



# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070

March 1, 2012 – Thursday

10:00 a.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Comment  
Public comment by each individual speaker shall be limited to two minutes
4. Consent Calendar RESOLUTION  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a) Approval of Minutes of February 2, 2012
  - b) Authorize Amendment to Citizens Advisory Committee Bylaws to Change the Section on Attendance
  - c) Authorize Disposition of Surplus General Motors, Electro-Motive Division (EMD) GP9 Locomotives
5. Chairperson’s Report
6. Report of the Citizens Advisory Committee
7. Report of the Executive Director MOTION
  - a) Certificate of Appreciation to Janet McGovern, Author, “Images of Rail: Caltrain and the Peninsula Commute Service”
8. Acceptance of Statement of Revenues and Expenses for January 2012 MOTION
9. Authorize Proposed Changes to Caltrain Codified Tariff RESOLUTION
10. Authorize Award of Contracts to Stantec/SYSTRA JV and Xorail, Inc. for On-call Communication and Signal Services for a Three-year Term in an Aggregate Not-to-Exceed Amount of \$8,500,000 RESOLUTION
11. Authorize an Operating Subsidy to Warm Planet Bikes and Increase the Fiscal Year 2012 Budget by \$50,000 for a New Operating Budget of \$106,404,289 RESOLUTION
12. Caltrain Modernization Early Investment Proposal INFORMATIONAL

13. Legislative Update INFORMATIONAL
14. Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2012 INFORMATIONAL
15. Correspondence
16. Board Member Requests
17. Date/Time of Next Meeting: Thursday, April 5, 2012, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
18. General Counsel Report
  - a. Closed Session: Conference with Legal Counsel – Existing Litigation – Pursuant to Government Code Section 54956.9(a): Robert Lightfoot v. City and County of San Francisco, et al.
19. 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](http://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](mailto: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  
February 2, 2012**

**MEMBERS PRESENT:** J. Cisneros, M. Cohen, J. Deal, A. Kalra, L. Kniss, A. Lloyd,  
A. Tissier, K. Yeager

**MEMBERS ABSENT:** T. Nolan

**STAFF PRESENT:** J. Cassman, C. Cavitt, E. Goode, G. Harrington, C. Harvey,  
R. Haskin, A. Hughes, M. Lee, R. Lee, M. Martinez, N. McKenna,  
D. Miller, S. Murphy, M. Scanlon, M. Simon

Chair Adrienne Tissier called the meeting to order at 10:07 a.m. and led the Pledge of Allegiance.

**PUBLIC HEARING FOR PROPOSED CHANGES TO THE CODIFIED TARIFF**

JPB Secretary Martha Martinez said today's public hearing was called for at the December 1, 2011 JPB meeting. The public hearing notice announced the date, time, location and subject of the meeting. The notice included alternate methods via mail, email, phone for the public to submit their comments and noted there would be community meetings held prior to the hearing. The notice appeared in the *San Francisco Daily Journal*, *San Mateo Daily Journal*, *San Jose Post Record*, *Gilroy Dispatch* and in Spanish in *El Reportero*. The public hearing was publicized through the JPB's printed agendas, TakeOnes placed on trains, flyers posted at stations, electronic message sign at stations, Tweets, Facebook postings, *Caltrain Connection* newsletter, message to GO Pass companies and the Caltrain website. A news release announcing the proposed changes was distributed to local media. Community meetings were held on January 24 in Gilroy and San Francisco and on January 25 in Mountain View and San Carlos. To-date 131 comments have been received.

Executive Officer Customer Service and Marketing Rita Haskin said this was called a Codified Tariff change as opposed to a fare increase because 92 percent of customers can avoid any change to their fare.

The proposal:

- Increase the GO Pass by \$10 to \$165 and set the minimum level of participation at \$13,750.
- Lengthen the sales period for the monthly pass from the 9<sup>th</sup> of the month to the 15<sup>th</sup> of the month.
- Additional regional Clipper implementation measures include:
  - Increase the cost of paper one-way and zone upgrade tickets by up to 25-cents per zone.
  - Increase the cost of Day passes by up to 50-cents per zone.

- Eliminate the 8-ride ticket because it can't be transitioned over to the Clipper card.

Director Malia Cohen arrived at 10:16 a.m.

- If a one-way and Day Pass is purchased via Clipper there will be no change only if they are purchased from the ticket vending machines (TVMs).
- Staff anticipates Board action at the March 1 meeting with implementation July 1.

Chair Tissier reiterated to the audience the Board will not be taking any action today on this proposal.

#### Public Comment

Melanie Crotty, Metropolitan Transportation Commission (MTC), said MTC supports the proposed eliminations, in particular, the 8-ride ticket, and increasing the cost of the paper one-way tickets. MTC feels the proposed changes will improve the customer experience of the Clipper program. Since the launch of the Clipper program transactions have increased from 60,000 to 600,000 daily transactions. Clipper represents about 40 percent of all transactions for transit boardings in the region. Approximately 11,000 monthly Caltrain passes are sold and 15,000 daily riders and this is about 65 percent of the Caltrain market. She encourages the Board to adopt staff's proposal.

Michael Drury, San Francisco, said he is against the elimination of the 8-ride ticket. Information provided at the community meeting causes him concern and raises some questions. It has been claimed that use of the 8-ride ticket has declined, but Clipper problems have presented barriers and any decline in the underlying demand has absolutely not been proven. He said it has been claimed that the 8-ride discount is too high for insufficient commitment. That may be so, but what would be a sufficient commitment, 10 rides, 16 rides or more. To the 8-ride ticket users this represents a greater than 17 percent fare increase. This singles out one group of travelers with no practical alternatives other than to pay higher fares. If the goal is to raise revenue then why not use a broader base of customers against which to apply a fare increase. Finally, the elimination of the 8-ride ticket will generate an annual windfall in excess of \$500,000 in additional fare revenue with no extra costs. There has been no indication of how this extra windfall would be spent and hope it would not be dissipated on unplanned cost overruns on projects and instead applied to actual service improvements. He requests that a decision be delayed on the elimination of the 8-ride ticket unless or until adequate alternatives are considered.

Gerald Graham, Burlingame, said he has been a rider, commuter and passenger for over 55 years. It is getting increasingly difficult to sell the train to the public and this Draconian increase makes it even harder. Caltrain should be bringing passengers to the system and not driving them away. This is very discriminatory to a single group.

Director Ash Kalra arrived at 10:27 a.m.

Karen Sparks, Burlingame, said she commutes daily with her daughter on Caltrain. The Board needs to consider not eliminating the 8-ride ticket for people who do not live in the region. She said she doesn't understand why a rate increase is necessary on the two categories. It is not clear

to her if the whole issue with dedicated funding has been solved by Caltrain and it is not clear what the budget for Caltrain really is and why these increases are necessary. If the increase has to do with operational costs then there should be some transparency on Caltrain's side with respect to the ridership. The public needs to know what is happening with the funds, how are they being distributed, how are salaries happening at the higher end and are these increases really necessary for the ridership to actually bear.

Jeff Carter, Burlingame, said he is opposed to the elimination of the 8-ride ticket and asked if the monthly pass will be next. The 8-ride ticket is a casualty of Clipper. A family of four can purchase an 8-ride ticket for a round trip and there is a savings. Point-to-point pricing needs to be considered. Please keep the 8-ride ticket.

Jim Fink, Monterey, said he is against paper only fare increases. All increases should be across the board and include Clipper and paper tickets. Monterey-Salinas Transit does not accept Clipper. This recommendation is punishing those who prefer paper ticket and paper records. Please keep the 8-ride tickets.

Andrew Johnson, San Mateo, said he teaches at Santa Clara University and uses the 8-ride ticket. He will be forced to purchase a Day Pass because the monthly pass is not beneficial to him.

Pat Giorni, Burlingame, asked where the social justice is for those passengers who do not make \$100,000 a year and who want to purchase a paper ticket at the station. There should not be an extra tariff burden on a person who does not have the extra funds in order to use Caltrain.

Andy Chow, Redwood City, said this proposal is premature and should coincide with a general fare increase. Eliminating the 8-ride ticket is unfair to passengers who do not travel enough during the month to use a monthly pass. MTC does not have an alternative to the 8-ride ticket.

Brinton Williams, San Francisco, said he rides Caltrain two to three days a week for work. The elimination of the 8-ride ticket doesn't solve anything. If the discount doesn't match the commitment then make the commitment larger. There is no alternative between those who ride a lot and the 8-ride passenger. Communication on the Codified Tariff was not clear at all to the public.

Adina Levin, Friends of Caltrain, said increasing the price of the GO Pass is a good thing but she is against the 8-ride and single ride ticket increase. The single ride passenger eventually will turn into a regular rider and should not penalize riders to increase ridership.

Paul Jones, Atherton, said he is a regular rider to the airport. He makes 10-12 trips annually to the airport a year and would like to see a round trip ticket that is valid for 30 days.

A motion (Kniss/Yeager) to close public hearing was approved.

Director Ken Yeager said one of the advantages of the Clipper Card is a person only uses the money on the card that is needed. The hope is anyone who uses public transportation would have a Clipper Card with e-cash on it.

Executive Director Michael Scanlon said there are instances where Clipper would work fine. In a perfect world a discount would be given to the people who use the service. Caltrain's financial situation is such that a discount cannot be given. Clipper does not have an application for an 8-ride ticket, but the card does bring convenience.

Director Liz Kniss said the real difficulty is getting the Clipper card loaded.

Chair Tissier said the discussion is occurring at MTC that there needs to be more locations to get a Clipper Card loaded. Change is difficult and Clipper is supposed to be easier and more convenient. The long-term goal is to have one card for regional transit.

### **PUBLIC COMMENT**

Jim Fink, Monterey, said Clipper should be an option. It is a great idea but not everyone is in a practical position to use it. The paper ticket option should always be available.

Jeff Carter, Burlingame, said he took the train on New Year's Eve and the service was very well run. A lot of people got off at Bayshore Station for the Forty Niner game. He asked how much money has MTC expended on Clipper and TransLink over the years and the problem is still not solved.

Pat Giorni, Burlingame, said last month there were 17 bike bumps all on Train 324. This month's bike bumps are up and maybe a third car should be added to the Bombardier consists. Would hate to see any Warm Planet customers have to bring their bikes on Caltrain simply for bicycle security purposes rather than their actual need, the first or last mile transportation when using Caltrain.

Doug DeLong, Mountain View, said the TVM is a metal box with a computer in it. If other transit agency machines that use to be a credit card mag stripe reader magically became a device that can read and write Clipper cards in the same physical envelope in the bezel why can't Caltrain's TVMs be swapped for a peripheral that can talk to Clipper cards.

### **CONSENT CALENDAR**

- a. Approval of Minutes of January 5, 2012
- b. Authorize Award of Contract to Day Wireless Systems for the Voice Radio Channel Base Station Improvements for the Narrowbanding Project for a Total Cost of \$50,834
- d. Authorize Approval of an Updated Policy Pertaining to Lost and Unclaimed Property

Item C was severed from the Consent Calendar because of public comment.

The Board approved the Consent Calendar (Lloyd/Kalra).

- c. Authorize the Seventh Amendment to Extend the Term of the Contract with Cypress Security, LLC for Provisions of Security Guard Services and to Increase the Estimated Contract Amount by \$115,400

Public Comment

Jim Fink, Monterey, said there is a problem with Cypress Security. The problem is the security guard that works late at Diridon Station harasses people who are at the station. In Mr. Fink's case the security guard called the San Jose Police while he was waiting for the Monterey Salinas Transit bus.

The Board approved Item C on the Consent Calendar (Yeager/Cisneros).

**CHAIRPERSON'S REPORT**

No report.

**REPORT OF THE CITIZENS ADVISORY COMMITTEE**

CAC Chair Paul Bendix reported on their February 15 meeting:

- Received a presentation on the Codified Tariff and had a general discussion on the Clipper card.
- Director, Rail Transportation Michelle Bouchard gave an update on the parking at 22<sup>nd</sup> Street.

**REPORT OF THE EXECUTIVE DIRECTOR**

Executive Director Michael Scanlon reported:

- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – December 2011 compared to December 2010
    - Total Ridership was 1,036,826, an increase of 11.6 percent.
    - Average Weekday Ridership was 38,387, an increase of 10.1 percent.
    - Total Revenue was \$4,305,083, an increase of 27.1 percent.
    - On-time Performance was 94 percent, a decrease of 1.8 percent.
    - Caltrain Shuttle Ridership was 5,771, an increase of 38.9 percent.
  - Year-to-Date Performance Statistics – December 2011 compared to December 2010
    - Total Ridership was 6,898,319, an increase of 9.2 percent.
    - Average Weekday Ridership was 42,996, an increase of 7.8 percent.
    - Total Revenue was \$29,025,589, an increase of 24.3 percent.
    - On-time Performance was 93.4, a decrease of 0.4 percent.
    - Caltrain Shuttle Ridership was 6,818, an increase of 30.2 percent.
- Annual passenger counts started on January 18 and continue through February. Actual counts are avoided on certain days and final results will be presented at the earliest at the April Board meeting.
- Rail operator transition continues with negotiations with TransitAmerica. They are working closely with the unions and finalizing the demobilization process with Amtrak. Staff is drafting key contractual and regulatory submittals to the Federal Railroad Administration.
- Problems were experienced with the first Forty Niner playoff game with many extra riders. During the regular season ridership was insignificant. An extra southbound train was put into service for the championship game and an estimated 2,000 additional riders were carried between the special train and normal service.



- Special service:
  - Sharks have played four home games in 2012 with an additional 1,300 riders. Season to-date ridership has increased 34 percent over the same number of games last year.
  - The Annual Freedom Train, chartered by the Dr. Martin Luther King, Jr. Association of Santa Clara County, was operated on January 16. The train carried 975 celebrants which was a slight decrease of about 3 percent over last year.
  - Giants will hold their annual Fan Fest at AT&T Park on Saturday, February 4 from 10 a.m. to 3 p.m. Extra service will be provided before and after the event to accommodate the heavy crowds.
  - A modified Saturday schedule will operate on President's Day, Monday, February 20.
- San Bruno Grade Separation shoofly was completed and the cutover to the main shoofly was performed the same weekend without any problems.
- Santa Clara and South Terminal projects are going well with final punch lists items being done.
- Staff has been engaged on San Francisco Municipal Transportation Agency's (SFMTA) proposal to have metered parking in the area at 22<sup>nd</sup> Street and 4<sup>th</sup> and King. Bevin Dufty represented Caltrain at a meeting on January 30 on the issue. There has been quite a pushback on the proposal of adding meters in this area.
- The Bicycle Advisory Committee met on January 19. Carlos Babcock was elected chair and Shirley Johnson elected vice chair. A presentation was given on Warm Planet bike facility which led to a robust discussion of the priorities for a bike facility. The current operator gave the presentation and welcomed the opportunity to negotiate with Caltrain. It is and always has been staff's goal to keep the facility open.
- The reading file contains the President's Day timetable, flyer for SAP Open, most recent *Caltrain Connection* and Safety & Security Report.

Director of Caltrain Modernization Marian Lee said for the past month the Draft Capacity Analysis was available for public comment. A total of 15 comments were received and there were no comments questioning the viability of the blended system. The comments focused more on understanding the details behind the simulation model. Staff will be addressing the comments and responding to those that submitted comments. It is staff's goal to finalize the document by mid-February.

Ms. Lee said the comment period for the High Speed Rail (HSR) Business Plan is over and HSR hopes to have a final Business Plan in March. Caltrain submitted a letter to HSR and it highlighted the following:

- Appreciation for many of the policies that were in the Business Plan that supported local planning efforts.
- Staff also listed their ongoing concerns. The highlights of the good points are they included the Blended System concept in the Business Plan which is the project staff is trying to study locally. It identified in pursuing an environmental clearance approach for the HSR document that they would only study the blended system in their environmental clearance and if there were to be any expansions beyond that it would entail a separate

environmental process. This is important because staff has a lot of local concerns about clearing a larger project that would not have support.

- The Business Plan discusses early investment in the book ends. Looking at the phasing of the project you start at the center and move out. But in one of the key chapters of the Business Plan it states it does not necessarily need to be done sequentially and there is an understanding that early investment in existing rail systems, including Caltrain, makes sense and HSR wants to partner with the local agencies in doing so.

Staff said they appreciated the policies imbedded in the Plan. Staff has made it clear in the letter that this is not a design option being pursued locally. There is some leading text in the Business Plan that potentially makes a case that after the center is finished they will move south. Staff has expressed they need to come out with a very comprehensive criteria making the determination if they will go north or south after completion of the central segment. Most importantly there were ridership numbers in the Business Plan and staff did not focus on dissecting the integrity of the model, but did focus on trying to understand the impact of the HSR riders on the Caltrain system for each phase of their project. As high speed riders transfer to Caltrain staff needs to understand what the impacts are so a meaningful dialogue about mitigation can occur.

Ms. Lee said HSR is looking to finalize their Business Plan in March and they have been reaching out to the existing regional agencies that will be connecting to their system and having the dialogue about early investments in the book ends. HSR has reached out to Los Angeles and the Bay Area talking about what those early investments will be. Staff has been continuing to advocate for the two projects that this Board has asked staff to prioritize, the advanced signal system and the electrification of the Caltrain system. Staff is also thinking if there are other projects that might be able to advance like a San Bruno type of grade separation project or if there is any other critical infrastructure upgrades that need to be prioritized. Examples might include bridge upgrades or tunnel upgrades. This must all be done without compromising the blended system planning that is in place with the local cities and county.

Ms. Lee said in addition to the Business Plan HSR has also released a revised programmatic environmental document. This is in response to a lawsuit from Atherton. Comments are due February 21 so staff will be reviewing and reporting back if there are any pertinent issues.

#### Public Comment

Pat Giorni, Burlingame, said now that the blended two track system has been committed for HSR and Caltrain has spent a fortune redesigning the platforms to get rid of the hold out rule is HSR going to bring back a hold out rule.

Director Kniss asked if staff has looked at Silicon Valley employment for the past 15 years and is this a good indication of an improvement in the job market.

Mr. Scanlon said staff looks at shuttle ridership because those are mostly employer supported and is the best indicator on overall ridership. It is too early to see the effects on the tax free transit benefit.

Mr. Scanlon said the platform height issue will not be driven by HSR but by notice of proposed rulemaking that has to do with common platform heights and level boarding for new stations.

**ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR DECEMBER 2011**

Deputy CEO Gigi Harrington said revenue is up \$4.2 million and the majority is farebox. On the expense side there are savings of \$2.2 million. A budget amendment was done in January and that is not reflected in this report. Next month's statement will reflect the increase for fare revenue by \$3.5 million and the increase on the expense side by \$2 million. Last week fuel was \$3.05 per gallon last week and year-to-date fuel is \$3.10 per gallon.

A motion (Cisneros/Yeager) to accept the December 2011 statement was approved unanimously.

**ACCEPTANCE OF QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND OUTLOOK FOR THE QUARTER ENDED DECEMBER 31, 2011**

Bill Osher from CSI Group SunTrust Bank, said the portfolio is getting smaller as securities achieve and move into a more liquid form. The portfolio is very safe and there are no credit issues. The only issue is the portfolio doesn't yield much. Last year was a very unusual year with sequential growth in the economy. Contrast with what is going on in Europe the issue is confidence. In our markets today the financial markets have a lot of confidence that our country will make good on all its debts.

A motion (Lloyd/Yeager) to accept the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2011 was approved unanimously.

**AUTHORIZE AN AMENDMENT TO INCREASE THE FISCAL YEAR 2012 CAPITAL BUDGET IN THE AMOUNT OF \$610,863 FOR TRAFFIC PREEMPTION IMPROVEMENTS FOR A NEW CAPITAL BUDGET OF \$62,087,679**

Manager of Budgets Eva Goode said Staff Coordinating Council (SCC) recommends the Board amend the Fiscal Year 2012 Capital Budget by \$610,863 for existing traffic preemption projects in Santa Clara and San Mateo counties. Over a year ago \$3.1 was received for these projects and the California Department of Transportation has approved some additional Federal Highway Administration funding for these projects. There is no member agency match required.

A motion (Yeager/Kniss) to authorize amending and increasing the Fiscal Year 2012 Capital Budget by \$610,863 for a new Capital Budget of \$62,087,679 was approved unanimously by roll call.

**AUTHORIZE REVISION TO THE JPB'S DISADVANTAGED ENTERPRISE PROGRAM TO INCLUDE A SMALL BUSINESS ENTERPRISE (SBE) PROGRAM**

Disadvantaged Business Enterprise (DBE) Officer Raymond Lee reported:

- The small business element, required by U.S. Department of Transportation, is to be race-neutral and ensures a level playing field.
- This plan must be submitted to the Department of Transportation by the end of February.
- The SBE Evaluation Committee evaluated more than 15 options as well as those offered by the California Department of General Services, Santa Clara Valley Transportation Authority and SFMTA.
- A preference program is most beneficial for the agency. It is consistent with AB116 and will apply to all contracts.

- Committee recommended a comprehensive SBE program to include:
  - One of three price quotations from a small business for informal procurements.
  - SBE/DBE database for sourcing needs.
  - Facilitate interaction between prime contractors and subcontractors.
  - Applying a 5 percent SBE bid or point preference when small businesses are utilized.
- There is no budgetary impact on the first three elements. A 5 percent SBE bid preference may have a budget impact.
- The SBE implementation schedule includes plan submission to the Federal Transit Administration by February 28 and roll out in April. Staff will have a vendor and contractor outreach event.

Chair Tissier asked on Invitation for Bids (IFB) would there be a list of companies that staff would only reach out to. Mr. Lee said no it would go out to the general public.

Chair Tissier asked if there is a geographic area for the general public. Mr. Lee said the bid is advertised on the website and solicitation notices are sent to companies within the nine Bay Area counties and to firms who have previously expressed interest.

Chair Tissier asked if local preference is given. Mr. Lee said no, but a vast majority of SBE companies are local.

Director Malia Cohen asked how large the database is. Mr. Lee said there are approximately 22,500 firms in the database.

Director Cohen asked what was previously in place and what model is this structured after. Mr. Lee there was no SBE previously and it is structured after the State of California's model which has been used quite often. Recently the Bay Area Rapid Transit District implemented a preference program similar to this one, but their cap is not \$50,000.

Director Cohen asked where the \$50,000 cap came from. Mr. Lee said the State has a cap of \$50,000.

Director Kalra said this will have more impact in small businesses and not minority or women owned companies. Mr. Lee said if a company meets the goal they are given the preference.

A motion (Cisneros/Kalra) to authorize the revision to the JPB's DBE program to include a SBE program was approved unanimously by roll call.

**AUTHORIZE AWARD OF CONTRACT TO BECI ELECTRIC, INC FOR THE  
ADVANCED TRAVELER INFORMATION SYSTEM II – PUBLIC ADDRESS SYSTEM  
UPGRADE SAN FRANCISCO CALTRAIN STATION PROJECT FOR A TOTAL COST  
OF \$199,000**

Cheryl Cavitt said SCC is recommending the Board award a contract to BECI Electric, Inc. for an upgrade to the public address system at the San Francisco Station for a total cost of \$199,000.

A motion (Yeager/Cisneros) to award a contract to BECI Electric, Inc. for the public address system upgrade at the San Francisco Caltrain Station for a total cost of \$199,000 was approved unanimously by roll call.

Director Kniss left at 11:54 a.m.

### **APPROVAL OF THE 2012 LEGISLATIVE PROGRAM**

Government Affairs Manager Seamus Murphy said SCC is recommending approval of the 2012 State and Federal Legislative Program. Every year the Board adopts a legislative program that helps achieve two primary goals. The first is a document to share with key stakeholders, including legislative delegation, that gives them a better understanding of what our goals and priorities are throughout the year and what kind of strategies and tactics we may pursue to achieve those goals. The second purpose is to provide a framework to staff that is broad enough to include all the issues that we expect to face throughout the year and flexible enough to allow staff to respond quickly and effectively as different legislative proposals emerge. Last year the program led staff to support five bills in the legislature. All five of the bills passed including the gas tax swap legislation which maintains funding for the State Transit Assistance Program.

At the Federal level the program helped guide our efforts to work with national coalitions and advocacy groups to maintain appropriated and authorized funding for existing transportation programs in the face of proposals from the House that wanted to cut those programs by up to 30 percent.

This year the program has been updated to reflect some change in conditions. Major revisions are the inclusion of the gas tax swap which changed the way transit operating funds are allocated to transit operators and also has limited the availability of capital dollars to the program. Focuses on efforts to restore capital funds and ensure the sale of infrastructure bonds happens and the proceeds of those sales are directed to transportation and infrastructure programs. The other change has to do with AB32 cap and trade. This is the first year the cap and trade revenues will be available for different programs and it ensures a portion of cap and trade revenues are allocated to transportation needs throughout the state. The third main revision has to do with the HSR program. It reflects the State's new approach to HSR on the Caltrain corridor and ensures staff remains focus on identifying and supporting policies that will advance Caltrain study of a blended system with integrated Caltrain and HSR service on the Peninsula.

A motion (Lloyd/Yeager) to approve the 2012 Legislative Program was approved unanimously.

### **LEGISLATIVE UPDATE**

Government Affairs Manager Seamus Murphy reported:

#### State

- The deadline for submitting bills in the legislature is February 24 and there are a couple of spot bills staff is focusing on.
  - AB1444 would extend some of the California Environmental Quality Act (CEQA) streamlining provisions that were authorized by legislation last year for residential and clean energy projects. It would extend those same CEQA streamlining provisions to rail and transit projects that meet the specified conditions of the bill.

- AB1532 is another key piece of legislation that would specify how cap and trade revenues are allocated so staff will be paying close attention to this to make sure transportation needs are addressed as this bill is written.
- Assemblyman Jerry Hill is introducing a bill that would allow Caltrain to ask voters to approve a sales tax increase for transportation improvements across all three counties. The bill is a result of polling conducted by the Silicon Valley Leadership Group that showed this option is a politically viable one. It would not be eligible for the 2012 election cycle and it may not make sense to pursue the approach at, but staff felt it was important as a number of options are being considered to address this situation.

#### Federal

- Significant progress has been made on reauthorization of the Surface Transportation Program. There have been a number of bill mark-ups. The House Transportation and Infrastructure Committee is marking up their bill today. It does not propose to cut transportation programs by over 30 percent this time. There are issues with the bill. It depends on oil drilling revenues from expanded oil drilling operations and those aren't revenues that are guaranteed. The biggest problem is the Mass Transit Account which is where Caltrain formula funds come from is severed from the Highway Trust Fund. If the Mass Transit Account is severed from the Highway Trust Fund that means there is no firewall guaranteeing that the gas tax funds will flow to Mass Transit Account programs. The Mass Transit Account would be fully dependent on the Federal General Fund and that means offsets would have to be identified from existing General Fund programs in order for transit programs to be funded at all.
- The Rail and Transit Title bill is being marked up today. This is a short-term, two-year bill that still maintains existing programs, but the revenue solution for this bill is going to be slightly different from the House revenue solution using oil revenues. Staff doesn't know what it will be yet. The Finance Committee marks up their title for the bill next week.

#### **FISCAL YEAR 2011 COMPREHENSIVE ANNUAL FINANCIAL REPORT**

No discussion.

#### **CORRESPONDENCE**

No discussion.

#### **BOARD MEMBER REQUESTS**

None

#### **DATE/TIME/PLACE OF NEXT MEETING**

The next meeting will be Thursday, March 1, 2012, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

**GENERAL COUNSEL REPORT**

Legal Counsel David Miller said there is no need for a closed session today and this item will be continued until next month.

**ADJOURNED**

Adjourned at 12:03 p.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Martha Martinez  
JPB Secretary

SUBJECT: **CITIZENS ADVISORY COMMITTEE – AMENDMENT TO BYLAWS**

**ACTION**

Staff Coordinating Council (SCC) recommends that the Board amend the Citizens Advisory Committee (CAC) Bylaws – Article III – Meetings, Section 3 to change the section on attendance from a rolling twelve month period to a calendar year. The proposed amended section of the Bylaws is attached.

**SIGNIFICANCE**

The CAC discussed the need to adjust the time period in which absences are counted. The purpose for this amendment is to create a less rigid process, recognizing that the members are volunteers. This amendment would also be consistent with the two other CACs that staff manages. There is no change to the total of four absences (excused or unexcused) causing a member to be terminated.

Committee members approved this amendment to the Bylaws at its January 18, 2012 meeting (one member voted no).

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The Committee serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the Committee functions.

Prepared by: Martha Martinez, JPB Secretary

650.508.6242



# DRAFT

Section 2. The CAC meetings are subject to the Ralph M. Brown Act, Government Code Section 54950, et. seq.

Section 3. Attendance being of prime importance to maintain contact between constituents and committee, attendance of members is required at all meetings. Should a member be unable to attend a meeting they should notify the Clerk to the Committee before the meeting. Should any member have more than two (2) unexcused absences the Chair shall send the member a reminder of the attendance policy. Any member who is absent for four (4) ~~of any~~ ~~twelve (12)~~ regularly scheduled ~~consecutive~~ meetings during a calendar year shall automatically be terminated. Any resulting vacancy shall be filled for the duration of the departing member's term.

Section 4. Any Committee member can have an item placed on the agenda by notifying the Clerk to the Committee seventy-two (72) hours prior to the meeting.

## ARTICLE IV – SUBCOMMITTEES

Section 1. Subcommittees and Ad Hoc Committees may be established by the Chairperson as necessary.

Section 2. Each subcommittee shall consist of at least three (3) CAC members, one (1) delegate from each county, appointed by the CAC Chairperson.

## ARTICLE V – PARLIAMENTARY AUTHORITY

Section 1. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CAC in all cases to which they are applicable

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

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

SUBJECT: **AUTHORIZING DISPOSITION OF SURPLUS ROLLING STOCK**

**ACTION**

Staff Coordinating Council recommends that the Board authorize the Executive Director, or his designee, to dispose of two surplus General Motors, Electro-Motive Division (EMD) GP9 locomotives (locomotives).

**SIGNIFICANCE**

This proposed action will implement the JPB's policy to routinely dispose of surplus rolling stock, vehicles and equipment that are no longer viable for service. Disposition of the locomotives is in keeping with this practice, and will be carried out in compliance with JPB procurement policy. JPB-approved methods of disposition are by sealed bid, public auction, sale, negotiation, transfer to another public agency, or by discarding as scrap. Under this proposed action, the locomotives will be disposed of by public auction or sale.

**BUDGET IMPACT**

The locomotives were purchased with JPB local funds only. No Federal or State funds were used in the procurement. Any proceeds gained from the disposition of these locomotives, less auctioneer's fees or sales costs, will be deposited to the JPB's General Fund. The current market value of each locomotive has been estimated by LTK Engineering Services/Louis T. Klauder and Associates at \$110,000 to \$115,000.

**BACKGROUND**

In 2000, the JPB entered into an agreement with Power Fluids & Metals of Redwood City, CA for the lease and subsequent purchase of two General Motors, EMD GP9 locomotives to support the right of way rebuild portion of the JPB's Ponderosa Project. The scope of work for this project included replacement of track and infrastructure repair (including tunnel beds between San Francisco and South San Francisco). The two EMD GP9 locomotives were used for material-train movements that supported that effort.

The two EMD GP9 locomotives have been out of service for the better part of a year, are costly to maintain, and have been determined to be surplus rolling stock. Additionally, the EMD GP9 locomotive components are of a different type and model than that of the general fleet of Caltrain locomotives, so the majority of spare parts are not interchangeable. The JPB also owns two newer EMD MP1500 locomotives that are better designed as work train locomotives to support JPB operations and capital work. Consequently, staff has determined that it is in the best interest of the JPB to dispose of the surplus rolling stock.

Contract Officer: Luis F. Velásquez

650.622.8099

Project Manager: Stephen Coleman, Manager, Rail Equipment

408.793.5440

**RESOLUTION NO. 2012-**

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

**STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING DISPOSITION OF SURPLUS ROLLING STOCK**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) has a policy to routinely dispose of used, surplus rolling stock; and

**WHEREAS**, JPB staff has identified for disposition two General Motors, Electro-Motive Division, GP9 locomotives (locomotives) which are no longer required for operations or capital work support; and

**WHEREAS**, the locomotives are of a different type and model than that of the general fleet of Caltrain locomotives, and therefore the majority of spare parts are not interchangeable; and

**WHEREAS**, the JPB's procurement policy provides for disposition of surplus assets by various means, including through sealed bid procedure, public auction, sale, negotiation, transfer to another public agency, or by discarding items as scrap; and

**WHEREAS**, the two locomotives will be disposed of by public auction or sale; and

**WHEREAS**, the net proceeds from the disposition of the surplus locomotives, less any auctioneer's fees or sales costs, if applicable, will be deposited in the JPB's General Fund.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the disposition of the two surplus locomotives identified above by public auction or sale, in accordance with the JPB's procurement policy; and

**BE IT FURTHER RESOLVED** that the Executive Director or his designee is authorized to dispose of these surplus locomotives in the manner specified.

Regularly passed and adopted this 1<sup>st</sup> day of March, 2012 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

---

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

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

**SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS JANUARY 2012**

January 2012 Caltrain average weekday ridership (AWR) was 41,369, which is an increase of 4,024 or 10.8 percent over January 2011 AWR of 37,345. The total number of passengers for the month of January 2012 was 1,111,421, which is an increase of 12.2 percent over the January 2011 total of 990,787. This should come as no surprise, as Caltrain ridership has increased every month for the last 18 consecutive months.

On-time performance was 94.0 percent in January 2012, which is slightly lower than both the 95.2 percent in January 2011 and the 95 percent Caltrain standard. However, when trains arriving within 10 minutes of the scheduled arrival time are included, on-time performance rises to 97.2 percent. On-time performance was affected by a wide variety of factors. The three largest contributors to delays in January were equipment problems, passengers needing assistance, and two fatalities. Mechanical delays in January totaled 745 minutes, which is a slight increase over the previous month.

Looking at customer service statistics, there were 9.1 complaints per 100,000 passengers. When compared with January 2011, the number of complaints decreased by more than 50 percent. The number of compliments received in January 2012 more than tripled when compared with the previous month.

Average weekday shuttle ridership was 7,241, which is an increase of 1,867 or 34.7 percent over January 2011 AWR of 5,374. This high growth is largely influenced by Stanford's Marguerite shuttle, which constitutes almost 50 percent of Caltrain shuttle ridership. Marguerite AWR is two-thirds higher than a year ago and many of the employer shuttles are also up significantly. For the station shuttles, the Millbrae-Broadway shuttle averaged 148 daily riders. The Belmont-Hillsdale shuttle averaged 66 daily riders. The weekend Tamien-San Jose shuttle averaged 41 riders per day.

## **Caltrain Promotions – January 2012**

**San Jose Sharks** – Caltrain continues to be a popular mode for hockey fans to get to the HP Pavilion for San Jose Sharks games. Information about the service is provided through onboard adcards, pre-game radio spots on KFOX during Coach’s Corner, a web button and page on Caltrain’s site and link on the Sharks’ site. Shark service information also is included in *Caltrain Connection* and *Track the Fun*. Caltrain carried 1,681 customers after the five January games. Year-to-date ridership is up 34 percent compared to last year.

**Freedom Train** – As has become the annual tradition, Caltrain operated the Freedom Train on the Dr. Martin Luther King Jr. holiday. Two chartered trains traveled from San Jose to San Francisco, which is about the same length as the historic civil rights walk between Selma and Montgomery, Alabama. While the ticket sales for the chartered train are handled by the Dr. Martin Luther King Jr. Association of Santa Clara Valley, Caltrain promoted the event through information on its website and a news release. Total ridership was 975 people.

**State of the Valley Ad** – Taking advantage of the gathering of the movers and shakers in Silicon Valley, Caltrain ran an ad promoting its social media connections in the State of the Valley program. To stay up-to-date on Caltrain news, attendees were encouraged to follow Caltrain on Twitter @Caltrain\_News and to “Like” us on Facebook at [www.facebook.com/caltrain](http://www.facebook.com/caltrain)

**Partnerships** – Car and wine lovers who rode Caltrain were offered a discount on entrance fee for two popular events: Silicon Valley Auto Show and Zinfandel Festival. The events were promoted in the *Track the Fun* brochure and also on Caltrain’s Track the Savings web page. Caltrain Marketing staff works with a number of event organizers to co-promote events that will generate more ridership and also provide added value for current Caltrain customers.

**Caltrain Connection** – The winter edition of the newsletter was released onboard trains and via the Caltrain website. Top stories included proposed changes to the Caltrain Codified Tariff, addition of Clipper Add-value machines at some stations and a feature on the South Bay Historical Railroad Society, which is housed at the historic Santa Clara Caltrain Station.

**Track the Fun** – The seasonal edition of Track the Fun was released and stocked onboard trains and posted to the Caltrain website. Cover art was provided by Disney as part of our partnership to promote taking transit to Disney on Ice. The brochure features fun destinations to go via Caltrain, including concerts, sporting events, festivals, museums and farmers’ markets.

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

#### January 2012

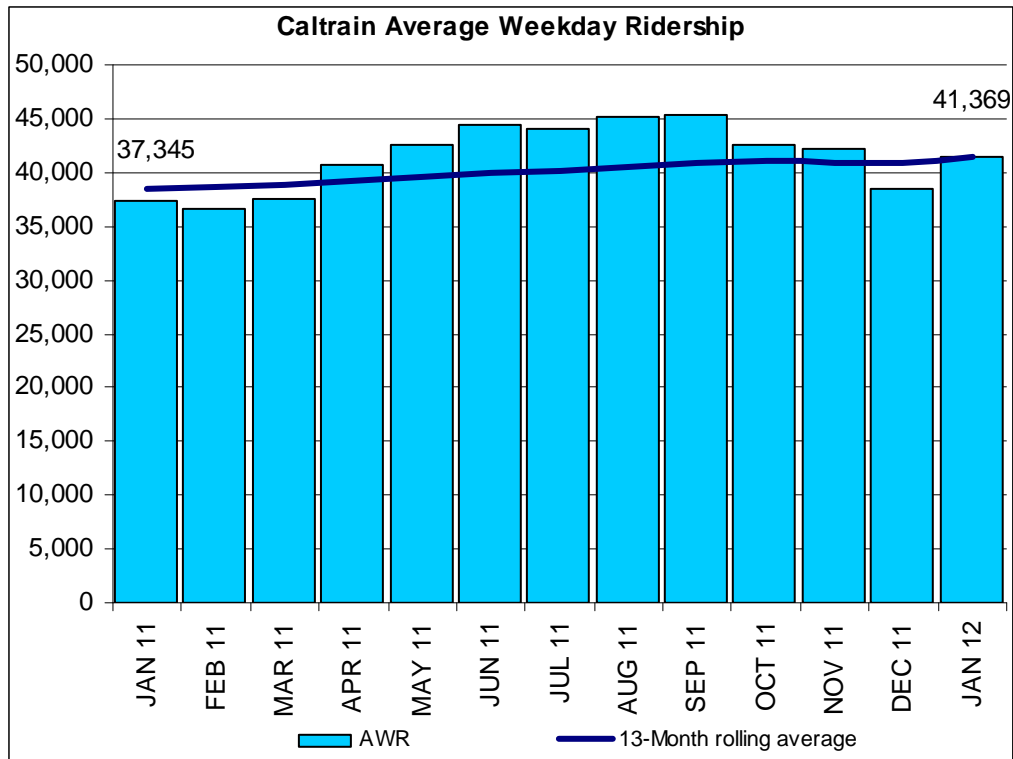
	FY2011	FY2012	%Change
Total Ridership	990,787	1,111,421	12.2%
Average Weekday Ridership	37,345	41,369	10.8%
Total Farebox Revenue	\$3,898,342	\$4,619,063	18.5%
On-time Performance	95.2%	94.0%	-1.2%*
Average Caltrain Shuttle Ridership	5,374	7,241	34.7%

#### Year to Date

	FY2011	FY2012	%Change
Total Ridership	7,309,597	8,009,740	9.6%
Average Weekday Ridership	39,517	42,763	8.2%
Total Farebox Revenue	\$27,242,557	\$33,644,652	23.5%
On-time Performance	94.0%	93.5%	-0.5%*
Average Caltrain Shuttle Ridership	5,256	6,878	30.9%

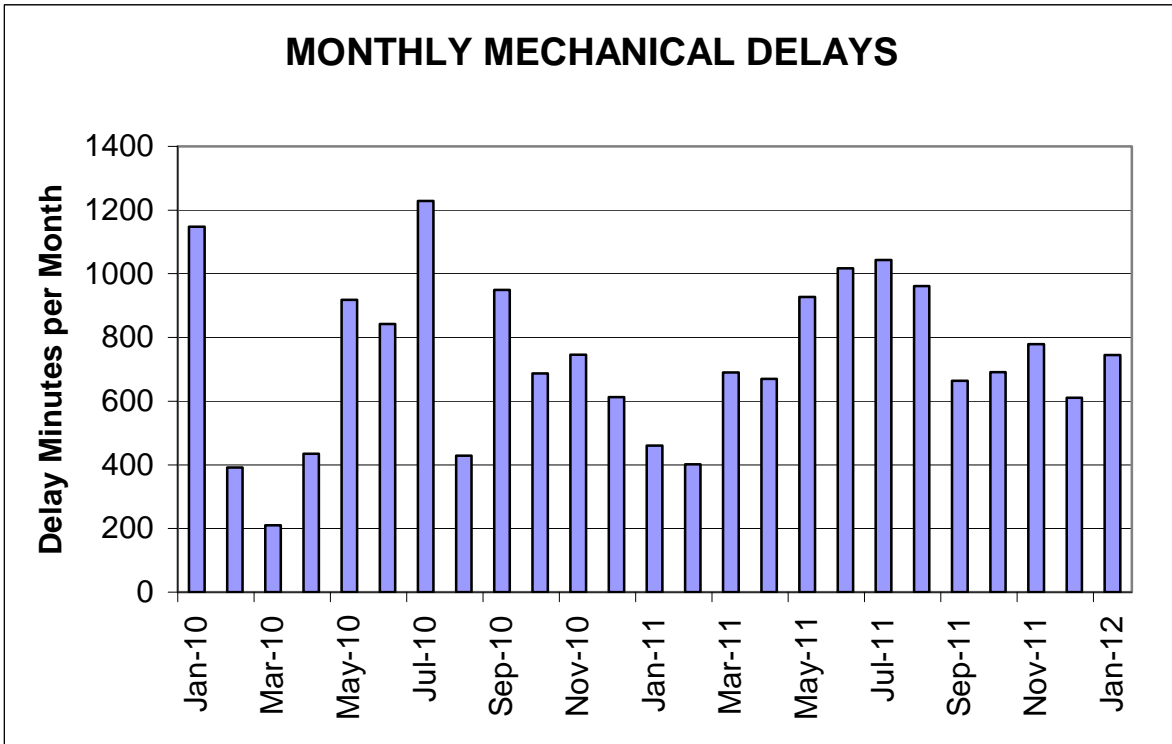
\* numeric difference of the percentages

### Graph A

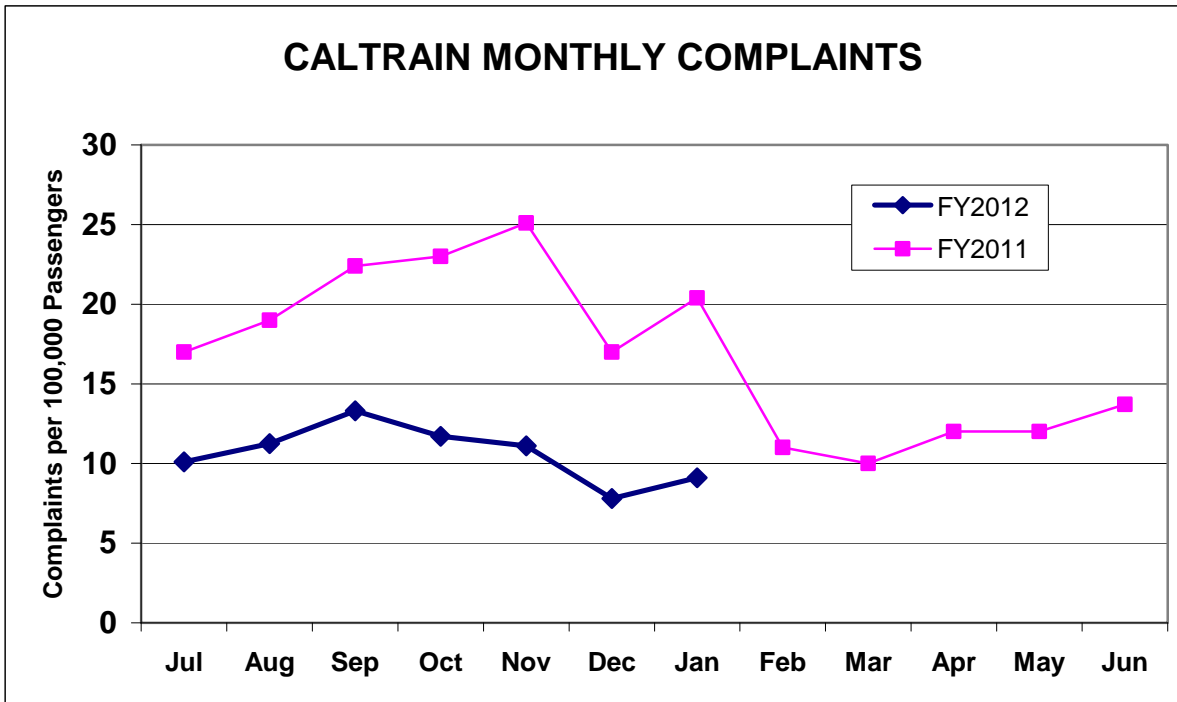




Graph B



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 JANUARY 31, 2012 AND SUPPLEMENTAL INFORMATION**

**ACTION**

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of January 2012 and supplemental information.

**SIGNIFICANCE**

**Revenue:** For January of Fiscal Year 2012, *Total Operating Revenue* (line 7) is \$1,526,269 or 4.1 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1), *Parking Revenue* (line 2), *Rental Income* (line 4) and *Other Income* (line 5) together are \$1,671,197 or 4.6 percent **better** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$7,117,345 or 22.5 percent **higher** driven by *Farebox Revenue* (line 1), *Parking Revenue* (line 2), *Rental Income* (line 4) and *Other Income* (line 5) which together are \$7,255,079 or 23.4 percent **higher**.

**Expense:** *Grand Total Expense* (line 46) is \$3,006,070 or 5.0 percent **better** than budget. *Total Operating Expense* (line 33) is \$2,020,939 or 3.8 percent **better** than budget. Within total operating expense, *Contract Operating & Maintenance* (line 23) and *Services* (line 31) together are \$1,115,510 or 3.1 percent **better** than budget. *Total Administrative Expense* (line 42) is \$985,130 or 14.5 percent **better** than budget and is offset with *Professional Services* (line 38) which is \$76,940 or 5.0 percent **worse** than budget.

Compared to prior year, *Grand Total Expense* (line 46) are \$3,446,215 or 6.4 percent **higher**. The increase in expense is mainly due to *Contract Operating & Maintenance* (line 23), *Fuel* (line 26) and *Administrative Expense* (line 42) which together are \$2,785,102 or 5.8 percent **higher** and is offset by *Insurance* (line 28) which is \$1,020,238 or 26.6 percent **lower** than budget.

**Budget Amendments:** Budget amendments adopted at the January 5, 2012 Board meeting are reflected in the Revised Budget. The amendment primarily accounts for an increase in the year to date farebox revenues, operator contract transition costs and fuel.

Prepared by: Sheila Tioyao, Manager, General Ledger  
Jeannie Chen, Senior Accountant

650.508.7752  
650.508.6259

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STATEMENT OF REVENUE AND EXPENSE**  
**Fiscal Year 2012**  
**January 2012**

% OF YEAR ELAPSED **58.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
(AS PROJECTED)								
<b>REVENUE</b>								
OPERATIONS:								
1 Farebox Revenue	4,626,839	27,242,556	33,651,779	32,253,846	104.3%	50,644,719	54,019,757	62.3%
2 Parking Revenue	265,195	1,328,608	1,866,165	1,654,890	112.8%	2,776,600	2,987,854	62.5%
3 Shuttles	96,540	662,790	525,057	669,984	78.4%	1,148,579	1,148,579	45.7%
4 Rental Income	151,848	1,011,400	1,037,701	1,013,390	102.4%	1,737,240	1,737,240	59.7%
5 Other Income	205,647	1,447,631	1,729,629	1,691,951	102.2%	2,913,060	2,913,060	59.4%
6								
7 <b>TOTAL OPERATING REVENUE</b>	<b>5,346,069</b>	<b>31,692,985</b>	<b>38,810,330</b>	<b>37,284,061</b>	<b>104.1%</b>	<b>59,220,198</b>	<b>62,806,490</b>	<b>61.8%</b>
8								
CONTRIBUTIONS:								
10 AB434 Peninsula Feeder Shuttle	82,778	583,333	575,645	576,199	99.9%	1,000,000	1,000,000	57.6%
11 Operating Grants	-	5,064,447	2,238,210	4,248,627	52.7%	9,222,450	9,271,706	24.1%
12 JPB Member Agencies	2,111,438	20,469,243	14,780,064	14,780,059	100.0%	25,337,256	25,337,256	58.3%
13 Other Sources	481,201		1,169,208	3,690,581	31.7%	9,000,000	9,000,000	13.0%
14								
15 <b>TOTAL CONTRIBUTED REVENUE</b>	<b>2,675,417</b>	<b>26,117,024</b>	<b>18,763,127</b>	<b>23,295,466</b>	<b>80.5%</b>	<b>44,559,706</b>	<b>44,608,962</b>	<b>42.1%</b>
16								
17 <b>GRAND TOTAL REVENUE</b>	<b>8,021,486</b>	<b>57,810,008</b>	<b>57,573,457</b>	<b>60,579,527</b>	<b>95.0%</b>	<b>103,779,904</b>	<b>107,415,452</b>	<b>53.6%</b>
18								
<b>EXPENSE</b>								
OPERATING EXPENSE:								
23 Contract Operating and Maintenance	4,594,809	32,832,985	34,548,152	35,547,573	97.2%	62,851,773	62,423,008	55.3%
24 Operator Contract Transition Costs	632,791	-	1,074,840	1,232,366	87.2%	3,200,000	4,700,000	22.9%
25 Shuttles (incl Peninsula Pass)	278,275	1,716,200	1,651,025	1,759,847	93.8%	2,984,550	2,984,550	55.3%
26 Fuel	1,026,499	6,952,311	8,953,411	9,308,486	96.2%	14,660,380	15,160,380	59.1%
27 Timetables and Tickets	21,000	95,480	74,179	81,083	91.5%	161,000	161,000	46.1%
28 Insurance	376,078	3,830,814	2,810,576	2,840,810	98.9%	4,870,000	4,870,000	57.7%
29 Facilities and Equipment Maint	123,380	662,001	640,099	766,136	83.5%	1,037,260	1,497,260	42.8%
30 Utilities	111,241	950,770	810,752	931,583	87.0%	1,596,835	1,596,835	50.8%
31 Services	66,153	654,753	569,660	685,749	83.1%	1,171,760	1,171,760	48.6%
32								
33 <b>TOTAL OPERATING EXPENSE</b>	<b>7,230,227</b>	<b>47,695,314</b>	<b>51,132,695</b>	<b>53,153,634</b>	<b>96.2%</b>	<b>92,533,558</b>	<b>94,564,793</b>	<b>54.1%</b>
34								
ADMINISTRATIVE EXPENSE								
36 Wages and Benefits	454,453	3,563,901	3,141,446	3,773,097	83.3%	6,340,690	6,336,359	49.6%
37 Board of Directors	1,011	6,631	5,374	6,300	85.3%	10,800	10,800	49.8%
38 Professional Services	160,563	1,265,378	1,610,540	1,533,600	105.0%	2,143,542	2,263,861	71.1%
39 Communications and Marketing	3,894	133,092	35,040	86,323	40.6%	171,000	171,000	20.5%
40 Office Expense and Other	73,626	819,581	1,005,018	1,383,229	72.7%	1,477,439	1,904,601	52.8%
41								
42 <b>TOTAL ADMINISTRATIVE EXPENSES</b>	<b>693,548</b>	<b>5,788,584</b>	<b>5,797,419</b>	<b>6,782,549</b>	<b>85.5%</b>	<b>10,143,471</b>	<b>10,686,621</b>	<b>54.2%</b>
43								
44 Long Term Debt Expense	91,906	643,344	643,344	643,344	100.0%	1,102,875	1,102,875	58.3%
45								
46 <b>GRAND TOTAL EXPENSE</b>	<b>8,015,681</b>	<b>54,127,242</b>	<b>57,573,457</b>	<b>60,579,527</b>	<b>95.0%</b>	<b>103,779,904</b>	<b>106,354,289</b>	<b>54.1%</b>

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



**PENINSULA CORRIDOR JOINT POWERS BOARD**

**INVESTMENT PORTFOLIO**

**AS OF JANUARY 31, 2012**

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Restricted)	Liquid Cash	0.385%	\$ 2,000,000	\$ 2,000,000
Local Agency Investment Fund (Unrestricted)	Liquid Cash	0.385%	41,484,566	41,484,566
Investment Portfolio (Unrestricted)	Liquid Cash	0.599%	2,032,906	2,035,365
Other (Unrestricted)	Liquid Cash	0.010%	1,622,160	1,622,160
			\$ 47,139,632	\$ 47,142,091

Accrued Earnings for January, 2012	\$15,096.95
Cumulative Earnings FY2012	\$114,597.67

\*\* 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: Rita P. Haskin  
Executive Officer, Customer Service and Marketing

SUBJECT: **AMENDMENT OF CALTRAIN CODIFIED TARIFF, AND RELATED  
FARE PRODUCT TERMS, TO FACILITATE CLIPPER TRANSITION  
AND DEFRAY OPERATING EXPENSES**

**ACTION**

The Staff Coordinating Council (SCC) recommends that the Board authorize the following changes to the Caltrain Codified Tariff, and related fare product terms, effective July 1, 2012:

- Increase the cost of paper One-way and Zone Upgrade tickets by 25 cents on the base fare and Day passes by 50 cents on the base fare, with the understanding that the cost of a One-way ride will remain unchanged for those using a Clipper<sup>®</sup> card. Day passes are not available on Clipper. Monthly Pass prices will remain unchanged.
- Reduce the validity period on 8-ride tickets from 60 days to 30 days and reduce the associated discount from 15 percent to 7.5 percent off the cost of eight one-way trips.
- Increase the cost of the Go Pass by \$10 to \$165, and increase the minimum level for employer participation at \$13,750 per calendar year.
- Lengthen the sales period for monthly transportation passes and parking permits by six days so that the sales period will end on the 15<sup>th</sup> of each month.

The SCC further recommends that the Board authorize the following change to the Caltrain Codified Tariff effective no sooner than July 1, 2013 if a significant movement from paper tickets to Clipper has not occurred by March 1, 2013:

- Increase the cost of paper One-way and Zone Upgrade tickets by 25 cents on the zone fare and Day passes by 50 cents on the zone fare.

"Significant movement" for purposes of this action means at least 50 percent of passenger trips using One-way tickets in a single month are paid for with Clipper e-cash.

See Attachment A and Chart A for a proposed Codified Tariff and fare chart showing the July 2012 and potential July 2013 increases.

## **SIGNIFICANCE**

The proposed changes will provide an incentive for paper ticket customers to travel on Caltrain using the Clipper card, a regional fare payment system, and will reduce the Caltrain operating budget deficit.

## **BUDGET IMPACT**

The July 2012 Codified Tariff changes are projected to generate increased revenues of \$1.4 million during Fiscal Year 2013.

## **BACKGROUND**

Staff developed the proposed changes to meet the responsibilities placed on Caltrain by Metropolitan Transportation Commission Resolution 3866 and upon consideration of customer comments and analysis of customers' fare media usage.

The proposed changes to paper ticket prices are intended to incentivize use of the Clipper fare payment system, which has been the focus of significant regional investment over the past several years.

The 8-ride Ticket had been proposed for elimination for various reasons; however, based on customer feedback, the new proposal allows the product to be maintained but at a reduced discount and with a shorter validity period.

The proposed changes to the Go Pass cost and annual minimum would move that program towards revenue neutrality.

Finally, the extended sales period for monthly transportation passes and parking permits would benefit customers, who would gain flexibility in timing their purchases. Staff expects some increase in the quantity of passes and permits sold as a result.

The proposed changes fall within the bounds set forth in the fare chart that served as the basis of public outreach and public comment as addressed below.

The public outreach program regarding the proposed changes included a public hearing on February 2, 2012 that was preceded by four community meetings (Gilroy, Mountain View, San Carlos and San Francisco), bilingual newspaper notices, a news release, station flyers, bilingual onboard messages to train riders, Facebook postings, Tweets and a presentation to the Caltrain Citizens Advisory Committee. Information also was posted to the Caltrain website, which allows readers to translate it into dozens of languages.

Staff established a number of ways for customers and the public to provide their input: at the community meetings, via a unique e-mail address, through the postal service, and with a call to the Customer Service Center's general number or one for those with hearing impairments.

Nearly 185 people provided comments prior to and at the public hearing. All comments were taken into consideration and the proposal was adjusted in response to customers' overwhelming desire to retain the 8-ride Ticket.

In conducting a fare equity analysis as required under Title VI of the Civil Rights Act of 1964 and implementing regulations, staff found that the proposed changes may have a disproportionately adverse effect on low-income populations to the extent that this socio-economic group has not transitioned to Clipper from paper fare products. Staff will undertake measures such as conducting additional outreach to this population to encourage their use of Clipper to minimize, mitigate or offset any adverse effects.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248

Adopted – May 6, 1992

Last Revised – ~~July 1~~ January 1, 2011

Effective – July 1, ~~2011~~ 2012

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

\* \* \*

**PENINSULA COMMUTE SERVICE (“CALTRAIN”)  
CODIFIED TARIFF**

This tariff covers the sale of tickets, along with parking and bike locker fees, between San Francisco and Gilroy, California, and the intermediate stations on the Peninsula Commute Service ("Caltrain") right of way. For fares, refer to Chart “A.” For parking fees, refer to Chart “B.”

**I. FARE CATEGORIES**

**A. FULL FARE**

Full fares will apply to all customers 18 years of age or older except those who qualify for an Eligible Discount ticket. Fares published in this tariff are Full fares, except as otherwise shown herein for Eligible Discount fares.

**B. ELIGIBLE DISCOUNT FARE**

1. Qualifying customers for the Eligible Discount Fare shall pay one-half of the Full Fare, rounded down to the nearest \$0.25 increment. A customer may qualify for the Eligible Discount Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.
  - a. 65 years of age or older.
  - b. 17 years or younger.
  - c. Current Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
  - d. Medicare Card.
  - e. Regional Transit Connection (RTC) Discount Card, including Clipper cards that are designated as RTC Discount Cards. An RTC Discount Card marked with an attendant symbol indicates that the person with a disability may be accompanied by an attendant, who also will be eligible for the Eligible Discount Fare. Such attendant is not eligible for a discount fare when not accompanying the person with a disability and will not be issued an RTC Discount Card.



- f. Valid transit discount card issued by another California transit agency, which is equivalent to the Regional Transit Connection Discount Card.

**C. SWORN PEACE OFFICERS**

Uniformed and non-uniformed, sworn peace officers are allowed to ride any Caltrain trip without paying a fare subject to showing the proper identification.

**D. CHILDREN FOUR YEARS OF AGE OR YOUNGER**

A child four years old or younger accompanied by a paying adult may ride Caltrain free of charge.

**E. SPECIAL PROMOTIONAL FARES**

From time to time, the Executive Director may authorize the establishment of special or promotional fares.

**II. TICKET TYPES**

Tickets will be honored for transportation on trains operated by the Peninsula Corridor Joint Powers Board (JPB) on the Caltrain service between San Francisco and Gilroy.

**A. ONE-WAY TICKET**

Valid for use within four hours of the date and time sold. One-way tickets will be honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone limits.

**B. DAY PASS**

Valid for use through the last train on the service day on which sold. Day passes will be honored for unlimited travel within zone limits.

**C. 8-RIDE TICKET**

Valid for use for ~~sixty~~ thirty days from the date sold and will expire at 2:00 a.m. on the day after the validity period ends. 8-ride tickets will be honored for eight one-way rides away from the point of origin within the zone limits. Purchasers of a single 8-ride Ticket are eligible to purchase a monthly parking permit.

Each one-way trip on an 8-ride Ticket is limited to use within four hours of the date and time validated by a platform Card Interface Device (CID) before boarding the train for each trip. The Clipper 8-ride Ticket also must be tagged at the CID at the alighting platform to properly account for the number of zones traveled for each trip.

**D. 10-RIDE TICKET**

Valid for use for sixty days from the date sold and will expire at 2:00 a.m. on the day after the validity period ends. 10-ride tickets will be honored for ten one-way rides away from the point of origin within the zone limits. Purchasers of 10-ride tickets have the option to purchase a monthly parking permit.

Each one-way trip on an 10-ride Ticket is limited to use within four hours of the date and time validated by a platform Card Interface Device (CID) before boarding the train for each trip. The Clipper 10-ride Ticket also must be tagged at the CID at the alighting platform to properly account for the number of zones traveled for each trip.

*[Note: The 10-Ride Ticket is not available for purchase or use at this time.]*

**E. MONTHLY PASS**

Valid for use for the calendar month for which issued. Monthly passes will be honored for unlimited weekday trips between zones indicated on the ticket. On Saturdays, Sundays and holidays, the pass will be honored for unlimited trips between all zones. Purchasers of monthly passes are eligible to purchase a monthly parking permit.

**F. ZONE UPGRADE TICKET**

Valid for use within four hours of the date and time sold. Zone Upgrade tickets are valid only when accompanying a monthly pass or a valid paper One-way Ticket or Day Pass, and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits. The Zone Upgrade Ticket's validity period does not supercede the original ticket's validity period.

**G. GO PASS**

Valid for use within the calendar year for which issued. The GO Pass is an annual transit pass sold to companies and universities for all of their full-time employees and/or students. The pass is a sticker affixed to a valid company or university photo identification card. The price of the pass is ~~\$155-165~~ and will be honored for unlimited trips between all zones. The minimum participation amount is ~~\$10,850~~13,750.

**H. CLIPPER<sup>®SM</sup> (previously TRANSLINK<sup>®</sup>)**

Valid for use on Caltrain. The Clipper card is a transit fare payment card issued and administered by the Metropolitan Transportation Commission (MTC) that will eventually be valid for use on all public transit services throughout the San Francisco Bay Area. There may be fees and a cash minimum associated with the use of a Clipper card. Such fees and cash minimums, if any, will be set by the MTC.

**III. DESCRIPTION OF ZONES**

The zone designations for Caltrain service are shown on Chart "A."

**IV. RATES OF FARE**

The rates of fare for Caltrain service are shown on Chart "A."

V. **GENERAL CONDITIONS**

A. **CONDITIONS OF USE**

Tickets and passes are nontransferable. Tickets mutilated, altered or changed in any way, or used in any other manner than in accordance with the provision of this tariff shall be forfeited.

B. **ENFORCEMENT**

Passengers must have a valid ticket before boarding to ride Caltrain. Fares will be enforced by a Proof-of-Payment system as adopted and amended from time to time by the JPB. Proof of fare payment must be carried at all times while on Caltrain and must be presented for inspection upon request. Passengers without a valid ticket are subject to written warnings and citations with monetary penalties as authorized by California law.

C. **STOPOVERS/TRANSFERS**

Stopovers and transfers are permitted within zones indicated on tickets provided travel is completed within the ticket's validity period. For One-way tickets and each trip on 8-ride tickets, and 10-ride tickets, travel can only continue and be completed in the original direction of travel. One-way tickets and each trip on 8-ride and 10-ride tickets cannot be used to reverse direction.

D. **DELAYS**

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public enemy so that the validity period of a passenger's ticket has expired, such ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

E. **REFUNDS**

1. **One-way, Day Pass, 8-ride, 10-ride, and Zone Upgrade Tickets and Parking Permits**

These tickets and parking permits are not subject to refund.

2. **GO Passes**

JPB shall refund the pro-rated portion of the fee paid by the participating agency (equivalent to the number of unused months), less an administration fee, within 30 days of the termination date, provided that within 10 working days of the effective termination date all undistributed GO passes issued to participating agency are returned to JPB and participating agency verifies in writing that it has made every good faith effort to collect or destroy all GO passes that have been distributed.

3. **Monthly Passes**

Unused Monthly passes returned for refund prior to the date the passes first become valid for passage will be refunded for the full fare paid.

Monthly passes returned for a refund during the validity period will be refunded for the difference between the full fare paid and the value of the transportation

furnished. The value of transportation furnished will be considered to be the value of two one-way fares per weekday up to the date the pass is surrendered for refund.

## **VI. MISCELLANEOUS**

### **A. PARKING AT CALTRAIN STATIONS**

#### 1. Fees

Chart “B” reflects the parking fees at the Caltrain stations north of the Tamien Caltrain Station for each automobile or motorcycle. (Higher rates are charged at the San Jose Diridon Station during HP Pavilion events and other selected stations during evenings.) From time to time the Executive Director may reduce or increase parking fees at individual stations in response to system needs and patterns, customer demand, and market considerations, provided the fees do not exceed \$5 per day and \$50 per month. Any such adjustments implemented by the Executive Director will be reflected in Chart “B” depicting the Caltrain Parking Fee Structure.

#### 2. Waived Fees

The parking fee will be waived for any person with a disability whose vehicle displays a permanent disabled California license plate or parking placard issued by the California State Department of Motor Vehicles (DMV).

#### 3. Parking Regulations

The use of Caltrain parking facilities shall be in accordance with Peninsula Corridor Joint Powers Board rules and regulations. Caltrain parking rules are posted in each paid parking lot.

### **B. BICYCLE LOCKER FEES**

Bicycle lockers are available at certain stations for rent for \$5.50 per month paid in six-month increments. A key deposit of \$25 is refundable when the key is returned.

### **C. CHARTER POLICY**

#### 1. Minimum Charge

\$5,000 per round-trip in one calendar day (4:00 a.m. to 3:59 a.m.), assuming the use of one crew for up to 12 hours to cover trip planning, staff time, legal agreements, and Base Train service costs.

#### 2. Cost Basis

Charter sponsors will pay by the train mile for all revenue miles on their trip. The current rate is about \$47.50 per train mile and is based on data contained in JPB’s National Transit Database (NTB) submittal (formerly Section 15). The rate includes all operating cost items except depreciation and rent. JPB staff will

adjust the rates within a +/-10 percent limit annually based on JPB's NTD submittal. The rate is sufficient to cover deadheading costs, if any.

3. Train Size Basis

The Base Train will be one locomotive and five cars (two cab cars). JPB will charge an additional flat fee of \$500 per trailer car, \$525 per cab car, \$810 per locomotive (use of second engine will be determined between JPB and sponsor depending on scheduling and cost issues.) These fees will be subject to periodic administrative adjustment.

4. Unique Costs

Any extraordinary costs (such as decorations, security, and Union Pacific Trackage/Pilot fees) will be borne by the sponsor.

5. Insurance

Charter train arrangements will conform to any changes in JPB's annual insurance program, and trips operated will not exceed JPB's annual program limits.

**VII. INTERAGENCY FARE MEDIA**

**A. SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (MUNI)  
MONTHLY PASS ADD-ON**

Caltrain Monthly Pass customers can purchase a Muni Monthly Pass through Clipper sales venues when purchasing a Caltrain Monthly Pass. This Muni Monthly Pass provides unlimited rides on all Muni buses and light rail. It is not accepted on cable cars. The price of the Muni Monthly Pass is set by Muni.

Proposed Fare Adjustment

Zone	Stations	Travel Within Any	TICKET	Current Fare	via Clipper® Card effective 7/1/12	via Ticket Vending Machine effective 7/1/12	via Ticket Vending Machine effective 7/1/13*
1	San Francisco 22 <sup>nd</sup> Street Bayshore So. San Francisco San Bruno	One Zone	Full Fare:				
			One-way	\$2.75	\$2.75	\$3.00	\$3.00
			Day Pass	\$5.50	---	\$6.00	\$6.00
			8-ride	\$18.75	\$20.25	---	---
			Monthly Pass	\$73.00	\$73.00	---	---
			Eligible Discount:				
			One-way	\$1.25	\$1.25	\$1.50	\$1.50
			Day Pass	\$2.75	---	\$3.00	\$3.00
			8-ride	\$9.25	\$10.00	---	---
			Monthly Pass	\$36.50	\$36.50	---	---
2	Millbrae Broadway Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	Two Zones	Full Fare:				
			One-way	\$4.75	\$4.75	\$5.00	\$5.25
			Day Pass	\$9.50	---	\$10.00	\$10.50
			8-ride	\$32.25	\$35.25	---	---
			Monthly Pass	\$126.00	\$126.00	---	---
			Eligible Discount:				
			One-way	\$2.25	\$2.25	\$2.50	\$2.50
			Day Pass	\$4.75	---	\$5.00	\$5.25
			8-ride	\$16.00	\$17.50	---	---
			Monthly Pass	\$63.00	\$63.00	---	---
3	Atherton Menlo Park Palo Alto Stanford California Ave. San Antonio Mountain View Sunnyvale	Three Zones	Full Fare:				
			One-way	\$6.75	\$6.75	\$7.00	\$7.50
			Day Pass	\$13.50	---	\$14.00	\$15.00
			8-ride	\$46.00	\$50.00	---	---
			Monthly Pass	\$179.00	\$179.00	---	---
			Eligible Discount:				
			One-way	\$3.25	\$3.25	\$3.50	\$3.75
			Day Pass	\$6.75	---	\$7.00	\$7.50
			8-ride	\$23.00	\$25.00	---	---
			Monthly Pass	\$89.50	\$89.50	---	---
4	Lawrence Santa Clara College Park San Jose Diridon Tamien	Four Zones	Full Fare:				
			One-way	\$8.75	\$8.75	\$9.00	\$9.75
			Day Pass	\$17.50	---	\$18.00	\$19.50
			8-ride	\$59.50	\$64.75	---	---
			Monthly Pass	\$232.00	\$232.00	---	---
			Eligible Discount:				
			One-way	\$4.25	\$4.25	\$4.50	\$4.75
			Day Pass	\$8.75	---	\$9.00	\$9.75
			8-ride	\$29.75	\$32.25	---	---
			Monthly Pass	\$116.00	\$116.00	---	---
5	Capitol Blossom Hill	Five Zones	Full Fare:				
			One-way	\$10.75	\$10.75	\$11.00	\$12.00
			Day Pass	\$21.50	---	\$22.00	\$24.00
			8-ride	\$73.00	\$79.50	---	---
			Monthly Pass	\$285.00	\$285.00	---	---
			Eligible Discount:				
			One-way	\$5.25	\$5.25	\$5.50	\$6.00
			Day Pass	\$10.75	---	\$11.00	\$12.00
			8-ride	\$36.50	\$39.75	---	---
			Monthly Pass	\$142.50	\$142.50	---	---
6	Morgan Hill San Martin Gilroy	Six Zones	Full Fare:				
			One-way	\$12.75	\$12.75	\$13.00	\$14.25
			Day Pass	\$25.50	---	\$26.00	\$28.50
			8-ride	\$86.75	\$94.25	---	---
			Monthly Pass	\$338.00	\$338.00	---	---
			Eligible Discount:				
			One-way	\$6.25	\$6.25	\$6.50	\$7.00
			Day Pass	\$12.75	---	\$13.00	\$14.25
			8-ride	\$43.25	\$47.00	---	---
			Monthly Pass	\$169.00	\$169.00	---	---

Zone upgrade\* - Adult: \$2.00; Eligible Discount: \$1.00 (available only at TVM)

\* Zone fare for paper One-way and Day Pass will increase if less than 50 percent of passenger trips using One-way tickets are paid for with Clipper e-cash on a monthly basis as of March 1, 2013; zone upgrade would increase to \$2.25 (adult)

**RESOLUTION NO. 2012 -**

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

\* \* \*

**AUTHORIZING AMENDMENTS TO THE CODIFIED TARIFF FOR CALTRAIN SERVICE, AND RELATED FARE PRODUCT TERMS, TO FACILITATE THE TRANSITION TO CLIPPER<sup>®</sup> AND DEFRAY OPERATING EXPENSES**

**WHEREAS**, pursuant to Resolution No. 1992-31, dated May 6, 1992, the Peninsula Corridor Joint Powers Board (JPB) adopted a Codified Tariff, setting forth the rate structure for Caltrain service; and

**WHEREAS**, from time to time, the JPB has amended the Codified Tariff to increase fares in order to implement policy and administrative changes in the Caltrain service; and

**WHEREAS**, fare revenue is an integral element in meeting operating expenses of the JPB; and

**WHEREAS**, fare revenue does not cover the operational or capital expenses of the JPB, which revenues must be and are supplemented by contributions from the JPB member agencies and other local, regional, State and Federal funds; and

**WHEREAS**, the JPB is currently operating at a deficit, with a continuing operating deficit projected in future years; and

**WHEREAS**, Clipper<sup>®</sup> is an automated fare payment system for intra-and inter-operator transit trips in the San Francisco Bay Area; and

**WHEREAS**, the JPB is one of six transit agency signatories, along with the Metropolitan Transportation Commission (MTC), to the Clipper Memorandum of Understanding (MOU); and

**WHEREAS**, MTC Resolution 3866 sets forth rules and requirements for Clipper program coordination and implementation, including requirements for fare product transitions by the transit agency signatories to the Clipper MOU; and

**WHEREAS**, at its regularly scheduled meeting on February 2, 2012, the JPB held a duly noticed public hearing to afford members of the public an opportunity to comment upon fare increase proposals and other changes to the Codified Tariff; and

**WHEREAS**, Staff Coordinating Council recommends that the Codified Tariff and related fare product terms be amended, effective July 1, 2012, in order to facilitate JPB compliance with MTC Resolution 3866 and to help defray operating expenses of the JPB, as follows:

- Increase the cost of paper One-way and Zone Upgrade tickets by 25 cents on the base fare and Day passes by 50 cents on the base fare, with the understanding that the cost of a One-way ride will remain unchanged for those using a Clipper card. Day passes are not available on Clipper. Monthly Pass prices will remain unchanged;
- Reduce the validity period on 8-ride tickets from 60 days to 30 days and reduce the associated discount from 15 percent to 7.5 percent off the cost of eight one-way trips;
- Increase the cost of the Go Pass by \$10 to \$165, and increase the minimum level for employer participation at \$13,750 per calendar year;
- Lengthen the sales period for monthly transportation passes and parking permits by six days so that the sales period will end on the 15<sup>th</sup> of each month; and

**WHEREAS**, if less than 50 percent of passenger trips using One-way tickets are paid for with Clipper e-cash on a monthly basis as of March 1, 2013, Staff Coordinating Council recommends that the Codified Tariff be further amended, effective no sooner than July 1, 2013, in order to facilitate JPB compliance with MTC Resolution 3866 and to help defray operating expenses of the District, as follows:



- Increase the cost of paper One-way and Zone Upgrade tickets by 25 cents on the zone fare and Day passes by 50 cents on the zone fare; and

**WHEREAS**, pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations, JPB staff has reviewed the proposed fare changes and has determined the changes may have a disproportionately adverse effect on low-income populations to the extent that this socio-economic group may not yet have transitioned to Clipper from paper fare products; and

**WHEREAS**, Staff recommends that the JPB undertake measures such as conducting additional outreach to low-income populations in the JPB service area to encourage their use of Clipper to minimize, mitigate or offset any adverse effects of the proposed fare changes; and

**WHEREAS**, the proposed revisions set forth are for the purposes of meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses, and are therefore exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 21080(b)(8); and

**WHEREAS**, there is no potential for the proposed revisions to cause a significant effect on the environment, and therefore they are exempt from the California Environmental Quality Act pursuant section 15061, subdivision (b)(3) of Title 14 of the California Code of Regulations.

**NOW, THEREFORE, BE IT RESOLVED** that the Peninsula Corridor Joint Powers Board hereby approves the amendments to the Codified Tariff, attached as Attachment A and incorporated by this reference, and related fare product terms also recited above, effective July 1, 2012; and

**BE IT FURTHER RESOLVED** that the Peninsula Corridor Joint Powers Board hereby approves the additional amendments to the Codified Tariff recited above, to be effective no

sooner than July 1, 2013, if less than 50 percent of passenger trips using One-way tickets are paid for with Clipper e-cash on a monthly basis as of March 1, 2013; and

**BE IT FURTHER RESOLVED** that the Peninsula Corridor Joint Powers Board hereby directs the Executive Director and/or his designees to determine and implement appropriate measures to minimize, mitigate or offset any disproportionate adverse effects on low-income populations of the amendments to the Codified Tariff recited above; and

**BE IT FURTHER RESOLVED** that the Peninsula Corridor Joint Powers Board hereby finds that the amendments to the Codified Tariff recited above are for the purpose of meeting operating expenses of the Caltrain system and are therefore exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 21080(b)(8); and

**BE IT FURTHER RESOLVED** that the Peninsula Corridor Joint Powers Board hereby finds that there is no potential for the proposed revisions to cause a significant effect on the environment and therefore finds that they are exempt from the California Environmental Quality Act pursuant section 15061, subdivision (b)(3) of Title 14 of the California Code of Regulations.

Regularly passed and adopted this 1st day of March, 2012 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

**FROM:** Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

**SUBJECT: AUTHORIZING AWARD OF CONTRACTS FOR ON-CALL  
COMMUNICATION AND SIGNAL SERVICES**

**ACTION**

Staff Coordinating Council recommends that the Board:

1. Award two on-call contracts for Communication and Signal services, each for a three-year term, in an aggregate not-to-exceed amount of \$8,500,000, to the following firms:

For Communication services - Stantec/SYSTRA Joint Venture

For Signal services - Xorail, Inc.

2. Authorize the Executive Director, or his designee, to execute a contract with each firm listed above in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.
3. Authorize the Executive Director, or his designee, to exercise up to two additional one-year option terms, with an aggregate not-to-exceed total of \$5,500,000, if it is in the best interest of the JPB.

**SIGNIFICANCE**

Award of these contracts will provide continuing railroad communication and signal services on an on-call basis. Approval of the above actions will benefit the JPB by making available the most qualified firms to provide communication and signal services to the JPB for maintenance planning, engineering design, and construction and maintenance oversight activities. Award of these contracts will not obligate the JPB to purchase any level of service from either of the firms as work directives will be issued on a project-by-project basis.

**BUDGET IMPACT**

Work Directives issued under these contracts will contain a defined scope of services, and a separate schedule and budget. Funds will come from approved capital and/or operating budgets.

**BACKGROUND**

A Request for Proposals (RFP) for both Communication and Signal disciplines was issued and advertised in a local newspaper and on the JPB’s procurement website. Solicitation notices also were sent to small and disadvantaged business enterprises (DBEs) in the communication and engineering fields. The JPB received four proposals for both disciplines. In accordance with State and federal law governing engineering contracts like those here, proposals were evaluated based on qualifications and not on price, with price being negotiated only with the highest ranked firm(s). An Evaluation Committee (Committee) composed of qualified staff reviewed and scored the proposals in accordance with the following weighted criteria:

- Financial Stability 5%
- Administration Systems 15%
- Key Personnel Qualifications and Experience 25%
- Quality Control Plan 20%
- Firm or Team Qualifications and Experience 35%

The four proposals were responsive to the RFP and each firm was invited for an interview. Upon completion of interviews, checking of references, financial review, and final scoring of proposals, the committee came to a consensus scoring. The firms are listed below, by discipline, in their respective rankings:

Communication:

1. Stantec/SYSTR A Joint Venture
2. HNTB
3. Xorail
4. RailPros

Signal:

1. Xorail
2. HNTB
3. Stantec/SYSTR A Joint Venture
4. RailPros

The JPB has completed negotiations on contractual terms and conditions, as well as on price, with each of the highest ranked firms. Both firms possess the requisite depth of experience and have the required qualifications to successfully perform the contracts.

The DBE officer reviewed the proposals from the Stantec/SYSTR A Joint Venture and Xorail, and determined that both meet the requirements of the JPB’s DBE Program. Stantec/SYSTR A Joint Venture included two DBE firms as part of its team. Although Xorail did not propose to use a DBE firm, it intends to engage a small business enterprise as part of its team.

Contract Officer: Patrick May  
Project Manager: Brian Kelleher

650.508.7732  
650.508.7952

**RESOLUTION NO. 2012 -**

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

**\* \* \***

**AUTHORIZING AWARD OF CONTRACTS  
TO STANTEC/SYSTRA JOINT VENTURE FOR ON-CALL  
COMMUNICATION SERVICES AND TO  
XORAIL, INC. FOR ON-CALL SIGNAL SERVICES  
FOR UP TO  
\$8,500,000 FOR A THREE-YEAR TERM**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) issued a Request for Proposals (RFP) to provide on-call communication and signal services; and

**WHEREAS**, in response to the RFP, proposals were received from four firms; and

**WHEREAS**, an Evaluation Committee has reviewed and scored proposals, conducted interviews with four firms, ranked the proposals separately in the disciplines of communication services and signal services according to the evaluation criteria set forth in the RFP, and determined that Stantec/SYSTRA Joint Venture of San Francisco, CA received the highest consensus ranking for communication services, and Xorail, Inc., of Jacksonville, FL received the highest consensus ranking for signal services; and

**WHEREAS**, staff and Legal Counsel have reviewed the Stantec/SYSTRA Joint Venture and Xorail, Inc. proposals and determined that both proposals complied with the requirements of the solicitation documents; and

**WHEREAS**, Staff Coordinating Council recommends that a contract for on-call communication services be awarded to Stantec/SYSTRA Joint Venture and that a contract for on-call signal services be awarded to Xorail, Inc., both for a three-year base term for up to \$8,500,000, which amount will be shared in the aggregate between the two firms.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors (Board) of the JPB hereby awards a contract for on-call communication services to Stantec/SYSTR A Joint Venture of San Francisco, CA and a contract for on-call signal services to Xorail, Inc., of Jacksonville, FL., both for a three-year base term for up to \$8,500,000, which is to be shared in the aggregate between the two firms; and

**BE IT FURTHER RESOLVED** that the Executive Director, or his designee, is authorized to execute contracts on behalf of the JPB with Stantec/SYSTR A Joint Venture and Xorail, Inc., in full conformity with the terms and conditions of the solicited documents and negotiated agreements; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Executive Director, or his designee, to exercise up to two additional, one-year option terms to the contracts with Stantec/SYSTR A Joint Venture and Xorail, Inc., in an amount of up to \$5,500,000 for both option terms, which will be shared in the aggregate between the two firms, if in the best interest of the JPB.

Regularly passed and adopted this 1<sup>st</sup> day of March, 2012 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:** Aidan Hughes  
Interim Executive Officer  
Planning & Development

**SUBJECT: SAN FRANCISCO BICYCLE PARKING FACILITY – OPERATING  
SUBSIDY AND AMENDMENT TO INCREASE THE FY2012  
OPERATING BUDGET**

**ACTION**

Staff Coordinating Council (SCC) recommends that the Board:

1. Authorize payment of an operating subsidy to Warm Planet Bikes, Inc. (WPB) to operate the San Francisco Bicycle Parking Facility (Facility) in the amount of \$5,000 per month;
2. Authorize the Executive Director to adjust the operating subsidy to WPB to an amount not to exceed \$10,000 per month, which amount will be based upon review of WPB's audited financial records by a qualified auditor;
3. Authorize the Executive Director to enter into a new Operator Agreement with WPB which will be terminable by either party upon 90-days' notice to the other;
4. Amend the Fiscal Year (FY) 2012 Operating Budget to increase total revenues by \$50,000 and total expenses by \$50,000. This will increase the FY2012 Operating Budget to \$106,404,289.

**SIGNIFICANCE**

WPB has indicated that they can no longer sustain operation of the Facility without an operating subsidy. Payment of a monthly subsidy to WPB will enable the Facility to continue to serve Caltrain patrons until a longer-term operator is chosen through a Request for Proposal (RFP) process, which is anticipated to be completed in 6 to 8 months.

**BUDGET IMPACT**

The impact to the FY2012 Operating Budget includes increasing Professional Services by \$50,000 and increasing Farebox Revenues by \$50,000. Staff proposes to fund the \$50,000 from excess farebox revenue receipts. The remaining funds will be included in the FY2013 proposed operating budget which will be presented to the Board for adoption in June 2012. A budget amendment approved in January 2012 recognized the excess year to date farebox revenues as of the end of November 2011. The actual revenues received in December 2011 and January 2012 are approximately \$1.39 million more than the original budget. Therefore, no additional funds are required for this action.

## **BACKGROUND**

In 2005, JPB issued an RFP and the Board subsequently awarded WPB a contract to operate the Facility. At the time of award, it was envisioned that WPB would be paid grant funds for its first three years of operations, after which the Facility was to be self-sustaining. WPB received approximately \$250,000 in grant funds through the first three years of the agreement, along with approximately \$50,000 for improvements to the Facility. The initial Operator Agreement terminated on May 31, 2010 and since June 1, 2010, WPB has been operating the Facility with no subsidy, other than free rent, under a lease that allows either party to terminate upon 90-days' notice.

The 2005 RFP required that the selected operator park a minimum of 100 bikes per day and that the operator run a complementary retail business with the goal that retail revenues would, after an initial start-up period, offset bike parking costs. Approximately one-third of the area of the Facility was to be dedicated to retail operations and the other two-thirds of the Facility was allocated for bike parking operations. WPB's proposal was to operate a bike shop in the retail area.

In September 2010 staff issued a Request for Proposals (RFP) for operation of the facility. The RFP required that the Facility be operated at no cost to JPB and no funds were made available for either operation of the Facility or improvements to the Facility. The JPB received two proposals as follows:

1. Bike Station, San Francisco and Bike and Roll, Long Beach, CA
2. Warm Planet, San Francisco, CA

Following proposal review by an Evaluation Committee, comprised of qualified JPB staff, both proposers were invited to an interview. During the RFP process, it was determined that neither proposer was able to provide assurances that they could operate the Facility without subsidy. As a result, the Board cancelled the procurement in its October 2011 meeting.

During the 2010 RFP process WPB informed staff that bike parking had increased, which caused them to park bikes in areas previously reserved for retail bike sale and display. WPB has informed staff that this increased parking demand has impacted revenues, thereby limiting the ability of the Facility to be self-sustaining. Currently WPB parks an average of over 130 bikes per day with the peak number of bikes parked exceeding 175. The majority of the retail area is used to support bike parking.

WPB has submitted information to JPB indicating that their operating costs minus revenues equates to approximately \$120K annually, or \$10,000 monthly. However, the submitted documentation does not include financial records reviewed by a qualified auditor, that staff suggests should be provided before an ongoing subsidy is finalized. Because WPB claims that it requires additional funds to keep the Facility in operation and staff agrees that elimination of the facility would create additional demand for bicycle storage on board the trains, staff recommends that an immediate subsidy of \$5,000 be paid commencing in the month of March. If appropriate, the Board authorizes the Executive Director to adjust the stipend to an amount not to exceed \$10,000, after WPB provides more detailed financial information and it is reviewed by a qualified auditor. An increase in the operating subsidy would be warranted if the financial



records indicate that WPB's reasonable cost to operate the facility minus revenue generated by its retail operations exceeds \$5,000 per month.

Staff is currently initiating a series of concurrent steps to assure the current and future success of the Facility and its ability to serve Caltrain patrons. To address the long-term needs for accommodating customers who use bikes, JPB staff, with assistance and input from SFMTA staff, will commence a justification study to assess bike parking demand in the longer term, together with a range of potential management options (valet parking, self-serve parking, and bike share and bike lockers) and business models (a supplementary retail store, parking fees, etc.). If warranted, this work would be followed by a capital improvement plan that would include a funding strategy to identify potential sources of funds and an implementation plan. It is expected that while the justification study will be completed in a relatively short timeframe, it will take several years to develop a funded implementation plan.

In the short term, staff will issue an RFP for the ongoing operation of the Facility. The RFP will leave open the opportunity for an applicant to make use of any available Measure K funds and will provide for the applicant to obtain ongoing operational funding from JPB. There will also be options to use other JPB land to the rear of the current facility to provide more operational flexibility.

Prepared by: Brian W. Fitzpatrick, Manager, Real Estate & Property Development 650.508.7781

**RESOLUTION NO. 2012 -**

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

\* \* \*

**SAN FRANCISCO BICYCLE PARKING FACILITY – OPERATING SUBSIDY FOR  
WARM PLANET BIKES AND AMENDMENT TO INCREASE THE FY2012  
OPERATING BUDGET**

**WHEREAS**, Warm Planet Bikes, Inc. (WPB), the operator of the San Francisco Caltrain San Francisco Bicycle Parking Facility (Facility), has indicated that they can no longer sustain operation of the Facility without an operating subsidy; and

**WHEREAS**, daily bike parking current averages over 130 bikes per day, with the peak number of bikes parked exceeding 175, which has required that the portion of the Facility that was previously used for retail now be used to support bike parking; and

**WHEREAS**, this increased demand exceeds the planned capacity of the Facility (100 bikes) and has impacted retail revenues, thereby limiting the ability of the Facility to be self-sustaining; and

**WHEREAS**, payment of a subsidy to WPB will enable the Facility to continue to fully serve Caltrain patrons until such a time as a longer-term operator is chosen through a Request for Proposal (RFP) process; and

**WHEREAS**, in the short term, staff will issue an RFP for the ongoing operation of the Facility and will concurrently commence work on a justification study to assess bike parking demand in the longer term, together with a range of potential management options, business models and capital improvements to accommodate future bicycle access demand; and

**WHEREAS**, WPB has submitted information to JPB indicating that their operating costs minus revenues equates to approximately \$120K annually, or \$10,000 monthly, but the submitted documentation was not reviewed by a qualified auditor, which staff suggests should be done before an ongoing subsidy arrangement is finalized; and

**WHEREAS**, because the operator claims that it requires additional funds to keep the Facility in operation, staff recommends that an immediate monthly subsidy of \$5,000 be paid commencing in the month of March and that the Board authorize the Executive director to adjust the subsidy to an amount not to exceed \$10,000 after WPB provides more detailed financial information and the information is reviewed by a qualified auditor; and

**WHEREAS**, staff recommends that an increase in the operating subsidy would be warranted if the audited financial records indicate that WPB's reasonable cost to operate the facility minus revenue generated by its retail operations exceeds \$5,000 per month; and

**WHEREAS**, since the recent amendment to the Fiscal Year 2012 Operating Budget in January 2012, staff has learned that additional revenue totaling \$50,000 has become available, including an increase of \$50,000 in farebox revenue; and

**NOW, THEREFORE, BE IT RESOLVED** that the Peninsula Corridor Joint Powers Board of Directors hereby authorizes payment of an operating subsidy to operate the San Francisco Bicycle Parking Facility to Warm Planet Bikes, Inc. in the amount of \$5,000 per month;

**BE IT FURTHER RESOLVED**, that the Peninsula Corridor Joint Powers Board of Directors hereby authorizes the Executive Director to adjust the monthly operating subsidy to WPB to an amount not to exceed \$10,000 if WPB's financial records, as reviewed by a qualified

auditor, indicate that WPB's reasonable cost to operate the facility minus revenue generated by its retail operations exceeds \$5000 per month; and

**BE IT FURTHER RESOLVED**, that the Board hereby authorizes the Executive Director to enter into a new Operator Agreement with WPB which may be terminable by either party upon 90-days' notice to the other;

**BE IT FURTHER RESOLVED**, that the Board approves an amendment to the Fiscal Year 2012 Operating Budget to implement the following changes: increase total revenues by \$50,000 and total expenses by \$50,000, for a total amended Operating Budget of \$106,404,289.

**BE IT FURTHER RESOLVED**, that the Board hereby authorizes the Executive Director to take any other action necessary to give effect to this resolution.

Regularly passed and adopted this 1st day of March, 2012 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

**FROM:** Marian Lee  
Director, Caltrain Modernization Program

**SUBJECT:** **CALTRAIN MODERNIZATION EARLY INVESTMENT PROPOSAL**

**ACTION**

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

**SIGNIFICANCE**

As a follow up to the draft High-Speed Rail Business Plan and input to the revised plan to be released in mid-March, the California High Speed Rail Authority (CHSRA) has reached out to Caltrain and San Francisco Bay Area transportation agencies to seek input on projects that would provide early investments in the Caltrain corridor.

The early investment projects would be those needed to modernize the Caltrain system and support the blended Caltrain and high-speed rail system.

Staff will provide a PowerPoint presentation at the Board meeting on a draft early investment proposal. The proposal has been developed by staff with input from San Francisco bay area transportation agencies and local stakeholders.

Staff is seeking input from the Board on the draft proposal before submitting to the Metropolitan Transit Commission (MTC) and the CHSRA for their consideration.

Staff will return to the Board to provide an update on how the proposal was received by the MTC and CHSRA. It is our understanding that early investment projects in the high-speed rail system “bookends” will be discussed in the revised business plan to be released in mid-March.

**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**

**Bond Sale**

The State Department of Finance has indicated that the State will conduct a bond sale this spring. Staff has been working with the California Transit Association to advocate for the timely sale of state general obligation bonds since the Governor announced that the State would skip the Spring 2011 bond sale.

It is not clear how much revenue a spring bond sale would raise, but staff will continue to advocate for a significant portion of these funds to be allocated to transportation infrastructure programs.

**Legislation**

The bill introduction deadline is February 24. Staff will report on key pieces of legislation that are introduced in advance of the deadline.

**FEDERAL ISSUES**

**Budget**

The President released his Fiscal Year 2013 Budget on February 13. The budget calls for a \$476 billion investment in surface transportation over the next 6 years, which is substantially more than either authorization bill being considered by Congress. The six-year proposal includes \$47 billion for the High Speed Intercity Passenger Rail Program.

### Authorization

The President has threatened to veto the American Energy and Infrastructure Jobs Act (HR 7) if finance provisions that eliminate guaranteed funding for the Mass Transit Account are passed by Congress. House leadership has delayed consideration of the bill until the week of February 27 in order to address both Democratic and Republican concerns about the bill. Staff coordinated the delivery of a letter signed by a coalition of local transit advocates to Congressmembers Anna Eshoo and Jackie Speier advocating for the removal of the finance provisions from the bill.

The House Committee on Rules is considering whether to allow a series of amendments on the floor that would address several concerns. Staff has urged the Rules Committee to allow debate on several amendments including:

- 27 – Would restore dedicated funding to the Mass Transit Account
- 23 – Would reinstate parity between pre-tax commuter benefit and pre-tax parking benefits
- 56 – Would retain the set aside for pedestrian safety improvements
- 173 – Would list public transportation among the priorities for funds generated by excess toll revenue
- 103 – Would preserve dedicated funding for transportation enhancements

Prepared By: Seamus Murphy, Government Affairs Manager

650.508.6388

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2-15-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 41 Hill D</a></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p>	<p>SENATE DESK 1/13/2012 - In Senate. Held at Desk.</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.</p> <p><b>Last Amended on 8/22/2011</b></p>	
<p><a href="#">AB 411 Monning D</a></p> <p>State planning.</p>	<p>SENATE RLS. 1/26/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan.</p> <p>This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans.</p> <p><b>Last Amended on 1/23/2012</b></p>	
<p><a href="#">AB 492 Galgiani D</a></p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/27/2011 - Read second time, amended, and re-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 require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. <b>Last Amended on 6/27/2011</b></p>	



**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2-15-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a></p> <p>Transaction and use tax: rate.</p>	<p>SENATE G. &amp; F. 2/2/2012 - Referred to Com. on GOV. &amp; F.</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed.</p> <p>This bill would decrease those rates to 1/8 of 1%.</p> <p><b>Last Amended on 1/4/2012</b></p>	
<p><a href="#">AB 1444</a> <a href="#">Feuer D</a></p> <p>Environmental quality: expedited judicial review: public rail transit projects.</p>	<p>ASSEMBLY PRINT 1/5/2012 - From printer. May be heard in committee February 4.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project.</p> <p>This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.</p>	
<p><a href="#">AB 1455</a> <a href="#">Harkey R</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS.</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 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. <b>Last Amended on 2/9/2012</b></p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2-15-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1523</u></a> <a href="#"><u>Perea D</u></a></p> <p>Preapprenticeship training program: high-speed rail.</p>	<p>ASSEMBLY TRANS. 1/26/2012 - Referred to Coms. on TRANS. and L. &amp; E.</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, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would appropriate \$2,000,000 from the High-Speed Passenger Train Bond Fund to the authority for the purposes of funding a 3-year pilot project in the Central Valley to train unemployed workers for high-speed rail construction jobs. The bill would require the authority to work with various labor organizations to train a total of 400 clients in preapprenticeship programs that will lead to direct referrals to building trades unions, as specified.</p>	
<p><a href="#"><u>AB 1532</u></a> <a href="#"><u>John A. Pérez D</u></a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria.</p>	
<p><a href="#"><u>AB 1535</u></a> <a href="#"><u>Halderman R</u></a></p> <p>Highway signs: high occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 2/2/2012 - Referred to Com. on TRANS.</p>	<p>Existing law directs the Department of Transportation and certain local authorities to erect and maintain signage along state and county highways that designate certain traffic lanes as high-occupancy vehicle (HOV) lanes and specify conditions for their use.</p> <p>This bill would require the department or local authority, when replacing signs designating HOV lane use in an area that permits motorcycles to use those lanes, to include language on the new sign stating that motorcycles are permitted in the HOV lanes.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2-15-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1549</u></a> <a href="#"><u>Gatto D</u></a></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY L. GOV. 2/2/2012 - Referred to Coms. on L. GOV. and NAT. RES.</p>	<p>The Permit Streamlining Act requires each state agency and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act also requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to, developers relating to the permit approval process.</p> <p>This bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. The bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. The bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. The bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013.</p>	
<p><a href="#"><u>AB 1570</u></a> <a href="#"><u>Perea D</u></a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 2/9/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2-15-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1572</a> <a href="#">Fletcher R</a></p> <p>Service authorities for freeway emergencies: San Diego County.</p>	<p>ASSEMBLY PRINT 2/2/2012 - From printer. May be heard in committee March 3.</p>	<p>Existing law authorizes a service authority for freeway emergencies to be established in any county for the purpose of funding the installation of call boxes along freeways and expressways to enable motorists in need of aid to obtain assistance. Existing law provides that a service authority may impose an annual fee of \$1 on vehicles registered in the county for this and other related purposes, which fee is collected by the Department of Motor Vehicles.</p> <p>This bill, with respect to the service authority created in the County of San Diego, would provide that the \$1 fee may not be imposed or collected effective with the operative date of this bill until January 1, 2016. The bill would limit the reserves that may be held by the authority to \$4,000,000, and would require the authority to distribute any reserves in excess of that amount to cities in the County of San Diego, and to the county with respect to the unincorporated area of the county, in proportion to fees paid for purposes of the service authority in the 2010-11 fiscal year by residents of each city and the unincorporated area. The bill would require the excess reserves to be distributed by the service authority by January 1, 2013, and would require these revenues to be used for public safety programs by the recipient jurisdictions. The bill would require the service authority to develop a plan relative to its long-term existence by January 1, 2016, to be submitted to the San Diego County City Selection Committee for approval. If the committee rejects the plan, the bill would provide for the authority to be dissolved and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume remaining responsibility for maintaining call boxes. The bill would also require the service authority to cease marketing activities for the 511 program, and to contract with SANDAG in that regard, until a plan is approved. The bill would also limit the reserves that may be held by the authority or SANDAG as the successor authority on and after January 1, 2016, to \$4,000,000, and would require distribution of excess reserves to cities and the county for public safety purposes. The bill would authorize the authority or SANDAG to adjust this amount for inflation.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2-15-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1574</a> <a href="#">Galgiani D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. 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 repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares.</p>	
<p><a href="#">AB 1627</a> <a href="#">Dickinson D</a></p> <p>Environmental quality: building standards: vehicle miles traveled.</p>	<p>ASSEMBLY PRINT 2/10/2012 - From printer. May be heard in committee March 11.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Existing law requires the Energy Commission to certify, within 180 days of the approval of the standards by the State Building Standards Commission, an energy conservation manual for use by designers, builders, and contractors of residential and nonresidential buildings.</p> <p>The bill would prohibit a local building department from issuing a building permit for a residential or nonresidential building unless the department confirms that the building plan complies with those standards.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2-15-12**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1665</a> <a href="#">Galgiani D</a> California Environmental Quality Act: exemption: railroad crossings.	ASSEMBLY PRINT 2/14/2012 - Read first time. To print.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would specify instead that the exemption for a railroad grade separation project is for the elimination of an existing at-grade crossing.</p>	
<a href="#">SB 46</a> <a href="#">Correa D</a> Public officials: compensation: disclosure.	ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.	<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. <b>Last Amended on 6/2/2011</b></p>	
<a href="#">SB 50</a> <a href="#">Correa D</a> Lobbyist employers: gifts.	ASSEMBLY RLS. 6/23/2011 - Re- referred to Com. on RLS.	<p>The Political Reform Act of 1974 regulates the receipt of gifts by public officials and also regulates the activities of members of the lobbying industry, including lobbyist employers. Under existing law, public officials are prohibited from accepting gifts from any single source in any calendar year with a total value of more than \$250, as adjusted biennially by the Fair Political Practices Commission. Existing law also prohibits a lobbyist or lobbying firm from giving gifts to a public official aggregating more than \$10 in a calendar month or from acting as an agent or intermediary in the making of any gift or arranging for the making of any gift by any other person.</p> <p>This bill would prohibit a lobbyist, lobbying firm, or lobbyist employer from giving to an elected state officer or a member of that officer's immediate family, and would prohibit an elected state officer from accepting from a lobbyist, lobbying firm, or lobbyist employer, certain gifts, including tickets to specified venues and events, spa treatments, recreational trips, and gift cards. However, under the bill, these prohibitions would not apply to a fundraising event for a bona fide charitable organization. <b>Last Amended on 6/20/2011</b></p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2-15-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 749</a> <a href="#">Steinberg D</a> California Transportation Commission: guidelines.</p>	<p>ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.</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. <b>Last Amended on 1/4/2012</b></p>	
<p><a href="#">SB 985</a> <a href="#">La Malfa R</a>  Transportation bonds.</p>	<p>SENATE PRINT 1/31/2012 - From printer. May be acted upon on or after March 1.</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. 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, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>	
<p><a href="#">SB 997</a> <a href="#">Strickland R</a> Environmental quality: environmental leadership development project.</p>	<p>SENATE PRINT 2/7/2012 - From printer. May be acted upon on or after March 8.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to that provision.</p>	

**AGENDA ITEM # 14  
MARCH 1, 2012**

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

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

**SUBJECT:** **CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
2<sup>nd</sup> QUARTER FISCAL YEAR 2012**

**ACTION**

No action required. The attached Capital Projects Quarterly Status Report is submitted to the Board for information only.

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared by: Kelvin Yu, Manager, Project Controls

650.622.7853



The report can be viewed at the following link:

[http://www.caltrain.com/Assets/\\_Finance/Quarterly+Capital+Program+Status+Report/Quarter+2+of+FY+2012.pdf](http://www.caltrain.com/Assets/_Finance/Quarterly+Capital+Program+Status+Report/Quarter+2+of+FY+2012.pdf)