



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

July 7, 2011 – Thursday

10:00 a.m.

1. Pledge of Allegiance
2. Swearing in of Jerry Deal (Representing the City Selection Committee/SamTrans)
3. Call to Order/Roll Call
4. Election of 2011 Vice Chair
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 June 2, 2011
7. Chairperson’s Report
 - a) Resolution of Appreciation to Outgoing Board Member Nat Ford RESOLUTION
8. Report of the Citizens Advisory Committee
9. Report of the Executive Director
10. Acceptance of Statement of Revenues and Expenses for May 2011 MOTION
11. Authorize Approval and Ratification of the Fiscal Year 2012 Insurance Program for a Total Cost Not-to-Exceed Amount of \$3,196,679 RESOLUTION
12. Adoption of Fiscal Year 2012 Capital Budget in the Amount of \$60,726,816 RESOLUTION
13. Authorize Amendment to the Agreement with San Mateo County Transit District to Underwrite a Portion of Law Enforcement and Police Communications Services for a Six Month Extension for a Total Cost Not-to-Exceed Amount of \$1,400,000 RESOLUTION

- | | |
|--|---------------|
| 14. Authorize Award of Contract to Railhead Corporation to Procure and Install Digital Video Recording Systems (DVRs) on Locomotives or Cab Cars for a Total Not-to-Exceed Cost of \$967,767 | RESOLUTION |
| 15. Legislative Update | INFORMATIONAL |
| 16. Correspondence | |
| 17. Board Member Requests | |
| 18. General Counsel Report | |
| 19. Date/Time of Next Meeting: Thursday, August 4, 2011, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2 nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070 | |
| 20. Adjourn | |

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain 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 5:40 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 (JPB)
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA 94070**

Draft

**Minutes
June 2, 2011**

MEMBERS PRESENT: J. Cisneros, S. Elsbernd (Chair), N. Ford, A. Kalra, A. Lloyd,
A. Tissier

MEMBERS ABSENT: L. Kniss, K. Yeager

STAFF PRESENT: T. Bartholomew, A. Chan, G. Harrington, C. Harvey, R. Haskin,
R. Lake, M. Martinez, N. McKenna, D. Miller, M. Scanlon,
M. Simon

Chair Sean Elsbernd called the meeting to order at 10:03 a.m. Director Art Lloyd led the Pledge of Allegiance.

PUBLIC COMMENT

Pat Giorni, Burlingame, noted bike bumps are way down and thanked the Board and staff for increasing bike capacity. She asked if there will be an update on the Peninsula Rail Program under the Executive Director's report.

Shirley Johnson, San Francisco, thanked the Board and staff for maintaining the 86-train schedule and upgrading all gallery cars to two bike cars. She said on behalf of the Bikes Onboard team, the San Francisco Bicycle Coalition (SFBC) and the Bicycle Advisory Committee (BAC) thank you for making the commute easier for thousands of passengers.

Jeff Carter, Burlingame, expressed condolences on Director Omar Ahmad's passing and praised Director Ahmad as energetic with very interesting comments on the budget process. Mr. Carter thanked the Board for increasing bicycle capacity. He said yesterday there was an article that appeared in the *San Mateo Times* and *San Jose Mercury News* with bad and incorrect information.

Greg Conlon, Atherton, expressed condolences on Director Ahmad's passing. He is concerned about rail safety and high-speed trains going through cities. Mr. Conlon said there is a blind intersection at Watkins Avenue in Atherton where quad gates need to be installed for safety.

CONSENT CALENDAR

- a. Approval of Minutes of May 5, 2011
- b. Authorize Execution of 10-year Master Agreement and Program Supplements with the California Department of Transportation for State-funded Transit Projects
- c. Authorize Disposition of 10 Service Support Vehicles

The Board approved the consent calendar (Tissier/Cisneros).

CHAIRPERSON'S REPORT

Resolution in Memory of Director Omar Ahmad

Chair Elsbernd said the Board and the community suffered a great loss with the passing of Director Ahmad. Chair Elsbernd said the three items placed at Director Ahmad's seat today are how everyone will most remember him, a Starbucks coffee cup, an iPad and a roll of toilet paper that he used to make a point at a previous meeting.

A motion (Lloyd/Tissier) to approve the resolution in memory of Director Ahmad was approved unanimously by roll call.

Appointment of Citizens Advisory Committee Members

Director Ash Kalra said the Santa Clara County selection committee recommends Bruce Jenkins for reappointment.

A motion (Kalra/Lloyd) to reappoint Mr. Jenkins to the CAC was approved unanimously.

Director Adrienne Tissier said San Mateo County selection committee recommends the reappointment of Paul Bendix.

A motion (Tissier/Kalra) to reappoint Mr. Bendix to the CAC was approved unanimously.

Director Jose Cisneros said San Francisco County selection committee recommends Kevin Gardner for appointment

A motion (Cisneros/Ford) to appoint Mr. Gardner to the CAC was approved unanimously.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Chair Jenkins thanked the Board for his reappointment. The CAC received a presentation on the Fiscal Year (FY) 2012 Operating and Capital budgets. The meeting was adjourned in memory of Director Ahmad.

REPORT OF THE EXECUTIVE DIRECTOR

Proclamation Declaring June 16, 2011 as "National Dump the Pump Day"

Public Information Specialist Tasha Bartholomew said Staff Coordinating Council (SCC) is asking the Board, in conjunction with the American Public Transportation Association (APTA), to approve a proclamation designating June 16 as "National Dump the Pump Day." The sixth annual "National Dump the Pump Day" is an opportunity to encourage people to give up driving and use public transportation. Staff will be placing ads in local newspapers, distributing news releases to local media and posting information on both the Caltrain and SamTrans websites, where commuters can use the commute calculator to compare the cost of taking public transit to driving. Staff will be hosting an open house at SamTrans' North Base bus operation and maintenance facility on June 16.

Chair Elsbernd presented the proclamation to Linda Koelling, mayor of Foster City and chair of the Peninsula Traffic Congestion Relief Alliance (Alliance).

Ms. Koelling thanked Caltrain for the proclamation and the ongoing partnership. The Alliance is San Mateo County's Transportation Demand Management Agency whose mission is to improve

the San Mateo County commute. The Alliance provides commute alternatives to encourage commuters who drive alone to try public transit, vanpools, carpools and biking to work or transit. Ms. Koelling said the Alliance also manages shuttles from BART and Caltrain stations to employer work sites, as well as community shuttles. She said “Dump the Pump Day” recognizes the important role public transportation plays in many lives on a daily basis.

A motion (Ford/Tissier) to approve the proclamation was approved unanimously by roll call.

Executive Director Michael Scanlon reported:

- There was a fatality last night near the San Antonio Station and it remains under investigation. He thanked the Santa Clara Valley Transportation Authority (VTA) for setting up a bus bridge between the San Antonio and Palo Alto stations.
- Monthly Performance Statistics – April 2011 compared to April 2010
 - a. Total Ridership was 1,075,960, an increase of 6.3 percent.
 - b. Average Weekday Ridership was 40,756, an increase of 7.1 percent.
 - c. Total Revenue was \$4,374,574, an increase of 19.6 percent.
 - d. On-time Performance was 89.8 percent, a decrease of 3.4 percent.
 - e. Caltrain Shuttle Ridership was 7,000, an increase of 18.7 percent.
- Year-to-Date Performance Statistics – April 2011 compared to April 2010
 - f. Total Ridership was 10,331,753, an increase of 4.7 percent.
 - g. Average Weekday Ridership was 39,159, an increase of 4.8 percent.
 - h. Total Revenue was \$39,525,343, an increase of 13 percent.
 - i. On-time Performance was 93.5 percent, a decrease of 0.7 percent.
 - j. Caltrain Shuttle Ridership was 6,144, an increase of 11.6 percent.

On-time Performance Presentation

Deputy CEO Chuck Harvey reported:

- Caltrain’s on-time goal is 95 percent or better.
- On-time is arrival within five minutes of the scheduled arrival time.
- In the last two fiscal years, on-time performance has been mostly below the goal.
- Primary causes of delay:
 - 6-10 minute delays
 - Bikes and passenger dwell time
 - Holding for connections
 - Passengers needing assistance (PNA)
 - Crowds for special events
 - Grade crossing protection
 - Transportation issues
 - Slow orders
 - 10-20 minute delays:
 - Correctable mechanical problems
 - Law enforcement activities
 - 20 minutes and longer delays
 - Signal or communication failures
 - Mechanical breakdowns enroute
 - Crossing incidents
 - Fatalities and accidents
- A mechanical failure can have a cascading effect on the schedule.

- On-time performance within 10 minutes of the scheduled arrival time is above 95 percent, but remains below the agency standard of 95 percent arrivals within five minutes.
- Mechanical and signals are within staff's control to improve.
- PNA, bike and passenger dwell times have increased over the last six months.
- Rolling stock has been inspected, but the agency has been unable to fully fund maintenance. Mechanical delays will continue if the rolling stock is not maintained.
- JPB staff is working closely with contract operator (Amtrak) to identify, reduce and/or eliminate correctable delays.

Chair Elsbernd would like the monthly mechanical delays included each month in the packet.

Director Tissier asked if expectations are too high due to increased ridership. She said the Board and staff have received kudos for adding bicycle capacity, but is this slowing things down? Mr. Harvey said complaints include bike bumping, overcrowding and mechanical issues. It is impossible to spend enough money to eliminate mechanical problems. He said many days on-time performance is 100 percent.

Director Nat Ford asked if on-time performance is considered up to five minutes late and is there a penalty for being early. Mr. Harvey said it is anything within the time schedule up to five minutes late. Director Ford asked how the five minute standard was developed. Mr. Harvey said it is an APTA-established industry standard.

Director Kalra said the 95 percent expectation and 10 minutes is good. He asked if there is some technology that can be done at some stations for the PNAs. Mr. Harvey said the Bombardiers are low floor, but a manual lift has to be used, except at the several key Baby Bullet stations where there are many mini-high platforms that people can get quickly up and down ramps. Staff is now looking at stations where there is high PNA use to see if mini-high platforms should be added.

Director Kalra asked if there is a practical way to get people on and off the trains. Mr. Harvey said the time to load and unload is magnified by the station layout.

Director Tissier asked if a graph could be shown on customer satisfaction as well as complaints.

Mr. Scanlon continued with his report:

- Clarified a point that appeared in the May 5 minutes on page five of nine in response to a question from Chair Elsbernd on how capital investments affect operating. Mr. Scanlon said he responded specifically about Positive Train Control (PTC) and when he answered he spoke how it could help the operating costs come down significantly, but wanted to reiterate that it is not just PTC by itself, but coupled with electrification.
- The BAC met on May 19 and approved a resolution for two bike cars on every train. Staff provided an update on various bike related projects, reviewed the passenger count presentation and reported on the status of the bike parking facility at 4th and King Caltrain Station. The BAC approved a resolution in support of bikes onboard future High Speed Rail (HSR) service. New general public member James Sam from San Francisco was welcomed. He will complete the term vacated by David Cade, which expires December 2012. Staff is in

the process of recruiting for a new general member for San Mateo County to complete a term vacated by Cindy Choi that expires December 2012. Applications are due June 13.

- A nice letter was received from Andy Thornley from the SFBC and is in the reading file thanking the Board for the two-bike-car consists.
- Extensive damage was done to a Bombardier consist involved in an accident at the Charleston Grade Crossing on April 15. This consist has only one bike car and it is for emergency use only.
- Sharks ridership was up an extra 2,500 riders for the playoffs, a 35 percent increase over last year.
- Giants had 12 home games in May carrying an additional 71,000. Through 23 games, including exhibition, ridership is up 13 percent over last year.
- Bay to Breakers ridership was down this year.
- On Saturday July 2, trains will stop at Stanford for the Earthquakes soccer game.
- A Sunday schedule will be run on July 4 with extra evening service, both for the fireworks in the evening and the post-Giants game.
- The April Safety and Security Report is in the reading file.
- Marian Lee has been appointed the Interim Director of the Caltrain Modernization Program, formerly known as the Peninsula Rail Program (PRP). Staff is back to a planning exercise more than an engineering exercise.

Public Comment

Pat Giorni, Burlingame, asked if HSR is being taken out of the equation for the PRP and only electrification will be discussed. Mr. Scanlon said absolutely not. Staff is engaged in doing a capacity analysis of this corridor and advocating for phased implementation. The exercise staff is doing is a capacity analysis to determine how much of Caltrain's service could be accommodated along with HSR on existing infrastructure. Staff doesn't know the answer yet, but this would be considered the first phase of HSR. Ms. Giorni asked about the Environmental Impact Report for electrification. Mr. Scanlon said it will be probably coming back to the Board and is still current and a solid document for the electrification of Caltrain.

Irvin Dawid, Palo Alto, said a point was made that an increase in delay was because of bicycles, but the expansion to two bike this should decrease the delay. He said this morning he saw the electronic message board informing passengers to let bicyclists board first. Staff should also consider putting a bike logo on the platform so people know where to board.

Greg Conlon, Atherton, said the Board should be aware of fatalities of this railroad compared to other railroads throughout the country. Mr. Scanlon said the Mineta Institute did a study within the past year.

Rohand Lebrun, San Jose, said to reduce dwell times, staff needs to look at carriage design. The engineer needs to stop the train in the correct position for people with disabilities to board to reduce dwell times. He said in terms of a capital investment Caltrain should be looking for a private partner who will run the service.

Shirley Johnson, San Francisco, said she supports the signage on the platforms for bicycle boarding. The month of April set a record of 274 bicyclist bumps. She thanked Director Tissier for requesting the customer complaints and also stated that the SFBC tracks bicycle bumps. She requested Mr. Scanlon include a bump report in his monthly report.

Ed DeLanoy, San Carlos, said local service should have three car trains based on fuel estimates and it would also reduce wear and tear on cars. He said local trains would start faster because the locomotive has less work to do with only three cars.

Adina Levin, Friends of Caltrain, said she attended an excellent session put on by Director Liz Kniss on how modernization and HSR will work. She said people are not opposed to this, but want to know how this will affect grade crossings, grade separations, schedules, operating and capital costs.

Chair Elsbernd asked if there could be markings on the platforms for bicyclists along with luggage cars, especially at the Millbrae station.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR APRIL 2011

A motion (Ford/Lloyd) to accept the April 2011 statement was approved unanimously.

ADOPTION OF FISCAL YEAR 2012 OPERATING BUDGET IN THE AMOUNT OF \$103,779,904

Deputy CEO Gigi Harrington delivered the following report:

- Fiscal Year (FY) 2012 budget retains full weekday service.
- Total FY2012 revenue is \$103.8 million and total expenses are \$103.8 million.
- Fuel has been slightly increased to \$14.6 million for FY2012.
- Staff has requested \$5 million in preventative maintenance from the Metropolitan Transportation Commission (MTC) and MTC will be taking action on this request at their June meeting.
- Discussions will continue with partners for balancing the FY2013 budget.

Chair Elsbernd asked about the fare number and how was it developed. Ms. Harrington said staff looked at year-to-date ridership and built off of that with a modest increase.

Public Comment

Andy Chow, Redwood City, said yesterday the *Mercury News* ran an article that Caltrain is giving all the administrative staff a raise and this needs to be addressed as it could hurt Caltrain's chance to obtain dedicated funding. Mr. Scanlon said the individual who published this article will not or does not understand what a virtual organization means. There were pay raises to Amtrak employees after a seven-year negotiating stalemate. The virtual organization we have is that three or four dozen employees work part of their day for different business units. He said employees have been under a pay freeze since 2008. Mr. Scanlon said that at less than 6 percent going to administrative staff expense in the FY2012 budget, this is one of the best bargains in this nation in terms of administration.

Vaughn Wolfe, Pleasanton, said electrification is the solution to at least three items on the agenda, including operating costs, Dump the Pump, fuel hedging, lack of capacity and loading of cars. He said dedicated funding wouldn't be required if there was electrification. It is a huge capital cost, but operating costs would be down.

Jeff Carter, Burlingame, said he appreciates the comments about the administrative costs as they are being blown way out of proportion. Caltrain riders pay more than some of the other transit agencies in the Bay Area.

Greg Greenway, chair of the Transportation and Housing Committee of the Redwood City/San Mateo County Chamber of Commerce, said they held a forum last month on Caltrain's revenue situation. The general reaction was a real understanding of herioc efforts for a one-year budget, but this is not the end of the problem and the hard work is just beginning to find a long-term solution. Mr. Greenway said he also represents the Peninsula Freight Rail Users Group and they are here for Caltrain and support electrification.

A motion (Tissier/Ford) to approve the FY2012 Operating Budget was approved unanimously by roll call.

PRELIMINARY FISCAL YEAR 2012 CAPITAL BUDGET

Director of Budgets and Grants April Chan made the following points:

- This item was brought forward to the Board last month as informational, but after deliberations with the three partners Ms. Chan wanted the Board to hear the potential impact of the Capital Budget based on what each partner can contribute.
- Budget goals are:
 - Invest in infrastructure and equipment improvements to maintain system in a state of good repair.
 - Invest in the rehabilitation and replacement of components for the rail vehicles to ensure fleet availability.
 - Complete Caltrain PTC Development Plan for Caltrain PTC/Communications Based Overlay Signal System project to meet a Federal mandate by December 31, 2015.
 - Continue system safety improvements.
 - Continue work to coordinate planning and design efforts for the HSR system in the Caltrain corridor with the California High Speed Rail Authority (CHSRA).
- The total FY2012 budget is \$64.6 million.
- Staff has secured almost \$40 million in Federal grants, \$9.5 million in State and regional grants, \$2.8 million in other funding sources and request a total of \$12.7 million from the partners.
- After discussions with the partners over the past several months, the funding that is being proposed is:
 - San Mateo - \$4 million
 - San Francisco - \$2.7 million
 - VTA - \$3.1 million
- In accordance with the 1996 Joint Powers Agreement, capital improvements are funded by the three partners equally.
- Assuming partner contributions are \$4 million, the capital program cuts would be from support and the balance from the rolling stock.
- Assuming partner contributions are \$3.1 million, the capital program cuts would be in the support program, the Visual Messaging System upgrade project at some stations and the balance would come from the rolling stock.
- Assuming partner contributions are \$2.7 million, the capital program cuts would be to increase the reduction to the rolling stock to \$2.7 million.

- In FY2010, due to funding constraints, \$4.9 million of rolling stock rehabilitation was deferred out of a \$12.5 million request.
- Potential risks in the reducing rolling stock project include:
 - The JPB will be exposed to greater risk of reliability and availability issues with the fleet.
 - Some deferred subsystem work may result in in-service failures and added operating expenses.
 - Customers will experience cars with more cosmetic issues than they have seen in the past.
 - Deferred state-of-good repair work will accumulate and require greater levels of investment later, particularly if electrification/fleet replacement is delayed.
 - One-third of the fleet will reach the mid-life rehab cycle at the same time the older fleet should be replaced, resulting in higher capital needs and possible equipment availability issues to support multiple fleet programs at the same time.
- Staff will continue to work with the member agencies on their contributions and bring back a final budget for adoption at the July meeting.

Director Art Lloyd asked where staff is on the PTC requirement. Mr. Harvey said staff is currently in a procurement phase. Proposals have been received and are being evaluated. Director Lloyd asked if there is still a requirement for this. Mr. Harvey said the regulators are holding firm to the 2015 deadline.

Mr. Scanlon said staff is awaiting word from the Federal Railroad Administration on a grant to the CHSRA, who is the designated and authorized recipient of \$16 million that would enable staff to get through the design phase. Director Lloyd asked if Caltrain has to meet the same deadline as HSR. Mr. Scanlon said by 2015 Caltrain has to be compliant and APTA is on record to extend it to 2018.

AUTHORIZE APPROVAL OF BID DOCUMENTS AND EXECUTION OF DOCUMENTS AND PAYMENT OF PREMIUM FOR COMMODITY PRICE CAP FOR FUEL HEDGING PROGRAM FOR FISCAL YEAR 2012

Ms. Harrington said SCC is asking the Board to approve the fuel hedge documents for the FY2012 Fuel Hedge Program. The Board approved a revised fuel hedging policy in April. Staff's proposal is to hedge 50 percent of the fuel budget. Ms. Harrington said staff has negotiated documents with four bidders. Bids will be taken later this month and if they are not amendable staff will not execute the hedge. She thinks fuel will be in the \$3-\$3.15 per gallon range. Ms. Harrington said prices have been going down since staff started the process earlier this year. The transaction also includes SamTrans fuel requirements to increase the quantities of fuel.

Chair Elsbernd asked if the previous hedge wasn't done, what the costs would have been and what the savings are. Ms. Harrington said through yesterday, the cost of the hedge has been paid for and the agency has received \$170,000 in savings. She said the hedge from the previous year was an expense.

A motion (Ford/Lloyd) to approve the bid documents and execution of documents and payment of premium for commodity price cap for fuel hedging program for FY2012 was approved unanimously by roll call.

AUTHORIZE EXECUTION OF CONTRACTS OF MORE THAN \$100,000 FOR INFORMATION TECHNOLOGY LICENSE RENEWALS, MAINTANENCE SERVICES AND PROFESSIONAL SERVICES FOR FISCAL YEAR 2012 FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$500,000

AUTHORIZE EXECUTION OF CONTRACTS OF MORE THAN \$100,000 FOR TECHNOLOGY RELATED PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING PROGRAMS FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$500,000 FOR FISCAL YEAR 2012

Ms. Harrington said these two items are to enter into various maintenance and new software license agreements for the next fiscal year.

A motion (Tissier/Ford) to approve both matters and authorize execution of contracts of more than \$100,000 for information technology license renewals, maintenance services and professional services and for technology related products and services to vendors under cooperative purchasing programs was approved unanimously by roll call.

LEGISLATIVE UPDATE

Executive Officer of Public Affairs Mark Simon said the Legislative Analyst Officer report criticized HSR and recommended that they increase oversight, cut the budget and revisit the Central Valley decision. In the governor's May revise budget the gas tax swap remained intact and it is expected there will be an increase of \$1 million in State Transit Assistance funding. At the May meeting, CHSRA voted to delay the study of phased implementation. This issue will be considered again at the July CHSRA meeting. The Legislature has restored \$1.1 million for the Caltrain Memorandum of Understanding that was not in the governor's May revise and staff is hopeful that the money will stay intact. The deadline for bills is Friday.

Mr. Simon said at the Federal level the surface transportation reauthorization has been in limbo for a while and now a number of different proposals are starting to surface. The Senate has a blueprint that would maintain some funding levels. The House version is due out this month and staff expects it will be cut by as much as 30 percent based on existing Highway Trust Fund revenues.

QUARTERLY CAPITAL PROGRESS REPORT

No discussion.

CORRESPONDENCE

In the reading file

BOARD MEMBER REQUESTS

None

GENERAL COUNSEL REPORT

No report.

DATE/TIME/PLACE OF NEXT MEETING

Thursday, July 7, 2011, 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 11:41 a.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS MAY 2011

For May 2011, Caltrain average weekday ridership (AWR) increased 6.3 percent over May 2010. AWR based on ticket sales was 42,550 for May 2011, an increase of 2,529 compared to May 2010. AWR has trended upward compared to last year for 11 of the last 12 months. The total number of passengers for the month of May 2011 was 1,142,838, representing a 9.7 percent increase from last year's May total of 1,041,920.

In May 2011, on-time performance was 90.1 percent, compared to 93.9 percent in May 2010, below the standard of 95 percent and a decrease of 3.8 percentage points. Contributing factors included increased dwell due to large crowds and school groups, increased ridership, mechanical and signal problems. If the definition of on-time is expanded to trains arriving within 10 minutes of schedule, on-time performance would be 95.9 percent.

Mechanical delays totaled 927 minutes in May 2011. The average monthly mechanical delay since July 2009 is 696 minutes, with the delay for each month depicted in Graph B.

For May 2011 there were 12 complaints filed with Caltrain per 100,000 passengers. The monthly number of complaints received per 100,000 passengers for Fiscal Year 2011 is depicted in Graph C.

Moving forward, each month's Caltrain Monthly Performance Report will include these two new metrics.

Average weekday shuttle ridership was estimated at 6,976. Overall shuttle ridership is up 24.8 percent from May 2010. A significant portion of that increase is attributable to the Stanford Marguerite Shuttle. For the station shuttles, the Broadway-Millbrae shuttle averaged 111 daily riders. The Belmont-Hillsdale shuttle averaged 94 daily riders. The weekend Tamien-San Jose shuttle averaged 50 riders per day.

Caltrain Promotions – May 2011

San Francisco Giants – Caltrain continued to promote its baseball service to AT&T Park with brochures, a web button, web page and schedule, station flyers and inclusion in *Caltrain Connection* and *Track the Fun*. An additional 71,362 people rode Caltrain for the 12 home games played in May. Year-to-date total additional ridership is up 13 percent compared to last year.

Sharks Hockey – While battle for the Stanley Cup ended for the San Jose Sharks in May, Caltrain saw an average of 275 additional customers for each playoff game. For the season, Caltrain carried an additional 13,349 customers to the 52 home games, a 21 percent ridership increase compared to last season. Promotion for the service was done through a partnership with the Sharks and included take ones, onboard adcards, a web button, radio reads before each game, announcements at the arena and mentions in *Track the Fun* and *Caltrain Connection*.

Bay to Breakers – The 100th annual Bay to Breakers footrace attracted all kinds of participants, and Caltrain made sure they knew about its special service. The promotion included radio spots on KBAY and MIX 106.5, station flyer, station electronic message sign, special web button and page on the Caltrain site, information on the Bay to Breakers website, information included in the Bay to Breakers e-newsletter, news release, insert with Caltrain information requests, onboard take ones, ad in the Santa Clara University newspaper, and inclusion in the spring editions of *Track the Fun* and *Caltrain Connection*. Staff also used social media (Twitter and FaceBook) and provided information to local colleges, universities, running stores and running groups. Nearly 3,000 participants rode Caltrain to the event.

Commuter focus – Leveraging radio spots available as part of the Bay to Breakers promotion, Caltrain ran 30-second spots on KBAY and MIX 106.5 targeted at commuters. The snappy spots let commuters know that they could save money and relax by riding Caltrain.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248
Ted Yurek, Senior Planner, Operations Planning 650.508.6471

Table A

May 2011

| | FY2010 | FY2011 | %Change |
|----------------------------|-------------|-------------|---------|
| Total Ridership | 1,041,920 | 1,142,838# | 9.7% |
| Average Weekday Ridership | 40,021 | 42,550# | 6.3% |
| Total Revenue | \$3,958,684 | \$4,609,509 | 16.4% |
| On-time Performance | 93.9% | 90.1% | -3.8%* |
| Caltrain Shuttle Ridership | 5,591** | 6,976 | 24.8% |

Year to Date

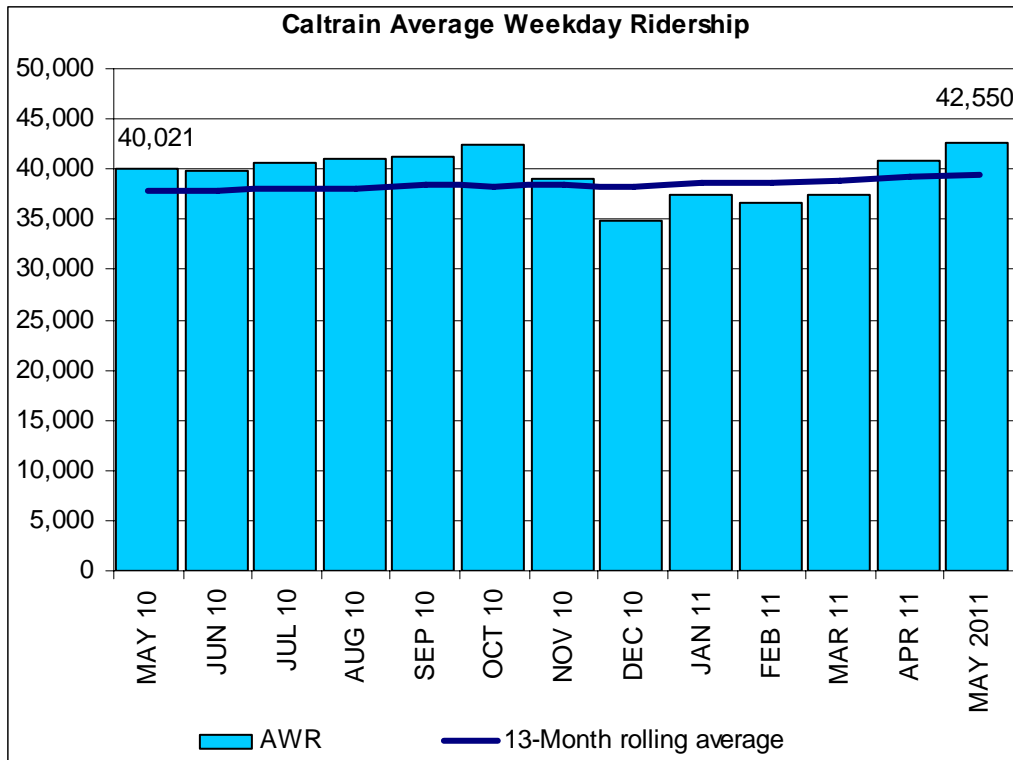
| | FY2010 | FY2011 | %Change |
|------------------------------------|--------------|--------------|---------|
| Total Ridership | 10,911,754** | 11,484,247# | 5.2% |
| Average Weekday Ridership | 37,610** | 39,507# | 5.0% |
| Total Revenue | \$38,927,604 | \$44,134,852 | 13.4% |
| On-time Performance | 94.2% | 93.2% | -1.0%* |
| Average Caltrain Shuttle Ridership | 5,511** | 5,164 | -6.3% |

* numeric difference of the percentages

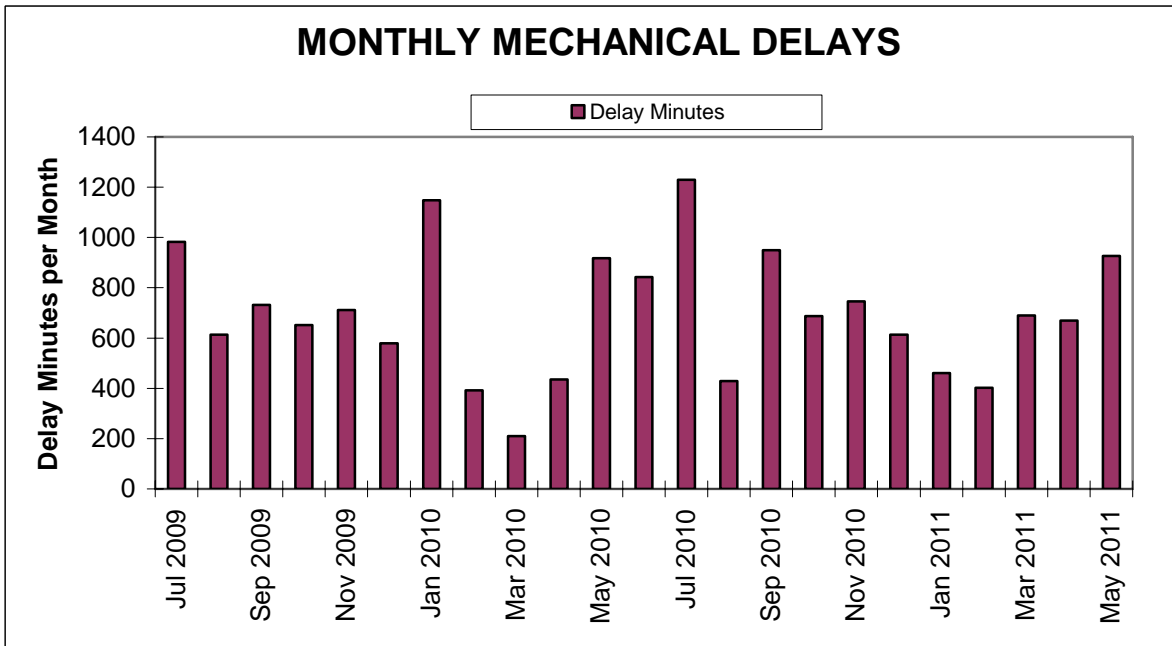
**FY2010 figures have been adjusted to reflect corrected number of days operated per month

#subject to adjustment due to possible anomalies with Clipper reporting data

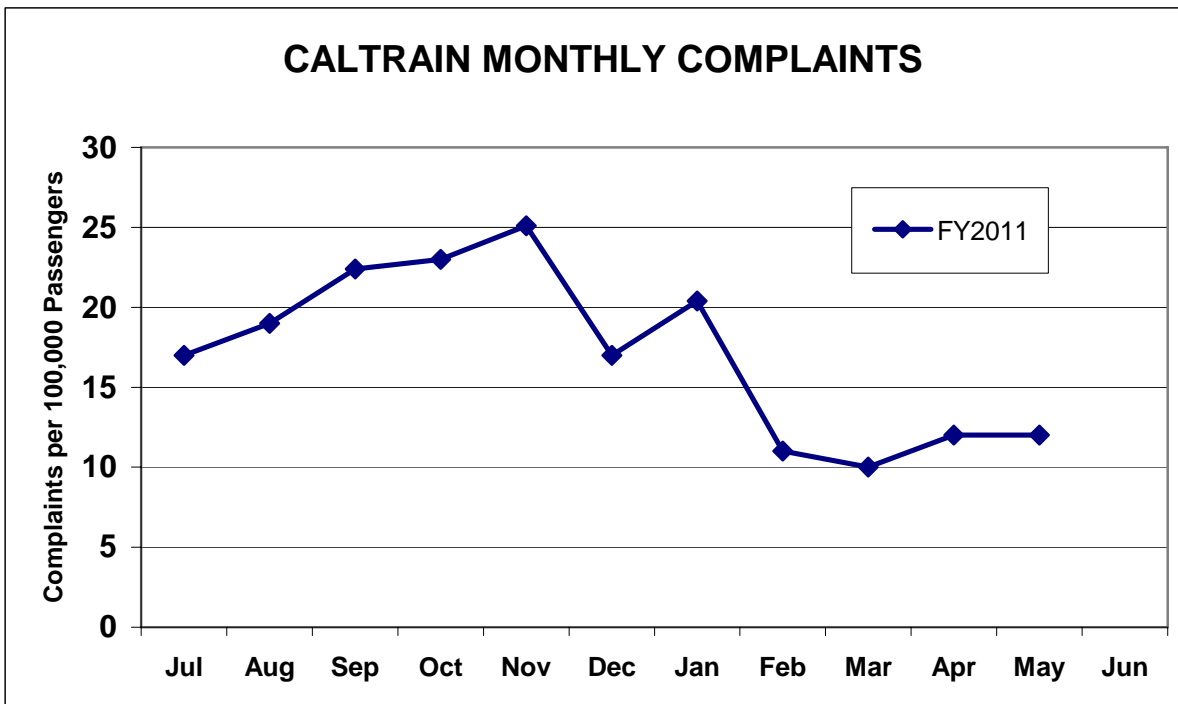
Graph A



Graph B



Graph C



PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD
ENDING MAY 31, 2011 AND SUPPLEMENTAL INFORMATION**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenue and Expense for the month of May 2011 and supplemental information.

SIGNIFICANCE

Revenue: For May of Fiscal Year 2011, *Total Operating Revenue* (line 7) is \$3,783,667 or 7.9 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1) is \$3,788,502 or 9.4 percent **better** than budget offset by *Shuttles* (line 3) which are \$386,944 or 28.0 percent **worse** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$5,161,028 or 11.2 percent **higher**.

Expense: *Grand Total Expenses* (line 47) show a favorable variance of \$4,440,330 or 4.8 percent. *Total Operating Expense* (line 33) is \$3,719,595 or 4.6 percent **better** than budget. Within total operating expense, *Contract Operating & Maintenance* (line 23) and *Fuel* (line 26) together are \$3,400,727 or 4.9 percent **better** than budget. *Total Administrative Expense* (line 42) is \$720,735 or 7.6 percent **better** than budget.

Compared to prior year, *Grand Total Expenses* (line 47) are \$7,969,272 or 10.0 percent **higher**. The increase in expense is mainly due to *Contract Operating & Maintenance* (line 23), *Fuel* (line 26) and *Insurance* (line 28) which together are \$6,294,684 or 9.7 percent **higher**.

Budget Revisions: There are no budget revisions for the month of May 2011.

Prepared by: Sheila Tioyao, Manager, General Ledger
David Ramires, Accountant

650.508.7752
650.508.6417

PENINSULA CORRIDOR JOINT POWERS BOARD

STATEMENT OF REVENUE AND EXPENSE

Fiscal Year 2011

May 2011

| | % OF YEAR ELAPSED | | | | | | | | 91.7% |
|--|-------------------|-------------------|-------------------|-------------------|-----------------|----------------------|----------------------|-----------------|-------|
| | 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 | 4,609,509 | 38,927,549 | 44,134,851 | 40,346,349 | 109.4% | 43,353,719 | 44,594,719 | 99.0% | |
| 2 Parking Revenue | 246,697 | 2,212,684 | 2,301,907 | 2,081,893 | 110.6% | 2,271,159 | 2,271,159 | 101.4% | |
| 3 Shuttles | 77,959 | 998,565 | 993,159 | 1,380,103 | 72.0% | 1,505,578 | 1,505,578 | 66.0% | |
| 4 Rental Income | 141,748 | 1,584,466 | 1,585,817 | 1,555,330 | 102.0% | 1,696,200 | 1,696,200 | 93.5% | |
| 5 Other Income | 308,603 | 2,495,530 | 2,364,088 | 2,232,479 | 105.9% | 2,435,440 | 2,435,440 | 97.1% | |
| 6 | | | | | | | | | |
| 7 TOTAL OPERATING REVENUE | 5,384,515 | 46,218,793 | 51,379,821 | 47,596,154 | 107.9% | 51,262,096 | 52,503,096 | 97.9% | |
| 8 | | | | | | | | | |
| CONTRIBUTIONS: | | | | | | | | | |
| 10 AB434 Peninsula Feeder Shuttle | 83,333 | 916,667 | 916,667 | 916,663 | 100.0% | 1,000,000 | 1,000,000 | 91.7% | |
| 11 Operating Grants | 17,263 | 1,132,580 | 6,371,585 | 6,378,450 | 99.9% | 6,327,389 | 6,428,714 | 99.1% | |
| 12 JPB Member Agencies | 2,924,177 | 36,131,870 | 32,165,953 | 32,165,936 | 100.0% | 35,090,130 | 35,090,130 | 91.7% | |
| 13 Other Sources | - | - | - | 4,912,291 | 0.0% | 6,200,000 | 7,190,000 | 0.0% | |
| 14 | | | | | | | | | |
| 15 TOTAL CONTRIBUTED REVENUE | 3,024,774 | 38,181,116 | 39,454,204 | 44,373,340 | 88.9% | 48,617,519 | 49,708,844 | 79.4% | |
| 16 | | | | | | | | | |
| 17 GRAND TOTAL REVENUE | 8,409,289 | 84,399,910 | 90,834,025 | 91,969,495 | 98.8% | 99,879,615 | 102,211,940 | 88.9% | |
| 18 | | | | | | | | | |
| 19 | | | | | | | | | |
| EXPENSE | | | | | | | | | |
| OPERATING EXPENSE: | | | | | | | | | |
| 23 Contract Operating and Maintenance | 5,474,965 | 51,580,989 | 53,943,913 | 56,088,781 | 96.2% | 62,285,336 | 61,576,015 | 87.6% | |
| 24 Operator Contract Transition Costs | - | - | - | 333,333 | 0.0% | 2,000,000 | 2,000,000 | 0.0% | |
| 25 Shuttles (incl Peninsula Pass) | 131,223 | 2,640,687 | 2,660,381 | 3,066,828 | 86.7% | 3,345,631 | 3,345,631 | 79.5% | |
| 26 Fuel | 1,183,312 | 9,407,283 | 11,593,340 | 12,849,199 | 90.2% | 14,146,389 | 13,963,956 | 83.0% | |
| 27 Timetables and Tickets | 31,825 | 158,703 | 174,514 | 174,625 | 99.9% | 190,500 | 190,500 | 91.6% | |
| 28 Insurance | 446,645 | 4,049,002 | 5,794,705 | 5,296,137 | 109.4% | 4,870,000 | 5,702,000 | 101.6% | |
| 29 Facilities and Equipment Maint | 104,504 | 964,886 | 1,103,488 | 1,110,848 | 99.3% | 1,213,000 | 1,213,000 | 91.0% | |
| 30 Utilities | 150,084 | 986,774 | 1,482,314 | 1,505,897 | 98.4% | 1,642,800 | 1,642,800 | 90.2% | |
| 31 Services | 140,342 | 973,124 | 985,576 | 1,032,179 | 95.5% | 1,126,610 | 1,125,610 | 87.6% | |
| 32 | | | | | | | | | |
| 33 TOTAL OPERATING EXPENSE | 7,662,900 | 70,761,449 | 77,738,232 | 81,457,827 | 95.4% | 90,820,266 | 90,759,512 | 85.7% | |
| 34 | | | | | | | | | |
| ADMINISTRATIVE EXPENSE | | | | | | | | | |
| 36 Wages and Benefits | 484,664 | 5,206,460 | 5,447,913 | 5,989,985 | 91.0% | 6,521,825 | 6,521,825 | 83.5% | |
| 37 Board of Directors | 1,050 | 10,832 | 11,638 | 11,275 | 103.2% | 12,300 | 12,300 | 94.6% | |
| 38 Professional Services | 272,618 | 1,320,196 | 2,035,324 | 2,035,340 | 100.0% | 2,122,724 | 2,224,049 | 91.5% | |
| 39 Communications and Marketing | (44,298) | 134,338 | 128,309 | 209,470 | 61.3% | 227,840 | 227,840 | 56.3% | |
| 40 Office Expense and Other | 82,467 | 1,115,650 | 1,156,781 | 1,254,628 | 92.2% | 1,365,539 | 1,363,539 | 84.8% | |
| 41 | | | | | | | | | |
| 42 TOTAL ADMINISTRATIVE EXPENSE | 796,502 | 7,787,476 | 8,779,964 | 9,500,699 | 92.4% | 10,250,228 | 10,349,553 | 84.8% | |
| 43 | | | | | | | | | |
| 44 Long Term Debt Expense | 91,906 | 1,010,969 | 1,010,969 | 1,010,969 | 100.0% | 1,102,875 | 1,102,875 | 91.7% | |
| 45 Service Adjustment/Fare and Revenue Changes | - | - | - | - | 0.0% | (2,293,754) | - | 0.0% | |
| 46 | | | | | | | | | |
| 47 GRAND TOTAL EXPENSE | 8,551,308 | 79,559,893 | 87,529,165 | 91,969,495 | 95.2% | 99,879,615 | 102,211,940 | 85.6% | |

"% 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.

* The Approved Budget is the Board adopted budget effective July 1, 2010.
 ** The Revised Budget is the adopted budget plus Board amendments plus budget transfers.



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF MAY 31, 2011

| TYPE OF SECURITY | MATURITY DATE | INTEREST RATE | PURCHASE PRICE | MARKET RATE |
|---|---------------|---------------|----------------|---------------|
| ----- | ----- | ----- | ----- | ----- |
| Local Agency Investment Fund (Restricted) | Liquid Cash | 0.413% | \$ 2,000,000 | \$ 2,002,524 |
| Local Agency Investment Fund (Unrestricted) | Liquid Cash | 0.413% | 9,702,656 | 9,714,902 |
| Investment Portfolio (Unrestricted) | Liquid Cash | 2.791% | 6,204,586 | 6,096,169 |
| Other (Unrestricted) | Liquid Cash | 0.050% | (714,617) | (714,617) |
| ----- | ----- | ----- | ----- | ----- |
| | | | \$ 17,192,625 | \$ 17,098,978 |
| Accrued Earnings for May 2011 | \$19,059.09 | (1) | | |
| Cumulative Earnings FY2011 | \$286,468.45 | | | |

(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 1.001262155 as reported by LAIF for quarter ending March 31, 2011.

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2012
INSURANCE PROGRAM**

ACTION

Staff Coordinating Council (SCC) recommends the Board approve and ratify the JPB insurance program obtained through the District's insurance broker, Wells Fargo Insurance Services, for Fiscal Year (FY) 2012 at a total premium cost not to exceed \$3,134,346, inclusive of the following:

- Continue the current \$2 million self-insured retention on the liability program.
- Purchase \$198 million of coverage for Railroad Liability, Commercial General Liability and Excess Automobile Liability, including terrorism coverage, at an annual premium of \$2,378,789.
- Purchase property insurance, including Special Risk property policies, at an annual premium of \$626,166 with a limit of \$400 million for real and personal property such as the Centralized Equipment Maintenance and Operations Facility (CEMOF), stations, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock. This insurance also continues to provide coverage against terrorism, as well as boiler and machinery perils for real property and CEMOF sufficient to meet the State of California inspection requirements.
- Purchase a \$5 million Environmental/Pollution Liability insurance policy at an annual premium of \$36,441.
- Purchase a \$10 million Public Officials Liability policy at an annual premium of \$66,610.

SIGNIFICANCE

Over the past three years, the JPB benefitted from a pre-agreed, flat-premium, multi-year program and avoided any premium increase as the railroad liability market hardened. This year the tightening continues across the entire liability marketplace, not just railroad liability, and underwriters closely scrutinize any increases in exposures and claims activity. In FY2008, when the three year program was bound, the JPB's ridership was 11,961,612 and farebox revenue was \$40,112,604. Estimates for the current year are 12,311,484 ridership and \$44,594,719 in farebox revenue, an increases of 3 percent and 11 percent respectively, while liability premiums have increased only 6.6 percent despite the additional impact of the hard market.

Although the recent earthquakes in Japan and New Zealand, and the tornadoes in the American Midwest, have dramatically hardened the property market for the catastrophic coverages of windstorm, earthquake and flood, standard property and inland marine coverages in California are still desired by insurers. This translated to a significant premium decrease in the JPB's property program and includes a 2-year commitment from underwriters to preserve this low price.

Competition and increased capacity in the environmental insurance market resulted in a lower premium, coupled with additional coverage enhancements on the JPB's pollution liability policy. Limits on the JPB's Public Officials liability program are increased from \$5 million to \$10 million. Special Events coverage with a limit of \$2 million to cover the JPB's Emergency Training exercises is being added to the program while the JPB's Railroad Protective policy with \$10 million limits is being renewed. Part, or all, of the premium for the Railroad Protective policy is offset on a project-by-project basis with funds from permits to enter or capital projects.

Below is an overview of the JPB's FY2011 and FY2012 premiums:

| <u>Premium Element</u> | <u>FY2011</u> | <u>FY2012</u> |
|--|-------------------|-------------------|
| Liability: Railroad, Commercial General, Excess Automobile | \$2,244,333 | \$2,378,789 |
| Liability: Environmental, Public Officials, Special Events | | |
| Liability & Railroad Protective Liability | \$ 83,615 | \$ 129,391 |
| Property | <u>\$ 734,985</u> | <u>\$ 626,166</u> |
| Total | \$3,062,933 | \$3,134,346 |

BUDGET IMPACT

Estimated funds to underwrite the recommended program are included in the FY2012 Operating Budget.

BACKGROUND

FY2012 liability limits remain at \$200 million. Several new insurers entered the rail liability insurance market while other insurers are pulling back because of major losses in this sector, e.g. MetroLink. These major losses have contributed to the tightening of the marketplace and underwriters are focusing on risk selection, adjusting pricing to reflect increased exposures and any claims. With the JPB's excellent reputation in the marketplace, we have successfully attracted new insurers to the program to fill out capacity while holding down the premiums to the maximum degree possible.

The JPB's Public Officials liability limit has been increased from \$5 million to \$10 million while Special Event liability for Emergency Training and Railroad Protective are also included in the budget recommendation. The increase in the liability program is offset to a major degree by significant savings on the property and environmental insurance programs.

Prepared by: David Triolo, Acting Director, Risk Management

650.508.6237

RESOLUTION NO. 2011-

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

* * *

**APPROVAL AND RATIFICATION OF INSURANCE PROGRAM FOR
FISCAL YEAR 2012**

WHEREAS, the Executive Director of the Peninsula Corridor Joint Powers Board (JPB) has approved an insurance program for Fiscal Year (FY) 2012 with premiums totaling \$3,134,346, which program was presented to the Staff Coordinating Council (SCC) and the costs for which are included in the FY2012 Operating Budget; and

WHEREAS, in conjunction with the expiration of the JPB's existing insurance program on June 30, 2011, District staff renewed its insurance program for FY2012 based on the plan approved by the Executive Director, with the following significant elements:

1. Maintain a self-insured retention for the JPB in the amount of \$2 million;
2. Authorize the purchase of a Railroad Liability, Commercial General Liability and Excess Automobile Liability policy, including Terrorism (TRIA), with a total limit of \$198 million, excess of the \$2 million self-insured retention, at an annual premium of \$2,378,789;
3. Authorize the purchase of two types of property insurance policies, including Special Risk property policies, at an annual premium of \$626,166 with limits of \$400 million to cover real and personal property, including stations, the Centralized Equipment Maintenance and Operations Facility, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock, and a Boiler and Machinery policy sufficient to meet the State of California inspection requirements;
4. Authorize purchase of Public Officials Liability coverage with \$10 million limits at an annual premium of \$66,610;

5. Authorize purchase of Environmental/Pollution Liability coverage at an annual premium of \$36,441;
6. Authorize purchase of Special Events coverage with a \$2 million limits at a premium of \$9,000;
7. Authorize purchase of Railroad Protective Liability with \$10 million limits for \$17,340.

WHEREAS, Staff Coordinating Council requests that the Board of Directors approve and ratify the renewal of the JPB's insurance program for FY2012, as delineated above.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board hereby approves and ratifies the renewal of the JPB's insurance program for Fiscal Year 2012, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 7th day of July, 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: PROPOSED FISCAL YEAR 2012 CAPITAL BUDGET

ACTION

Staff Coordinating Council recommends that the Board approve a Capital Budget of \$60,726,816 for Fiscal Year (FY) 2012 (See Attachment A).

SIGNIFICANCE

At the May 5, 2011 JPB Board meeting, staff presented a preliminary Fiscal Year (FY) 2012 Capital Budget of \$64,624,584, consisting primarily of critical infrastructure and equipment state-of-good-repair, legally mandated, and safety enhancement projects. The FY2012 Capital Budget was proposed to be funded by a mixture of Federal, State, and regional grants. It also included a request of \$12,737,068 to the three JPB member agencies, or \$4,245,689 each, to fully fund the proposed program of capital projects in FY2012.

Subsequently at the June 2, 2011 JPB Board meeting, staff reported that the three JPB member agencies, San Mateo, Valley Transportation Authority (VTA) and San Francisco, have indicated that they can contribute \$4.0 million, \$3.13 million and \$2.73 million respectively towards the FY2012 Capital Budget. Since the 1996 Joint Powers Agreement provides that costs of capital projects not covered by outside funding are to be shared equally by the three JPB members, staff discussed the implications to the FY2012 Capital Budget, if equal contributions were made from each member at the respective levels outlined above. Staff discussed with the Board the projects that would need to be reduced and/or deferred if each member cannot contribute the \$4,245,689 requested.

Since the June 2, 2011 meeting, we have received notice from Metropolitan Transportation Commission (MTC) that Caltrain can expect an additional \$640,000 in programming from MTC's Bridge Toll proceeds to match to Federal funds. As a result of this additional funding, the total amount of local funds required from the three JPB members has now been reduced to \$12,097,068, or \$4,032,356 each.

Staff at the respective agencies have also worked together since the June 2, 2011 meeting, and the amount of funding each can contribute remains the same. While San Francisco may be able to increase its contribution from San Francisco County Transportation Authority's Proposition K county sales tax funds to match to the VTA proposed funding level at \$3.13 million, such action would negatively impact the amount of Proposition K sales tax funds that would be available to

Caltrain in the future. After further staff deliberations, we believe it is prudent at this time to assume the JPB members will each contribute \$2.73 million towards the FY2012 Capital Budget. In order to match the program of projects to the amount of funding available, staff proposes postponing the *Upgrade to PA & VMS Systems at 22nd Street and Sunnyvale Stations* project to future years, reducing the *Rolling Stock State of Good Repair (SOGR)* project budget by \$2,448,768 and reducing the *Capital Project Development* project by \$250,000.

The FY2012 Capital Budget is broken down into the following major categories:

- **Infrastructure and Equipment State of Good Repair.** Some of the highlights in this category include:
 - * Complete the design and environmental review efforts for the Los Gatos Creek Railroad Bridge (Santa Clara County) replacement project;
 - * Full project funding for the San Francisco Roadway Bridges (San Francisco County) replacement project;
 - * Maintain the current infrastructure in a state of good repair by completing necessary track and structures rehabilitation and replacement;
 - * Replace and upgrade signal and communication equipment;
 - * Continue the procurement and installation of a new state-of-the-art train control and network traffic management system;
 - * Continue to rehabilitate components of the current fleet of passenger cars and locomotives to ensure vehicles will operate reliably up to the end of their duty cycles.
- **Legal Mandates and Safety Enhancements** – Provide funding to complete the design development plan for Caltrain’s Communications Based Overlay Signal System (CBOSS)/Positive Train Control (PTC) project, as well as funding for additional cameras on cab cars and locomotives.
- **Peninsula Rail Program** – Provide funding for overall program management and planning coordination efforts with California High Speed Rail Authority to define the program for high-speed rail development in the Caltrain corridor, as well as to establish project priorities and construction sequence to ensure Caltrain operational needs are met.

BUDGET IMPACT

The total proposed FY2012 Capital Budget is \$60,726,816. Total funding secured to finance the proposed FY2012 Capital Budget includes Federal, State, and other grant funding in the amount of \$52,527,516. Local match requirement to these sources is \$8,199,300, or \$2,733,100 per member.

BACKGROUND

The Capital Budget is developed annually as part of the capital planning process. Budget line items are developed through priorities established in the Short Range Transit Plan and a parallel call for projects involving JPB operating and support departments, as well as the JPB partners. Capital project submittals are reviewed and prioritized by agency staff in consultation with staff from partner agencies to assure consistency with planning and policy objectives.

Prepared by: April Chan, Director, Budgets and Grants

650.508.6228

| FY12 Proposed Caltrain Capital Budget | | | | | | | | | | | | | | | | |
|--|---|-------------------|-----------------------|------------------------------|-----------------------|-----------------------|------------|-------------------|-----------|------------------|---------|------------------------|---------------------------|-------------------|-----------|-------------------|
| | | | | | | Proposed Funding Plan | | | | | | | | | | |
| | | | | | | Federal | | State | | Other | | JPB | | | | |
| PROJECT TITLE/DESCRIPTION | FY 12 PROJECT PHASE | EST. TOTAL COST | PREVIOUSLY PROGRAMMED | PROPOSED CAPITAL BUDGET FY12 | FUTURE BUDGET REQUEST | Federal | | State | | Other | | JPB | | FY2012 TOTAL | | |
| | | | | | | Amount | Source | Amount | Source | Amount | Source | Amount | Source | | | |
| 1.State of Good Repair | | | | | | | | | | | | | | | | |
| Station & Intermodal Access | | | | | | | | | | | | | | | | |
| 1.1 | FY12 Systemwide Station SOGR | Prel Eng / Constr | 9,430,000 | 4,593,000 | 400,000 | 4,437,000 | | | | | | | 400,000 | Members | 400,000 | |
| Right of Way/Signals | | | | | | | | | | | | | | | | |
| 1.2 | Systemwide Track Rahab Program | Constr | 10,000,000 | 0 | 7,000,000 | 0 | 5,600,000 | FTA | | 350,000 | AB664 | 1,050,000 | Members | 7,000,000 | | |
| 1.3 | Los Gatos Creek Bridge Replacement | Fin Des / Constr | 21,181,000 | 5,302,412 | 5,000,000 | 10,878,588 | 4,000,000 | FTA | | | | 1,000,000 | Members | 5,000,000 | | |
| 1.4 | SF Roadway Bridges - 22nd & 23rd Streets | Fin Des / Constr | 14,812,000 | 3,015,000 | 11,797,000 | 0 | 10,381,360 | HBRRP | | 1,415,640 | SF | | | 11,797,000 | | |
| 1.5 | Predictive Arrival/Departure System (PADS) | Fin Des / Constr | 4,237,585 | 2,428,134 | 1,809,450 | 1 | 1,447,560 | FTA | | 361,890 | Other | | | 1,809,450 | | |
| 1.6 | Rail Operations Control System (ROCS) | Constr | 11,197,817 | 10,275,951 | 921,866 | 0 | 737,493 | FTA | | 184,373 | Other | | | 921,866 | | |
| 1.7 | North South Road Channel | Final Des/Constr | 438,000 | 0 | 351,500 | 86,500 | 281,200 | FTA | | | | 70,300 | Members | 351,500 | | |
| 1.8 | South Terminal Phase II & Phase III and Environmental Clearance | Prelim Eng | 67,850,000 | 0 | 2,023,000 | 65,827,000 | 1,223,000 | FTA | 800,000 | Prop 1B | | | | 2,023,000 | | |
| Rolling Stock | | | | | | | | | | | | | | | | |
| 1.9 | Locomotive SOGR | Constr | - | 0 | 2,800,483 | 0 | - | | 2,800,483 | Prop 1B | | | - | 2,800,483 | | |
| 1.10 | Gallery Car SOGR | Constr | - | 0 | 3,101,138 | 0 | - | | 199,517 | Prop 1B | | | 2,901,621 | Members | 3,101,138 | |
| 1.11 | Bombardier Car SOGR | Constr | - | 0 | 2,232,379 | 0 | 988,000 | FTA | - | | 607,000 | AB664 | 637,379 | Members | 2,232,379 | |
| 1.12 | Technical and Engineering Support for Midlife Overhaul | Prelim Eng | 165,000 | 0 | 165,000 | 0 | 132,000 | FTA | - | | 33,000 | AB664 | - | 165,000 | | |
| | | | | | | 24,790,613 | | 3,800,000 | | 2,951,903 | | 6,059,300 | | 37,601,816 | | |
| | | | | | | 37,601,816 | | | | | | | | | | |
| II. LEGAL MANDATES | | | | | | | | | | | | | | | | |
| 2.1 | PRP-Caltrain PTC System Project 1818 | Final Des | 219,000,000 | 6,925,000 | 18,000,000 | 194,075,000 | 16,000,000 | FRA | 2,000,000 | Prop 1B | | | | 18,000,000 | | |
| | | | | | | 16,000,000 | | 2,000,000 | | - | | - | | 18,000,000 | | |
| III. PENINSULA RAIL PROGRAM | | | | | | | | | | | | | | | | |
| 3.1 | PRP - Program Implementation & Management | Support | | 16,221,600 | 1,600,000 | TBD | | | 1,450,000 | CHSRA | | | 150,000 | Members | 1,600,000 | |
| | | | | | | - | | 1,450,000 | | - | | 150,000 | | 1,600,000 | | |
| | | | | | | 1,600,000 | | | | | | | | | | |
| IV. ENHANCEMENTS | | | | | | | | | | | | | | | | |
| 4.1 | Cameras on Trains: Phase II | Constr | 1,535,000 | 500,000 | 1,035,000 | 0 | | | 1,035,000 | CTSGP | | | | 1,035,000 | | |
| 4.2 | San Bruno Archway | Prelim Eng | 500,000 | 0 | 500,000 | 0 | | | | | 500,000 | City of SB / Measure A | | 500,000 | | |
| | | | | | | - | | 1,035,000 | | 500,000 | | - | | 1,535,000 | | |
| | | | | | | 1,535,000 | | | | | | | | | | |
| V. CALTRAIN SUPPORT PROGRAM and CAPITAL CONTINGENCY | | | | | | | | | | | | | | | | |
| 5.1 | Capital Project Development | Support | | | 500,000 | | | | | | | | 500,000 | Members | 500,000 | |
| 5.2 | Capital Program Management | Support | 500,000 | | 500,000 | | | | | | | | 500,000 | Members | 500,000 | |
| 5.3 | Capital Contingency Funds (Engineering) | Support | | | 330,000 | | | | | | | | 330,000 | Members | 330,000 | |
| 5.4 | Capital Contingency Funds (Rail) | Support | | | 660,000 | | | | | | | | 660,000 | Members | 660,000 | |
| | | | | | | - | | - | | - | | 1,990,000 | | 1,990,000 | | |
| | | | | | | 1,990,000 | | | | | | | | | | |
| FY12 Capital Budget Request: | | | | | | 60,726,816 | | 40,790,613 | | 8,285,000 | | 3,451,903 | | 8,199,300 | | 60,726,816 |
| | | | | | | | | | | | | 2,733,100 | FY2012 Per Member Request | | | |

RESOLUTION NO. 2011 –
PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AUTHORIZING ADOPTION OF THE FISCAL YEAR 2012 CAPITAL BUDGET
IN THE AMOUNT OF \$60,726,816

WHEREAS, the Joint Powers Agreement dated October 18, 1991, as amended, requires the Peninsula Corridor Joint Powers Board (JPB) to develop and approve a capital budget; and

WHEREAS, the Executive Director and the Staff Coordinating Council recommend that the Board of Directors (Board) adopt the Capital Budget for Fiscal Year 2012 in the amount of \$60,726,816, as more particularly set forth in Attachment A; and

WHEREAS, the local match funding requirement for the proposed Capital Budget is 8,199,300, requiring a contribution of \$2,733,100 from each of the three member agencies pursuant to the terms of the Joint Powers Agreement; and

WHEREAS, San Francisco will provide \$2,733,100 of its Fiscal Year 2012 local match from a combination of Proposition K and other local funds through the San Francisco County Transportation Authority and the San Francisco Municipal Transportation Agency; and

WHEREAS, San Mateo will provide \$2,733,100 of its Fiscal Year 2012 local match through the San Mateo County Transportation Authority; and

WHEREAS, Santa Clara will provide \$2,733,100 of its Fiscal Year 2012 local match through the Santa Clara Valley Transportation Authority.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board adopts the Fiscal Year 2012 in the amount of \$60,726,816, as set forth in Attachment A,

with the understanding that, as to the local match funding requirement, the three members agencies will each contribute \$2,733,100; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director to take such additional actions as may be necessary to give effect to this Resolution.

Regularly passed and adopted this 7th day of July 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff Coordinating Council (SCC) recommends that the Board authorize the Executive Director to extend for six months the existing agreement between the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) by which the JPB underwrites a portion of law enforcement and police communications services that are procured pursuant to a contract (Agreement) between the District and the County of San Mateo (County). The six-month extension to the Agreement will be a total not-to-exceed cost of \$1,800,000, of which the District's share is \$400,000. The cost to the JPB for its share of these services will not exceed \$1,400,000.

SIGNIFICANCE

JPB action will provide authority for the continuation of contracted law enforcement and police communications services for Caltrain through the six-month extension of the Agreement between the District and the County, until December 31, 2011. The District and the County are currently negotiating a new agreement for law enforcement and police communications services. Once those negotiations are complete, the JPB will go back to the Board for approval to underwrite a portion of those services.

BUDGET IMPACT

Funding is contained in the current JPB operating budget for Fiscal Year 2012 for the full year of law enforcement and police communications services based on the existing Agreement.

BACKGROUND

The District, on its own behalf and on behalf of the JPB, entered into an initial three year agreement for law enforcement and police communication services with the County in January 2002. On December 14, 2004, the District entered into a new agreement for a term of three and a half years to coincide with the JPB's fiscal year budgeting. In March 2008, the District and JPB Boards approved an extension to the Agreement through June 30, 2011.

The single contract for all police services between the County and the District results in efficiency and ease of administration. The JPB pays its share of the cost of the services provided in support of the Caltrain service through a financing arrangement with the District. Currently, the JPB requirements for law enforcement services equates to approximately 78 percent of the total cost of services. The JPB's share is higher because of the highly specialized nature of the rail response services, requiring significantly more of the County's law enforcement services than the bus operations, some of which are handled by local law enforcement.

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

| | | |
|--------------|---|--------------|
| Prepared By: | Éva Goode, Manager, Budgets | 650.508.7914 |
| | Dave Triolo, Acting Director, Risk Management | 650.508.6237 |

RESOLUTION 2011 -

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

**AUTHORIZE EXTENDING THE AGREEMENT WITH SAN MATEO COUNTY
TRANSIT DISTRICT TO PROVIDE LAW ENFORCEMENT AND POLICE
COMMUNICATIONS SERVICES FOR CALTRAIN PURSUANT TO AN AGREEMENT
WITH THE COUNTY OF SAN MATEO**

WHEREAS, in January 2002, the San Mateo County Transit District (District), on its behalf and on behalf of the Peninsula Corridor Joint Powers Board (JPB), entered into an agreement (Agreement) with the County of San Mateo (County) for law enforcement services and police communications services for both bus operations and rail operations (collectively “Services”); and

WHEREAS, in December 2004 and March 2008, the District and JPB Boards approved amendments and extensions to the Agreement with the County, which will expire June 30, 2011; and

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

WHEREAS, in order to maintain the existing level of Services while the District and the County negotiate a new contract, the JPB, District, and County desire to extend the term of the current Agreement for an additional six months through December 31, 2011.

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

1. Authorizes the Executive Director/CEO or his designee to extend the existing agreement between the JPB and the District to underwrite a portion of law enforcement and

police communications services that are procured pursuant to the Agreement between the District and the County, with the understanding that the JPB's share of the total costs will be based on the percentage allocation set forth in the existing agreement for a total not-to-exceed cost to the JPB of \$1,400,000.

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

Regularly passed and adopted this 7th day of July, 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Power Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington CH. (Chuck) Harvey
Deputy CEO Deputy CEO

SUBJECT: **AUTHORIZING AWARD OF A CONTRACT TO PROCURE AND
INSTALL DIGITAL VIDEO RECORDING SYSTEMS ON
LOCOMOTIVES OR CAB CARS**

ACTION

Staff Coordinating Council (SCC) recommends that the Board:

1. Award a contract to Railhead Corporation to procure, install, test and commission Digital Video Recording Systems (DVRS) with forward-facing, digital video cameras on up to 20 Caltrain locomotives or cab cars for a total not-to-exceed cost of \$283,267 (Base Services) with an option to procure, install, test and commission DVRS on up to an additional 45 Caltrain locomotives or cab cars, and procure up to five spare DVRS for a not-to-exceed total cost of \$684,500 (Optional Services).
2. Authorize the Executive Director or his designee to execute a contract for the Base Services and Optional Services with Railhead Corporation in full conformity with the terms and conditions of the solicitation documents and negotiated agreement.
3. Authorize the Executive Director or his designee to exercise the option for the Optional Services, provided it is in the best interest of the JPB.

SIGNIFICANCE

Approval of the above actions will benefit the JPB by (1) providing DVRS to record safety critical information immediately in front of Caltrain locomotives and control cab cars while stopped or in motion, and (2) providing recorded video output that will aid the JPB in its investigation of incidents along the Caltrain right of way. The DVRS will be able to clearly record railroad signal colors up to 2,000 feet in front of the locomotives or cab control cars and record grade crossings and the right of way in all weather conditions.

BUDGET IMPACT

Funds are budgeted in the approved Fiscal Year 2011 Capital Budget to support the Base Services. Funding for the Optional Services will be included in the Fiscal Year 2012 or future capital budgets, as appropriate.

BACKGROUND

The JPB issued a Request for Proposals (RFP) detailing the scope of services required to provide and install DVRS on Caltrain locomotives. The solicitation was advertised in a newspaper of general circulation and on the JPB procurement website. Solicitation notices also were sent to interested proposers, small business enterprises and disadvantaged business enterprises (DBEs). Seven proposals were received (one from a DBE).

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

- Project Understanding and Approach 0 - 20 points
- Qualifications and Experience of Firm and Key Personnel 0 - 30 points
- DVRS Hardware, Software, and Warranty 0 - 20 points
- Testing and Training Procedures 0 - 10 points
- Cost Proposal 0 - 20 points

After review, evaluation, and initial scoring of proposals, the three top-ranked firms were deemed to be in the competitive range and were invited for interviews and oral presentations. Following the interviews, each firm submitted a Best and Final Offer.

The Committee reconvened to review the Best and Final Offers to complete the evaluation and to reach a final consensus ranking of the three firms; Railhead Corporation was determined to be the highest-ranked proposer. The Committee then checked Railhead Corporation's references and successfully conducted negotiations with Railhead Corporation.

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

- Railhead Corporation, Alsip, IL
- Ojo Technology , Inc., Fremont, CA
- Mermec, Inc., Columbia, SC

The Evaluation Committee has determined that Railhead Corporation possesses the requisite depth of experience, has the required qualifications to successfully perform the scope of services defined in the solicitation documents, is financially capable of providing the specified services and has agreed to provide them at a fair and reasonable price. Railhead Corporation's proposed DVRS solution meets the needs and specifications of the JPB without excessive modification or additional cost and offers the best value to the JPB. Railhead Corporation intends to engage Rail Power Services, LLC of Spanaway, WA for installation and warranty of the DVRS. The JPB has had favorable prior experience with Rail Power Services.

The Disadvantaged Business Enterprise (DBE) officer reviewed Railhead Corporation's proposal and determined it meets the requirements of the JPB's DBE Program and the solicitation documents.

Contract Officer: Luis F. Velásquez
Project Manager: Zhenlin Guan, Engineering

650.622.8099
650.508.7976

RESOLUTION NO. 2011 -

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

* * *

**AUTHORIZING AWARD OF A CONTRACT TO RAILHEAD
CORPORATION TO PROCURE AND INSTALL DIGITAL
VIDEO RECORDING SYSTEMS ON LOCOMOTIVES OR CAB
CARS FOR A TOTAL NOT-TO-EXCEED COST OF \$967,767**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) issued a Request for Proposals (RFP) to procure, install, test and commission Digital Video Recording Systems (DVRS) with forward-facing, digital video cameras on Caltrain locomotives or cab cars; and

WHEREAS, in response to the RFP seven firms submitted a proposal; and

WHEREAS, an Evaluation Committee has reviewed and evaluated the seven proposals in accordance with the criteria set forth in the RFP, conducted interviews with the three proposers found to be in the competitive range, and requested a Best and Final Offer from each of those firms; and

WHEREAS, the Evaluation Committee re-ranked those firms in the competitive range and determined that Railhead Corporation of Alsip, Illinois is the highest ranked firm and its pricing is fair and reasonable; and

WHEREAS, staff has completed successful negotiations with Railhead Corporation; and

WHEREAS, Staff Coordinating Council recommends that a contract be awarded to Railhead Corporation to procure, install, test and commission DVRS with forward-facing, digital video cameras on up to 20 Caltrain locomotives or cab cars for a total not-to-exceed cost of \$283,267 (Base Services) with an option to procure, install, test and commission DVRS on up to an additional 45 Caltrain locomotives or cab cars, and procure up to five spare DVRS for a total not-to-exceed cost of \$684,500 (Optional Services).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board awards a contract to Railhead Corporation to procure, install, test and commission DVRS with forward-facing, digital video cameras on up to 20 Caltrain locomotives or cab cars for a total not-to-exceed cost to the JPB of \$283,267, with an option to procure, install, test and commission DVRS on up to an additional 45 Caltrain locomotives, and procure up to five spare DVRS for a total not-to-exceed amount of \$684,500.

BE IT FURTHER RESOLVED that the Executive Director or designee is authorized to execute a contract on behalf of the JPB with Railhead Corporation in full conformity with all the terms and conditions of the solicitation documents and negotiations.

BE IT FURTHER RESOLVED that the Executive Director or designee is authorized to exercise the option for the Optional Services, provided it is in the best interest of the JPB.

Regularly passed and adopted this 7th day of July 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Budget

Democrats in the State Legislature approved a budget without Republican support using new authority granted by the passage of Proposition 25 last November. The budget cut funding for the State courts system and local redevelopment agencies and deferred payments to education, but did not include the extension of existing revenue sources proposed by Governor Brown.

Shortly after its passage, the governor vetoed the budget stating that it would do little to solve the State's ongoing fiscal crisis and contained legally questionable provisions.

Following the veto, State Controller John Chiang invoked his authority under Proposition 25, announcing that the budget package sent to the governor was not balanced and that legislators would be required to forfeit their pay until a balanced solution is approved.

FEDERAL ISSUES

Reauthorization

House and Senate committees are making progress on moving forward with the reauthorization of surface transportation proposals before the current extension expires on September 30.

On June 22, Senator Barbara Boxer announced the framework for the Senate version, titled Moving Ahead For Progress in the 21st Century (MAP-21). The bill would maintain current funding levels with adjustments for inflation and would expand transportation infrastructure financing programs. Although the framework represents a six-year bill, Senator Boxer has not

ruled out a two-year measure if necessary to maintain current funding levels.

The House version will be made available on July 7.

Appropriations

The House Appropriations Committee approved the Fiscal Year 2012 Energy and Water Appropriation bill following an amendment that would redirect \$1 billion in unobligated high-speed rail funds from the American Recovery and Reinvestment Act to flood relief efforts.

The Federal Railroad Administration has announced its intention to use some of these funds for California's high-speed rail project. The amendment is not expected to be preserved when the Senate considers the bill later this summer.

Prepared By: Seamus Murphy, Government Affairs Manager

650.508.6388

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>AB 16 Perea D</p> <p>High-Speed Rail Authority.</p> | <p>SENATE T. & H. 6/16/2011 - Referred to Com. on T. & H.</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. The federal American Recovery and Reinvestment Act of 2009 (ARRA) provides funding for allocation nationally to high-speed rail projects.</p> <p>This bill would require the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.</p> | |
| <p>AB 41 Hill D</p> <p>High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p> | <p>SENATE E. & C.A. 6/9/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E. & C.A.</p> <p>6/21/2011 1:30 p.m. - Room 3191 SENATE ELECTIONS AND CONSTITUTIONAL AMENDMENTS, CORREA, Chair</p> | <p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/9/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p> | <p>SENATE T. & H. 6/15/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</p> | <p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/19/2011</p> | |
| <p>AB 58 Galgiani D</p> <p>High-speed rail.</p> | <p>ASSEMBLY TRANS. 5/2/2011 - In committee: Set, second hearing. Hearing canceled at the request of author.</p> | <p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law provides for appointment of an executive director by the authority, who is exempt from civil service and serves at the pleasure of the authority.</p> <p>This bill, for purposes of managing and administering the ongoing work of the authority in implementing the high-speed train project, would authorize the Governor, upon the recommendation of the executive director, to appoint up to 6 additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the executive director. The bill would require a salary survey to be conducted to determine the compensation for the executive director and additional exempt officers, and would require the salaries to be established by the authority and approved by the Department of Personnel Administration. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 3/16/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------------|
| <p>AB 145 Galgiani D</p> <p>High-speed rail.</p> | <p>SENATE T. & H. 6/16/2011 - Referred to Com. on T. & H.</p> | <p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</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 solely as an advisory body, notwithstanding any other provision of law . The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency. 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 department relative to implementation of the high-speed rail project. The director of the department would be appointed by the Governor, and the Governor would be authorized to appoint up to 10 officers 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>Last Amended on 6/1/2011</p> | |
| <p>AB 147 Dickinson D</p> <p>Subdivisions.</p> | <p>SENATE THIRD READING 6/9/2011 - Read second time. Ordered to third reading.</p> <p>6/20/2011 #35 SENATE ASSEMBLY BILLS-THIRD READING FILE</p> | <p>The Subdivision Map Act authorizes a local agency to require the payment of fees, to be used for various purposes, as a condition of approval of a final map or as a condition of issuing a building permit, including, among others, for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined.</p> <p>This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined. This bill contains other related provisions.</p> <p>Last Amended on 5/31/2011</p> | <p>Support</p> |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| <p>AB 296 Skinner D</p> <p>Building standards: cool pavement.</p> | <p>SENATE T. & H. 6/8/2011 - Referred to Com. on T. & H.</p> <p>6/28/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law requires the Department of Transportation to adopt a balanced, multimodal research and development program, including the research and development of new technologies. This bill would establish the Cool Pavements Research and Implementation Act and would require the department, in consultation with specified state agencies, to implement the act.</p> <p>The bill would require the department to publish or make available on the department's Internet website, by January 1, 2014, a Cool Pavements Handbook to detail specifications, testing protocols, and best practices for cool pavements. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/27/2011</p> | |
| <p>AB 333 Grove R</p> <p>California Global Warming Solutions Act of 2006: cap-and-trade program.</p> | <p>ASSEMBLY NAT. RES. 6/16/2011 - In committee: Hearing postponed by committee. (Refers to 6/14/2011 hearing)</p> <p>6/27/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</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, in furtherance of achieving the statewide greenhouse gas emissions limit by January 1, 2011, to adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources. The act also authorizes the state board to include in its regulations the use of market-based compliance mechanisms to comply with the regulations, subject to prescribed requirements.</p> <p>This bill would require the state board to make findings and submit a status report to the Legislature no later than July 31, 2011, on the readiness of a proposed cap-and-trade program to begin January 1, 2012. The bill would authorize the board, if it makes a specified finding in the status report, to commence the cap-and-trade program after January 1, 2012, but no later than January 1, 2013. The bill would require the board to provide an annual cap-and-trade status report to the Legislature. This bill contains other related provisions.</p> <p>Last Amended on 5/11/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| <p>AB 426 Lowenthal, Bonnie D</p> <p>Transit fare evasion.</p> | <p>SENATE THIRD READING 6/10/2011 - Read second time and amended. Ordered to third reading.</p> <p>6/20/2011 #51 SENATE ASSEMBLY BILLS-THIRD READING FILE</p> | <p>Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would authorize the Southern California Regional Rail Authority and the North County Transit District to adopt and enforce such an ordinance. The bill would provide that a person cited under these ordinances adopted by transit operators shall be afforded an opportunity to complete the administrative process under the circumstances set forth in the ordinance. The bill would require an entity that adopts such an ordinance to submit a report to specified committees of the Legislature both 2 and 5 years after the adoption of the ordinance, as specified. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/10/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| <p>AB 427 John A. Pérez D</p> <p>Transportation bond funds: transit system safety.</p> | <p>SENATE T. & H. 6/8/2011 - Referred to Com. on T. & H.</p> <p>6/21/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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 specified purposes. Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law designates the California Emergency Management Agency as the administrative agency for this account and requires the allocation of 60% of the funds in the account for capital expenditures to transportation planning agencies, county transportation commissions, and certain other transit-related agencies, as specified, and 15% of the funds for capital expenditures to specified intercity passenger rail systems and commuter rail systems. Existing law provides that operators that receive those funds for intercity passenger rail systems and commuter rail systems are not eligible for those funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies.</p> <p>This bill would instead authorize operators that receive funds from the account for intercity passenger rail systems and commuter rail systems to also be eligible for funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies. The bill would require an entity eligible to receive allocations of any of those funds to submit a document within a specified time to the California Emergency Management Agency that indicates the intent to use the funds and would, if the document is not submitted, authorize the California Emergency Management Agency to reallocate the funds. The bill would require the California Emergency Management Agency to notify a transportation planning agency if funds allocated to an entity within the region of the transportation planning agency are being reallocated and, if the transportation planning agency provides a document to the California Emergency Management Agency indicating its intent to distribute the funds to transit operators or rail operators, would require the funds to be allocated to the transportation planning agency. The bill would authorize the California Emergency Management Agency to allocate the funds on a competitive basis to an eligible entity in a different region of the state if the transportation planning agency does not receive an allocation to distribute funds to transit operators and rail operators, as specified. This bill contains other related provisions.</p> <p>Last Amended on 3/29/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------------|
| <p>AB 485 Ma D</p> <p>Infrastructure financing.</p> | <p>SENATE G. & F. 5/26/2011 - Referred to Com. on GOV. & F.</p> <p>6/22/2011 9:30 a.m. - Room 112 SPECIAL ORDER OF BUSINESS AT 10:30 A.M. SENATE GOVERNANCE AND FINANCE, WOLK, Chair</p> | <p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/5/2011</p> | <p>Support</p> |
| <p>AB 492 Galgiani D</p> <p>High-Speed Rail Authority.</p> | <p>SENATE RLS. 6/16/2011 - Referred to Com. on RLS.</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.</p> <p>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> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>AB 508 Swanson D</p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p> | <p>SENATE L. & I.R. 6/8/2011 - Referred to Com. on L. & I.R.</p> <p>6/22/2011 9:30 a.m. - Rose Ann Vuich Hearing Room (2040) SENATE LABOR AND INDUSTRIAL RELATIONS, LIEU, Chair</p> | <p>Existing law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain, for a period of at least 90 days, certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Under this law, contractors or subcontractors who agree to retain employees must offer employment to those employees except for reasonable and substantiated cause. Additionally, the law provides that if a successor contractor or subcontractor determines that fewer employees are needed than under the prior contract, qualified employees must be retained by seniority within the job classification. Further, the existing contractor, when required by the awarding authority, must provide employment information relating to wage rates, benefits, dates of hire, and job classifications of employees under the existing service contract to the awarding authority or a successor contractor.</p> <p>This bill would add employees of solid waste handling and recycling contractors and subcontractors to those provisions. By requiring local agencies to give a bidding preference to such contractors and subcontractors, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p>AB 516 V. Manuel Pérez D</p> <p>Safe routes to school.</p> | <p>SENATE T. & H. 6/16/2011 - Referred to Com. on T. & H.</p> | <p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders.</p> <p>This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a low-income school, as defined, and would make other related changes.</p> <p>Last Amended on 5/27/2011</p> | |
| <p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p> | <p>SENATE L. & I.R. 6/15/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L. & I.R.</p> <p>6/22/2011 9:30 a.m. - Rose Ann Vuich Hearing Room (2040) SENATE LABOR AND INDUSTRIAL RELATIONS, LIEU, Chair</p> | <p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions.</p> <p>This bill would increase that maximum penalty to \$100 for each calendar day and would increase the minimum penalty to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/15/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>AB 615 Lowenthal, Bonnie D</p> <p>High-speed rail.</p> | <p>SENATE T. & H. 6/8/2011 - Referred to Com. on T. & H.</p> <p>6/28/2011 1:30 p.m. - John L. Burton Hearing Room (4203)</p> <p>SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions, authorizations, and exemptions relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority, and would require the authority to provide a record of real property parcels it owns to the Department of General Services by July 1, 2014, and annually thereafter. The bill would require payments for leases or other conveyances of property controlled by the authority to be deposited with the authority for use in development, improvement, and maintenance of the high-speed rail system. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/28/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|--|--|----------------|
| <p>AB 650 Blumenfield D</p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p> | <p>SENATE T. & H. 6/14/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p> <p>6/21/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available only for specified transportation planning and mass transportation purposes.</p> <p>This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by January 31, 2012. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by September 30, 2012 , to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the Department of Transportation to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions.</p> <p>Last Amended on 6/14/2011</p> | <p>Support</p> |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>AB 710 Skinner D</p> <p>Local planning: infill and transit-oriented development.</p> | <p>SENATE G. & F. 6/16/2011 - Referred to Com. on GOV. & F.</p> <p>7/6/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</p> | <p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions.</p> <p>This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/31/2011</p> | |
| <p>AB 845 Ma D</p> <p>Transportation: bond funds.</p> | <p>SENATE T. & H. 6/16/2011 - Referred to Com. on T. & H.</p> | <p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received.</p> <p>This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the 2007 Data Tables of the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from nonstate funds. The bill would define "nonstate matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission.</p> <p>Last Amended on 5/10/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------------|
| <p><u>AB 892</u> <u>Carter D</u></p> <p>Department of Transportation: environmental review process: federal pilot program.</p> | <p>SENATE E.Q. 6/8/2011 - From committee: Do pass and re-refer to Com. on E.Q. with recommendation: to consent calendar. (Ayes 9. Noes 0.) (June 7). Re-referred to Com. on E.Q.</p> <p>6/27/2011 10:30 a.m. - Room 112 SENATE ENVIRONMENTAL QUALITY, SIMITIAN, Chairman</p> | <p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011.</p> <p>This bill would, instead, require the report to be submitted no later than January 1, 2015, and again, no later than January 1, 2018. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/10/2011</p> | <p>Support</p> |
| <p><u>AB 912</u> <u>Gordon D</u></p> <p>Local government: organization.</p> | <p>SENATE G. & F. 6/8/2011 - Referred to Com. on GOV. & F.</p> <p>6/22/2011 9:30 a.m. - Room 112 SPECIAL ORDER OF BUSINESS AT 10:30 A.M. SENATE GOVERNANCE AND FINANCE, WOLK, Chair</p> | <p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements.</p> <p>This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district that is consistent with a prior action of the commission, to immediately order the dissolution if the dissolution was initiated by the district board, or if the dissolution was initiated by an affected local agency, by the commission, or by petition, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified.</p> <p>Last Amended on 5/27/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p><u>AB 952</u> <u>Jones R</u></p> <p>High-speed rail.</p> | <p>SENATE T. & H. 6/8/2011 - Referred to Com. on T. & H.</p> <p>6/28/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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. Members of the authority are subject to the Political Reform Act of 1974.</p> <p>This bill would prohibit a member, employee, or consultant of the authority from being the recipient of any gift, as defined, in a specified provision of the act. The bill would prohibit a construction company, engineering firm, consultant, legal firm, or any other company, vendor, or business entity with a contract or seeking a contract with the authority, or subcontractor of any of the foregoing, or owner, employee, or any member of their immediate families of any of these companies, firms, vendors, entities, or subcontractors, from making any gift to a member, employee, or consultant of the authority, or to any member of their immediate families. The bill would authorize the authority itself to receive gifts, and to transfer those gifts as specified, with the written approval of the Department of Finance. This bill contains other related provisions.</p> <p>Last Amended on 5/10/2011</p> | |
| <p><u>AB 957</u> Committee on Transportation</p> <p>Transportation omnibus bill.</p> | <p>SENATE T. & H. 6/2/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p> <p>7/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law provides that the district is comprised of specified cities and unincorporated territories in the Counties of Sacramento and Yolo. Existing law sets forth provisions for transition from the Sacramento Transit Authority to the district and also sets forth provisions applicable to the establishment of the first board of the district.</p> <p>This bill would provide that the district includes the Cities of Citrus Heights, Elk Grove, Rancho Cordova, and West Sacramento. The bill would delete obsolete provisions relating to the transition from the authority to the district and establishment of the district's first board. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/2/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>AB 1092 Lowenthal, Bonnie D</p> <p>High-speed rail.</p> | <p>SENATE RLS. 6/16/2011 - Referred to Com. on RLS.</p> | <p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to report bianually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.</p> | |
| <p>AB 1097 Skinner D</p> <p>Transit projects: domestic content.</p> | <p>SENATE T. & H. 6/13/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p> <p>6/21/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects.</p> <p>This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder exceeds Buy America requirements applicable to federally funded transit projects.</p> <p>Last Amended on 6/13/2011</p> | Support |
| <p>AB 1105 Gordon D</p> <p>High-occupancy toll lanes: roadway markings.</p> | <p>SENATE APPR. 6/8/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 9. Noes 0.) (June 7). Re-referred to Com. on APPR.</p> <p>6/27/2011 11 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, KEHOE, Chair</p> | <p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County.</p> <p>This bill would provide that such a HOT lane established on State Highway Route 101 may extend into San Mateo County as far as the high-occupancy vehicle lane in that county existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County . This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/13/2011</p> | Support |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>AB 1164 Gordon D</p> <p>High-Speed Rail Authority: appointees: Senate confirmation.</p> | <p>SENATE T. & H. 6/16/2011 - Referred to Coms. on T. & H. and RLS.</p> | <p>Existing law creates the High-Speed Rail Authority within the state government with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law provides that 5 of the 9 members comprising the authority shall be appointed by the Governor.</p> <p>This bill would require that those gubernatorial appointments be made with the advice and consent of the Senate.</p> <p>Last Amended on 4/7/2011</p> | |
| <p>AB 1229 Feuer D</p> <p>Transportation: financing: federal highway grant anticipation notes.</p> | <p>SENATE T. & H. 6/16/2011 - Referred to Com. on T. & H.</p> | <p>Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months.</p> <p>This bill would, subject to the approval of the commission and after notification to the Department of Transportation and the Treasurer, authorize a transportation planning agency, for purposes of funding transportation projects from notes secured by federal transportation funds, to commit up to 50% of its share of apportionments of specified federal transportation funds that are apportioned to transportation planning agencies.</p> <p>Last Amended on 5/27/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 1388 Wieckowski D</p> <p>Earnings withholding orders.</p> | <p>SENATE JUD. 6/10/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on JUD.</p> <p>6/28/2011 1:30 p.m. - Room 112 SENATE JUDICIARY, EVANS, Chair</p> | <p>Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor.</p> <p>This bill would delete that exception for the common necessities of life. This bill would, instead, provide an exception for a debt incurred pursuant to an order or award for the payment of attorney's fees in connection with certain family law proceedings. The bill would also make a conforming change.</p> <p>Last Amended on 6/10/2011</p> | |
| <p>ABX18 Ma D</p> <p>Transportation bond funds.</p> | <p>ASSEMBLY PRINT 12/7/2010 - From printer.</p> | <p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of general obligation bonds for various transportation purposes. Existing law requires that \$1,000,000,000 of those funds be deposited in the Transit System Safety, Security, and Disaster Response Account, administered by the California Emergency Management Agency (Cal EMA), for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems, as specified. Existing law requires 25% of the available funds to be allocated to certain regional public waterborne transit agencies. Existing law requires entities receiving funds from the account to expend those funds within 3 fiscal years of the fiscal year in which the funds were allocated and requires that funds remaining unexpended after those 3 years revert to Cal EMA for reallocation in subsequent fiscal years.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute. This bill contains other existing laws.</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>SB 46 Correa D</p> <p>Public officials: compensation disclosure.</p> | <p>SENATE THIRD READING 6/6/2011 - Read second time. Ordered to third reading.</p> <p>6/20/2011 #17 SENATE SENATE BILLS-THIRD READING FILE</p> | <p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/2/2011</p> | |
| <p>SB 50 Correa D</p> <p>Conflicts of interest: disqualification.</p> | <p>ASSEMBLY E. & R. 5/23/2011 - Referred to Com. on E. & R.</p> | <p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. This bill contains other related provisions and other existing laws.</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
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| <p><u>SB 126</u> <u>Steinberg D</u></p> <p>California Transportation Commission: guidelines.</p> | <p>ASSEMBLY TRANS. 6/2/2011 - Referred to Coms. on TRANS. and B., P. & C.P.</p> <p>6/20/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p> | <p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p> | |
| <p><u>SB 310</u> <u>Hancock D</u></p> <p>Local development.</p> | <p>ASSEMBLY L. GOV. 5/27/2011 - Referred to Com. on L. GOV.</p> <p>6/29/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</p> | <p>Existing law authorizes the legislative body of a city or county to adopt an infrastructure financing plan, which is required to contain specified information, for the purpose of financing certain infrastructure facilities, if specified procedural requirements are met, and requires the legislative body, if it adopts the plan, to submit the proposal to the voters. Existing law authorizes the legislative body to create an infrastructure financing district, by ordinance, if 2/3 of the qualified electors of the proposed district vote in favor of adoption of the plan, and also authorizes the legislative body to initiate proceedings to issue bonds to finance the infrastructure facilities if 2/3 of those electors vote in favor of the issuance. Existing law authorizes infrastructure finance districts to finance specified projects, including financing certain infrastructure facilities.</p> <p>This bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p>SB 468 Kehoe D</p> <p>Department of Transportation: north coast corridor project: high-occupancy toll lanes.</p> | <p>ASSEMBLY TRANS. 6/9/2011 - Referred to Coms. on TRANS. and NAT. RES.</p> <p>6/27/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p> | <p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects. This bill would impose additional requirements on the department with respect to specified highway projects on State Highway Route 5 in southern California, known collectively as the north coast corridor project, that are located entirely or partially in the coastal zone, including requiring the department to collaborate with local agencies, the California Coastal Commission, and other affected local, state, and federal agencies to ensure that multimodal transportation options are evaluated and included in the public works plan for the projects.</p> <p>The bill would make these requirements applicable to the San Diego Association of Governments (SANDAG) and would also require SANDAG, for these projects, to establish a safe routes to transit program that integrates the adopted regional bike plan with transit services and, pursuant to SANDAG's agreement, as specified, to commit to dedicate for regional habitat acquisition, management, and monitoring activities a portion of specified taxes approved by the voters in San Diego County. The bill would, for these projects, require the department to suspend a notice of determination relating to environmental impact, issued between January 1, 2011, and January 1, 2012, until it is determined that environmental documents for the projects satisfy the requirements of the bill. The bill would also make legislative findings and declarations. This bill contains other related provisions and other existing laws. Last Amended on 5/31/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
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| <p><u>SB 475</u> <u>Wright D</u></p> <p>Infrastructure financing.</p> | <p>ASSEMBLY L. GOV. 6/14/2011 - Set, first hearing. Hearing canceled at the request of author.</p> <p>6/29/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</p> | <p>Existing law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for infrastructure facilities owned by a governmental entity, but constructed by a private entity, to be leased to or owned by that private entity for a period of up to 35 years, after which time the project would revert to the governmental agency.</p> <p>This bill would authorize a local governmental agency 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 additionally permit the agreements to lease or license to, or provide other permitted uses by, the private entity.</p> <p>Last Amended on 6/6/2011</p> | |
| <p><u>SB 517</u> <u>Lowenthal D</u></p> <p>High-Speed Rail Authority.</p> | <p>ASSEMBLY TRANS. 6/9/2011 - Referred to Com. on TRANS.</p> <p>6/27/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p> | <p>Existing law creates the High-Speed Rail Authority in state government 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.</p> <p>This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would provide for the Secretary of Business, Transportation and Housing to serve on the authority as a nonvoting, ex officio member. The bill would require the secretary to propose an annual budget for the authority upon consultation with the authority. The bill would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would provide for the members that are appointed to have specified background or experience, as specified. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/17/2011</p> | |

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 6-20-11**

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p>SB 582 Emmerson R</p> <p>Commute benefit policies.</p> | <p>ASSEMBLY TRANS. 6/14/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.</p> <p>6/20/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p> | <p>Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts and air pollution control districts with various responsibilities relative to reduction of air pollution.</p> <p>This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would provide for all metropolitan planning organizations within the region served by a specified air district to adopt the ordinance after the district first acts to adopt the ordinance . The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017.</p> <p>Last Amended on 6/14/2011</p> | |