California Transit Association (CTA) to ensure that transit funding was identified as a guiding principle in the RTAC report. CARB will set regional targets by September 2010.

Additionally, the Economic and Allocation Advisory Committee (EAAC) appointed by the California Environmental Protection Agency met last week to discuss its pending recommendations to CARB on the allocation and use of emissions allowances under AB 32. Staff has supported CTA's efforts to promote the investment of allowance revenues in emissions reducing transit and transportation projects. The EAAC recommendations are expected to be released in January.

Budget

Despite the passage of a state budget in July that addressed a \$23 billion deficit, the Legislative Analyst Office announced that the State will face an additional \$20.7 billion shortfall over the next 18 months. This includes a \$6.3 billion deficit in the current fiscal year and a projected shortfall of \$14.4 billion in FY 2010-11.

Some of the current fiscal year deficit is due to solutions included in the July budget that were not implemented including:

- The inability of several programs — the prison system and Medi-Cal, in particular — to achieve billions of dollars in spending reductions.
- The expected inability of the state to sell the State Compensation Insurance Fund for \$1 billion
- The inability of the State to divert \$800 million in transportation funds protected by the CTA's lawsuit
- A nearly \$1 billion increase in the Proposition 98 funding guarantee for K-14 education in 2009-10.

It is likely that some cuts to programs that were spared in July will be reconsidered when the Legislature revises its budget next year. Staff is anticipating that the elimination of almost \$1 billion in Highway Users Tax Account (HUTA) funds will again be proposed by the Governor.

FEDERAL ISSUES

House Transportation and Infrastructure Committee

After being elected to the seat previously occupied by former Rep. Ellen Tauscher, Congressman John Garamendi was appointed by House Speaker Nancy Pelosi to fill Tauscher's former seat on the Transportation and Infrastructure Committee. Rep. Garamendi will serve as the only member of the Bay Area delegation assigned to the committee.

Transportation Housing and Urban Development (THUD) Appropriations - H.R. 3288

After two extensions of current spending levels, congressional leaders confirmed that they will look to approve an omnibus spending package before December 18 that would include the Military Construction and Veterans Affairs; Transportation, Housing and Urban Development; Commerce, Justice, and Science; and Defense FY 2010 appropriations bills.

The House and Senate versions of THUD legislation include:

House

- A.\$1 million for Caltrain Positive Train Control (PTC)
- B.\$4 billion for investment in high speed rail (HSR)

Senate

- C.\$500,000 for Caltrain PTC
- D.\$50 million for nationwide PTC competitive grants
- E.\$1.2 billion for investment in HSR

Surface Transportation Authorization Act (STAA) - H.R. XXXX

In a letter to Senate leadership a bipartisan group of seven key Senators called for the passage of a six month extension of SAFETEA-LU continuing current federal spending until June 2010.

This is a departure from previous efforts in the Senate to pass a longer 18 month extension, but it remains unclear whether House leaders who favor a full multiyear authorization will agree to any extension beyond 2009. The case for a multiyear authorization was bolstered by a report from the Transportation Construction Coalition, which found that 44 percent of transportation contractors will be forced to lay off workers unless uncertainty over long term future transportation funding is resolved.

Staff will continue to support principles for STAA that include:

F. A revenue stream that ensures funding targets will double the current investment in public transportation programs and allow for the flexible use of funds

G. At least \$50 billion for investment in future HSR

H. A component that provides funding for efforts that link land use and transportation planning similar to the Livable Communities Act of 2009 (S. 1619), which would authorize over \$4 billion to develop and implement these efforts.

Close the SILO/LILO Loophole Act of 2009 (H.R. 3439/S. 1341)

These bills would protect transit agencies from investors seeking to collect penalties related to certain financial transactions that are in technical default as a result of the downgraded credit rating of guarantors such as AIG. The bills would enact a 100 percent excise tax on any financial gains to investors resulting from a transaction in technical default.

Staff has been working to encourage our congressional delegation co-sponsor the legislation in both chambers. Following these efforts, Senator Feinstein and Representatives Honda, Eshoo, Speier and Lofgren have agreed to co-sponsor the legislation.

New Alternative Transportation to Give Americans Solutions Act (S.1408/H.R.1835)

This legislation would extend the 50-cent per gallon excise tax credit on alternative fuel purchases until 2019 (S.1408) or 2027 (H.R.1835). This tax credit is set to expire at the end of 2009.

Staff is working in cooperation with APTA to encourage House Ways and Means Committee Chairman Charles Rangel and Senate Finance Committee Chairman Max Baucus to include this legislation in the package of tax extenders normally approved by Congress at the end of the year.

Prepared By: Seamus Murphy, Manager, Government Affairs

650.508.6388



Quarterly Capital Program Status Report and DBE Status Report

Report prepared for the December 3, 2009 JPB Meeting

For the period: July 1, 2009 – September 30, 2009

Peninsula Corridor Joint Powers Board



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PCJPB - Capital Program - Budget Status Summary

Q1 FY10 - July 1 to September 30, 2009

All Costs in \$1,000's

Programs						
	FY05	FY06	FY07	FY08	FY09	FY10
1. Station and Intermodal Access	\$21,485	\$6,241	\$42,558	\$6,242	\$75,482	\$5,225
2. Right of Way	\$14,150	\$51,851	\$35,865	\$27,030	\$58,172	\$52,575
3. Rolling Stock / Equipment	\$1,367	\$9,491	\$1,624	\$16,213	\$1,600	\$6,423
4. Operational Facilities & Equip.	\$38,766	\$10,640	\$500	\$2,450	\$3,052	\$8,371
5. Others	\$2,897	\$2,535	\$2,600	\$3,160	\$8,299	\$2,290
6. Caltrain Express / Caltrain 2025	\$0	\$0	\$0	\$3,326	\$4,500	\$8,651
7. Electrification	\$0	\$0	\$0	\$4,000	\$0	\$0
Total Board Approved Budget by FY ⁽¹⁾	\$78,665	\$80,758	\$83,147	\$62,421	\$151,105	\$83,535
Total Audited Expenditures by FY ⁽²⁾	\$65,393	\$103,282	\$87,216	\$96,971	\$76,917	\$10,960 ⁽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
- Burlingame Station Platform & Track Improvements Project
- Diridon Station Improvements
- Guadalupe River Bridge Interim Repair Project
- Cal Ave Station Improvements / Palo Alto Ped Underpass & Platform Improvements / Bridge Deck Repair Project
- San Bruno / South Linden Interim Safety Improvement 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 FY10 through September 30, 2009 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		HSR IMPACT		Page
	Q4 FY09	Q1 FY10	Q4 FY09	Q1 FY10	Q4 FY09	Q1 FY10	Q4 FY09	Q1 FY10	
2nd ATCS Channel Project							N/A	N/A	4
Atherton Station Improvements (Project On-Hold)									6
Broadway Station Improvements (Project On-Hold)									8
Cal Ave Station & Palo Alto Station Platforms Improvements, Palo Alto Station ADA Pedestrian Underpass, and Bridge Deck Repairs at various locations							N/A	N/A	10
Caltrain Right-Of-Way Fencing Project							N/A	N/A	12
Dumbarton Rail Corridor Project							N/A	N/A	14
Electrification - Environmental and 35% Design									16
Jerrold Avenue Bridge Replacement Project							N/A	N/A	18
Los Gatos & Guadalupe Bridges Replacement									20
Purchase (8) Caltrain Passenger Cars							N/A	N/A	22
Quint Street Bridge Project									24
Real Time Transit Information Project							N/A	N/A	26
San Bruno Grade Separation									28
San Francisco Roadway Bridges Replacement									30
San Mateo Bridges Rehabilitation Project									32
San Mateo County At-Grade Crossing Improvement							N/A	N/A	34
South Terminal and Santa Clara Stations Improvements Project							N/A	N/A	36
Systemwide Track Rehab Program - FY09							N/A	N/A	38
Systemwide Track Rehab Program - FY10							N/A	N/A	40



= Project On-Hold



= No Issues

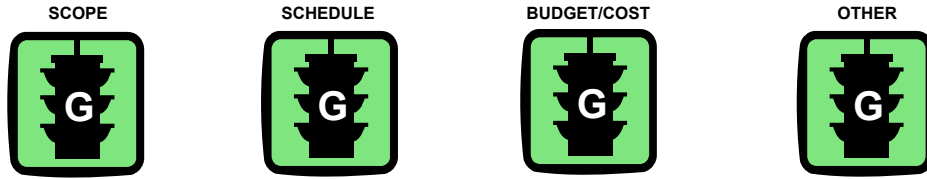


= Notable Issues



= Significant Issues

2nd ATCS Channel Project



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:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2006				2007				2008				2009				2010
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
01741 - 2nd ATCS Channel Pro...		1143	111	90.29%	05-Sep-05 A	12-Mar-10																	
Phase Gate/Programmatic Reviews		549	0	100%	24-Feb-06 A	25-Apr-08 A																	
Second Channel Implementation		146	0	100%	18-May-07 A	06-Dec-07 A																	
Owner Furnished Material		946	0	100%	05-Sep-05 A	31-Aug-09 A																	
Engineering Design		277	0	100%	06-Aug-07 A	21-Aug-08 A																	
Procurement/Bid & Awards		138	0	100%	22-Aug-08 A	23-Mar-09 A																	
Construction		197	46	76.65%	23-Mar-09 A	07-Dec-09																	
Project Closure		995	65	93.47%	03-Apr-06 A	12-Mar-10																	

Progress:

Jul - Sep 2009

- (1) Completed repairs and replacement of defective long lead items.
- (2) Continued construction.
- (3) Continued submittal review with construction contractor.

Future

Activities:

Oct - Dec 2009

- (1) Continue submittal review with construction contractor.
- (2) Complete construction.
- (3) Begin close out.

Issues:

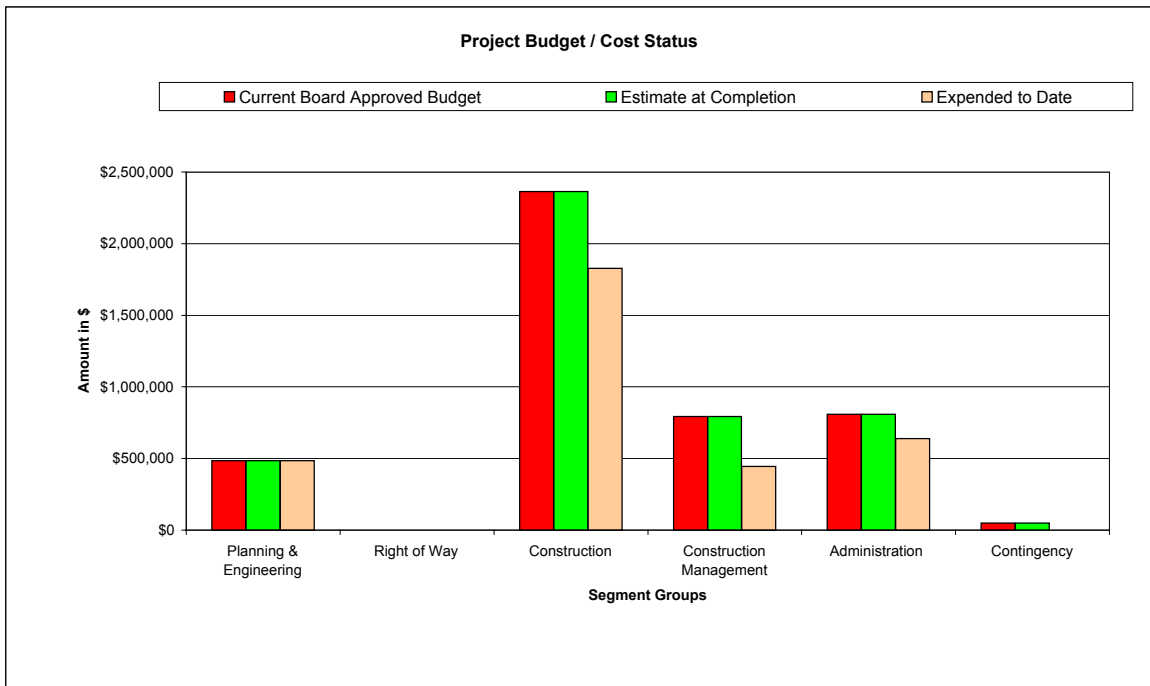
None.

PCJPB Quarterly Report
2nd ATCS Channel Project

BUDGET:



Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$485,290	\$485,167	\$508,658	\$485,290	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$2,364,290	\$1,826,623	\$2,445,437	\$2,364,290	\$0
Construction Management	\$792,400	\$445,199	\$543,991	\$792,400	\$0
Administration	\$808,955	\$640,015	\$640,015	\$808,955	\$0
Contingency	\$49,065	\$0	\$0	\$49,065	\$0
Total	\$4,500,000	\$3,397,004	\$4,138,101	\$4,500,000	\$0

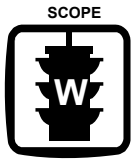


Issues: None.

OTHER: None.



ATHERTON STATION IMPROVEMENTS



SCOPE: This project provides for the design and construction of new station facilities at Atherton Station (MP 27.80) to eliminate the "hold out rule". The scope of the project includes demolishing the center platform and providing outboard boarding platforms with a center inter-track fence and a signaled/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											
						2003			2004			2005			2006			2003			2004			2005			2006			2003			2004			2005			2006														
						J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A	J	J	A															
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.

Jul - Sep 2009

Future Activities:

Oct - Dec 2009

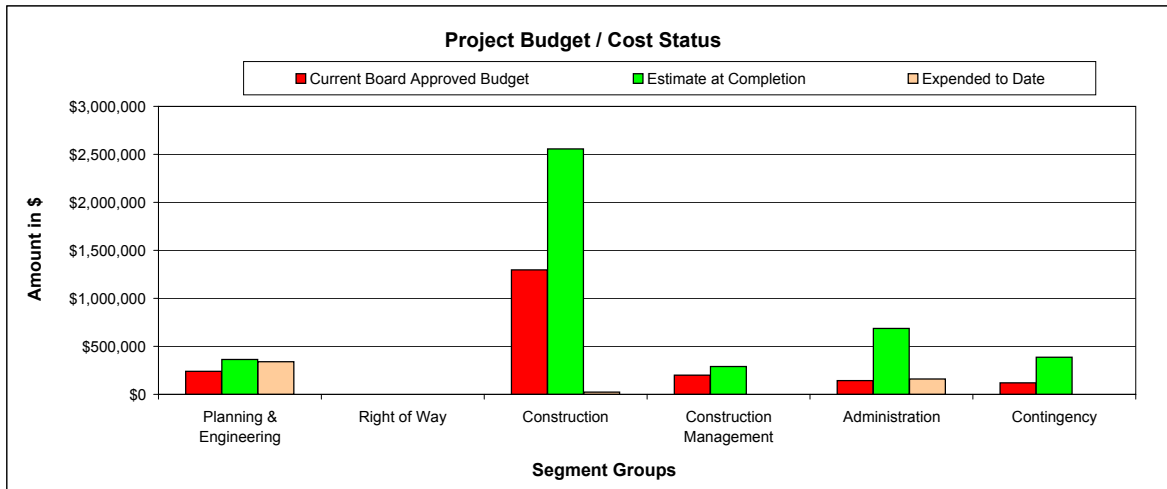
Issues: Project is on hold; schedule needs to be redefined and re-baselined.

ATHERTON STATION IMPROVEMENTS

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
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.

HSR IMPACT:



Project scope, budget and delivery schedule will likely be impacted by High Speed Rail development along the Caltrain corridor.

OTHERS:



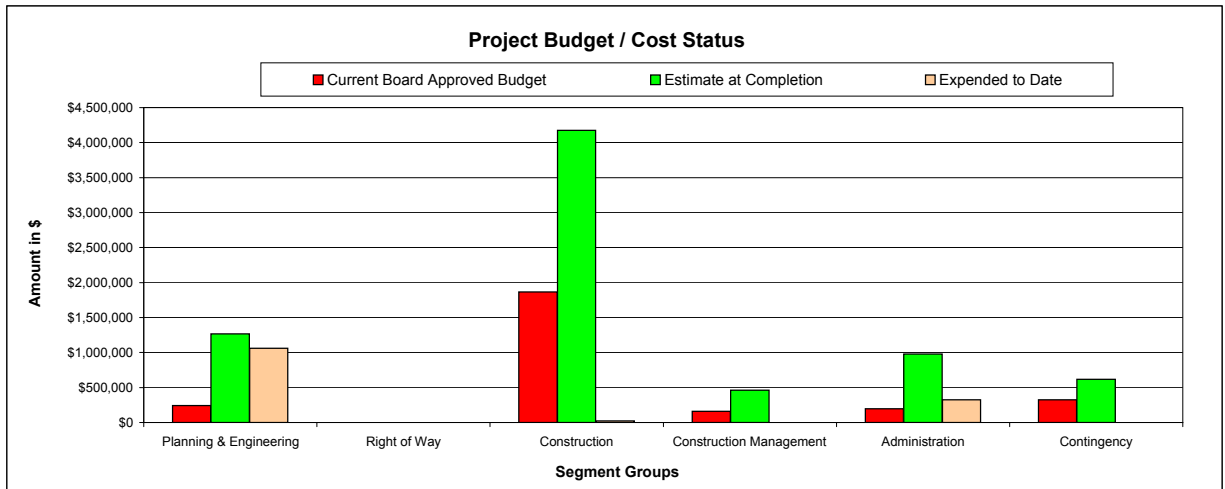
Project has been placed on hold; Capital Program Management team is currently reviewing the impact of capital improvements (incl. Dumbarton Rail Extension) in the vicinity of Atherton Station.

BROADWAY STATION IMPROVEMENTS

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) 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.

HSR IMPACT:



Project scope, budget and delivery schedule will likely be impacted by High Speed Rail development along the Caltrain corridor.

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 Broadway station.

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



SCOPE:



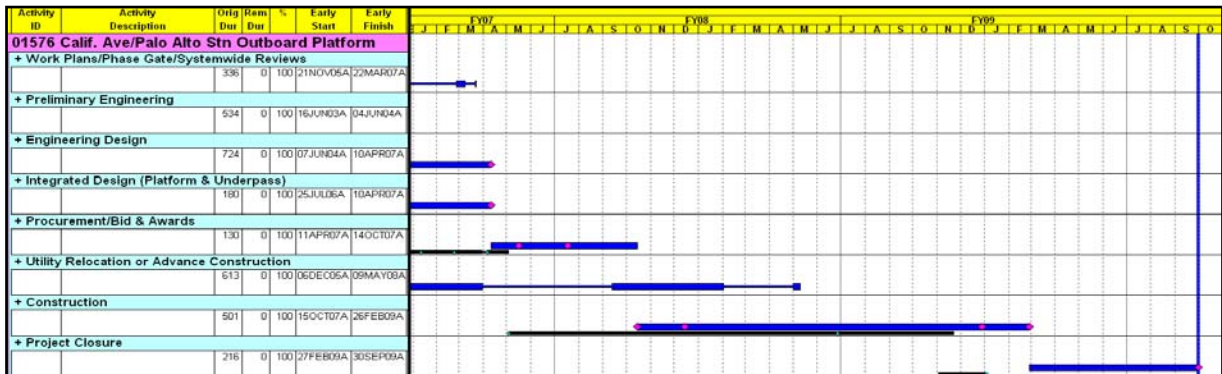
The California Avenue Station and Underpass Project eliminates the hold out rule by converting the station from a centerboard platform configuration to an outboard platform configuration with a new pedestrian underpass. A new outboard northbound platform will be built (with realignment of the Main Track #1), and 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: Project Complete.

SCHEDULE:



Progress:

May - Sep 2009 Continue with project close-out.
This will be the final report for the project.

Future

Activities: Complete project close-out.

Oct - Dec 2009

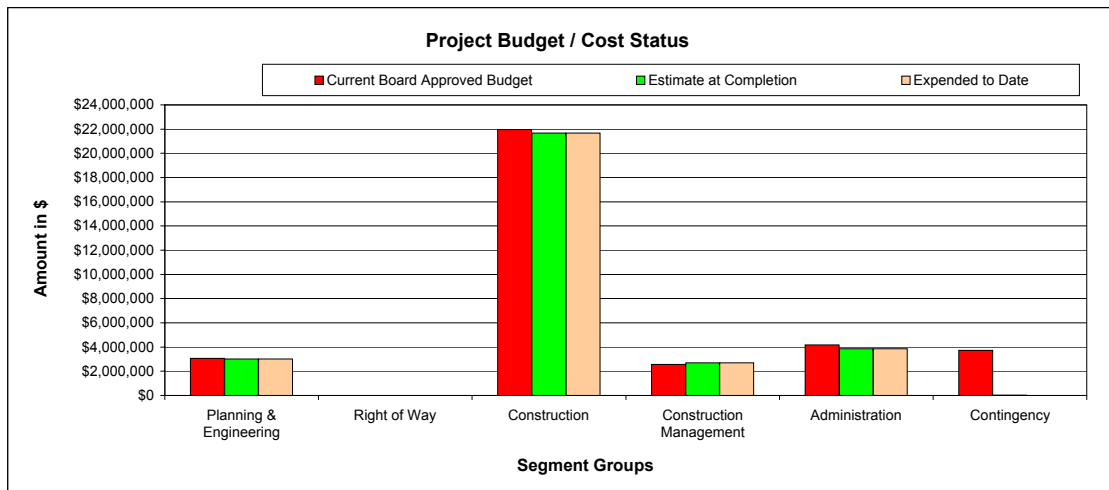
Issues: None.

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

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$3,060,278	\$3,012,996	\$3,022,148	\$3,012,996	\$47,282
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$21,974,632	\$21,662,250	\$21,662,768	\$21,662,250	\$312,382
Construction Management	\$2,573,500	\$2,707,684	\$2,705,094	\$2,707,684	(\$134,184)
Administration	\$4,163,800	\$3,849,820	\$3,813,569	\$3,855,121	\$308,679
Contingency	\$3,733,732	\$0	\$0	\$16,715	\$3,717,017
Total	\$35,505,942	\$31,232,750	\$31,203,579	\$31,254,766	\$4,251,176



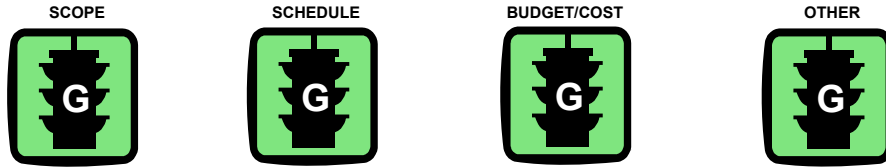
Issues: None.

OTHER:



None.

CALTRAIN RIGHT-OF-WAY FENCING PROJECT



SCOPE:

The project consists of the installation of fencing along the Caltrain Corridor based on location and exposure requirements. Fencing contracts will be authorized in the following two (2) phases:



Phase 1: Previously completed by Amtrak at the following locations: San Bruno, Burlingame, San Mateo, Belmont and Redwood City.

Phase 2: Base work and Option 1 and Option 2 fencing along the Right of Way at the following locations: San Francisco, San Bruno, San Mateo, Redwood City, Menlo Park, Sunnyvale and San Jose

Phase 2 Base: consists of: 900 LF (Linear Feet) of fence demolition, 400 LF chain link fence, 400 LF expanded wire mesh fence and 7,000 LF welded wire mesh fence.

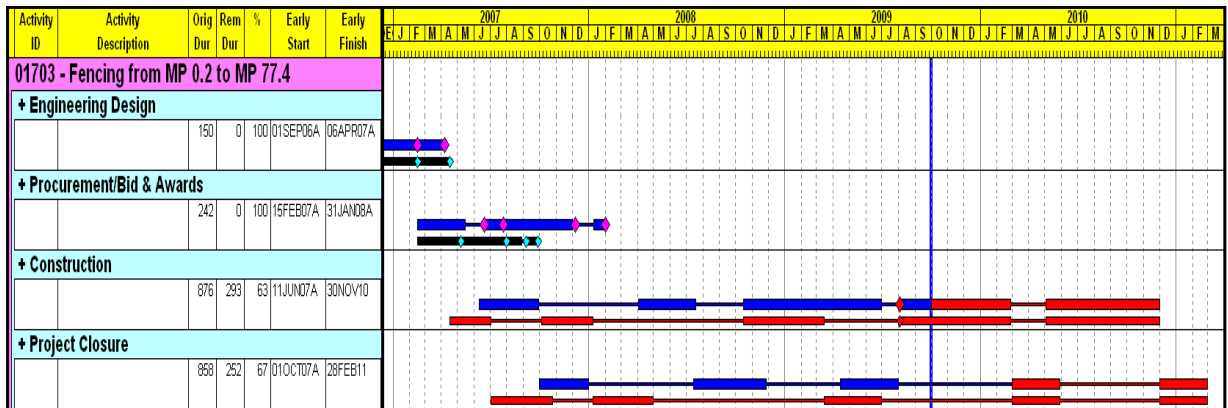
Phase 2 Option 1: consists of: 450 LF chain link fence, 350 LF expanded wire mesh fence and 20,000 LF welded wire mesh fence.

Phase 2 Option 2A: consists of: 200 LF chain link fence and 10,000 LF welded wire mesh fence.

Phase 2 Option 2B: consists of: 200 LF chain link fence and 10,000 LF welded wire mesh fence.

Issues:

Phase 2 Option 2 work will be executed as two (2) work packages due to funding constraints, Option 2A and Option 2B. Option 2A work has been executed.



Progress:

- (1) Completed close out of Phase 2, Option 1 contract.
- (2) Issued Notice to Proceed (NTP) for Phase 2 Option 2A of fencing contract.
- (3) Began Phase Option 2A construction work.

Jul - Sep 2009

Future

Activities: Continue installation of fencing along the PCJPB right of way.

Oct - Dec 2009

Issues:

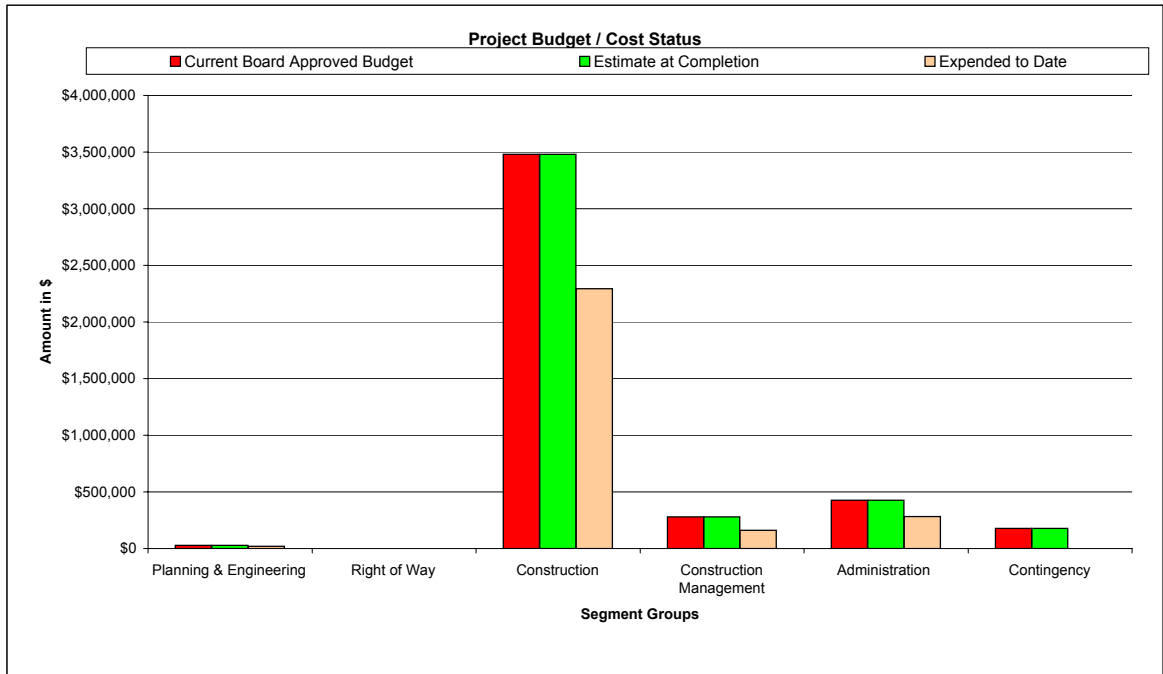
None.

CALTRAIN RIGHT-OF-WAY FENCING PROJECT

BUDGET:



Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$27,500	\$20,528	\$20,528	\$27,500	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$3,480,467	\$2,294,572	\$2,816,765	\$3,480,467	\$0
Construction Management	\$278,970	\$160,201	\$160,201	\$278,970	\$0
Administration	\$427,677	\$282,516	\$282,516	\$427,677	\$0
Contingency	\$178,405	\$0	\$0	\$178,405	\$0
Total	\$4,393,019	\$2,757,817	\$3,280,010	\$4,393,019	\$0



Issues: None.

OTHER: None.



DUMBARTON RAIL CORRIDOR

Project Sponsor: SMCTA Project Management: PCJPB



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 scope and 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 regulatory 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	%	Start	Finish	Timeline														
							2007			2008			2009			2010			2011		
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
05469 - Dumbarton Rail Corridor		1669	463	72.26%	04-Jan-05 A	03-Aug-11	[Gantt chart showing activity duration across quarters 2007-2011]														
Environmental		1669	463	72.26%	04-Jan-05 A	03-Aug-11	[Gantt chart for Environmental activity]														
Funding		0	0	0%	26-Jul-07 A	26-Jul-07 A	[Gantt chart for Funding activity]														
Engineering Design		862	165	80.86%	01-Aug-07 A	04-Jan-11	[Gantt chart for Engineering Design activity]														

Progress:

Jul. - Sep. 2009

CAP = Citizen Advisory Panel
 DMU = Diesel Multiple Units
 FTA = Federal Transit Administration
 MTC = Metropolitan Transportation Commission
 PAC = Policy Advisory Committee
 PDT = Project Development Team
 UPRR = Union Pacific Railroad

- 1) The environmental team has completed performing technical evaluations and studies. The results have been incorporated into the administrative draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) that has been completed in August.
- 2) The geotechnical and structural analyses are on-going. The caisson retrofit strategy and constructability were modified for better reliability, performance and to minimize the environmental impacts. These revisions have also been incorporated into the cost estimate update that has been completed.
- 3) Conducted PDT 9/8/09 Meeting in San Carlos, CAP 9/16/09 Meeting in Menlo Park, and PAC 9/25/09 Meeting at the Redwood City Council Chambers. A presentation summarizing the environmental and design status, as well as options for the next steps were provided at the meetings. The PAC made a motion to accept Option 1 (redefine rail alternative) and directed staff that in preparation of the environmental documents for public review, complete key elements of the environmental document that will support efforts to continue to advance this corridor within the regional rail vision for the Bay area. This could include technical analysis and studies and public outreach, as deemed appropriate by staff. The PAC has also requested staff to provide scope, schedule and budget of the additional analyses/studies (including funding gap issues) at the next PAC meeting scheduled for 12/16/09.
- 4) The Capitol Corridor staff provided a brief update at the September PAC Meeting and will continue to prepare a detailed work plan on the right-of-way negotiation with the UPRR on Segment G (Union City Segment) and present it at the December PDT, CAP, and PAC meetings.

Future Activities:

Oct. - Dec. 2009

- 1) Prepare scope, schedule, and budget of additional analyses/studies and present them at the December PDT, CAP and PAC meetings.
- 2) Complete final reports on the bridge structural evaluations for bridge rehabilitation vs. reconstruction designs.
- 3) Continue to coordinate with stakeholders to explore funding opportunities and interim measures. Evaluate viable funding strategies and possible alternatives for the project implementation.
- 4) Continue to work with Capitol Corridor regarding the work plan to be presented to the PAC for leading the UPRR right of way negotiations.

Issues:

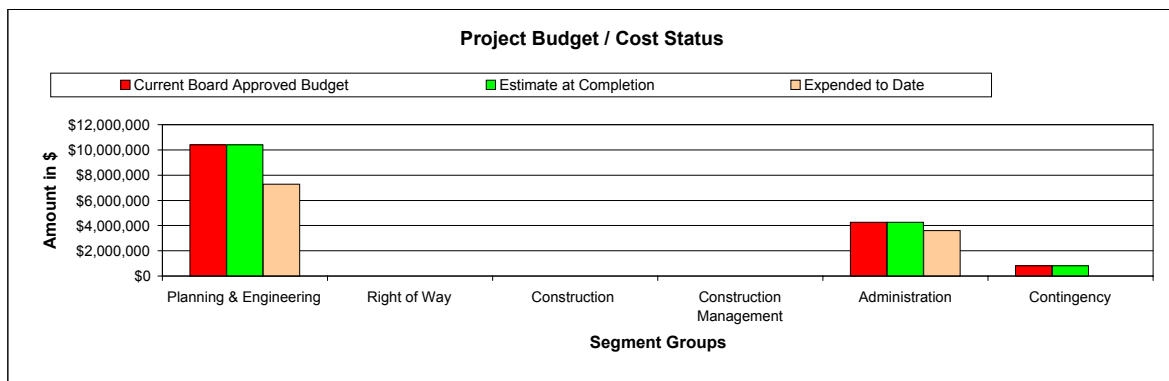
Environmental reviews will take longer than expected. This is due to a delayed start of the scoping period, the development of new phasing options, a delay in obtaining concurrence with project partners MTC and the FTA regarding inputs to the ridership model and the need to consider phasing options in the environmental evaluation. The project has also encountered significant funding and implementation issue when the MTC approved action to shift the \$91 million RM2 funding from the Dumbarton project to the BART Warm Springs project in January 2009 and repayment is deferred to after 2019-2020.

DUMBARTON RAIL CORRIDOR

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$10,393,420	\$7,278,900	\$8,165,981	\$10,393,420	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Construction Management	\$3,068	\$2,028	\$2,028	\$3,068	\$0
Administration	\$4,253,580	\$3,610,221	\$3,612,605	\$4,253,580	\$0
Contingency	\$817,932	\$0	\$0	\$817,932	\$0
Total	\$15,468,000	\$10,891,149	\$11,780,614	\$15,468,000	\$0



Issues: Funding approved is sufficient to complete the environmental and preliminary engineering phases of the project.

MTC reprogrammed \$91 million of the project's funding to the BART Warm Springs extension in September 2008, and the \$91M is proposed to be re-paid after FY 2019-20. Remaining project funding would be insufficient even for Phase 1 construction. The repayment of the \$91 Million after FY 2019-20 would delay the project ten years. The certainty of the payback is in question, as it depends upon the willingness of a future Alameda County Congestion Management Agency (ACCMA) action to honor the action of its current board. A public hearing was held on January 14, 2009, for the RM2 funding reassignment and the action was formally approved by the MTC commissioners at the January 28, 2009, MTC Meeting. It places the Dumbarton Project focus on near-term and interim actions as a consequence of the 10+ year delay in capital funding: 1) completion of the draft EIR/EIS; 2) steps towards purchase of needed right-of-way; 3) expansion of bus service in the corridor in the interim.

OTHER: None.



ELECTRIFICATION



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 environmental activities and 35% design engineering activities.

Issues:

Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2004		2005		2006		2007		2008		2009		2010		
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
01246 - Electrification		1533	166	89.17%	24-May-04 A	28-May-10															
Environmental		1408	41	97.09%	24-May-04 A	30-Nov-09															
Funding		714	0	100%	03-Jul-06 A	30-Apr-09 A															
Preliminary Engineering		1147	32	97.21%	01-Jun-05 A	13-Nov-09															
Program Planning/Development/C...		631	166	73.69%	28-Nov-07 A	28-May-10															
Contracting Strategy & Methodolo...		133	0	100%	19-Nov-07 A	30-May-08 A															

Progress:

Jul - Sep 2009

- (1) PG & E continued processing applications for 115 kV service at both South San Francisco and San Jose.
- (2) Reviewed designs for the San Bruno Grade Separation and Transbay Terminal. Conducted a review of Transbay Terminal drawings of OCS configuration and submitted comments.

Future Activities:

Oct - Dec 2009

- (1) Continue coordination of project with JPB Capital Program and engineering to keep electrification documents current.
- (2) Continue design coordination to support the interconnection arrangements with PG&E.
- (3) Coordinate project with CHSTP engineering and planning activities for the Caltrain Corridor.
- (4) Await Finding of No Significant Impact (FONSI) from the Federal Transit Administration (FTA) on the EA/EIR document.

Issues:

Delayed FONSI (Finding Of No Significant Impact) approval by the FTA may further affect preliminary engineering and right-of-way acquisition schedules. FTA has not yet issued a Finding of No Significant Impact (FONSI) on this project; however, FTA has indicated that approval of a FONSI is imminent. Project management is working with FTA to resolve issues that are stalling the approval process. Without a FONSI, federal funding can be used to complete only up to 35% design.

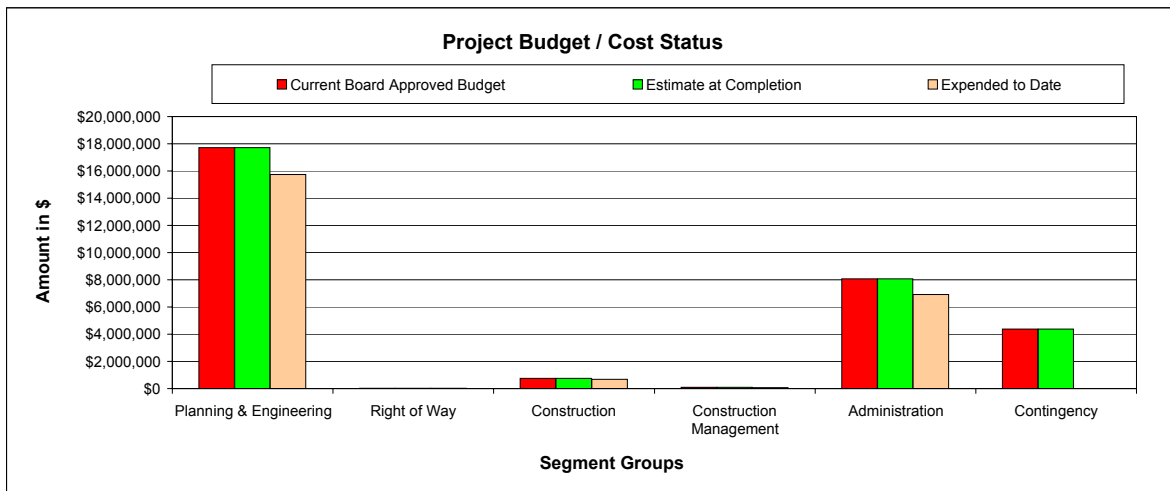
ELECTRIFICATION

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$20,658,149	\$15,737,685	\$15,769,925	\$20,658,149	\$0
Right of Way	\$1,023,051	\$18,000	\$18,000	\$1,023,051	\$0
Construction*	\$1,094,408	\$677,397	\$677,397	\$1,094,408	\$0
Construction Management*	\$161,417	\$80,004	\$80,004	\$161,417	\$0
Administration	\$7,688,688	\$6,926,539	\$6,926,539	\$7,688,688	\$0
Contingency	\$421,750	\$0	\$0	\$421,750	\$0
Total	\$31,047,463	\$23,439,625	\$23,471,865	\$31,047,463	\$0

*NOTE: Budget and cost are for construction planning, constructability review and value engineering support activities.



Issues: None.

HSR IMPACT:



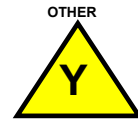
Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

OTHER:



None.

Jerrold Avenue Bridge Replacement Project



SCOPE:



Final design and construction of the Jerrold Avenue (MP 2.85) Bridge including:

- (1) Replacement of the existing intermediate three-spans of the Jerrold Avenue bridge with a single span bridge (including the installation of two (2) jump-spans to conform to the present bridge layout);
- (2) Reconstruction of tracks impacted by the new structures;
- (3) Reconstruction of the traveled way and sidewalks.

Issues:

Prior to July 2009, the Jerrold Avenue Bridge Replacement Project was combined with the Quint Street Bridge Replacement Project. Due to the additional time required to obtain environmental clearance for the Quint Street project, it was determined that separating the two bridge projects into two independent projects would allow Jerrold Avenue to proceed according to the original schedule.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2009			2010			2011				
							02	03	04	01	02	03	04	01	02	03	04
01xxx - Jerrold Ave. Bridge Re...		1244	530	57.4%	31-Mar-09 A	07-Nov-11											
Phase Gate/Programmatic Reviews		91	5	94.51%	03-Aug-09 A	10-Dec-09											
Environmental		42	0	100%	03-Aug-09 A	11-Sep-09 A											
Funding		44	46	0%	18-Dec-09	25-Feb-10											
Engineering Design		786	72	90.84%	31-Mar-09 A	15-Jan-10											
Procurement/Bid & Awards		127	127	0%	18-Jan-10	16-Jul-10											
Construction		286	286	0%	19-Jul-10	02-Sep-11											
Project Closure		45	45	0%	06-Sep-11	07-Nov-11											

Progress:

Jul - Sep 2009

- (1) Obtained Project Change Control Board (PPCB) to split the Quint and Jerrod Bridges Replacement Project into two independent projects.
- (2) Received National Environmental Policy Act (NEPA) clearance for the project (Categorical Exclusion) on September 11, 2009.
- (3) Forward schedule change request to Caltrans for federal seismic funding approval.

Future

Activities:

Oct - Dec 2009

- (1) Complete and submit 65% Design Plans for review.
- (2) Continue with detail engineering design.

Issues:

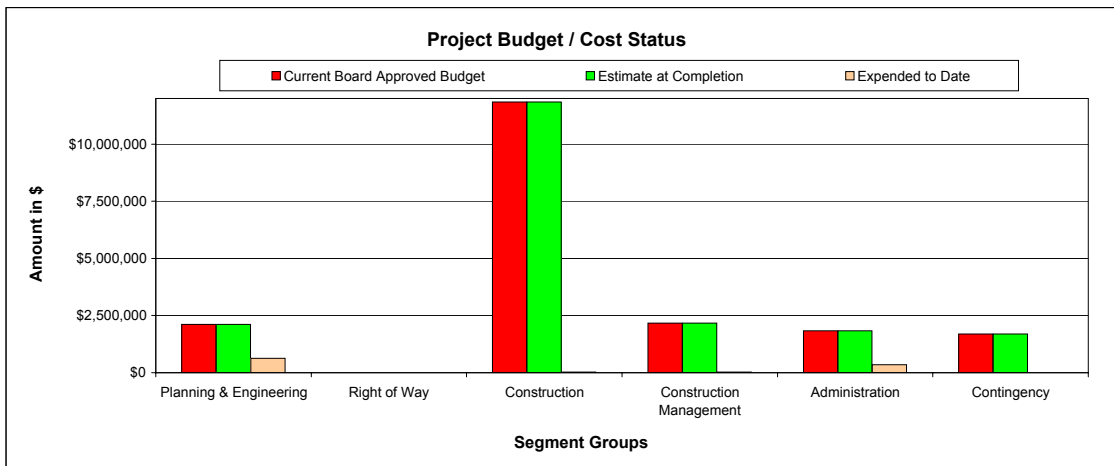
None.

Jerrold Avenue Bridge Replacement Project

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$2,121,253	\$633,531	\$1,125,627	\$2,121,253	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$11,847,307	\$30,049	\$31,093	\$11,847,307	\$0
Construction Management	\$2,177,205	\$24,246	\$24,246	\$2,177,205	\$0
Administration	\$1,840,298	\$345,236	\$345,236	\$1,840,298	\$0
Contingency	\$1,699,423	\$0	\$0	\$1,699,423	\$0
Total	\$19,685,486	\$1,033,062	\$1,526,202	\$19,685,486	\$0



Issues: None.

OTHER:



Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

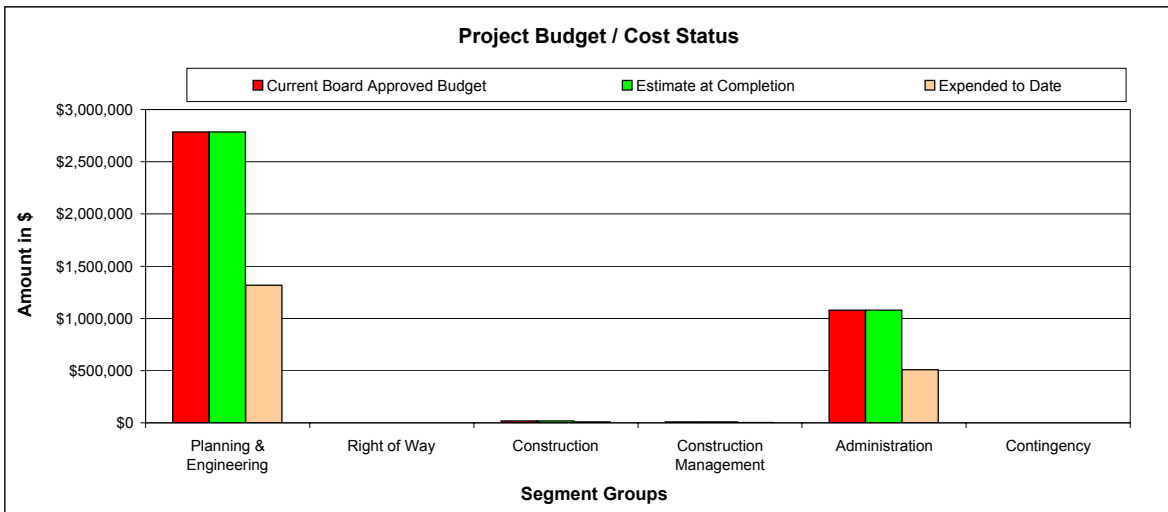
LOS GATOS AND GUADALUPE BRIDGES REPLACEMENT

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$2,785,142	\$1,316,335	\$1,375,838	\$2,785,142	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction*	\$19,212	\$9,080	\$9,080	\$19,212	\$0
Construction Management*	\$9,382	\$4,434	\$4,434	\$9,382	\$0
Administration	\$1,079,419	\$510,163	\$510,163	\$1,079,419	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$3,893,154	\$1,840,012	\$1,899,515	\$3,893,154	\$0

*NOTE: Budget and cost are for construction planning, constructability review and value engineering support activities.



Issues: Estimate at Completion of about \$3.9 million is for the preliminary design and environmental review phases only.

HSR IMPACT:



Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

PURCHASE (8) CALTRAIN PASSENGER CARS



SCOPE: This project is for the purchase of eight (8) rail cars to replace the VRE cars that were purchased to implement the first two (2) years of the SF Giants service. Staff has identified the need for eight (8) additional Bombardier cars in order to shore up an inadequate spare ratio and to provide the required train capacity to meet passenger demand through 2011.



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

Issues: Late delivery of spare parts and completion of the Buy America audit have delayed project close-out until year-end.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2007				2008				2009			
							01	02	03	04	01	02	03	04	01	02	03	04
01807 - Procure (8) Caltrain Pa...		548	62	88.69%	02-Jan-07 A	31-Dec-09												
Preliminary Engineering		41	0	100%	02-Jan-07 A	28-Feb-07 A	█											
Engineering Design		66	0	100%	01-Mar-07 A	02-Jul-07 A		█	█									
Procurement/Bid & Awards		107	0	100%	04-Jun-07 A	02-Nov-07 A			█	█								
Rolling Stock Manufacturing		291	0	100%	02-Nov-07 A	31-Jan-09 A				█	█	█	█					
Project Closure		22	62	0%	02-Feb-09 A	31-Dec-09											█	█

Progress:

- Jul - Sep 2009
- (1) Continued to receive spare parts.
 - (2) Continued to troubleshoot trainline tests.
 - (3) Completed post-delivery Buy America audit.

Future Activities:

- Oct - Dec 2009
- (1) Complete receipt of all spare parts.
 - (2) Complete trainline tests.
 - (3) Complete project close-out activities.

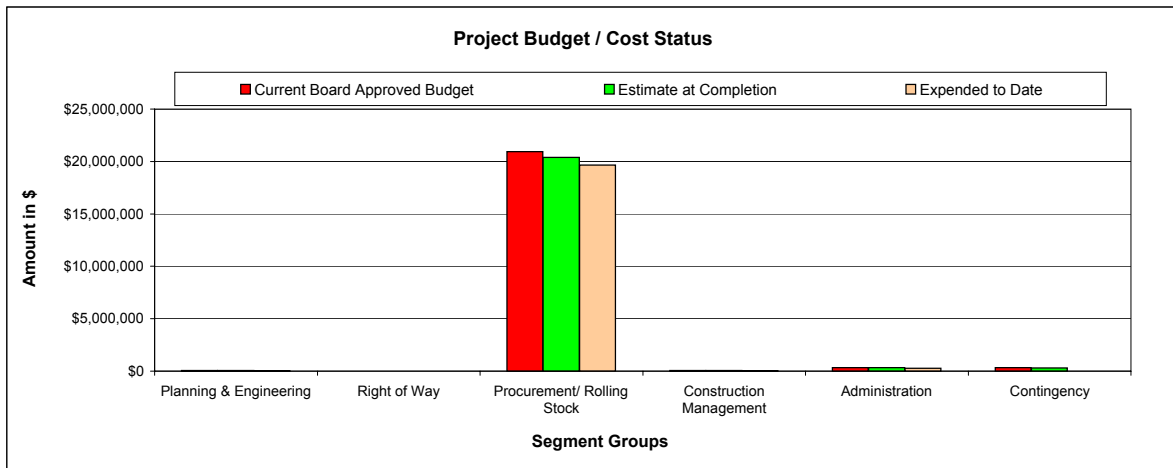
Issues: None.

PURCHASE (8) CALTRAIN PASSENGER CARS

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$47,109	\$45,395	\$45,395	\$45,895	\$1,214
Right of Way	\$0	\$0	\$0	\$0	\$0
Procurement/ Rolling Stock	\$20,929,361	\$19,655,624	\$20,313,998	20,390,000	\$539,361
Construction Management	\$52,349	\$29,657	\$29,657	51,000	\$1,349
Administration	\$342,914	\$274,474	\$319,143	\$334,077	\$8,837
Contingency	\$321,000	\$0	\$0	\$312,728	\$8,272
Total	\$21,692,734	\$20,005,150	\$20,708,193	\$21,133,700	\$559,034



Issues: None.

OTHER: None.

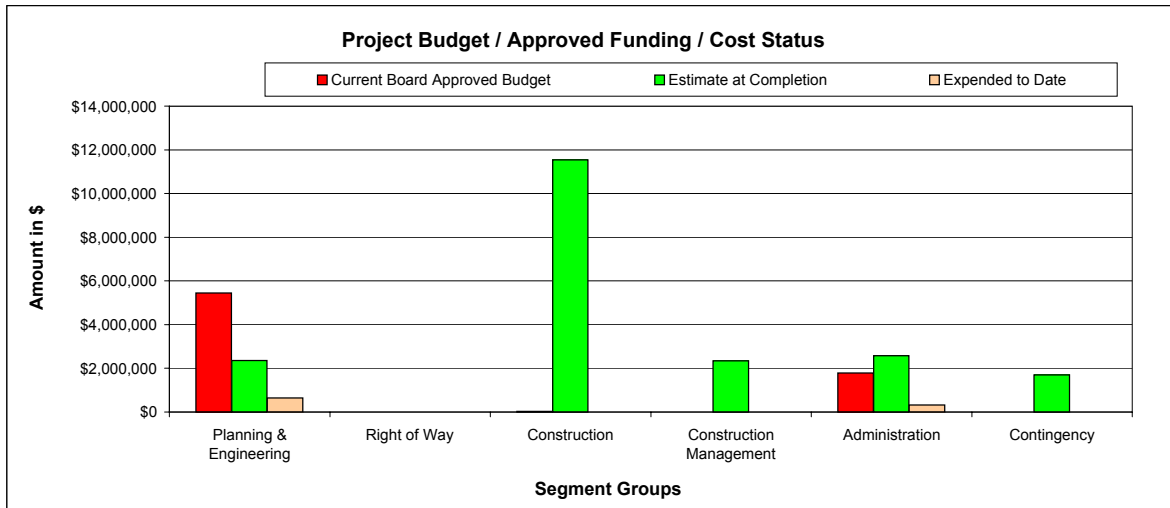


QUINT STREET BRIDGE PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$2,422,288	\$645,831	\$1,175,869	\$2,350,684	\$71,604
Right of Way	\$2,976	\$2,976	\$2,976	\$2,976	\$0
Construction	\$11,890,633	\$1,956	\$3,000	\$11,539,138	\$351,495
Construction Management	\$2,421,368	\$0	\$0	\$2,349,791	\$71,577
Administration	\$2,649,972	\$315,892	\$315,892	\$2,571,637	\$78,335
Contingency	\$1,749,725	\$0	\$0	\$1,697,914	\$51,811
Total	\$21,136,963	\$966,655	\$1,497,737	\$20,512,140	\$624,823



Issues:

Current Board Approved Budget and Estimate at Completion reflect the new scope and is for the Quint Bridge Project only.

HSR IMPACT:



Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project.

REAL TIME TRANSIT INFORMATION PROJECT



SCOPE:



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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2007				2008				2009				2010				2011	
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
01648 - Real Time Transit Infor...		1305	401	69.27%	06-Mar-06 A	05-May-11																		
Phase Gate/Programmatic Reviews		42	0	100%	18-Dec-06 A	16-Feb-07 A																		
Conceptual/Study		194	0	100%	07-Mar-06 A	22-Nov-06 A																		
Engineering Design		1265	40	96.84%	06-Mar-06 A	10-Mar-11																		
Procurement/Bid & Awards		643	96	85.07%	01-Aug-07 A	18-Feb-10																		
Systems Engineering Management...		653	62	90.51%	03-Jul-06 A	31-Dec-09																		
Construction		471	343	27.18%	01-Apr-09 A	11-Feb-11																		
Project Closure		40	40	0%	11-Mar-11	05-May-11																		

Progress:

Jul - Sep 2009

For SamTrans, the following was completed:

- (1) Completed final design.
- (2) Completed electrical conduit work at Redwood City Sequoia for the bus shelters.

For Caltrain, the following was completed:

- (1) Received final report from the focus group.
- (2) Legal Department completed review of the RFP.

Future

Activities:

Oct - Dec 2009

For SamTrans, the following is planned:

Obtain construction permit from BART to perform electrical work at Daly City, Colma and Millbrae stations.

For Caltrain, the following is planned:

Receive and evaluate proposal from train control vendor for the PADS.

Issues:

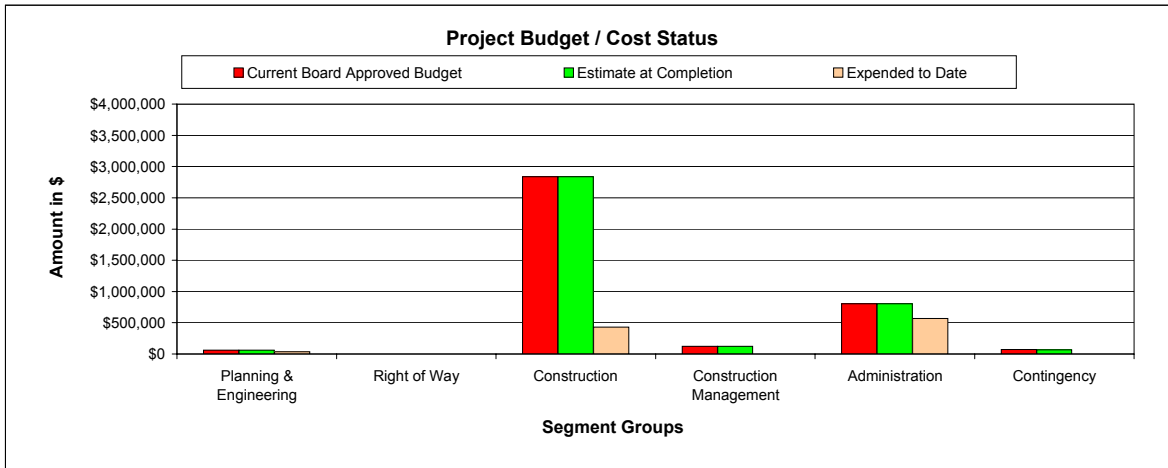
The Caltrain portion of the project is currently 29 months behind the baseline schedule. The JPB Board approved to reject all proposals from the Caltrain PADS request for proposal. The project team is currently reviewing the functionality of a proposed Operations Control Center (OCC) system, and will evaluate whether this OCC system has the potential to include Real Time Transit predictive arrival capability.

REAL TIME TRANSIT INFORMATION PROJECT

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$60,654	\$35,364	\$35,364	\$60,654	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$2,835,029	\$428,972	\$1,155,745	\$2,835,029	\$0
Construction Management	\$125,000	\$976	\$976	\$125,000	\$0
Administration	\$805,000	\$567,635	\$567,635	\$805,000	\$0
Contingency	\$72,365	\$0	\$0	\$67,865	\$4,500
Total	\$3,898,048	\$1,032,947	\$1,759,720	\$3,893,548	\$4,500



Issues: Total EAC reflects project scope for both SamTrans buses and Caltrain trains.

OTHER:



None.

SAN BRUNO GRADE SEPARATION



SCOPE:



The project will raise the railroad in a retained embankment and lower roadways crossing the railroad right-of-way from just south of the I-380 flyover to approximately San Felipe Road in San Bruno. The project will eliminate at-grade vehicular crossings at San Bruno Avenue, San Mateo Avenue and Angus Avenue and replace them with grade separated vehicular access with a four-track footprint. Pedestrian under-crossings will be constructed at Euclid and Sylvan Avenues in San Bruno. The existing San Bruno station will be relocated onto an elevated structure at San Bruno and San Mateo Avenues. The former site of San Bruno Lumber will become a surface parking lot for the new San Bruno station.

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2009				2010				2011				2012		
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
01583 - San Bruno Grade Sepa...		882	692	21.54%	02-Jan-09 A	29-Jun-12															
General		136	0	100%	02-Jan-09 A	22-Jul-09 A															
High Speed Rail		0	0	0%	15-Dec-09	15-Dec-09															
Environmental		211	61	71.09%	02-Mar-09 A	31-Dec-09															
Operations		21	0	100%	22-May-09 A	22-Jun-09 A															
Real Estate		359	191	46.8%	02-Mar-09 A	01-Aug-10															
Utility Relocation		295	167	43.39%	01-Apr-09 A	01-Jun-10															
3RD Party Negotiations		314	164	47.77%	02-Mar-09 A	26-May-10															
Option 2 - Design Bid Build (DBB)		316	188	40.51%	01-Apr-09 A	30-Jun-10															
Construction		504	504	0%	01-Apr-10	30-Mar-12															
Project Closure		64	64	0%	02-Apr-12	29-Jun-12															

Progress:

Jul - Sep 2009

- (1) Conducted 35% Phase Gate review and received approval to proceed with 65% design for the grade separation portion of the project.
- (2) Received and started review of the 65% final design submittal.
- (3) Received and reviewed the 95% design submittal for the Box Culvert work package.
- (4) Completed environmental reports for National Environmental Policy Act (NEPA) clearance required to obtain federal funds and sent the completed reports to the Federal Transit Administration (FTA) for approval.
- (5) Completed issuance of final utility relocation notifications for both JPB right-of-way property and City franchise property.

Future

Activities:

Oct - Dec 2009

- (1) Complete review of 95% Box Culvert submittal and issue Invitation for Bids (IFB); Advertise IFB and receive bids.
- (2) Sign a Memorandum of Understanding (MOU) with the City of San Bruno.
- (3) Receive from JPB and transmit the 65% final design review comments.
- (4) Proceed with 100% final design. Receive 100% design submittal and conduct JPB review.
- (5) Receive Right of Way appraisals.
- (6) Receive NEPA environmental clearance from FTA.

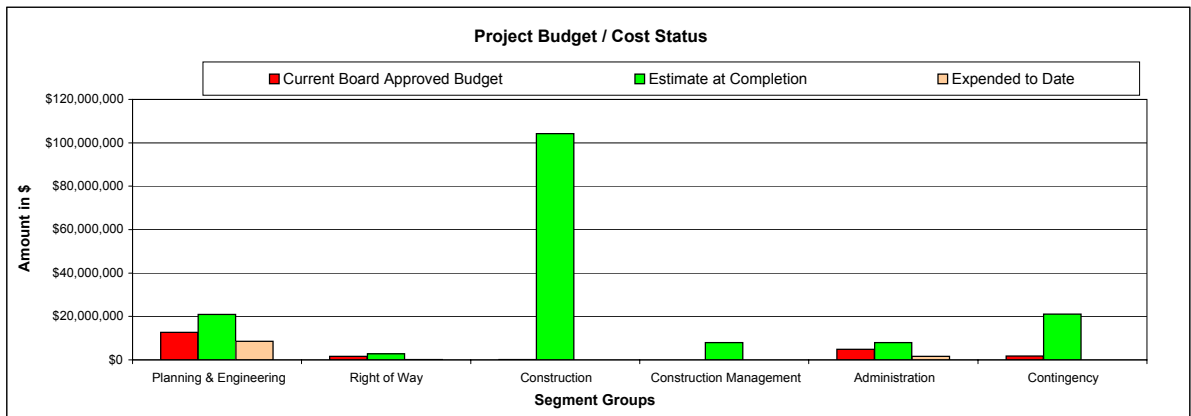
Issues: None.

SAN BRUNO GRADE SEPARATION

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$12,748,412	\$8,497,207	\$8,579,880	\$21,005,619	(\$8,257,207)
Right of Way	\$1,675,057	\$111,118	\$111,118	\$2,760,000	(\$1,084,943)
Construction	\$91,036	\$51,877	\$54,467	\$104,245,850	(\$104,154,814)
Construction Management	\$30,345	\$24,338	\$24,338	\$7,965,633	(\$7,935,288)
Administration	\$4,815,335	\$1,681,019	\$1,681,019	\$7,934,250	(\$3,118,915)
Contingency	\$1,820,714	\$0	\$0	\$21,088,648	(\$19,267,934)
Total	\$21,180,899	\$10,365,559	\$10,450,822	\$165,000,000	(\$143,819,101)



Issues: Funding of \$21.2 million has been approved by both the TA and JPB Boards for the design phase of the project. Additional TA budget authority for the construction of this project will need to be secured at a later meeting.

HSR IMPACT:



Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT



SCOPE:



The San Francisco Roadway Bridges Replacement project upgrades the JPB owned vehicular bridges located at 22nd Street, 23rd Street and Paul Avenue and includes:
 (1) Remove and replace the existing two-span steel-through girder superstructures as the bridges have reached the end of their useful lives, and allowing sufficient vertical clearance to accommodate future projects such as electrification.
 (2) Remove and reconstruct the existing utility lines attached to the bridges. Provide temporary supports until the bridges are reconstructed.

Issues:

The 22nd and 23rd Street Bridges are classified as State Historic Structures which require approval through the State Historic Preservation Office (SHPO) and will require a Memorandum of Agreement (MOA) for mitigation efforts.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	Timeline (2007-2012)																							
							2007 Q3 Q4	2008 Q1 Q2 Q3 Q4	2009 Q1 Q2 Q3 Q4	2010 Q1 Q2 Q3 Q4	2011 Q1 Q2 Q3 Q4	2012 Q1 Q2 Q3																		
01758 - San Francisco Roadwa...		1633	715	56.22%	13-Feb-06 A	02-Aug-12	[Gantt chart showing project progress from Feb 2006 to Aug 2012]																							
Phase Gate/Programmatic Reviews		489	169	65.44%	28-Jul-08 A	06-Jul-10	[Gantt chart showing reviews from Jul 2008 to Jul 2010]																							
Environmental		1029	152	85.23%	12-Apr-06 A	10-May-10	[Gantt chart showing environmental work from Apr 2006 to May 2010]																							
Funding		1148	39	96.6%	20-Feb-06 A	07-Sep-10	[Gantt chart showing funding issues from Feb 2006 to Sep 2010]																							
3RD Party Negotiations		194	66	65.98%	27-Apr-09 A	07-Jan-10	[Gantt chart showing negotiations from Apr 2009 to Jan 2010]																							
Engineering Design		720	174	75.83%	04-Sep-07 A	13-Jul-10	[Gantt chart showing design work from Sep 2007 to Jul 2010]																							
Procurement/Bid & Awards		129	129	0%	14-Jul-10	18-Jan-11	[Gantt chart showing procurement from Jul 2010 to Jan 2011]																							
DBE Goals		93	0	100%	13-Feb-06 A	18-Sep-06 A	[Gantt chart showing DBE goals from Feb 2006 to Sep 2006]																							
Construction		300	300	0%	19-Jan-11	27-Mar-12	[Gantt chart showing construction from Jan 2011 to Mar 2012]																							
Project Closure		90	90	0%	28-Mar-12	02-Aug-12	[Gantt chart showing project closure from Mar 2012 to Aug 2012]																							

Progress:

Jul - Sep 2009

- (1) Executed MOA for 22nd & 23rd Street Bridges and returned to Caltrans for Categorical Exemption (CE) approval.
- (2) Submitted Paul Avenue traffic memo to Caltrans for approval.
- (3) Submitted the Natural Environmental Study - Minimal Impact (NESMI) to Caltrans.
- (4) Assessed funding issues and developed a plan to mitigate the funding shortfall.
- (5) Design was held at the 35% Design stage until Environmental Clearance is received.

Future

Activities:

Oct - Dec 2009

- (1) Submit Paul Avenue water memo to Caltrans for approval.
- (2) Receive Environmental Clearance - Categorical Exemption (CE) for both 22nd & 23rd Street Bridges, and the Categorical Exclusion for Paul Avenue.
- (3) If environmental clearance is received, then prepare for Phase Gate review and approval to continue with the 65% detailed design.

Issues:

Project has been delayed by 14 months due to environmental clearance delays.

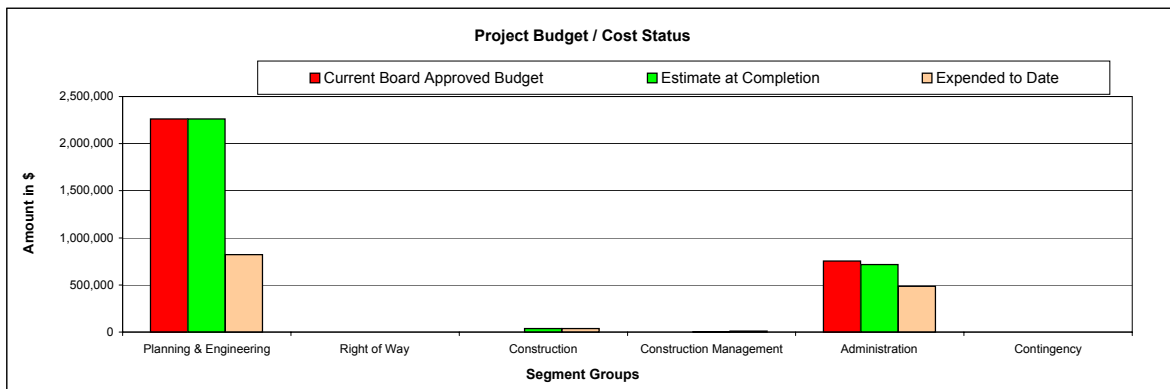
SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$2,261,250	\$820,664	\$1,179,149	\$2,261,250	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction*	\$0	\$35,710	\$38,582	\$35,710	(\$35,710)
Construction Management*	\$0	\$8,587	\$8,587	\$2,109	(\$2,109)
Administration	\$753,750	\$484,886	\$484,886	\$715,931	\$37,819
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$3,015,000	\$1,349,847	\$1,711,204	\$3,015,000	\$0

*NOTE: Budget and costs are for construction planning, constructability review and value engineering support activities.



Issues: Estimate at Completion of about \$3.0 million is for 100% design and environmental assessment only.

HSR IMPACT:



Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

SAN MATEO BRIDGES REHABILITATION PROJECT



SCOPE:



The scope of the project includes:
Seismic retrofit of foundations/abutments of four Caltrain bridges located at Poplar Avenue, Santa Inez Avenue, Monte Diablo Avenue and Tilton Avenue in San Mateo.

The scope of the project was modified to better coordinate with High Speed Rail (HSR) and also to make certain that a project invested in today isn't deemed obsolete in the near future. The project has been re-scoped to perform the seismic improvement first.

As an interim solution, the bridges will also be maintained and kept in a state of good repair. It is anticipated that the bridges will be replaced in the future, once the High Speed Rail alignment is known.

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2008		2009				2010				2011		
							02	03	04	01	02	03	04	01	02	03	04	01	02
01755	-San Mateo Bridges Rep...	1610	444	72.42%	01-Mar-05 A	07-Jul-11													
	Phase Gate/Programmatic Reviews	713	1	99.86%	02-Jan-07 A	27-Oct-09													
	Environmental	1087	0	100%	01-Mar-05 A	29-May-09 A													
	Funding	113	113	0%	17-Sep-09 A	16-Mar-10													
	Utility Relocation	125	82	34.4%	01-Aug-08 A	29-Jan-10													
	Engineering Design	955	20	97.91%	19-Jan-06 A	28-Oct-09													
	Right of Way	116	33	71.55%	01-Dec-08 A	16-Nov-09													
	Procurement/Bid & Awards	180	180	0%	29-Oct-09	19-Jul-10													
	Construction	199	199	0%	20-Jul-10	03-May-11													
	Project Closure	45	45	0%	04-May-11	07-Jul-11													

Progress:

Jul - Sep 2009

- (1) Completed 100% design for bridge retrofit.
- (2) Submitted schedule amendment request to Caltrans (Form 6-D LAPG Manual) for a federal seismic retrofit funding request.
- (3) Continued coordination of underground gas and water utility relocations.

Future

Activities:

Oct - Dec 2009

- (1) Complete Issue for Bid (IFB) of the re-design retrofit package.
- (2) Caltrans to complete review of the re-design retrofit package.
- (3) Contracts and Procurement and Legal Departments to review IFB package.
- (4) Issue Work Directive Amendment Request to perform the required historic documentation for the bridges recordation.
- (5) Continue coordination of underground gas and water utility relocations.

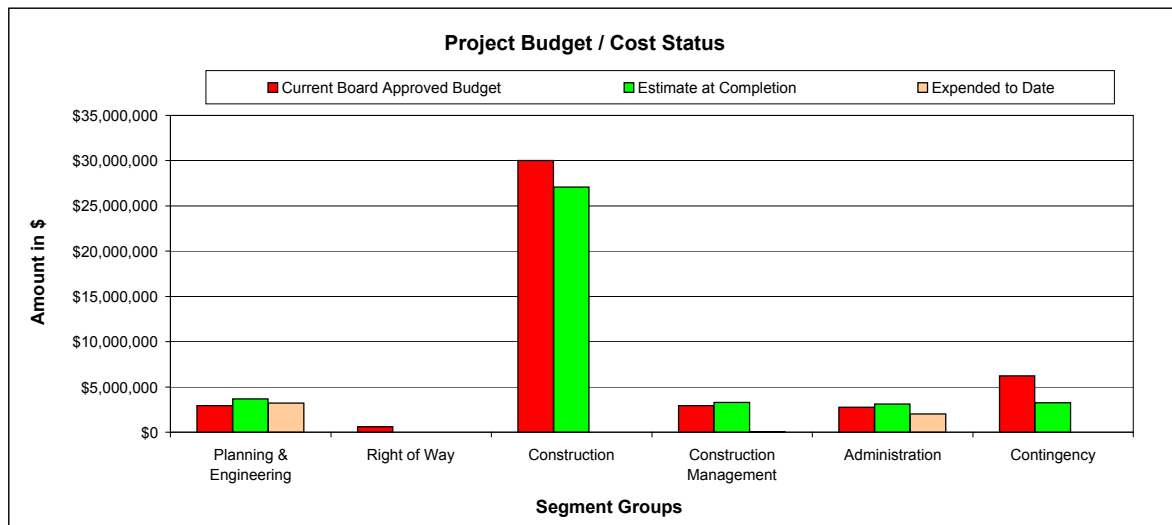
Issues: None.

SAN MATEO BRIDGES REHABILITATION PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$2,931,751	\$3,219,655	\$566,210	\$3,693,209	(\$761,458)
Right of Way	\$585,516	\$0	\$0	\$0	\$585,516
Construction	\$29,999,981	\$7,636	\$0	\$4,162,503	\$25,837,478
Construction Management	\$2,923,197	\$44,876	\$9,638	\$895,261	\$2,027,936
Administration	\$2,748,158	\$2,030,405	\$229,701	\$3,174,861	(\$426,703)
Contingency	\$6,209,466	\$0	\$1,232,094	\$657,891	\$5,551,575
Total	\$45,398,069	\$5,302,572	\$2,037,643	\$12,583,725	\$32,814,344



Issues: The Current Budget reflects the Current Board Approved Budget.

HSR IMPACT:



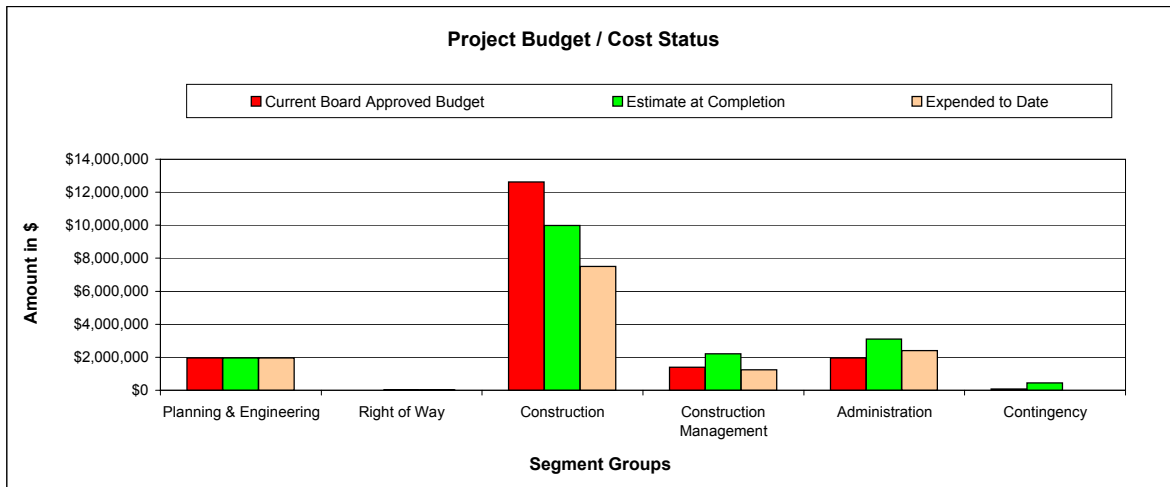
The development of the high speed rail in the vicinity of this project requires a re-visit of the project scope. Project has been phased to first perform seismic retrofit of the foundations of the bridge structure. Once the HSR alignment through the project area is known, the replacement o the bridge structure will be evaluated and programmed.

SAN MATEO COUNTY AT- GRADE CROSSING IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$1,965,024	\$1,967,048	\$1,973,259	\$1,967,048	(\$2,024)
Right of Way	\$0	\$9,810	\$9,810	\$10,000	(\$10,000)
Construction	\$12,620,359	\$7,506,464	\$10,921,967	\$9,982,000	\$2,638,359
Construction Management	\$1,401,138	\$1,239,727	\$2,071,414	\$2,210,476	(\$809,338)
Administration	\$1,962,605	\$2,413,247	\$2,413,247	\$3,100,807	(\$1,138,202)
Contingency	\$75,874	\$0	\$0	\$436,677	(\$360,803)
Total	\$18,025,000	\$13,136,296	\$17,389,697	\$17,707,008	\$317,992



Issues: None.

OTHER: None.

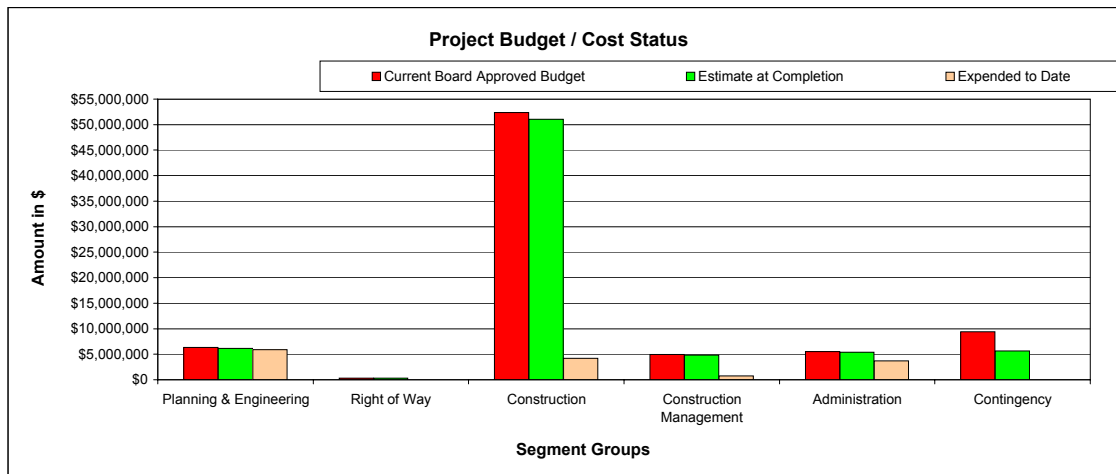


South Terminal and Santa Clara Stations Improvements Project

BUDGET:



Segment Group	(a) Current Board Approved Budget	(b) Expended to Date	(c) Committed To Date	(d) Estimate at Completion	(e) = (a - d) Variance at Completion
Planning & Engineering	\$6,313,274	\$5,902,820	\$6,054,036	\$6,155,000	\$158,274
Right of Way	\$307,714	\$0	\$0	\$300,000	\$7,714
Construction	\$52,350,939	\$4,174,876	\$5,415,830	\$51,038,500	\$1,312,439
Construction Management	\$4,949,073	\$767,749	\$767,749	\$4,825,000	\$124,073
Administration	\$5,523,474	\$3,668,937	\$3,668,937	\$5,385,000	\$138,474
Contingency	\$9,422,133	\$0	\$0	\$5,632,000	\$3,790,133
Total	\$78,866,607	\$14,514,382	\$15,906,552	\$73,335,500	\$5,531,107



Issues: None.

OTHER:



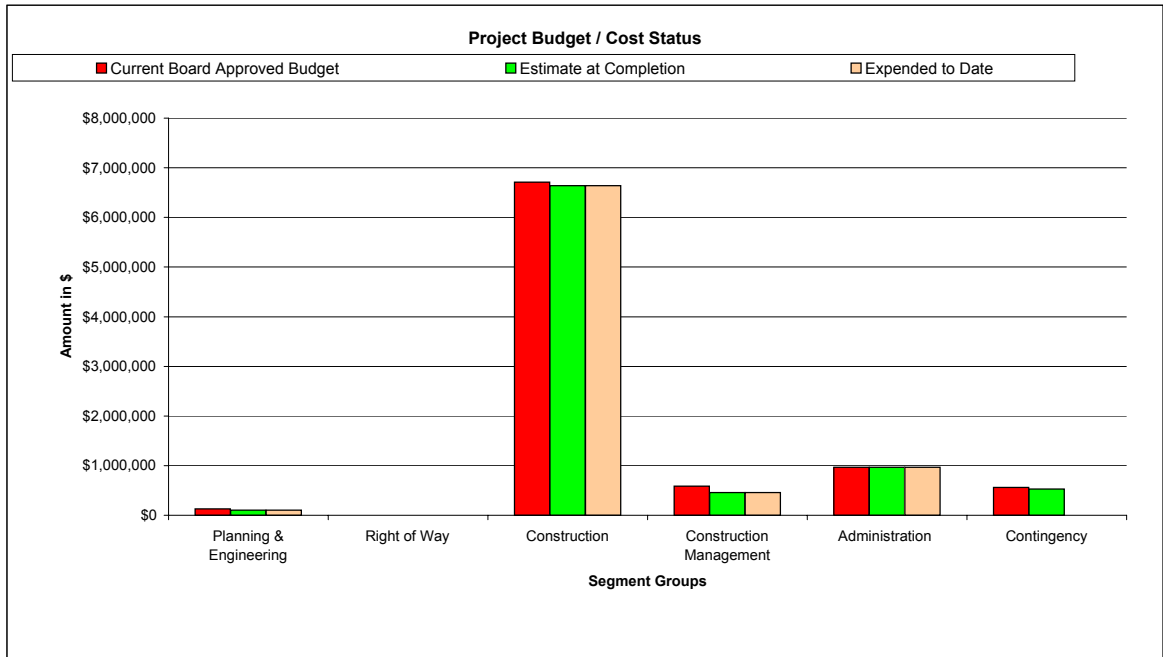
None.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY09

BUDGET:



Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$128,000	\$101,352	\$127,606	\$101,352	26,648
Right of Way	\$0	\$0	\$0	\$0	0
Construction	\$6,708,000	\$6,642,723	\$6,643,554	\$6,642,723	65,277
Construction Management	\$588,000	\$458,131	\$527,874	\$458,131	129,869
Administration	\$970,000	\$965,192	\$965,192	\$965,192	4,808
Contingency	\$561,548	\$0	\$0	\$527,602	33,946
Total	\$8,955,548	\$8,167,398	\$8,264,226	\$8,695,000	260,548

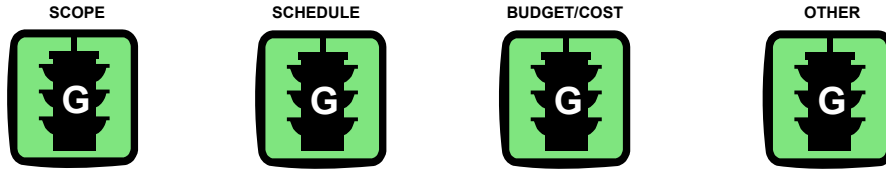


Issues: Forecasted underrun of about \$260K will be transferred into the FY 2010 Systemwide Track Rehabilitation project.

OTHER: None.



SYSTEMWIDE TRACK REHABILITATION PROJECT - FY10



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. The scope of work proposed for Fiscal Year 2010 includes the following:

- 1) Replacement of Stock Rails and Points at ends of #20 Passing Tracks on an as-needed basis.
- 2) Replacement of Rail Joints - approximately 100 locations.
- 3) Removal of old or bonded over Insulated (Allegheny) Joints – about 50 locations (100 welds).
- 4) Production Ties and Surfacing - 30 miles surfacing, 25 turnouts and 1500 ties, various locations.
- 5) Purchase and installation of rail lubricators for six (6) locations.
- 6) Purchase of Small Tools and Equipment required for track maintenance activities.
- 7) Relay of approximately five (5) track miles of rail at approximately MP 9, MP 17 and MP 48.5.
- 8) Procurement of approximately 8,000 tons (2 trains) of ballast for FY11.
- 9) Rebuilding grade crossings at Fair Oaks Lane (Atherton), Peninsula Avenue (Burlingame), Villa Terrace Avenue and E. Bellevue Avenue (San Mateo) and shift approximately two (2) track miles of mainline track.
- 10) Surfacing through grade crossings at 4th Avenue, 9th Avenue and Mary Avenue (San Mateo), Oak Grove Avenue (Burlingame) and pedestrian crossing at Lawrence Avenue (Sunnyvale).

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2009		2010		
							03	04	01	02	03
01898 - FY10 Systemwide Trac...		252	188	25.4%	01-Jul-09 A	30-Jun-10					
Construction		252	188	25.4%	01-Jul-09 A	30-Jun-10	█	█			

Progress:

Jul - Sep 2009

- (1) Began new FY 2010 systemwide track maintenance project.
- (2) Began on-going systemwide track maintenance.
- (3) Began on-going inspection and preventative testing.

Future

Activities:

Oct - Dec 2009

- (1) Continue on-going systemwide track maintenance.
- (2) Continue on-going inspection and preventative testing.

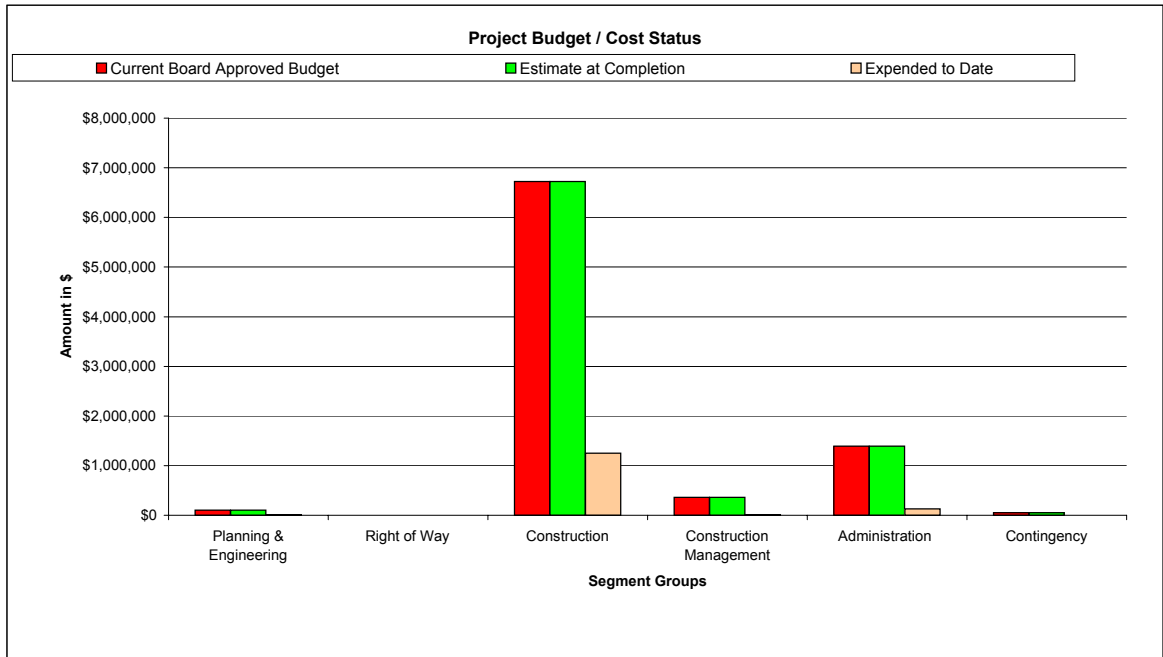
Issues: None.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY10

BUDGET:



Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$100,000	\$13,808	\$36,671	\$100,000	0
Right of Way	\$0	\$0	\$0	\$0	0
Construction	\$6,725,000	\$1,248,619	\$4,067,813	\$6,725,000	0
Construction Management	\$360,000	\$16,057	\$89,607	\$360,000	0
Administration	\$1,390,000	\$129,538	\$129,538	\$1,390,000	0
Contingency	\$50,000	\$0	\$0	\$50,000	0
Total	\$8,625,000	\$1,408,022	\$4,323,629	\$8,625,000	0



Issues: None.

OTHER: None.



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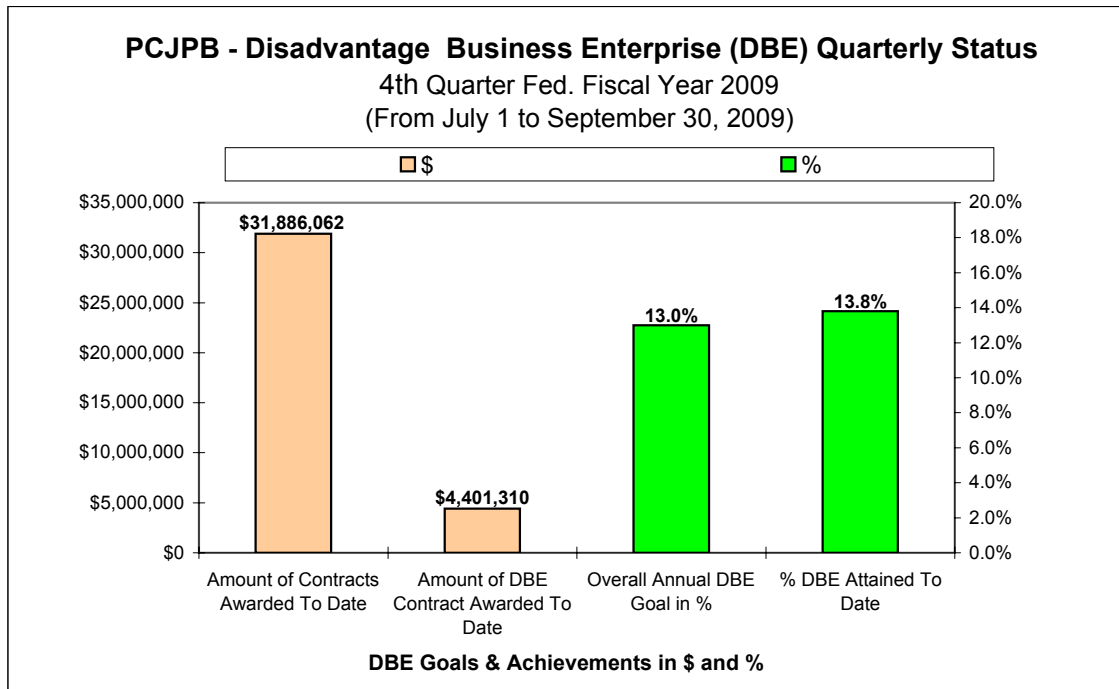
PCJPB

Disadvantaged Business Enterprise (DBE) Quarterly Status Report

As of: Q4 Federal Fiscal Year (FFY) 2009
(From July 1 to September 30, 2009)

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

<u>Status</u>	<u>Q4 FFY09</u>
Amount of Contracts Awarded	\$31,886,062
Amount of Contracts Awarded to DBEs	\$4,401,310
Overall Annual Goal in %	13.0%
% DBE Attainment	13.8%
% Over/(Under) Goal	+0.8%



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 Budget – The current board approved budget includes the original board approved budget plus approved change orders or internal budget transfers which have been approved by the board.

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

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

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

Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p>
2. BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 5% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 5% to 10%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus two months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than two to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Project milestones / critical path show slippage more than two consecutive months.</p> <p>(b) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p> <p>(c) Schedule NOT defined for two consecutive months.</p>
4. FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p>
	<p>(b) All funding has been secured or available for scheduled work.</p>	<p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(b) No funding is secured or available for scheduled work.</p>
5. HIGH SPEED RAIL (HSR) IMPACT	<p>(a) No potential impact.</p>	<p>(a) Potential impact.</p>	<p>(a) Significant impact.</p>

Caltrain
Short Range Transit Plan

Fiscal Year 2009 through Fiscal Year 2018

Caltrain
Short Range Transit Plan
Fiscal Year 2009 through Fiscal Year 2018

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region that receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

The preparation of this report has been funded in part by a grant from the U.S. Department of Transportation through section 5303 of the Federal Transit Act. The contents of this SRTP reflect the views of the Peninsula Corridor Joint Powers Board, and not necessarily those of the Federal Transit Administration or MTC. The Peninsula Corridor Joint Powers Board is solely responsible for the accuracy of the information presented in this SRTP.

Acknowledgements

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I. BACKGROUND

Each year, the Peninsula Corridor Joint Powers Board (JPB), which owns and operates Caltrain commuter rail service, updates its 10-year Short Range Transit Plan. The plan follows a set of guidelines prescribed by the Metropolitan Transportation Commission (MTC), which has a four-year planning cycle. For three consecutive years MTC requires a “mini” SRTP; in the fourth year a “full” SRTP is required. Both the “mini” and “full” plans provide information on Caltrain’s operating plan, budget projections and capital improvement program (CIP) over a 10-year horizon. The “full” plan is more extensive in that it also provides an overview of the transit system, goals and performance measures, information on the service network and other ancillary items.

This plan is a combined “mini” SRTP, providing an interim update over a 10-year horizon covering Fiscal Year (FY) 2009 & FY2010 jointly through FY2018, highlighting:

- Recent events
- Changes to the operating plan and budget projections
- Changes to the capital improvement program and funding assumptions

II. OVERVIEW

Since the adoption of the last SRTP in 2008, Caltrain continues to serve 32 stations along its 77.2 mile corridor between San Francisco and Gilroy, and Caltrain's "Baby Bullet" service offers significant travel time savings during peak periods.. Through August 2009, there were no significant changes to service levels. Caltrain operated 96-trains per week day, or five trains per peak hour per direction, until March 2008 when it added two additional evening trains for a total of 98 daily trains.

Faced with a budget deficit in FY2010, mid-day service was reduced and Caltrain began operating 90 weekday trains as of August 2009. Caltrain will continue to operate 90 daily trains until FY2012, when it projects to return to 98 weekday trains. Caltrain projects operating 114 weekday trains, or six trains per peak hour, following electrification of the Caltrain right-of-way and introduction of new electric multiple unit rolling stock.

Along with rail service, Caltrain offers shuttle service providing the "last mile" connection between Caltrain stations and major activity centers. Caltrain will continue to operate 30 shuttle routes. Shuttle ridership is projected to grow 5 percent, matching Caltrain's long-term projected ridership growth over the next 10 years. Caltrain also offers both wayside and onboard bicycle accessibility which currently contributes to about 7% of total ridership. Caltrain's operating plan, which led to significant travel time savings, produced increased ridership until the economic recession and high unemployment resulted in quarterly ridership declines beginning in 2009.

The SRTP is a needs-based plan that lays out a strategy for ensuring Caltrain can compete for future funding should it become available from federal, state or local sources. As such, the plan is financially unconstrained. It is based on a snapshot of time, June 2009, to capture the 10-year planning horizon and Caltrain's financial picture over the next 10 years. However, the plan assumes sources of funding generally expected to be available and/or committed over the 10-year period.

The economic downturn has impacted not only Caltrain's operating budget financial projections, but the capital improvement program, as well. Two major components of the capital program are the State of Good Repair and Peninsula Rail Program. The State of Good Repair component supports rehabilitation and replacement projects to maintain the railroad at a maximum state of efficiency and effectiveness and avoid substantial deferred maintenance. The Peninsula Rail Program integrates the Caltrain system enhancements with future High Speed Rail development in the Caltrain corridor. Due to limited committed funding availability, the CIP currently includes only a portion of the funding required for the Peninsula Rail Program.

Both the operating budget and capital program are funded in part by the three JPB member agencies. As JPB member agencies, the San Francisco Municipal Transportation Agency, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority both contribute to the operating budget and provide equal shares of local capital matching funds for system-wide improvement projects. Funding from the respective partners comes from their local sales tax measures, among other sources. In addition, each JPB member agency has committed \$60 million over a 10-year period to advance the electrification project.

The economic factors affecting Caltrain have also hit other Bay Area transit operators, including the three JPB members, each of which is experiencing major financial challenges and hurdles. The Caltrain 10-year

CIP is \$2.57 billion with a projected \$187 million funding shortfall. Significant work is needed to develop alternative funding strategies with the member agencies and regional partners in order to address the projected shortfall as the partners cannot currently meet the projected long-term operating and capital needs

Strategic Focus

In the near term, Caltrain will focus on its State of Good Repair program, including the replacement and rehabilitation of infrastructure, communication and control systems, and rolling stock, to continue to provide safe, quality service to its customers. Caltrain completed a number of projects identified in prior SRTPs, including the rebuild of Palo Alto and California Avenue stations, the grade crossing safety improvement program, a \$20.5 million dollar improvement project at Burlingame station, and installation at 10 stations of mini-high boarding platforms for persons with disabilities.

In the longer term, Caltrain will focus on the Peninsula Rail Program. One of the primary projects in the Peninsula Rail Program, the Caltrain Electrification project, will provide needed capital investments that will transform Caltrain into a rapid-rail system resulting in ridership and revenue gains. These gains are critical to addressing the agency's structural deficit. While Caltrain was able to balance its budgets in FY2009 and FY2010, the loss of state transit funding was significant, at more than \$2 million. As a result, the Board approved service cuts in the mid-day as well as a fare increase in order to seek additional revenues. The 10-year Financial Plan continues to show a deficit through FY2016. In addition, ridership projections indicate that service demand will exceed capacity during seasonal and hourly peak periods in the near future.

FY2008 was the third year in a row Caltrain experienced record-breaking increases in ridership and an increase in revenue. In FY2008, Caltrain carried 11.96 million riders, up 8.6 percent from FY2007 and the highest annual ridership in the railroad's 146-year history.

Post-electrification, Caltrain anticipates significant ridership growth and reduced fuel costs to operate the system. By FY2017, the agency projects an upward trend in revenue and ridership due to these factors. The member agencies that financially support Caltrain also are facing projected deficits during this time period. The JPB members will have to identify new funding strategies to meet Caltrain's anticipated operating and capital financial needs and to bridge a structural deficit that jeopardizes future Caltrain service.

Peninsula Rail Program

With the passage of the state High Speed Rail measure in 2008, Caltrain has re-examined its CIP to ensure coordination of future capital improvements with high speed rail. Caltrain continues to work with the California High Speed Rail Authority (CHSRA) to support the long-term needs of the corridor and assess how high speed rail should interface with Caltrain as CHSRA moves further along in its planning process. The integration process between Caltrain and High Speed Rail will continue to be refined in future SRTPs.

In April 2009, the JPB and the CHSRA approved an agreement to establish an initial organizational framework in which the two organizations engage as partners in planning, design and construction of improvements along the corridor. In November 2009, the JPB and CHSRA approved an amended agreement by which the two organizations would share the costs of advancing their mutual programs.

Due to the significant funding shortfall projected in the CIP, Caltrain must seek new revenue sources and strategies to advance its identified capital needs. For example, Caltrain is seeking federal economic stimulus funds and funding through the high speed rail program consistent with the California High Speed Rail Peninsula Corridor Investment Strategy. In the meantime, Caltrain will explore both traditional (e.g. grants) and innovative funding (e.g. bonds; public-private partnership) strategies. Going forward, the JPB and CHSRA agreement establishes a cooperative framework to consolidate, coordinate and share resources with which to implement a fully compatible joint project of commuter rail rapid transit and intercity high speed rail projects.

Community Concerns

Caltrain places a high degree of importance on responsiveness to community concerns as they arise. Key concerns that emerged this past year dealt with safety along the Caltrain right of way, noise from trains, and capacity issues for passengers with bicycles using Caltrain:

- In response to the growing concern over people committing suicide along the Caltrain line, Caltrain executive management convened a multidisciplinary group of public officials and advocates to initiate a discussion of ways to curb these tragedies. Caltrain will continue to participate in forums and working groups to address this issue. Caltrain is a partner in the national Operation Lifesaver public education campaign, which seeks to reduce the loss of life along rail rights of way. Caltrain takes a multi-pronged approach to improve safety, which includes public education, engineering safety improvements, and enforcement of trespassing laws and other infractions along the right of way.
- Caltrain is working on the San Mateo County Grade Crossing Improvement Project, scheduled for completion in fall 2010. This program will install significant automobile and pedestrian safety enhancements at grade crossings in San Mateo County.
- Caltrain adopted a Bicycle Access and Parking Plan, which focused on ways to improve bicycle access at Caltrain's 10 most popular stations. To accommodate growing demand for bicycles onboard the train, in February 2009, the Caltrain Board of Directors authorized a staff plan to increase bicycle capacity by more than 28 percent. The increase in bicycle spaces on the bike cars will be completed by the end of November 2009. The retrofit project will add a total of eight more bicycle storage spaces to each of the bicycle cars and will convert three non-bicycle cars to those that carry bikes. This equates to 40 spaces on each Gallery bike car and 24 on each Bombardier bike car. In addition, Caltrain has committed to providing two bicycle cars on 34 of the Gallery train sets and on 23 of the Bombardier train sets in operation on weekdays, as feasible.
- In 2001, Caltrain moved the horns from the top to the bottom of its trains to address noise complaints from residents who live near the right of way. During a routine inspection in July 2009, it was determined that the horns were not emitting the separate, distinct, sequential blasts required by Federal Railroad Administration (FRA) regulations. In order to comply with the FRA regulations, Caltrain immediately began to restore the horns to the top of the trains while simultaneously investigating restoring them to their prior location in a manner that complies with FRA regulations.

Staff, with the assistance of an engineering consulting firm, was able to develop a fix that allowed rerouting of the air supply lines to the horns and installation of a control valve to regulate air pressure. This not only ensured the proper sequencing of the horns as required by the FRA

regulations, but also allows Caltrain to better control the air pressure that supplies the horns. Once the prototypes were certified by the rail safety officer, the project to restore the horns to the bottom of the equipment commenced in early October 2009. Caltrain allocated \$200,000 to accomplish this task and the project was completed in late October, a month ahead of schedule.

III. OPERATIONS

Caltrain's projected 10-year operating deficit is \$9 million and is anticipated to peak in FY2011. Strategies to overcome the structural deficit include plans to electrify the Caltrain system and replace existing rolling stock that is scheduled to be retired with electric multiple units (EMUs), which will allow Caltrain to increase its service schedule from 90 trains to 114 trains per day by FY2015. Electrification will result in increased service frequency, reduced travel times, reduced emissions and increased ridership.

In the years during the construction phase of electrification (FY2011-2013), ridership is projected to remain stagnant; however, following electrification, ridership is projected to increase. The combination of reduced ridership growth prior to electrification, increases in fuel costs, one-time contract service increases in FY2015, accompanied by significant reductions in state funding, will result in a budget deficit that carries through FY2016. The peak of this deficit is projected in FY2011; thereafter the shortfall is projected to decline annually through FY2015. The decline is attributed to increased fare revenue and other revenue sources, and in future increased revenue generated by electrification resulting in significant growth in ridership and reduced fuel costs to operate the system. By FY2016, the agency projects an upward trend in revenue and ridership from electrification. As ongoing coordination with high speed rail continues, the delivery date for electrification and other capital projects may be adjusted.

In addition to the structural deficit, updated financial projections indicate that over the 10-year horizon, operating revenues will be lower than previously anticipated. In adjusting the financial baseline for this SRTTP due to severe reductions in state and local funding, the projections indicate that this will affect the agency's ability to finance and issue bonds in the future.

The following section provides a summary of the financial plan including the parameters that affect the current financial conditions and how the operating budget will be impacted over the longer term.

A. Caltrain Service Plan

Service Level

The service plan reflects the recent reduction in mid-day service. Caltrain intends to restore its services in the short-term with a longer-term goal of adding more trains as part of the electrification and modernization project. Electrified service is assumed to be in place by 2015. The service level assumptions are:

- 90 to 98 trains by FY2012
- 98 trains to 114 trains by FY2015

Table 1: Caltrain 10-Year Service Plan

Fiscal Year	Total Miles	Total Hours	Trains per Day	Trains per Peak Hour Both Directions	Annual Passengers	Fare Increase
2009	1,411,536	40,600	98	10	12,290,696	2.5%
2010	1,145,235	31,725	90	10	12,122,451	2.5%
2011	1,145,235	31,725	90	10	12,122,451	0.0%
2012	1,411,536	40,600	98	10	12,326,714	2.5%
2013	1,411,536	40,600	98	10	12,326,714	2.5%
2014	1,411,536	40,600	98	10	12,326,714	2.5%
2015	1,595,556	40,442	114	12	13,572,979	2.5%
2016	1,595,556	40,442	114	12	14,503,524	2.5%
2017	1,595,556	40,442	114	12	15,257,265	2.5%
2018	1,595,556	40,442	114	12	15,923,070	2.5%

Assumptions and Notes:

- Total hours for 2015 - 2018 decrease with Electrification. Average weekday run time decreases by 10 minutes.
- Sat & Sun hours decrease by approximately 20% because of electric vehicles. Assumes 78 minute weekend run time from San Jose to San Francisco.

Ridership

Ridership is assumed to stay relatively flat through FY2014. This reflects the state of the economy and limitations to services during construction activities related to electrification. Electrified service will provide more stops and attractive trip times, and ridership is projected to increase by 10 percent in the initial operating year of the electrified system. The following years will see a tapering of the ridership increases to 4.5 percent by FY2018. The ridership assumptions are:

- No growth in FY2011
- 1 percent growth in FY2012
- No growth in FY2013 and FY2014
- 10 percent growth in FY2015
- Annual growth decline to 4.5 percent by FY2018

Fares

Fares are projected to keep pace with inflation. Fare increases are projected every other year, which equates to an average 2.5 percent per year increase.

Operating Cost

Operating costs are projected to keep pace with inflation. When the system is electrified, there will be a notable one-time increase in contract services followed by a net decrease in energy costs due to energy conversion from diesel to electric. Fuel prices and electricity costs are projected to keep pace with inflation. The operating cost assumptions are:

Before electrification

- Operating contract cost increase of 2.5 percent per year
- Fuel price increase at 2.5 percent per year through FY2015

After electrification

- One-time operating contract increase of 13.4 percent
- One-time energy cost decrease of 57.3 percent due to fuel savings
- Energy costs increase of 2.5 percent per year

Revenue

Key revenue sources are JPB partner contributions and fares. The JPB partners' commitments, though they cannot be met due to their respective financial conditions, are reflected in this plan because they are needed to sustain Caltrain services. The fare revenue is expected to increase with the forecasted ridership. Revenue assumptions are:

- Partner contributions increase by 3 percent per year
- Fare revenue increases an average of 6 percent by 2018

B. Shuttle Service Plan

This plan assumes Caltrain will continue to operate the same number of shuttles through FY2018 and accommodate future capacity needs by increasing number of trips and/or increasing vehicle size. Shuttle ridership is projected to increase at the same rate of Caltrain ridership projections outlined in the previous section, except in FY2010 with a zero growth rate to account for prior undercounting of Marguerite shuttle ridership.

Table 2: Caltrain Shuttle 10-Year Service Plan

Fiscal Year	Number of Routes	Annual Ridership	Average Weekday Ridership	Total Operating Cost
2009	30	1,670,992	6,390	\$3,012,891
2010	30	1,670,992	6,390	\$2,926,620
2011	30	1,754,542	6,710	\$2,999,786
2012	30	1,842,269	7,045	\$3,074,780
2013	30	1,934,382	7,398	\$3,151,650
2014	30	2,031,101	7,767	\$3,230,441
2015	30	2,132,656	8,156	\$3,311,202
2016	30	2,239,289	8,564	\$3,393,982
2017	30	2,351,254	8,992	\$3,478,832
2018	30	2,468,816	9,441	\$3,565,802

2009 Revised Budget

2010 Adopted Budget

Assumptions and Notes:

- A growth rate in shuttle ridership of 5 percent matches the long term growth rate of Caltrain, except in FY2010 when no growth in shuttle ridership is reported.
- The flat rate assumed for FY2010 accounts for undercounting ridership on the Marguerite shuttle in previous years.
- Number of shuttles is expected to remain the same through the SRTP cycle with no additional routes added. Increased ridership will be accommodated by increasing the number of trips and size of shuttles.

C. Caltrain Operating Budget

Table 3: Caltrain 10-Year Operations Financial Plan

	Revised Budget FY2009	Adopted Budget FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Caltrain Fare Increase Revenue			-	1,112,486	1,140,298	1,168,806	1,319,517	1,445,490	1,558,835	1,667,710
Caltrain Ridership Increase Revenue			-	737,391			4,859,671	3,719,390	3,088,304	2,796,160
TOTAL FAREBOX REVENUE	44,369,414	43,762,048	43,762,048	45,611,925	46,752,223	47,921,029	54,100,217	59,265,097	63,912,236	68,376,106
Other Operating Revenues	5,626,030	6,872,284	7,044,091	7,220,193	7,400,698	7,585,716	7,775,359	7,969,743	8,168,986	8,373,211
AB 434 Funds	1,034,355	1,000,000	1,025,000	1,050,625	1,076,891	1,103,813	1,131,408	1,159,693	1,188,686	1,218,403
STA/Operating Grants	211,000	316,867	324,789	332,908	341,231	349,762	358,506	367,469	376,655	386,072
Preventative Maintenance	-	2,000,000	-	-	-	-	-	-	-	-
One Time Sources	7,144,285	3,787,512	-	-	-	-	-	-	-	-
TOTAL REVENUES	58,385,084	57,738,711	52,155,928	54,215,652	\$55,571,043	\$56,960,319	63,365,490	68,762,002	73,646,563	78,353,791
Operating Contract Increase			(1,510,647)	(1,548,413)	(1,587,124)	(1,626,802)	(1,667,472)	(1,931,899)	(1,980,197)	(2,029,702)
Contract Service Increase			-	-	-	-	(8,909,635)	-	-	-
TOTAL OPERATING CONTRACT	(58,551,434)	(60,425,885)	(61,936,532)	(63,484,945)	(65,072,069)	(66,698,871)	(77,275,978)	(79,207,877)	(81,188,074)	(83,217,776)
Fuel/Electricity Cost	(16,802,601)	(13,839,649)	(14,184,716)	(15,151,967)	(15,529,825)	(15,917,129)	(11,797,058)	(12,191,276)	(12,392,850)	(12,701,963)
Other Operating/ Admin Cost	(21,681,038)	(21,786,887)	(22,331,559)	(22,889,848)	(23,462,094)	(24,048,647)	(24,649,863)	(25,266,109)	(25,897,762)	(26,545,206)
Debt Service	(766,596)	(1,102,875)	(1,102,875)	(1,102,875)	(1,102,875)	(1,102,875)	(1,102,875)	(1,102,875)	(1,102,875)	(1,102,875)
TOTAL EXPENSES	(97,801,669)	(97,155,296)	(99,555,682)	(102,629,635)	(105,166,863)	(107,767,522)	(114,825,774)	(117,768,137)	(120,581,561)	(123,567,820)
Net Operating Surplus/(Deficit)	(39,416,585)	(39,416,585)	(47,399,754)	(48,413,983)	(49,595,820)	(50,807,202)	(51,460,284)	(49,006,136)	(46,934,998)	(45,214,029)
Partner Contributions	39,416,585	39,416,585	40,599,083	41,817,055	43,071,567	44,363,714	45,694,625	47,065,464	48,477,428	49,931,751
Excess/(Deficit)	-	-	(6,800,672)	(6,596,928)	(6,524,254)	(6,443,489)	(5,765,659)	(1,940,672)	1,542,430	4,717,722

IV. CAPITAL

The Caltrain capital improvement plan includes two key programs: State-of-Good Repair Program; and Peninsula Rail Program. In the immediate timeframe, Caltrain will focus on its State-of-Good Repair program, including the replacement and rehabilitation of infrastructure, communication and control systems, and rolling stock, to continue to provide safe and quality service to its customers. In the longer timeframe, Caltrain will focus on the Peninsula Rail Program which integrates the Caltrain system enhancements with high speed rail (HSR) development in the Caltrain corridor. As one of the primary projects in the Peninsula Rail Program, the Caltrain Electrification program will provide needed capital investments that will transform Caltrain into a rapid rail system resulting in ridership and revenue gains. These gains are critical to addressing the agency's structural deficit.

Assumed in this SRTP update are significant adjustments to the revenue assumptions over the 10-year planning horizon, taking into account revised regional fund programming policies, and new funding opportunities at the state and federal levels. Potential funds from the California High Speed Rail bond measure (Proposition 1A), as well as the appropriation of \$8 billion in High Speed Rail funds from the 2009 Federal Stimulus package (American Recovery and Reinvestment Act, or ARRA), have served as major catalysts for change to the Caltrain capital program. Impediments include challenges such as the California state budget crisis and loss of State Transit Assistance funds over multiple years, compelling Caltrain to adjust to a funding environment that requires careful balancing of the most critically needed investments in the near term versus investments that will ensure the future viability of Caltrain.

A. Capital Program Areas

The CIP for this SRTP cycle has been modified from previous SRTPs to address the current State of Good Repair program needs and re-prioritize future needs to account for integration with the future California High Speed Rail system. The following is a summary of the modified Caltrain CIP program for this SRTP cycle. See Table 4 Caltrain 10-year Capital Improvement Program (FY2009 – FY2018) for a detailed summary of specific programs and associated dollars programmed for each of the projects.

State of Good Repair

The rehabilitation program is designed to keep the railroad in a state of good repair through replacement of facilities at the end of their useful and/or service lives. Currently, about 19 percent of the CIP is programmed for this rehabilitation program. The program includes systemwide infrastructure, signals, communication, stations and safety improvements and rehabilitation, which account for 45 percent of the total rehabilitation dollars. The rehabilitation program includes overhaul of the existing rail fleet to ensure performance of the fleet will continue without compromising the delivery of rail service. This rolling stock work accounts for 10 percent of the rehabilitation dollars. The rehabilitation program also includes safety, customer service, access and operational improvement projects dedicated to addressing access and safety needs at the stations.

Table 4: Caltrain 10-Year Capital Improvement Program (FY2009 – FY2018)

	Est. Total Project Cost	FY 2008 and Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY09- FY18 Total
REHABILITATION PROGRAM - STATE OF GOOD REPAIR													
Systemwide Infrastructure, Signals, Communications, Stations & Safety													
Replace Bridges - 22nd, 23rd, & Paul Ave. (SF)	18,000	3,000	-	-	15,000	-	-	-	-	-	-	-	15,000
Retrofit Bridges - Poplar, Santa Inez, Monte Diablo & Tilton (San Mateo) *1	18,100	12,268	5,832	-	-	-	-	-	-	-	-	-	5,832
Replace Bridges - Quint & Jerrold (SF)	45,500	3,500	2,400	33,550	6,050	-	-	-	-	-	-	-	42,000
Replace Bridges - Guadalupe & Los Gatos Creek (Santa Clara)	8,640	2,332	1,600	400	4,308	-	-	-	-	-	-	-	6,308
Systemwide Track & Infrastructure Rehabilitation Program	88,145	7,470	3,250	8,625	10,000	10,000	10,000	10,000	7,200	7,200	7,200	7,200	80,675
Systemwide Station Rehabilitation Program	13,356	2,593	1,000	500	1,500	1,500	1,263	1,000	1,000	1,000	1,000	1,000	10,763
Intermediate Signal Optimization Program	6,000	6,000	-	-	-	-	-	-	-	-	-	-	-
Operations Control Center System Replacement	12,700	450	1,750	5,500	5,500	-	-	-	-	-	-	-	12,250
Signal & Communication System Rehabilitation	12,000	-	700	4,500	1,000	1,000	1,000	1,000	1,000	800	500	500	12,000
TVM Replacement Prgm.	25,000	-	-	-	-	-	-	12,500	12,500	-	-	-	25,000
Infrastructure, Signals, Comm, Stn & Safety Sub- Total	247,441	37,613	16,532	53,075	42,858	12,500	12,263	24,500	21,700	9,000	8,700	8,700	209,828
Rolling Stock													
Rolling Stock Overhaul/Rehab	56,925	-	2,500	6,425	7,500	7,500	5,500	5,500	5,500	5,500	5,500	5,500	56,925

Notes:

\$ in year of expenditure; \$ in 1000's; annual dollars shown represent cash flow needs of project

(1) Due to the High Speed Rail design through the project area, seismic retrofit to the San Mateo railroad bridges will be performed first prior to the replacement of the bridge structures. Schedule and cost of the bridge structure replacement are currently being reviewed and is scheduled to be included in the CIP in the next SRTTP update.

Table 4: Caltrain 10-Year Capital Improvement Program (FY2009 – FY2018) - continued

	Est. Total Project Cost	FY 2008 and Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY09-FY18 Total
Safety, Customer Service, Access and Operation Improvement Program													
Santa Clara Outboard Platform & Pedestrian Underpass	26,000	11,741	14,259	-	-	-	-	-	-	-	-	-	14,259
South Terminal Phase I - Track & Signal Work @ Diridon Station	52,000	14,000	33,775	4,225	-	-	-	-	-	-	-	-	38,000
At-Grade Crossing Impvt Program (San Mateo and Santa Clara)	52,078	8,800	11,640	15,542	8,628	2,568	2,125	2,775	-	-	-	-	43,278
Systemwide Safety Fencing & Other Security-Related Program	10,300	1,500	1,500	1,500	1,500	1,300	500	500	500	500	500	500	8,800
Access Enhancement Program - Santa Clara & San Mateo Counties	44,000	1,000	-	-	10,000	15,000	10,000	6,000	2,000	-	-	-	43,000
Real Time Passenger Info System	3,900	3,900	-	-	-	-	-	-	-	-	-	-	-
Caltrain Station Customer Amenities (PA, VMS, Signage)	5,300	-	1,556	500	3,244	-	-	-	-	-	-	-	5,300
South Terminal Phase II - 4th MT fr CEMOF to Diridon North	37,000	-	-	-	3,700	5,000	10,000	16,300	2,000	-	-	-	37,000
South Terminal Phase III - 3rd MT fr Diridon South to Los Gatos Creek Bridge	20,160	-	-	-	12,718	7,442	-	-	-	-	-	-	20,160
Safety, Cust Serv, Access & Op Impvt Program Sub-Total	250,738	40,941	62,730	21,767	39,790	31,310	22,625	25,575	4,500	500	500	500	209,797
REHABILITATION PROGRAM: STATE OF GOOD REPAIR TOTAL	555,104	78,554	81,762	81,267	90,148	51,310	40,388	55,575	31,700	15,000	14,700	14,700	476,550

Notes: \$ in year of expenditure; \$ in 1000's; annual dollars shown represent cash flow needs of project

Table 4: Caltrain 10-Year Capital Improvement Program (FY2009 – FY2018) - continued

	Est. Total Project Cost	FY 08 and Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY09- FY18 Total
Peninsula Rail Program (PRP)- Program of Projects submitted for funding thru the FY2009 ARRA HSR Track 2 Program													
Electrification Infrastructure	785,000	30,000	-	46,100	63,000	370,300	187,400	76,200	12,000	-	-	-	755,000
Signal & Communication Upgrade, incl PTC/CBOSS & Control Ctr Upgrade	230,875	350	1,525	21,000	47,000	65,000	60,000	25,000	11,000	-	-	-	230,525
N. Terminal Phase II-Track, Signal & Platform Imp.	100,000	250	1,250	700	2,095	5,205	8,300	20,000	22,600	18,000	15,000	6,600	99,750
San Bruno Grade Separation	300,000	16,200	-	5,000	126,800	152,000	-	-	-	-	-	-	283,800
PRP (FY09 ARRA HSR Track 2) Sub-Total	1,415,875	46,800	2,775	72,800	238,895	592,505	255,700	121,200	45,600	18,000	15,000	6,600	1,369,075
PRP - Program of Projects for Caltrain Improvements and/or HSR Integration													
Caltrain and CHSRA Program Management	73,006	1,826	4,500	6,680	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	71,180
Field Connectivity (incl. Fiber Optic Network & Voice Radio Cutover)	17,960	-	110	-	1,558	4,500	5,150	4,483	2,159				17,960
Caltrain Station Imp. (incl removal of hold-out rule at various stations)	TBD	2,000	-	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Storage & Maint. Facility Enhancement	70,000				TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	70,000
Level Platform Program	7,600	-	155	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	7,600
PRP Caltrain Imp./HSR Integration Sub-Total	168,566	3,826	4,765	6,680	9,058	12,000	12,650	11,983	9,659	7,500	7,500	7,500	166,740
Rolling Stock Replacement and Enhancement Program													
Replacement with EMUs	456,300	-	1,600	-	1,000	1,000	152,100	152,100	148,500	-	-	-	456,300
Expansion: 14 EMUs	63,000	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	63,000
Rolling Stock Replacement & Enhancement Prg	19,300	-	1,600	-	1,000	1,000	152,100	152,100	148,500	-	-	-	519,300
PRP TOTAL	2,103,741	50,626	9,140	79,480	248,953	605,505	420,450	285,283	203,759	25,500	22,500	14,100	2,055,115

Notes: \$ in year of expenditure; \$ in 1000's; annual dollars shown represent cash flow needs of project

Table 4: Caltrain 10-Year Capital Improvement Program (FY2009 – FY2018) - continued

	Est. Total Project Cost	FY 08 and Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY09-FY18 Total
THIRD PARTY PROGRAM													
Dumbarton Rail Corridor (DRC) Expansion	700,600	13,767	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transbay Terminal - Downtown Extension Caltrain Support	TBD	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
THIRD PARTY PROGRAM SUBTOTAL	700,600	13,767	-	-	-	-	-	-	-	-	-	-	-
SUPPORT PROGRAM													
Engineering Standards Update	2,435	-	435	-	500	-	500	-	500	-	500	-	2,435
Capital Project Development	6,350	n/a	650	500	650	650	650	650	650	650	650	650	6,350
Capital Program Development and Management	14,250	n/a	1,500	750	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	14,250
SUPPORT PROGRAM SUBTOTAL	23,035	-	2,585	1,250	2,650	2,150	2,650	2,150	2,650	2,150	2,650	2,150	23,035
CAPITAL CONTINGENCY													
Mainline (Engineering)	3,300	n/a	330	330	330	330	330	330	330	330	330	330	3,300
Mainline (Rail)	6,600	n/a	660	660	660	660	660	660	660	660	660	660	6,600
Gilroy	500	n/a	50	50	50	50	50	50	50	50	50	50	500
CAPITAL CONTINGENCY TOTAL	10,400	-	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040
GRAND TOTAL	3,392,880	142,947	94,527	163,037	342,791	660,005	464,528	344,048	239,149	43,690	40,890	31,990	2,565,100

Notes: \$ in year of expenditure; \$ in 1000's; annual dollars shown represent cash flow needs of project

Peninsula Rail Program

Subsequent to the last SRTP, voter's approved of the HSR project. As such, what was then known as the "Caltrain 2025 Program" has evolved into what is now called the "Peninsula Rail Program."

The Peninsula Rail Program integrates the Caltrain 2025 Program (focused on modernizing Caltrain into an electrified system with more trains, faster commute times, more frequent connections and better, more efficient infrastructure and equipment) with HSR. This integration is anchored to the principles outlined in the JPB and HSR agreement establishing a cooperative partnering framework to consolidate, coordinate and share resources with which to implement a fully compatible joint project of commuter rail rapid transit and intercity high speed rail projects. With the Caltrain corridor being identified as an initial development segment for completion of the California High Speed Rail program, it is important to note that as the HSR project advances with its environmental review process and project design, the Caltrain CIP, and Peninsula Rail Program activities required to implement the HSR objectives, will continue to evolve and be refined and reflected in future SRTPs.

The Peninsula Rail program includes:

- Replacement and conversion of a major portion of the Caltrain rolling stock from diesel to electric multiple units, which are individually-powered, high performance vehicles used in urban transit and high-speed train systems around the world
- Electrification
- San Bruno Grade Separation (Phase II)
- Positive Train Control
- Upgrades at the San Francisco Station

Positive Train Control (PTC) refers to technology that is capable of preventing train-to-train collisions, overspeed derailments, and casualties or injuries as a result of unauthorized incursion by a train. The Federal Rail Safety Improvement Act (2008) mandated widespread installation of positive train control systems by December 2015. Currently, more than 80 percent of the CIP is programmed for the Peninsula Rail Program. It is anticipated that this program will be funded jointly with HSR.

Other

Third Party Program includes: Dumbarton Rail Corridor Expansion and the Transbay Terminal Downtown Extension projects. These are projects sponsored by entities other than the JPB. The JPB serves either as a project manager or in a supporting role for these projects. Full capital funding for these projects is not included in this CIP. The continuation of these projects will depend on funding obtained from the respective project sponsors.

Support Program includes updating the engineering standards, capital project development and capital program development and management. This program accounts for about 1 percent of the CIP dollars.

Capital Contingency is associated with planning, programming and development activities to develop accurate project scopes and includes annual set-aside costs for unforeseen and emergency capital. The agency has programmed 0.4 percent for Capital Contingency.

B. Capital Program Funding Assumptions

The CIP is a needs-based plan that lays out a strategy for ensuring Caltrain can compete for future funding should it become available from federal, state or local sources. As such, the CIP is financially unconstrained. However, the capital program assumes sources of funding generally expected to be available and/or committed over the 10-year period. These include federal, state and regional funding that can reasonably be expected to be programmed based on existing fund programming policies. In general, the funding is available to support rehabilitation and replacement projects to maintain the railroad in a state-of-good-repair and avoid substantial deferred maintenance. Some local sales tax and other earmarked funding also are available for the Peninsula Rail Program. Due to limited availability of committed funding, however, the CIP currently includes only a portion of the funding required for the Peninsula Rail Program.

As member agencies of the Peninsula Corridor Joint Powers Board, the San Francisco Municipal Transportation Agency, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority provide equal shares of local capital matching funds for system-wide improvement projects. All three agencies rely on sales tax revenue for funding of system-wide and county-specific projects and are included in each respective county's sales tax expenditure plans. A number of economic factors have impacted the Caltrain capital program during the time horizon of this plan. These economic factors include reduction of previously anticipated state revenues from State Transit Assistance funding, lower than projected revenues from local sales tax receipts, and ridership reductions due to transit service cuts and job losses that have significantly hit the Bay Area. In light of these factors, all three JPB member agencies are experiencing critical financial challenges. ***The current CIP assumes a level of local financial support from each of the JPB partners that likely will not be available unless new and/or other funding sources are secured.*** Ongoing discussions amongst the JPB members will be needed to strategize how to fully fund the level of investments anticipated. However, the member agencies have committed to \$60 million respectively to advance the electrification project over the 10-year planning horizon of this SRTP.

The Caltrain 10-year CIP is \$2.57 billion. A funding shortfall is projected at \$187 million and affects a major portion of the Peninsula Rail Program. Significant work is needed to develop alternative funding strategies with the member agency partners in order to address the projected short fall. Caltrain will explore both traditional (e.g. grants) and innovative funding (e.g. bonds; public private partnership) strategies. Caltrain also is also seeking federal economic stimulus funds, and funding through the High Speed Rail program consistent with the California High Speed Rail Peninsula Corridor Investment Strategy.

The following tables provide detailed information about the financial assumptions used within the capital planning financial analysis. Changes in the financial assumptions, particularly regarding revenue growth and eligible uses of funds, may change the findings of the capital program's financial analysis. The revenues identified in the capital program are subject to member agency allocations and agreements, and regional and state programming policies.

Table 5: 10-Year CIP – Revenues for Rehabilitation, Support and Capital Contingency Program

Programs	Est. Total Project Cost	FY08 and Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY09-FY18 Total
REHABILITATION PROGRAM: STATE OF GOOD REPAIR TOTAL (Note 1)	555,104	78,554	81,762	81,267	90,148	51,310	40,388	55,575	31,700	15,000	14,700	14,700	476,550
SUPPORT PROGRAM	23,035	-	2,585	1,250	2,650	2,150	2,650	2,150	2,650	2,150	2,650	2,150	23,035
CAPITAL CONTINGENCY	10,400		1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	10,400
GRAND TOTAL	588,539	78,554	85,387	83,557	93,838	54,500	44,078	58,765	35,390	18,190	18,390	17,890	509,985
FEDERAL SOURCES													
Federal 2009 Stimulus (ARRA) and Earmarks			1,810	8,400	-	-	-	-	-	-	-	-	10,210
Federal Formula (Sec. 5307/5307/STP/CMAQ)			9,100	27,580	31,866	10,300	10,300	20,300	18,060	7,900	7,660	7,660	150,726
Federal Total			10,910	35,980	31,866	10,300	10,300	20,300	18,060	7,900	7,660	7,660	160,936
STATE SOURCES													
Prop 1B			15,722	14,600	5,900	5,400	900	900	900	900	-	-	45,222
STIP/ITIP			20,600	-	-	-	-	-	-	-	-	-	20,600
PUC			2,000	6,950	-	-	-	-	-	-	-	-	8,950
Other State			-	-	-	-	-	-	-	-	-	-	-
State Total			38,322	21,550	5,900	5,400	900	900	900	900	-	-	74,772
LOCAL AND REGIONAL SOURCES													
Regional and Other Local			2,585	-	-	-	-	-	-	-	-	-	2,585
County Specific - SF			-	-	1,721	-	-	-	-	-	-	-	1,721
County Specific - SMCTA			9,460	-	5,000	7,500	5,000	3,000	1,000	-	-	-	30,960
County Specific - VTA			10,050	15,592	13,678	10,118	7,175	5,825	50	50	50	50	62,638
Systemwide - JPB Members (Note #2)			7,585	13,285	39,049	20,932	20,513	28,740	14,480	9,740	10,180	9,680	174,184
Local and Regional Total			29,680	28,877	59,447	38,550	32,688	37,565	15,530	9,790	10,230	9,730	272,087
CALTARAIN FUNDING SOURCES TOTAL			78,912	86,407	97,213	54,250	43,888	58,765	34,490	18,590	17,890	17,390	507,795

Note:

(1) Only revenues for the *State-of-Good-Repair* and *Peninsula Rail Program* are depicted in this SRTP. Revenues for the Caltrain Third Party Program are being developed with the sponsoring agencies and partners, and are not reflected in this document.

Table 6: 10-Year CIP – Revenues for Peninsula Rail Program

	Est. Total Project Cost	FY08 and Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY09-FY18 Total
PRP (submitted to FRA for FY2009 ARRA HSR Funding)	1,415,875	46,800	2,775	72,800	238,895	592,505	255,700	121,200	45,600	18,000	15,000	6,600	1,369,075
PRP (Caltrain Impr. & HSR Integration)	168,566	3,826	4,765	6,680	9,058	12,000	12,650	11,983	9,659	7,500	7,500	7,500	166,740
Rolling Stock Replacement & Enhancement Prgm	519,300	-	1,600	-	1,000	1,000	152,100	152,100	148,500	-	-	-	519,300
GRAND TOTAL	2,103,741	50,626	9,140	79,480	248,953	605,505	420,450	285,283	203,759	25,500	22,500	14,100	2,055,115
FEDERAL SOURCES													
FTA Formula			1,280	-	800	800	121,680	121,680	118,800	-	-	-	365,040
Federal ARRA, including HSR Funds			-	42,800	26,895	537,505	225,700	91,200	15,600	18,000	15,000	6,600	979,300
Federal Total			1,280	42,800	27,695	538,305	347,380	212,880	134,400	18,000	15,000	6,600	
STATE SOURCES													
Prop 1B GS & PTMISEA				-	50,000	-	-	-	-	-	-	-	50,000
Prop 1A - Caltrain Share of HSR Connectivity Funds			-	-	42,000	-	-	-	-	-	-	-	42,000
Other State (CAHSR)			-	3,340	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	33,340
State Total			-	3,340	95,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	
LOCAL AND REGIONAL SOURCES													
JPB Members - rolling stock			320	-	200	200	30,420	30,420	29,700	-	-	-	91,260
JPB Members - HSR/Caltrain 2025 Prg Mgmt			6,290	3,340	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	39,630
JPB Member - SF (Electrification)			-	-	1,000	-	14,000	15,000	30,000	-	-	-	60,000
JPB Member - SM (Electrification)			-	-	1,000	-	14,000	15,000	30,000	-	-	-	60,000
JPB Member - Santa Clara (Electrification)			-	-	1,000	-	14,000	15,000	30,000	-	-	-	60,000
SMCTA (San Bruno Grade Separation Prg)			-	-	90,000	-	-	-	-	-	-	-	90,000
Local and Regional Total			6,610	3,340	96,950	3,950	76,170	79,170	123,450	3,750	3,750	3,750	
PRP FUNDING SOURCES TOTAL			7,890	49,480	220,395	546,005	427,300	295,800	261,600	25,500	22,500	14,100	1,870,570

Note:

The amounts shown reflect the actual JPB partners funding required in order to fully fund the SOGR program (needs-based amount). These numbers do NOT reflect what the JPB partners have expressed they can actually support, which is lower than the required funding levels. A separate and on-going process will need to occur to prioritize projects to match the actual funding levels.