



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

June 4, 2009 – Thursday

10:00 a.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Fiscal Emergency Declaration
 - a) Public Hearing to Declare a Fiscal Emergency for the Peninsula Corridor Joint Powers Board for Fiscal Year 2010
 - b) Declaration of Fiscal Emergency for Fiscal Year 2010
4. Public Hearing for Consideration of Service Suspensions and/or Fare Changes
5. Public Comment
Public comment by each individual speaker shall be limited to two minutes
6. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of May 7, 2009
 - b) Acceptance of the Statement of Revenues and Expenses, April 2009
 - c) Authorize Acceptance of Fiscal Year 2007 Transit Security Grant Program Base Funding of up to \$1,461,578 and Execution of Required Documentation to Receive the Funds
 - d) Authorize Acceptance of Fiscal Year 2007 Transit Security Grant Program Supplemental Funding of up to \$959,556 and Execution of Required Documentation to Receive the Funds
 - e) Authorize Amendment of Resolution 2009-10 Authorizing the Filing of Fiscal Year 2009 Federal Transit Administration (FTA) Applications in the Amount of \$10,656,375
 - f) Authorize an Allocation Request of \$20,600,000 in State Transportation Improvement Program (STIP) Funds for the South Terminal Station Project

RESOLUTION

RESOLUTIONS

- g) Authorize Amendment to the Rules of Procedure for the Peninsula Corridor Joint Powers Board to Extend the Public Comment Period on Non-Agendized Items From One Minute to Two Minutes
- h) Authorize Award of Contract to Kadesh & Associates to Provide Federal Legislative Advocacy Services for a Total Not-to-Exceed Cost of \$300,000
- i) Authorize Award of Contract to Ventek Transit, Inc. to Provide Repair Service for MEI/Sodeco (BNA 52) Bill Note Acceptors and MEI/Sodeco (BNA52S) Upgrade For a Total Estimated Cost of \$363,996

7. Chairperson's Report

8. MTC Liaison Report (Sue Lempert)

9. Report of the Citizens Advisory Committee

10. Report of the Executive Director

- a) Caltrain Performance Report – April 2009
- b) Electrification Update

11. Update on the Fiscal Year 2010 Operating Budget

INFORMATIONAL

12. Quarterly Capital Progress Report

INFORMATIONAL

13. Legislative Update

INFORMATIONAL

14. Correspondence

15. Board Member Requests

16. General Counsel Report

17. Date/Time of Next Meeting

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

18. 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
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Chief Financial Officer

SUBJECT: FISCAL EMERGENCY DECLARATION

ACTION

Staff Coordinating Council (SCC) recommends that the Board of Directors declare a fiscal emergency under the California Public Resources Code section 21080.32 and California Environmental Quality Act (CEQA) implementing guidelines, Title 14 of the California Code of Regulations section 15285 for Fiscal Year 2010, in light of the following considerations:

- a. The JPB, as it has in the previous seven fiscal years, utilized one-time sources of funds to balance the FY2009 budget. The amount of working capital remaining at the end of FY2009 is estimated to be \$3.3 million and is insufficient to support current service levels for FY2010.
- b. Staff has reviewed various options to balance the FY2010 budget, including scenarios to reduce service levels and increase fares.
- c. When a transit agency's revenues are insufficient to fund operations and facilities, the California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review to any public service, program, project or activity for reducing or eliminating services and for initiating or increasing fees, rates or charges through declaration of a fiscal emergency.
- d. The criterion for declaring a fiscal emergency is that the transit agency expects to have negative working capital within one year from the date of the declaration. Based on current service levels, the FY2010 budget projects a negative \$3.9 million in working capital at the end of June 2010 and a negative \$3.5 million in unrestricted net assets, that is, assets available for use to fund operations. This analysis is included in Attachment A.
- e. At its May 7 meeting, the JPB called for a public hearing on the issue of a JPB fiscal emergency to be held on June 4.
- f. At its June 4 meeting, the JPB plans to hold a public hearing and receive testimony regarding the intended declaration of a fiscal emergency.

- g. The JPB Board will consider comments received during the public hearing, along with those received during three community meetings held May 27, 2009, via e-mail, phone and US post, along with staff response to those comments.
- h. Following the JPB response to comments, the Board may declare a fiscal emergency for Caltrain operations caused by projected failure within one year of revenues to adequately fund programs and facilities.

SIGNIFICANCE

For the past several years, the JPB has balanced its budget using one-time funding sources that are now depleted making the funding of fiscal year 2010 particularly challenging. In addition, the JPB partners continue to face financial uncertainty due in part to the State of California's elimination of State Transit Assistance funds through FY2013. The overall projected shortfall for the FY2010 budget proposed at the May 7 Board meeting was in excess of \$10.1 million. To plan for the worst-case scenario, the SCC has recommended that the JPB undertake the process outlined in the California Environmental Quality Act (CEQA) for declaring a fiscal emergency. If a fiscal emergency is declared, the JPB can pursue appropriate service scenarios for the FY2010 budget, including reductions in service and increases in fees, rates and charges in compliance with applicable laws and regulations.

According to the CEQA, a reduction in transit service typically requires an evaluation of the potential environmental impact or an environmental review of the specified changes to public transit service. However, the requirement for an environmental review is exempted when a fiscal emergency has been declared. (California Public Resources Code section 21080.32; 14 Code of California Regulations section 15285).

Staff has completed a comprehensive review of both revenue and expense options and has developed a proposal to balance the FY2010 budget. The proposed balanced budget for FY2010 is anticipated to require both increases in revenues and reductions in service.

BUDGET IMPACT

There is minimal budget impact directly associated with holding a public hearing or the declaration of a fiscal emergency. Should the Board choose to declare a fiscal emergency after consideration of public comment and staff's responses, staff will present a revised proposed FY2010 budget incorporating the results of reduced service for consideration by the Board.

BACKGROUND

A fiscal emergency is deemed to exist if the transit agency is projected to have negative working capital within one year from the date the fiscal emergency is declared. To calculate available working capital, the transit agency adds together all unrestricted cash, unrestricted short-term investments and unrestricted short-term accounts receivable and then subtracts unrestricted accounts payable, where applicable. Excluded from the calculation of available working capital are employee retirement funds, including Internal Revenue Code Section 457 deferred compensation plans and Section 401(k) plans, health insurance reserves, bond payment reserves, workers' compensation reserves, and insurance reserves.

At its May 7, 2009 meeting following a report on the agency's financial status, the Board concluded that there were significant financial issues regarding the FY2010 budget and called for a public hearing to hear public testimony regarding the declaration of a fiscal emergency. The purpose of the hearing is to present detailed information that confirms that a fiscal emergency exists and to provide an opportunity for the public to comment on the proposed declaration of fiscal emergency.

Although not required, staff also conducted public meetings in each member agency county to solicit public comment on proposed service and fare adjustments. Staff posted the proposed service and fare adjustments on the Caltrain website, and sought and received public comment via e-mail, phone and US post which have been addressed in the public hearing.

Prepared by: Virginia Harrington, Chief Financial Officer 650.508.7950

NET ASSETS VIEW		<i>* see footnote below</i>
<i>Calculated per annual audited financial statement principles</i>		
UNRESTRICTED NET ASSETS - June 30, 2008	\$	11,350,077
Reserve programmed in FY2009	\$	(7,655,617)
Less: FY2009 Deficit		-
UNRESTRICTED NET ASSETS - June 30, 2009	\$	3,694,460
Farebox Revenue		43,811,048
Parking Revenue		2,178,890
Shuttles		1,098,504
Rental Income		1,682,800
Other Income		1,492,090
FY2010 Operating Revenue	\$	50,263,332
AB-434-Peninsula Feeder Shuttle		1,000,000
Operating Grants		316,867
JPB Member Agencies		39,416,585
Other Sources		3,653,246
FY2010 Contributions Revenue	\$	44,386,698
FY2010 Maintenance Funding		
TOTAL FY2010 SOURCES	\$	94,650,030
Contract Operating & Maintenance		61,903,552
Shuttle Service		2,926,620
Fuel		17,075,716
Timetables & Tickets		210,000
Insurance		4,535,000
Facilities and Equipment Maintenance		1,595,296
Utilities		1,502,400
Services		1,155,630
FY2010 Operating Expense	\$	90,904,214
Wages & Benefits		6,318,279
Board Of Directors		12,300
Professional Services		1,976,628
Communications and Marketing		265,000
Other Office Expense and Services		1,289,734
FY2010 Administrative Expense	\$	9,861,941
FY2010 Debt Service	\$	1,102,875
TOTAL FY2010 USES	\$	101,869,030
FY2010 DEFICIT	\$	(7,219,000)
UNRESTRICTED NET ASSETS - June 30, 2010	\$	(3,524,540)

* Footnote: This presentation is consistent with the JPB's audited financial statements, which are based on generally accepted governmental accounting principles. An alternative view based on a statutory definition of working capital is available upon request. Both views demonstrate the existence of a fiscal emergency for JPB FY2010 operations.

RESOLUTION NO. 2009-

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

* * *

**DECLARING A FISCAL EMERGENCY UNDER THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT FOR FISCAL YEAR 2010**

WHEREAS, the Peninsula Corridor Joint Powers Board (“JPB”) faces a financial crisis of significant proportions necessitating consideration of a declaration of fiscal emergency as that term is defined in the California Environmental Quality Act (“CEQA”); and

WHEREAS, among the factors contributing to the fiscal emergency are (1) the depletion of one-time funding source revenues, (2) the inability of JPB member agencies to increase their annual operating subsidies for FY2010 fundamentally due to the elimination of the State of California State Transit Assistance program, and (3) increases in expenditures required to operate Caltrain service including Amtrak contract expenses; and

WHEREAS, one of the consequences of the fiscal emergency faced by the JPB is the need to consider possible reductions in overall Caltrain service; and

WHEREAS, although a reduction in transit service normally requires an evaluation of the potential environmental impact of such reductions, CEQA provides a statutory exemption for the reduction or elimination of existing transit service, facilities, programs or activities by a transit agency as a result of a declared fiscal emergency caused by failure of agency revenues to sufficiently fund programs and facilities; and

WHEREAS, a fiscal emergency exists when an agency is projected to have “negative working capital” within one year from the date the agency declares that a fiscal emergency exists; and

WHEREAS, based on current service levels, the JPB’s fiscal year 2010 budget projects an anticipated deficit in working capital of \$3.9 million and an unrestricted net asset balance of negative \$3.5 million; and

WHEREAS, on May 7, 2009, the JPB was provided with a report of the agency’s financial status, and based thereon, the Board concluded there was justification to call for a public hearing regarding the possible declaration of a fiscal emergency; and

WHEREAS, on May 27, 2009, the JPB held three community meetings, one in each member agency county, to solicit public comment on the proposed declaration of a fiscal emergency and proposed service and fare adjustments; and

WHEREAS, on June 4, 2009, the JPB held a public hearing to present detailed information confirming the existence of a fiscal emergency and provide the public an opportunity to comment on the proposed declaration of fiscal emergency; and

WHEREAS, the JPB has considered all comments received at the community meetings, public hearing and via e-mail, phone and US post, and has responded to those comments orally during the public hearing on June 4, 2009; and

WHEREAS, the JPB has received staff’s analysis, reviewed public comments and staff responses to those comments, and has further considered the financial condition of the JPB.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board, in performing its responsibilities under

CEQA, finds and declares that a “Fiscal Emergency” exists within the definition of section 21080.32 of the California Public Resources Code and the implementing regulations and guidelines promulgated thereunder, in that the JPB is predicted to have negative working capital within one year from the date of this Resolution; and

BE IT FUTHER RESOLVED that the Peninsula Corridor Joint Powers Board finds that the reduction or elimination of existing Caltrain service resulting from the aforementioned fiscal emergency is statutorily exempt from CEQA review and that the Executive Director is authorized to take any necessary steps, including filing of a Notice of Exemption, to further comply with CEQA relative to this action.

Regularly passed and adopted this 4th day of June, 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: C.H. (Chuck) Harvey
Chief Operating Officer

SUBJECT: **PUBLIC HEARING FOR CONSIDERATION OF SERVICE
SUSPENSIONS AND/OR FARE CHANGES FOR THE FY2010 BUDGET**

ACTION

There is no action at this time.

Staff has extensively reviewed and analyzed the range of options under consideration and is prepared to recommend at a subsequent Board meeting approval of three actions that will result in a net budget deficit reduction of \$2.7 million:

- Reduce midday service to one-hour headways
- Increase GO Pass pricing to the equivalent of the Full Fare three-zone Monthly Pass;
- Increase parking fees

Staff is prepared to recommend against any further consideration of:

- All other fare increase proposals
- Suspension of all weekend service
- Suspension of Gilroy service

SIGNIFICANCE

The JPB is facing a fiscal emergency due to a significant deficit in the FY2010 budget proposal. The FY2009 budget was balanced using one-time funds that are no longer available to balance the FY2010 budget. The local economic climate and its deepening recession and job losses are beginning to negatively impact Caltrain ridership and revenues. Additionally, severe cuts in state transit funding have negatively impacted the operating budgets of the partner agencies that fund Caltrain operations.

To balance the budget, the JPB must approve a viable operating scenario that can be supported by available revenue sources, including partner contributions, farebox revenue and other income. Any changes resulting from this hearing process are projected to be effective in September 2009 or July 2009.

On May 7, 2009, the Board approved a Public Hearing on June 4, 2009 for the consideration of the following options in FY2010:

- Increase the Full Fare One-way base and/or zone fares by 25 cents
- Increase all other Full Fare and Eligible Discount fares in proportion to the Full Fare One-way increase
- Increase Go Pass pricing up to the equivalent of the full fare three-zone Monthly Pass
- Increase Go Pass participation rate up to the equivalent of 100 passes
- Increase parking fees
- Suspend all weekend service
- Reduce midday service to 1-hour headways
- Suspend Gilroy service

BUDGET IMPACT

There is minimal budget impact directly associated with holding a public hearing for proposed service suspensions and/or fare increases. Service suspensions and/or fare increases could have a substantial impact on the budget.

The staff recommendations to increase the pricing of the GO Pass, increase parking fees and reduce midday service to hourly headways would result in an overall net budget deficit reduction of \$2.7 million.

Fares

Two fare increase proposals are under consideration.

A 25-cent increase on the base fare would result in \$1.3 million in additional fare revenue; A 25-cent increase on the zone fare would result in \$1.9 million in additional fare revenue. Both estimates assume a September 1 implementation date and 0.3 percent elasticity.

An increase of both the base fare and the zone fare by 25 cents each would result in approximately \$3.2 million in additional fare revenue, but also could result in ridership declines that would reduce the amount of additional fare revenue generated.

In the past, ridership loss due to fare elasticity has not been a major factor in Caltrain fare increases. The Commuter Fare Comparison (attached) shows that the proposed fare increases will make Caltrain one of the most expensive systems per mile in its peer group. Staff is concerned about the resulting ridership loss that a fare increase could bring in such a difficult economic climate.

GO Pass

An analysis of surveys provided by participating companies show that the GO Pass program is significantly underpriced. The GO Pass price has been tied to the 2-zone monthly pass, but that action was taken before the advent of Baby Bullet. With the introduction of Baby Bullet service, system average trip length and fare per trip has dramatically increased. Survey data shows that in order to achieve the program goal that the GO Pass be revenue-neutral, the pass should be priced at a cost between a 3- and 4- zone monthly pass. Staff recommends that the pass be priced at the cost of a 3-zone monthly pass, resulting in net additional income of \$450,000, assuming a July 1 implementation date.

Parking

Parking is proposed to be increased to \$3 per day and \$30 per month, a 50 percent increase, resulting in an additional \$420,000, assuming a September 1 implementation date.

Service suspensions

Three service suspension scenarios were reviewed and evaluated for highest net cost reduction when accounting for gross cost savings and gross fare revenue loss due to ridership losses.

The midday service suspension would reduce service by 8 trains resulting in hourly service between the hours of 10 a.m. and 2 p.m., and no train service between San Jose Diridon and Tamien station between 11 a.m. and 2.30 p.m.. Estimated savings from implementing this plan in September would be \$1.9 million. An estimated 100,000 trips would be lost.

The weekend service suspension would remove all service from the weekends, including special event service. Estimated savings from implementing this plan in September would be \$1.4 million. An estimated 1 million trips would be lost.

The Gilroy service suspension would suspend all weekday service south of Tamien station. Estimated savings from implementing this plan in September would be \$200,000. An estimated 250,000 trips would be lost.

BACKGROUND

The outreach efforts included three community meetings on May 27, 2009 at 6 p.m. at: 25 Van Ness Avenue, Lower Level Conference Room, San Francisco; San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos; and, VTA Administrative Office, Auditorium, 3331 North First Street, San Jose.

The community meetings and the Public Hearing were advertised in the San Francisco Chronicle on May 19 and 26, San Mateo County Times May 16 and 26, San Jose Mercury News on May 20 and 27, and El Observador on May 15 and 22. Take One notices were placed on the trains. A news release was issued on May 7 regarding the Public Hearing and on May 18 a news release was issued regarding the 3 Community Meetings. The advertisements and news releases included the mailing address and phone numbers people could use to submit comments.

Notification of the service suspension and fare changes under consideration also was posted on the Caltrain Web site and a link was included by which comments could be provided to the Board.

More than 300 individuals offered more than 400 comments on the various options under review.

The attached "Comment Summary" shows the results of public comment, including the three public meetings.

Prepared by: Donald G. Esse, Acting Manager, Quality Assurance and Management Analysis
650.508.6329

Commuter Rail Fare Comparison

Agency	City	One-way Track		Max. Fare Per Mile		One-way Cash Fare		Monthly Pass	
		Miles	Zones	Cash	Pass	Base	Max.	Base	Max.
Caltrain (current) w/ Gilroy ext.	San Francisco-SJ	46.9	4	\$0.165	\$4.38	\$2.50	\$7.75	\$66.25	\$205.50
		76.8	6	\$0.146	\$3.88	\$2.50	\$11.25	\$66.25	\$298.25
Caltrain (\$.25 on base) w/ Gilroy ext.	San Francisco-SJ	46.9	4	\$0.171	\$4.52	\$2.75	\$8.00	\$73.00	\$212.00
		76.8	6	\$0.150	\$3.97	\$2.75	\$11.50	\$73.00	\$304.75
Caltrain (\$.25 on zone) w/ Gilroy ext.	San Francisco-SJ	46.9	4	\$0.181	\$4.80	\$2.50	\$8.50	\$66.25	\$225.25
		76.8	6	\$0.163	\$4.31	\$2.50	\$12.50	\$66.25	\$331.25
Caltrain (\$.25 on base and zone) w/ Gilroy ext.	San Francisco-SJ	46.9	4	\$0.187	\$4.95	\$2.75	\$8.75	\$73.00	\$232.00
		76.8	6	\$0.166	\$4.40	\$2.75	\$12.75	\$73.00	\$338.00
ACE (2-2-09)	San Jose	85.0	5	\$0.138	\$3.53	\$3.75	\$11.75	\$75.50	\$300.00
BART (1-1-08)	Pittsburg-Millbrae	52.3	n/a	\$0.126	\$4.97	\$1.50	\$6.60	\$59.06	\$259.88
Coaster (1-1-09)	San Diego	42.0	4	\$0.155	\$4.33	\$5.00	\$6.50	\$144.00	\$182.00
MBTA	Boston	49.5	9	\$0.157	\$5.05	\$1.70	\$7.75	\$59.00	\$250.00
Metra (2-1-08)	Chicago	63.1	12	\$0.128	\$3.44	\$2.15	\$8.05	\$58.05	\$217.35
Metrolink (7-1-08)	Los Angeles	83.0	n/a	\$0.163	\$4.69	\$5.00	\$13.50	\$109.75	\$389.50
Sounder	Seattle	40.0	3	\$0.119	\$4.28	\$2.75	\$4.75	\$99.00	\$171.00
VRE (6-29-09)	Washington, D.C.	55.0	9	\$0.187	\$5.19	\$2.90	\$10.30	\$79.60	\$285.50
Average		58.7	7	\$0.147	\$4.44	\$3.09	\$8.65	\$85.50	\$256.90

Notes:

For comparative purposes, the Caltrain information is shown from San Francisco to San Jose and from San Francisco to Gilroy. BART fares are mileage based, not zone based. BART does not offer a monthly pass, it offers a 6.25% discount for high value tickets. MBTA is developing a contingency fare increase plan for FY 2010, possible increase unknown at this time. Metrolink fare increase (3%) effective August 1, 09. Sounder has a base fare of \$2.55 plus 5.5 cents/mile, minimum \$2.75. VRE fare increase effective June 29, 09. Max. Fare/Mile = maximum one-way cash fare or monthly pass / one-way track miles

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:			Increase Fare and/or Fees				Service Suspension				Bike Fee		Comments		
			\$0.25 base/zone		Go Pass		Parking		Weekend		1-hr Mid-day			Gilroy	
No.	Date	Name	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	
		E-mail Comments													
1	8-May	Martin Sommer						X							Lives near tracks, commutes weekdays
2	8-May	Martin Odian													? only, is weekend suspension temp?
3	8-May	Charles Vercelli											X		Supports a bike fee
4	8-May	Johnny				X									
5	9-May	Albert K. Henning, PhD	X												Do not blame bicyclist for budget
6	9-May	John Stucky	X					X	X						
7	9-May	Janel Sterbentz												X	
8	9-May	J. Lew						X							
9	10-May	F. E. Nelson						X							
10	10-May	Marina Cole						X							
11	10-May	Ryan T. Essenburg													Confirm community meetings
12	10-May	Gunter Steffen												X	
13	11-May	Richard Tretten						X							Maybe limited weekend service
14	11-May	Pratik Mehta												X	
15	11-May	Jon Welte	X												But no more increase anytime soon
16	11-May	Barry Wolf												X	
17	11-May	Dave Boyce		X					X						
18	11-May	Martin Sommer													Same person as number 1
19	12-May	Janmes Smith											X		
20	12-May	Helena Bireki						X							
21	12-May	Helena B													Looks like person number 20
22	12-May	April J.Y.	X											X	Wait until January for fare increase
23	13-May	Anonymous phone call						X							
24	13-May	Michael Desing						X							
25	14-May	Robert M						X							
26	14-May	Joanne De Marchena													Increase daily fare, not monthly pass
27	14-May	Amy Janzen						X		X			X		
28	14-May	Vivian Drew	X					X							
29	14-May	Julie Morsellino						X							
30	14-May	Elizabeth Lasensky						X							Do not close Menlo Park Station
31	14-May	William Selig												X	
32	14-May	Ronak Gheewala		X										X	
33	14-May	Donna McGrath-Collins						X		X					
34	15-May	Janice Flowers-Sonne						X							
35	15-May	Robert Driscoll		X											
36	15-May	Cindy L. Herrock, RN													Wants more baby bullet trains
37	15-May	Gopi		X					X					X	
38	16-May	Joanne Shweid													Do not change peak service
39	16-May	Robert Chin		X					X						Increase fares on weekends
40	16-May	Shirley Gaston							X						
41	17-May	Gretchen Ehrenkauffer, PhD							X						
42	17-May	Gregory Lagsdin								X					45-minute is ok, close Hayward Park
43	18-May	Rich Stephans		X											also concerned about 8-ride usage

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:			Increase Fare and/or Fees				Service Suspension						Bike Fee		Comments		
			\$0.25 base/zone		Go Pass		Parking		Weekend		1-hr Mid-day		Gilroy			For	Agnst
No.	Date	Name	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	
44	18-May	Jocelyn Squires	X						X		X						raise fares but do not cut service
45	18-May	Jeff Shulman												X			
46	18-May	Gal Mariansky		X													
47	18-May	Michelle Lovejoy		X					X		X						
48	19-May	Norm Chambers												X			
49	19-May	Brent Wellman												X			
50	19-May	Dylan Salisbury												X			
51	19-May	Chris Mello												X			
52	19-May	James Bell												X			
53	19-May	Michelle Schroeder												X			
54	19-May	Angela Smith												X			
55	19-May	Teresa Flores												X			
56	19-May	Sheryl Peterson												X			
57	19-May	Bob Planthold	X		X		X		X	X							supports a slight fare increase
58	19-May	John Woodward												X			
59	19-May	Cindy Kirby												X			
60	19-May	Ross Holly												X			
61	19-May	Eleanor Hansen	X						X	X				X			Could tolerate the fare increase
62	19-May	Yin Zhang												X			
63	19-May	Ajay Padgaonkar												X			
64	19-May	Henry Williams												X			
65	19-May	Richard Tretten															Duplicate of number 13
66	19-May	Martin Love	X				X	X		X							Suspend Gilroy service if unecomical
67	19-May	Carmen Lee												X			
68	19-May	Marsha Barnhard												X			
69	19-May	Kim Gahafer												X			
70	19-May	Jim Bell															Duplicate of number 52
71	19-May	Joe and Julie DeSantis												X			
72	19-May	Arnopld Fimbrez	X											X			Willing to pay more for Gilroy service
73	19-May	Jeremy Clemons												X			
74	19-May	Victor M. Torregroza												X			
75	19-May	Joan Stempel												X			
76	19-May	Jenny R. Redfern												X			
77	19-May	Elliot Schwartz					X										
78	19-May	Linda Morris												X			
79	19-May	George Perry												X			
80	19-May	Deryck Santiago	X		X		X							X			Keep service and increase fares
81	20-May	Dan Filiatrault	X											X			Keep service and increase fares
82	20-May	Glenn Lattig												X			
83	20-May	Herman Jackson												X			
84	20-May	Tom Thurlow															Cut zone size in half to 2 to 3 stops
85	20-May	Carol McHugh												X			
86	20-May	Suzanne Baumont												X			
87	20-May	Kris Spencer-Jones												X			

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:			Increase Fare and/or Fees						Service Suspension						Bike Fee		Comments
			\$0.25 base/zone		Go Pass		Parking		Weekend		1-hr Mid-day		Gilroy				
No.	Date	Name	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	
88	20-May	Vicki Mouser												X			
89	20-May	Kim G															
90	20-May	Peter Marcotullio	X											X			
91	20-May	Esther Jung												X			
92	20-May	JoAnn Fredickson												X			
93	20-May	Ena Tablada							X								
94	20-May	Susan Burgenbauch															
95	20-May	David McIntyre												X			
96	20-May	Pam Morrow	X											X			
97	20-May	Pat Pietz															
98	20-May	Cam Ho															
99	20-May	Marcia Rosebrook	X				X		X	X				X			
100	20-May	Faiza Ahmed												X			
101	20-May	Karen Sue Rolph, Ph.D.															
102	20-May	Lisa A. Hampton, LVN												X			
103	20-May	Kateri McRae	X														
104	20-May	Richard K. Peterson												X			
105	20-May	Matthew Jockers												X			
106	20-May	Darren Lochun															
107	20-May	Moon Kim												X			
108	20-May	Darren Marsh													X		
109	20-May	Rita Marie												X			
110	20-May	Robin Chiang	X											X			
111	20-May	Darren Marsh															
112	20-May	Zac Peskowitz					X		X				X				
113	21-May	Steve Muir												X			
114	21-May	Daisy Jaime Asinas, CPA												X			
115	21-May	Refugio S. Martinez	X											X			
116	21-May	Warren Marshal												X			
117	21-May	Ed Wong												X			
118	21-May	Binh Thai													X		
119	21-May	Marilyn Gildea							X								
120	20-May	Andy Chow							X								
121	21-May	Marilou Naron	X											X			
122	21-May	Roberta Campbell												X			
123	21-May	DM Provie															
124	21-May	Gregory Lagsdin															
125	21-May	Fay Harmon							X								
126	21-May	Gregory Lagsdin															
127	21-May	Victoria Ungson	X						X								
128	21-May	Tom O'Keefe							X	X							
129	21-May	Rich Stephans													X		
130	21-May	Lupita Gaeta												X			
131	21-May	Gregory A. Triber												X			

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:			Increase Fare and/or Fees				Service Suspension				Bike Fee		Comments				
			\$0.25 base/zone		Go Pass		Parking		Weekend		1-hr Mid-day			Gilroy		For	Agnst
No.	Date	Name	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	
132	21-May	Robin Pille															
133	21-May	Henry Williams	X														
134	21-May	Paul Zarka								X				X			
135	21-May	Gregory Lagsdin															
136	21-May	Marilyn Unruh												X			
137	21-May	Ashni Mohnot															
138	21-May	Rohan Dixit															
139	21-May	Rebecca Tseng Smith															
140	21-May	Gary Jing	X		X		X		X					X			
141	21-May	Glenn Peacock															
142	21-May	Joe Wible															
143	21-May	Michael Hatch												X			
144	21-May	Lynn Kroner	X														
145	21-May	Gail Switzer															
146	21-May	Sergio Franchi												X			
147	21-May	Julie Zlatunich															
148	21-May	Stuart Sargent															
149	21-May	Katie Pfeiffer															
150	21-May	Alison Roth															
151	21-May	Mona L. Tekchandani															
152	22-May	Nancy Omron	X														
153	22-May	Cyprian Okafor												X			
154	22-May	CY															
155	22-May	CY Okafor															
156	22-May	Tim LaVerne								X	X						
157	22-May	Gloria Magpantay								X							
158	22-May	Tracy Hill								X							
159	22-May	Andras Vasy								X	X						
160	22-May	Mike Peters								X							
161	22-May	Barbara Frerichs								X							
162	22-May	Jeff Okamoto															
163	22-May	Connie Chin								X							
164	22-May	Nat N												X			
165	22-May	Pauline Wiles	X							X							
166	22-May	Frank Thorne								X							
167	22-May	Yvonne Hankins								X				X			
168	22-May	Pam Gorelow					X		X	X		X					
169	22-May	Margarite Ibarra								X				X			
170	22-May	Seth Snyder								X							
171	22-May	Marsha Murphy				X								X			
172	22-May	Helen Snodgrass	X			X				X							
173	22-May	Evelyn Wilkinson												X			
174	22-May	Kelly Redmon								X							
175	22-May	Catherine Brignoni															

Complaint about service and cost

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:			Increase Fare and/or Fees				Service Suspension						Bike Fee		Comments		
			\$0.25 base/zone		Go Pass		Parking		Weekend		1-hr Mid-day		Gilroy			For	Agnst
No.	Date	Name	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	
176	22-May	Dean Folkening	X											X			Little fare increase ok, keep service
177	22-May	George Ivan													X		
178	22-May	Heidi Beck	X					X		X							Fare increase ok, keep service
179	22-May	Diane Churchill						X									
180	22-May	Brent Jenkins	X											X			Fare increase ok, keep service
181	22-May	Christina O'Guinn						X									
182	23-May	Diane King												X			
183	23-May	Lucinda Bingham	X					X							X		Increase fares & fees, do not cut svc
184	23-May	Kevin Holbrook	X					X									
185	23-May	Brad Jones												X			
186	23-May	Carol McHugh															Duplicate of #85
187	23-May	John Winthrop Haeger	X					X		X							
188	23-May	Ross Holly															Duplicate of #60
189	23-May	James Sam													X		
190	23-May	Thomas J. Bundros												X			
191	23-May	Michael Fry												X			
192	24-May	Jonathan Campbell	X						X								
193	24-May	Pat Healy							X								Keep Sat & runs buses Sun for Giants
194	24-May	Dick Hacking, Rex Amoyen							X								
195	24-May	Eva Condron-Wells												X			
196	24-May	Clem Tiller															Suggested was to cut cost incr rev.
197	24-May	Agnes Veith							X								
198	25-May	Marcia Enns & Family							X								
199	25-May	Brigitte Curt															Do not cut service, no specifics
200	25-May	Charles Keagle							X								
201	25-May	The Armijo Family							X								
202	25-May	Christine Bianchi							X								
203	26-May	Mara Violanti, MS Ed.							X								
204	26-May	Daniell A. LaRocca												X			
205	26-May	Brian Habekoss							X					X			
206	12-May	Amelia Klawon									X						SJ to SF, do not reduce svc, mid-day?
207	9-May	Vicki Wilhite							X								
208	15-May	Robert B. Mack									X						
209	13-May	Robert P. Gates							X		X						
210	22-May	Nat N															Duplicate of #164
211	22-May	George Freislinger									X						
212	23-May	Diane King															Duplicate of #182
213	25-May	Irvin Dawid															? of how Gilroy expenses are covered
214	15-May	Robert B. Mack							X								Ltr to the ED and each Baord member
215	26-May	Henri Hamilton												X			
216	26-May	Mark Dooley								X							Do not incr 8-ride fare, incr mo pass
217	26-May	Melody Pagee							X								Fare incr seems too soon
218	26-May	Nancy Brock							X								
219	26-May	Janet Ryder												X			

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:			Increase Fare and/or Fees				Service Suspension				Bike Fee		Comments		
			\$0.25 base/zone		Go Pass		Parking		Weekend					1-hr Mid-day	
No.	Date	Name	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	
220	26-May	Teri Slifer								X					
221	26-May	The City of Burlingame						X			X				
222	26-May	David Elmore													Add stop at Mountain View for #208
223	26-May	Jim Burke						X							
224	26-May	Peggy Jones											X		add a bus bridge if train is suspended
225	26-May	Patricia M. Burch						X							
226	26-May	Anonymous phone call											X		
227	26-May	Laura McGeehon											X		
228	26-May	Jennifer Davis						X							
229	26-May	Robert Koehler						X							
230	26-May	Yasumasa Morita						X							Station to station pricing
231	26-May	Marcia Enns & Family													Duplicate of #198
232	26-May	Walt													Duplicate under different name
233	26-May	Ellen Schultz						X							
234	26-May	Bonnie Harms											X		
235	26-May	Monica Bernal	X					X		X					raise fares but keep service
236	26-May	The City of Burlingame													Duplicate of #221
237	26-May	Ivan Marcin						X							
238	26-May	Vicky Jones						X							
239	26-May	Paul Belomy											X		
240	26-May	Jeanne Patterson	X					X							
241	26-May	Horst Nickisch											X		
242	26-May	insook	X										X		keep some service, increase fares
243	26-May	Ester Park											X		
244	27-May	zhuxtab	X					X							fare increse if necessary
245	27-May	Jeremy											X		Keep at least some service
246	27-May	Judith A. Benner											X		Keep at least some service
247	27-May	Vinny McLoughlin	X										X		
248	27-May	Mike Fogel	X												Do not cut service
249	27-May	Curtis Palm											X		
250	27-May	Carol Wells	X					X							
251	27-May	Steve Miller						X		X					
252	27-May	Lisa A. Hampton, LVN													Duplicate of #102
253	27-May	Mal Schoen						X							
254	27-May	Michael Ballen											X		
255	27-May	Gladwyn d'Souza	X		X		X								Incr fares even more to sustain service
256	27-May	Winnie Lee						X							
257	27-May	Jun Yan						X							
258	27-May	Judy Orellana						X	X						
259	27-May	Charles W Dawe											X		
260	27-May	Diana	X			X			X	X					
261	27-May	Abbe Funk											X		
262	27-May	Bob Burkhardt	X					X		X			X		
263	27-May	Judi Allen													lease parking space to raise revenue

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:			Increase Fare and/or Fees				Service Suspension						Bike Fee		Comments		
			\$0.25 base/zone		Go Pass		Parking		Weekend		1-hr Mid-day		Gilroy			For	Agnst
No.	Date	Name	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	
264	27-May	Shaun Pennington															Do not cut service, no specifics
265	27-May	Steven Green												X			
266	27-May	Vasile Stanescu				X			X								
267	27-May	Brenda Hammond	X											X			
268	27-May	Barbara Zukowski							X								
269	27-May	Molly Molloy				X			X	X							
270	27-May	Wendy Arendt							X								
271	27-May	Skye Wang															Do not cancel Vallco Shuttle
272	27-May	Mary Ayers												X			
273	27-May	Chris Walker	X											X			
274	27-May	Wendy Baumgardner												X			
275	27-May	Barbara Zukowski															Duplicate of #268
276	27-May	Bonnie Harms															Duplicate of #234
277	27-May	Barbara Saxton					X										raise one-time rider fares
278	27-May	Keith Perry															keep service for Giant games
279	27-May	John Uconvich												X			
280	27-May	Mathew T. Lipson				X			X		X						keep some weekend service
281	27-May	Prasad Boddupalli								X							
282	27-May	Marylou Avanzino	X			X											do not cut service
283	27-May	Paul K.							X								
Total			46	11	4	5	10	4	6	104	18	14	2	103	6	9	
Community Meeting Comments																	
San Francisco																	
1	27-May	S.F. Resident							X								
2	27-May	anonymous							X	X							
3	27-May	S.F. Resident							X								ask Giants for funds
4	27-May	S.F. Resident	X		X		X		X	X							incr base 25 cents
5	27-May	Shirley Johnson				X											
6	27-May	anonymous				X			X	X							
San Carlos																	
7	27-May	Jim Bigelow				X				X							keep peak hour and BB
8	27-May	John															less weekend svc bearable, coll. fares
9	27-May	Ross Bruce							X								guarantee Broadway will not close
10	27-May	Barbara Zukowski							X								guarantee Broadway will not close
11	27-May	Martin						X									Caltrain is a commute service
12	27-May	Doug DeLong				X			X	X		X					reduce monthly parking discount
13	27-May	George Cranin											X				ask Giants for funds, add concessions
14	27-May	Jeff Carter			X												ad raps, incr fares but not happy
15	27-May	Andy Chow							X							X	airport prkg, ded. fund, elect board
16	27-May	Amelo Anatela															higher fares than reduce service
17	27-May	Irvin Dawid			X	X			X	X			X				coll. fares

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:			Increase Fare and/or Fees				Service Suspension						Bike Fee		Comments		
			\$0.25 base/zone		Go Pass		Parking		Weekend		1-hr Mid-day		Gilroy			For	Agnst
No.	Date	Name	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	
18	27-May	Cedric de la Beaujardiere	X						X	X							add wireless, get ded. Funding
19	27-May	Shirley Ingalls		X					X	X							coll. Fares, reduce conductors
20	27-May	Brandin									X		X				mid-day a problem for Tamien
21	27-May	Silvia					X										
22	27-May	Olinski							X								more signage for ticket machines
23	27-May	Jack	X						X								no senior disc during peak
24	27-May	Ed Delanoy															shorter trains, do not cut service
25	27-May	anonymous							X								
26	27-May	Beatrice	X						X								coll. fares
27	27-May	Karolyn McKenna															coll. fares
28	27-May	John McKenna	X												X		
29	27-May	anonymous															need financial incentive to ride Caltrain
Santa Clara																	
30	27-May	Nancy Thomas															coll. fares
31	27-May	Jeffrey Oldham															incentive system for selling tickets
32	27-May	Bruce Rideout				X				X			X				
33	27-May	Ross Holly	X										X				
34	27-May	Ryan & Hannah			X				X		X						coll. fares
35	27-May	Brian Wilfley							X								
36	27-May	Alvin Cura			X				X								
37	27-May	Bill Theyskens											X				
38	27-May	Bob Mack							X								coll. fares
39	27-May	Linda Morris	X										X				
40	27-May	Akil Wemus				X							X				
41	27-May	Teresa											X				
42	27-May	Pat James											X				
43	27-May	Sue Gaumont											X				
44	27-May	Chris								X			X				
45	27-May	Tom Gorndo															do not cut svc, incr ridership
46	27-May	John Braslin	X		X								X				coll. Fares
47	27-May	Michael Ludwig	X						X				X				
48	27-May	Jim	X		X								X				
49	27-May	Nick Perry	X						X						X		
50	27-May	Paul							X								
51	27-May	Ryan							X								
52	27-May	Tracey Carral	X						X				X				incr fare, but no svc cuts
53	27-May	Lupita Gaeta							X				X				slight fare incr, but no svc cuts
54	27-May	Diane Madril											X				
55	27-May	anonymous	X										X				
56	27-May	anonymous	X						X								ask Giants for funds, sm fare incr ok
57	27-May	John Carpenter							X								have limited weekend service
58	27-May	group consensus											X				hard to get riders back if svc cut

Caltrain Public Comments Regarding Fare Increases & Service Suspensions Option

Written and Phone Comments:

No. Date Name
 Total Community Meetings
 Total Comments
 Total e-mail, letter and phone Comments
 Percent of total comments

Increase Fare and/or Fees						Service Suspension						Bike Fee	
\$0.25 base/zone		Go Pass		Parking		Weekend		1-hr Mid-day		Gilroy		For	Agnst
For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst
13	1	2	3	6	1	1	23	6	3	1	19	1	2
59	12	6	8	16	5	7	127	24	17	3	122	7	11
424													
13.9%	2.8%	1.4%	1.9%	3.8%	1.2%	1.7%	30.0%	5.7%	4.0%	0.7%	28.8%	1.7%	2.6%

Comments

Note - Bike fees are no longer an option

**Peninsula Corridor Joint Powers Board
Board of Directors Meeting
County Building/Santa Clara Board of Supervisors Chambers
70 W. Hedding Street, San Jose, CA 95110**

**Minutes
May 7, 2009**

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

MEMBERS ABSENT: J. Cisneros, A. Kalra

MTC LIAISON: S. Lempert

STAFF PRESENT: G. Cameron, G. Harrington, C. Harvey, R. Haskin, R. Lake,
R. Lee, M. Martinez, I. McAvoy, N. McKenna, D. Miller,
S. Murphy, M. Scanlon, M. Simon

PUBLIC COMMENT

Jeff Oldham, San Jose, said working together with bicyclists will improve Caltrain service for all passengers.

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said Caltrain abruptly stopped distributing yellow destination bike tags. At the February JPB meeting bicyclists asked for the return of the destination tags. Director Ken Yeager asked about the stoppage and staff cited extreme cost. The SFBC stepped in and provided green destination tags for bicyclists.

Director Yeager asked if the bike tags could be sold at staffed stations in San Francisco and San Jose. Executive Director Michael Scanlon said staff will resume providing the yellow destination bike tags.

Jeff Carter, Burlingame, said he has heard from passengers that the San Jose Diridon station is not well stocked with timetables and Amtrak information. He said he is glad to see the new signage at the Diridon station directing people to the correct tracks.

Pat Giorni, Burlingame, said she attended the December Bicycle Advisory Committee (BAC) meeting and staff said the bike destination tags were no longer going to be produced and distributed citing costs. At the March BAC meeting staff suggested perhaps the bike coalition might step up to produce and distribute destination tags since the Caltrain tag downloading strategy did not appear to solve the problem. Ms. Giorni said this is a perfect reason for transforming the BAC into a true openly public forum rather than continuing it as an in-house technical advisory group. She would encourage the Board to direct staff to create an open and formal BAC by posting a public notice and soliciting public membership and participation.

Director Nat Ford arrived at 10:11 a.m.

Ed DeLanoy, San Carlos, said it is time for management to take over the running of Caltrain and have shorter trains to save fuel.

Chair Gage said the JPB has a \$10 million deficit. Everyone has spoken about giving the maximum service so everyone is happy. Chair Gage said that is not going to happen. He doesn't want anyone to be disillusioned now because if the Board has to start cutting service, the level of service that has been provided in the past will cease. Chair Gage said the Board will ask the questions, listen to the public and all ideas are appreciated, but the reality is when there is no money, there is no service. Chair Gage said he knows everyone will step up to the idea of helping the Board try to resolve this problem, but he doesn't want to bust anyone's bubble thinking they are going to get everything they need.

Jacob Park, San Francisco Bay Railroad, said he represents the short-line in San Francisco and supports electrification and High Speed Rail (HSR). He is concerned about a Memorandum of Understanding (MOU) between the state and railroad agencies reducing pollution levels to 1990 standards by 2030. The current plans of Caltrain allow freight for five hours between midnight and 5 a.m. and basically eliminate the South San Francisco yard and lower the clearance to 17 feet. This does not accommodate freight and does not allow for growth of freight. Mr. Park said the Port of San Francisco, the Port of Redwood City and the 24 shippers on the line require freight to stay in business. Mr. Park said both freight and passenger rail coexisted for 150 years and can still coexist as long as there is room for improvement.

CONSENT CALENDAR

Director Sean Elsbernd asked that item (d) Award of Contract to Ojo Technology, Inc. to Provide Maintenance and Repair Services for the Closed Circuit Television (CCTV) Security Video System be removed from the consent calendar for discussion.

The Board approved the following items:

- a) Approval of Minutes of April 2, 2009
- b) Acceptance of the Statement of Revenues and Expenses, March 2009
- c) Authorization to Enter into a License Agreement for an Underground Utility Crossing with Pacific Gas and Electric (PG&E)

Award of Contract to Ojo Technology, Inc. to Provide Maintenance and Repair Services for the Closed Circuit Television (CCTV) Security Video System

Director Elsbernd said more than 40 people looked at this proposal on the Web, nine firms attended the pre-bid conference, but only one bid was submitted. He said given this economy he thought more bids would have been received. Director Elsbernd asked what efforts are being taken to make sure more bids are received in the future and what kind of inquiries were made about why more bids were not received.

Director of Contracts and Procurement Cheryl Cavitt said staff takes all measures to make sure contracts are well advertised. She said an e-mail notification is sent to everyone on the Contracts and Procurement database, advertisements are put in newspapers and on the District's procurement Web page. Ms. Cavitt said this was also run through the Disadvantaged Business Enterprise (DBE) officer who maintains a separate database of vendors and a special notification

is sent to them.

Mr. Scanlon asked staff to conduct a survey of those who did not participate.

The Board approved the award of Contract to Ojo Technology, Inc. to Provide Maintenance and Repair Services for the Closed Circuit Television (CCTV) Security Video System

CHAIRPERSON'S REPORT

No report.

MTC LIAISON REPORT

Sue Lempert reported:

- She has been attending weekly meetings on HSR and also attended Assemblyman Jerry Hill's town hall meeting in Belmont. She said staff has done an outstanding job of listening and answering the public's concerns. A coalition has been formed with some of these cities and they are working for and against HSR.
- There was a climate change meeting at the Metropolitan Transportation Commission (MTC) on May 4, 2009. Ms. Lempert said it is very important to move ahead with HSR and electrification because it is overwhelming what it does to address climate change. Ms. Lempert suggested Mr. Scanlon distribute the diesel emission chart to the Board.

Director Yeager said that at the climate change meeting it was stated that to achieve climate change will require a revolution in the consumption habits of Americans, and that such sweeping change will be uncomfortable.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

CAC Chair Gerry Graham reported at the April meeting:

- A presentation was given on TransLink.
- Staff said the mini-high platforms were installed at Mountain View and will be added at Menlo Park, Redwood City and San Carlos.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported the following:

- Monthly Performance Statistics – March 2009
 - a. Total Ridership was 964,058, a decrease of 1 percent.
 - b. Average Weekday Ridership was 36,529, a decrease of 0.3 percent.
 - c. Total Revenue was \$3,387,013, an increase of 4.6 percent.
 - d. On-time Performance was 98.1 percent, an increase of 3.6 percent.
 - e. Caltrain Shuttle Ridership was 6,333, an increase of 8.5 percent.
- Year-to-date Performance Statistics ending March 2009
 - f. Total Ridership was 9,538,594, an increase of 10.3 percent.
 - g. Average Weekday Ridership was 40,237, an increase of 10.3 percent.
 - h. Total Revenue was \$32,314,984, an increase of 11.7 percent.
 - i. On-time Performance was 95.3 percent, an increase of 2 percent.
 - j. Caltrain Shuttle Ridership was 6,193, an increase of 19 percent.
- The preliminary budget faces serious issues that were exacerbated by State Transit Assistance (STA) cuts.

- There were two fatalities this week.
- HSR and Bikes on Board continue to be of great interest.
- Since Board approval of the MOU with HSR last month, staff has been making significant progress, particularly in shaping a meaningful public participation process.
- As of the first weekend in May a total of 18 of the 27 gallery cars have been converted to provide the 40 bike spaces each and the remaining cars will be done by the end of May. Staff hopes to have the Bombardier cars converted by the end of July. During the month of April the two-bike-car consists were operating 96.2 percent of the time.
- Upcoming special events in May include KaBoom on May 9, Bay to Breakers on May 17 and Kids R Giants Too on May 27.
- Ridership for the Sharks season was up 9 percent over last year on regularly scheduled trains.
- Giants ridership through April is up 23 percent.
- The transition to the 8-ride ticket is going well.
- The reading file contains the monthly Safety & Security Report.

Electrification Update

Chief Development Officer Ian McAvoy said the environmental document has been submitted to the Federal Railroad Administration (FRA). Staff has received questions from the FRA on changes on the cost estimation and funding issues to make sure there is a valid funding plan for the project. Electrification is on every list for funding. Mr. McAvoy said staff is receiving requests from individual cities to provide an update on electrification. Presentations have been set at San Mateo on May 18, South San Francisco on May 27 and Burlingame on June 1.

ANNUAL PASSENGER COUNTS

Chief Operating Officer Chuck Harvey made a presentation that included the following information:

- This annual count is conducted every February to provide year-to-year historical measurements and to guide the allocation of resources. This data is also part of ongoing negotiations with the three partner agencies on how to distribute the operating subsidies per year by county.
- Physical headcounts are done on every weekday train for five straight days and averaged; one weekend is counted.
- Average weekday ridership is 39,422 up 5.8 percent.
- There was an increase in ridership in all time frames.
- All station groupings had increased ridership.
- Nineteen stations had an increase in ridership and five stations had a decrease in ridership.
- The top ten stations are San Francisco, Palo Alto, Mountain View, San Jose Diridon, Millbrae, Redwood City, Hillsdale, Sunnyvale, Menlo Park and San Mateo.
- Peak period ridership on the Baby Bullet trains averaged 549 riders; express/local trains 501 riders; mid-line/skip trains 431 riders; and local trains 273 riders.
- All three counties had increased ridership; Santa Clara County has the highest ridership.
- Ridership on the Gilroy extension is staying fairly constant.
- Average weekday bicycle ridership was up 21.3 percent.
- Top five stations for bicycle boardings are San Francisco 4th/King, Palo Alto, Mountain View, San Jose Diridon and Redwood City.
- Bike capacity will be increased by 28 percent in summer of 2009.

- Weekend service decreased 7 percent from 2008, but is up from pre-shutdown ridership.
- Fiscal Year 2010 budget remains challenging with a projected deficit. This data will be used to develop service suspension scenarios that impact the fewest number of customers, maintain service productivity and secure the largest cost reduction with the ability to reinstate service when possible.

Chair Gage asked if these counts will eventually go to an automated system. Mr. Harvey said it is not currently in the plan.

Ms. Lempert asked about the ridership per station and if the number is influenced by parking availability at the stations. She said staff should look at land use.

Director Yeager asked how a decrease in ridership can be evaluated if service is cut and fares are increased.

Mr. Harvey said this budget problem cannot be solved solely by cutting service or increasing fares. There isn't enough revenue to get close to the \$10 million gap unless fares are doubled or tripled.

Public Comment

Shirley Johnson, SFBC, said bicyclists want to help Caltrain during these difficult times. She said revenue will increase by removing more seats to accommodate more bicyclists. Ms. Johnson said once Caltrain improves consistency and adds enough bike capacity to eliminate bumping, cyclists who have abandoned Caltrain and new cyclists will come back.

Director Jim Hartnett raised the issue of staff focus on priorities and the ability of the Board to be able to focus on priorities, particularly as it relates to bikes on board. He thinks it is absolutely tremendous staff has received good ideas from the biking community and that everyone has been working together to increase bike capacity and consistency of service. Director Hartnett said staff started a plan that developed from working together and the plan will not be fully implemented until the summer. He said he finds it difficult to justify staff devoting much in the way of resources to the bikes on board issue until after the plan is fully implemented and evaluated because there is limited amount of staff time and there are tremendous needs overall in the system. Director Hartnett said from his perspective he is happy for staff to focus its efforts on other things and not feel like they are going to get pressure from the Board to keep addressing, on a daily basis, bikes on board because it can't be justified. Secondly, Director Harnett is concerned about the repetition of similar data or arguments that staff and the Board have been hearing for a long period of time and that staff has fully evaluated and considered as the Board tries to address the bikes capacity issue. Director Harnett said the repetition does not generate additional credibility and at a certain point in time reduces the credibility. He also is concerned the Board is told from a national point of view that Caltrain is one of the most progressive systems in the country in terms of how bikes on board are handled and even allowed. Director Hartnett is concerned that Caltrain is never going to meet the expectations of people who wish to have bikes on board in the way that the system is currently operating. After implementation is completed, with what is possible, and the system is still failing to meet the expectations of the bicyclists it should be considered whether or not to provide the service. When a very good product is being sold and people say "I don't like it even

though it has some great qualities because it doesn't meet what I really need, it is not consistent, it doesn't do for me what I need, which primarily is consistency," then the Board and staff have to consider whether or not to even sell a product. Director Hartnett said he is not suggesting discontinuing bike service, but is suggesting that if the expectations are going to be at a certain level and they can't be filled then he is not sure it's a great idea to continue the service.

ACCEPTANCE OF THE QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND OUTLOOK FOR THE QUARTER ENDED MARCH 31, 2009

Bill Osher of Tamalpais Wealth Management reported the JPB portfolio is doing exceptionally well. He purchased some very high quality securities before interest rates fell. Mr. Osher is impressed by a number of things going on including production in key areas of the economy, which is far below the demand. Mr. Osher said there are clear signs the worst is over. Interest rates rose by 100 basis points during a period when the economy declined by 6 percent. Mr. Osher said people have to be aware that there was a very powerful decline, perhaps the worst recession since the Great Depression. The stock market has gone up day-after-day for weeks, but people should expect continued volatility and not be surprised to see a bit of a set back.

The motion (Ford/Elsbernd) to accept the quarterly investment report was approved.

INTRODUCTION OF PROPOSED ACTION TO AMEND THE RULES OF PROCEDURE FOR THE PENINSULA CORRIDOR JOINT POWERS BOARD TO EXTEND THE PUBLIC COMMENT PERIOD ON NON-AGENDIZED ITEMS FROM ONE MINUTE TO TWO MINUTES

There was no discussion on this item.

Public Comment

Jeff Carter, Burlingame, thanked the Board for addressing this issue, but would like to suggest increasing the time to three minutes and the Chair could use discretion to lower the time to two minutes, depending on the agenda.

Mr. Gage indicated the chair already has discretion to adjust the public comment period to manage the Board meetings.

PUBLICATION AND APPROVAL OF THE PROPOSED DISADVANTAGED BUSINESS ENTERPRISE (DBE) OVERALL ANNUAL GOAL OF 13 PERCENT FOR THE FISCAL YEAR 2010

Disadvantaged Business Enterprise (DBE) Officer Raymond Lee asked the Board for authorization to publish for public comment the proposed DBE participation goal of 13 percent for the next federal fiscal year, which commences on October 1. Mr. Lee said the JPB is required to develop DBE participation goals on federally assisted contracts on an annual basis. For the upcoming year the JPB expects to utilize approximately \$68 million in FTA funds for various construction and engineering projects, including approximately \$10 million in American Recovery Reinvestment Act (ARRA) funds. He said the recommended goal of 13 percent was analyzed and developed in accordance with prescribed federal methodologies. Mr. Lee said a public meeting was jointly held with other Bay Area transit agencies on April 22. Mr. Lee said the 13 percent is a reasonable projection for DBE participation for the upcoming federal fiscal

year. He said the JPB does recommend achieving the goal on both a combination of race-neutral and race conscious-measures. Mr. Lee said race-neutral means awarding contracts without consideration of race or gender and race-conscious means setting individual contract goals for DBE participation. Mr. Lee said staff will use race-conscious measures only when race-neutral measures fail. Staff is recommending the Board authorize the Executive Director to execute the California Department of Transportation Disadvantaged Business Enterprise Program Implementation Agreement for Local Agencies in order to maintain federal highway eligibility; the JPB is expecting about \$13.6 million of federal highway assistance in the next federal fiscal year. Mr. Lee said public input is a required element of the DBE program and in the event there is no public comment that requires a change to this goal staff recommends the Board authorize the Executive Director to submit the goal to the FTA.

For fiscal year 2009 the overall goal is 13 percent and as of March 31, the JPB is at 13.72 percent with an additional six months remaining in the year.

The motion (Hartnett/Lloyd) to approve the proposed DBE overall annual goal of 13 percent for fiscal year 2010 was approved by roll call.

AUTHORIZATION TO INITIATE THE PROCESS OF ESTABLISHING A FUEL HEDGING PROGRAM AND SELECTING A FINANCIAL INSTITUTION

Chief Financial Officer Gigi Harrington said this is a request to allow staff to initiate the process for a fuel hedging program for fiscal year 2010. Ms. Harrington said staff is proposing to hedge 50 percent of the fuel portfolio and keep the remaining 50 percent at market prices. Staff will be using a financial mechanism called a cap, which essentially is a form of insurance purchased at the beginning of the fiscal year for a fixed fee determined on bid day.

Ms. Harrington said should fuel go above this price, the financial institution will pay the amount which was paid and if the price of the fuel is below the price paid then market prices are paid. Ms. Harrington said half of the fuel prices will be capped or fixed for one fiscal year. The JPB will enter into an agreement with a financial institution that has at least one AA rating. Ms. Harrington said staff is proposing to come back next spring with a report to the Board before making any recommendations.

Public Comment

Jeff Carter, Burlingame, said this looks like a good program for Caltrain and hopes the Board approves it.

Ed DeLanoy, San Carlos, said there is a surplus of oil and fuel and 50 percent is a large amount to hedge.

Director Sean Elsbernd confirmed this action is to just initiate discussion and staff will be coming back to the Board with the numbers. Ms. Harrington said she will be providing an update at the June meeting and will bring documents for consideration.

The motion (Elsbernd/Ford) to initiate the process of establishing a fuel hedging program and selecting a financial institution was approved by roll call.

PRELIMINARY FISCAL YEAR 2010 OPERATING BUDGET

Ms. Harrington made the following points:

- Fiscal Year 2010 budget assumes the same current level of service as FY2009.
- The estimated FY2010 budget is out of balance by \$10.1 million.
- Total estimated revenue for FY2010 is \$91.9 million and total estimated expenses are \$102.1 million.
- The largest increase in expenses is \$3.1 million for the Amtrak contract. The total increase in the FY2010 budget is \$4.3 million.
- The annual member agency contribution is projected to remain flat for the coming fiscal year.

Director Yeager asked about the \$1 million increase in administrative fees and what are the options to reduce this amount. Mr. Scanlon said this number has already been cut significantly. A professional firm was brought in to look at overhead at SamTrans. Mr. Scanlon said staff will look again, but isn't very optimistic a lot will be found to be reduced.

Ms. Lempert said it might be worthwhile to look at other agencies that share administrative fees to see what they pay in fees.

Mr. Scanlon said a cost allocation firm came in and spent a lot of time with staff, they looked at what people do and how they do it. The art of charging time is something that is very critical. Staff is now more diligent to make sure that the charges are right.

Ms. Lempert said when there are budget cuts the first thing to look at is administration because it hurts the user less.

Director Elsbernd asked about the Shuttle Revenue and Expense line item.

Ms. Harrington said there is \$1.1 million in employer contributions and the JPB receives about \$1 million in grants from AB434 for the shuttle program so the actual amount that has to be funded directly by the JPB is relatively small. She will look at how these numbers are tracking.

Chair Gage said there is no need to have board meetings in the other counties if this saves money and it is more cost effective to have them in San Carlos.

Ms. Harrington and Mr. Harvey described current and possible steps that could assist in reducing the \$10.1 million gap:

- A hiring freeze is in place and has saved almost \$1 million; the freeze will be rolled forward into FY2010. There is also a fuel savings in 2009.
- In FY2010 there is potentially an opportunity to discuss preventative maintenance, the fuel hedging program will allow the fuel budget to be reduced and staff will go through the administrative and Amtrak budget with a fine tooth comb for any opportunities.
- Staff looked at service suspension scenarios that do not directly impact the core ridership, which are the peak periods.
- Service suspensions include the total elimination of weekend service. On a net basis the preliminary numbers show a savings of about \$2 million on an annualized basis. One of the problems is that these service changes cannot be implemented by July 1. Staff has to

- conduct a public hearing, implement changes with Amtrak crews, re-bid and redesign work and post layoff notices. The earliest these changes can be made is October.
- Midday service could be taken back to hourly and would have the least impact on potential ridership and revenue.
 - If weekend service is suspended, 1 million riders will be lost from the yearly total. If service is reduced during midday to hourly Caltrain will lose about 100,000-200,000 riders.
 - The savings on midday service could be as much as \$2.5 million on an annualized basis through more efficient scheduling and crew runs.
 - Gilroy service is not very expensive to operate since there are only three trains a day in each direction. The cost is about \$400,000, but eliminating the service could make the budget problem bigger because these are long-distance riders who produce high revenue.
 - Staff is going to study the impact of a 25-cent increase on the base fare and/or a 25-cent increase on the zone. The zone fare increase would probably result in a loss of between 500,000-600,000 passengers per year, but would net about \$2.2 million on an annualized basis or \$1.7 million over three-quarters of a fiscal year. The base fare increase of 25-cents would result in the loss of 400,000 riders, but net \$1.5 million or \$1.1 million over three-quarters of a year. If both fare increases are implemented about 1 million riders would be lost, but there would be a gain of about \$3.7 million dollars in net annual revenue.
 - Pricing of the GO Pass will be looked at. Staff is looking at surveys completed by the users and suspects the GO Pass is under-priced and needs to be adjusted, but staff has to be careful how far it is adjusted on a daily and monthly rate.
 - Next steps include public meetings in May, a public hearing on June 4, approval of a budget in July that includes any changes needed to balance the budget and implement any service or fare changes on October 1.

Director Harnett said he appreciates all the time and effort that went into this. The Board is currently dealing with this year's challenges and FY2010 budget. Director Hartnett said it is important to look out the next year or two and the plans include a process for dealing with establishing principles for dealing with a three-year budget. He knows a two-year budget cannot be adopted, but it would be very helpful to have two or three years set out. Director Hartnett said the Board needs to look at revenue sources for this organization and embark, sooner rather than later, on a united effort to identify any consistent revenue source that can support this operation. Also a timetable needs to be identified by which this independent source of revenue is secured. Director Hartnett isn't sure how in two years out Caltrain operates and this concerns him greatly. He would at some point like to have a better understanding of the implications of working with HSR that is revenue neutral.

CALL FOR A PUBLIC HEARING ON JUNE 4, 2009 TO DECLARE A FISCAL EMERGENCY FOR THE PENINSULA CORRIDOR JOINTS POWER BOARD FOR FISCAL YEAR 2010

Ms. Harrington said this item requests the Board to call for a public hearing to consider declaring a fiscal emergency. A fiscal emergency under the California Environmental Quality Act (CEQA) would allow the Board to make service adjustments without a prolonged environmental process. Staff is asking to call for this public hearing in the event the Board does decide to make adjustments to the service.

The motion (Ford/Yeager) to call for a public hearing on June 4, 2009 to declare a fiscal emergency for FY2010 was approved.

CALL FOR A PUBLIC HEARING ON JUNE 4, 2009 FOR CONSIDERATION OF SERVICE SUSPENSIONS AND/OR FARE CHANGES FOR THE FISCAL YEAR 2010 BUDGET

Mr. Harvey said this formalizes the recommendation staff presented in the prior report to call for a public hearing for the regularly scheduled Board meeting on June 4 to receive comments on potential options for service adjustments and fare changes to address the budget deficit. The specific proposals will be advertised to the public for the public meetings and presented to the Board.

Mr. Scanlon requested the specific proposals include the possibility of a surcharge for people with bikes. He heard it loud and clear today the bike community wants to help and he thinks they are genuine. Special Assistant to the CEO Mark Simon has received three or more e-mails suggesting this recommendation from the bike community.

Chair Gage said everything needs to be put on the table with a \$10 million deficit and in order to continue the service everything needs to be looked at.

The motion (Lloyd/Ford) to call for a public hearing on June 4, 2009 for consideration of service suspensions and/or fare changes for FY2010 was approved.

STATE AND FEDERAL LEGISLATIVE UPDATE

Government Affairs Manager Seamus Murphy made the following points:

- The SamTrans sponsored AB116 passed unanimously out of the Assembly Appropriations Committee last week. This bill provides a more streamlined contracting and procurement process for both Caltrain and SamTrans.
- The state budget could have a potential shortfall of \$23 billion over the current fiscal year. Staff has serious concerns because this shortfall could potentially freeze some of the bond financings, including HSR as well as Proposition 1B.
- HSR continues to attract more attention at the state level. Some of the legislators are soliciting Caltrain for opinions on these bills and asking what Caltrain's position might be. There is clearly a call for greater oversight and accountability to the HSR Authority. Staff will be meeting with lawmakers to make two things clear: First, the agreement with HSR is preserved and protected regardless of how the governance issues are resolved, and, secondly, nothing in regards to governance affects Caltrain's potential access to ARRA funds at the federal level.
- The administration released a strategic plan a couple of weeks ago and Caltrain projects are well positioned to fit into the first two phases of funding.

Public Comment

Jeff Carter, Burlingame, spoke about the fiscal emergency and asked why a public agency has to pay taxes on fuel when it is being used for the good of the public. He said dedicated funding has been brought up many times for the past 25 years and blown off and only since Mr. Scanlon has been here has it been taken seriously. Mr. Carter said with a fiscal emergency being declared next month can Caltrain look at getting gas or sales tax increased to help solve the problem.

Director Yeager left at 11:45 a.m.

CORRESPONDENCE

Provided in the reading file.

BOARD MEMBER REQUESTS

None.

GENERAL COUNSEL REPORT

No report.

DATE/TIME/PLACE OF NEXT MEETING

Thursday, June 4, 2009, 10 a.m. at San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

ADJOURNED

Adjourned at 11:50 a.m.

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD
ENDING APRIL 30, 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 April 2009 and supplemental information.

SIGNIFICANCE

Revenue: For April of Fiscal Year 2009, *Total Operating Revenue* (line 7) is \$552,841 or 1.4 percent *worse* than budget. Within total operating revenue *Farebox Revenue* (line 1) and *Rental Income* (line 4) are \$76,939 or 0.2 percent *worse* than budget, and *Other Income* (line 5) which is *worse* than budget by \$456,769 or 72.2 percent due to investment losses and timing issues and is expected to approach budget by year end. Compared to the prior year, *Total Operating Revenue* (line 7) is \$1,483,163 or 3.8 percent *higher*, driven by *Farebox Revenue* (line 1) which is \$3,468,731 or 10.7 percent *higher*.

Expense: *Grand Total Expenses* (line 46) show a favorable variance of \$6,035,568 or 7.6 percent. *Total Operating Expense* (line 31) is \$5,401,647 or 7.6 percent *better* than budget. Within total operating expense *Contract Operating & Maintenance* (line 23) is \$422,266 or 0.9 percent *better* than budget and *Fuel* (line 25) is *better* than budget by \$4,740,233 or 33.9 percent. *Total Administrative Expense* (line 40) is \$633,921 or 8.4 percent *better* than budget.

Compared to prior year, *Grand Total Expenses* (line 46) are \$3,535,196 or 5.1 percent *higher*. The increase in expense over the prior year is mainly due to *Contract Operating & Maintenance* (line 23) which is \$5,465,340 or 13.0 percent *higher* offset by *Fuel* (line 25) which is \$1,849,379 or 16.6 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

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PENINSULA CORRIDOR JOINT POWERS BOARD

STATEMENT OF REVENUE AND EXPENSE

FISCAL YEAR 2009

APRIL 2009

% OF YEAR ELAPSED **83.3%**

	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	3,646,903	32,493,550	35,962,281	36,094,258	99.6%	41,669,414	44,369,414	81.1%	1
2	Parking Revenue	179,586	1,788,295	1,759,120	1,762,755	99.8%	2,128,054	2,128,054	82.7%	2
3	Shuttles	93,571	894,205	899,744	915,241	98.3%	1,134,036	1,134,036	79.3%	3
4	Rental Income	134,283	1,312,925	1,391,928	1,336,890	104.1%	1,604,340	1,604,340	86.8%	4
5	Other Income	269,543	2,217,165	176,231 ^(A)	633,000	27.8%	2,111,720	759,600	23.2%	5
6										6
7	TOTAL OPERATING REVENUE	4,323,885	38,706,140	40,189,303	40,742,144	98.6%	48,647,564	49,995,444	80.4%	7
8										8
9	CONTRIBUTIONS:									
10	AB-434-Peninsula Feeder Shuttle	83,333	861,963	850,511	853,372	99.7%	1,034,355	1,034,355	82.2%	10
11	Operating Grant	794	179,956	77,448	77,448	100.0%	211,000	211,000	36.7%	11
12	JPB Member Agencies	3,284,715	31,890,442	32,847,155	32,847,150	100.0%	39,416,585	39,416,585	83.3%	12
13	Other Sources	0	1,130,711	0	5,023,509	0.0%	6,047,623	7,144,285	0.0%	13
14										14
15	TOTAL REQUIRED REVENUE	3,368,842	34,063,072	33,775,114	38,801,479	87.0%	46,709,563	47,806,225	70.7%	15
16										16
17	GRAND TOTAL REVENUE	7,692,727	72,769,211	73,964,417	79,543,623	93.0%	95,357,127	97,801,669	75.6%	17
18										18
19										19
20	EXPENSE									
21										21
22	OPERATING EXPENSE:									
23	Contract Operating & Maintenance	4,602,287	42,044,298	47,509,638	47,931,904	99.1%	58,501,434	58,596,434	81.1%	23
24	Shuttles (Including Peninsula Pass)	257,077	2,387,010	2,470,296	2,510,243	98.4%	3,012,891	3,012,391	82.0%	24
25	Fuel	619,748	11,111,323	9,261,944	14,002,177	66.1%	14,408,059	16,802,601	55.1%	25
26	Timetables & Tickets	4,513	162,211	158,280	161,740	97.9%	218,000	218,000	72.6%	26
27	Insurance	341,697	3,154,873	3,831,699	3,854,959	99.4%	4,535,000	4,535,000	84.5%	27
28	Facilities and Equipment Maintenance	113,736	927,532	930,343	980,793	94.9%	1,713,750	1,693,750	54.9%	28
29	Utilities	73,947	902,884	1,030,471	1,110,000	92.8%	1,725,270	1,725,270	59.7%	29
30	Services	93,508	773,407	785,967	828,470	94.9%	1,180,300	1,180,800	66.6%	30
31	TOTAL OPERATING EXPENSE	6,106,513	61,463,539	65,978,638	71,380,285	92.4%	85,294,704	87,764,246	75.2%	31
32										32
33	ADMINISTRATIVE EXPENSE:									
34	Wages & Benefits	438,862	4,579,379	4,371,739	4,759,348	91.9%	5,966,333	5,832,833	75.0%	34
35	Board Of Directors	818	8,554	7,287	9,038	80.6%	16,300	16,300	44.7%	35
36	Professional Services	(36,321)	1,088,912	1,281,958	1,475,552	86.9%	1,726,850	1,749,670	73.3%	36
37	Communications/Marketing	15,493	138,956	139,491	175,352	79.5%	311,000	311,000	44.9%	37
38	Other Office Expense and Services	102,382	876,908	1,146,159	1,161,264	98.7%	1,275,344	1,361,024	84.2%	38
39										39
40	TOTAL ADMINISTRATIVE EXPENSE	521,234	6,692,709	6,946,634	7,580,555	91.6%	9,295,827	9,270,827	74.9%	40
41										41
42	Long Term Debt Expense	93,153	685,900	582,783	582,783	100.0%	766,596	766,596	76.0%	42
43										43
44	CEMOF - Startup Expense	0	1,130,711	-	-	0.0%	0	0	0.0%	44
45										45
46	GRAND TOTAL EXPENSES	6,720,901	69,972,859	73,508,055	79,543,623	92.4%	95,357,127	97,801,669	75.2%	46

(A) Includes investments losses.

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



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF APRIL 30, 2009

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Restricted)	Liquid Cash	1.607%	7,836,889	7,850,808
Investment Portfolio (Unrestricted)	Liquid Cash	1.766%	13,785,668	13,927,939
			21,622,557	21,778,747
Accrued Earnings for April 2009	\$25,312.22	(1)		
Cumulative Earnings FY2009	\$417,890.91			

(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 1.001776145 as reported by LAIF for quarter ending March 31, 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: Ian B. McAvoy
Chief Development Office

SUBJECT: **AUTHORIZE THE ACCEPTANCE OF FISCAL YEAR 2007 TRANSIT SECURITY GRANT PROGRAM BASE FUNDING AND EXECUTION OF REQUIRED DOCUMENTATION TO RECEIVE THE FUNDS**

ACTION

Staff Coordinating Council (SCC) recommends that the Board authorize the Executive Director, or his designee, to accept the grant award notification (GAN), and execute required assurances, certifications and other necessary documentation to receive up to \$1,461,578 in Fiscal Year 2007 Base Transit Security Grant Program (TSGP) funds for the station hardening project.

SIGNIFICANCE

The Department of Homeland Security has programmed a total of \$1,461,578 in FY2007 Base TSGP funds for station hardening, which will provide funding to install bollards and protective window film at key Caltrain stations. The station hardening project is consistent with the recommendations of the Threat & Vulnerability Assessment prepared for the Peninsula Corridor Joint Powers Board and will allow Caltrain to better protect its riders, employees, and property from potential security breaches.

BUDGET IMPACT

Federal TSGP funding for this project is already included in the adopted FY2009 and prior year Capital Budgets. There is no local match requirement for FY2007 TSGP funds.

BACKGROUND

The U.S. Department of Homeland Security (DHS) has programmed Federal TSGP funds to the JPB based on the recommendation of the San Francisco Bay Area Regional Transit Security Working Group (RTSWG). The RTSWG makes recommendations regarding the programming of Federal TSGP funds and is responsible for updating the Regional Transit Security Strategy (RTSS), which provides the vision, goals and objectives for meeting the region's transit security needs. The JPB is a member of the Regional Transit Security Working Group (RTSWG), along with other eligible transit operators in the San Francisco Bay Area. In FY2007, the DHS programmed funding in two separate cycles referred to as Base TSGP funds and Supplemental TSGP funds. The DHS requires separate resolutions from project sponsors receiving FY2007 Base and Supplemental TSGP funds. The FY2007 funds will be released to the Peninsula Corridor Joint Powers Board upon approval of environmental clearance.

RESOLUTION NO. 2009-

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

**AUTHORIZING THE ACCEPTANCE OF FISCAL YEAR 2007 TRANSIT
SECURITY GRANT PROGRAM BASE FUNDING AND EXECUTION OF
REQUIRED DOCUMENTATION TO RECEIVE THE FUNDS**

WHEREAS, the San Francisco Bay Area Regional Transit Security Working Group (RTSWG), comprised of transit operators in the San Francisco Bay Area including the Peninsula Corridor Joint Powers Board, is responsible for updating the Regional Transit Security Strategy (RTSS), which provides the vision, goals, and objectives for meeting the region’s transit security needs, and also for making recommendations to the U.S. Department of Homeland Security (“DHS”) regarding the programming of Federal Transit Security Grant Program (“TSGP”) funds; and

WHEREAS, based on the recommendation of the RTSWG, the DHS has programmed FY 2007 Federal Base TSGP funds, in an amount of \$1,461,578, to the Peninsula Corridor Joint Powers Board for station hardening, including the installation of bollards and protective window film at key Caltrain stations; and

WHEREAS, in FY 2007, the DHS programmed funding in two separate cycles referred to as Base TSGP funds and Supplemental TSGP funds and the DHS requires separate resolutions from project sponsors receiving FY 2007 Base and Supplemental TSGP funds; and

WHEREAS, funding for the station hardening project is already included in the adopted FY 2009 and prior year Capital Budgets.

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

- 1) Authorizes the Executive Director, or his designee, to accept the Grant Award Notice (GAN) and execute and file assurances, certifications, and other documentation required to receive FY 2007 Base TSGP funds on behalf of the Peninsula

Corridor Joint Powers Board, in an aggregate amount of \$1,461,578, for the station hardening project, and

2) Authorizes the Executive Director, or his designee, to take any other actions necessary for the purpose of obtaining federal financial assistance provided by the DHS.

Regularly passed and adopted this 4th day of June, 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: Ian B. McAvoy
Chief Development Office

SUBJECT: **AUTHORIZE THE ACCEPTANCE OF FISCAL YEAR 2007 TRANSIT SECURITY GRANT PROGRAM SUPPLEMENTAL FUNDING AND EXECUTION OF REQUIRED DOCUMENTATION TO RECEIVE THE FUNDS**

ACTION

Staff Coordinating Council (SCC) recommends that the Board authorize the Executive Director, or his designee, to execute funding agreements, assurances, certifications and other necessary documentation required to receive up to \$959,556 in Fiscal Year 2007 Supplemental Transit Security Grant Program (TSGP) funds for closed circuit televisions (CCTVs) to be installed at the Centralized Equipment Maintenance and Operational Facility (CEMOF) and security training.

SIGNIFICANCE

The Department of Homeland Security has programmed a total of \$959,556 in FY2007 Supplemental TSGP funds for the following projects:

<u>Project</u>	<u>TSGP Amount</u>
CEMOF CCTV	\$888,626
Security Training	<u>\$70,930</u>
	<u>\$959,556</u>

The projects listed above are consistent with the recommendations of the JPB's Threat & Vulnerability Assessment and they will allow Caltrain to enhance protection of its riders, employees and property from potential security breaches.

BUDGET IMPACT

Federal TSGP funding for the CEMOF CCTV project is already included in the adopted FY2009 Capital Budget. Federal TSGP funding for security training is proposed for inclusion as part of the FY2010 Operating Budget. There is no local match requirement for the FY2007 TSGP funds.

BACKGROUND

The U.S. Department of Homeland Security (DHS) has programmed Federal TSGP funds to the JPB based on the recommendation of the San Francisco Bay Area Regional Transit Security Working Group (RTSWG). The RTSWG makes recommendations regarding the programming of Federal TSGP funds and is responsible for updating the Regional Transit Security Strategy (RTSS), which provides the vision, goals and objectives for meeting the region's transit security needs. The JPB is a member of the Regional Transit Security Working Group (RTSWG), along with other eligible transit operators in the San Francisco Bay Area. In FY2007, the DHS programmed funding in two separate cycles referred to as Base TSGP funds and Supplemental TSGP funds. The DHS requires separate resolutions from project sponsors receiving FY 2007 Base and Supplemental TSGP funds. The FY2007 supplemental funds have recently been released to Bay Area transit agencies.

Prepared by: Suna Mullins, Administrator, Capital Programs & Grants

650.508.6490

RESOLUTION NO. 2009-

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

**AUTHORIZING THE ACCEPTANCE OF FISCAL YEAR 2007 TRANSIT
SECURITY GRANT PROGRAM SUPPLEMENTAL FUNDING AND
EXECUTION OF REQUIRED DOCUMENTATION TO RECEIVE THE FUNDS**

WHEREAS, the San Francisco Bay Area Regional Transit Security Working Group (RTSWG), comprised of transit operators in the San Francisco Bay Area including the Peninsula Corridor Joint Powers Board, is responsible for updating the Regional Transit Security Strategy (RTSS), which provides the vision, goals, and objectives for meeting the region's transit security needs, and also for making recommendations to the U.S. Department of Homeland Security ("DHS") regarding the programming of Federal Transit Security Grant Program ("TSGP") funds; and

WHEREAS, based on the recommendation of the RTSWG, the DHS has programmed FY 2007 Federal Supplemental TSGP funds, in an amount of \$959,556, to the Peninsula Corridor Joint Powers Board for closed circuit televisions to be installed at the Centralized Equipment Maintenance and Operational Facility (CEMOF CCTV) and security training; and **WHEREAS**, in FY 2007, the DHS programmed funding in two separate cycles referred to as Base TSGP funds and Supplemental TSGP funds and the DHS requires separate resolutions from project sponsors receiving FY 2007 Base and Supplemental TSGP funds; and

WHEREAS, funding for the CEMOF CCTV project is already included in the adopted FY 2009 Capital Budget and funding for the security training project is proposed for inclusion as part of the FY2010 Operating Budget.

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

- 1) Authorizes the Executive Director, or his designee, to accept the Grant Award Notice (GAN), and execute and file assurances, certifications, and other documentation required to receive FY 2007 Supplemental TSGP funds on behalf of the

Peninsula Corridor Joint Powers Board, in an aggregate amount of \$959,556, for the CEMOF CCTV and security training projects, and

2) Authorizes the Executive Director, or his designee, to take any other actions necessary for the purpose of obtaining federal financial assistance provided by the DHS.

Regularly passed and adopted this 4th day of June, 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: Ian B. McAvoy
Chief Development Officer

SUBJECT: **AMENDMENT OF RESOLUTION 2009-10 AUTHORIZING THE FILING
OF FISCAL YEAR 2009 FEDERAL TRANSIT ADMINISTRATION
GRANT APPLICATIONS**

ACTION

Staff Coordinating Council (SCC) recommends the Board approve an amendment to Resolution 2009-10 to authorize the Executive Director, or his designee, to submit grant applications to the Federal Transit Administration (FTA) and to execute agreements required to receive an additional \$1,701,998 in Section 5307 Urbanized Area Formula Program funds, \$880,441 in Section 5309 Fixed Guideway Modernization Program funds and \$8,073,936 in Surface Transportation Program (STP) funds for an additional \$10,656,375 in federal funds.

SIGNIFICANCE

The proposed amendment will result in the addition of the Caltrain/Altamont Commuter Express (ACE) Santa Clara Station project, with a corresponding increase of \$1,701,998 in Section 5307 funds and \$880,441 in Section 5309 funds, and the San Mateo Railroad Bridges and Grade Separation Program project, with a corresponding increase in \$8,073,936 in STP funds, to the Peninsula Corridor Joint Powers Board's (JPB) Fiscal Year 2009 (FY2009) grant applications. The new total amount of federal funds will increase from \$30,909,267, previously approved by the Board at its March 5, 2009 meeting, to \$41,565,642. The FTA applications, with the proposed additions, will include the following projects:

<u>Project</u>	<u>Section 5307 Amount</u>	<u>Total¹</u>
• Systemwide Track & Related Structures Rehabilitation	\$4,659,106	\$5,823,883
• Signal/Communication Rehabilitation	\$4,891,335	\$6,114,169
• Accessible Capital Enhancement	\$804,000	\$1,005,000
• Caltrain/ACE Santa Clara Station	\$1,701,998	\$2,127,498
	<u>\$12,056,439</u>	<u>\$15,070,550</u>

¹ Each figure in the *Total* column includes the federal grant and local matching amounts.

<u>Project</u>	Section 5309	
	<u>Amount</u>	<u>Total¹</u>
• Systemwide Track & Related Structures Rehabilitation	\$12,428,505	\$15,535,632
• Wide Spectrum (Data) Radio ATCS 2 nd Channel	\$1,660,000	\$2,075,000
• Signal/Communication Rehabilitation	\$5,526,321	\$6,907,902
• Narrow Banding	\$440,000	\$550,000
• Caltrain/ACE Santa Clara Station	\$880,441	\$1,100,552
	<u>\$20,935,267</u>	<u>\$26,169,086</u>

<u>Project</u>	STP Amount	
	<u>STP Amount</u>	<u>Total¹</u>
• Diridon Station: Track/Signal/Terminal Rehab/Upgrade	\$500,000	\$564,780
• San Mateo Railroad Bridges and Grade Separation Program	\$8,073,936	\$9,120,000
	<u>\$8,573,936</u>	<u>\$9,684,780</u>

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

BUDGET IMPACT

The \$10,656,375 increase in federal funds and the required \$1,691,675 increase in matching funds are already included in the adopted FY2009 and prior year Capital budgets.

BACKGROUND

On March 5, 2009, the Board adopted Resolution 2009-10, which authorized the filing of grant applications to receive funding programmed to the JPB as part of its annual allotment of funds from the FTA. Since that time, the San Joaquin Regional Rail Commission, the operator of the ACE service, has agreed to transfer FTA funding programmed for ACE’s share of the Caltrain/ACE Santa Clara Station project to the JPB, which is the project lead. In addition, the California Department of Transportation is providing STP funds in lieu of Highway Bridge Program funds for the San Mateo Railroad Bridges and Grade Separation Program to enable the JPB to secure these federal funds through the FTA. The increase in funding to the JPB for both of these projects has been formally programmed by the Metropolitan Transportation Commission. Once the Board has authorized the amendment to Resolution 2009-10, these projects will be included in the JPB’s applications to the FTA.

Prepared by: Joel Slavitt, Manager, Capital Programs and Grants

650.508.6476

¹ Each figure in the *Total* column includes the federal grant and local matching amounts.

RESOLUTION NO. 2009 -

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

* * *

**APPROVING AMENDMENT TO RESOLUTION 2009-10 TO AUTHORIZE THE
FILING OF APPLICATIONS WITH THE FEDERAL TRANSIT ADMINISTRATION
FOR AN ADDITIONAL \$1,701,998 IN SECTION 5307 URBANIZED AREA FORMULA
PROGRAM FUNDS, AN ADDITIONAL \$880,441 IN SECTION 5309 FIXED
GUIDEWAY MODERNIZATION PROGRAM FUNDS AND AN ADDITIONAL
\$8,073,936 IN SURFACE TRANSPORTATION PROGRAM FUNDS, AND THE
EXECUTION OF GRANT AGREEMENTS REQUIRED TO RECEIVE THE FUNDS
FOR CALTRAIN CAPITAL PROJECTS**

WHEREAS, the Peninsula Corridor Joint Powers Board adopted Resolution 2009-10 on March 5, 2009 to authorize the Executive Director, or his designee, to execute and file applications on behalf of the Peninsula Corridor Joint Powers Board to receive its annual allotment of programmed funds from the Federal Transit Administration (FTA); and

WHEREAS, the San Joaquin Regional Rail Commission, the operator of the Altamont Commuter Express (ACE), has agreed to transfer FTA funding programmed for ACE's share of the Caltrain/ACE Santa Clara Station project to the Peninsula Corridor Joint Powers Board, which is the project lead; and

WHEREAS, the California Department of Transportation proposes to provide Surface Transportation Program (STP) funds in lieu of Highway Bridge Program funds for the San Mateo Railroad Bridges and Grade Separation Program to enable the Peninsula Corridor Joint Powers Board to secure these federal funds through the FTA; and

WHEREAS, the increase in FTA funding to the Peninsula Corridor Joint Powers Board for the Caltrain/ACE Santa Clara Station and San Mateo Railroad Bridges and Grade Separation Program projects have been formally programmed by the Metropolitan Transportation Commission; and

WHEREAS, the Peninsula Corridor Joint Powers Board desires to amend Resolution 2009-10, authorizing the execution and filing of applications for FTA grants and related funding agreements, to include the Caltrain/ACE Santa Clara Station and the San Mateo Railroad Bridges and Grade Separation Program projects, and

WHEREAS, the \$10,656,375 increase in federal funds and the required increase of \$1,691,675 in local match are already included in the adopted Fiscal Year 2009 and prior year Capital Budgets.

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

1. Amends Resolution 2009-10 to authorize the Executive Director, or his designee, to execute and file applications on behalf of the Peninsula Corridor Joint Powers Board with the U.S. Department of Transportation’s Federal Transit Administration, and to execute agreements to receive an additional \$1,701,998 in 49 U.S.C. § 5307 Urbanized Area Formula grant funds, an additional \$880,441 in 49 U.S.C. § 5309 Fixed Guideway Modernization Program grant funds, and an additional \$8,073,936 in 23 U.S.C. § 133 Surface Transportation Program (STP) grant funds, as part of the full funding amounts more particularly described as follows:

	Section 5307
	<u>Amount</u>
Systemwide Track & Related Structures Rehabilitation	\$4,659,106
Signal/Communication Rehabilitation	\$4,891,335
Accessible Capital Enhancement	\$804,000
Caltrain/ACE Santa Clara Station	<u>\$1,701,998</u>
	<u>\$12,056,439</u>
	Section 5309
	<u>Amount</u>
Systemwide Track Rehabilitation & Related Structures	\$12,428,505
Wide Spectrum (Data) Radio ATCS 2nd Channel	\$1,660,000
Signal/Communication Rehabilitation	\$5,526,321
Narrow Banding	\$440,000
Caltrain/ACE Santa Clara Station	<u>\$880,441</u>
	<u>\$20,935,267</u>

	<u>STP Amount</u>
Diridon Station: Track/Signal/Terminal Rehab/Upgrade	\$500,000
San Mateo Railroad Bridges and Grade Separation Program	<u>\$8,073,936</u>
	<u>\$8,573,936</u>

2. Affirms that all other provisions of Resolution 2009-10 remain in force and effect.

Regularly passed and adopted this 4th day of June 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: Ian B. McAvoy
Chief Development Officer

**SUBJECT: AUTHORIZE AN ALLOCATION REQUEST OF \$20.6 MILLION IN
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
FUNDS FOR THE SOUTH TERMINAL STATION PROJECT**

ACTION

Staff Coordinating Council (SCC) recommends the Board adopt a resolution authorizing the Executive Director, or his designee, to submit a funding allocation request to the California Transportation Commission (CTC) for \$20.6 million from the State Transportation Improvement Program (STIP) programmed to the Peninsula Corridor Joint Powers Board in Fiscal Year (FY) 2010, and to execute any agreements, certifications, and/or assurances required to receive the funding.

SIGNIFICANCE

A total of \$20.6 million has been programmed from the 2008 STIP in FY2010 to the JPB. These funds are programmed to the \$52 million South Terminal Station project. The South Terminal Station project will provide additional station platforms and associated track, signal and civil work that will ultimately improve operational capacity, reliability and flexibility at the Diridon station and the near vicinity in San Jose.

BUDGET IMPACT

There is no budget impact associated with this allocation request.

The estimated cost of the South Terminal Station project is \$52 million, and \$47.8 million has already been budgeted in the Capital budgets including this \$20.6 million in STIP funds. The balance, or \$4.225 million, will be considered as part of the FY2010 Capital Budget deliberation process to fully fund the project.

BACKGROUND

The STIP is comprised of both the Regional Improvement Program (RIP) and the Interregional Transportation Improvement Program (ITIP). The \$20.6 million programmed to the JPB for the South Terminal Station project is part of the ITIP, which provides funding for intercity rail and interregional road projects. Proposed improvements that are part of the South Terminal Station project will benefit Caltrain, as well as operators that serve other regions of the State including the Capital Corridor, Altamont Commuter Express (ACE), Amtrak and the Union Pacific.

RESOLUTION NO. 2009-

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

**AUTHORIZING THE SUBMISSION OF AN ALLOCATION REQUEST TO THE
CALIFORNIA TRANSPORTATION COMMISSION FOR \$20.6 MILLION IN
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUNDS FOR
THE SOUTH TERMINAL STATION PROJECT**

WHEREAS, pursuant to Government Code Section 14529, the California Transportation Commission ("CTC") passed Resolution No. G-08-08, dated May 29, 2008, which adopted the 2008 State Transportation Improvement Program ("STIP"); and

WHEREAS, the statute provides that the CTC include in the STIP an Interregional Transportation Improvement Program ("ITIP"); and

WHEREAS, the CTC programmed \$20.6 million in STIP funds in the ITIP to the Peninsula Corridor Joint Powers Board ("JPB") for the South Terminal Station project; and

WHEREAS, pursuant to the adopted 2009 Capital Budget, the Peninsula Corridor Joint Powers Board ("PCJPB") anticipates the expenditure of \$20.6 million of such STIP funds for its South Terminal Station project.

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

1. Authorizes the Executive Director, or his designee, to submit a funding allocation request to the California Transportation Commission (CTC) for \$20,600,000 from the State Transportation Improvement Program (STIP) programmed to the Peninsula Corridor Joint Powers Board (JPB) in Fiscal Year 2010; and

2. Authorizes the Executive Director, or his designee, to execute any agreements, certifications, and/or assurances required to receive the funding.

Regularly passed and adopted this 4th day of June 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: Martha Martinez
JPB Secretary

SUBJECT: **AMENDMENT TO THE RULES OF PROCEDURE FOR THE
PENINSULA CORRIDOR JOINT POWERS BOARD TO EXTEND THE
PUBLIC COMMENT PERIOD ON NON-AGENDIZED ITEMS FROM
ONE MINUTE TO TWO MINUTES**

ACTION

Staff Coordination Council (SCC) recommends that the board authorize the amendment to the Rules of Procedures to extend the public comment period on non-agendized items from one (1) minute to two (2) minutes.

SIGNIFICANCE

Currently, the public comment period on non-agendized items is one (1) minute. At the suggestion of Board Chair Don Gage, this amendment to the Board's Rules of Procedure would extend the public comment period on non-agendized items to two (2) minutes to allow for greater input from persons wishing to address the Board or a committee of the Board concerning items that are of interest to the public.

The change in the period allotted for public comment on non-agendized items requires the amendment of Section 8, Public Comment, of the Board's Rules of Procedure, which section currently defines the public comment period on non-agendized items as one (1) minute. In order to amend the Rules of Procedure, Section 20 requires the introduction of the change to the Board at a meeting prior to the one at which the Board approves it. This item was introduced to the Board at their May 7 board meeting.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Chair Don Gage suggested that the public comment period on non-agendized items be extended from one minute to two minutes.

Prepared By: Martha Martinez, JPB Secretary

650.508.6242

RESOLUTION NO. 2009 –

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

* * *

**AMENDING THE RULES OF PROCEDURE FOR THE BOARD OF DIRECTORS
TO EXTEND THE PUBLIC COMMENT PERIOD ON NON-AGENDIZED
ITEMS FROM ONE MINUTE TO TWO MINUTES**

WHEREAS, pursuant to Resolution No. 1992-50, dated November 4, 1992, the Board of Directors adopted the Rules of Procedure for the Board of Directors of the Peninsula Corridor Joint Powers Board to govern its proceedings; and

WHEREAS, pursuant to Section 8, Public Comment, the Rules of Procedure currently defines the public comment period on non-agendized items as one (1) minute; and

WHEREAS, at the Board meeting on May 7, 2009, staff introduced the proposed recommendation to extend the public comment period on non-agendized items from one (1) minute to two (2) minutes to allow for greater input from persons wishing to address the Board or a committee of the Board concerning items of public interest to the public and to amend the Board's Rules of Procedure in Section 8 to reflect this change.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby amends Section 8 of the Rules of Procedure for the Board of Directors to extend the public comment period on non-agendized items from one (1) minute to two (2) minutes.

Regularly passed and adopted this 4th day of June 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
General Manager/CEO

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

**SUBJECT: AUTHORIZING AWARD OF A CONTRACT TO PROVIDE FEDERAL
LEGISLATIVE ADVOCACY SERVICES**

ACTION

Staff Coordinating Council (SCC) recommends that the Board:

1. Award a contract to Kadesh & Associates, LLC of Washington, DC to provide federal legislative advocacy services for a total not-to-exceed cost of \$300,000 over a two-year, six-month term.
2. Authorize the Executive Director or his designee to execute a contract for a two-year, six-month base term with Kadesh & Associates in full conformity with the terms and conditions of the solicitation documents.
3. Authorize the Executive Director or his designee to execute up to one additional one-year option term with Kadesh & Associates, at a total not-to-exceed cost of \$120,000, provided it is in the best interest of the JPB.

SIGNIFICANCE

Approval of the above actions will benefit the JPB by having its first federal legislative advocacy firm to:

- Analyze pending federal legislation, policies, and regulations affecting the JPB and its interests;
- Develop and implement strategies for advancing actions that are beneficial to the JPB and its programs at the federal legislative level;
- Identify programs for which the JPB can compete for funds and assist its efforts to secure funding through the annual appropriations process; and
- Provide representation and advocacy on behalf of the JPB in its dealings with relevant federal legislative bodies, agencies and related interest groups.

BUDGET IMPACT

Kadesh & Associates will provide services at the fixed rate of \$10,000 per month for the base term and the option year, if exercised.

Funding for legislative advocacy services will be available under approved and projected operating budgets.

BACKGROUND

A Request for Proposals (RFP) to provide Federal Legislative Advocacy Services was issued detailing the scope of services for the JPB. The solicitation information was advertised in *The Hill*, a Washington, DC lobbyist newspaper, on *The Hill's* web site, 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 22 firms downloaded the RFP from the web site. None of the firms that downloaded the RFP were DBEs. Nine proposals were received (none of which were from DBEs).

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

- Responsiveness of the proposal 0-25 points
- Consultant's qualifications and experience 0-45 points
- Size, structure and location of firm 0-10 points
- Proposed cost proposal 0-20 points

After review, evaluation, and initial scoring of proposals, the five top-ranked firms were invited for interviews. A request for Best and Final Offers was issued and responded to by all five firms. The Committee then met again to complete the final evaluation and consensus ranking. The Committee determined that Kadesh & Associates, the highest-ranked firm, is qualified to be selected for contract award. The top five firms are listed below in order of their final consensus ranking:

- Kadesh & Associates
- Akin Gump Strauss Hauer & Feld LLP
- Van Scoyoc Associates, Inc.
- Holland & Knight
- Patton Boggs LLP

Negotiations were conducted successfully with Kadesh & 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. Although there is no DBE participation on this contract, Kadesh & Associates has met the RFP requirements and it does not intend to subcontract any portion of its work. Staff therefore recommends award of a contract to this firm.

The term of this contract is designed so that it will co-terminate with the San Mateo County Transit District contract for federal legislative advocacy in order to facilitate a future joint solicitation.

Senior Contract Officer: Julie Taylor 650.508.7915
Project Manager: Seamus Murphy, Manager, Government Affairs 650.508.6388

RESOLUTION NO. 2009-

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

* * *

**AUTHORIZING AWARD OF CONTRACT TO
KADESH & ASSOCIATES, LLC FOR PROVIDING
FEDERAL LEGISLATIVE ADVOCACY SERVICES FOR THE AMOUNT
OF \$300,000 FOR A TWO-YEAR, SIX-MONTH TERM**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has solicited competitive proposals for providing legislative advocacy services to represent the JPB's legislative policy, budget, and regulatory interests at the federal level; and

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

WHEREAS, an Evaluation/Selection committee has reviewed proposals, conducted interviews, received best and final offers, and ranked all of the proposals according to the evaluation criteria set forth in the Request for Proposals (RFP) and has determined that Kadesh & Associates, LLC received the highest consensus ranking; and

WHEREAS, JPB legal counsel has reviewed the Kadesh & Associates proposal and has determined that it complied with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that the contract for federal legislative advocacy services be awarded to Kadesh & Associates for a two-year, six-month base term for a total fixed price of \$300,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board awards a contract for federal legislative advocacy services to Kadesh & Associates, LLC of Washington, DC, for a two-year, six-month base term for a total fixed price of \$300,000 inclusive of all ordinary travel, taxes, and other costs and expenses in accordance with the terms of the RFP; 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 Kadesh & Associates in full conformity with all of the terms and conditions of the RFP; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to exercise up to one additional one-year option term with Kadesh & Associates for the fixed amount of \$120,000 at the appropriate time and if deemed in the best interest of the JPB to do so.

Regularly passed and adopted this 4th day of June, 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: George Cameron C. H. (Chuck) Harvey
Chief Administrative Officer Chief Operating Officer

SUBJECT: **AWARD OF A CONTRACT TO PROVIDE REPAIR SERVICE FOR
MEI/SODECO (BNA52) BILL NOTE ACCEPTORS AND MEI/SODECO
(BNA52S) UPGRADE**

ACTION

Staff Coordinating Council (SCC) recommends that the Board:

1. Award a contract to the lowest responsive and responsible bidder, Ventek Transit, Inc. (Ventek) of Petaluma, CA, to provide repair service for MEI/Sodeco (BNA52) bill note acceptors and MEI/Sodeco (BNA52s) upgrade at a total estimated cost of \$363,996 for a five-year term.
2. Authorize the Executive Director to execute a contract with Ventek in full conformity with the terms and conditions of the bid specification documents.

SIGNIFICANCE

Award of this contract will provide the Peninsula Corridor Joint Powers Board (JPB) with a dedicated contractor that will provide service and repair for the bill note acceptors (BNAs).

BUDGET IMPACT

Funds to support these services are available under the approved and projected operating budgets.

BACKGROUND

The BNAs are an internal component of the automated ticket vending machines (TVMs) located at stations along the Caltrain right of way. Authorized JPB staff removes the BNAs from the TVMs and ships them out for the required cleaning and repair services.

The Invitation for Bids was a scheduled re-procurement for service and repair for the BNAs over a five-year term. Staff advertised the requirements on the Caltrain procurement Web site and in local newspapers. Notifications went out to interested bidders, including disadvantaged business enterprises (DBEs). Five solicitation packages were downloaded, including two from small and women-owned businesses. Three bids were received (none from DBEs) as follows:

Ventek Transit, Inc., Petaluma, CA	\$363,996
TWH Solutions, Inc., Quincy, CA	\$375,653
CapTech, Inc., New Rochelle, NY	\$420,564

The incumbent, Ventek Transit, currently has two three-year contracts. The first contract is for Level III Cleaning and Servicing for an estimated amount of \$47,150. The second contract is for Level IV Servicing, which includes overhaul and replacement of worn-out parts, for an estimated amount of \$49,990.

These two contracts were the first contracts awarded for BNA service, and provided the JPB with first-hand information about the actual cost of maintaining and repairing BNAs. From the data collected over a three-year period it was discovered that the number of required parts and material necessary was more than double the amount originally estimated. Other factors affecting the increased contract cost include:

- the contract term changing from three years to five years; and
- all 150 bill note acceptors must be upgraded to the new BNA57 model because the circuit board for the BNA52 model is no longer available from the manufacturer.

Contract Officer: Brian Geiger 650.508.7973
Project Manager: Greg Moyer, Superintendent Maintenance Technical Services 650.508.7987

RESOLUTION NO. 2009-

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

* * *

**AUTHORIZING AWARD OF A CONTRACT TO VENTEK TRANSIT, INC. TO
PROVIDE REPAIR SERVICE FOR MEI/SODECO (BNA52) BILL NOTE ACCEPTORS
AND MEI/SODECO (BNA52S) UPGRADE FOR THE ESTIMATED
COST OF \$363,996.63 FOR A FIVE-YEAR PERIOD**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has solicited bids to provide repair service for MEI/Sodeco (BNA52) bill note acceptors and MEI/Sodeco (BNA52S) upgrade; and

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

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

WHEREAS, the Executive Director recommends that the contract be awarded to the lowest responsive, responsible bidder, Ventek Transit, Inc. of Petaluma, California, whose bid meets the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Ventek Transit, Inc. to provide repair service for MEI/Sodeco (BNA52) bill note acceptors and MEI/Sodeco (BNA52S) upgrade for a total estimated cost of \$363,996.63, for a five-year term, inclusive of all taxes, delivery and other costs; 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 Ventek Transit, Inc. in full conformity with the terms and conditions of the bid solicitation documents.

Regularly passed and adopted this 4th day of June, 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: C.H. (Chuck) Harvey
Chief Operating Officer

SUBJECT: KEYCALTRAIN PERFORMANCE STATISTICS APRIL 2009
(Table A, Graph A)

For April 2009, Caltrain average weekday ridership (AWR) decreased 2.1 percent when compared to April 2008. AWR based on ticket sales was 39,115 for April 2009, a decrease of 821 over April 2008. The total number of passengers for the month of April 2009 was 1,006,241. This is a 4.9 percent decrease over last year's April total of 1,058,315.

In April 2009, on-time performance was 96.7 percent, as compared to 95.1 percent in April 2008. This represents an improvement that surpasses the JPB goal of 95 percent on-time.

Average weekday shuttle ridership was 6,045; down 2.5 percent over the same month last year. Stanford University's Marguerite shuttles provided only an estimate of its monthly ridership because some route changes were made in the past 30 days. For the station shuttles, the Millbrae-Broadway shuttle averaged 91 daily riders. The Tamien-San Jose shuttle averaged 63 riders per Saturday/Sunday. The Belmont-Hillsdale shuttle averaged 75 daily riders.

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

Caltrain April 2009 Promotions

Earth Day - To encourage more people to jump on the green bandwagon, Caltrain co-hosted an Earth Day Fair at the Redwood City Caltrain Station April 23. In addition to Caltrain information, the free lunch-time event featured informational booths sponsored by Allied Waste, the American Heart Association, Chair Reaction Bicycles, the Peninsula Traffic Congestion Relief Alliance, PG&E and the San Mateo County Food System Alliance. The event was promoted with ads in the San Mateo Daily Journal.

Giants Baseball - Caltrain returned as the vehicle of choice for Peninsulans headed to baseball games at AT&T Park. Opening Day was April 7th, with Caltrain handling 4,267 riders inbound and 6,954 riders outbound. The victorious Giants ended the game at 4:53pm, in the heart of the afternoon peak. The Marketing Department highlighted Caltrain's service in a number of ways. A brochure and news release detailed the combination of regular trains and special service that is offered. TV spots began to air on Comcast in early April and will continue through baseball season. Caltrain ads promoting the service were slotted for April and May on sfgate.com, and the Giants reminded fans about Caltrain via five scoreboard messages.

KFOG KaBoom - In preparation for the KFOG KaBoom event at Piers 30/32 in early May, Caltrain promoted the regular and extra service offered to this event through take ones, a news release and partnership with KFOG. A special "button" and link on the Caltrain Web page connected to KFOG's site and vice versa.

Caltrain for Visitors and Leisure Travel - Although the majority of Caltrain's riders are commuters, it's important to maintain visibility for tourists and other visitor and leisure riders. Caltrain was featured in an ad in April in the San Mateo County/Silicon Valley Official Visitors Guide 2009/2010 and the World 2 Do Hotel listings. Three new promotional offers also were added to Caltrain's "Fun Destinations" link on the Caltrain Web site.

Prepared by: Janet McGovern, Sales & Promotions Supervisor
Anthony E. Waller, Service Planner

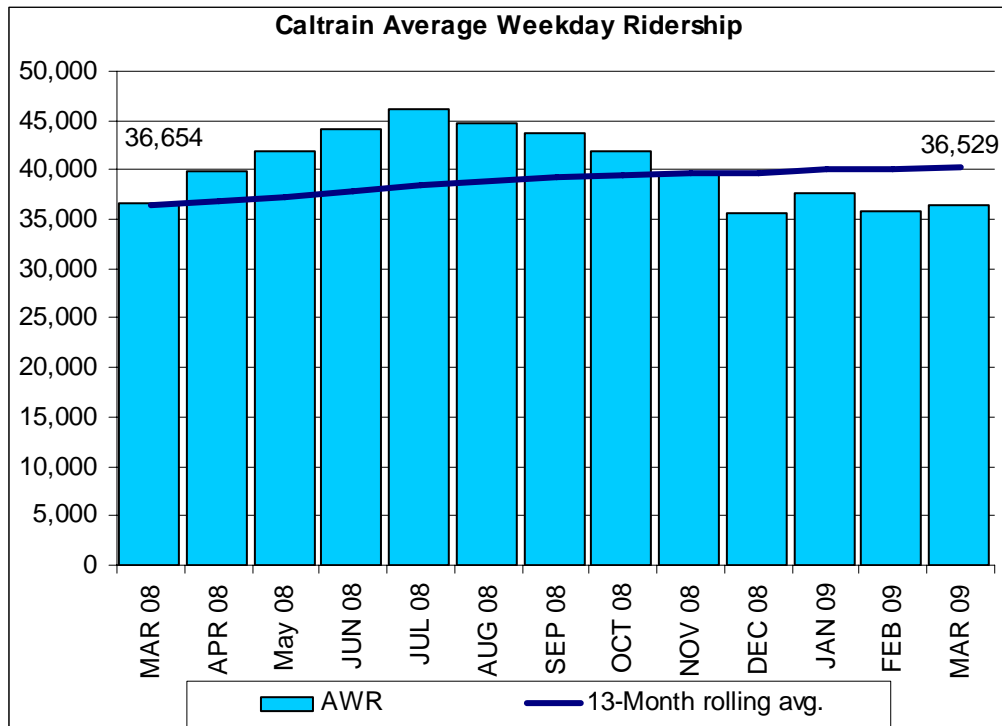
650.508.6244
650.622.8026

Table A

April 2009			
	FY 08	FY 09	%Change
Total Ridership	1,058,315	1,006,241	-4.9%
Average Weekday Ridership			
Ridership	39,936	39,115	-2.1%
Total Revenue	\$3,564,346	\$3,646,903	2.3%
On-time Performance	95.1%	97%	1.7%
Caltrain Shuttle Ridership	6,201	6,045	-2.5%

Year to Date			
	FY 08	FY 09	%Change
Total Ridership	9,705,149	10,544,835	8.7%
Average Weekday Ridership			
Ridership	36,822	40,125	9.0%
Total Revenue	\$32,490,694	\$35,961,884	10.7%
On-time Performance	93.4%	95.40%	2.2%
Caltrain Shuttle Ridership	6,133	6,178	0.7%

Graph A



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Chief Financial Officer

SUBJECT: **PROPOSED CALTRAIN FISCAL YEAR 2010 OPERATING BUDGET**

ACTION

This report is submitted for informational purposes only. No policy action is requested at this time.

CHANGES SINCE MAY

At the May Board meeting, staff presented a preliminary operating budget with a deficit of \$10.1 million. Since then, in an effort to reduce the deficit, staff is pleased that the budget can be balanced with modest adjustments to service and revenue, following adjustments to several line items, including:

- Decrease Farebox Revenue by \$1 million to reflect the slowdown in the economy
- Increase Operating Grants by \$2.071 million to include \$2 million of preventative maintenance funding expected to be allocated from the Metropolitan Transportation Commission and \$71,000 of funding for security training
- Increase Security Services by \$71,000 for grant funded security training, offset by the increase in Operating Grants
- Decrease Fuel costs by \$2.5 million to reflect anticipated savings due to the proposed fuel hedging program
- Increase Facilities and Equipment Maintenance by \$150,000 to fund the continuation of the bike capacity expansion program
- Decrease Administrative Expense by \$410,000 due to reductions in staff, consultants and bank fee projections

In addition, staff has been carefully reviewing the FY2009 operating budget to isolate any savings that can be rolled over to FY2010. Staff has identified a total of \$3.7 million mostly related to savings in fuel costs.

As outlined in the Public Hearing for Consideration of Service Suspensions and/or Fare Changes for the FY2010 Budget staff report included in today's agenda, service suspensions and/or fare changes are currently under consideration.

The preliminary FY2010 operating budget assumes a net reduction of \$2.7 million due to the implementation of a combination of service and revenue adjustments currently under consideration. Based on the final outcome of the Public Hearing and the Board's action, staff may need to ask the Board to adjust the budget later in June.

SIGNIFICANCE

The FY2010 Caltrain Operating Budget proposal (Attachment "A") shows an operating budget of ~~\$102.1~~ **\$96.7** million, ~~an increase~~ a **decrease** of ~~\$4.3~~ **\$1.2** million, or ~~4.4~~ **1.2** percent, from the FY2009 revised budget. ~~Expenditures exceed revenues by approximately \$10.1 million.~~

Fiscal Year 2010 Revenue Projections

Total revenues for FY2010 are projected to be ~~\$91.9~~ **96.7** million, a ~~decrease of \$4.8~~ **which represents a small decrease** from the FY2009 revised budget (**\$55,000**). Revenues include the following significant components:

- FY2010 Operating Revenue for Caltrain is projected to be ~~\$51.3~~ **\$50.3** million, an increase of ~~\$1.3 million~~ **\$300,000**, or ~~2.5~~ **0.5** percent over the FY2009 revised budget. These figures include the fare increase implemented during FY2009. Compared to the originally adopted FY2009 budget, farebox revenue is increasing by ~~\$3.1~~ **\$2.1** million or ~~7.5~~ **5.1** percent.
- Total Contributed Revenue is projected to be ~~\$40.7~~ **\$46.4** million, a decrease of ~~\$6.0~~ **\$323,000** or ~~12.9~~ **0.7** percent primarily due to a decrease in Other Sources utilized in the previous year **offset by additional grant funding**.
 - JPB Member Agency contributions do not include the customary 3 percent inflationary increase and are projected to remain flat due to the elimination of State Transit Assistance funds for each Member Agency. The total proposed contributions for each Member Agency are as follows:
 - San Mateo - \$16,521,289
 - Santa Clara - \$15,878,129
 - San Francisco - \$7,017,167
 - Other Sources are decreasing by ~~\$6.0~~ **\$2.4** million. These funds ~~were~~ **are derived** mainly **from** ~~FY2008~~ **FY2009** rail operator **fuel** savings that were carried forward into ~~FY2009~~ **FY2010**.

Fiscal Year 2010 Expense Projections

Grand Total Expense for FY2010 is projected to be ~~\$102.1~~ **\$96.7** million, ~~an increase~~ a **decrease** of ~~\$4.3~~ **\$1.2** million, or ~~4.4~~ **1.2** percent from the FY2009 revised budget. Expenses include the following significant components:

□ Operating Expenses for Caltrain are projected at ~~\$90.7 million~~ **\$88.4 million**, an increase of ~~\$2.9 million~~ **\$665,000**, or ~~3.4~~ **0.8** percent over the FY2009 revised budget. Included in that amount are the following items:

- Rail Operator Service is increasing by \$3.1 million due primarily to contractually required increase in Amtrak service costs.
- Fuel costs are projected to ~~increase by \$273,000~~ **decrease by \$2.2 million** in FY2010 to ~~\$17.1 million~~ **\$14.6 million**. ~~based on a projected fuel price of \$3.50 per gallon. This price per gallon was used in the FY2009 revised budget, which was an increase of 50 cents per gallon over the price in the FY2009 adopted budget.~~

At the direction of the Board at its May 7 meeting, staff has begun researching a fuel hedging program as a means of reducing volatility and uncertainty in the fuel budget. Based upon this research, staff ~~will provide~~ has ~~revised~~ reduced projections **by \$2.5 million** at the June Board meeting. The request for authorization to proceed with the fuel hedging process is included in this meeting's agenda.

□ Administrative expenses are projected to increase by ~~\$976,000~~ **\$566,000** or ~~10.5~~ **6.1** percent over the FY2009 revised budget mostly due to changes in the allocation of staff time and corresponding benefits. The reallocation in staff time is reflective of a time study the District has undertaken that identified staff members who have not been charging their time appropriately to the JPB.

As discussed at previous Board meetings, Caltrain's reserves are well below reasonable levels and the agency continues to face a structural imbalance.

To address two requests by the Board, attached are the following:

1. The JPB's Sources and Uses of Funds for the Shuttle program (Attachment "B")
2. Two versions of the JPB's Ten Year Budget Forecast (Attachment "C")
 - The first version includes no increase of partner contributions over the FY2010 level. .
 - The second version includes an increase of partner contribution at a rate of 3 percent per year beginning in FY2011

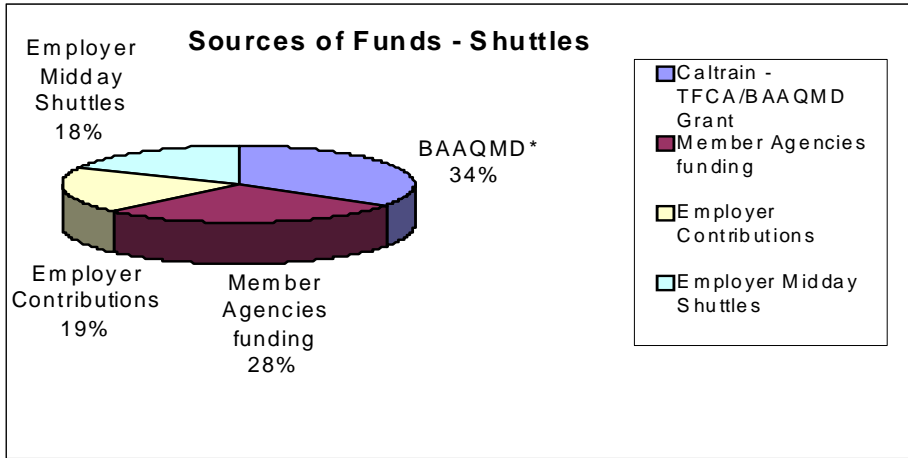
Prepared by: Ladi Bhuller, Manager, Budgets

650.508.7755

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
BUDGET PROPOSAL
FY2010

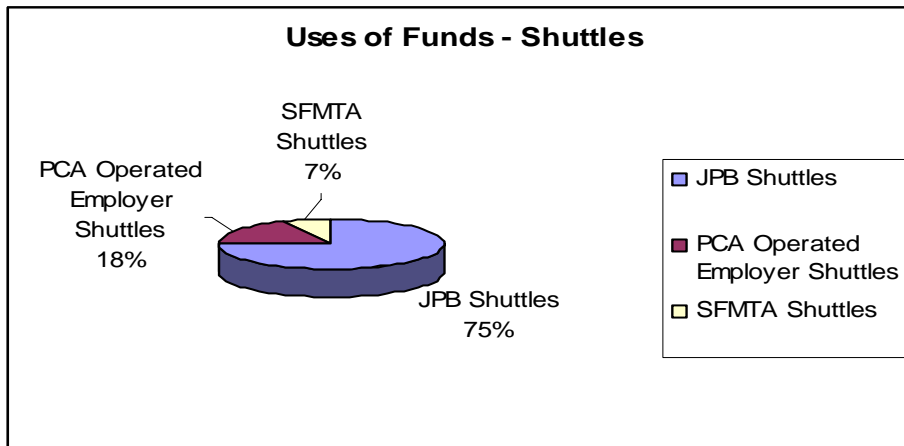
	FY2008 ACTUAL A	FY2009 ADOPTED B	FY2009 REVISED C	FY2010 PROPOSED D	INC(DEC) FY09 REVISED to FY10 PROPOSED E = D-C	% INC(DEC) FY09 REVISED to FY10 PROPOSED F = E/C		
REVENUE								
OPERATIONS:								
1	Farebox Revenue	40,129,943	41,669,414	44,369,414	43,811,048	(558,366)	-1.3%	1
2	Parking Revenue	2,167,514	2,128,054	2,128,054	2,178,890	50,836	2.4%	2
3	Shuttles	1,073,182	1,134,036	1,134,036	1,098,504	(35,532)	-3.1%	3
4	Rental Income	1,577,378	1,604,340	1,604,340	1,682,800	78,460	4.9%	4
5	Other Income	2,531,016	2,111,720	759,600	1,492,090	732,490	96.4%	5
6	TOTAL OPERATING REVENUE	47,479,032	48,647,564	49,995,444	50,263,332	267,888	0.5%	6
7								7
CONTRIBUTIONS:								
9	AB434 Peninsula Feeder Shuttle	1,034,355	1,034,355	1,034,355	1,000,000	(34,355)	-3.3%	9
10	Operating Grants	358,534	211,000	211,000	2,316,867	2,105,867	998.0%	10
11	JPB Member Agencies	38,268,530	39,416,585	39,416,585	39,416,585	0	0.0%	11
12	Other Sources	1,488,233	6,047,623	6,047,623	3,653,246	(2,394,377)	-39.6%	12
13	TOTAL CONTRIBUTED REVENUE	41,149,652	46,709,563	46,709,563	46,386,698	(322,865)	-0.7%	13
14								14
15	GRAND TOTAL REVENUE	88,628,685	95,357,127	96,705,007	96,650,030	(54,977)	-0.1%	15
16								16
EXPENSE								
OPERATING EXPENSE:								
20	Rail Operator Service	49,668,730	55,183,000	55,183,000	58,300,000	3,117,000	5.6%	20
21	Security Services	2,834,873	3,148,434	3,198,434	3,453,552	255,118	8.0%	21
22	Rail Operator Extra Work	682,928	170,000	170,000	150,000	(20,000)	-11.8%	22
23	Contract Operating & Maintenance	53,186,531	58,501,434	58,551,434	61,903,552	3,352,118	5.7%	23
24	Shuttle Service	2,876,216	3,012,891	3,012,891	2,926,620	(86,271)	-2.9%	24
25	Fuel	14,377,365	14,408,059	16,802,601	14,575,716	(2,226,885)	-13.3%	25
26	Timetables and Tickets	216,399	218,000	218,000	210,000	(8,000)	-3.7%	26
27	Insurance	3,640,553	4,535,000	4,535,000	4,535,000	0	0.0%	27
28	Facilities and Equipment Maint	1,699,388	1,713,750	1,713,750	1,595,296	(118,454)	-6.9%	28
29	Utilities	1,211,422	1,725,270	1,725,270	1,502,400	(222,870)	-12.9%	29
30	Services	1,123,922	1,180,300	1,180,300	1,155,630	(24,670)	-2.1%	30
31	TOTAL OPERATING EXPENSE	78,331,798	85,294,704	87,739,246	88,404,214	664,968	0.8%	31
32								32
ADMINISTRATIVE EXPENSE								
34	Wages & Benefits	5,707,038	5,966,333	5,966,333	6,318,279	351,946	5.9%	34
35	Board of Directors	10,454	16,300	16,300	12,300	(4,000)	-24.5%	35
36	Professional Services	1,556,259	1,726,850	1,726,850	1,976,628	249,778	14.5%	36
37	Communications and Marketing	229,871	311,000	311,000	265,000	(46,000)	-14.8%	37
38	Other Expenses and Services	1,126,504	1,275,344	1,275,344	1,289,734	14,390	1.1%	38
39	TOTAL ADMINISTRATIVE EXPENSE	8,630,125	9,295,827	9,295,827	9,861,941	566,114	6.1%	39
40								40
41	Long-term Debt Expense	869,713	766,596	766,596	1,102,875	336,279	43.9%	41
42	Service Adjustments/Fare and Revenue Changes				(2,719,000)	(2,719,000)	0.0%	42
43								43
44	GRAND TOTAL EXPENSE	87,831,635	95,357,127	97,801,669	96,650,030	(1,151,639)	-1.2%	44
45								45
46	REVENUE OVER/UNDER	797,049	0	(1,096,662)	(0)			46

SOURCES:



Caltrain - TFCA/BAAQMD Grant*	\$1,000,000
Member Agencies funding**	828,116
Employer Contributions	559,984
Employer Midday Shuttles	538,520
	\$2,926,620

USES:



JPB Shuttles	\$2,188,100
Employer Midday Shuttles***	538,520
SFMTA Shuttles	200,000
	\$2,926,620

* The Transportation for Clean Air Act program is administered by the Bay Area Air Quality Management District.

** Fully funded by Member Agencies

*** Parking Company of America (PCA) operates shuttles on behalf of the employer.

JPB Ten Year Budget Forecast

The base year for the Ten Year Budget Forecast is the FY2010 proposed budget. The shortage of \$2.719 million in the FY2010 proposed budget has been assumed.

- The first scenario includes no increase of partner contributions over the FY2010 level.
- The second scenario includes an increase of partner contribution at a rate of 3 percent per year beginning in FY2011.

Each scenario assumes the electrification program capital investment is fully funded with electrified service starting in 2015.

Ten Year Budget Forecast
Partner Contributions - No Increase

5/29/2009

	Proposed Budget FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
Farebox Revenue											
Caltrain Fare Increase Revenue		1,834,503	1,418,105	1,460,648	1,504,468	1,681,333	1,851,162	2,006,303	2,138,984	2,241,973	2,350,037
Caltrain Ridership Increase Revenue		562,357	593,263	0	0	4,391,055	3,979,615	3,320,195	2,416,418	1,293,986	1,360,138
TOTAL FAREBOX REVENUE	\$ 44,280,048	\$ 46,676,908	\$ 48,688,276	\$ 50,148,924	\$ 51,653,392	\$ 57,725,781	\$ 63,556,557	\$ 68,883,055	\$ 73,438,457	\$ 76,974,416	\$ 80,684,591
Other Operating Revenues	6,802,284	7,126,522	7,340,318	7,560,527	7,787,343	8,020,963	8,261,592	8,509,440	8,764,723	9,027,665	9,298,495
AB 434 Funds	1,000,000	1,030,000	1,060,900	1,092,727	1,125,509	1,159,274	1,194,052	1,229,874	1,266,770	1,304,773	1,343,916
FTA/STA Funds & Operating Grants	995,937	1,025,815	1,056,590	1,088,287	1,120,936	1,154,564	1,189,201	1,224,877	1,261,623	1,299,472	1,338,456
Other Sources	4,974,176	0	0	0	0	0	0	0	0	0	0
TOTAL REVENUES	\$ 58,052,445	\$ 55,859,245	\$ 58,146,083	\$ 59,890,466	\$ 61,687,180	\$ 68,060,582	\$ 74,201,403	\$ 79,847,246	\$ 84,731,574	\$ 88,606,326	\$ 92,665,458
Operating Contract											
Operating Contract Increase		(1,147,868)	(1,834,543)	(1,889,579)	(1,946,266)	(2,004,654)	(2,369,100)	(2,440,173)	(2,513,379)	(2,588,780)	(2,666,443)
Contract Service Increase		0	0	0	0	(10,143,550)	0	0	0	0	0
TOTAL OPERATING CONTRACT	\$ (60,003,552)	\$ (61,151,420)	\$ (62,985,963)	\$ (64,875,541)	\$ (66,821,808)	\$ (78,970,012)	\$ (81,339,112)	\$ (83,779,286)	\$ (86,292,664)	\$ (88,881,444)	\$ (91,547,888)
Fuel/Electricity Cost	(14,575,716)	(15,025,651)	(15,475,283)	(15,938,403)	(16,415,418)	(12,529,043)	(12,904,054)	(13,290,315)	(13,688,165)	(14,097,949)	(14,520,027)
Other Operating/Admin Cost	(21,786,887)	(22,440,494)	(23,113,708)	(23,807,120)	(24,521,333)	(25,256,973)	(26,014,682)	(26,795,123)	(27,598,977)	(28,426,946)	(29,279,754)
Debt Service	(\$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)	(\$1,279,275)	(\$1,404,375)
TOTAL EXPENSES	\$ (97,469,030)	\$ (99,720,440)	\$ (102,677,829)	\$ (105,723,939)	\$ (108,861,434)	\$ (117,858,903)	\$ (121,360,724)	\$ (124,967,599)	\$ (128,682,681)	\$ (132,685,614)	\$ (136,752,044)
Net Operating Surplus/(Deficit)	\$ (39,416,585)	\$ (43,861,195)	\$ (44,531,746)	\$ (45,833,473)	\$ (47,174,254)	\$ (49,798,321)	\$ (47,159,321)	\$ (45,120,353)	\$ (43,951,107)	\$ (44,079,288)	\$ (44,086,585)
Partner/County Contributions	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585	\$ 39,416,585
Excess/(Deficit)	\$ -	\$ (4,444,610)	\$ (5,115,161)	\$ (6,416,888)	\$ (7,757,669)	\$ (10,381,736)	\$ (7,742,736)	\$ (5,703,768)	\$ (4,534,522)	\$ (4,662,703)	\$ (4,670,000)

Ten Year Budget Forecast
Partner Contribution at 3% Growth Rate

5/29/2009

	Proposed Budget FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
Farebox Revenue											
Caltrain Fare Increase Revenue		1,834,503	1,418,105	1,460,648	1,504,468	1,681,333	1,851,162	2,006,303	2,138,984	2,241,973	2,350,037
Caltrain Ridership Increase Revenue		562,357	593,263	0	0	4,391,055	3,979,615	3,320,195	2,416,418	1,293,986	1,360,138
TOTAL FAREBOX REVENUE	\$ 44,280,048	\$ 46,676,908	\$ 48,688,276	\$ 50,148,924	\$ 51,653,392	\$ 57,725,781	\$ 63,556,557	\$ 68,883,055	\$ 73,438,457	\$ 76,974,416	\$ 80,684,591
Other Operating Revenues	6,802,284	7,126,522	7,340,318	7,560,527	7,787,343	8,020,963	8,261,592	8,509,440	8,764,723	9,027,665	9,298,495
AB 434 Funds	1,000,000	1,030,000	1,060,900	1,092,727	1,125,509	1,159,274	1,194,052	1,229,874	1,266,770	1,304,773	1,343,916
FTA/STA Funds & Operating Grants	995,937	1,025,815	1,056,590	1,088,287	1,120,936	1,154,564	1,189,201	1,224,877	1,261,623	1,299,472	1,338,456
Other Sources	4,974,176	0	0	0	0	0	0	0	0	0	0
TOTAL REVENUES	\$ 58,052,445	\$ 55,859,245	\$ 58,146,083	\$ 59,890,466	\$ 61,687,180	\$ 68,060,582	\$ 74,201,403	\$ 79,847,246	\$ 84,731,574	\$ 88,606,326	\$ 92,665,458
Operating Contract											
Operating Contract Increase		(1,147,868)	(1,834,543)	(1,889,579)	(1,946,266)	(2,004,654)	(2,369,100)	(2,440,173)	(2,513,379)	(2,588,780)	(2,666,443)
Contract Service Increase		0	0	0	0	(10,143,550)	0	0	0	0	0
TOTAL OPERATING CONTRACT	\$ (60,003,552)	\$ (61,151,420)	\$ (62,985,963)	\$ (64,875,541)	\$ (66,821,808)	\$ (78,970,012)	\$ (81,339,112)	\$ (83,779,286)	\$ (86,292,664)	\$ (88,881,444)	\$ (91,547,888)
Fuel/Electricity Cost	(14,575,716)	(15,025,651)	(15,475,283)	(15,938,403)	(16,415,418)	(12,529,043)	(12,904,054)	(13,290,315)	(13,688,165)	(14,097,949)	(14,520,027)
Other Operating/Admin Cost	(21,786,887)	(22,440,494)	(23,113,708)	(23,807,120)	(24,521,333)	(25,256,973)	(26,014,682)	(26,795,123)	(27,598,977)	(28,426,946)	(29,279,754)
Debt Service	(\$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)	(\$1,279,275)	(\$1,404,375)
TOTAL EXPENSES	\$ (97,469,030)	\$ (99,720,440)	\$ (102,677,829)	\$ (105,723,939)	\$ (108,861,434)	\$ (117,858,903)	\$ (121,360,724)	\$ (124,967,599)	\$ (128,682,681)	\$ (132,685,614)	\$ (136,752,044)
Net Operating Surplus/(Deficit)	\$ (39,416,585)	\$ (43,861,195)	\$ (44,531,746)	\$ (45,833,473)	\$ (47,174,254)	\$ (49,798,321)	\$ (47,159,321)	\$ (45,120,353)	\$ (43,951,107)	\$ (44,079,288)	\$ (44,086,585)
Partner/County Contributions	\$ 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	\$ 51,429,703	\$ 52,972,594
Excess/(Deficit)	\$ -	\$ (3,262,112)	\$ (2,714,691)	\$ (2,761,907)	\$ (2,810,540)	\$ (4,103,696)	\$ (93,857)	\$ 3,357,075	\$ 5,980,643	\$ 7,350,415	\$ 8,886,009

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

Bill ID/Topic	Location	Summary	Position
<p>AB 116 Beall (D)</p> <p>Transportation authorities and districts: contracts.</p>	<p>SENATE RLS. 05/11/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Santa Clara Valley Transportation Authority, the Alameda-Contra Costa Transit District, and the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of each, including procedures for awarding contracts and procurement. Existing law, with respect to the purchases of supplies, equipment, and materials by bridge and highway districts that exceed \$20,000, requires the contract to be let to the lowest responsible bidder, and, with respect to purchases by the Santa Clara Valley Transportation Authority and the Alameda-Contra Costa Transit District that exceed \$25,000, requires the contract to be let to the lowest responsible bidder. Existing law requires the Santa Clara Valley Transportation Authority and the Alameda-Contra Costa Transit District to publish a notice requesting bids to be published in a newspaper of general circulation, and requires bridge and highway districts to advertise bids as specified. This bill instead would require contracts of the Santa Clara Valley Transportation Authority, the Alameda-Contra Costa Transit District, and the Golden Gate Bridge, Highway and Transportation District, under which the expenditure for the purchase of supplies, equipment, and materials exceeds \$100,000, to be let to the lowest responsible bidder or to the responsible bidder who submits a proposal that provides the best value, as defined. The bill would revise the notice requirement to require that notice requesting bids be published at least once in a newspaper of general circulation and on the authority's or district's procurement Internet Web site. The bill also would require the authority or district, to the extent practicable, to obtain a minimum of 3 quotations, either written or oral, that permit prices and terms to be compared, whenever the expected expenditure required for the purchase of supplies, equipment, or materials exceeds \$2,500, but does not exceed \$100,000. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 04/21/2009</p>	
<p>AB 153 Ma (D)</p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 05/11/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment. This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a "governing body" for the purpose of adopting a resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both. This bill contains other related provisions and other existing laws.</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>AB 231 Huffman (D) California Global Warming Solutions Act of 2006: Climate Protection Trust Fund.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 05/13/2009-In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Requires that revenues collected pursuant to the California Global Warming Solutions Act of 2006 be deposited into a Climate Protection Trust Fund, and establishes parameters by which those funds can be distributed for the reduction of GHG and mitigation of climate change impacts. Last Amended on 04/29/2009</p>	
<p>AB 266 Carter (D) Transportation needs assessment.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 04/29/2009-In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Requires the California Transportation Commission (CTC) to, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, , as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. Last Amended on 04/20/2009</p>	
<p>AB 277 Ammiano (D) Transportation: local retail transaction and use taxes: Bay Area.</p>	<p>ASSEMBLY THIRD READING 05/12/2009-Read second time. To third reading.</p>	<p>The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance. Last Amended on 05/11/2009</p>	
<p>AB 282 Committee on Transportation Transportation.</p>	<p>SENATE RLS. 05/11/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation improvements, of which \$2 billion are to be allocated, upon appropriation by the Legislature, to cities and counties for specified street and road improvements. The act requires a city or county to reimburse the state for funds it receives if it fails to comply with certain conditions applicable to the expenditure of the bond funds. This bill would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws.</p>	
<p>AB 289 Galgiani (D) California Environmental Quality Act: exemptions.</p>	<p>SENATE RLS. 05/18/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law, the California Environmental Quality Act (CEQA), requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. This bill would specifically provide that this exemption includes grade separation projects that are a component of the California high-speed rail system. This bill contains other existing laws. Last Amended on 04/14/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>AB 338 Ma (D) Transit village developments: infrastructure financing.</p>	<p>ASSEMBLY THIRD READING 05/11/2009-Read third time, amended, and returned to third reading.</p>	<p>Recasts the area included in a transit village plan to include all land within not more than 1/2 mile of the main entrance of a transit station, and eliminates the requirement of voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and an issuance of bonds for the purpose of developing and financing a transit facility.</p> <p>Last Amended on 05/11/2009</p>	
<p>AB 569 Emmerson (R) Meal periods: exemptions.</p>	<p>ASSEMBLY THIRD READING 05/18/2009-Read second time. To third reading.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees. This bill would exempt from these provisions construction employees and commercial drivers in the transportation industry who are covered by a valid collective bargaining agreement containing specified terms, including meal period provisions. It would specify that its provisions do not affect the requirements for meal periods for employees or employers in industries other than those described in the bill.</p> <p>Last Amended on 04/27/2009</p>	
<p>AB 597 Gaines (R) Transportation.</p>	<p>ASSEMBLY PRINT 02/26/2009-From printer. May be heard in committee March 28.</p>	<p>Existing law authorizes the Department of Transportation to engage in any act necessary, convenient, or proper for the construction, improvement, or use of all highways under its jurisdiction. This bill would make nonsubstantive changes to these provisions.</p>	
<p>AB 619 Blumenfield (D) Transportation projects: federal funds: delays.</p>	<p>SENATE RLS. 05/14/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law provides for allocation of federal transportation funds made available to the state. This bill would require the department to notify the Legislature within 30 days of making a determination that a project, including a project designated in the National Corridor Infrastructure Improvement Program, will be delayed beyond its scheduled completion date due to state cashflow or other funding issues, if the delay places at risk federal funds, including funds earmarked for the project.</p>	
<p>AB 672 Bass (D) Transportation: bond-funded projects: letter of no prejudice.</p>	<p>ASSEMBLY APPR. 05/19/2009-From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.</p>	<p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes. Existing law designates the state agency responsible for programming bond funds under the act as the administrative agency for those purposes. This bill would authorize a regional or local agency that is a lead agency for a project or project component for which bond funding has been programmed, allocated, or otherwise approved by the administrative agency or is otherwise targeted to be available, as specified to apply to the administrative agency for a letter of no prejudice that would allow the regional or local agency to expend funds for the project or project component, subject to later reimbursement from bond proceeds under certain conditions, as specified. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 05/19/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>AB 726</u> <u>Nielsen</u> (R)</p> <p>Transportation capital improvement projects.</p>	<p>SENATE T. & H. 05/14/2009-Referred to Com. on T. & H.</p>	<p>Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.</p>	
<p><u>AB 729</u> <u>Evans</u> (D)</p> <p>Public contracts: transit design-build contracts.</p>	<p>SENATE RLS. 05/14/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Extends the sunset date for transit operators to enter into design-build contracts to January 1, 2015.</p> <p>Last Amended on 04/22/2009</p>	
<p><u>AB 732</u> <u>Jeffries</u> (R)</p> <p>Transportation projects: design-sequencing contracts.</p>	<p>SENATE RLS. 05/11/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct phase 2 of a pilot project through the utilization of design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, which are selected by the Director of Transportation taking into consideration specified geographical considerations. This bill would extend the operative date of those provisions until January 1, 2012, thereby extending the authority of the department to conduct phase 2 of the pilot project.</p>	
<p><u>AB 733</u> <u>Galgiani</u> (D)</p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 05/14/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.</p>	
<p><u>AB 798</u> <u>Nava</u> (D)</p> <p>California Transportation Financing Authority: toll facilities.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 04/29/2009-In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Creates the California Transportation Financing Authority to issue bonds to fund transportation projects. Creates the California Transportation Financing Authority Fund, which would be continuously appropriated for these purposes.</p>	
<p><u>AB 810</u> <u>Caballero</u> (D)</p> <p>Circulation and transportation element.</p>	<p>ASSEMBLY CONSENT CALENDAR 05/18/2009-Read second time. To Consent Calendar.</p>	<p>Existing law requires a general plan to include a statement of development policies and, among other elements, a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would rename the circulation element the circulation and transportation element and make other technical and conforming changes.</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>AB 878</u> <u>Caballero</u> (D)</p> <p>Infrastructure financing.</p>	<p>ASSEMBLY L. GOV. 04/29/2009-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law permits a governmental agency to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and may lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for the lease of, or ownership of, infrastructure facilities owned by a governmental entity, but constructed by a private entity, to that private entity for a period of up to 35 years. This bill would authorize a local governmental agency, as defined, to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease, license, or provide other permitted uses by the governmental agency to extend for a term of up to 50 years, after which time the project would revert to the governmental agency.</p> <p>Last Amended on 04/20/2009</p>	
<p><u>AB 1062</u> <u>Garrick</u> (R)</p> <p>Design-build contracts: Labor compliance program: exemptions.</p>	<p>ASSEMBLY B. & P. 04/21/2009-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law requires public entities to comply with certain procedures in soliciting and evaluating bids and awarding contracts for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law authorizes school district governing boards, the governing boards of specified community college districts and community college facility construction projects, certain cities, certain counties, and transit operators, to enter into design-build contracts, as specified. Existing law requires proposals to be evaluated and scored using certain minimum factors, including skilled labor force availability. Existing law defines "skilled labor force availability" to mean that an agreement exists with a registered apprenticeship program, approved by the California Apprenticeship Council, which has graduated apprentices in the preceding 5 years, except as specified. This bill would revise the definition of "skilled labor force availability" for purposes of these provisions to a commitment to training the future construction workforce of California through apprenticeship, as specified, and would require the design-build entity to provide specified information from which it intends to request the dispatch of apprentices for use on the design-build contract.</p>	
<p><u>AB 1063</u> <u>Garrick</u> (R)</p> <p>Design-build contracts: labor compliance program: exemptions.</p>	<p>ASSEMBLY B. & P. 04/21/2009-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law requires public entities to comply with certain procedures in soliciting and evaluating bids and awarding contracts for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law authorizes school district governing boards, the governing boards of specified community college districts and community college facility construction projects, certain cities, certain counties, and transit operators, to enter into design-build contracts, as specified. Existing law provides that, for purposes of these provisions, the "safety record" of a bidder on these design-build contracts is deemed acceptable if it meets certain standards or if the bidder is party to an alternative dispute resolution system, as specified. This bill would delete the provision that a bidder's "safety record" is deemed acceptable if the bidder is party to an alternative dispute resolution system.</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>AB 1072 Eng (D)</p> <p>Public Transportation Modernization, Improvement, and Service Enhancement Account.</p>	<p>ASSEMBLY APPR. 05/06/2009-Referred to Com. on APPR.</p>	<p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for transportation purposes, including \$4 billion for allocation to various public transportation purposes. Of this amount, \$3.6 billion is to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) for allocation, upon appropriation, to transit operators and other agencies for transit purposes. Existing law specifies the process for allocating available funds in the PTMISEA for those purposes appropriated in the Budget Act of 2008. Existing law makes these provisions inoperative on July 1, 2009, and repeals them on January 1, 2010. This bill would apply these provisions to funds appropriated for these purposes from the PTMISEA by the Budget Act of 2009 and subsequent fiscal years and would make other conforming changes. The bill would require eligible project sponsors to provide the Department of Transportation with project descriptions for projects they plan to fund with PTMISEA funds yet to be appropriated for the duration of the PTMISEA program. The bill would authorize a project sponsor to use an allocation in a subsequent fiscal year in order to complete projects that were approved in a previous fiscal year. The bill would authorize a project sponsor, in a particular fiscal year, to loan its allocation to another project sponsor with an identified eligible project under terms and conditions approved by the department. The bill would delete the inoperative and repeal dates, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions. Last Amended on 05/05/2009</p>	
<p>AB 1158 Hayashi (D)</p> <p>Transit village plan.</p>	<p>SENATE RLS. 05/11/2009-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics. This bill would add the characteristic of other land uses, including educational facilities that provide direct linkages for people traveling to and from primary and secondary education schools, community colleges, and universities, to the list of specified characteristics that a transit village plan may address.</p>	
<p>AB 1203 Ma (D)</p> <p>Transportation bond funds: transit system safety.</p>	<p>ASSEMBLY THIRD READING 05/18/2009-Read second time. To third reading.</p>	<p>Requires the California Emergency Management Agency (Cal EMA) to annually provide the Controller with a list of projects and the sponsoring agencies eligible to receive an allocation from the Transit System Safety, Security, and Disaster Response Account.</p>	
<p>AB 1277 Harkey (R)</p> <p>State bonds: sale.</p>	<p>ASSEMBLY APPR. 03/31/2009-Referred to Com. on APPR.</p>	<p>Existing law authorizes the Treasurer to cancel or postpone the sale of state bonds to an indefinite date prior to or at the time and place fixed for the sale of state bonds. This bill would further authorize the Treasurer to delay the sale of certain bonds under 3 specified conditions.</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>AB 1321 Eng (D)</p> <p>Environment: The Advance Infrastructure Mitigation Program Act.</p>	<p>ASSEMBLY APPR. 05/19/2009-Hearing postponed by committee. (Refers to 5/18/2009 hearing)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would enact the Advance Infrastructure Mitigation Program Act, which would establish the Advance Infrastructure Mitigation Program, including defining terms for that purpose. The bill would authorize the Natural Resources Agency to administer and implement the program by taking certain actions. Those actions would include preparing, approving, and implementing regional advance mitigation plans, the contents of which the bill would specify, for planned infrastructure projects, as defined, identified by an infrastructure planning agency, as defined. The bill would specify that the purpose of a regional advance mitigation plan is to provide effective mitigation and conservation of natural resources and natural processes on a landscape, regional, or statewide scale, to expedite the environmental review of planned infrastructure projects, and to facilitate the implementation of measures to mitigate the impacts of those projects by identifying and implementing mitigation measures in advance of project approval. The bill also would authorize the agency to acquire, restore, manage, monitor, and preserve lands, waterways, aquatic resources, or fisheries, or fund those actions, in accordance with an approved regional advance mitigation plan or as otherwise specified, and to establish or fund the establishment of mitigation banks and conservation banks and purchase credits at those types of banks . The bill would authorize the agency to take other actions with respect to mitigation credits or values created or acquired under the program. This bill contains other related provisions. Last Amended on 05/06/2009</p>	
<p>AB 1364 Evans (D)</p> <p>Public contracts: state bonds: grant agreements.</p>	<p>ASSEMBLY APPR. 05/12/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 11. Noes 0.) (May 12).</p>	<p>Existing law permits the modification of contracts by state agencies in specified instances. This bill would provide that, notwithstanding any other provision of law, any state agency that has entered into a grant agreement for the expenditure of state bond funds where the state agency or grant recipient has or may be unable to comply with the terms of that agreement because of the suspension of programs by the Pooled Money Investment Board as described in California Department of Finance Budget Letter 08-33 shall , with the consent of the grant recipient, have the authority to either renegotiate the deadlines and timetables for and deliverables within the grant agreement that may not be met because of that suspension in order to preserve the validity of the agreement or to invalidate the grant agreement . This bill contains other related provisions. Last Amended on 04/29/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>AB 1375 Galgiani (D)</p> <p>High-speed rail.</p>	<p>ASSEMBLY APPR. 04/28/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 9. Noes 4.) (April 27).</p>	<p>This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department, and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the authority, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 executive employees of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions.</p>	
<p>AB 1404 De Leon (D)</p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 05/06/2009-In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to adopt by regulation, after a public workshop, a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act. The fee revenues are deposited into the Air Pollution Control Fund and are available upon appropriation, by the Legislature, for purposes of carrying out the act. The state board is authorized to adopt market-based compliance mechanisms, as defined, meeting specified requirements to be used for compliance with those regulations. The state board is required, before including any market-based compliance mechanism, to maximize additional environmental and economic benefits for California, as appropriate. This bill would require the state board, if the state board allows the use of market-based compliance mechanisms, to limit the use of compliance offsets, as defined, that meet specific criteria, to no more than 10% of the greenhouse gas emission reductions expected from market mechanisms during the compliance period. The bill would require the state board to apply the limit as a percentage of each regulated facility's reported emissions in a compliance period. The bill would require the state board to impose an offset verification fee on entities buying and selling compliance offsets, for deposit into the fund. Under the bill, fee revenues would be available, upon appropriation, to pay for expenses related to state board administration of the compliance offset program.</p> <p>Last Amended on 04/13/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>AB 1405</u> <u>De Leon</u> (D)</p> <p>California Global Warming Solutions Act of 2006: Community Benefits Fund.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 05/13/2009-In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for purposes of carrying out the act. This bill would establish the Community Benefits Fund, and would require an unspecified percentage of revenues generated pursuant to the act, including the fee discussed above, to be deposited into that fund. The moneys in the fund would be used, upon appropriation by the Legislature, in the most impacted and disadvantaged communities in California to accelerate greenhouse gas emission reductions and mitigate direct health impacts of climate change in those communities. The state board would be required to develop a methodology to identify the most impacted and disadvantaged communities. The state board, the State Energy Resources Conservation and Development Commission, and the State Department of Public Health would be required to jointly develop and recommend semiannual plans for the use of funds.</p> <p>Last Amended on 04/28/2009</p>	
<p><u>AB 1414</u> <u>Hill</u> (D)</p> <p>Controlled Substances.</p>	<p>ASSEMBLY TRANS. 05/11/2009-Re-referred to Com. on RULES by unanimous consent.</p>	<p>Existing law, the California Uniform Controlled Substances Act, classifies controlled substances into fire designated schedules and includes apomorphine within Schedule II. Under existing law, unlawful possession of apomorphine is a felony. This bill would remove apomorphine from Schedule II, as described above.</p> <p>Last Amended on 04/30/2009</p>	
<p><u>ACA 9</u> <u>Huffman</u> (D)</p> <p>Local government bonds: special taxes: voter approval.</p>	<p>ASSEMBLY REV. & TAX 05/07/2009-From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 5. Noes 2.) (May 6).</p>	<p>Creates an additional exemption to the 1% limit on the tax rate on real property for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs that is approved by 55% of the voters of the city, county, or city and county.</p> <p>Last Amended on 04/27/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>ACA 15</u> <u>Arambula</u> (D)</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY APPR. 05/07/2009-From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) (May 6).</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would alternatively condition the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects upon the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	
<p><u>ACR 14</u> <u>Niello</u> (R)</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY APPR. 04/27/2009-ASM. NAT. RES. Vote - Be adopted and be re-referred to the Committee on Appropriations.</p>	<p>This measure would call upon the State Air Resources Board, prior to any regulatory action being taken consistent with the scoping plan for the implementation of the California Global Warming Solutions Act of 2006, to perform an economic analysis that will give the State of California a more complete and accurate picture of the costs and benefits of the act's implementation. The measure would also call upon the Governor to use the authority granted by the act to adjust any applicable deadlines for regulations. Last Amended on 03/27/2009</p>	
<p><u>SB 31</u> <u>Pavley</u> (D)</p> <p>California Global Warming Solutions Act of 2006: revenue allocations.</p>	<p>SENATE APPR. 05/19/2009-Set for hearing May 26.</p>	<p>Specifies certain uses for revenues collected pursuant to the California Global Warming Solutions Act of 2006. Last Amended on 05/05/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>SB 93</u> <u>Kehoe</u> (D)</p> <p>Redevelopment: payment for land or buildings.</p>	<p>SENATE THIRD READING 05/19/2009-Read second time. To third reading.</p>	<p>The Community Redevelopment Law authorizes a redevelopment agency, with the consent of the legislative body, to pay all or a part of the value of the land for, and the cost of the installation and construction of, any building, facility, structure, or other improvement that is publicly owned either within or without the project area if the legislative body makes specified determinations. These determinations by the agency and the local legislative body are final and conclusive. Existing law requires the agency, with respect to the financing, acquisition, or construction of a transportation, collection, and distribution system and related peripheral parking facilities, in a county with a population of 4 million persons or more, to enter into an agreement with the rapid transit district that includes the county, or a portion thereof, under which the rapid transit district is required to be given specified responsibilities. This bill would instead authorize a redevelopment agency, with the consent of the legislative body, to pay all or a part of the value of the land for, and the cost of the installation and construction of, any building, facility, structure, or other improvement that is publicly owned and is located inside or contiguous to, as defined, the project area if the legislative body makes specified determinations. The bill would delete the requirement that the agency, with respect to the financing, acquisition, or construction of a transportation, collection, and distribution system and related peripheral parking facilities, in a county with a population of 4 million persons or more, enter into an agreement with the rapid transit district that includes the county, or a portion thereof, under which the rapid transit district is required to be given specified responsibilities. The bill would authorize an agency to pay for all or part of the value of the land for, and the cost of the installation and construction of, any building, facility, structure, or other improvement that is publicly owned and is partially located in the project area, but extends beyond the project area's boundaries, if the legislative body makes specified determinations. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 05/18/2009</p>	
<p><u>SB 99</u> Committee on Local Government</p> <p>Joint exercise of powers: reporting and disclosures.</p>	<p>SENATE SECOND READING 05/19/2009-From committee: Be placed on second reading file pursuant to Senate Rule 28.8.</p>	<p>Under the Marks-Roos Local Bond Pooling Act of 1985, a joint exercise of powers authority may issue or purchase bonds to assist local agencies in financing public capital improvements, working capital, liability, or other insurance needs, or projects whenever there are significant public benefits for taking that action. Under the Ralph M. Brown Act, all meetings of the legislative body of a local agency must, subject to designated exceptions, be open and public. That act requires the legislative body to hold regular meetings, and permits the legislative body to hold special and emergency meetings, requiring certain notices and agendas. This bill would require additional reporting and public disclosures by specified public entities that issue certain revenue bonds, including conduit revenue bonds, as defined. This bill would require entities formed under the Joint Exercise of Powers Act, and related officers, that fail or refuse to make required reports to forfeit specified amounts to the state, and would authorize, under certain conditions, the Attorney General to prosecute an action for these forfeitures. This bill would require that a resolution issued pursuant to the Marks-Roos Local Bond Pooling Act of 1985 relating to bonds, as specified, be adopted by the local agency during a regular meeting.</p> <p>Last Amended on 05/12/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>SB 128 Padilla (D)</p> <p>California Climate Change Institute.</p>	<p>SENATE E. U., & C. 05/04/2009-Placed on APPR suspense file.</p>	<p>The existing California Global Warming Solutions Act of 2006 requires the State Air Resources Board (state board) to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would create the California Climate Change Institute to (A) identify and support, through a merit-based peer-reviewed competitive grant process, research and education to be undertaken at academic and research institutions and laboratories throughout the state, (B) oversee, coordinate, and manage a nonduplicative, targeted research and development program for the purposes of achieving the state's targets for reducing emissions of greenhouse gases and mitigating the effects of those emissions, (C) develop effective model education pathways, training, model curriculum, and professional development necessary for emerging green technologies and industries, and (D) ensure that its climate change research is conducted in a manner that is targeted and nonduplicative of other research programs. The bill would make implementation of its provisions subject to sufficient funds being appropriated by the Legislature for its purposes.</p> <p>Last Amended on 04/02/2009</p>	
<p>SB 187 Benoit (R)</p> <p>Employment: working hours.</p>	<p>SENATE APPR. 05/13/2009- Reconsideration granted. (Ayes 5. Noes 0. Page 876.)</p>	<p>Existing law, with certain exceptions, establishes 8 hours as a day's work and a 40-hour workweek, and requires payment of prescribed overtime compensation for additional hours worked. Existing law authorizes the adoption by 2/3 of employees in a work unit of alternative workweek schedules providing for workdays no longer than 10 hours within a 40-hour workweek. This bill would permit an individual nonexempt employee to request an employee-selected flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek, and would allow an employer to implement this schedule without any obligation to pay overtime compensation. The bill would require the Division of Labor Standards Enforcement in the Department of Industrial Relations to enforce this provision and adopt regulations.</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>SB 205 Hancock (D)</p> <p>Traffic congestion: motor vehicle registration fees.</p>	<p>SENATE THIRD READING 04/28/2009-Read second time. To third reading.</p>	<p>Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan , and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.</p> <p>Last Amended on 04/14/2009</p>	
<p>SB 295 Dutton (R)</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>SENATE E.Q. 05/13/2009-Set for hearing May 20.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The state board is required to evaluate the total potential costs and total potential economic and noneconomic benefits of the plan. The state board is required by January 1, 2011, to adopt greenhouse gas emissions limits and emission reduction measures by regulation to achieve the prescribed emission reductions. This bill would require the state board to complete a study to reevaluate the evaluation of costs discussed above, and provide this study to the Legislature by October 1, 2009. The state board would be required to report to the Legislature by November 1, 2009, on whether the revised analysis has led, or will lead, to any changes to the scoping plan, and whether any changes should be made to the act' s timelines. The bill would require the Legislative Analyst to review the state board's implementation of these requirements, as provided. This bill contains other related provisions.</p> <p>Last Amended on 05/13/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>SB 333</u> <u>Hancock</u> (D)</p> <p>Voluntary Greenhouse Gas Emission Offset Program Fund.</p>	<p>SENATE APPR. SUSPENSE FILE 05/18/2009-Placed on APPR suspense file.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. This bill would create the Voluntary Greenhouse Gas Emission Offset Program Fund, and would provide that funds received by the state on a voluntary basis from the federal government, individuals, businesses, organizations, industry, or other sources for the mitigation of climate change impacts related to greenhouse gas emissions be deposited in this fund. The moneys in the fund would be available, upon appropriation, for expenditure by the Natural Resources Agency for specified projects through a competitive grant process. The bill would require that moneys from the fund be directed to the California Conservation Corps and local conservation corps for specified projects. The Natural Resources Agency would be required, by October 1, 2012, to adopt guidelines for the distribution of moneys from the fund and to develop strategies for the sale of voluntary greenhouse gas emission offsets by the state and other opportunities for contributions by the public to the Voluntary Greenhouse Gas Emission Offset Program Fund.</p> <p>Last Amended on 05/04/2009</p>	
<p><u>SB 338</u> <u>Alquist</u> (D)</p> <p>Energy: California Alternative Energy and Advanced Transportation Financing Authority.</p>	<p>SENATE APPR. SUSPENSE FILE 05/18/2009-Placed on APPR suspense file.</p>	<p>The California Alternative Energy and Advanced Transportation Financing Authority Act creates the Alternative Energy and Advanced Transportation Financing Authority and requires the authority to establish a renewable energy program to provide financial assistance to specified entities to generate new and renewable energy sources, develop clean and efficient distributed generation, and demonstrate the economic feasibility of new technologies. The act defines "project" for the purposes of the act to include specified property and activities that utilize or are designed to utilize an alternative source, or that are utilized for the design, technology transfer, manufacture, production, assembly, distribution, or service of advanced transportation technologies. This bill would additionally define "project" to apply to specified property and activities that are utilized for the design, technology transfer, manufacture, production, assembly, distribution, or service of renewable energy technologies, renewable energy projects, and renewable energy manufacturing service of renewable energy technologies, renewable energy projects, and renewable energy manufacturing , and would make conforming changes.</p> <p>Last Amended on 04/15/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>SB 391</u> <u>Liu</u> (D) California Transportation Plan.</p>	<p>SENATE SECOND READING 05/19/2009-From committee: Do pass. (Ayes 8. Noes 5.)</p>	<p>Existing law requires various transportation planning activities by state and regional agencies, including preparation of sustainable communities strategies by metropolitan planning organizations. Existing law provides for the Department of Transportation to prepare the California Transportation Plan for submission to the Governor by December 1, 1993, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. This bill would require the department to update the California Transportation Plan by December 31, 2015, and every 5 years thereafter. The bill would require the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. The bill would require the plan to identify the statewide integrated multimodal transportation system needed to achieve these results. The bill would require the department, by December 31, 2012, to submit to the California Transportation Commission and specified legislative committee chairs an interim report providing specified information regarding sustainable communities strategies and alternative planning strategies, including an assessment of how their implementation will influence the configuration of the statewide integrated multimodal transportation system. The bill would also specify certain subject areas to be considered in the plan for the movement of people and freight. The bill would require the department to consult with and coordinate its planning activities with specified entities and to provide an opportunity for public input. The bill would make additional legislative findings and declarations and require the plan to be consistent with that statement of legislative intent. Last Amended on 05/04/2009</p>	
<p><u>SB 425</u> <u>Simitian</u> (D) Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses.</p>	<p>SENATE REV. & TAX SUSPENSE FILE 05/13/2009-Placed on REV. & TAX. suspense file.</p>	<p>The Personal Income Tax Law and the Corporation Tax Law allow various deductions in computing the income that is subject to the taxes imposed by those laws. Existing law allows an employer to deduct its expenses in carrying out a parking subsidy and a parking cash-out program, as defined, for employees. This bill would disallow a deduction for expenses of specified employers for parking subsidies unless all employees provided with a parking subsidy are offered a parking cash-out program in accordance with a specified statute. This bill contains other related provisions and other existing laws. Last Amended on 05/04/2009</p>	
<p><u>SB 454</u> <u>Lowenthal</u> (D) Department of Transportation: Division of Rail.</p>	<p>SENATE RLS. 03/12/2009-To Com. on RLS.</p>	<p>Existing law creates the Division of Rail within the Department of Transportation. This bill would make a nonsubstantive change to that provision.</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>SB 455 Lowenthal (D)</p> <p>High-speed rail.</p>	<p>SENATE APPR. 05/19/2009-Set for hearing May 26.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate. The bill would require the members of the authority, at a scheduled board meeting, to cause to be prepared an overall project schedule with project delivery milestones on a quarterly basis, and to approve a quarterly contract status report, beginning at the first board meeting after March 1, 2010. The bill would also require the members of the authority to approve all contract amendments at a scheduled board meeting. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 04/16/2009</p>	
<p>SB 476 Correa (D)</p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>ASSEMBLY DESK 05/11/2009-In Assembly. Read first time. Held at Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person, and prohibits a person from maintaining an action or proceeding unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination. This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination.</p> <p>Last Amended on 04/30/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>SB 526</u> <u>Ashburn</u> (R)</p> <p>Intercity rail: San Joaquin Corridor: Altamont Pass extension.</p>	<p>SENATE APPR. SUSPENSE FILE 05/11/2009-Placed on APPR suspense file.</p>	<p>Existing law provides for the Department of Transportation to contract with Amtrak for intercity rail services and connecting feeder buses. This bill would require the Department of Transportation to enter into negotiations with the relevant operating freight and passenger commuter railroads for the purpose of developing a service plan and an operating agreement for the extension of at least one San Joaquin Corridor intercity passenger train using the Altamont Corridor to and from San Francisco. The bill would require the department to report to the Legislature by March 31, 2010, on the status of the negotiations. Last Amended on 04/02/2009</p>	
<p><u>SB 527</u> <u>Kehoe</u> (D)</p> <p>Bicycles.</p>	<p>ASSEMBLY DESK 05/18/2009-In Assembly. Read first time. Held at Desk.</p>	<p>Existing law prohibits a person from operating a bicycle on a highway if that person is riding other than upon or astride a permanent and regular seat attached to the bicycle. This bill would prohibit a person from operating a bicycle on a highway if that person is riding other than upon or astride a permanent and regular seat attached to the bicycle, unless the bicycle was designed by the manufacturer to be ridden without a seat. Last Amended on 05/06/2009</p>	
<p><u>SB 528</u> <u>Negrete McLeod</u> (D)</p> <p>Toll facilities: comprehensive development lease agreements.</p>	<p>SENATE T. & H. 05/12/2009-Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, until January 1, 2012, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge users of those projects tolls and user fees, subject to various terms and conditions. Existing law limits the number of projects authorized pursuant to these provisions to 2 in northern California and 2 in southern California. Existing law provides that a lease agreement may provide for reasonable compensation to the leaseholder for the adverse effects on toll or user fee revenue due to competing transportation projects that may be undertaken, as specified. This bill would prohibit a lease agreement entered into on or after January 1, 2010, from providing for compensation for adverse effects of competing projects.</p>	
<p><u>SB 535</u> <u>Yee</u> (D)</p> <p>Vehicles: High-occupancy vehicle lanes.</p>	<p>SENATE SECOND READING 05/19/2009-From committee: Be placed on second reading file pursuant to Senate Rule 28.8.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2011, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier. This bill would revise that provision to provide that it shall remain in effect only until the Secretary of State receives that specified notice. However, with respect to those vehicles, other than a vehicle that meets California's super ultra-low exhaust emission standard and the federal inherently low-emission evaporative emission standard, this provision shall be operative only until January 1, 2011, or only until the Secretary of State receives that specified notice, whichever occurs first. Last Amended on 05/06/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>SB 545 Cedillo (D)</p> <p>Freeway construction.</p>	<p>SENATE THIRD READING 05/13/2009-Read second time. To third reading.</p>	<p>Existing law requires the Department of Transportation to enter into an agreement prior to any closure of a city street or county highway due to construction of a freeway with a city council or board of supervisors having jurisdiction. Existing law provides an exception to those provisions for a freeway segment within the jurisdiction of the Los Angeles County Metropolitan Transportation Authority, if specified requirements have been met, including that an agreement with one or more counties and cities is not possible because an impasse has existed for 10 or more years after an initial route was adopted. This bill would limit this exception to construction of a segment of a freeway that consists solely of a subsurface transportation facility, as specified. The bill would also require, as a condition for the exception to apply, that an agreement with one or more counties and cities is not possible because an impasse has existed for 20 or more years after an initial route was adopted. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 04/20/2009</p>	
<p>SB 555 Kehoe (D)</p> <p>Eminent Domain Law: conservation easement.</p>	<p>SENATE SECOND READING 05/19/2009-From committee: Be placed on second reading file pursuant to Senate Rule 28.8.</p>	<p>Existing law authorizes various agencies to acquire land for purposes related to conservation. Existing law provides for a conservation easement to retain land predominantly in its natural, scenic, historical, agricultural, forested, or open-space condition. Existing law establishes procedures for the independent appraisal review of land to be acquired for conservation and establishes a conservation easement registry. Existing law prohibits, with a specified exception, the sale of conservation lands to another owner or the transfer of possession and control of conservation lands to another agency, unless specified actions occur. This bill would revise the Eminent Domain Law to establish requirements for acquisition of property subject to a conservation easement. The bill would require the person seeking to acquire the property to give the holder of the conservation easement a notice containing specified information and an opportunity to state any objections to the acquisition. The bill would require the holder of conservation easement to provide notice, as specified, of the proposed acquisition to a public entity that helped fund the purchase of the conservation easement or that imposed conditions on a project that were satisfied, in whole or in part, by the conservation easement. The bill would provide that a holder of a conservation easement or a public entity, as described above, that fails to make written objection to the acquisition within specified time periods would waive the right to appear and be heard at the hearing prior to the adoption of a resolution of necessity. The bill would require a person seeking to acquire the property subject to a conservation easement to respond to any objections in writing and provide by first-class mail the response to each easement holder or public entity that filed an objection. The bill would require the notice of the hearing on the resolution of necessity to be sent to any holder of a conservation easement or public entity that submits objections. The bill would require that a resolution of necessity to acquire property subject to a conservation easement to refer to specific authority for the acquisition of the property. The bill would specify that the holder of a conservation easement is entitled to compensation under the Eminent Domain Law. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 05/12/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p><u>SB 560</u> <u>Ashburn</u> (R)</p> <p>Regional transportation plans: sustainable communities strategy.</p>	<p>SENATE PRINT 03/12/2009-To Coms. on EQ. and T. & H.</p>	<p>Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy as part of their regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law generally requires transportation planning and programming activities by the metropolitan planning organization to be consistent with the sustainable communities strategy, with certain exceptions. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organizations to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. This bill would provide that greenhouse gas emission credits for counties and cities that site and permit commercial wind, solar, and biomass projects may be used as credit in the formulation of the sustainable communities strategy or an alternative planning strategy. The bill would also provide that transportation trips outside of federal lands that are directly related to activities of a federal or state military installation shall not be included in the emissions inventory otherwise required to be considered to achieve any reductions in greenhouse gas emissions. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 648</u> <u>Oropeza</u> (D)</p> <p>Transportation.</p>	<p>SENATE RLS. 03/19/2009-To Com. on RLS.</p>	<p>Existing law creates the Department of Transportation within the Business, Transportation and Housing Agency. This bill would state the intent of the Legislature to enact legislation on the subject of transportation.</p>	
<p><u>SB 659</u> <u>Pavley</u> (D)</p> <p>Transportation.</p>	<p>SENATE T. & H. 03/26/2009-Re-referred to Com. on T. & H.</p>	<p>Existing law generally provides for programming of transportation capital projects pursuant to the state transportation improvement program process. Existing law authorizes a local agency to request that a portion of the cost of any project in the program funded by the local agency be eligible for reimbursement from federal funds, as specified. This bill would make a nonsubstantive change to these provisions.</p>	
<p><u>SB 686</u> <u>DeSaulnier</u> (D)</p> <p>Environment: CEQA exemption: addition and deletion.</p>	<p>ASSEMBLY NAT. RES. 05/11/2009-To Com. on NAT. RES.</p>	<p>The California Environmental Quality Act requires the Office of Planning and Research to adopt guidelines that include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment and a list of classes of projects that are exempted from the act's requirements. The act establishes procedures for the certification and adoption of the guidelines. The act authorizes a public agency to request, in writing, the addition or deletion of a class of projects to the list. The office is required to review each request and, as soon as possible, submit its recommendation to the Secretary of Natural Resources Agency. This bill would make technical, nonsubstantive changes to the provision regarding the addition or deletion of a class of projects.</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

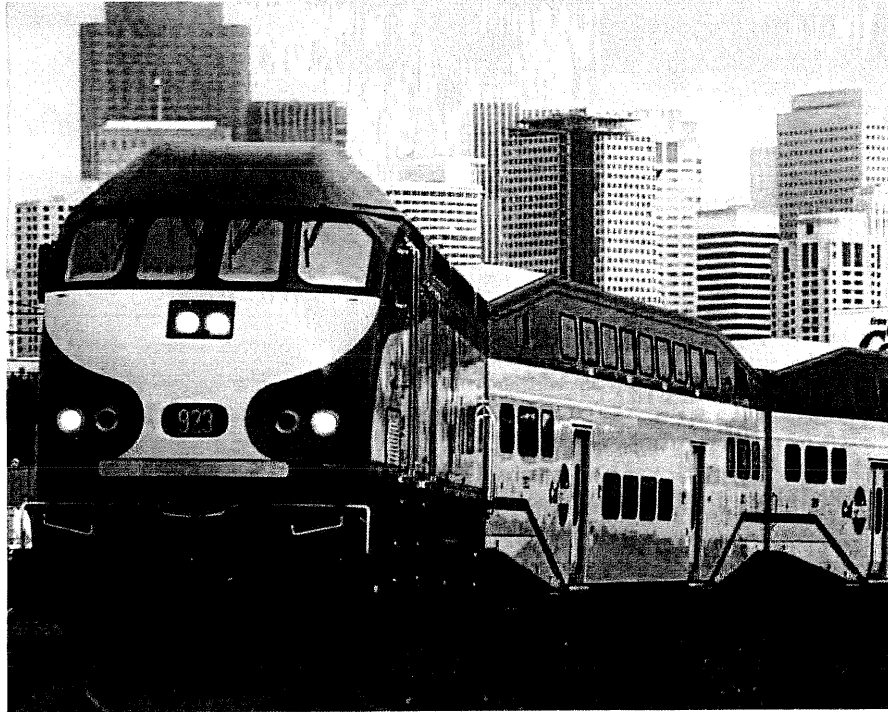
<p>SB 716 Wolk (D)</p> <p>Local transportation funds.</p>	<p>SENATE THIRD READING 05/19/2009-Read second time. Amended. To third reading.</p>	<p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. Existing law specifies the allowable uses for local transportation funds, and generally requires these funds to be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. This bill would instead authorize those local transportation funds to be used for local streets and roads in those circumstances and for those other specified purposes in counties with a population under 500,000 as of the 2000 census, and each decennial census thereafter, and in certain other counties. The bill, in those counties where local transportation funds may be allocated to local streets and roads, would also authorize use of those funds for specified farmworker vanpool purposes upon a finding by the transportation planning agency that there are no unmet transit needs or no unmet transit needs that are reasonable to meet.</p> <p>Last Amended on 05/19/2009</p>	
<p>SB 721 Steinberg (D)</p> <p>Energy: greenhouse gas emissions.</p>	<p>SENATE APPR. SUSPENSE FILE 05/04/2009-Placed on APPR suspense file.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas (GHG) emissions limit equivalent to the statewide GHG emissions levels in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The act requires all state agencies to consider and implement strategies to reduce their GHG emissions. This bill would create the Climate Action Team (CAT), consisting of representatives from specified state agencies that would be responsible for coordinating the state's overall climate policy. The CAT, on or before January 1, 2011, and annually thereafter, would be required to prepare, adopt, and present to the Legislature, a strategic research, development, demonstration, and deployment plan that establishes priorities and identifies key expenditure categories for research, development, demonstration, and deployment funds to be expended by the state agencies represented on the CAT for the following fiscal year. The bill would require a state agency that is represented on the CAT to expend research, development, demonstration, and deployment funds, which would be administered by the Department of Transportation and allocated for clean technology, environmental protection, and public interest energy research, consistent with this plan. The CAT, on or before January 1, 2011, and biennially thereafter, would also be required to prepare and adopt a climate change impact mitigation and adaptation plan that includes specified information. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 04/23/2009</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>SB 722 Steinberg (D)</p> <p>Greenhouse gas credits.</p>	<p>ASSEMBLY DESK 05/14/2009-In Assembly. Read first time. Held at Desk.</p>	<p>Under existing law, a person or entity that represents that a consumer good that it manufactures or distributes is not harmful to, or is beneficial to, the natural environment, through the use of specified environmental terms, is required to maintain in written form in its records information and documentation supporting the validity of the representation, as specified. Existing law provides that it is unlawful for a person to make any untruthful, deceptive, or misleading environmental marketing claim, whether explicit or implied. A violation of these requirements is a misdemeanor. This bill would make it unlawful for a person, as defined, to represent in an advertisement or in any other sales or promotional materials made available to the public for the sale of a greenhouse gas credit or emission reduction, that the credit or reduction reduces greenhouse gas emissions unless certain requirements are met. The bill would also require a person that represents in an advertisement or in any sales or promotional materials made available to the public for the sale of a greenhouse gas credit or emission reduction, that the credit or emission reduction results in a reduction of greenhouse gases to maintain in written form and make available to any member of the public who requests it certain information and documentation supporting the validity of that representation. A violation of these provisions would be punishable by a specified civil penalty and would create a civil cause of action. Reasonable attorney fees and costs would be available for any such action brought. These requirements would become operative on January 1, 2011, and would become inoperative if the Federal Trade Commission adopts binding and enforceable trade rules or regulations for claims or representations for greenhouse gas emission reduction credits or reductions to protect consumers.</p> <p>Last Amended on 04/23/2009</p>	
<p>SB 728 Lowenthal (D)</p> <p>Air pollution: parking cash-out program.</p>	<p>SENATE THIRD READING 05/18/2009-Read second time. To third reading.</p>	<p>Existing law requires an employer of 50 persons or more who provides a parking subsidy to employees and who is in an air basin that is designated as a nonattainment area in terms of air quality to offer a parking cash-out program, defined as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. This bill would authorize the State Air Resources Board to impose a civil penalty for a violation of this requirement. The bill would also authorize a city, county, and air pollution control district or air quality management district to adopt a penalty or other mechanism to ensure compliance. The bill would authorize the imposition of a penalty by the state board or the local agency, but not both.</p> <p>Last Amended on 04/27/2009</p>	
<p>SB 729 Walters (R)</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>SENATE RLS. 03/19/2009-To Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make a technical, nonsubstantive change to a legislative finding within the act.</p>	

Peninsula Corridor Joint Powers Board
Bill Matrix May 20, 2009

<p>SB 734 Lowenthal (D) Transportation.</p>	<p>ASSEMBLY DESK 05/18/2009-In Assembly. Read first time. Held at Desk.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation improvements, of which \$2 billion are to be allocated, upon appropriation by the Legislature, to cities and counties for specified street and road improvements. The act requires a city or county to reimburse the state for funds it receives if it fails to comply with certain conditions applicable to the expenditure of the bond funds. This bill would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws.</p>	
<p>SB 783 Ashburn (R) High-speed rail.</p>	<p>SENATE APPR. 05/19/2009-Set for hearing May 26.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law requires the authority to prepare and to submit to the Legislature a revised business plan containing specified elements by September 1, 2008. This bill would require the authority to prepare, publish, adopt, and submit to the Legislature a business plan addressing specified elements no later than March 1, 2010, and every 2 years thereafter, with a draft of the business plan to be available at least 60 days in advance for public review and comment, followed by a public hearing. Last Amended on 04/30/2009</p>	
<p>SCA 15 Calderon (D) State budget.</p>	<p>SENATE B. & F. 04/13/2009-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on B. & F.R.</p>	<p>The California Constitution requires the Governor to submit to the Legislature by January 10 of each year a budget for the ensuing fiscal year, accompanied by a Budget Bill itemizing recommended expenditures. The Constitution requires specified bills, including a bill making a change in state taxes for the purpose of raising revenue, a bill containing an urgency clause, and a bill, including the Budget Bill, that makes certain appropriations from the General Fund, to be passed in each house of the Legislature by a 2/3 vote. This measure would exempt General Fund appropriations in the Budget Bill for the ensuing fiscal year from the 2/3 -vote requirement if the total amount of General Fund revenues estimated by the Legislative Analyst, on or after May 15, for the current fiscal year is at least 5% below the estimate of General Fund revenues set forth in the Budget Bill enacted for the current fiscal year. This bill contains other related provisions and other existing laws. Last Amended on 04/13/2009</p>	
<p>SCA 16 DeSaulnier (D) Initiatives: indirect initiatives.</p>	<p>SENATE E.,R. & C. A. 03/19/2009-To Com. on E., R. & C.A.</p>	<p>The measure would alternatively authorize the electors to propose, and to adopt or reject, statutes and amendments to the Constitution pursuant to a process of initial review by the Legislature. The measure would require that the petition presented to the Secretary of State be certified as signed by electors equal in number to 3% in the case of a statute, or 6% in the case of an amendment to the Constitution, of the votes for all candidates for Governor at the last gubernatorial election. The measure would require the Secretary of State to transmit that petition to the Legislature within 10 days. This bill contains other existing laws.</p>	
<p>SCR 10 Liu (D) Railroad Safety Month</p>	<p>ASSEMBLY DESK -To Com. on RULES.</p>	<p>This measure would designate September as "Railroad Safety Month."</p>	



Quarterly Capital Program Status Report and DBE Status Report

Report prepared for the June 4, 2009 JPB Meeting

For the period: January 1, 2009 – March 31, 2009

Peninsula Corridor Joint Powers Board



TABLE OF CONTENTS

Capital Program - Budget Status Summary 1

Traffic Light Report 3

2nd ATCS Channel Project..... 4

Atherton Station Improvements (Project On-Hold) 6

Broadway Station Improvements (Project On-Hold) 8

Cal Ave Station & Palo Alto Stations Platforms Improvements, Palo Alto ADA
Pedestrian Underpass, and Bridge Deck Repair at various locations 10

Caltrain Railroad Radio Upgrade 12

Caltrain Right-Of-Way Fencing Project 14

Centralized Equip. & Maintenance Operations Facility (CEMOF) 16

Dumbarton Rail Corridor Project..... 18

Electrification (Environmental & 35% Design) 20

Lenzen Yard Fuel Facility 22

Los Gatos and Guadalupe Bridges Replacement..... 24

Purchase (8) Caltrain Passenger Cars 26

Quint Street & Jerrold Street Bridges Replacement 28

Real Time Transit Information Project 30

San Bruno Grade Separation..... 32

San Bruno/South Linden Interim Safety Improvements..... 34

San Francisco Roadway Bridges Replacement 36

San Mateo Bridges Rehabilitation, Grade Mod., and Related Track Work..... 38

San Mateo County At-Grade Crossing Improvement Project 40

South San Francisco Station Improvements..... 42

South Terminal and Santa Clara Stations Improvements Project..... 44

Systemwide Track Rehab Program – FY08 46

DBE Status Report..... 49

Definition of Terms 50

Performance Status (Traffic Light) Criteria 51

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PCJPB - Capital Program - Budget Status Summary

Q3 FY09 - January 1 to March 31, 2009

All Costs in \$1,000's

Programs						
	FY04	FY05	FY06	FY07	FY08	FY09
1. Station and Intermodal Access	\$22,074	\$21,485	\$6,241	\$42,558	\$6,242	\$75,482
2. Right of Way	\$31,736	\$14,150	\$51,851	\$35,865	\$27,030	\$58,172
3. Rolling Stock / Equipment	\$64	\$1,367	\$9,491	\$1,624	\$16,213	\$1,600
4. Operational Facilities & Equip.	\$15,373	\$38,766	\$10,640	\$500	\$2,450	\$3,052
5. Others	\$1,789	\$2,897	\$2,535	\$2,600	\$3,160	\$8,299
6. Caltrain Express / Caltrain 2025	\$0	\$0	\$0	\$0	\$3,326	\$4,500
7. Electrification	\$8,600	\$0	\$0	\$0	\$4,000	\$0
Total Board Approved Budget by FY ⁽¹⁾	\$79,636	\$78,665	\$80,758	\$83,147	\$62,421	\$151,105
Total Audited Expenditures by FY ⁽²⁾	\$118,328	\$65,393	\$103,282	\$87,216	\$96,971	\$50,140 ⁽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

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

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

(3) Expenditure shown for FY09 through March 31, 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
	Q2 FY09	Q3 FY09	Q2 FY09	Q3 FY09	Q2 FY09	Q3 FY09	Q2 FY09	Q3 FY09	
2nd ATCS Channel Project							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		10
Caltrain Railroad Radio Upgrade							N/A		12
Caltrain Right-Of-Way Fencing Project							N/A		14
Centralized Equip. & Maintenance Operations Facility (CEMOF)							N/A		16
Dumbarton Rail Corridor Project							N/A		18
Electrification - Environmental and 35% Design									20
Lenzen Yard Fuel Facility							N/A		22
Los Gatos & Guadalupe Bridges Replacement									24
Purchase (8) Caltrain Passenger Cars							N/A		26
Quint Street & Jerrold Avenue Bridges Replacement									28
Real Time Transit Information Project							N/A		30
San Bruno Grade Separation									32
San Bruno/South Linden Interim Safety Improvements							N/A		34
San Francisco Roadway Bridges Replacement									36
San Mateo Bridges Rehabilitation, Grade Modification, and Related Track Work									38
San Mateo County At-Grade Crossing Improvement							N/A		40
South San Francisco Station Improvements (Project On-Hold)									42
South Terminal and Santa Clara Stations Improvements Project							N/A		44
Systemwide Track Rehab Program - FY08							N/A		46

Note: Caltrain 2025 projects will be included in the next quarterly report.



= No Issues

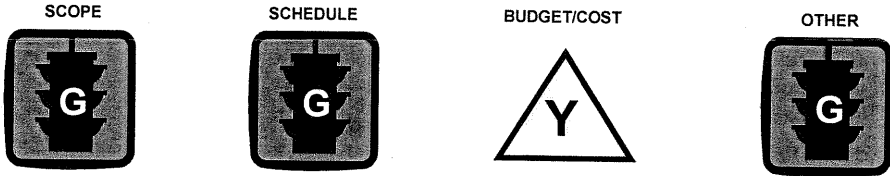


= Notable Issues



= 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
01741-210	2nd ATCS Channel Project																						
	Phase Gate/Systemwide Reviews	792	0	100%	24-Feb-06 A	25-Apr-06 A																	
	Second Channel Implementation	211	0	100%	18-May-07 A	06-Dec-07 A																	
	Owner Furnished Material	1304	30	97.7%	05-Sep-06 A	30-Apr-09																	
	Engineering Design	401	0	100%	06-Aug-07 A	21-Aug-08 A																	
	Procurement/Bid & Awards	200	0	100%	22-Aug-08 A	23-Mar-09 A																	
	Construction	256	246	4.3%	23-Mar-09 A	01-Dec-09																	
	Project Closure	1436	97	93.25%	03-Apr-06 A	08-Mar-10																	

Progress:

Jan - Mar 2009

- (1) Began and continued review of long lead items submittals.
- (2) PCJPB Board approved Clayborn Contracting Group for construction contract.
- (3) Issued Limited Notice to Proceed to Clayborn Contracting Group.
- (4) Completed conformed plans and specifications.

Future

Activities:

Apr - Jun 2009

- (1) Finalize review of long lead items submittals.
- (2) Initiate submittal review with construction contractor.
- (3) Begin construction.

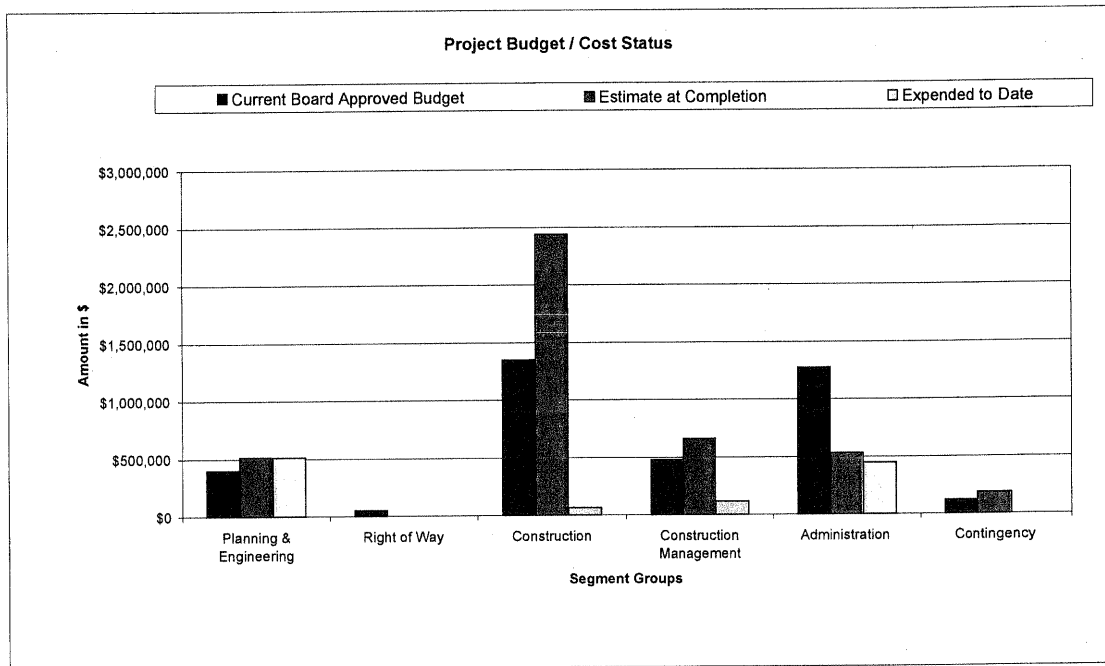
Issues: None.

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	\$400,000	\$513,137	\$513,137	\$514,000	(\$114,000)
Right of Way	\$50,000	\$0	\$0	\$0	\$50,000
Construction	\$1,350,000	\$64,259	\$201,387	\$2,439,436	(\$1,089,436)
Construction Management	\$480,000	\$116,296	\$496,178	\$660,000	(\$180,000)
Administration	\$1,275,000	\$446,680	\$446,680	\$530,000	\$745,000
Contingency	\$120,000	\$0	\$0	\$184,000	(\$64,000)
Total	\$3,675,000	\$1,140,372	\$1,657,382	\$4,327,436	(\$652,436)



Issues: EAC was revised based on construction bid received. Only one bidder responded to the Issue for Bid (IFB) with a cost of approximately \$320K over the budget estimate. Additional funding for the project to be secured from project underruns of other signal & communications projects already completed.

OTHER: None.



ATHERTON STATION IMPROVEMENTS



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

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

SCHEDULE:



Activity ID	Activity Description	Orig Dur	%	Early Start	Early Finish	2003												2004												2005												2006											
						J	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	H	D	J	F	M	A	M	J	J	A	S	O	H	D	J	F	M	A	M	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.

Jan - Mar 2009

Future Activities:

Apr - Jun 2009

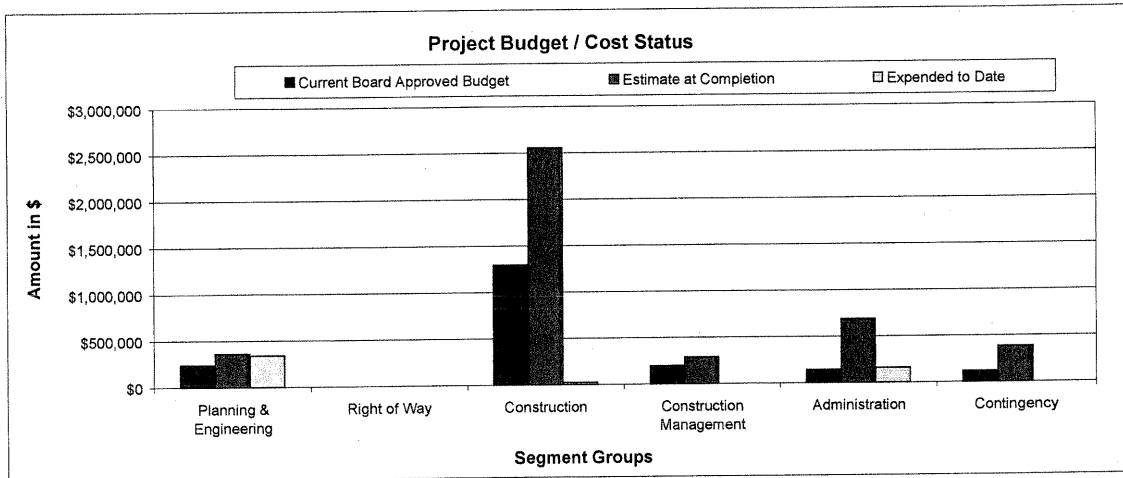
Issues: Project is on hold; schedule needs to be redefined and re-baselined.

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



SCOPE:



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

Issues:

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

SCHEDULE:



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															
01574 - Broadway Interim Outboard Platform						<i>Project - On-Hold</i>																																															
Broadway Interim Outboard Platform																																																					
+ Preliminary Engineering																																																					
		279	100	16JUN03A	16JUL04A																																																
+ Engineering Design																																																					
		500	100	19JUL04A																																																	

Progress: Project is on hold.

Jan - Mar 2009

Future Activities:

Apr - Jun 2009

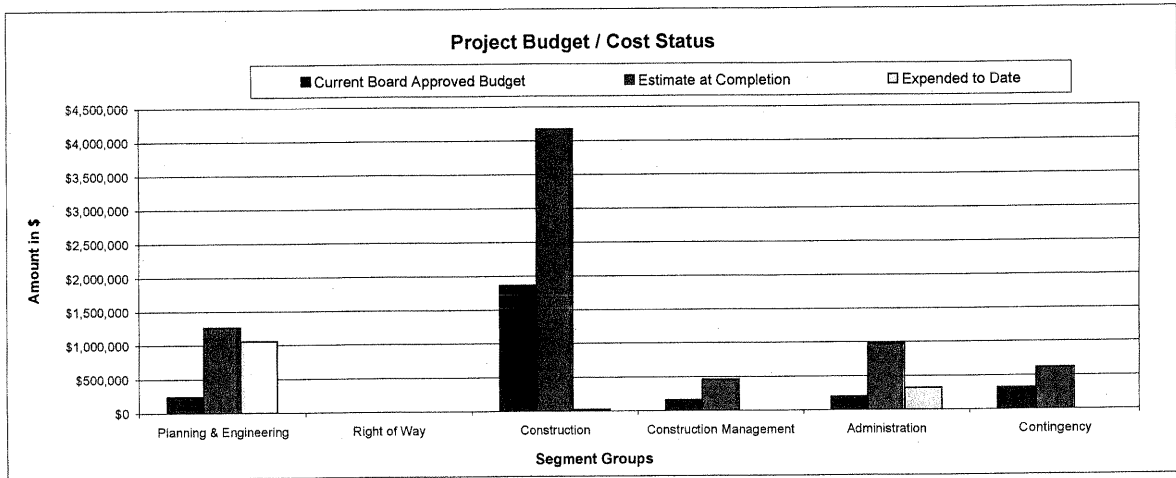
Issues: Project is on hold; schedule needs to be redefined and re-baselined.

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 new pedestrian underpass. A new outboard northbound platform will be built (with realignment of the Main Track #1), the southbound platform reconstructed along with new lighting and communication systems.

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

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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig. Est. Cost	Rem. Cost	% Complete	Early Start	Early Finish	FY06												FY07												FY08												FY09											
							A	M	J	J	A	S	O	N	D	D	F	M	A	M	J	J	A	S	O	N	D	D	F	M	A	M	J	J	A	S	O	N	D	D	F	M	A	M	J									
01978 Calif. Ave/Palo Alto Stn Outboard Platform																																																						
+ Work Plans/Phase Gate/Systemwide Reviews																																																						
		336	0	100	21NOV05A	22MAR07A	[Gantt bar from Nov 2005 to Mar 2007]																																															
+ Preliminary Engineering																																																						
		534	0	100	16JUN03A	04JUN04A	[Gantt bar from Jun 2003 to Jun 2004]																																															
+ Engineering Design																																																						
		724	0	100	07JUN04A	10APR07A	[Gantt bar from Jun 2004 to Apr 2007]																																															
+ Integrated Design (Platform & Underpass)																																																						
		180	0	100	25JUL06A	10APR07A	[Gantt bar from Jul 2006 to Apr 2007]																																															
+ Procurement/Bid & Awards																																																						
		130	0	100	11APR07A	14OCT07A	[Gantt bar from Apr 2007 to Oct 2007]																																															
+ Utility Relocation or Advance Construction																																																						
		613	0	100	06DEC05A	09MAY08A	[Gantt bar from Dec 2005 to May 2008]																																															
+ Construction																																																						
		501	0	100	15OCT07A	26FEB08A	[Gantt bar from Oct 2007 to Feb 2008]																																															
+ Project Closure																																																						
		121	88	27	27FEB08A	27JUN09	[Gantt bar from Feb 2008 to Jun 2009]																																															

Progress: (1) Completed punchlist items.
 Jan - Mar 2009 (2) Achieved Final Completion on February 27, 2009
 (3) Began project close-out activities.

Future Activities:
 Apr - Jun 2009 Continue with project close-out.

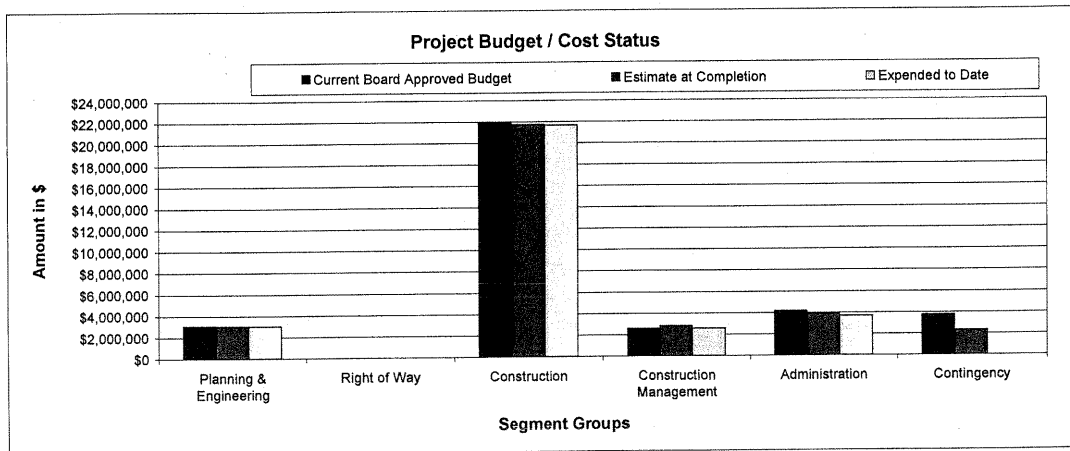
Issues: None.

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

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
Segment Group	Current Board Approved Budget	Expended to Date	Committed To Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$3,060,278	\$3,012,996	\$3,022,148	\$3,021,148	\$39,130
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$21,974,632	\$21,667,812	\$21,627,554	\$21,702,902	\$271,730
Construction Management	\$2,573,500	\$2,566,855	\$2,628,016	\$2,805,000	(\$231,500)
Administration	\$4,163,800	\$3,684,840	\$3,684,840	\$3,894,840	\$268,960
Contingency	\$3,733,732	\$0	\$0	\$2,276,810	\$1,456,922
Total	\$35,505,942	\$30,932,503	\$30,962,558	\$33,700,700	\$1,805,242



Issues: The project is forecasting a potential underrun of approximately \$1.8M.

OTHER:



None.

Caltrain Railroad Radio Upgrade Project



SCOPE:



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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2006				2007				2008				2009			
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
100	Caltrain Railroad Rad			100%	15-Jun-06	23-Jan-07																
219	Phase Gate/Systemwide Reviews	0	0	100%	15-Jun-06 A	23-Jan-07 A																
29	Conceptual/Study	0	0	100%	19-Dec-06 A	20-Jan-06 A																
100	Preliminary Engineering	0	0	100%	20-Feb-06 A	31-May-06 A																
544	Engineering Design	0	0	100%	05-Jun-06 A	30-Nov-07 A																
504	Procurement/Bid & Awards	0	0	100%	02-Jan-07 A	19-May-08 A																
793	Construction	0	0	100%	31-Jan-07 A	26-Mar-09 A																
54	Project Closure	89	0	0%	27-Mar-09 A	29-May-09																

Progress: (1) Configured, tested and cut over equipment for the road voice radio channel.
 Jan - Mar 2009 (2) Trained dispatchers to utilize the new voice radio equipment.

Future (1) Begin project close out.

Activities:
 Apr - Jun 2009

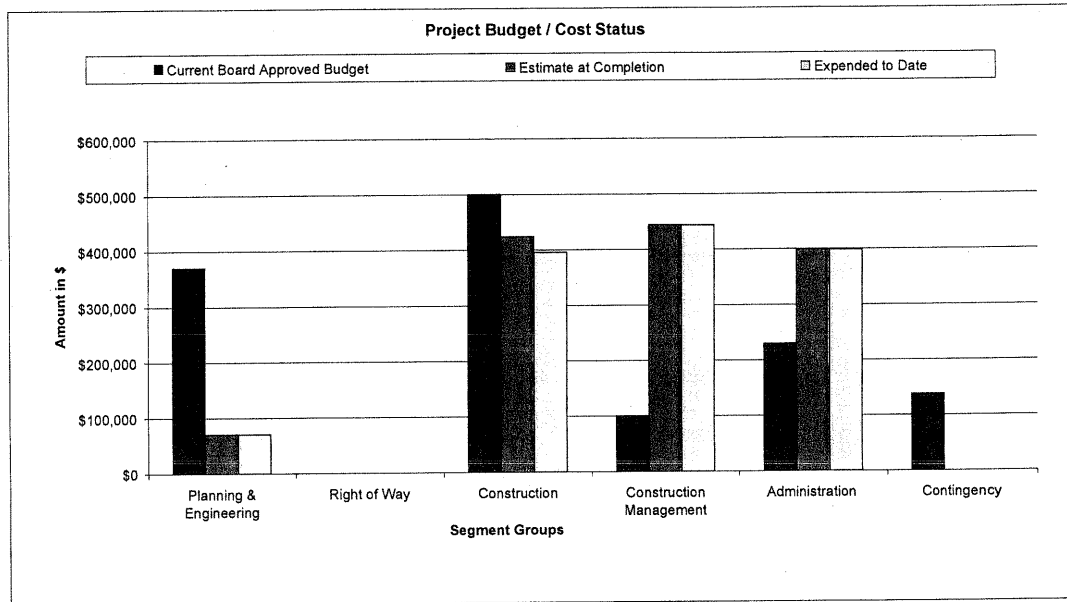
Issues: None.

Caltrain Railroad Radio Upgrade 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	\$370,000	\$70,839	\$70,839	\$70,839	\$299,161
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$500,000	\$394,945	\$466,116	\$424,163	\$75,837
Construction Management	\$100,000	\$443,541	\$443,541	\$443,998	(\$343,998)
Administration	\$230,000	\$398,786	\$398,786	\$399,000	(\$169,000)
Contingency	\$138,000	\$0	\$0	\$0	\$138,000
Total	\$1,338,000	\$1,308,111	\$1,379,282	\$1,338,000	\$0

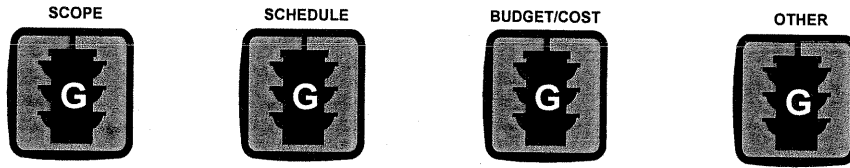


Issues: None.

OTHER: None.



CALTRAIN RIGHT-OF-WAY FENCING PROJECT



SCOPE:

The project consists of installation fencing along the Caltrain Corridor based on the 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: Includes 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 the following: 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 the following: 450 LF chain link fence, 350 LF expanded wire mesh fence and 20,000 LF welded wire mesh fence.

Phase 2 Option 2: consists of the following: 400 LF chain link fence and 20,000 LF welded wire mesh fence.

Issues:

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

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	2006												2007												2008												2009											
							O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S												
01703 - Fencing from MP 0.2 to MP 77.4																																																						
+ Engineering Design																																																						
		150	0	100	01 SEP 06	06 APR 07																																																
+ Procurement/Bid & Awards																																																						
		242	0	100	16 FEB 07	31 JAN 08																																																
+ Construction																																																						
		497	42	84	11 JUN 07	31 MAY 09																																																
+ Project Closure																																																						
		495	76	70	01 OCT 07	16 SEP 09																																																

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

Progress:
Jan - Mar 2009

(1) Continued Phase 2 Option 1 fencing along the PCJPB right of way.

Future

Activities:
Apr - Jun 2009

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

Issues:

None.

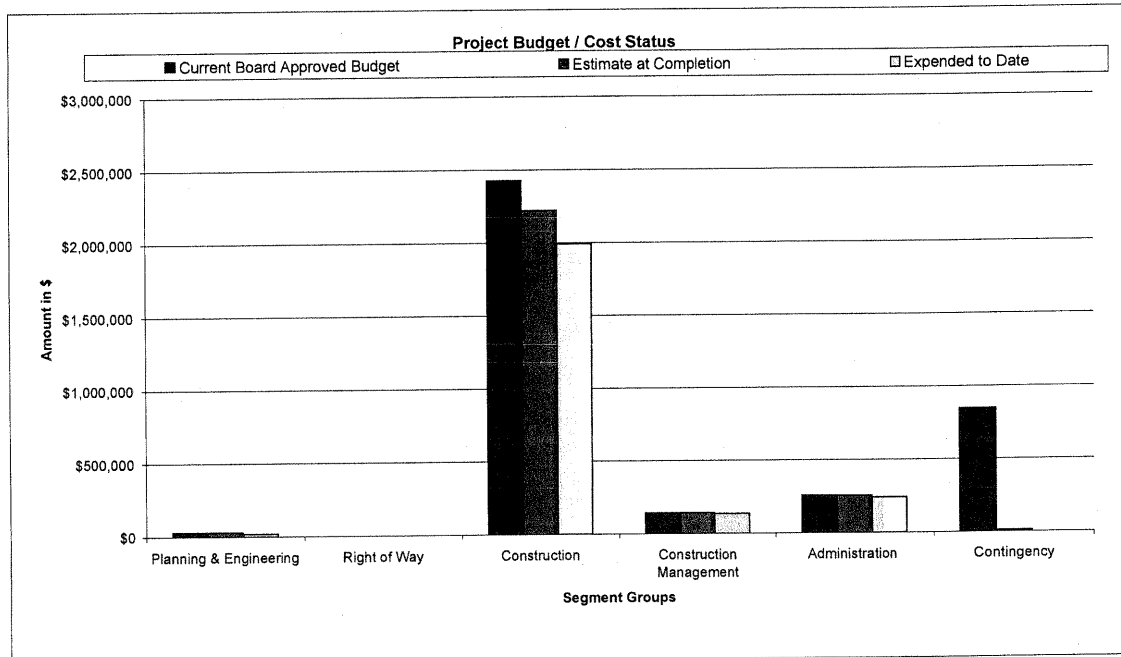
CALTRAIN RIGHT-OF-WAY FENCING PROJECT

BUDGET:



Segment Group	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Planning & Engineering	\$29,000	\$19,528	\$19,528	\$29,000	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$2,428,000	\$1,991,431	\$2,208,407	\$2,222,200	\$205,800
Construction Management	\$143,000	\$135,885	\$135,885	\$143,000	\$0
Administration	\$258,000	\$240,709	\$240,709	\$256,000	\$2,000
Contingency	\$847,693	\$0	\$0	\$11,300	\$836,393
Total	\$3,705,693	\$2,387,553	\$2,604,529	\$2,661,500	\$1,044,193

Note: The Estimate at Completion does not include the Phase 2 Option 2 work.
 Contingency in the Current Board Approved Budget may be used for Phase 2 option 2 work.



Issues: None.

OTHER: None.



CENTRALIZED EQUIPMENT & MAINTENANCE OPERATIONS FACILITY (CEMOF)



SCOPE:

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

Issues:

Continue with project close-out tasks.

SCHEDULE:



Activity ID	Activity Description	Orig. Est. Dur.	Rem. Dur.	% Comp.	Early Start	Early Finish	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
0159 - CEMOF B1																	
+ Engineering Design																	
		1	0	100	12/24/08	12/24/08											
+ Procurement/Bid & Awards																	
		1	0	100	1/15/09	1/15/09											
+ Construction																	
		286	0	100	1/15/09	1/15/09											
0159 - CEMOF B2 Project																	
+ Environmental Clearance & Permits																	
		126	0	100	1/30/09	1/30/09											
+ Engineering Design																	
		70	0	100	1/15/09	1/15/09											
+ Procurement/Bid & Awards																	
		339	0	100	1/15/09	1/15/09											
+ Construction																	
		674	0	100	6/16/08	1/22/09											
+ Project Closure																	
		300	0	100	1/22/09	1/22/09											
0159 - Change Order to B.2 (FCN-9/CCO-15)																	
+ Engineering Design																	
		74	0	100	1/15/09	1/15/09											
+ Construction																	
		400	0	100	1/15/09	1/15/09											
CEMOF Transition																	
		171	0	100	1/15/09	1/15/09											

Progress:
Jan - Mar 2009

(1) Continued preparations for final project close-out.

Future Activities:
Apr - Jun 2009

(1) Continue with final project close-out.

Issues:

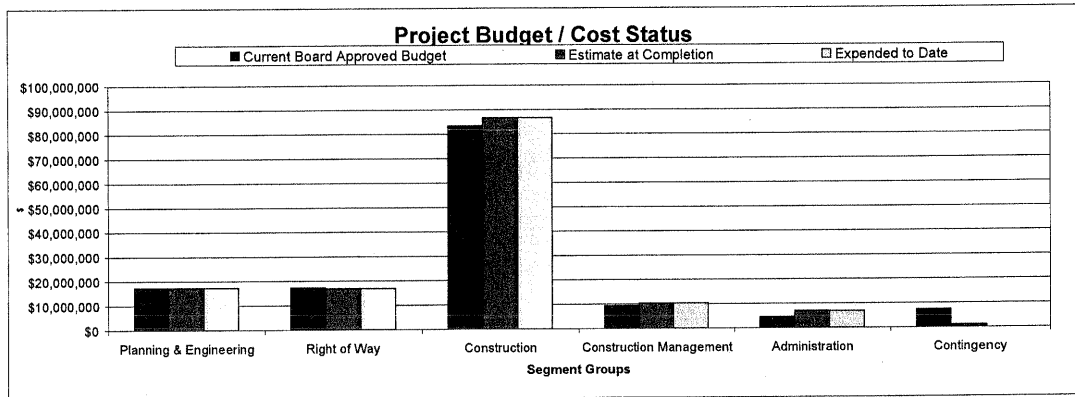
Awaiting final pay application from construction contractor.

CENTRALIZED EQUIPMENT & MAINTENANCE OPERATIONS FACILITY (CEMOF)

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	\$17,327,392	\$17,408,418	\$17,413,372	\$17,403,142	(\$75,750)
Right of Way	\$17,376,687	\$16,943,912	\$16,943,912	\$16,985,635	\$391,052
Construction	\$83,329,515	\$86,694,251	\$86,362,653	\$86,694,251	(\$3,364,736)
Construction Management	\$9,274,741	\$10,226,121	\$10,286,693	\$10,230,196	(\$955,455)
Administration	\$4,578,916	\$6,893,808	\$6,893,808	\$6,938,452	(\$2,359,536)
Contingency	\$7,522,559	\$0	\$0	\$1,040,837	\$6,481,722
Total	\$139,409,810	\$138,166,510	\$137,900,438	\$139,292,513	\$117,297



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.

Issues:

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

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

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	% Complete	Start	Finish	2007		2008				2009				2010				2011
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
	Environmental	2221	673	69.7%	04-Jan-05 A	02-Feb-11															
	Funding	0	0	0%	26-Jul-07 A	26-Jul-07 A															
	Engineering Design	1071	462	56.86%	01-Aug-07 A	05-Jul-10															

Progress:

Jan - Mar 2009

CAP = Citizen Advisory Panel
 MTC = Metropolitan Transportation Commission
 PAC = Policy Advisory Committee
 PDT = Project Development Team
 ACOE = Army Corps of Engineers

- 1) A meeting was held on 1/12/09 with the Dumbarton consortium to review and finalize detailed plans for corridor interim bus enhancements.
- 2) A meeting was held with FTA on 1/22/09 and updates on the NEPA/404 Integration Meeting, interagency coordination, and preparation of the environmental document were provided. A concurrence response on project purpose and need had been received from ACOE.
- 3) A PDT meeting was held on 2/10/09 in Newark and presentations were made on budget and schedule status, RM2 funding reassignments, UPRR negotiations and the interim bus enhancement plan. The MTC held a public hearing in January and the commissioners approved the reassignment of \$91M of Dumbarton RM2 funding. Due to the uncertainty of the UPRR negotiation status, and the outstanding questions on the interim bus enhancement plan, the CAP and PAC meetings originally scheduled for 2/18/09 and 2/23/09 were postponed, and will be rescheduled.
- 4) Project team members met with MTC staff on 3/3/09 to discuss project status and funding prospects, interim bus enhancement plans and timing, an UPRR negotiations. MTC advised the Dumbarton project team to place interim bus enhancement plans on hold pending the selection of a Locally Preferred Alternative.
- 5) Technical studies for the environmental document are on-going. Work continues on the environmental documents in preparation for an administrative draft submission to FTA.
- 6) 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. The revisions will be incorporated into the cost estimate update that is in progress.
- 7) Draft reports were received and comments were provided on developing a more detailed planning and evaluation of using the single level DMUs as possible Dumbarton fleet.
- 8) Incorporated the capital improvements at the Redwood Junction area into the environmental assessments and the project cost estimate update. Working with Caltrain Engineering staff and consultants to develop a refined design for the track extension and realignment.

Future Activities:

Apr - Jun 2009

- 1) Complete the technical studies for the EIS/EIR analyses and prepare the draft environmental document for FTA review and public circulation.
- 2) Complete final reports on the bridge structural evaluations, constructability and cost estimates for bridge rehabilitation vs. reconstruction designs. Proceed with further planning and environmental mitigation issues.
- 3) Finalize reports on the planning and evaluation of using single level DMUs in the Dumbarton fleet. Complete Redwood Junction track realignment design for Dumbarton train merging.
- 4) Conduct PDT Meeting, CAP Meeting, and PAC Meeting in summer 2009. An update on the status of environmental clearance, project current cost estimate and a Capitol Corridor work plan for negotiation with UPRR are expected to be presented to the PAC. Finalize reports on the planning and evaluation of using single level DMUs in the Dumbarton fleet.
- 5) Continue to work with Capitol Corridor regarding the work plan to be presented to the PAC for leading the UPRR right of way negotiations.
- 6) Continue to coordinate with stakeholders to explore funding opportunities and interim measures. Evaluate viable funding strategies and possible alternatives for the project implementation.

Issues:

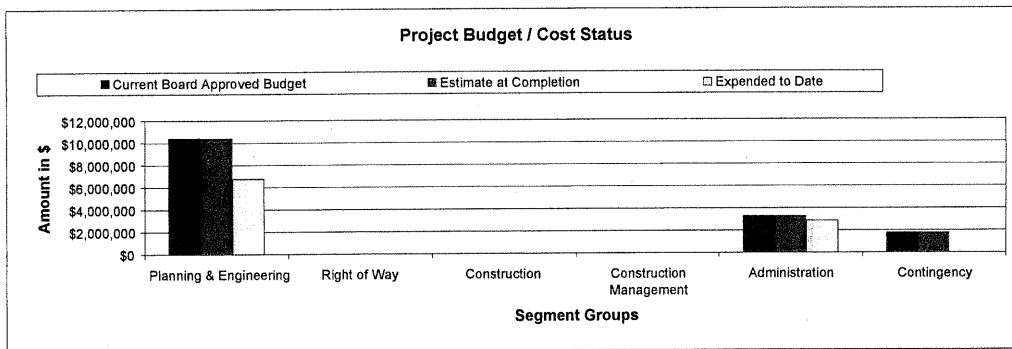
Environmental reviews will take longer than expected. This is due to a delayed start of the scoping period, the development of new phasing options, and the need to consider phasing options in the environmental evaluation. The project schedule was also significantly affected by a delay in obtaining concurrence with project partners MTC and the FTA regarding inputs to the ridership model.

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	\$10,384,633	\$6,750,257	\$8,104,171	\$10,384,633	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$9,000	\$9,787	\$8,787	(\$8,787)
Construction Management	\$10,355	\$2,028	\$2,028	\$1,568	\$8,787
Administration	\$3,285,580	\$2,863,196	\$3,138,811	\$3,285,580	\$0
Contingency	\$1,787,432	\$0	\$0	\$1,787,432	\$0
Total	\$15,468,000	\$9,624,481	\$11,254,797	\$15,468,000	\$0



Issues: MTC reprogrammed \$91 million of the project's funding to the BART Warm Springs extension in September 2008. Remaining project funding would be insufficient even for Phase 1 construction. The repayment of the \$91 Million after FY 2019-20 would delay the project ten years. The certainty of the payback is in question, as it depends upon the willingness of a future Alameda County Congestion Management Agency (ACCMA) action to honor the action of its current board. A public hearing was held on 1/14/09 for the RM2 funding reassignment and the action was formally approved by the commissioners at the 1/28/09 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.

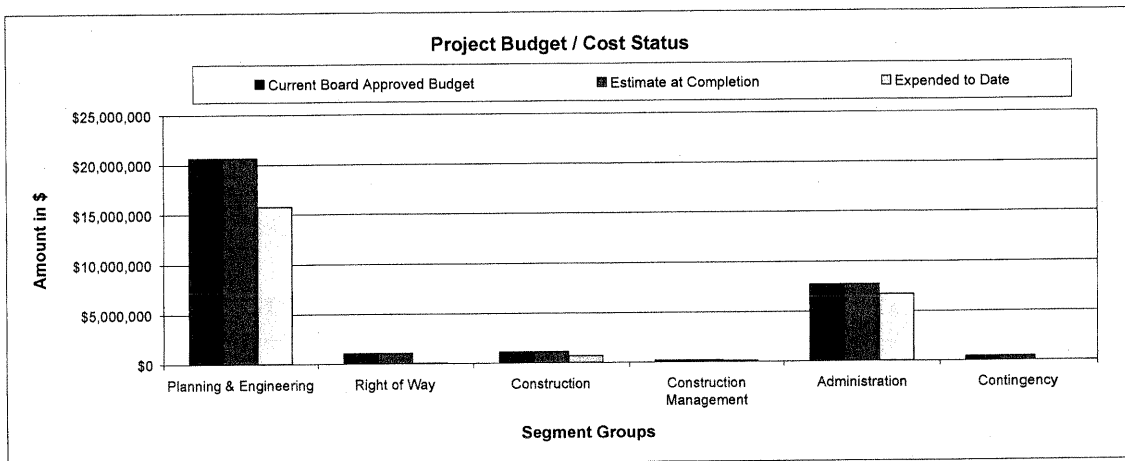


ELECTRIFICATION

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	\$20,658,149	\$15,744,389	\$15,724,307	\$20,658,149	\$0
Right of Way	\$1,023,051	\$18,000	\$18,000	\$1,023,051	\$0
Construction	\$1,094,408	\$685,369	\$685,587	\$1,094,408	\$0
Construction Management	\$161,417	\$79,133	\$79,133	\$161,417	\$0
Administration	\$7,688,688	\$6,692,555	\$6,719,261	\$7,688,688	\$0
Contingency	\$421,750	\$0	\$0	\$421,750	\$0
Total	\$31,047,463	\$23,219,446	\$23,226,288	\$31,047,463	\$0



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:



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

LENZEN YARD FUEL STORAGE FACILITY



SCOPE:



The fixed fueling and storage project includes design and construction of on-site diesel fuel storage and above-ground distribution for Caltrain locomotives at the new Centralized Equipment and Maintenance Operations Facility (CEMOF). The project includes design and construction of:

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

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Orig Est	Rev	%	Early Start	Early Finish
01742 Lenzen Yard Fuel Facility						
* Work Plans/Phase Gate/Systemwide Reviews						
1		0100	12/28/08A		12/28/08A	
* Environmental Clearance & Permits						
6		0100	12/28/08A		12/28/08A	
* Engineering Design						
21		0100	12/28/08A		12/28/08A	
* Procurement/Bid & Awards						
19		0100	12/28/08A		12/28/08A	
* Construction						
22		0100	12/28/08A		12/28/08A	
* Phase 1: B1 Change Order Work UG Piping & Sumps						
200		0100	12/28/08A		12/28/08A	
* Project Closure						
25		0415	07/08/09A		07/08/09A	

Progress:
Jan - Mar 2009

(1) Project is complete.

Future Activities:
Apr - Jun 2009

(1) Continue project closeout process, including construction contract.

Issues:

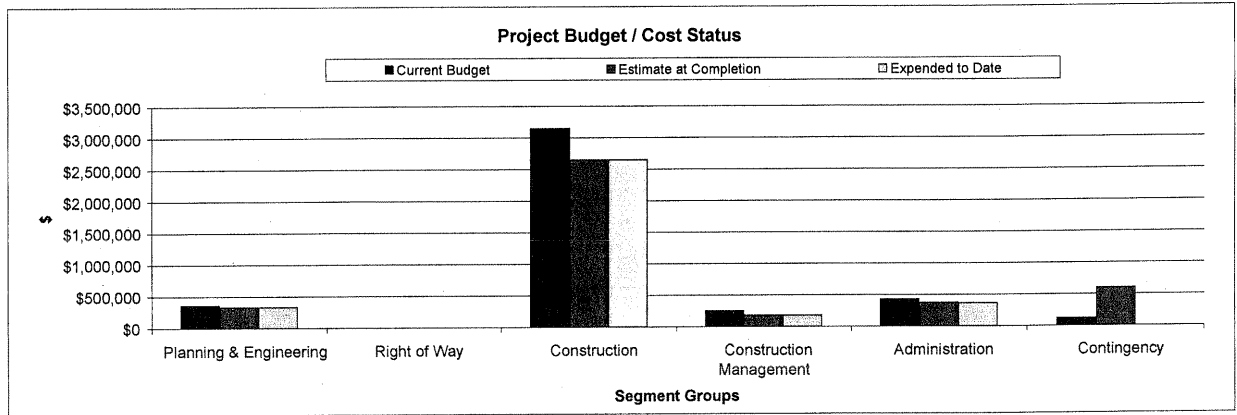
Awaiting final pay application from construction contractor.

LENZEN YARD FUEL STORAGE FACILITY

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	\$358,895	\$335,519	\$335,519	\$335,519	\$23,376
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$3,149,000	\$2,653,611	\$2,686,726	\$2,653,611	\$495,389
Construction Management	\$250,000	\$174,895	\$232,361	\$175,608	\$74,392
Administration	\$425,213	\$361,404	\$361,404	\$370,954	\$54,259
Contingency	\$116,492	\$0	\$0	\$597,416	(\$480,924)
Total	\$4,299,600	\$3,525,429	\$3,616,010	\$4,133,108	\$166,492



Issues: None.

OTHER: None.



LOS GATOS AND GUADALUPE BRIDGES REPLACEMENT



SCOPE:



The Los Gatos and Guadalupe Bridge Replacement Project includes:
 (1) Preliminary design, preparation of the Environmental Document, Final Design, removal and replacement of the existing Main Track #1 (MT-1) and Main Track #2 (MT-2) bridges crossing the Los Gatos Creek. As recommended in the Project Study Report, the new replacement structure to be constructed will be a pre-stressed / pre-cast concrete bridge with new foundations and a new widened bridge deck that will act as a construction shoofly and a permanent third track.
 (2) The preliminary design of a replacement bridge for the existing MT-1 timber bridge crossing the Guadalupe River.

Issues:

The project is located over a sensitive riparian habitat which requires the JPB to design a bridge structure that produces minimal environmental impacts.

SCHEDULE



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2007		2008				2009				2010				2011				2012	
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
WB12	Los Gatos Creek Brd.	277	186	67.2%	13-Jan-07 A	01-Jun-10																				
1097	Phase Gate/Programmatic Reviews	211	80.77...	13-Apr-07 A	13-Apr-10																					
719	Conceptual/Study	0	100%	03-Jan-05 A	26-Jan-07 A																					
393	Environmental	190	51.65...	10-Sep-06 A	07-Oct-09																					
152	Funding	152	0%	10-Sep-09	08-Feb-10																					
1095	Engineering Design	428	60.91...	04-Jun-07 A	02-Jun-10																					
201	Procurement/Bid & Awards	201	0%	03-Jun-10	20-Dec-10																					
401	Construction	401	0%	21-Dec-10	25-Jan-12																					
128	Project Closure	128	0%	25-Jan-12	01-Jun-12																					

Progress:

Jan - Mar 2009

- (1) Project resumed engineering design work following management's decision to proceed with a 35% design for a three track bridge replacement, including track and signal work for a third mainline track.
- (2) Updated the third track alignments and coordinated associated platform modifications with the South Terminal project.
- (3) Selected a preferred bridge design that provides minimal environmental impact.
- (4) Began updating environmental technical reports for environmental clearance.

Future

Activities:

Apr - Jun 2009

Finalize environmental technical reports (Biological resources; Hydrology/ Hydraulics/ Geomorphology; Noise; Archeological/ Cultural Resources) and 35% engineering documents to progress environmental clearance and permitting.

Issues:

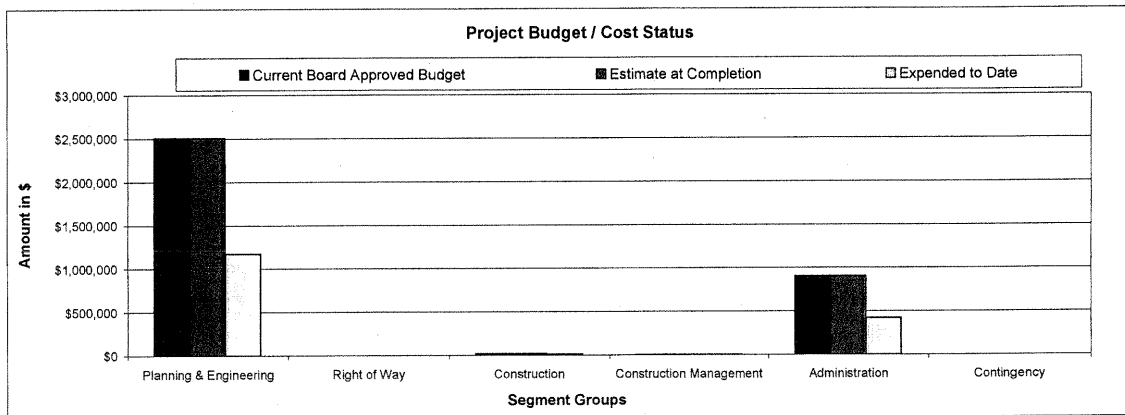
Since federal funds are used, the project will be on-hold at 35% design until environmental clearance from FTA is obtained. This action will delay the original baseline schedule by approximately nine (9) months.

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	\$2,508,180	\$1,177,404	\$1,375,838	\$2,508,180	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$19,343	\$9,080	\$9,080	\$19,343	\$0
Construction Management	\$4,322	\$2,029	\$2,029	\$4,322	\$0
Administration	\$905,046	\$424,852	\$424,852	\$905,046	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$3,436,891	\$1,613,365	\$1,811,799	\$3,436,891	\$0



Issues: Estimate at Completion of about \$3.4 million is for the preliminary design phase 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 (8) rail cars to replace the VRE cars that were purchased to implement the first 2 years of the SF Giants service. Staff has identified the need for (8) additional Bombardier cars in order to shore up an inadequate spare ratio and to provide the required train capacity to meet passenger demand through 2011.

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

Issues:

Trainline compatibility testing has continued in light of the discovery of some compatibility issues involved with the commingling of the new fleet with the old fleet. A Work Directive has been issued to continue the work through June of 2009.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2007				2008				2009		
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
01807- Procure (8) Caltrain P...		793	0	100%	02-Jan-07 A	31-Jan-09											
Preliminary Engineering		58	0	100%	02-Jan-07 A	28-Feb-07 A	█										
Engineering Design		93	0	100%	01-Mar-07 A	02-Jul-07 A		█	█								
Procurement/Bid & Awards		151	0	100%	04-Jun-07 A	02-Nov-07 A			█	█							
Rolling Stock Manufacturing		426	0	100%	02-Nov-07 A	31-Jan-09 A					█	█	█	█			
Project Closure		31	91	0%	02-Feb-09 A	30-Jun-09										█	█

Progress:

- Jan - Mar 2009
- (1) Achieved Final Acceptance of all cars.
 - (2) Continued to receive spare parts.
 - (3) Continued to troubleshoot trainline tests.
 - (4) Continued rework of cab side window locks.

Future Activities:

- Apr - Jun 2009
- (1) Complete receipt of all spare parts.
 - (2) Complete trainline tests.
 - (3) Complete receipt of Contract Data Requirement Lists (CDRLs).
 - (4) Complete rework of cab side window locks.

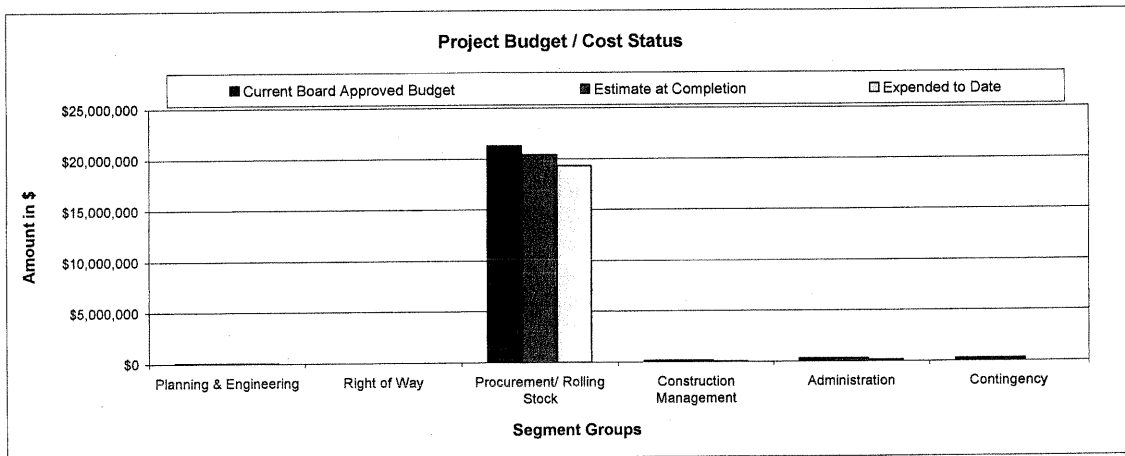
Issues: None.

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	\$47,948	\$45,395	\$45,395	\$45,895	\$2,053
Right of Way	\$0	\$0	\$0	\$0	\$0
Procurement/ Rolling Stock	\$21,291,750	\$19,329,647	\$20,378,545	20,380,028	\$911,722
Construction Management	\$157,755	\$49,261	\$50,276	151,000	\$6,755
Administration	\$307,233	\$148,439	\$198,473	\$294,077	\$13,156
Contingency	\$274,452	\$0	\$0	\$262,700	\$11,752
Total	\$22,079,138	\$19,572,742	\$20,672,689	\$21,133,700	\$945,438



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

OTHER: None.

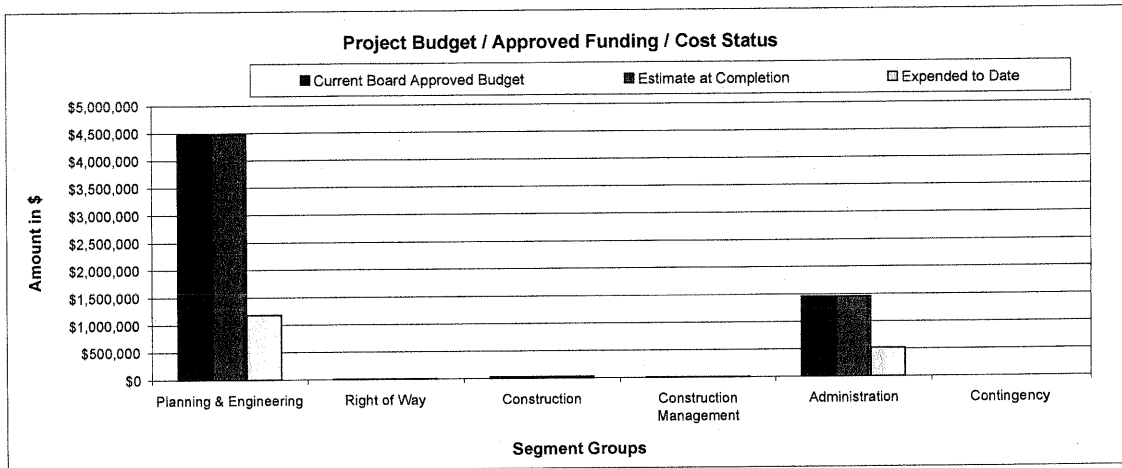


QUINT STREET and JERROLD AVENUE BRIDGE REPLACEMENT

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	\$4,469,576	\$1,177,714	\$2,221,806	\$4,469,576	\$0
Right of Way	\$0	\$2,976	\$2,976	\$2,976	(\$2,976)
Construction	\$0	\$29,545	\$31,093	\$29,545	(\$29,545)
Construction Management	\$0	\$6,815	\$6,815	\$2,948	(\$2,948)
Administration	\$1,489,859	\$517,095	\$517,095	\$1,454,390	\$35,469
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$5,959,435	\$1,734,145	\$2,779,785	\$5,959,435	\$0



Issues: The project Estimate at Completion of about \$6.0 million is for design phase only.

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

HSR IMPACT:



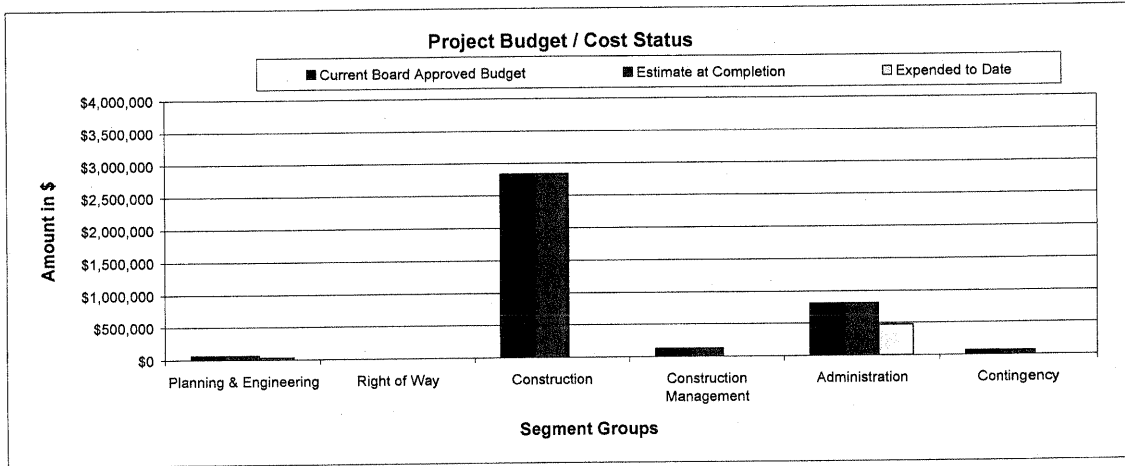
Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

REAL TIME TRANSIT INFORMATION 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	\$60,654	\$28,484	\$28,484	\$60,654	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$2,835,029	\$332	\$332	\$2,835,029	\$0
Construction Management	\$125,000	\$976	\$976	\$125,000	\$0
Administration	\$805,000	\$470,285	\$470,285	\$805,000	\$0
Contingency	\$72,365	\$0	\$0	\$67,865	\$4,500
Total	\$3,898,048	\$500,077	\$500,077	\$3,893,548	\$4,500



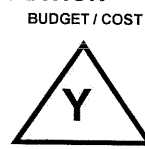
Issues: Further delay may have cost impact on the project.

OTHER:



None.

SAN BRUNO GRADE SEPARATION



SCOPE: This project has been re-scoped and re-scheduled in conjunction with the 5-year Capital Improvement Program schedule, which was presented in August 2006. The construction of a San Bruno Grade Separation project has been deferred until 2010-2012.



The South Linden grade separation and related work have been eliminated from the scope of the final San Bruno project. An Interim San Bruno/ South Linden Safety Improvement project was implemented for completion by 2008. This project is now complete and is being reported separately.

Issues: Project was restarted in December. The 35% design set of documents has been updated to reflect existing conditions and to delete all work at South Linden.

Current Estimate at Completion (EAC) has been revised to include full design and construction phases.

SCHEDULE



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2007		2008			2009			2010			2011			2012			2013
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
01543	San Bruno/South Lin	822	163	19.95%	01-Jun-04	30-Sep-09																		
	Engineering Design	1948	183	90.61%	01-Jun-04	30-Sep-09	■	■	■	■	■	■	■											
	Procurement/Bid & Awards	645	456	16.33%	02-Jan-09	30-Jun-10				■	■	■	■											
	Construction	821	821	0%	01-Jul-10	28-Sep-12								■	■	■	■	■	■	■	■	■	■	■
	Project Closure	180	180	0%	01-Oct-12	29-Mar-13																	■	■

Progress:
 Jan - Mar 2009 (1) Began revision of the 35% plan set to reflect changes in scope and existing conditions.
 (2) Met with BART to obtain design concurrence.
 (3) Began negotiations with the City of San Bruno.

Future Activities:
 Apr - Jun 2009 (1) Finalize the revised 35% design.
 (2) Continue negotiations with the City of San Bruno, Caltrans and BART.
 (3) Begin the 65% design.

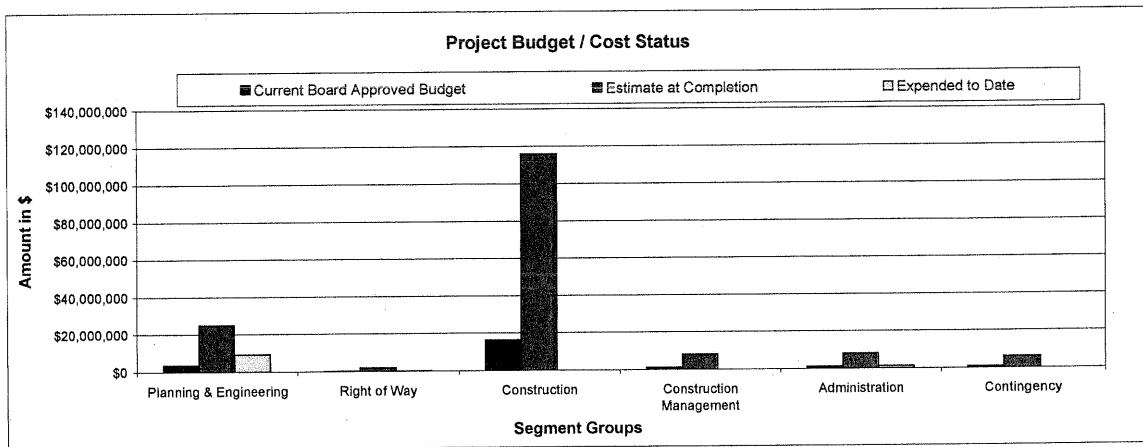
Issues: None.

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	\$3,496,637	\$9,341,814	\$9,374,315	\$25,070,000	(\$21,573,363)
Right of Way	\$248,265	\$111,118	\$111,118	\$1,780,000	(\$1,531,735)
Construction	\$16,179,096	\$68,069	\$68,069	\$116,000,000	(\$99,820,904)
Construction Management	\$1,115,800	\$20,344	\$20,344	\$8,000,000	(\$6,884,200)
Administration	\$1,115,800	\$1,295,705	\$1,295,705	\$8,000,000	(\$6,884,200)
Contingency	\$857,771	\$0	\$0	\$6,150,000	(\$5,292,229)
Total	\$23,013,370	\$10,837,050	\$10,869,551	\$165,000,000	(\$141,986,630)



Issues: Funding of \$23.0 million has been approved by both the TA and JPB Boards for the design phase of the project.

Securing additional funding for construction will be considered as part of the annual FY2010 Capital Budget development process.

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 BRUNO / SOUTH LINDEN INTERIM SAFETY IMPROVEMENTS PROJECT



SCOPE:



This project includes: (1) Design and construction of grade crossing work at South Linden Avenue, Scott Street, San Bruno Avenue, San Mateo Avenue, and Angus Avenue; (2) Re-alignment of San Mateo Avenue; (3) Installation of traffic signals at the intersection of South Linden Avenue and Dollar Avenue; and (4) Demolition of existing structures and minor temporary improvements at the San Bruno Lumber Yard site.

Issues:

None.

SCHEDULE:



Activity ID	Activity Description	Orig Bur	Rem Dur	% Complete	Early Start	Early Finish	FY06			FY07			FY08			FY09				
							J	F	M	J	F	M	J	F	M	J	F	M		
San Bruno-South Linden Interim Safety Improvements																				
+ Work Plans/Phase Gate/Systemwide Reviews																				
159		0	100	05OCT06A	22MAY07A															
+ Conceptual/Study																				
141		0	100	26AUG06A	20MAR07A															
+ Environmental Clearance & Permits																				
146		0	100	06OCT06A	11MAY07A															
+ Engineering Design																				
330		0	100	03JAN06A	17JUL07A															
+ Right of Way Acquisition																				
267		0	100	06OCT06A	25OCT07A															
+ Procurement/Bid & Awards																				
107		0	100	16JUL07A	18DEC07A															
+ Construction																				
295		0	100	18DEC07A	22DEC08A															
+ Project Closure																				
66		0	100	23DEC08A	31MAR09A															

Progress:

Jan - Mar 2009 (1) Continued project close-out and document control activities.

This will be the Final Report for the project.

Future

Activities:

Apr - Jun 2009 (1) Complete project close-out.

Issues:

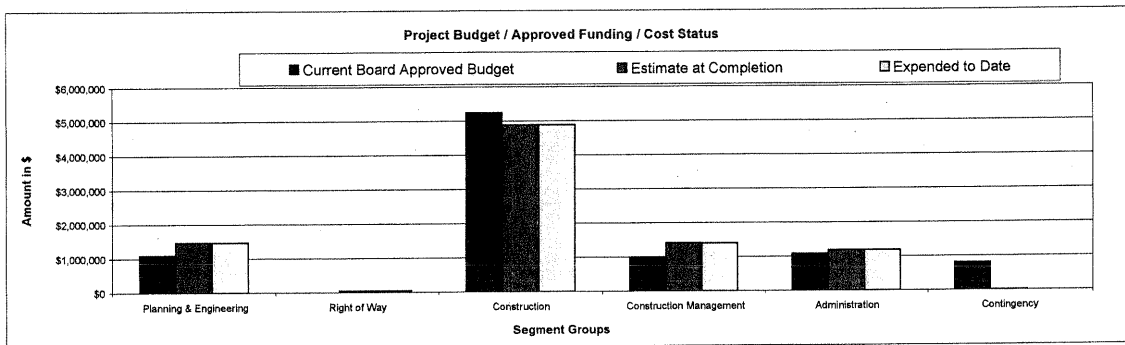
None.

SAN BRUNO / SOUTH LINDEN INTERIM SAFETY 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	\$1,100,000	\$1,463,925	\$1,467,085	\$1,463,925	(\$363,925)
Right of Way	\$0	\$43,711	\$43,711	\$43,711	(\$43,711)
Construction	\$5,250,000	\$4,885,626	\$4,915,017	\$4,885,746	\$364,254
Construction Management	\$1,000,000	\$1,409,197	\$1,486,728	\$1,412,000	(\$412,000)
Administration	\$1,080,000	\$1,185,030	\$1,185,030	\$1,185,030	(\$105,030)
Contingency	\$810,000	\$0	\$0	\$9,588	\$800,412
Total	\$9,240,000	\$8,987,489	\$9,097,571	\$9,000,000	\$240,000



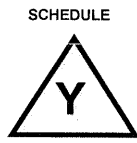
Issues: The project is forecasting a potential underrun of about \$240K from the Current Board Approved Funding.

OTHER:



None.

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	2007		2008				2009				2010				2011				2012	
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
01748	San Francisco Roadway																									
	Phase Gate/Systemwide Reviews	675	246	63.56%	28-Jul-06 A	02-Jun-10																				
	Environmental	1457	372	74.47%	12-Apr-06 A	07-Apr-10																				
	Funding	1647	77	95.32%	20-Feb-06 A	25-Aug-10																				
	Engineering Design	1010	315	68.81%	04-Sep-07 A	09-Jun-10																				
	Procurement/Bid & Awards	194	194	0%	10-Jun-10	20-Dec-10																				
	DBE Goals	131	0	100%	13-Feb-06 A	16-Sep-06 A																				
	Construction	437	437	0%	21-Dec-10	01-Mar-12																				
	Project Closure	130	130	0%	02-Mar-12	09-Jul-12																				

Progress:
 Jan - Mar 2009 (1) Caltrans reviewed and provided comments on the Finding of Adverse Effect (FOE) and the environmental technical memos.
 (2) A Cooperative Agreement was being drafted to coordinate the project with the City of San Francisco.
 (3) Design was being held at the 35% Design stage until Environmental Clearance is received.

Future Activities:
 Apr - Jun 2009 (1) Respond to the remaining comments from Caltrans on the environmental technical studies.
 (2) Submit for information a copy of the project plans and the draft Co-op Agreement to the City of San Francisco.
 (3) Caltrans to provide the State Historic Preservation Office (SHPO) with the FOE for review.

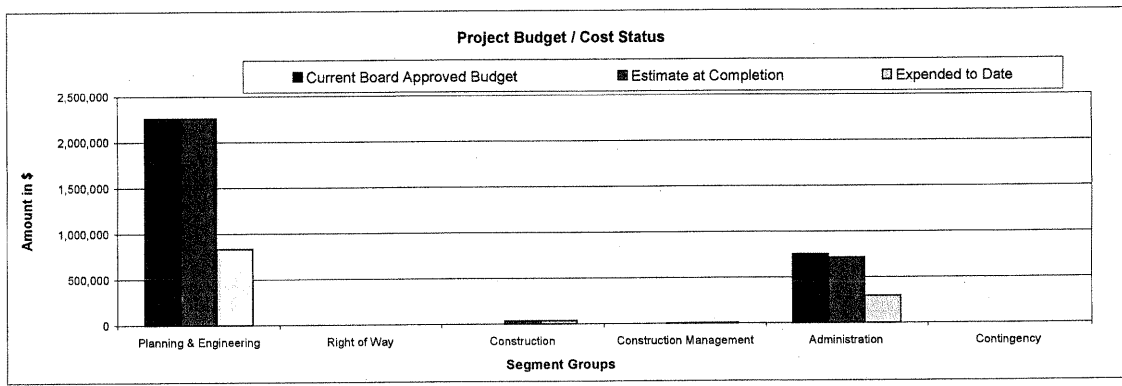
Issues: The project schedule has been extended to account for the additional environmental clearance efforts required because the 22nd and 23rd Street roadway bridges are considered historically significant due to their contribution to the San Francisco Historic Waterfront District.

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	\$833,755	\$1,179,020	\$2,261,250	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$35,710	\$40,534	\$35,710	(\$35,710)
Construction Management	\$0	\$7,684	\$7,684	\$2,109	(\$2,109)
Administration	\$753,750	\$298,773	\$298,773	\$715,931	\$37,819
Contingency	\$0	\$0	\$0	\$0	\$0
Total	\$3,015,000	\$1,175,922	\$1,526,011	\$3,015,000	\$0



Issues: Estimate at Completion of about \$3.0 million is for design only.

HSR IMPACT:



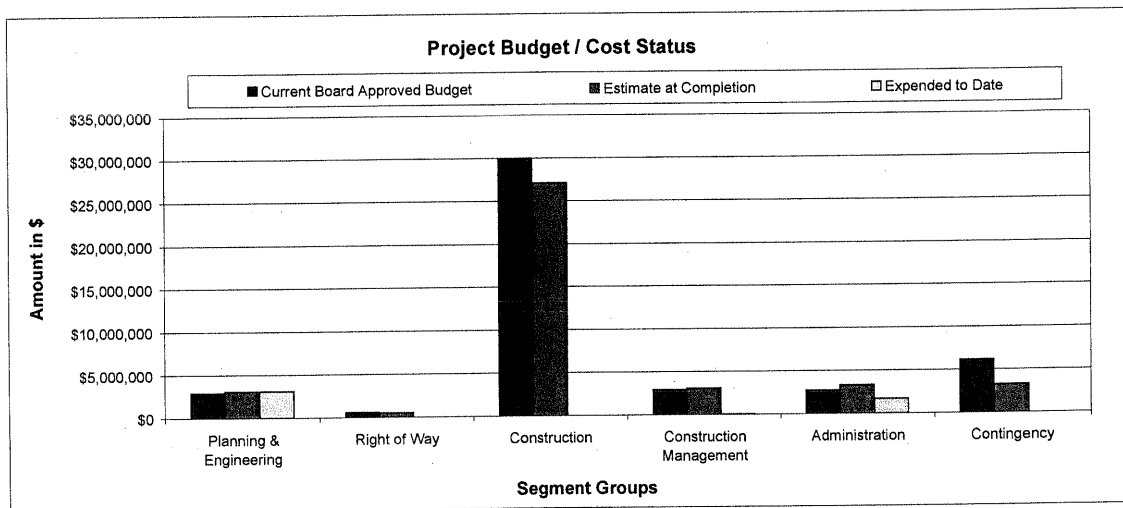
Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

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

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	\$3,113,076	\$3,471,412	\$3,113,781	(\$182,030)
Right of Way	\$585,516	\$0	\$0	\$500,000	\$85,516
Construction	\$29,999,981	\$7,252	\$7,252	\$27,099,504	\$2,900,477
Construction Management	\$2,923,197	\$26,940	\$26,940	\$3,070,401	(\$147,203)
Administration	\$2,748,158	\$1,742,152	\$1,742,152	\$3,300,207	(\$552,048)
Contingency	\$6,209,466	\$0	\$0	\$3,259,650	\$2,949,815
Total	\$45,398,069	\$4,889,420	\$5,247,756	\$40,343,542	\$5,054,527



Issues: The project cost estimate at completion has been reduced from \$46.5 million to \$40.3 million, based on the 100% Engineer's estimate.

HSR IMPACT:



The development of the high speed rail in the vicinity of this project requires a re-visit of the project scope. Under consideration is the decision to perform seismic retrofit of the foundations of the bridge structure versus a complete replacement of the bridges.

SAN MATEO COUNTY AT-GRADE CROSSING IMPROVEMENT PROJECT

SCOPE

SCHEDULE

BUDGET / COST

OTHER



SCOPE:



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

Issues:

The construction of (5) additional mini-high platforms has been incorporated into this project, as a scope addendum to the construction contract.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	% Start	Finish	2007				2008				2009				2010				
						Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
0177/San Mateo At-Grade Crossings																						
691	Phase Gate/Systemwide Reviews	0	0	100%	15-Jun-06 A	05-May-08 A																
324	Conceptual/Study	0	0	100%	13-Dec-06 A	29-Sep-07 A	■	■	■	■												
428	Engineering Design	0	0	100%	16-Apr-07 A	30-Jul-08 A		■	■	■	■	■	■									
174	Procurement/Bid & Awards	0	0	100%	31-Jul-08 A	12-Jan-09 A					■	■	■	■								
1502	Construction	481	67.98		15-Jun-06 A	25-Jul-10	■	■	■	■					■	■	■	■	■	■	■	■
68	Project Closure	68	0%		26-Jul-10	01-Oct-10															■	■

Progress:

- Jan - Mar 2009
- (1) Issued Limited Notice to Proceed (LNTP) to construction contractor. Conducted Pre-construction meeting.
 - (2) Finalized and awarded work directives for CM and Design Services During Construction (DSDC).
 - (3) Reviewed and approved submittals. Received and responded to RFIs. Reviewed baseline schedule submittal.
 - (4) Construction NTP was issued to Granite Construction.
 - (5) Site prep and mini-high installation was completed at Sunnyvale Station.

Future Activities:

- Apr - Jun 2009
- (1) Mini-highs will be installed at Redwood City, Menlo Park, San Mateo and San Carlos stations.
 - (2) Crossing work will be completed at Zone 1 (25th Avenue).
 - (3) Crossing work will be completed at Zone 2 (Redwood City).
 - (4) Crossing work will begin at Zone 3 (Millbrae).

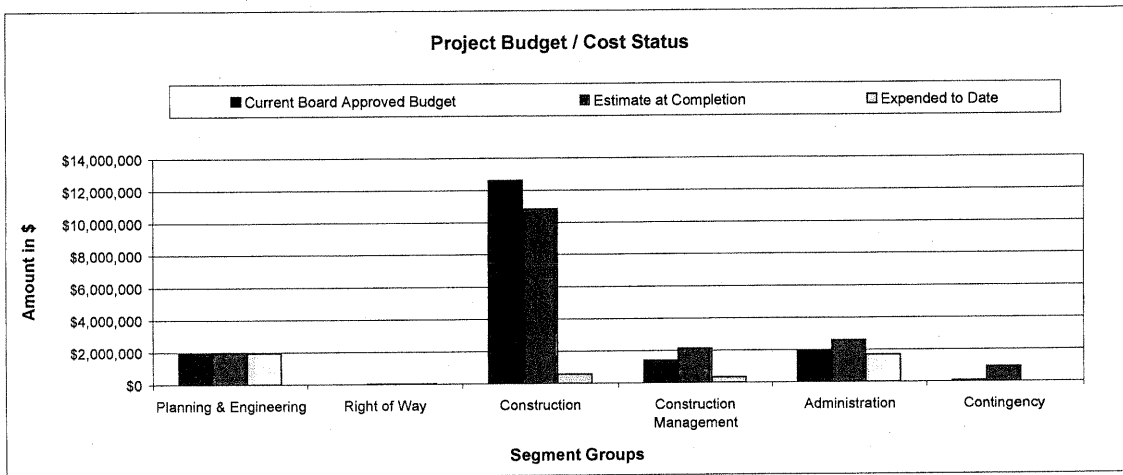
Issues: None.

SAN MATEO COUNTY AT-GRADE CROSSING IMPROVEMENT 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	\$1,965,024	\$1,967,048	\$2,001,448	\$1,990,050	(\$25,026)
Right of Way	\$0	\$9,810	\$9,810	\$10,000	(\$10,000)
Construction	\$12,620,359	\$577,987	\$1,017,987	\$10,829,000	\$1,791,359
Construction Management	\$1,401,138	\$335,530	\$1,765,602	\$2,138,000	(\$736,862)
Administration	\$1,962,605	\$1,694,445	\$1,694,445	\$2,590,000	(\$627,395)
Contingency	\$75,874	\$0	\$0	\$942,950	(\$867,076)
Total	\$18,025,000	\$4,584,820	\$6,489,292	\$18,500,000	(\$475,000)

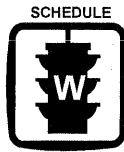


Issues: The Estimate at Completion (EAC) has been increased to add the five (5) mini-high platforms and to re-instate project contingency at a conventional 6% of remaining project costs.

OTHER: None.



SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT



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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Start	Finish	2007				2008				2009				2010				2011				2012
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
1054	Environmental	0	0	100%	30-Sep-04 A	28-Sep-07 A																					
457	Preliminary Engineering	0	0	100%	03-Apr-06 A	02-Jul-07 A																					
599	Task 1 - Prelim Studies & Site Inv...	0	0	100%	28-Nov-06 A	25-May-08 A																					
1063	Task 2 - Prepare PS&E	134	86.64	64%	13-Feb-07 A	11-Nov-08																					
99	Task 3 - Project Management	0	0	100%	01-Dec-06 A	16-Mar-07 A																					
127	Utility Relocation	127	0	0%	03-Aug-09	07-Dec-09																					
127	Utility Coordination	127	0	0%	03-Aug-09	07-Dec-09																					
334	Owner Furnished Material	408	0	0%	03-Dec-07 A	13-May-10																					
1039	3RD Party Negotiations	56	50.76	91%	01-Sep-06 A	06-Jul-09																					
397	Right of Way Acquisition / Utilities	122	89.27	73%	01-Jun-07 A	31-Jul-09																					
183	Procurement/Bid & Awards	183	0	0%	12-Nov-09	13-May-10																					
522	Construction	522	0	0%	14-May-10	17-Oct-11																					
116	Project Closure	116	0	0%	16-Oct-11	15-Feb-12																					

Progress:

Jan - Mar 2009

- (1) All work has been stopped on the project until a decision is made on the UPRR ROW issue.
- (2) Continued negotiation of the Construction & Maintenance (C&M) Agreement between the City of South San Francisco and PCJPB.
- (3) Awaiting finalization of C&M Agreement prior to signing the Cooperative (Co-Op) Agreement between Caltrans, City of South San Francisco, and PCJPB.
- (4) Continued working with the City of South San Francisco and Caltrans on purchase/ lease issues.

Future

Activities:

Apr - Jun 2009

- (1) Evaluate status of project in light of UPRR issues.
- (2) Evaluate status of project in light of High Speed Rail.

Issues:

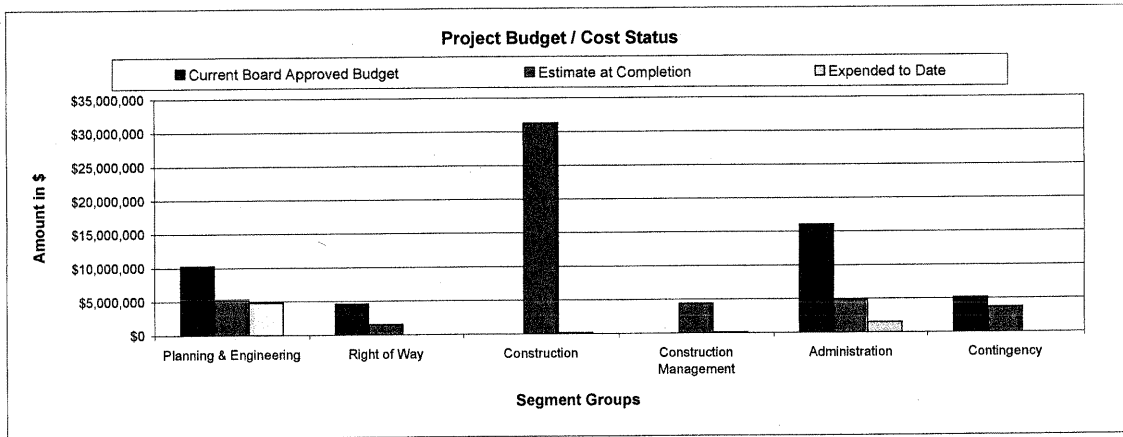
The current schedule has slipped by (14) months from the baseline schedule as a result of continued negotiations with the UPRR regarding Right-of-Way issues at the South San Francisco station. Timing for the agreement with the UPRR is unknown at this time. The 100% design which has been completed and has been reviewed by JPB will have to be modified in accordance with the results of the agreement. Revising the 100% design and review of the revised 100% design will delay the project four (4) months. The resultant cost and schedule impacts to the project are being analyzed.

SOUTH SAN FRANCISCO STATION IMPROVEMENT 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	\$10,294,760	\$4,824,725	\$4,889,003	\$5,300,000	\$4,994,760
Right of Way	\$4,595,875	\$20,000	\$20,000	\$1,500,000	\$3,095,875
Construction	\$0	\$155,282	\$163,571	\$31,293,372	(\$31,293,372)
Construction Management	\$0	\$73,974	\$73,974	\$4,404,880	(\$4,404,880)
Administration	\$16,085,563	\$1,517,645	\$1,517,645	\$4,930,000	\$11,155,563
Contingency	\$5,129,128	\$0	\$0	\$3,723,015	\$1,406,113
Total	\$36,105,327	\$6,591,626	\$6,664,193	\$51,151,267	(\$15,045,940)



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

HSR IMPACT:



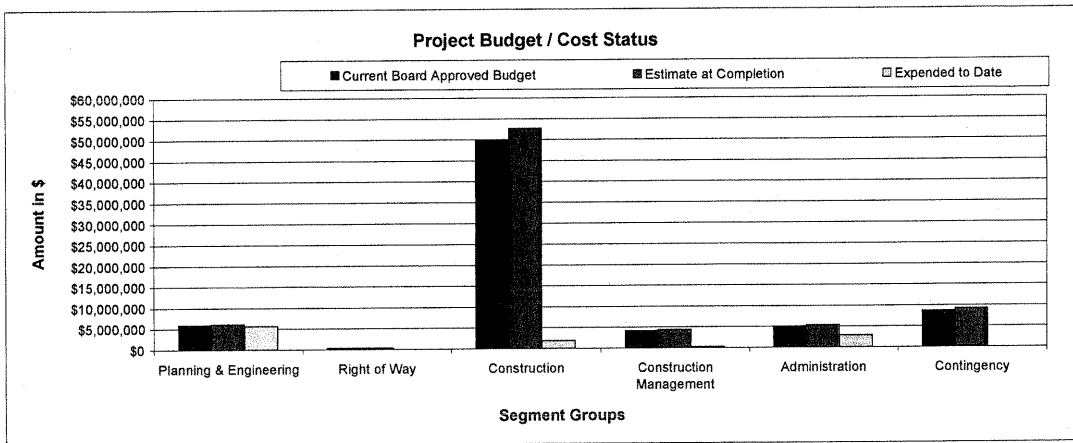
Project scope, budget and delivery schedule will likely be impacted by High Speed Rail development along the Caltrain corridor.

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	\$5,820,702	\$5,590,317	\$5,884,046	\$6,154,046	(\$333,344)
Right of Way	\$283,750	\$0	\$0	\$300,000	(\$16,250)
Construction	\$49,788,699	\$1,872,282	\$3,797,218	\$52,640,034	(\$2,851,335)
Construction Management	\$4,138,021	\$236,581	\$236,581	\$4,375,000	(\$236,979)
Administration	\$5,055,479	\$2,881,178	\$2,881,178	\$5,345,000	(\$289,521)
Contingency	\$8,688,349	\$0	\$0	\$9,185,920	(\$497,571)
Total	\$73,775,000	\$10,580,358	\$12,799,023	\$78,000,000	(\$4,225,000)



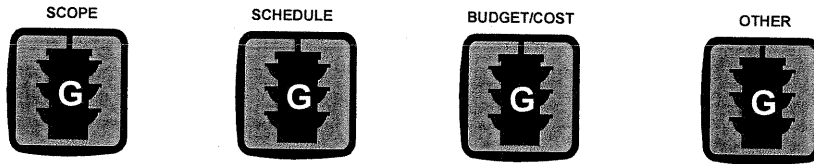
Issues: Securing additional funding for the balance of the project will be considered as part of the FY10 capital budget development process, and will be discussed with the appropriate funding partners.

OTHER:



None.

SYSTEMWIDE TRACK REHABILITATION PROJECT - FY09



SCOPE:



The annual systemwide track rehabilitation program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each fiscal year is based upon the condition of the railroad as reflected in Caltrain's State of Good Repair database. It includes the following for FY2009:

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

Issues: None.

SCHEDULE:



Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	FY09																
							JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN				
01838 FY09 Systemwide Track Rehabilitation Pro																							
+ Systemwide Track Rehabilitation																							
		365	91	75	01JUL08A	30JUN09																	

Progress: (1) Continued systemwide track maintenance on an as-needed basis.
 Jan - Mar 2009 (2) Continued inspection and preventative testing.

Future Activities: (1) Continue systemwide track maintenance on an as-needed basis.
 Apr - Jun 2009 (2) Continue inspection and preventative testing.

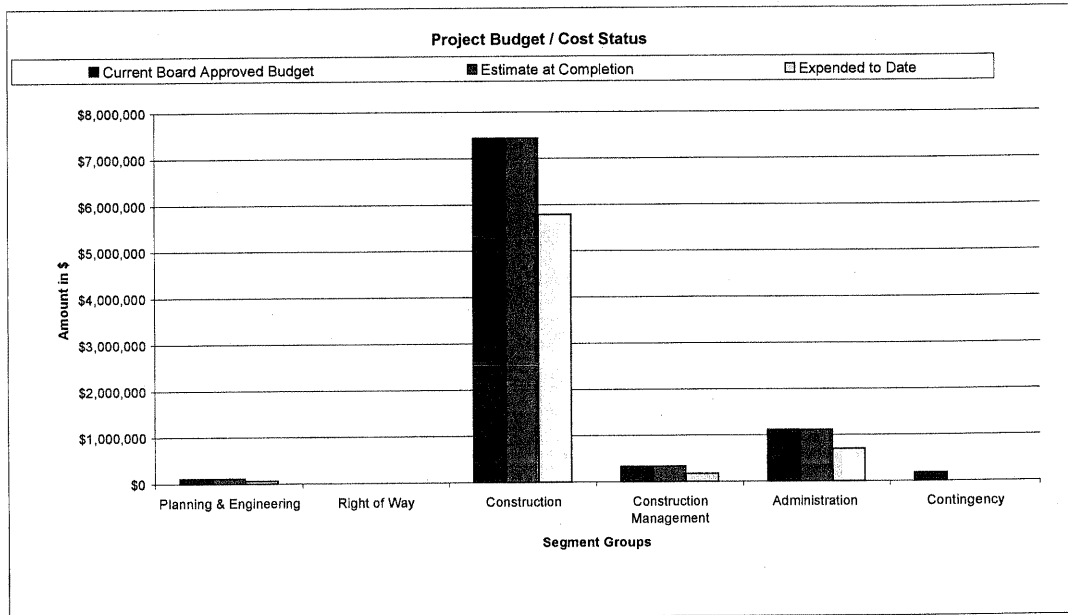
Issues: None.

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	\$116,000	\$68,186	\$116,000	\$116,000	0
Right of Way	\$0	\$0	\$0	\$0	0
Construction	\$7,438,000	\$5,788,305	\$4,880,634	\$7,438,000	0
Construction Management	\$333,000	\$172,821	\$196,119	\$333,000	0
Administration	\$1,119,000	\$710,516	\$710,516	\$1,118,000	1,000
Contingency	\$183,230	\$0	\$0	\$0	183,230
Total	\$9,189,230	\$6,739,828	\$5,903,269	\$9,005,000	184,230



Issues: None.

OTHER: None.



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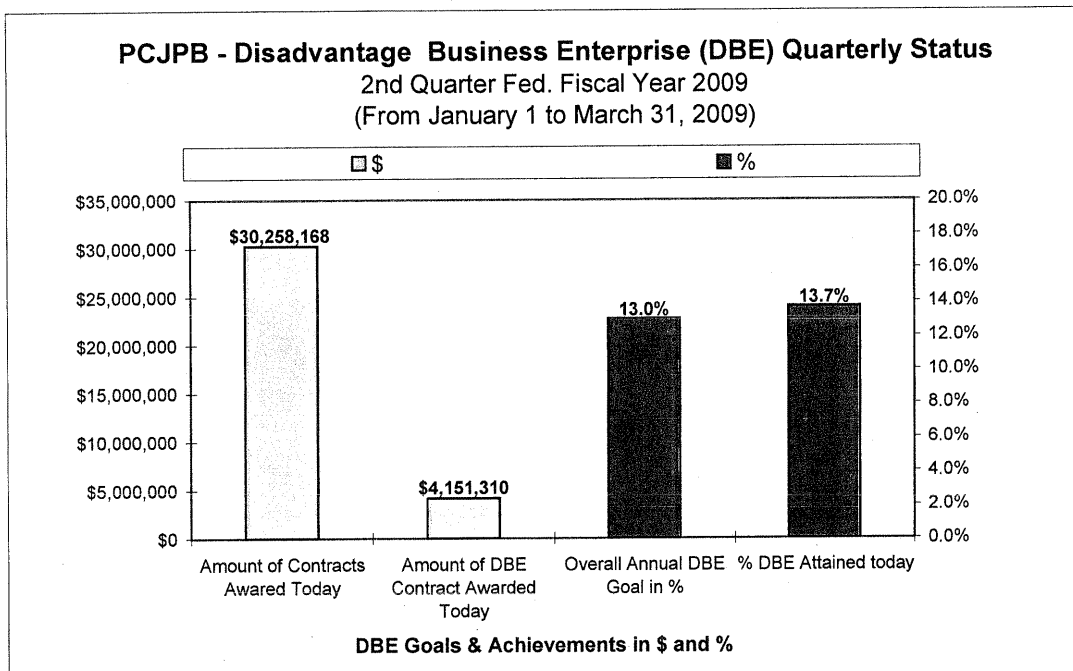
PCJPB

Disadvantaged Business Enterprise (DBE) Quarterly Status Report

As of: Q2 Federal Fiscal Year (FFY) 2009
(From January 1 to March 31, 2009)

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

<u>Status</u>	<u>Q2 FFY09</u>
Amount of Contracts Awarded	\$30,258,168
Amount of Contracts Awarded to DBEs	\$4,151,310
Overall Annual Goal in %	13.0%
% DBE Attainment	13.7%
% Over/(Under) Goal	+0.7%



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.

PENINSULA CORRIDOR JOINT POWERS BOARD

CAPITAL PROJECTS – Quarterly Progress Report

Status Date: March 31, 2009

Performance Status (Traffic Light) Criteria

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