AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

October 2, 2014 – 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
   Members of the public or Board may request that an item under the Consent Calendar be considered separately
   a) Approval of Minutes of September 4, 2014
   b) Acceptance of Statement of Revenues and Expenses for August 2014

5. Chairperson’s Report
   a) Appointment of Brian Shaw Representing San Francisco to the Citizens Advisory Committee

6. Report of the Citizens Advisory Committee

7. Report of the Executive Director
   a) Caltrain Modernization Update

8. Authorize Lease Agreement for CalMod Office Space at 2121 El Camino Real in San Mateo for a Period of Six Years

9. Authorize Execution of a Fund Transfer Agreement with the San Mateo County Transit District for State Proposition 1B Transit Security Grant Program Funds in the Amount of $500,000

10. Authorize Staff to Proceed with a 2014 Debt Issuance of up to $111 Million to Finance the Procurement and Rehabilitation of 16 Railcars from Southern California Regional Rail Authority and Related Capital Expenditures, to Select the Direct Purchaser, and to Engage Orrick, Herrington & Sutcliffe, LLP to Serve as Bond Counsel

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.
11. Legislative Update  
INFORMATIONAL

12. Correspondence

13. Board Member Requests

14. General Counsel Report

15. Date/Time of Next Meeting: Thursday, November 6, 2014, 10 a.m.
   at San Mateo County Transit District Administrative Building,
   Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
   San Carlos, CA 94070

16. 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 The San Mateo County Transit District Administrative Building located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 or 511.

The JPB meets regularly on the first Thursday of the month at 10 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

**Public Comment**

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

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

**Accessibility for Individuals with Disabilities**

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

**Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.
Chair Tom Nolan called the meeting to order at 10:04 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT
Doug DeLong, Mountain View, said Citizens Advisory Committee (CAC) Member Jonathan Berk is becoming an embarrassment to San Francisco and the Joint Powers Board. He said Mr. Berk has repeatedly engaged in personal meltdowns and tirades and does not seem psychologically suited to be on the committee.

Michael Ludwig, San Jose, said Santa Clara Valley Transportation Authority (VTA) service is available between Tamien and Diridon Caltrain stations during Caltrain operating hours, but due to structural and financial difficulties, VTA is unable to offer the connection in 30 minutes or less one way and will remain that way until 2017 or 2018. He said VTA service is unacceptably slow, and Caltrain is better equipped to provide a quick trip between the two stations during weekday mid-day hours. He said it is extremely inconvenient to travel to a point near Tamien during these hours. Caltrain is losing out on some customers. He asked if he has to wait three years to conveniently access Caltrain.

Paul Jones, Atherton, said for years the Board has been hearing about the need for quad gates in Atherton. He said Atherton City Council has authorized $100,000 to assist in getting the project underway. He urged the Board to give it consideration.

Jeff Carter, Millbrae, said the bike racks in Bombardier cars don’t accommodate bikes with 29-inch wheels. He said if bike racks are going to be put on the new cars from Metrolink, the bike racks should be redesigned. He said the racks are offset about one foot from the bulkhead, and if they were closer the rack could hold bikes with less protrusion into the aisle.

Director Ash Kalra arrived at 10:09 a.m.

Roland Lebrun, San Jose, said Bay Area Rapid Transit has a new mobile application that is identical to VTA Alert, which allows passengers to discretely send a message and take
a picture when something is wrong on a train, and he said Caltrain should look into this application. He said the points that Mr. Berk brings up on the CAC are valid, but the problem is the way he conveys these points. He said he has to leave the CAC meetings early because there is not much Caltrain service to Tamien Station.

CONSENT CALENDAR
  a. Approval of Minutes of August 7, 2014

Motion/Second: Tissier/Deal
Ayes: Deal, Guilbault, Kalra, Nolan, Tissier, Woodward
Absent: Cisneros, Cohen, Yeager

CHAIRPERSON’S REPORT
Resolution of Appreciation to Outgoing Director Jerry Deal
Chair Nolan said it has been a pleasure working with Director Deal. He said Director Deal is very knowledgeable, well respected, and will be missed a great deal.

Director Tissier said this is a big loss to the Board and she wished Director Deal well.

Director Deal said it has been a great ride and he is looking forward to his move.

Motion/Second: Tissier/Guilbault
Ayes: Deal, Guilbault, Kalra, Nolan, Tissier, Woodward
Absent: Cisneros, Cohen, Yeager

REPORT OF THE CAC

Director Malia Cohen arrived at 10:15 a.m.

Cat Tucker, Chair, CAC, said CAC member Mr. Berk is very passionate and frustrated about the issues he discusses, but he is abrasive. She said she has spoken to him and will do so again. She said if she feels the issue needs to be brought to the Board, she will discuss it with staff. She said there are two vacancies on the CAC and it is impacting the committee. She said the Board should fill the two vacancies. She said the CAC met with a TransitAmerica Services, Inc. (TASI) representative who gave good information to the CAC and clarified some issues. She said the TASI representative will be asked to attend every other month to help the CAC and the public understand issues.

REPORT OF THE EXECUTIVE DIRECTOR
Michael Scanlon, Executive Director, thanked Director Deal and said he has done an incredible job and will be missed.

Proclamation Declaring September as Rail Safety Month
Mr. Scanlon said September is Rail Safety Month. He said Caltrain is sometimes used by troubled individuals as a means to end their own personal torment. He said everyone at Caltrain is deeply affected when there is a death by suicide on the tracks. He said
the Board made a decision several years ago to be a partner in the community efforts to address mental health needs and engage in suicide prevention activities. He said this year the JPB is using the annual observation of rail safety month to continue the effort to focus on mental health outreach and suicide prevention. He said the JPB will be launching a Web page with mental health assistance resources and it will be publicized with an event at the end of this month. He requested that the Board approve a proclamation reaffirming its commitment to be part of the effort to lift the stigma surrounding mental illness. He said Stephen Kaplan, Director, Behavioral Health and Recovery Services, San Mateo County, is leading the local efforts to transform behavioral health, prevention, treatment and recovery systems.

Motion/Second: Tissier/Guilbault
Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Woodward
Absent: Cisneros, Yeager

Chair Nolan presented the proclamation to Mr. Kaplan. Mr. Kaplan thanked the Board for the proclamation. He said the partnership started several years ago after a number of suicides took place on the tracks. He said that tragedy was turned into opportunity when Caltrain started to look at finding better ways of responding. He said the fact that the Board is going to put a link to resources on the website may deter someone from suicide and direct that person to service. He thanked Christine Dunn, Public Information Officer, Mr. Scanlon, and the Board.

Mr. Scanlon continued:
- Key Caltrain Performance Statistics July 2014 compared to July 2013.
  - Monthly and Year-to-date Performance Statistics:
    - Total Ridership was 1,596,719, an increase of 7 percent.
    - Average Weekday Ridership (AWR) was 58,598, an increase of 6.6 percent.
    - Total Revenue was $7,241,932, an increase of 8.8 percent.
    - On-time Performance (OTP) was 92.6 percent, an increase of 2.4 percent.
    - Caltrain Shuttle Ridership was 9,060, an increase of 36.3 percent. Some of this is because of counting problems last July.
- The Bicycle Advisory Committee (BAC) will meet September 18.
- The August 24 earthquake in Napa Valley led to some disruption of the railroad. TASI and Caltrain staff performed physical inspections of the right of way, bridges, tracks, signals, and grade crossings. A total of five trains were delayed or terminated but full service was restored by 10:34 a.m. One special train to Levi’s Stadium was cancelled.
- VTA and Caltrain staff are working together to provide additional service to Levi’s Stadium and assistance to customers.
- Ridership to Levi’s Stadium on August 24 was about 7,200 people. The next events are on September 6, September 14 and September 28.
- There were 12 regular season home games at AT&T Park in August and ridership was about 9,000. Year-to-date ridership is about 550,000 riders, a 15 percent increase.
• Ridership was robust for the Jay Z and Beyoncé performances on August 5 and 6, with more than 15,000 additional riders. One additional train was run on August 5 and three additional trains were run on August 6.
• Stanford football on August 30 carried 1,100 riders.
• A holiday schedule was used on Labor Day, although extra service was provided to the Giants games because of the Interstate 280 closure.
• Staff is preparing to implement the October schedule changes. Many organizations and the public are being made aware of the changes. Staff is shifting off-peak trains to accommodate construction related to the San Mateo Bridges project, and additional time is being added to all trains to compensate for the slow order in effect for that section of the line. The 22nd Street Station stop is being added to five train schedules due to high demand, and additional time is being added to five trains with the worst OTP.
• Quint Street Bridge has a 45 mile-per-hour speed restriction but there has been no major movement since emergency repairs were completed.
• Staff is working closely with VTA on the Light-rail Efficiency Project to help complete construction for a pocket track and extending tracks to better enable service to Levi’s Stadium.
• The Reading File includes the Safety and Security Report, the schedule change take one, and a brochure for Caltrain to Stanford.

Caltrain Modernization (CalMod) Update
Marian Lee, Executive Officer, CalMod, said
• Staff completed fiber installation from San Jose to Redwood City and is continuing the work in San Mateo. No new complaints have been received over the last several meetings.
• The Local Policy Maker Group (LPMG) will meet September 25 to discuss outreach strategies for the future purchase of the Electric Multiple Units (EMU).
• Staff is continuing with the preparation of the Final Environmental Impact Report (EIR). The environmental effort is on schedule and staff will update the Board in November and ask for approval in December.
• Dave Couch, Director, Project Delivery, and his technical team will be looking at project cost and schedule updates. All estimates were originally done in 2008. The biggest challenge is the need to balance revenue service while creating construction windows for the installation of the electrification system. There is no perfect solution. The team will be updating assumptions made in 2008. Over the next several weeks staff will be working with funding partners to review the scenarios, and will come back in October with a presentation on the key findings.

Mr. Scanlon said congratulations are in order to the JPB, its contractor TASI, and subcontractors for passing 200,000 hours without a single lost-time incident. As the installation work is being done on a live railroad, it is important to keep safety paramount.

Director Kalra said the OTP numbers are impressive when moving so many people. He said there are many transit systems that would love to have that number. He said Levi’s
Stadium operations are improving. He thanked staff for working with the VTA. He said the upcoming soccer game will have highest capacity yet at the stadium, with around 70,000 people, but the biggest test will be the Oregon versus California college football game on a Friday. He said Mountain View residents have stated the situation has improved and that is a direct reflection on Caltrain.

Mr. Scanlon said he has been working in this industry since 1967. He said it never seems like the timing is right to retire. He decided it was time and has announced his retirement, but he will stay on for a number of months.

Director Cohen asked when the budget numbers, new ridership numbers, and the electrification schedule will be available. Mr. Scanlon said staff is crunching numbers now. He said when working on a live railroad there is tension between the operating people and the construction people. He said staff will be working with the Metropolitan Transportation Commission (MTC) and the funding partners in September, and some of those options will be presented in October or November.

Director Cohen asked if the numbers will be included in the Draft EIR. Mr. Scanlon said they will be in the Final EIR.

Director Cohen asked if there will be a period of time to get feedback after the numbers are published. Ms. Lee said the Final EIR will include responses to the comments that have been received, and staff will be asking the Board to adopt that finished document. She said there will be a 30-day waiting period for anyone who might want to challenge the document.

Mr. Scanlon said the original numbers were 2008 numbers that assumed revenue operations to commence in 2015. The Final will have updated numbers.

Public Comment
Jeff Carter, Millbrae, said Mr. Scanlon was the driving force for improved service. He said Mr. Scanlon got the first batch of Bombardier cars, improved the signal system, added crossovers, improved the service for riders, improved the infrastructure, and brought the Baby Bullet service. Mr. Carter said Mr. Scanlon has been a good leader at the helm and he is sorry to see him go. Mr. Scanlon said the staff, the team, contractors, and the Board all worked together to make those improvements.

Doug DeLong, Mountain View, said riders were fortunate to have Caltrain in the aftermath of the earthquake. He said Union Pacific (UP) and Caltrain are under identical Federal Railroad Administration (FRA) regulations. He said Caltrain got going with only a couple hours of impact in the early schedule, but UP blew away the whole Capitol Corridor Joint Powers Authority schedule until 7 p.m.

Roland Lebrun, San Jose, said people are going after the $1.5 billion in funding that is left on the table. The first $11 million is going to the bridges, and now talk is starting about raising bond capacity based on fares, which is a slippery slope. He said the United Kingdom is electrifying a large portion of tracks on a live railway. He said
responders to the Request for Qualifications are trying to get hundreds of millions of dollars by being polite and not expressing facts.

Andy Chow, Bay Rail Alliance, thanked Mr. Scanlon for his work during his years. He said Mr. Scanlon brought on the right people and funding. Mr. Chow said that people want faster trains and the baby bullet delivers that service. He said Mr. Scanlon brought the right person to get electrification done. He said Caltrain is implementing EMUs, not old style cars. He said Mr. Scanlon brought people to tell the FRA that Caltrain is going to use modernized train sets.

**ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR JULY 2014**

Gigi Harrington, Deputy CEO, said June fare revenue is over budget by $800,000. Expenses are within budget by $2.7 million. The Rail Operating Contract is showing a $300,000 variance. Staff is looking into this closely and will have better information next month. The Rail Operating Budget went over budget in Fiscal Year (FY) 2014 and staff will report about that at year end. Fuel was $3.03 last week, year to date it is $3.09. There were no funds from the fuel hedge because the price of fuel is so low.

Motion/Second: Tissier/Deal
Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Woodward
Absent: Cisneros, Yeager

**AUTHORIZE TERM SHEET FOR THE PURCHASE OF RAIL CARS**

Ms. Harrington said this is a term sheet for the purchase of 16 used cars built in 1995 from Metrolink. The cars have been parked for the last few years and have a leveraged-lease transaction that Metrolink has agreed to buy out in December. The cars are $350,000 apiece. She said the budget is $15 million, which includes rehabilitation. Ms. Harrington said in October she will be asking the Board to authorize a contract to finance $11 million. She said $4 million has been put aside from FY2013 excess fare revenue. She will ask the Board in December to approve the financing and the contract for rehabilitating the cars. She said a member of the public recommended using funds in the checking account in lieu of financing. Ms. Harrington said those funds were there at the month’s end to cover checks that have already been written and commitments that have already been made, and are not available for use. She said the financing will be an interest-only financing. She said there are outstanding bonds from railcars purchased in 2007, so she will come back in 2017 to ask the Board to refinance those bonds, acquire funding needed to cash flow the CalMod Program, and take out this transaction in one swoop.

Director Adrienne Tissier asked when the train cars will be operating. Ms. Harrington said it will be at least a year before they are in service.

Mr. Scanlon said he is trying to get some cars in less than a year because the need is now, but he knows of no way to move faster.
Director Cohen said she would like to change the title of the resolution to include upgrading platforms. Mr. Scanlon said staff will add to the title “and minor platform modifications.”

Public Comment
Roland Lebrun, San Jose, said in February there was $58 million in the monthly cash flow and now there is $68 million. He said he is uncomfortable about what will be happening in 2017 and 2018. He said the JPB has all the money needed and could be smarter about the way it procures trains. He said in Europe, the manufacturer finances the trains and the maintenance and they build a maintenance facility, and all they need is a free lease on the acres for the facility.

Doug DeLong, Mountain View, said he is delighted to see the number of cars the JPB is purchasing increasing from 11 to 16.

Adina Levin, Friends of Caltrain, thanked the Board for this action.

Motion to approve the resolution with the change to the title.
Motion/Second: Cohen/Deal
Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Woodward
Absent: Cisneros, Yeager

ADOPTION OF CALTRAIN STRATEGIC PLAN
Ms. Lee said the Caltrain Strategic Plan (Plan) commits the JPB to making decisions and taking action to improve the service in a safe, socially responsible and prudent way. It confirms the local, State, and regional partnerships to improve the statewide rail system and high-speed rail (HSR). The Plan includes the vision statement and list of goals and objectives by focus area, with the appropriate narrative and context explaining how the goals and objectives were laid out.

She said staff went through a one-year planning process. There has been significant public engagement including dedicated public meetings in the three counties and in public venues through the JPB, CAC, BAC, and LPMG meetings. Staff received nearly 100 written comments in addition to verbal comments. The document is a summation of the comments and responses used to guide the preparation of the Plan.

Ms. Lee said the Board advisory committee had a particular interest to focus on safety, and suicide prevention, continuing with an effective public engagement process using technology and open source data, and how to not just keep the document on the shelf but create a living document. She said this is the first step in resetting the button since the last Plan was done in 2009. This Plan resets policies, updates the older Plan, and provides a solid foundation for moving forward with implementation and monitoring. She said a Short-range Transit Plan (SRTP), a 10-year implementation plan required by MTC, will be created soon, and will show how to implement the many efforts identified in the Plan.
Ms. Lee said themes from other city partners, riders, and other stakeholders include concerns about:
- Crowded trains
- Bikes bumps
- Low-ridership stations
- The need to figure out how to get customers to and from Caltrain
- The desire for station improvements to support transit-oriented development (TOD)
- Onboard Wi-Fi
- Improved Clipper service
- The ability to support freight traffic and tenant service

Ms. Lee thanked Sebastian Petty, Senior Planner, for his diligent work.

Director Tissier thanked Ms. Lee and the team for their work. She said it took a long time but all the interested groups were involved. Director Tissier said the Plan resets the goals and objectives, which is incredibly important. This helps guide the SRTP and the Sustainable Transit Plan. She said this is a living document and the JPB can look to it to help it on its path. She said she is pleased with what came out of the Plan.

Director Kalra said the Plan is good, not overly cumbersome, not tough to decipher, easy to read, and helpful to the public. He said he appreciates TOD being on the JPB radar because it will help create communities along the corridor and improve ridership. He said every city along the corridor is talking about how to develop more intelligently, as opposed to developing through sprawl. He said he appreciates the social responsibility factor in the Plan and addressing connectivity to other systems.

Chair Nolan said at San Francisco Municipal Transportation Agency, their Strategic Plan is cited on every item and every item discusses which part of the Strategic Plan is being addressed, and that is very helpful.

Director Cohen said she wants to address inclusiveness and equitable distribution of resources and transparency. She said she is concerned about the turnaround time since the deadline for feedback was Friday. She said she hasn’t had an opportunity to review the matrix but it does not have any responses from San Francisco. Director Cohen said she questions how thoroughly the feedback has been interpreted and implemented inside the document.

Director Cohen said she represents an ethnically, socially and economically diverse section of San Francisco. She said she would like language to be added. Director Cohen said the language currently reads, “Pursue markets that are socially, geographically and economically representative of all Peninsula Corridor communities.” She suggested adding language, “Work to grow and accommodate a consumer base that is socially, geographically and economically representative of all the Peninsula Corridor communities.”
She said another example is language that reads, “Strive for an equitable distribution of system benefits and project impacts throughout the corridor.” She said she would like to see language added that reads, “Seek to improve geographic, social and economic equity in service planning and policy decisions, specifically calling out fare structure, connectivity, and access and scheduling.” She said this goes back to some of the conversations heard earlier about how there is no mode to connect to the station from other parts of San Francisco and she thinks that in order for the JPB to continue to grow and attract more diversity, the Plan should have some voice and language that reflects that, which ultimately reflects the values of this body.

Director Cohen said adding language is easy, but the larger part of incorporating the recommendations will require more time and discussion.

Director Tissier said this has been worked on for a year. There have been 10 public meetings, lots of outreach and stakeholder meetings. She said Director Cohen’s suggestions are unacceptable because these are goals and objectives, they are somewhat broad, and the things Director Cohen has talked about can be implemented along the way. She said a tremendous amount of time has been spent on this document, and some friendly amendments are fine, but adoption of the Plan does not need to be stalled.

Director Cohen said the deadline was on Friday and today is Thursday, and she asked if the feedback has been incorporated into the document.

Director Tissier said the feedback that has been received has been incorporated into the document. She said Director Cohen could have attended any of the meetings and heard any of the feedback.

Director Cohen said the feedback is not reflected in the document, and the Plan is a living document that posterity will be able to review.

Director Tissier said that is not true, the advisory committee fleshed out the comments and put the objectives and goals in verbiage that was very simple and succinct and the comments were put into consideration.

Director Cohen said strategic plans are supposed to be detail-oriented and not broad.

**Public Comment**

Jeff Carter, Millbrae, said he works in District 10 and has seen tremendous change in that area along with ridership growth at 22nd Street Station. He said the Plan should be adopted. He asked if this will be a working document, and if staff will work with stakeholders to improve the document. He asked if this will be a lead into the SRTP.

Adina Levin, Friends of Caltrain, said she is glad to see elements in the Plan calling for a user-friendly schedule designed to maximize customer throughput, greater integration with a regional transit system, TOD strategy to support the region’s growth around transit, and work to providing a more equitable and representative system including
TOD and the connections to achieve it. She said she looks forward to seeing specific targets and goals and leadership to help Caltrain achieve the goals.

Roland Lebrun, San Jose, said he has not had time review the document or make comments. It was posted on August 27, two days before the deadline for comments.

Ms. Lee said strategic plans come in many forms; there is no one way to do it. She said the biggest focus was to update the old Plan, which was done in 2009 before the partnership with California HSR. Since then, the JPB has hit a milestone with communities on the blended system, which reflected all the compromises that were made to help California HSR advance the JPB’s needs and be respectful of the community. She said the JPB needed a high-level policy document to capture that commitment besides the nine-party Memorandum of Understanding. She said that was the driving force for this update and it framed the general approach for developing the Plan. She said transparency and process are her highest priority. All the words and the context narrative do not matter; what matters are the goals and the objectives and the vision. She said she could spend years wordsmithing, but that is not how she wants to spend time with the stakeholders and Board members. The objectives and the goals anchor how to make decisions and important policy decisions to focus on. She said she and Mr. Petty have gone through 10 iterations of the goals and objectives, each time reflecting input from the stakeholders. This document reflects all input from stakeholders. She said there is no stakeholder that can say he or she did not have a dialogue concerning the document. Ms. Lee said this document, which has been out for 10 days, puts narrative and context to the goals and objectives.

Motion to adopt the Strategic Plan incorporating the additional language from Director Cohen.
Motion/Second: Tissier/Guilbault
Ayes: Deal, Guilbault, Kalra, Nolan, Tissier, Woodward
Noes: Cohen
Absent: Cisneros, Yeager

Director Perry Woodward left at 11:32 a.m.

AUTHORIZE ENTERING INTO COOPERATIVE AGREEMENT WITH THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY AND INCREASE THE FISCAL YEAR 2015 CAPITAL BUDGET IN THE AMOUNT OF $1 MILLION FOR THE SOUTH TERMINAL PHASE II PROJECT
April Chan, Executive Officer, Planning and Development, said the Board previously approved $500,000 in the prior year capital budget to start the planning process for this project. If the Board approves this agreement, it will allow the work to begin.

Motion/Second: Tissier/Kalra
Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Woodward
Absent: Cisneros, Woodward, Yeager

Director Rose Guilbault left at 11:33 a.m.
LEGISLATIVE UPDATE
Casey Fromson, Government Relations Officer, provided the following update:

State
Two bills have passed the State legislative session to extend the design-build authority. Staff urged the governor to sign at least one and this will apply to the CalMod Program, specifically the electrification portion that has a design-build procurement method.

Federal
The House and Senate returned from their August recess and they are expected to pass a continuing resolution before the mid-term elections in October.

UPDATE ON EXECUTION OF THE FISCAL YEAR 2015 FUEL HEDGE PROGRAM
Ms. Harrington said staff hedged half of the fuel portfolio in June at $2.95 a gallon. There was one bidder. The program is in place for budget certainty purposes.

Public Comment
Roland Lebrun, San Jose, said the June 15 Operating Budget fuel costs were projected at $17.7 million, and the projected price was $3.40 per gallon. He said if you divide $17.7 million by $3.40, you get 5.2 million gallons. He said now the fuel is hedged and the maximum the JPB will pay for fuel is $3.10, but the budget is still $17.7 million. He said the JPB is hedging 2.3 million gallons, 50 percent of the consumption, which is 4.3 million gallons, not 5.2 million. He said JPB partnered with the San Mateo County Transit District (District), which hedged 1.2 million gallons, or 70 percent of the District’s expected annual consumption. He said it is time for Caltrain to leave SamTrans, because it looks like the JPB fuel is going to end up in SamTrans buses.

Mr. Scanlon said Mr. Lebrun has not accounted for taxes on the 4.6 million gallons of fuel that are used by the JPB and the 1.7 million gallons used by the District.

CAPITAL PROJECTS QUARTERLY STATUS REPORT – 4TH QUARTER FISCAL YEAR 2014
Ms. Harrington said this is an informational item.

CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
Chair Nolan said he saw on the news that there is excessive watering at the Diridon Station, with water running out into the street, and he asked who is responsible for watering.

Chuck Harvey, Deputy CEO, said part of the station is owned by Caltrain, part is by VTA. He said JPB is generally in charge of the maintenance around the system and staff will look at the irrigation to see if there is a problem.
GENERAL COUNSEL REPORT

Director Cohen returned at 11:40 a.m.

David Miller said the Board will meet in closed session to discuss a pending litigation matter.


Adjourned to closed session at 11:41 a.m.

Reconvened at 11:50 a.m.

Mr. Miller said the Board met in closed session as permitted by the Brown Act to receive a report from Special Counsel on a matter of pending litigation. Instructions have been provided to Special Counsel in an effort to resolve the case by a settlement.

DATE/TIME/PLACE OF NEXT MEETING
The next meeting will be Thursday, October 2, 2014, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

Adjourned at 11:51 a.m.
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 AUGUST 31, 2014 AND SUPPLEMENTAL INFORMATION

ACTION
Staff Proposes the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of August 2014 and supplemental information.

SIGNIFICANCE
Revenue: For August of Fiscal Year 2015, Total Operating Revenue (line 7) is $1,588,193 or 11.1 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $1,475,037 or 11.4 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $854,280 or 5.7 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $2,508,617 or 12.1 percent. The Rail Operator Service (line 23) is $756,447 or 6.9 percent worse than budget, but Total Operating Expense (line 36) is $1,629,577 or 9.5 percent better than budget. Total Administrative Expense (line 46) is $879,040 or 26.3 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $893,571 or 4.7 percent lower.

BUDGET IMPACT
There are no budget revisions for the month of August 2014.

Prepared By: Jeannie Chen, Senior Accountant 650.508.6259
Sheila Tioyao, Manager, General Ledger 650.508.7752
## Statement of Revenue and Expense

**Peninsula Corridor Joint Powers Board**  
**Statement of Revenue and Expense**  
**Fiscal Year**  
**August 2014**

### Revenue

#### Operations:

<table>
<thead>
<tr>
<th></th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
<th>Approved Budget</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>7,209,373</td>
<td>13,159,067</td>
<td>14,451,304</td>
<td>12,976,267</td>
<td>111.4%</td>
<td>75,043,692</td>
<td>75,043,692</td>
<td>19.3%</td>
</tr>
<tr>
<td>Parking Revenue</td>
<td>360,812</td>
<td>602,884</td>
<td>746,854</td>
<td>638,540</td>
<td>117.0%</td>
<td>4,051,240</td>
<td>4,051,240</td>
<td>18.4%</td>
</tr>
<tr>
<td>Shuttleways</td>
<td>135,185</td>
<td>240,351</td>
<td>273,409</td>
<td>333,660</td>
<td>81.9%</td>
<td>2,001,840</td>
<td>2,001,840</td>
<td>13.7%</td>
</tr>
<tr>
<td>Rental Income</td>
<td>145,692</td>
<td>296,153</td>
<td>291,722</td>
<td>289,620</td>
<td>100.7%</td>
<td>1,737,720</td>
<td>1,737,720</td>
<td>16.8%</td>
</tr>
<tr>
<td>Other Income</td>
<td>109,117</td>
<td>768,186</td>
<td>157,630</td>
<td>94,640</td>
<td>166.6%</td>
<td>1,679,620</td>
<td>1,679,620</td>
<td>9.4%</td>
</tr>
<tr>
<td><strong>Total Operating Revenue</strong></td>
<td>7,960,180</td>
<td>15,066,640</td>
<td>15,920,920</td>
<td>14,332,727</td>
<td>111.1%</td>
<td>84,514,112</td>
<td>84,514,112</td>
<td>18.8%</td>
</tr>
</tbody>
</table>

#### Contributions:

<table>
<thead>
<tr>
<th>Contribution</th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB434 Peninsula &amp; TA Shuttle Funding</td>
<td>157,848</td>
<td>322,690</td>
<td>319,245</td>
<td>330,257</td>
<td>96.7%</td>
</tr>
<tr>
<td>Operating Grants</td>
<td>554,452</td>
<td>1,047,986</td>
<td>1,108,904</td>
<td>1,108,904</td>
<td>100.0%</td>
</tr>
<tr>
<td>IPB Member Agencies</td>
<td>1,662,705</td>
<td>2,871,927</td>
<td>3,315,127</td>
<td>3,304,825</td>
<td>100.3%</td>
</tr>
<tr>
<td>Other Sources</td>
<td>1,676,635</td>
<td>525,822</td>
<td>721,234</td>
<td>525,822</td>
<td>137.2%</td>
</tr>
</tbody>
</table>

#### Total Contributed Revenue

<table>
<thead>
<tr>
<th></th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2,375,005</td>
<td>4,242,602</td>
<td>4,743,275</td>
<td>6,420,621</td>
<td>73.9%</td>
</tr>
</tbody>
</table>

#### Grand Total Revenue

<table>
<thead>
<tr>
<th></th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10,335,185</td>
<td>19,309,242</td>
<td>20,664,195</td>
<td>20,753,348</td>
<td>99.6%</td>
</tr>
</tbody>
</table>

### Expense

#### Operating Expense:

<table>
<thead>
<tr>
<th>Expense</th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Operator Service</td>
<td>5,860,366</td>
<td>10,369,246</td>
<td>11,790,355</td>
<td>11,033,908</td>
<td>106.9%</td>
</tr>
<tr>
<td>Rail Operator Service - Other</td>
<td>-</td>
<td>2,516</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Security Services</td>
<td>361,162</td>
<td>691,935</td>
<td>721,234</td>
<td>525,822</td>
<td>137.2%</td>
</tr>
<tr>
<td>Rail Operator Extra Work</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>26,000</td>
<td>0.0%</td>
</tr>
<tr>
<td>Contract Operating &amp; Maintenance</td>
<td>6,221,529</td>
<td>11,063,696</td>
<td>12,511,589</td>
<td>11,585,730</td>
<td>108.0%</td>
</tr>
<tr>
<td>Shuttles Services</td>
<td>352,853</td>
<td>690,463</td>
<td>713,836</td>
<td>805,552</td>
<td>88.6%</td>
</tr>
<tr>
<td>Fuel and Lubricants</td>
<td>1,312,481</td>
<td>2,647,370</td>
<td>2,684,835</td>
<td>2,937,940</td>
<td>91.4%</td>
</tr>
<tr>
<td>Timetables and Tickets</td>
<td>11,620</td>
<td>24,503</td>
<td>23,620</td>
<td>24,667</td>
<td>95.8%</td>
</tr>
<tr>
<td>Insurance</td>
<td>668,256</td>
<td>1,027,327</td>
<td>(1,008,764) (A)</td>
<td>952,286</td>
<td>-105.9%</td>
</tr>
<tr>
<td>Facilities and Equipment Maintenance</td>
<td>131,802</td>
<td>255,796</td>
<td>235,023</td>
<td>329,252</td>
<td>71.6%</td>
</tr>
<tr>
<td>Utilities</td>
<td>135,791</td>
<td>291,222</td>
<td>274,999</td>
<td>353,356</td>
<td>77.8%</td>
</tr>
<tr>
<td>Maint &amp; Services-Bldg &amp; Other</td>
<td>61,381</td>
<td>233,470</td>
<td>155,995</td>
<td>232,528</td>
<td>67.1%</td>
</tr>
</tbody>
</table>

#### Total Operating Expense

<table>
<thead>
<tr>
<th></th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8,895,713</td>
<td>16,233,847</td>
<td>15,591,734</td>
<td>17,221,311</td>
<td>90.5%</td>
</tr>
</tbody>
</table>

### Administrative Expense

<table>
<thead>
<tr>
<th>Expense</th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages and Benefits</td>
<td>535,059</td>
<td>1,213,111</td>
<td>1,281,685</td>
<td>1,382,868</td>
<td>92.7%</td>
</tr>
<tr>
<td>Managing Agency Admin OH Cost</td>
<td>427,188</td>
<td>719,153</td>
<td>763,196</td>
<td>914,405</td>
<td>83.5%</td>
</tr>
<tr>
<td>Board of Directors</td>
<td>700</td>
<td>880</td>
<td>1,900</td>
<td>2,200</td>
<td>86.4%</td>
</tr>
<tr>
<td>Professional Services</td>
<td>85,445</td>
<td>487,236</td>
<td>146,012</td>
<td>637,061</td>
<td>22.9%</td>
</tr>
<tr>
<td>Communications and Marketing</td>
<td>6,970</td>
<td>2,131</td>
<td>13,326</td>
<td>19,717</td>
<td>67.6%</td>
</tr>
<tr>
<td>Other Expenses and Services</td>
<td>159,650</td>
<td>298,131</td>
<td>263,066</td>
<td>391,974</td>
<td>67.1%</td>
</tr>
</tbody>
</table>

#### Total Administrative Expense

<table>
<thead>
<tr>
<th></th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,215,011</td>
<td>2,720,643</td>
<td>2,469,185</td>
<td>3,348,225</td>
<td>73.7%</td>
</tr>
</tbody>
</table>

### Grand Total Expense

<table>
<thead>
<tr>
<th></th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10,202,630</td>
<td>19,138,302</td>
<td>18,244,731</td>
<td>20,753,348</td>
<td>87.9%</td>
</tr>
</tbody>
</table>

### Net Surplus / (Deficit)

<table>
<thead>
<tr>
<th></th>
<th>Current Actual</th>
<th>Prior Actual</th>
<th>Current Actual</th>
<th>Revised Budget</th>
<th>% Rev Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>132,554</td>
<td>170,941</td>
<td>2,419,464</td>
<td>-</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

---

"% 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.

(A) Insurance reserve of $1.8M were released due to closing of claim #1633677 and claim #1733363.

9/23/14 2:49 PM
**PENINSULA CORRIDOR JOINT POWERS BOARD**

**INVESTMENT PORTFOLIO**

**AS OF AUGUST 31, 2014**

<table>
<thead>
<tr>
<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
<th>INTEREST RATE</th>
<th>PURCHASE PRICE</th>
<th>MARKET PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Agency Investment Fund (Restricted)</td>
<td>*</td>
<td>Liquid Cash</td>
<td>0.260%</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Unrestricted)</td>
<td>*</td>
<td>Liquid Cash</td>
<td>0.260%</td>
<td>27,524,389</td>
</tr>
<tr>
<td>County Pool (Unrestricted)</td>
<td>**</td>
<td>Liquid Cash</td>
<td>0.750%</td>
<td>10,686,017</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td></td>
<td>Liquid Cash</td>
<td>0.000%</td>
<td>7,263,302</td>
</tr>
<tr>
<td>Other (Restricted)</td>
<td>***</td>
<td>Liquid Cash</td>
<td>0.200%</td>
<td>21,205,444</td>
</tr>
</tbody>
</table>

$ 68,679,152 $ 68,679,152

Accrued Earnings for AUGUST 2014 $ 16,640.15
Cumulative Earnings FY2015 $ 32,028.97

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

** As of August 2014 the amortized cost of the Total County Pool was $3,383,328,718.50 and the fair market value per San Mateo County Treasurer’s Office was $3,387,690,844.47.

*** Prepaid Grant funds for Homeland Security and PTMISEA projects, and funds reserved for debt repayment.

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.
AGENDA ITEM # 7
OCTOBER 2, 2014

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 AUGUST 2014

The month of August brought Caltrain ridership records once again. Both average weekday ridership (AWR) and total ridership in August 2014 were all-time record highs. AWR in August was 60,871. This is an increase of 7,031 or 13.1 percent over August 2013 AWR of 53,840. The total number of passengers who rode Caltrain in August 2014 was 1,626,751, which is 11 percent more than in August 2013.

On-time performance (OTP) for August 2014 was 93.3 percent, which is higher than the 91 percent OTP for August 2013. When trains arriving within 10 minutes of the scheduled arrival time are included, August 2014 OTP rises to 97.6 percent. Mechanical delays in August 2014 were 265 minutes, compared with 1,551 minutes in August 2013. There were two days when 100 percent of the trains operated on time. An additional 10 days operated with 95 percent or better OTP.

There was one fatality in August. On Monday, August 4, 2014, at approximately 9:06 p.m., an adult male was struck by southbound Train 192 at the Broadway Station. Five trains were delayed or cancelled as a result.

Looking at customer service statistics, there were 8.9 complaints per 100,000 passengers in August 2014. This is lower than the 9.5 complaints in August 2013 and lower than 10.6 complaints per 100,000 passengers in July 2014.

Shuttle ridership is up 30.1 percent from last year. The Marguerite shuttles have improved the accuracy of their ridership reporting this year, which accounts for much of the ridership increase. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership increased 3.6 percent over August 2013. For the station shuttles, the Millbrae-Broadway shuttle averaged 195 daily riders. The Belmont-Hillsdale shuttle averaged 93 daily riders. The weekend Tamien-San Jose shuttle averaged 56 riders per day.
Caltrain Promotions – August 2014

**Earthquakes at Levi’s® Stadium** – The first event held at the new stadium was a San Jose Earthquakes match. Caltrain and the Santa Clara Valley Transportation Authority (VTA) collaborated on getting the word out about taking Caltrain to VTA to the game. The two agencies also developed an adult Caltrain/VTA Day Pass that can be purchased at Caltrain station ticket machines. Caltrain service and the joint Day Pass was promoted through a news release, social media, *Track the Fun* brochure, *Caltrain Connection* newsletter, conductor announcements and station message signs. Caltrain carried 1,617 soccer fans for the match.

**Jay-Z & Beyoncé** – The musical couple took AT&T Park by storm with two concerts. Caltrain operated extra service to accommodate the demand and publicized taking the train to the concerts through social media, station message signs, information on the Caltrain website and a news release. Caltrain transported an additional 15,169 customers for the two concerts.

**49ers** – Morning commuters heading through the San Francisco station were greeted by the 49ers Gold Rush cheerleaders, Sourdough Sam and a drumline to help kickoff the opening of the new stadium. The 49ers also participated in the station saturation advertising program at the San Francisco station. Caltrain partnered with Levi’s® Stadium management to promote taking Caltrain to 49ers games and other events at the stadium. The stadium has posted transit information on its website and will include access by transit in information it issues. Caltrain created a web page for the service to 49ers games ([www.caltrain.com/49ers](http://www.caltrain.com/49ers)) and one for service to the stadium for other events ([www.caltrain.com/levisstadium](http://www.caltrain.com/levisstadium)). Service was promoted with information in *Caltrain Connection*, conductor announcements, station message signs, *Track the Fun* brochure, social media, news releases and the web presence. The 49ers played two exhibition games, resulting in an additional 7,195 customers taking Caltrain.

**Stanford Football** – The end of August started the Stanford Cardinal football season. To accommodate fans heading to the Farm, Caltrain stops a number of trains at the Stanford Stadium station, located a short walk from the stadium. Caltrain promoted its service with a station banner, radio spots and banner ads on Pandora, news release, social media, station message signs, conductor announcements, web button and dedicated page on its website. Service information also was included in two Caltrain publications, *Track the Fun* and *Caltrain Connection*. Caltrain partnered with Stanford to produce an onboard brochure and to post information on gostanford.com. Caltrain served 1,125 fans at the Stanford Stadium station. However, because the Stanford station doesn’t have a Clipper card tagging device or ticket machines, an unknown number of customers also used the Palo Alto station.

**Where Public Transportation Goes Community Grows** – Caltrain partnered with SamTrans to participate in American Public Transportation Association’s Where Public Transportation Goes Community Grows initiative. The goal of the initiative is to let decision makers and other stakeholders, including customers, know that investment in public transportation drives growth. It attracts development and increases property values along its corridors. Public transit also connects employers to employees.
restaurants to diners, landlords to renters and families to local stores. We are conveying the message through social media, and ads in bus shelters and on buses. The campaign will run through September.

**Giants** – The San Francisco Giants continued to improve their record and so did Caltrain. When the Giants play and win, Caltrain carries more baseball fans. Service to the games was promoted through “The AT&T Park Connection” brochure, web button, dedicated web page, social media, Caltrain Connection and Track the Fun. In August, Caltrain carried 89,846 additional customers for 12 home games. Year-to-date ridership is 550,064, a 15 percent increase compared to last year.

**Partnership** – Caltrain Market Research & Development staff works with event organizers to co-promote events that will generate train ridership and also provide added value for current Caltrain customers. In August, promotions for Ringling Bros. and Barnum & Bailey Circus included information posted on Caltrain’s Track the Savings web page and in the Track the Fun brochure. As part of the partnership, the circus offered a $5 discount for Caltrain ticket holders.

Prepared By: Rita P. Haskin, Executive Officer, Customer Service and Marketing
Catherine David, Senior Planner

650.508.6248
650.622.7820
Table A

August 2014

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>1,466,168</td>
<td>1,626,751</td>
<td>11.0%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>53,840</td>
<td>60,871</td>
<td>13.1%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$6,505,552</td>
<td>$7,209,373</td>
<td>10.8%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>91.0%</td>
<td>93.3%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>6,962</td>
<td>9,061</td>
<td>30.1%</td>
</tr>
</tbody>
</table>

Year to Date

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>2,958,054</td>
<td>3,223,470</td>
<td>9.0%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>54,414</td>
<td>59,735</td>
<td>9.8%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$13,159,067</td>
<td>$14,451,304</td>
<td>9.8%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>90.7%</td>
<td>92.9%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>6,878</td>
<td>9,186</td>
<td>33.6%</td>
</tr>
</tbody>
</table>

Graph A

Caltrain Average Weekday Ridership

August 2014

Year to Date
Graph B

MONTHLY MECHANICAL DELAYS

Delay Minutes per Month


Graph C

CALTRAIN MONTHLY COMPLAINTS

Complaints per 100,000 Passengers

Jul  Aug  Sep  Oct  Nov  Dec  Jan  Feb  Mar  Apr  May  Jun
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE A LEASE AT 2121 EL CAMINO REAL IN SAN MATEO FOR A TERM OF SIX YEARS, WITH A SINGLE ONE-YEAR OPTION, TO SUPPORT THE CALTRAIN MODERNIZATION (CALMOD) PROGRAM

ACTION
Staff Coordinating Council (SCC) recommends the Board authorize the Executive Director to execute a six-year lease for the Peninsula Corridor Joint Power Board’s (JPB) rental of a 24,366 square-foot office space located at 2121 El Camino Real, San Mateo from November 1, 2014 until December 2020, with a single one-year option in favor of JPB, for a total cost not to exceed $4.8 million, exclusive of the option.

The space will be shared with the design-build contractor for the Peninsula Corridor Electrification Project (PCEP), scheduled to be selected through a procurement process in 2015.

SIGNIFICANCE
The CalMod team is currently located in multiple locations throughout the Peninsula. Several key members of the CalMod team are located in the San Mateo County Transit District Headquarters located in San Carlos (Headquarters) and scheduled meetings are also held at the Headquarters. However, as staff and the needs of the program are growing, it is increasingly difficult to find space to meet face-to-face.

The proposed office facility will house program management staff and consultants overseeing the PCEP and, after they are selected, the design-build contractor for PCEP. Typical of large capital projects, it is essential for the program management team and the design-build contractor to co-locate to efficiently implement the program.

Given limited availability of office space at Headquarters, it is necessary to locate off-site. The site at 2121 El Camino Real is centrally situated along the Caltrain corridor, has good access to transit and the freeway and is in close proximity to Headquarters, which is important to support regular meetings between PCEP team members and Caltrain operations, engineering and administrative staff.
**BUDGET IMPACT**
The total cost of the first six years of the lease is expected not exceed $4.8 million and is included in the total CalMod Program cost estimate. The Fiscal Year (FY) 2015 lease costs are included in the approved FY2014 and FY2015 capital budget. The lease cost for future fiscal years will be included in future capital budget approvals.

**BACKGROUND**
In order to accommodate PCEP needs, staff recommends that the agency obtain office space for approximately 100 people. During the last several weeks, staff looked at potential office sites along the entire Peninsula and considered eight currently available locations. Five sites were visited in locations between South San Francisco and San Mateo.

Given the desire to minimize cost, coupled with other criteria associated with type of office space, location and access, the San Mateo facility was recommended by staff as the preferred site. The site is unique because it includes a walk up space that could be used to house community meetings and it will provide a public relations office in the middle of the Caltrain corridor, along heavily traveled El Camino Real. This satisfies a need that might otherwise have resulted in a request to lease a second site.

The landlord has agreed to “phase-in” rent, which will reduce rental payment in the first year, until the design-build contractor is ready to move into the site. The space to be occupied by the PCEP project staff will be provided by the landlord in move-in condition.

To maintain eligibility for possible Federal funding, staff will follow Federal capital lease procedures in approving this transaction.

Prepared By: Brian W. Fitzpatrick, Manager, Real Estate and Property Development 650.508.7781
RESOLUTION NO. 2014 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

** **

AUTHORIZE EXECUTIVE DIRECTOR TO EXECUTE A LEASE AT 2121 EL CAMINO REAL IN SAN MATEO FOR A TERM OF SIX YEARS, WITH A SINGLE ONE-YEAR OPTION, TO SUPPORT THE CALTRAIN MODERNIZATION (CALMOD) PROGRAM

WHEREAS, the CalMod team is currently located in multiple locations throughout the Peninsula, making it difficult to schedule meetings and facilitate the face-to-face interactions required for a project of this magnitude; and

WHEREAS, the Peninsula Electrification Corridor Project (PCEP) will be designed and constructed by a design-build contractor that is scheduled to be selected through a procurement process in 2015; and

WHEREAS, typical of large capital projects, it is essential for the program management team and the design-build contractor to co-locate to efficiently implement the program; and

WHEREAS, given limited availability of office space at the San Mateo County Transit District Headquarters Building (Headquarters), it is necessary to locate off-site; and

WHEREAS, staff recommends that the site be able to accommodate up to 100 people, be centrally located along the Caltrain corridor, have good access to transit and the freeway, and be in close proximity to Headquarters; and

WHEREAS, during the last several weeks, staff looked at potential office sites along the entire Peninsula, considered eight currently available locations and visited five different sites, located between South San Francisco and San Mateo; and
WHEREAS, the property located at 2121 El Camino Real in San Mateo, CA, meets all of the criteria set by staff and staff has determined that the lease rate for the site is within the reasonable range for similar buildings in similar locations; and

WHEREAS, staff recommends that the Board of Directors authorize the Executive Director to execute a six-year lease, with a single one-year option, for the property located at 2121 El Camino Real in San Mateo, CA, for an amount not to exceed $4.8 million over the six-year lease term.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board of Directors hereby authorizes the Executive Director to execute a six-year lease, with a single one-year option, for the property at 2121 El Camino Real in San Mateo, CA, for an amount not to exceed $4.8 million over the first six years of the term of the lease.

BE IT FURTHER RESOLVED that the Board of Directors authorizes the Executive Director, or his designee, to take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 2nd day of October, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
AGENDA ITEM # 9
OCTOBER 2, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: AUTHORIZE THE EXECUTION OF A FUND TRANSFER AGREEMENT WITH THE SAN MATEO COUNTY TRANSIT DISTRICT FOR STATE PROPOSITION 1B TRANSIT SECURITY GRANT PROGRAM FUNDS

ACTION
Staff Coordinating Council (SCC) recommends the Board authorize the Executive Director, or his designee, to:

1. Enter into an fund transfer agreement with the San Mateo County Transit District (District) to allow the Peninsula Corridor Joint Powers Board (JPB) to apply for a total of $500,000 in Fiscal Year (FY) 2013 and 2014 Proposition 1B District California Transit Security Grant Program (CTSGP) funds; and

2. Submit documentation of the agreement with the District and any other documents required to the California Governor’s Office of Emergency Services (Cal OES) to allow JPB to receive the $500,000 in CTSGP funds.

SIGNIFICANCE
Cal OES requires eligible recipients of Proposition 1B CTSGP funds to submit resolutions approved by their governing bodies that authorize the designated agency officer(s) to execute any action necessary for the programming and receipt of Proposition 1B funds. Approval of this item will allow $500,000 of District CTSGP funds to be transferred to the JPB.

The project proposed to be funded with CTSGP funds is the installation of inward-facing cameras and related equipment on Caltrain cab cars and locomotives. The National Transit Safety Board recommends installing inward-facing cameras and related equipment in locomotives and cab cars to capture actions during critical incidents. This will be an important tool in post-incident investigations.

This project is currently included in the approved Caltrain FY2015 Capital Budget. The project will be funded with 100 percent CTSGP monies since these grant funds do not require a local match.
Due to current economic conditions, the State Controller has been unable to sell a sufficient amount of bonds to fully fund all Proposition 1B capital projects around the State. Should funding not be available at the time the JPB files its funding applications, the JPB will request a letter of no prejudice (LONP) to proceed with work utilizing its own funds, and be reimbursed once bond proceeds become available.

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B, was approved by California voters on November 7, 2006. Proposition 1B includes a funding program specifically for transit safety and security projects, known as the CTSGP. The State Controller develops a list of eligible transit operators and the amount of funds that each operator is eligible to receive on an annual basis. Funding allocations are contingent on bond sales, which have been delayed in recent years due to the State’s current fiscal environment.

Board authorization for the filing of applications by the agency’s appointed agent is a Cal OES requirement. The certified resolution will be filed with Cal OES after adoption by the Board.

Prepared by: Peter Skinner, Senior Grants Analyst 650.622.7818
RESOLUTION NO. 2014 –

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

* * *

AUTHORIZING THE EXECUTION OF A FUNDING AGREEMENT WITH THE
SAN MATEO COUNTY TRANSIT DISTRICT
FOR STATE PROPOSITION 1B TRANSIT SECURITY GRANT PROGRAM FUNDS

WHEREAS, the California Transit Security Grant Program (CTSGP) is a program for capital security and safety projects that is part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, otherwise known as Proposition 1B, which was approved by California voters on November 7, 2006; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is on a list of eligible applicants for CTSGP funds; and

WHEREAS, the San Mateo County Transit District (District) has approved the transfer of $500,000 in CTSGP funds to the JPB to enable the JPB to use these funds for the installation of inward facing cameras on Caltrain locomotives and cab cars; and

WHEREAS, Staff Coordinating Council recommends the Board provide the Executive Director, or his designee, the authorization to enter into an agreement with the District to facilitate the transfer of the CTSGP funds from the District to the JPB; and

WHEREAS, staff recommends the Board provide the Executive Director, or his designee, the authorization to submit any other documentation required by the California Governor’s Office of Emergency Services to allocate the funds.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby:

1. Authorizes the Executive Director, or his designee, to enter into an agreement with the District to facilitate the transfer of $500,000 in Proposition 1B CTSGP funds from the District to the JPB.
2. Authorizes the Executive Director, or his designee, to take such actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances or other documentation that may be required to receive the funds.

Regularly passed and adopted this 2nd day of October, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________

JPB Secretary
AGENDA ITEM # 10
OCTOBER 2, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: AUTHORIZATION TO PROCEED WITH A 2014 DEBT ISSUANCE

ACTION
Staff Coordinating Council (SCC) recommends the Board:

1. Authorize staff to proceed with the process of issuing up to $11 million in 2014 debt to finance the procurement and rehabilitation of 16 railcars from Southern California Regional Rail Authority (SCRRA) and certain related capital expenditures.

2. Authorize the Executive Director or the Deputy CEO, Finance and Administration, to select a financial institution to act as direct purchaser of the 2014 debt.

3. Authorize the Executive Director or the Deputy CEO, Finance and Administration, to engage Orrick, Herrington & Sutcliffe, LLP, to serve as bond counsel to the JPB in connection with the proposed 2014 debt issuance.

SIGNIFICANCE
The proposed issuance of up to $11 million of 2014 Series A Farebox Revenue Bonds (2014 Bonds) will provide financing for a portion of the costs of the purchase and rehabilitation of rail cars and related capital expenditures for the Peninsula Corridor Joint Powers Board (JPB) Rail Car Capacity Expansion Project.

Board authorization is required to (i) approve proceeding with the 2014 debt issuance and (ii) authorize the Executive Director or the Deputy CEO, Finance and Administration, to select a financial institution to act as direct purchaser and (iii) to engage Orrick, Herrington & Sutcliffe, LLP to serve as bond counsel to the JPB in connection with the proposed 2014 debt issuance.

BUDGET IMPACT
Issuance of the 2014 Bonds will result in an increase in annual debt service payable from farebox revenues in amounts to be determined as the direct purchaser proposals are received and reviewed.

BACKGROUND
Caltrain has experienced record ridership growth in the past few years, leading to
overcrowding and capacity constraints on many peak period trains, as well as making it difficult to remove railcars from service for maintenance as part of the JPB’s State of Good Repair (SOGR) Car Rebuild Program. In order to increase capacity and mitigate the potential impact to the SOGR Program, the JPB Board authorized the purchase of additional railcars as part of the Rail Car Capacity Expansion Project on January 9, 2014, per Resolution No. 2014-03, and on September 4, per Resolution No. 2014-44.

Issuance of the 2014 Bonds is intended to provide interim financing in advance of a larger farebox revenue bond issuance expected to be completed as a public offering in 2017/2018 for the Caltrain Modernization Program.

**Recommended Bond Financing Structure and Method of Sale**

Staff recommends the 2014 Bonds be issued by the JPB pursuant to its existing Trust Agreement, dated as October 1, 2007, in an aggregate principal amount of $11 million through a direct purchase transaction to minimize the burden of debt issuance. The JPB is soliciting interest rate, expense proposals, and qualifications from interested firms to identify the firm that can provide for a direct purchase of Bonds at the lowest borrowing cost and terms most favorable to the JPB. Proposals are being solicited for a direct purchase with a fixed interest rate and a floating interest rate.

**Financial Advisory Services**

The JPB is utilizing the services of a financial advisor to assist with the implementation of the 2014 Bonds. Staff has contracted with Public Financial Management, Inc. to serve as the JPB’s financial advisor for this transaction. The not-to-exceed amount of compensation for the service on this transaction has been set at $45,000.

**Bond Counsel Services**

Bond Counsel is needed to prepare the bond documents and provide the bond counsel opinion. Orrick served as the JPB’s bond counsel on its 1999 and 2007 bond financings and would bring a strong understanding of the JPB’s financing history. In addition, Orrick is regarded as one of the premier bond counsel firms with substantial experience in public transit financings.

**Public Hearings**

Pursuant to California Government Code Section 6586.5, each of the three JPB member agencies, Santa Clara Valley Transportation Authority, city and county of San Francisco and San Mateo County Transit District, is required to conduct a public hearing and adopt a resolution approving the financing of the railcars and making a finding of significant public benefit in accordance with the criteria specified in Section 6586.5. Staff is working with each of the three JPB member agencies with respect to these actions.

Staff expects to return to the Board to obtain approval of the bond documents at the December meeting and expects that the 2014 Bonds will be issued as soon as possible after the December meeting.

Prepared By: Aandy Ly, Senior Financial Analyst 650.508.6376
RESOLUTION NO. 2014 –

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

***

AUTHORIZING STAFF TO PROCEED WITH A 2014 DEBT ISSUANCE, INCLUDING SELECTION OF DIRECT PURCHASER AND ENGAGEMENT OF BOND COUNSEL

WHEREAS, Caltrain has experienced record ridership growth in the past few years, leading to overcrowding and capacity constraints as well as making it difficult to remove railcars from service for maintenance as part of the State of Good Repair (SOGR) Car Rebuild Program; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) would like issue up to $11 million of 2014 Series A Farebox Revenue Bonds (2014 Bonds) to finance a portion of the costs of the procurement and rehabilitation of 16 Bombardier railcars from the Southern California Regional Rail Authority (SCRRA) and certain related capital expenditures; and

WHEREAS, a direct purchase transaction is contemplated which requires the selection of a direct purchaser based upon review of proposals submitted in response to a solicitation for proposals; and

WHEREAS, the JPB requires the services of bond counsel to assist it in the process of issuing the 2014 Bonds; and

WHEREAS, Orrick, Herrington & Sutcliffe, LLP, has served as the JPB’s bond counsel in prior years, including for the 1999 and 2007 bond financings, and has substantial experience with public transit financial transactions.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:
1. Authorizes the Executive Director to proceed with the process of issuing up to $11 million in 2014 Bonds to finance a portion of the costs of the procurement and rehabilitation of 16 rails cars from SCRRRA and certain related capital expenditures.

2. Authorizes the Executive Director or the Deputy CEO, Finance and Administration, to select a financial institution to act as direct purchaser of the 2014 Bonds following a Request for Proposals process.

3. Authorizes the Executive Director or the Deputy CEO, Finance and Administration, to engage Orrick, Herrington & Sutcliffe, LLP, to serve as bond counsel to the JPB in connection with the issuance of the proposed 2014 Bonds.

Regularly passed and adopted this 2nd day of October, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
AGENDA ITEM # 11
OCTOBER 2, 2014

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
Legislation
The governor has taken action on several Peninsula Corridor Joint Powers Board (JPB)-supported bills including:

Senate Bill (SB) 1183 (DeSaulnier) – Signed into law
Authorizes a city, county, or regional park district to impose a motor vehicle registration surcharge of not more than $5 for bicycle infrastructure purposes for improvements to paved and natural surface trails and bikeways and associated maintenance.

Assembly Bill (AB) 2198 (Levine) – Vetoed
Would have required mental health professionals to undergo suicide prevention coursework before receiving a license.

Other bills with JPB positions awaiting action by the governor include:

SB1433 (Hill) and SB785 (Wolk) - SUPPORT
These bills would extend design-build authority for transit operators. An extension is necessary to allow the electrification of the Caltrain corridor to proceed as planned.

Cap and Trade
Various administration departments continue to work on the development of rules that will guide the award and allocation of revenues generated by the State’s cap and trade program.
The Air Resources Board (ARB) and California Environmental Protection Agency held a series of workshops in September seeking feedback on the Interim Guidance that will specifies how programs will be structured to benefit disadvantaged communities.

Staff submitted extensive comments focused on ensuring that the State’s definition of disadvantaged communities is consistent with regional circumstances.

On September 18, the ARB approved a revised version of the Interim Guidance but directed staff to clarify whether benefits to transportation corridors that serve disadvantaged communities will satisfy statutory requirements.

**FEDERAL ISSUES**

**Appropriations**

On September 23, the president signed legislation passed by Congress that extends funding for Federal transportation programs through December 11, 2014.

Prepared By: Seamus Murphy, Director, Government and Community Affairs
### Peninsula Corridor Joint Powers Board
#### State Legislative Matrix as of 9-25-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 26</strong> Bonilla D</td>
<td>A. ENROLLED 9/10/2014-Enrolled and presented to the Governor at 4 p.m.</td>
<td>Existing law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages. Existing law generally defines “public works” to include construction, alteration, demolition, installation, or repair work done under contract and paid in whole or in part out of public funds. Existing law defines “construction” for these purposes to include work performed during the design and preconstruction phases of construction. Existing law makes a willful violation of laws relating to payment of prevailing wages on public works a misdemeanor. This bill would revise the definition of “construction” to also include work performed during the postconstruction phases of construction, including, but not limited to, all cleanup work at the jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <strong>Last Amended on 8/22/2014</strong></td>
<td></td>
</tr>
<tr>
<td><strong>AB 418</strong> Mullin D</td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. DESK on 8/4/2014)</td>
<td>Existing law, until January 1, 2013, authorized the City/County Association of Governments of San Mateo County to impose a fee of up to $4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and stormwater pollution within that county. This bill would authorize the City/County Association of Governments of San Mateo County, in accordance with specified provisions of the California Constitution, to impose a parcel tax or a property-related fee for the purpose of implementing stormwater management programs, as prescribed. This bill contains other related provisions. <strong>Last Amended on 2/10/2014</strong></td>
<td></td>
</tr>
<tr>
<td><strong>AB 1556</strong> Perea D</td>
<td>A. CHARTERED 9/17/2014-Chaptered by Secretary of State - Chapter 377, Statutes of 2014.</td>
<td>Existing unemployment insurance law requires all standard information employee pamphlets provided by the Employment Development Department concerning unemployment and disability insurance programs to be printed in English and separately in Spanish, or both. This bill would instead require those pamphlets to be printed in English and the 7 other most commonly used languages among participants in each program. This bill would require the department to make pages on its Internet Web site that provide information regarding applying for, and receiving, unemployment insurance benefits available in the 7 languages, other than English, most commonly used by unemployment insurance applicants and claimants. This bill contains other related provisions and other existing laws. <strong>Last Amended on 6/17/2014</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Peninsula Corridor Joint Powers Board
#### State Legislative Matrix as of 9-25-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 1783</strong></td>
<td>A. ENROLLED 9/10/2014-Enrolled and presented to the Governor at 4 p.m.</td>
<td>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2015, whichever is sooner. This bill would extend that exemption with respect to the above-described date to January 1, 2016. This bill contains other related provisions. <strong>Last Amended on 8/25/2014</strong></td>
<td>Support</td>
</tr>
</tbody>
</table>

| **AB 2021**  | S. DEAD 8/15/2014-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. APPR. on 6/17/2014) | Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Existing law requires the district to comply with certain prevailing wage requirements with respect to that contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages. This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program if it has not contracted with a 3rd party to conduct its labor compliance program and requests and receives approval from the Department of Industrial Relations to continue the existing program. **Last Amended on 6/17/2014** | Support |
### Peninsula Corridor Joint Powers Board

#### State Legislative Matrix as of 9-25-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 2046</strong> Gomez D</td>
<td>S. DEAD 8/15/2014-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. APPR. SUSPENSE FILE on 8/14/2014)</td>
<td>The Joint Exercise of Powers Act authorizes the legislative or other governing bodies of 2 or more public agencies to jointly exercise by agreement any power common to the contracting parties, as specified, and authorizes a joint powers authority to exercise various powers, including, among others, the power to issue bonds, including bonds bearing interest, to pay the cost of any public capital improvement, working capital, or liability or other insurance program, as specified. This bill would, until January 1, 2021, authorize a joint powers authority to issue or cause to be issued bonds and enter into a loan agreement for the financing or refinancing of a project that is situated in another state, including working capital related to that project, if the project and its financing meets certain conditions. This bill would require the Legislative Analyst, on or before January 1, 2020, to prepare and submit to the Legislature a report on the issuance of those bonds and the financing of those projects. This bill would require, no later than July 1, 2019, authorities that issue those bonds to provide information concerning the bonds, the projects financed, the public benefits accruing to this state and such other information requested by the Legislative Analyst’s Office for the purpose of preparing the report. <strong>Last Amended on 8/4/2014</strong></td>
<td></td>
</tr>
<tr>
<td><strong>AB 2170</strong> Mullin D</td>
<td>A. CHAPTERED 9/17/2014-Chaptered by Secretary of State - Chapter 386, Statutes of 2014.</td>
<td>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified. This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax, as specified. <strong>Last Amended on 6/17/2014</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Bill ID/Topic

**AB 2198**

Levine D

Mental health professionals: suicide prevention training.

---

### Location

A. VETOED 9/18/2014-Vetoed by the Governor

---

### Summary

Existing law provides for the licensure and regulation of various professionals who provide mental health-related services, including psychologists, marriage and family therapists, educational psychologists, professional clinical counselors, and clinical social workers. Under existing law, an applicant for licensure in these professions is required to complete certain coursework or training in order to be eligible for a license. Existing law also requires these professionals to participate in continuing education as a prerequisite for renewing their license.

This bill would require a psychologist, marriage and family therapist, educational psychologist, professional clinical counselor, and clinical social worker who began graduate study on or after January 1, 2016, to complete a minimum of 15 contact hours of coursework in suicide assessment, treatment, and management before he or she may be issued a license. The bill would also require, commencing January 1, 2016, a person licensed in these professions or any applicant for licensure who began graduate study prior to January 1, 2016, to take a six-hour continuing education course in suicide assessment, treatment, and management in order to renew his or her license. **Last Amended on 8/4/2014**

---

### Position

Support
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 2471</td>
<td>S. DEAD 8/15/2014-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. APPR. on 8/4/2014)</td>
<td>Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursement and withholding of retention proceeds. Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified. This bill would require a public entity, as defined, when authorized to order changes or additions to the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and no later than 60 days after the extra work is performed and documentation has been submitted, as specified. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra work. The bill would require prejudgment interest to accrue on any amount that this bill would require to be paid that the public entity fails to pay. The bill would also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill would require the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified.</td>
<td>Last Amended on 8/4/2014</td>
</tr>
</tbody>
</table>
### Peninsula Corridor Joint Powers Board
#### State Legislative Matrix as of 9-25-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 2650</strong></td>
<td>A. DEAD</td>
<td>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. 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 billion in general obligation bonds for high-speed rail purposes and $950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds 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 a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the state's freight plan. The bill would make no changes to the authorization under the bond act for issuance of $950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.</td>
<td></td>
</tr>
<tr>
<td>Bill ID/Topic</td>
<td>Location</td>
<td>Summary</td>
<td>Position</td>
</tr>
<tr>
<td>-------------</td>
<td>----------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>SB 556 Padilla D</td>
<td>S. ENROLLED 9/8/2014-Enrolled and presented to the Governor at 3 p.m.</td>
<td>Existing law specifies the authority of agents in dealing with 3rd persons. The Consumers Legal Remedies Act prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer, as defined, and authorizes specified remedies for a consumer who suffers damages as a result of the use of these methods, acts, or practices. This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform, on or after January 1, 2015, public health and safety labor or services for a public agency from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays specific disclosures. The bill would prohibit a public agency from requiring a person or employee of a nongovernmental entity providing public health and safety labor or services under contract with the public agency to wear a badge containing the logo of the public agency. The bill would also prohibit a nongovernmental entity providing public health and safety labor or services under contract with a public agency from requiring a person or its employee to wear a badge containing the logo of the public agency. This bill would define the term “public health and safety labor or services” to mean fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services. This bill would authorize that these provisions may be enforced by the Consumers Legal Remedies Act. <strong>Last Amended on</strong> 8/21/2014</td>
<td>Oppose</td>
</tr>
<tr>
<td>SB 674 Corbett D</td>
<td>S. ENROLLED 8/20/2014-Enrolled and presented to the Governor at 3:30 p.m.</td>
<td>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment 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. This bill would instead exempt as “residential” a use consisting of residential units and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25% of the total building square footage of the project. This bill contains other related provisions and other existing laws. <strong>Last Amended on</strong> 1/6/2014</td>
<td></td>
</tr>
</tbody>
</table>
## Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 9-25-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 785</td>
<td>S. ENROLLED 9/4/2014-Enrolled and presented to the Governor at 11 a.m.</td>
<td>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws. Existing law also authorizes the formation of special districts, including the Marin Healthcare District and the San Diego Unified Port District. This bill would repeal those authorizations, and enact provisions that would authorize, until January 1, 2025, the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize, until January 1, 2025, the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital, and would authorize the San Diego Unified Port District to use the design-build procurement process for the construction of a building or buildings and improvements directly related to the construction of a building or buildings that exceed $1,000,000. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <strong>Last Amended on 8/22/2014</strong></td>
<td>Support</td>
</tr>
</tbody>
</table>
| SB 792        | S. ENROLLED 9/9/2014-Enrolled and presented to the Governor at 11 a.m. | Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds. This bill would require a public entity that awards a contract for construction, alteration, demolition, installation, repair, or maintenance work after January 1, 2017, that is paid for in whole or in part with state funds, to require contractors and subcontractors performing corrosion prevention and mitigation work to comply with specified standards to be adopted by the Director of the Department of Industrial Relations in consultation with the Department of Toxic Substances Control. The bill would also exempt work on sheet metal and ventilation systems and plumbing and piping systems, and precast concrete work that is performed offsite, when the work is performed by specified persons, from the standards adopted under these provisions. This bill contains other related provisions and other existing laws. **Last Amended on 8/30/2014** | }
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 901</td>
<td>S. DEAD</td>
<td>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. 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, statewide general election, provides for the issuance of $9.95 billion in general obligation bonds for high-speed rail and related rail purposes. This bill, subject to voter approval, would amend the bond act to provide that no further bonds shall be sold for high-speed rail and related rail purposes, and would also explicitly authorize the net proceeds received from outstanding bonds issued and sold prior to the effective date of these provisions, upon appropriation, to be redirected from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill would direct the Secretary of State to submit these provisions to the voters on the ballot of the November 4, 2014, statewide general election. This bill contains other related provisions.</td>
<td></td>
</tr>
<tr>
<td>Bill ID/Topic</td>
<td>Location</td>
<td>Summary</td>
<td>Position</td>
</tr>
<tr>
<td>--------------</td>
<td>----------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>SB 902</strong>&lt;br&gt;Vidak R</td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. T. &amp; H. on 4/23/2014)</td>
<td>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. Before adopting a resolution of necessity, existing law requires a public entity to determine the fair market value of the property to be acquired and to offer that amount to the owner of the property. This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the property, and the anticipated time of receipt of those funds, and declares that the authority, or the board, has offered to purchase the property at not less than the fair market value or the amount necessary to discharge the liens against the property, as described, whichever is greater. The bill would require the authority or the board to be responsible for compliance with any environmental protection laws or regulations that are applicable to the property it acquires pursuant to eminent domain. This bill contains other related provisions. <strong>Last Amended on 4/7/2014</strong></td>
<td>Oppose</td>
</tr>
<tr>
<td><strong>SB 903</strong>&lt;br&gt;Vidak R</td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. T. &amp; H. on 4/23/2014)</td>
<td>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system, including the power to acquire rights-of-way through purchase or eminent domain. Existing law, 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 purposes, creates the High-Speed Passenger Train Bond Fund, and requires that moneys in the fund be made available to the authority for expenditures, among other things, related to the acquisition of interests in real property and rights-of-way and the development and construction of the high-speed rail system. This bill would require the authority, with regard to real property acquired by it and from moneys available for expenditure by it from the fund, to annually pay to the county in which the real property is located an amount equal to the property tax equivalent, as defined. This bill contains other related provisions. <strong>Last Amended on 4/7/2014</strong></td>
<td>Oppose</td>
</tr>
</tbody>
</table>
### SB 904
**Vidak R**

**High-speed rail: private property: owner consent.**

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 904</td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. T. &amp; H. on 4/23/2014)</td>
<td>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law, for any project along the high-speed rail network, authorizes the authority to contract with the Department of Transportation to perform specified project design services, including construction inspection services. This bill would require the authority to require that any employee of the authority, or any employee working for a public or private entity that has contracted with the authority, prior to entering onto any privately owned property, identify himself or herself to the property owner and obtain the consent of the property owner, as specified. This bill contains other related provisions. <strong>Last Amended on 4/7/2014</strong></td>
<td>Oppose</td>
</tr>
</tbody>
</table>

### SB 969
**DeSaulnier D**

**Public works.**

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 969</td>
<td>S. ENROLLED 8/28/2014-Enrolled and presented to the Governor at 10 a.m.</td>
<td>Existing law generally defines &quot;public work&quot; as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency’s Internet Web site, related to the duties of the peer review group. This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a &quot;megaproject&quot; as a transportation project with total estimated development and construction costs exceeding $2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. The bill would require the agency administering a megaproject to make available to the public via its Internet Web site a list of all engineers in responsible charge of work related to the megaproject. Because this bill would require local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <strong>Last Amended on 8/19/2014</strong></td>
<td></td>
</tr>
</tbody>
</table>
## Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 9-25-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SB 990</strong></td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. T. &amp; H. on 4/29/2014)</td>
<td>Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. This bill would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions.</td>
<td></td>
</tr>
<tr>
<td><strong>SB 1064</strong></td>
<td>S. ENROLLED 8/28/2014-Enrolled and presented to the Governor at 4:30 p.m.</td>
<td>Existing law provides that the Public Utilities Commission has certain responsibilities for the inspection, surveillance, and investigation of the rights-of-way, facilities, equipment, and operations of railroads, including public mass transit guideways, and for enforcement of state and federal laws, regulations, orders, and directives relative to rail safety. This bill would enact similar provisions applicable to NTSB safety recommendations and Federal Transit Administration (FTA) safety advisories concerning rail facilities. With respect to natural gas pipelines, if the commission receives a correspondence from the NTSB that indicates that a recommendation of the NTSB has been closed following an action that the NTSB finds unacceptable, the bill would require this fact to be noted in the annual report submitted to the Legislature. This bill contains other related provisions and other existing laws.</td>
<td></td>
</tr>
<tr>
<td><strong>Vidak R</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Hill D</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Last Amended on 4/21/2014

Last Amended on 4/8/2014
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 1077 DeSaulnier D</td>
<td>S. ENROLLED 9/4/2014-Enrolled and presented to the Governor at 11 a.m.</td>
<td>Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. This bill would require the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. The bill would also authorize the technical advisory committee to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the technical advisory committee to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the technical advisory committee, to implement a pilot program to identify and evaluate issues related to the potential implementation of an RUC program in California by January 1, 2017. The bill would require the agency to prepare and submit a report of its findings to the technical advisory committee, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2018, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2019.</td>
<td></td>
</tr>
<tr>
<td>Bill ID/Topic</td>
<td>Location</td>
<td>Summary</td>
<td>Position</td>
</tr>
<tr>
<td>--------------</td>
<td>----------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------</td>
</tr>
</tbody>
</table>
| **SB 1156** Steinberg D  
California Carbon Tax Law of 2014. | S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. G. & F. on 3/6/2014) | 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 the use of market-based compliance mechanisms. This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions. | Support |
| **SB 1183** DeSaulnier D  
Vehicle registration fees: surcharge for bicycle infrastructure. | S. CHAPTERED 9/20/2014-Chaptered by Secretary of State - Chapter 516, Statutes of 2014. | Existing law provides for the imposition of registration fees on motor vehicles, including additional, specified fees imposed by local agencies for transportation-related purposes. This bill would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than $5 for bicycle infrastructure purposes until January 1, 2025. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions. This bill contains other related provisions. | Support |
## Peninsula Corridor Joint Powers Board

### State Legislative Matrix as of 9-25-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
</table>
| **SB 1204** Lara D  
California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. | S. CHAPTERED 9/21/2014-Chaptered by Secretary of State - Chapter 524, Statutes of 2014. | Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, commonly known as cap and trade revenues, to be deposited in the Greenhouse Gas Reduction Fund, and to be used, upon appropriation by the Legislature, for specified purposes.  
This bill would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the state board, in conjunction with the State Energy Resources Conservation and Development Commission. The bill would require the state board, in consultation with the commission, to create an annual framework and plan, and to develop guidance through the existing Air Quality Improvement Program funding plan process for implementation of the program.  
**Last Amended on 8/22/2014** |  |
| **SB 1350** Lara D  
Baby diaper changing accommodations. | S. VETOED 9/19/2014-Vetoed by the Governor | Existing law requires publicly and privately owned facilities where the public congregates to be equipped with sufficient restrooms to meet the needs of the public at peak hours.  
This bill would require the California Building Standards Commission to develop and adopt standards governing the installation of baby diaper changing accommodations for restroom facilities in a place of public accommodation, as specified. The bill would require the commission to require, when developing the building standards, that any place of public accommodation that installs a baby diaper changing accommodation ensures that the accommodation is equally available or provided regardless of the gender for which the restroom facilities are designed. This requirement would only apply under specified circumstances, including when there is construction of a new restroom or substantial renovation of a restroom, as specified. The bill would authorize the commission, in adopting this standard, to consult with the State Architect, the Department of Housing and Community Development, the Office of Statewide Health Planning and Development, and other interested parties. The bill would also authorize the commission to expend funds from the Building Standards Administration Special Revolving Fund, upon appropriation as specified, for the development and adoption of these standards. This bill contains other existing laws.  
**Last Amended on 5/5/2014** | |

Page 15 of 17
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SB 1368</strong></td>
<td>S. CHAPTERED 9/9/2014-Chaptered by Secretary of State - Chapter 315, Statutes of 2014.</td>
<td>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied. This bill would also authorize the commission to relinquish a park-and-ride lot to a transit district or a joint powers authority formed for purposes of providing transportation services, in the manner described above. <strong>Last Amended on 6/16/2014</strong></td>
<td>Support</td>
</tr>
<tr>
<td><strong>SB 1433</strong></td>
<td>S. ENROLLED 9/8/2014-Enrolled and presented to the Governor at 4 p.m.</td>
<td>The Local Agency Public Construction Act until January 1, 2015, authorizes a transit operator, as defined, to enter into a design-build contract, as specified. Existing law requires certain information submitted in this regard to be provided under penalty of perjury. This bill would extend the authorization for a transit operator to enter into a design-build contract until January 1, 2017. Because the bill would expand the crime of perjury, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <strong>Last Amended on 8/22/2014</strong></td>
<td>Support</td>
</tr>
<tr>
<td><strong>SCA 4</strong></td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. APPR. on 8/29/2013)</td>
<td>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes. <strong>Last Amended on 8/28/2013</strong></td>
<td>Support</td>
</tr>
<tr>
<td>Bill ID/Topic</td>
<td>Location</td>
<td>Summary</td>
<td>Position</td>
</tr>
<tr>
<td>--------------</td>
<td>----------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>SCA 8</strong> Corbett D</td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. APPR. on 8/29/2013)</td>
<td>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes. <strong>Last Amended on 5/21/2013</strong></td>
<td>Support</td>
</tr>
<tr>
<td><strong>SCA 9</strong> Corbett D</td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. APPR. on 6/27/2013)</td>
<td>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. <strong>Last Amended on 5/21/2013</strong></td>
<td>Support</td>
</tr>
<tr>
<td><strong>SCA 11</strong> Hancock D</td>
<td>S. DEAD 8/31/2014-Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. APPR. on 6/27/2013)</td>
<td>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property. This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. <strong>Last Amended on 5/21/2013</strong></td>
<td>Support</td>
</tr>
</tbody>
</table>