AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

July 3, 2014 – Thursday

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 Special Meeting of June 5, 2014
   b) Approval of Minutes of Regular Meeting of June 5, 2014
   c) Authorize Executing a Funding Agreement with the City of San Mateo to Provide $100,000 for the Hillsdale Station Capital Plan
   d) Authorize Executing a Construction and Maintenance Agreement with the Santa Clara Valley Transportation Authority and a First Amendment to Grant of Easement and Agreement Over a Portion of the Caltrain Corridor Near the Mountain View Caltrain Station

RESOLUTIONS

5. Chairperson’s Report

6. Report of the Citizens Advisory Committee

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

INFORMATIONAL

8. Acceptance of Statement of Revenues and Expenses for May 2014

MOTION

9. Authorize Adoption of Revised Codified Tariff, Adoption of Findings for a Statutory Exemption Under California Environmental Quality Act, and Approval of Associated Title VI Equity Analysis

RESOLUTION

10:00 a.m.
10. Authorize Amendment to Increase the Fiscal Year 2014 Capital Budget in the Amount of $55,107,383 for a Total Capital Budget of $259,022,333  
RESOLUTION

11. Authorize Award of Contract to Ventek Transit, Inc. to Provide Repair Service for MEI/Sodeco(BNA57P) Bill Note Acceptors for a Total Estimated Cost of $235,290 for a Five-Year Term  
RESOLUTION

12. Authorize Award of Contracts to Public Financial Management, Inc., Ross Financial, Nancy Whelan Consulting, LLC, Ernst & Young Infrastructure, Macias Consulting Group, Inc., KPMG LLP, and Williams, Adley & Company-CA, LLP to Provide On-Call Financial Consulting Services in an Aggregate Estimated Not-to-Exceed Amount of $3.2 Million for a Five-Year Term  
RESOLUTION

13. Authorize Amendment of Contract with Parking Company of America Management, LLC for Contracted Bus Shuttle Service to Extend on a Month-to-Month Basis for an Estimated Amount of $3,390,220 for a Maximum Term of One Year  
RESOLUTION

14. Legislative Update  
INFORMATIONAL

15. Caltrain Service for Levi’s® Stadium Events  
INFORMATIONAL

16. Metropolitan Transportation Commission Transit Sustainability Project Progress Update  
INFORMATIONAL

INFORMATIONAL

18. Correspondence

19. Board Member Requests

20. Legal Counsel Report

21. Date/Time of Next Meeting: Thursday, August 7, 2014, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA  94070

22. Adjourn
INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the 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 special meeting to order at 9:35 a.m. and led the Pledge of Allegiance.

David Miller, Legal Counsel, said this special meeting is to conduct a closed session prior to the regular meeting to discuss a matter of potential litigation.

**Closed Session: Conference with Legal Counsel – Potential Litigation – Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(b) (One Potential Case)**

Adjourned to closed session at 9:36 a.m.

Reconvened to open session at 9:52 a.m.

Mr. Miller said the special meeting is in reference to item 12 on the regular meeting agenda. At the time the agenda was published, proposed change orders had been negotiated for the San Bruno Grade Separation Project as publicly reported in the regular agenda packet. Subsequent to posting the agenda, staff and legal counsel engaged in further discussions with the construction contractor with respect to potential claims in addition to the change orders that are referenced in the regular meeting agenda packet. As a result of those discussions, an agreement was reached, subject to Board approval.

Mr. Miller said as a result of the closed session and the report from Chuck Harvey, Deputy CEO, a new resolution is before the Board that increases the Executive Director’s change order authority to $5,978,000. This is to facilitate not only the change orders referenced in the regular meeting agenda report, but an additional $1.4 million in claims. Mr. Miller noted that the claims sought by the contractor were considerably in excess of $1.4 million. This action will allow for a full release of all claims and potential
claims from the construction contractor and allow the project to be completed in an orderly fashion with no new claims.

Authorize increase in the Executive Director’s Change Order Authority for Additional Work Required for the San Bruno Grade Separation Project and amend the Fiscal Year 2014 Capital Budget Accordingly

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

Adjourned at 9:55 a.m.
MEMBERS PRESENT: J. Cisneros, M. Cohen, J. Deal, R. Guilbault, A. Kalra, T. Nolan (Chair), A. Tissier, P. Woodward

MEMBERS ABSENT: K. Yeager


Chair Tom Nolan called the meeting to order at 10:00 a.m. and led the Pledge of Allegiance.

SWEARING IN OF ROSE GUILBAULT REPRESENTING SAMTRANS
JPB Secretary Martha Martinez administered the oath of office to Director Guilbault.

PUBLIC HEARING FOR PROPOSED CHANGES TO THE CODIFIED TARIFF
Chair Nolan said at this time the Board will conduct a public hearing to consider proposed changes to the Caltrain Codified Tariff to become effective as early as August 1, 2014.

Ms. Martinez said the public information campaign for today’s public hearing began after the April 3, 2014 Board action to call for the public hearing. Notices were published in El Observador, the Examiner, Gilroy Dispatch, San Jose Mercury News, San Francisco Chronicle, and Sing Tao. The public hearing was also publicized through the JPB’s printed agendas, Take Ones on the trains, flyers posted at stations, electronic message signs at stations, Tweets, Facebook postings, the Caltrain Connection newsletter, the Caltrain website, conductor announcements, and a news release. Ms. Martinez said staff conducted four community meetings: May 17 at the Gilroy Library where there were zero attendees; May 20 at the Mountain View City Hill where there were zero attendees; May 20 at Caltrain Headquarters in San Carlos where there were two attendees; and May 21 at the San Francisco Caltrain Station, under the clock, where there were zero attendees. A presentation was also given to the JPB Citizens Advisory Committee (CAC). To date, two comments have been received.

Rita Haskin, Executive Officer, Customer Service and Marketing, said staff is recommending four changes to the Codified Tariff:

1. The parking change would be effective August 1 and would provide the Executive Director with the authority to charge parking fees of up to $25 at
stations impacted by special events at the San Mateo Event Center and professional venues.

2. Expand the youth pass eligibility age to 18 years effective January 1, 2015.

3. Increase the cost of the Go Pass Program effective October 5, 2014 from $165 to $180 per participant and to $190 per participant in 2016.

4. Increase the cost of one-way paper tickets by 25 cents, effective October 5, 2014.

Staff was not surprised with the poor attendance at the public meetings because the changes are not big. The public can comment via email, mail or phone. Staff will be back at the July 3 meeting for action.

Public Comment
Adina Levin, Friends of Caltrain, said they support the changes. As an individual she said it may not be useful to raise the cost of the paper tickets because it penalizes people who do not want to use Clipper when purchasing a Day Pass.

Roland Lebrun, San Jose, said you cannot make a Day Pass work on Clipper.

Andy Chow, Redwood City, said he is concerned with the price of the paper tickets being raised. Caltrain should wait until there are new ticket vending machines (TVMs) before this is implemented.

Jeff Carter, Millbrae, said he does not support the increase in the cost of paper tickets until Clipper flexibility is available at the stations.

David Miller, Legal Counsel, said staff has presented the purpose of the hearing. The public has been afforded an opportunity to comment on the proposed changes and all legal requirements have been satisfied.

The Board closed the public hearing.

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

Chair Nolan said the Board will consider this item at the July 3 meeting.

Director Jerry Deal asked if people will have to pay the higher parking rate if they park at the Mountain View Station and are not attending an event at Levi’s Stadium. Ms. Haskin said the same situation occurs at the San Jose Diridon Station. The SAP Pavilion takes over the parking lot about two hours before an event starts. Anyone who is already in the lot before the takeover is fine with the fee they paid. Those who enter after the takeover have to pay the higher fee. Customers could go to an adjacent station and still pay the $5 dollar fee or use their monthly parking pass.
Director Guilbault asked when the Clipper fare machines will be available at the stations. Ms. Haskin said staff has done some cost analysis and it doesn’t make sense to go ahead with it right now because the new machines will not be out until 2019. There are a number of ways to get a card or load a card. There is a vast retail network, cash can be loaded at any Bay Area Rapid Transit (BART) station, and there are Clipper add-value machines at the San Francisco and San Jose Caltrain stations and the Santa Clara Valley Transportation Authority (VTA) station across from the Caltrain Mountain View Station.

PUBLIC COMMENT
Roland LeBrun, San Jose, said there are a couple of places where the tracks are severely deranged. One is in the Sunnyvale area and when travelling on a gallery train there is a violent jerk to the right. He said that one day there is going to be a derailment. The other location is on Main Track One between Tamien and Diridon. He said at some point staff needs to issue a Request for Proposal (RFP) for an automated track geometry measurement system.

Greg Conlon, Atherton, said Watkins Avenue is one of two dangerous intersections in Atherton that has over 90 trains passing through each day. This week, the Atherton Rail Committee unanimously passed a resolution for the Board to fund up to $1 million for quad gates at this location. At the June 4 Atherton Town Council meeting they put a placeholder for $100,000 to start the funding. He said he is here today to request funding from the county or the JPB to get to the million dollars.

Jeff Carter, Millbrae, said he is sorry to hear of the passing of former employee Jim Gallagher. He would like to hear an update on the Predicative Arrival Departure System.

Paul Jones, Atherton, said on April 3 the Union Pacific sent a letter to Jeff Morales, Chief Executive Officer, California High-speed Rail Authority. Among the issues raised in the letter is the railroad’s concern about interference of electronic fields of the 25,000 volt catenary to their train control and signaling systems.

Approval of Minutes of May 1, 2014
The minutes were removed from the consent calendar.

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

CONSENT CALENDAR
a. Authorize Execution of Contracts of More than $100,000 for Information Technology License Renewals, Maintenance Services and Professional services for Fiscal Year 2015 for an Aggregate Not-to-Exceed Amount of $500,000
b. Authorize Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs for Fiscal Year 2015 for an Aggregate Not-to-Exceed Amount of $1 Million

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

CHAIRPERSON’S REPORT
Chair Nolan said Mr. Gallagher will be greatly missed.

REPORT OF THE CAC
Adina Levin, Vice Chair, CAC, said at the May 21 meeting the committee received updates on Caltrain’s incident response procedures and Strategic Plan.

REPORT OF THE EXECUTIVE DIRECTOR
Proclamation Declaring June 19th as Dump the Pump Day
Michael Scanlon, Executive Director, said this will be the 9th annual American Public Transportation Association’s Dump the Pump Day. This year staff is asking local elected officials and Board members to make a commitment to use public transportation on June 19. Staff will be joining a national conversation via social media on the day.

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

The proclamation was presented to Adrienne Etherton, Executive Director, Sustainable San Mateo County.

Ms. Etherton thanked the Board and staff for their work in keeping the region moving and offering alternatives beyond driving. She said that Sustainable San Mateo County is dedicated to improving the economy, environment, and social equity of the county through information and inspiration.

Mr. Scanlon continued:
- Key Caltrain Performance Statistics April 2014 compared to April 2013.
  - Monthly Performance Statistics:
    - Total Ridership was 1,474,751, an increase of 9.1 percent.
    - Average Weekday Ridership (AWR) was 55,269, an increase of 9.1 percent.
    - Total Revenue was $6,555,780, an increase of 10.3 percent.
    - On-time Performance (OTP) was 88.8 percent, a decrease of 5.9 percent.
    - Caltrain Shuttle Ridership was 9,291, an increase of 35.6 percent.
  - Year-to-date Performance Statistics
    - Total Ridership was 13,931,291, an increase of 8.9 percent.
    - AWR was 52,450, an increase of 8.7 percent.
• Total Revenue was $61,053,377, an increase of 8.5 percent.
• OTP was 92.3 percent, an increase of 1 percent.
• Caltrain Shuttle Ridership was 8,223, an increase of 1.6 percent.
• The Bicycle Advisory Committee met on May 15. Presentations were given on annual passenger counts and the Bicycle Access and Parking Plan.
• Special service:
  o Bay to Breakers northbound ridership decreased 23 percent, but southbound ridership increased 44 percent. Northbound special service was eliminated at the Santa Clara Station in the morning and alcohol was prohibited on special trains.
  o Sunday service was provided on Memorial Day, Monday, May 26, but extra service was added for Giants baseball.
  o Giants’ baseball ridership is up 10 percent year-to-date, just under 220,000 additional riders.
  o San Jose Earthquakes will be playing at Stanford Stadium on June 28. Extra stops will be made before and after the game at the Stanford Station.
  o Gay Pride weekend is June 28 and 29 and extra capacity will be added.
  o A Sunday schedule with extra service post-fireworks will be added on July 4.
  o Staff continues to work with VTA on Levi’s Stadium planning. Extra service will be provided to Mountain View where passengers will transfer to the VTA light rail.
• A big community celebration was held on May 10 for the opening of the San Bruno Caltrain Station.
• The Quint Street Bridge repair was completed in May and the maximum speed has been raised to 45 miles per hour.
• There will be a schedule change on October 15. Staff is working on an analysis that will shift some peak trains and add some time because of the San Mateo Bridges Replacement Project.

Caltrain Modernization (CalMod) Update
Marian Lee, Executive Officer, CalMod, said the Communications-based Overlay Signal System/Positive Control (CBOSS/PTC) Project continues with installation work in the southern corridor between San Jose and Redwood City. Work has begun in the Dumbarton spur area to connect the system to the backup control facility located in Menlo Park. No complaints have been received since the May meeting.

Ms. Lee said that last month staff released a Request for Qualifications (RFQ) for the electrification system and a Request for Information from potential vehicle manufacturers. Both efforts will provide staff the ability, in a transparent and fair way, to have early conversations with the potential builders. This will provide information that will help shape the eventual release of the Request for Proposal (RFP) from the design-build team. The RFP is scheduled to be released in early 2015.

Ms. Lee said the Local Policy Maker Group (LPMG) meets every other month and is made up of elected officials from the 17 cities and three counties that will be directly
impacted by the electrification project. The group met on May 22 and staff provided them with information on the securing of key members of the owner’s team and the upcoming procurement schedule. Staff also presented the Strategic Plan (Plan) and laid out the draft objectives. The LPMG expressed concern with the growing ridership, capacity issues, and station improvements. The Plan discusses supporting the ongoing services of the rail tenants, including freight, and the group would like this highlighted more in the Plan. A presentation was given on having longer trains for the Caltrain system. The idea of longer trains is a strategy to provide more seats, but still keep intact the commitment to high-speed rail (HSR) and providing them with a sufficient number of slots. Ms. Lee said there are cost implications for getting more electric multiple units beyond what will be purchased for the electrification project, and the subsequent requirement to lengthen existing platforms.

Rich Walters, Consultant, ICF International, said he is leading the CalMod group for the Environmental Impact Report (EIR) for the electrification project. The 60-day comment period closed on April 29 and approximately 230 letters were received containing about 1,500 comments. Some of the key themes were explaining the relationship between this project and HSR, environmental review of the electrification project versus subsequent environmental review of HSR service on the Caltrain corridor, the aesthetics of the overhead contact system, impacts of tree removal, noise, localized traffic impacts, freight, overhead height concerns, bike capacity, right of way tracks, funding, and what benefits of the project should be included in the final EIR. Staff is targeting a Final EIR in early November with Board certification and adoption of the project in December 2014.

Public Comment
Adina Levin, Friends of Caltrain, said there is a potential ballot measure in Santa Clara County to raise money for transportation. The two biggest items are funding for the BART extension to Silicon Valley and Caltrain.

Roland Lebrun, San Jose, said he was on the San Francisco Municipal Railway on June 2 and 3 and there were people trying to get to Sunnydale, but trains were being turned around at 4th and King streets. There should be an agreement with Caltrain that people should be able to ride to the Bayshore Station. He said staff needs to be reminded that an EIR is a legal document and if there are suggestions or alternatives that cannot be ignored.

Greg Conlon, Atherton, said grade separations are being proposed in Palo Alto and Menlo Park and he is not sure if electrification can be completed unless these separations are considered. He said the ultimate solution is trenching between the six to eight intersections in Palo Alto, Menlo Park and Atherton. The time to look at this is now and not later.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR APRIL 2014
Gigi Harrington, Deputy CEO, said April revenues are over budget by $2.5 million and on the expense side there is $4.2 million in savings. Ms. Harrington said fuel was $3.08 per gallon last week and year-to-date is $3.06 per gallon. The JPB received $10,000 in April
from the fuel hedge and year-to-date has received $202,000. She said the economic environment has changed and there are problems with placing the fuel hedge this year.

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

Director Ash Kalra left at 10:59 a.m.

ADOPTION OF THE FISCAL YEAR 2015 OPERATING BUDGET IN THE AMOUNT OF $125,736,026
Ladi Bhuller, Director, Budgets, said at the May Board meeting staff presented a balanced Fiscal Year (FY) 2015 preliminary Operating Budget. The budget presented today is unchanged. Staff Coordinating Council recommends adoption of the FY2015 budget.

Public Comment
Adina Levin, Friends of Caltrain, said she is happy to see a balanced FY2015 Operating Budget.

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

Director Kalra returned at 11:01 a.m.

LEGISLATIVE UPDATE
State Update
Seamus Murphy, Director, Government and Community Affairs, said the Legislature is considering three Cap and Trade proposals. Staff supports President Pro Tem Daryl Steinberg's (D-Sacramento) proposal for a long-term ongoing Cap and Trade Revenue Allocation Program. It guarantees transit will get 25 percent of the funding through the life of the program. It also includes a 15 percent allocation for high-speed rail and a 5 percent allocation for inter-city rail providers. Staff would support a proposal to make the 5 percent component available for commuter-rail providers as well.

Mr. Murphy said the Senate and Assembly have approved basic Cap and Trade plans, and the details about this proposal will get worked out in conference committee. One Bay Area representative, Senator Mark Leno (D-San Francisco), is a member of that committee.

Federal Update
Mr. Murphy said the Senate Appropriations Subcommittee has approved a 2015 spending bill that is $2.5 billion higher than the House version. It funds TIGER and New Starts programs where the House version significantly cuts discretionary programs. None
of the funding can be spent until a reauthorization proposal is available since Moving Ahead for Progress in the 21\textsuperscript{st} Century expires in October.

Mr. Murphy said a group of House Republican legislators are pushing for a short-term bailout of the surface transportation authorization programs. This funding would be provided through the elimination of U.S. Postal Service delivery on Saturdays, combined with a transfer of funding used for the Leaking Underground Storage Tank Program. This is not enough funding to support the Highway Trust Fund in the long term, but it is encouraging they are making an effort to address the deadlines coming up. In July, the Highway Trust Fund will run out of money.

\textbf{CAPITAL PROJECTS QUARTERLY STATUS REPORT – 3\textsuperscript{RD} QUARTER FISCAL YEAR 2014}

No discussion.

\textbf{Public Comment}

Roland LeBrun, San Jose, said on page 8, under Schedule for CBOSS/PTC, the data communication and base station was supposed to be in by January and hasn’t started. Under Issues, the final design completion is forecasted later than originally planned due to Federal Railroad Administration final design review comments. Fiberoptics installation production rate is lower than the original plan due to existing field conditions that boring crews have encountered. The second issue is on page 9, item six, “continue to address CBOSS functionality issues related to crossing activations.” He said that looking at the budget, the owners’ costs are up from $49.7 million to $57.8 million. This $8 million was compensated by procuring options and using contingency.

\textbf{CORRESPONDENCE}

No discussion.

\textbf{BOARD MEMBER REQUESTS}

Director Malia Cohen said she would like a copy of the data and findings for the track geometry car testing that Caltrain is doing.

\textbf{DATE/TIME/PLACE OF NEXT MEETING}

The next meeting will be Thursday, July 3, 2014, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2\textsuperscript{nd} Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

Adjourned at 11:08 a.m.
AGENDA ITEM # 4 (c)  
JULY 3, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

Marian Lee  
Executive Officer,  
Caltrain Modernization

SUBJECT: AUTHORIZE EXECUTING A FUNDING AGREEMENT WITH THE CITY OF SAN MATEO FOR THE HILLSDALE STATION CAPITAL PLAN

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to execute into an agreement with the city of San Mateo to provide $100,000 in funding to the city for the Hillsdale Station Capital Plan.

SIGNIFICANCE
The city of San Mateo is undertaking a study of the Hillsdale Station in conjunction with their grade separation efforts at 25th Avenue. The city will serve as the lead agency for the Hillsdale Station Capital Plan, and the Peninsula Corridor Joint Powers Board (JPB) will reimburse the city for up to half of the consultant contract, or $100,000, whichever is less.

BUDGET IMPACT
The $100,000 for the Hillsdale Station Project will come from funds previously allocated to the JPB by the San Mateo County Transportation Authority (TA).

BACKGROUND
The Hillsdale Station Capital Plan project is a joint effort between the city of San Mateo and the JPB to undertake a comprehensive plan for the station area, including parking and station access. The plan will be done in conjunction with the 25th Avenue Grade Separation Project which has received initial funding through the TA.

Prepared by: Éva Goode, Manager, Budgets 650.622.7914
RESOLUTION NO. 2014-

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

AUTHORIZING AGREEMENT WITH THE CITY OF SAN MATEO TO PROVIDE FUNDING FOR
THE HILLSDALE STATION CAPITAL PLAN

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) owns and operates the
commuter rail passenger service (Caltrain) between San Francisco Station and Gilroy
Station; and

WHEREAS, the city of San Mateo (City) is a municipality through which the
Caltrain service operates, including the Hillsdale Caltrain Station; and

WHEREAS, the parties desire to collaborate on a Hillsdale Station Capital Plan to
evaluate the station area, in conjunction with the planned grade separation at
25th Avenue, including station relocation, parking and access; and

WHEREAS, the City and the JPB have agreed to share the costs of the initial plan,
with the JPB’s share not to exceed $100,000; and

WHEREAS, the San Mateo County Transportation Authority has previously
programmed and allocated $100,000 to the JPB for this purpose; and

WHEREAS, the City will be the lead agency on the project, with assistance from
JPB staff as needed; and

WHEREAS, the Staff Coordinating Council recommends the JPB enter into an
agreement with the city of San Mateo to provide funding for the Hillsdale Station
Capital Plan.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Peninsula Corridor
Joint Powers Board hereby authorize the Executive Director, or his designee to execute
an agreement with the City of San Mateo to provide the above specified financial
assistance for the Hillsdale Station Capital Plan.

Regularly passed and adopted this 3rd day of July, 2014 by the following vote:

AYES:

NOES:

ABSENT:

___________________________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

__________________________
JPB Secretary
AGENDA ITEM # 4 (d)
JULY 3, 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
April Chan, Executive Officer, Planning and Development

SUBJECT: AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE A CONSTRUCTION AND MAINTENANCE AGREEMENT WITH THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY AND A FIRST AMENDMENT TO GRANT OF EASEMENT AND AGREEMENT OVER A PORTION OF THE CALTRAIN CORRIDOR NEAR THE MOUNTAIN VIEW CALTRAIN STATION

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director to execute a Construction and Maintenance Agreement and a First Amendment to Grant of Easement and Agreement, modifying an existing easement in favor of the Santa Clara Valley Transportation Authority (VTA), over a portion of the Caltrain corridor near the Mountain View Caltrain Station, at no cost to the VTA, provided the grant of easement is determined to be compatible with JPB’s currently anticipated needs for the site, and in a form acceptable to Legal Counsel.

SIGNIFICANCE
The Construction and Maintenance Agreement and accompanying easement will allow VTA to add an additional light rail track to increase the terminal capacity of its light rail system and enhance its connection with Caltrain. This work will improve service efficiency and accommodate future demand from the extension of Bay Area Rapid Transit service to Silicon Valley and events at the new Levi’s® Stadium.

BUDGET IMPACT
The existing easement (Original Easement) contains a requirement that, if the Joint Powers Board (JPB) determines that expansion or modification of Caltrain facilities requires removal of VTA improvements, VTA shall remove such improvements at no cost to the JPB. Staff proposes this requirement apply to the expanded facilities permitted pursuant to the First Amendment to Grant of Easement and Agreement (Easement Amendment).
JPB and VTA have entered into a Service Agreement through which the JPB is compensated for its costs supporting the VTA Double Track Project. VTA will continue to compensate JPB under the terms of the Construction and Maintenance Agreement and related documents.

BACKGROUND
In 2004, JPB granted VTA the Original Easement, which supported the construction of the light rail track within the Caltrain corridor as part of VTA’s Tasman Project. The Tasman Project also included construction of a new light-rail station next to the Mountain View Caltrain Station, creating a connection between the two systems. The Original Easement was granted at no cost to VTA on the basis of the contribution of the project to Caltrain ridership and a condition stating that if VTA’s facilities need to be moved to accommodate future Caltrain needs, VTA will be required to fund any such relocation costs.

In 2010, the VTA Board adopted the Light Rail Improvement Plan (Plan) to enhance the capacity, market-responsiveness, and operational efficiency of VTA’s light rail system. As part of the Plan, the subject Mountain View Double Track Project (Project) will add a second track over a distance of approximately 4,400 feet from Mountain View Station to VTA’s Whisman Station. The Project also includes construction of a storage track, realignment of up to 2,700 feet of Caltrain track between Evelyn Station and State Route 237 and relocation of a Caltrain block signal.

To support the Project, the parties will enter into a Construction and Maintenance Agreement to set forth the terms and condition under which VTA will construct its project on JPB’s property. The agreement will also set forth the long-term roles and responsibilities of each party with regard to maintenance of the facilities installed by VTA. Once the Project is complete and the precise location of the constructed facilities is known, the Easement Amendment will be executed to provide VTA with durable rights to support its new facilities.

The Original Easement is 100,769 square feet (SF). It is anticipated that approximately 29,000 SF of additional easement area will be required to accommodate the Project. Therefore the total area of the Easement Amendment will be approximately 130,000 SF, with the exact area to be determined after JPB and VTA agree on the final design of the Project. In addition, it is anticipated that VTA will temporarily need to use approximately 210,000 SF of JPB’s property to support construction of the Project.

For the past few months JPB staff has been working with VTA to review and approve VTA’s project design. The Caltrain Communications-based Overlay Signal System/Positive Train Control Project requires the portion of VTA’s work on JPB’s right of way to be completed by December 31, 2014. JPB staff is working closely with VTA with the goal of achieving design approval to support VTA’s award of a construction contract for Mountain View Double Track Phase 1 and Caltrain-related work by the VTA Board of Directors on August 7, 2014.
Before the Easement Amendment is granted, JPB staff must determine the Project is compatible with JPB’s currently anticipated needs for the site. Should JPB’s need change, the Easement Amendment will require that any changes to the facilities necessary to accommodate JPB will be at VTA’s sole cost and expense.

VTA is also addressing environmental compliance of the Project in two phases. Phase I is environmentally cleared, and VTA is in the process of completing the necessary environmental clearance for Phase II. The Executive Director will not take any action on the Construction and Maintenance Agreement or Easement Amendment, which apply to both Phase I and Phase II of the Project, until VTA has completed this review and will rely upon the determinations made by VTA in approving the documents on behalf of JPB. In order to allow the Project to move forward, JPB staff may provide VTA authorization to proceed with Phase I of the Project in the form of a right of entry permit, which can be issued by JPB staff. Staff will rely upon the determinations made by VTA with regard to Phase I in approving any such right of entry permit.

Prepared by: Brian W. Fitzpatrick, Manager, Real Estate and Property Development 650.508.7781
RESOLUTION NO. -

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

* * *

AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A CONSTRUCTION AND MAINTENANCE AGREEMENT WITH THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY AND A FIRST AMENDMENT TO GRANT OF EASEMENT AND AGREEMENT OVER A PORTION OF THE CALTRAIN CORRIDOR NEAR THE MOUNTAIN VIEW CALTRAIN STATION

WHEREAS, on January 28, 1997, the Peninsula Corridor Joint Powers Board (JPB) entered into a “Railroad Construction and Maintenance Agreement” (Agreement) with the Santa Clara County Transit District, predecessor to the Santa Clara Valley Transportation Agency (VTA), in order to facilitate the Tasman Corridor Light Rail Project (Tasman Project) by allowing for the construction of the light-rail track within the Caltrain corridor in Mountain View; and

WHEREAS, the Tasman Project also included construction of a new light rail station next to the Mountain View Caltrain Station, creating a connection between the two systems; and

WHEREAS, pursuant to the Agreement, in 2004 the JPB granted to VTA an easement for the light rail facilities that had been installed on JPB property as part of the Tasman Project (the Original Easement); and

WHEREAS, the Original Easement covered 100,769 square feet (SF) of the JPB’s right of way and was granted at no cost to VTA on the basis of the contribution of the Tasman Project to Caltrain ridership and a condition stating that if VTA’s facilities need to be moved to accommodate future Caltrain needs, VTA would be required to fund any such relocation costs; and

WHEREAS, in 2010, the VTA Board adopted its Light Rail Improvement Plan to enhance the capacity, market-responsiveness, and operational efficiency of VTA’s light
rail system and, as part of the plan, initiated the Mountain View Double Track Project (Project), which will add a second track over a distance of approximately 4,400 feet from Mountain View Station to VTA’s Whisman Station, construct a storage track, realign up to 2,700 feet of Caltrain track between Evelyn Station and State Route 237 and relocate a Caltrain block signal; and

WHEREAS, to support the Project, the parties propose to enter into a new Construction and Maintenance Agreement to set forth the terms and condition under which VTA will construct the Project on JPB’s property and to set forth the long-term roles and responsibilities of each party with regard to maintenance of the additional facilities installed by VTA; and

WHEREAS, after the Project is complete, and the precise location of the constructed facilities is known, the parties propose that the parties enter into a First Amendment to Grant of Easement and Agreement (the Easement Amendment), to provide VTA with durable rights to support its new facilities; and

WHEREAS, it is anticipated that approximately 29,000 SF of additional easement area will be required to accommodate the Project, making the total area of the Original Easement and Easement Amendment approximately 130,000 SF, with the exact area to be determined after JPB and VTA agree on the final design of the Project and JPB staff determines that the Project is compatible with JPB’s currently anticipated needs for the site; and

WHEREAS, it is anticipated that VTA will temporarily need to use and additional area of approximately 210,000 SF to support construction of the Project; and

WHEREAS, VTA is addressing environmental compliance of the Project in two phases: Phase I is categorically exempt from environmental review, while VTA is in the process of completing the necessary environmental clearance for Phase II; and
WHEREAS, in order to allow the Project to move forward, staff may provide VTA authorization to proceed with Phase I of the Project in the form of a right of entry permit, which can be issued by JPB staff; and

WHEREAS, staff recommends that the Board of Directors authorize the Executive Director to execute a Construction and Maintenance Agreement with the Santa Clara Valley Transportation Authority and a First Amendment to Grant of Easement and Agreement.

NOW, THEREFORE, BE IT RESOLVED the Peninsula Corridor Joint Powers Board of Directors hereby authorizes the Executive Director to execute a Construction and Maintenance Agreement with the Santa Clara Valley Transportation Authority and a First Amendment to Grant of Easement and Agreement over a portion of the Caltrain corridor near the Mountain View Caltrain Station, contingent upon VTA's satisfactory completion of the environmental clearance of Phase II, all in a form acceptable to legal counsel.

BE IT FURTHER RESOLVED 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 3rd day of July, 2014 by the following vote:

AYES:

NOES:

ABSENT:

____________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

____________________________
JPB Secretary
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS MAY 2014

The month of May brought Caltrain many ridership records. Both average weekday ridership (AWR) and total ridership in May 2014 were record highs. AWR was 57,170, which is an increase of 4,190 or 7.9 percent over May 2013 AWR of 52,980. The total number of passengers who rode Caltrain in May 2014 was 1,530,956 which is 6.4 percent more than in May 2013.

On-time performance (OTP) for May 2014 was 92 percent, which is above the 89.7 percent OTP for May 2013. When trains arriving within 10 minutes of the scheduled arrival time are included, May 2014 OTP rises to 96.9 percent. May 2014 OTP also improved over April 2014. This was largely due to the increase in speed on the Quint Street Bridge from 10 miles per hour (mph) to 30 mph on May 10 and from 30 mph to 45 mph on May 23.

Mechanical delays in May 2014 were 1,434 minutes, compared with 1,212 minutes in May 2013. There were two days when 100 percent of the trains operated on time. An additional ten days operated with 95 percent or better OTP.

Looking at customer service statistics, there were 10 complaints per 100,000 passengers in May 2014. This is lower than the 13.1 complaints in May 2013.

Shuttle ridership is up 34.3 percent from last year. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership increased 1.4 percent over May 2013. The Marguerite shuttles have improved the accuracy of their ridership reporting, which accounts for much of the ridership increase. For the station shuttles, the Millbrae-Broadway shuttle averaged 185 daily riders. The Belmont-Hillsdale shuttle averaged 71 daily riders. The weekend Tamien-San Jose shuttle averaged 70 riders per day.
Caltrain Promotions – May 2014

Giants – The San Francisco Giants were hot during May, and thousands of their fans took the cool way to the ballpark: Caltrain. With the continuing popularity of Caltrain, the rail agency can scale back its ridership promotions. The baseball service was publicized through “The AT&T Park Connection” brochure, which included Giants-provided photo of right-fielder Hunter Pence. Service information also was provided through a web button, dedicated web page, social media, inclusion in Caltrain Connection and Track the Fun, and a news release. Caltrain carried 99,148 additional customers for the 13 home games. Year-to-date ridership has increased 10 percent compared to last year.

Bay to Breakers – Caltrain’s special Bay to Breakers service continues to be popular with runners and those who just like to go to the race and experience its energy and wackiness. Staff promoted the special service to the race through Pandora ads, station flyer, Caltrain Connection newsletter, Track the Fun brochure, How to pre-buy a ticket video, web button and dedicated landing page, onboard take one, station electronic sign, news release, social media, through the Bay to Breakers organization’s website and e-newsletter. Marketing staff also reached out to Santa Clara University and Stanford University. The college students make up a good portion of the riders. Four pre-race trains carried 4,293 customers, and 2,558 customers rode the two post-race special trains.

Partnership – In May, Caltrain partnered with the Maker Faire in San Mateo. The popular event promoted Caltrain as a way to get to the event center, located adjacent to the Hillsdale station. Caltrain also collaborated with Sunset Magazine to promote taking transit to its annual Celebration Weekend in Menlo Park, which is served with a free shuttle from the train station. Events are generally promoted in the Track the Fun brochure, Caltrain Connection newsletter, through social media and news releases. The promoters also include Caltrain in their promotional materials and often will offer a discount on the entry fee to Caltrain customers.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing  650.508.6248
Catherine David, Senior Planner  650.508.6471
Table A

May 2014

<table>
<thead>
<tr>
<th></th>
<th>FY2013</th>
<th>FY2014</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>1,439,276</td>
<td>1,530,956</td>
<td>6.4%</td>
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<tr>
<td>Average Weekday Ridership</td>
<td>52,980</td>
<td>57,170</td>
<td>7.9%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$6,337,902</td>
<td>$6,783,163</td>
<td>7.0%</td>
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<tr>
<td>On-time Performance</td>
<td>89.7%</td>
<td>92.0%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>6,851</td>
<td>9,204</td>
<td>34.3%</td>
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</tbody>
</table>

Year to Date

<table>
<thead>
<tr>
<th></th>
<th>FY2013</th>
<th>FY2014</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>14,228,568</td>
<td>15,462,248</td>
<td>8.7%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>48,666</td>
<td>52,880</td>
<td>8.7%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$62,621,049</td>
<td>$67,836,540</td>
<td>8.3%</td>
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<tr>
<td>On-time Performance</td>
<td>91.3%</td>
<td>92.3%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>7,971</td>
<td>8,336</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

Graph A

Caltrain Average Weekday Ridership

<table>
<thead>
<tr>
<th></th>
<th>AWR</th>
<th>13-Month rolling average</th>
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<tbody>
<tr>
<td>May-13</td>
<td>52,980</td>
<td></td>
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<tr>
<td>Jun-13</td>
<td></td>
<td></td>
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<tr>
<td>Jul-13</td>
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<td>Aug-13</td>
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<td>Sep-13</td>
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<td>Oct-13</td>
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<td>Nov-13</td>
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<td>Dec-13</td>
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<td>Jan-14</td>
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<td>Feb-14</td>
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<td>Mar-14</td>
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<tr>
<td>Apr-14</td>
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<tr>
<td>May-14</td>
<td>57,170</td>
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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: Gigi Harrington
Deputy CEO

SUBJECT: STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD ENDING MAY 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 May 2014 and supplemental information.

SIGNIFICANCE
Revenue: For May of Fiscal Year 2014, Total Operating Revenue (line 7) is $2,999,135 or 4 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $2,241,454 or 3.4 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $6,252,627 or 8.8 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $4,492,916 or 4 percent. Total Operating Expense (line 36) is $3,288,146 or 3.5 percent better than budget. Total Administrative Expense (line 46) is $1,204,763 or 8.1 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $8,082,141 or 8.2 percent higher.

BUDGET IMPACT
There are no budget revisions for the month of May 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**  
**May 2014**

### Revenue

#### OPERATIONS:

1. Passenger Revenue
2. Parking Revenue
3. Shuttle Operations
4. Rental Income
5. Other Income

#### CONTRIBUTIONS:

6. JPB Member Agencies

#### EXPENSE:

7. Rail Operator Service
8. Rail Operator Service - Other
9. Security Services
10. Rail Operator Extra Work
11. Contract Operations & Maintenance
12. Fuel and Lubricants
13. Timetables and Tickets
14. Insurance
15. Facilities and Equipment Maint.
16. Utilities
17. Maint & Services-Bldg & Other

### Statement of Revenue and Expense

<table>
<thead>
<tr>
<th>MONTH</th>
<th>BUDGET</th>
<th>PRIOR ACTUAL</th>
<th>CURRENT ACTUAL</th>
<th>TOTAL OPERATING REVENUE</th>
<th>TOTAL OPERATING EXPENSE</th>
<th>% OF YEAR ELAPSED</th>
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<tr>
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<td>91.7%</td>
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<td>(AS PROJECTED)</td>
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### Net Surplus / (Deficit)

- **Net Surplus / (Deficit)**: (73,127) 10,348,416 0 0.0% 5,483,176 0.0%

---

"% 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) Reversal of Prior year accrual.
## PENINSULA CORRIDOR JOINT POWERS BOARD

**INVESTMENT PORTFOLIO**

**AS OF MAY 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>
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<tbody>
<tr>
<td>Local Agency Investment Fund (Restricted)</td>
<td>* Liquid Cash</td>
<td>0.228%</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Unrestricted)</td>
<td>* Liquid Cash</td>
<td>0.228%</td>
<td>24,508,305</td>
<td>24,508,305</td>
</tr>
<tr>
<td>County Pool (Unrestricted)</td>
<td>** Liquid Cash</td>
<td>0.560%</td>
<td>10,686,017</td>
<td>10,686,017</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.000%</td>
<td>4,286,635</td>
<td>4,286,635</td>
</tr>
<tr>
<td>Other (Restricted)</td>
<td>*** Liquid Cash</td>
<td>0.200%</td>
<td>22,115,794</td>
<td>22,115,794</td>
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</tbody>
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|                          |               |               |               |              |

**63,596,752**

$ 63,596,752

**Accrued Earnings for May, 2014**

$ 16,250.71

**Cumulative Earnings FY2014**

$ 189,881.95

* 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 May 2014 the amortized cost of the Total County Pool was $3,617,485,631.04 and the fair market value per San Mateo County Treasurer’s Office was $3,623,695,745.63.

*** 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.
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: AUTHORIZE ADOPTION OF REVISED CODIFIED TARIFF, ADOPTION OF FINDINGS FOR A STATUTORY EXEMPTION UNDER CEQA, AND APPROVAL OF ASSOCIATED TITLE VI EQUITY ANALYSIS

ACTION
The Staff Coordinating Council (SCC) recommends that the Board:

1. Adopt a revised Codified Tariff (Exhibit A) that:
   • Authorizes the Caltrain Executive Director to charge parking fees of up to $25 a day at impacted stations for special events at the San Mateo Event Center and professional sports venues, effective August 1, 2014.
   • Increases the cost of paper One-way tickets by 25 cents and Day passes by 50 cents, effective October 5, 2014.
   • Increases the cost of each Go Pass issued by $15 from $165 to $180 per participant, subject to a minimum participation level of $15,120, effective October 5, 2014.
   • Increases the cost of each Go Pass provided for travel beginning in 2016 to $190 per participant per year, subject to a minimum participation level of $15,960.
   • Expands the age of Youth from 17 years to 18 years, effective January 1, 2015.

2. Adopt findings necessary for application of a statutory exemption under the California Environmental Quality Act (CEQA).

3. Consider and approve the Title VI equity analysis for the adoption of the Caltrain Codified Tariff changes for the adjustments to the paper ticket fares and Youth age expansion (Exhibit B).

SIGNIFICANCE
The proposed changes would: allow Caltrain to participate in the special event parking market with its available parking assets; provide an incentive for paper ticket customers
to travel on Caltrain using the Clipper® card, a regional fare payment system; help move the Go Pass program toward revenue neutrality; and, by adjusting the youth age, allow Caltrain to align its youth fare with other Bay Area transit agencies’ youth fare products in the future.

BUDGET IMPACT
The proposed Codified Tariff changes are projected to generate increased revenue of up to $598,000 for Fiscal Year 2015.

BACKGROUND
The public outreach program regarding the proposed changes included four community meetings (in Gilroy, Mountain View, San Carlos and San Francisco), bilingual newspaper notices, a news release, station flyers, multilingual onboard messages to train riders, social media postings, a Caltrain Connection article, a presentation to the Caltrain Citizens Advisory Committee and a public hearing at the JPB’s June Board meeting. Information, including a red-line of the Caltrain codified Tariff, was posted to the Caltrain website. Caltrain staff also reached out to community-based organizations and companies participating in the Go Pass program. Staff established multiple ways for customers and the public to provide their input: at the community meetings, via a unique e-mail address, through the postal service, and with a call to the Customer Service Center’s general number or one for those with hearing impairments. A total of six comments were received.

The proposed change to the daily parking fee is in response to the opening of Levi’s Stadium and the proximity of other venues that may attract customers to Caltrain parking but not the train service. Authorizing the Executive Director to charge as much as $25 for daily parking would allow Caltrain to compete in the special event parking market.

Staff developed the proposed changes regarding the cost of the paper tickets in continuing response to Metropolitan Transportation Commission Resolution 3866. The proposed changes to paper ticket prices are intended to incentivize use of the Clipper fare payment system, which has been the focus of significant regional investment over the past decade.

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

Expanding the youth age to 18 is part of a regional fare coordination effort with Bay Area transit agencies to have a standard youth age.

An equity analysis of the increase in the cost of the paper tickets and the expansion of the youth age has been prepared to assess the potential effects on minority and low-income populations. The analysis is consistent with the Board-adopted policies on Title VI of the Civil Rights Act of 1964, and finds that the proposed amendments to the Codified Tariff would result in no disparate impact on minority passengers. The changes to the Day Pass and youth fares would present no disproportionate burden for low-income passengers, but the increase to the One-way paper ticket fare would
disproportionately burden low-income populations when measured against the Caltrain Title VI policies. However, in recognition of the regional policy to increase Clipper usage, the fact that no less discriminatory alternative exists, and the proposed mitigation set forth in the attached Title VI Equity Analysis, staff recommends adoption of these changes to the Caltrain Codified Tariff.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248
This tariff covers the sale of tickets, along with parking and bike locker fees, between San Francisco and Gilroy, California, and the intermediate stations on the Peninsula Commute Service ("Caltrain") right of way. For fares, refer to Chart “A.” For parking fees, refer to Chart “B.”

I. FARE CATEGORIES

A. FULL FARE

Full fares will apply to all customers 18-19 years of age or older except those who qualify for an Eligible Discount ticket. Fares published in this tariff are Full fares, except as otherwise shown herein for Eligible Discount fares.

B. ELIGIBLE DISCOUNT FARE

1. Qualifying customers for the Eligible Discount Fare shall pay one-half of the Full Fare, rounded down to the nearest $0.25 increment. A customer may qualify for the Eligible Discount Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

   a. 65 years of age or older.

   b. 17-18 years or younger.

   c. Current Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).

   d. Medicare Card.

   e. Regional Transit Connection (RTC) Discount Card, including Clipper cards that are designated as RTC Discount Cards. An RTC Discount Card marked with an attendant symbol indicates that the person with a disability may be accompanied by an attendant, who also will be eligible for the Eligible Discount Fare. Such attendant is not eligible for a discount fare when not accompanying the person with a disability and will not be issued an RTC Discount Card.
f. Valid transit discount card issued by another California transit agency, which is equivalent to the Regional Transit Connection Discount Card.

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

D. **CHILDREN FOUR YEARS OF AGE OR YOUNGER**
A child four years old or younger accompanied by a paying adult may ride Caltrain free of charge.

E. **SPECIAL PROMOTIONAL FARES**
From time to time, the Executive Director may authorize the establishment of special or promotional fares.

F. **GROUP TRAVEL DISCOUNT**
A 10 percent discount on regular cash fares will be provided to fare-paying groups of 25 or more that pre-purchase through the Caltrain Group Travel program.

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

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

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

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

Each one-way trip on an 8-ride Ticket is limited to use within four hours of the date and time validated by a platform Card Interface Device (CID) before boarding the train for each trip. The Clipper 8-ride Ticket also must be tagged at the CID at the alighting platform to properly account for the number of zones traveled for each trip.
D. MONTHLY PASS
Valid for use for the calendar month for which issued. Monthly passes will be honored for unlimited weekday trips between zones indicated on the ticket. On Saturdays, Sundays and holidays, the pass will be honored for unlimited trips between all zones. Purchasers of Monthly passes are eligible to purchase a monthly parking permit.

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

F. GO PASS
Valid for use within the calendar year for which issued. The Go Pass is an annual transit pass sold to universities and other employers for all of their students and/or employees that work more than 20 hours per week, with an option to have employees that work 20 hours or less per week and interns participate. The pass also is sold to residential complexes for all residents aged five years and older. The pass is a sticker affixed to a valid university, other employer or residential complex-issued photo identification card. The price of the pass is $165-180 per year and is honored for unlimited trips between all zones. The minimum participation amount is $13,750-15,120 per university, other employer or residential complex per year. Go Pass participants are eligible to purchase a monthly parking permit. Effective January 1, 2016, the price of the pass will be $190, and the minimum participation amount will be $15,960.

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

III. DESCRIPTION OF ZONES
The zone designations for Caltrain service are shown on Chart “A.”

IV. RATES OF FARE
The rates of fare for Caltrain service are shown on Chart “A.”

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

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

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

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

E. REFUNDS

1. One-way, Day Pass, 8-ride, and Zone Upgrade Tickets and Parking Permits
These tickets and parking permits are not subject to refund.

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

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

Monthly passes returned for a refund during the validity period will be refunded for the difference between the full fare paid and the value of the transportation furnished. The value of transportation furnished will be considered to be the value of two one-way fares per weekday up to the date the pass is surrendered for refund.

VI. MISCELLANEOUS

A. PARKING AT CALTRAIN STATIONS

1. Fees
Chart “B” reflects the parking fees at the Caltrain stations north of the Tamien Caltrain Station for each automobile or motorcycle. (Higher rates are charged at the San Jose Diridon Station during SAP Center events and other selected stations during evenings.) The Caltrain Executive Director may authorize charging parking fees of up to $25 a day at impacted stations for special events at the San Mateo Event Center and professional sports venues. From time to time the Executive Director may reduce or increase parking fees at individual stations in response to system needs and patterns, customer demand, and market considerations, provided the fees do not exceed $5 per day and $50 per month. Any such adjustments implemented by the Executive Director will be reflected in Chart “B” depicting the Caltrain Parking Fee Structure.

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

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

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

### C. **CHARTER POLICY**

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

2. **Cost Basis**
   Charter sponsors will pay by the train mile for all revenue miles on their trip. The current rate is about $47.50 per train mile and is based on data contained in JPB’s National Transit Database (NTB) submittal (formerly Section 15). The rate includes all operating cost items except depreciation and rent. JPB staff will adjust the rates within a +/-10 percent limit annually based on JPB’s NTD submittal. The rate is sufficient to cover deadheading costs, if any.

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

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

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

**VII. INTERAGENCY FARE MEDIA**

A. **SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (MUNI) MONTHLY PASS ADD-ON** – Note: Muni may be eliminating this pass in Fiscal Year 2015
   Caltrain Monthly Pass customers can purchase a Muni Monthly Pass through Clipper sales venues when purchasing a Caltrain Monthly Pass. This Muni Monthly Pass provides unlimited rides on all Muni buses and light rail. It is not accepted on cable cars. The price of the Muni Monthly Pass is set by Muni.
### Proposed Fare Adjustment

<table>
<thead>
<tr>
<th>Zone</th>
<th>Stations</th>
<th>Travel Within Any</th>
<th>TICKET</th>
<th>Current Fare via Ticket Machine</th>
<th>Current Fare via Clipper® Card</th>
<th>Proposed Fare via Ticket Machine effective 10/5/14</th>
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**Zone upgrade** - Adult: $2.00; Eligible Discount: $1.00 (available only at TVM)
# CALTRAIN PARKING FEE STRUCTURE

**Effective August 1, 2014**

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<thead>
<tr>
<th>Location</th>
<th>Daily</th>
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<td>San Jose Diridon</td>
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</table>

Customers with monthly parking permits MUST display them on the dashboard.

The Parking Fee applies to each automobile or motorcycle.

Higher rates are charged at the San Jose Diridon station during SAP Center events.

The Caltrain Executive Director may authorize charging parking fees of up to $25 a day at impacted stations for special events at the San Mateo Event Center and professional sports venues.
RESOLUTION NO. 2014 –

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

***

ADOPTING AN AMENDED AND RESTATED CODIFIED TARIFF, MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND ADOPTING THE ASSOCIATED TITLE VI ANALYSIS

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

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

WHEREAS, Staff Coordinating Council recommends the Board amend the Codified Tariff to:

1. Authorize the Caltrain Executive Director to charge parking fees of up to $25 a day at impacted stations for special events at the San Mateo Event Center and professional sports venues, effective August 1, 2014;
2. Increase the cost of paper One-way tickets by 25 cents and Day passes by 50 cents, effective October 5, 2014;
3. Increase the cost of each Go Pass issued by $15 from $165 to $180 per participant, subject to a minimum participation level of $15,120, effective October 5, 2014;
4. Increase the cost of each Go Pass provided for travel beginning in 2016 to $190 per participant per year, subject to a minimum participation level of $15,960; and
5. Expand the age of Youth from 17 years to 18 years, effective January 1, 2015; and

WHEREAS, under Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular C 4702.1B, the JPB is required to perform a Title VI Equity Analysis in conjunction with most fare changes to assess whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and
WHEREAS, on April 4, 2013, by Resolution No. 2013-21, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disproportionate effects on minority or low-income populations; and

WHEREAS, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the potential effects of adoption of the increased fares for One-way paper ticket and paper Day Pass, as well as expansion of the youth discount to include 18 year olds, concluding that (1) these changes would result in no disparate adverse impact on minority passengers, (2) the changes to the Day Pass and youth discount would not impose a disproportionate burden on low-income passengers, and (3) though the change to the One-way paper ticket fare would impose a disproportionate burden on low-income passengers, the proposed increase change fulfills a legitimate business purpose, there is no less discriminatory alternative available and mitigation will be pursued; and

WHEREAS, the purposes of the proposed amendments to the Codified Tariff include meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses, therefore exempting this action from the California Environmental Quality Act pursuant to Public Resources Code Section 21080(b)(8); and

WHEREAS, the JPB engaged in extensive public outreach including published notices and community meetings throughout the Caltrain service area to afford members of the public an opportunity to comment upon the fare change proposals outlined above.

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

1. Finds that the amendments to the Codified Tariff serve the purposes of meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses as referenced in the California Environmental Quality Act statutory exemption codified at Public Resources Code Section 21080(b)(8);

2. Approves the Title VI Equity Analysis of the Clipper Use incentives and expansion of the youth discount and finds, pursuant to Title VI of the Civil
Rights Act of 1964, that (1) these amendments to the Codified Tariff will not have a disparate adverse impact on minority populations, (2) the changes to the Day Pass and youth discount would not impose a disproportionate burden on low-income passengers, and (3) though the change to the One-way paper ticket fare would impose a disproportionate burden on low-income passengers, the proposed increase fulfills a legitimate business purpose, there is no less discriminatory alternative available and mitigation will be pursued;

3. Amends the Codified Tariff, as outlined in the recitals above; and

4. Adopts the amended Codified Tariff, attached as Attachment A and incorporated by this reference.

Regularly passed and adopted this 3rd day of July, 2014 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: AUTHORIZE AMENDMENT TO INCREASE THE FISCAL YEAR 2014 CALTRAIN CAPITAL BUDGET

ACTION
Staff Coordinating Council (SCC) recommends the Board increase the Fiscal Year (FY) 2014 Capital Budget in the total amount of $55,107,383:

- Electrification - $16,725,000
- Communications-based Overlay Signal System/Positive Train Control Project (CBOSS/PTC) - $37,482,383
- Guadalupe Bridge Replacement Project - $800,000
- Hillsdale Station Capital Plan - $100,000

The above changes would increase the authorized Fiscal Year (FY) 2014 Capital Budget from $203,914,950 to $259,022,333. This amendment will allow key projects to commence or continue until the FY2015 Capital Budget is brought forward for adoption.

SIGNIFICANCE
The FY2014 Caltrain Capital Budget is proposed to be amended as follows:

1. The funds will cover additional work on electrification, involving finalizing the environmental work and preparing for the design build contract bid and award, along with continued work on the development of specifications for the rolling stock replacement project.

2. The additional funds for the CBOSS/PTC project will fully fund the project through installation, testing and final acceptance.

3. The Guadalupe Bridge Replacement Project will replace and extend the Guadalupe River Bridge in San Jose in order to bring it up to seismic standards. The initial funding will allow staff to begin on design and environmental work.
4. The Hillsdale Station Capital Plan is a study of the Hillsdale Station area, including parking and access, being led by the city of San Mateo. The Peninsula Corridor Joint Powers Board (JPB) will contribute up to half, or $100,000, of the costs for the study, and will be funded from the San Mateo County Transportation Authority (TA).

**BUDGET IMPACT**
The funding for electrification and CBOSS/PTC projects will come from the Federal, State and local sources as outlined in the Early Investment Strategy Memorandum of Understanding. The $800,000 for the Guadalupe Bridge Replacement project will come from a mix of Federal and local member agency funds. The $100,000 for the Hillsdale Station Capital Plan will come from previously allocated TA Measure A funds. The above changes would increase the authorized FY2014 Capital Budget from $203,914,950 to $259,022,333, or an increase of $55,107,383.

**BACKGROUND**
Due to ongoing discussions regarding the funding and project prioritization for the FY2015 Capital Budget, the above projects are being amended into the FY2014 Capital Budget in order to allow them to continue uninterrupted.

The Board approved the FY2014 Capital Budget on June 6, 2013 under Resolution No. 2013-30 and subsequently amended it on January 9, 2014 and June 5, 2014 under Resolution Nos. 2014-06 and 2014-32, respectively. The amended Capital Budget provides an authorized total in the amount of $259,022,333. The JPB annually adopts a Capital Budget to accompany the Operating Budget. The purpose of the Capital Budget is to implement a balanced program of projects that gives the JPB the ability to meet its goals and objectives as set forth in the 10-year Short-range Transit Plan.

Prepared by: Éva Goode, Manager, Budgets 650.508.7914
## FY14 CALTRAIN CAPITAL BUDGET
Amendment #3 July 3, 2014

### Proposed Funding Plan

<table>
<thead>
<tr>
<th>Item #</th>
<th>PROJECT TITLE/DESCRIPTION</th>
<th>EST. TOTAL COST</th>
<th>PREVIOUSLY PROGRAMMED</th>
<th>CAPITAL BUDGET FY14</th>
<th>FUTURE NEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td><strong>SOGR</strong></td>
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<tr>
<td>1.1</td>
<td>TVM Replacement</td>
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<td>1.3</td>
<td>Systemwide Station Improvements</td>
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**Right of Way / Signal & Communications**

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<tr>
<th>Item #</th>
<th>PROJECT TITLE/DESCRIPTION</th>
<th>EST. TOTAL COST</th>
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<tr>
<td>1.5</td>
<td>Systemwide Track Rehab</td>
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<td>Marin Street &amp; Napoleon Ave Bridge Rebuild</td>
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<td>Railroad Communication System SOGR</td>
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<td>Upgrade of PA &amp; VMS Systems at Four Stations</td>
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**Rolling Stock**

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<tr>
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<th>PROJECT TITLE/DESCRIPTION</th>
<th>EST. TOTAL COST</th>
<th>PREVIOUSLY PROGRAMMED</th>
<th>CAPITAL BUDGET FY14</th>
<th>FUTURE NEEDS</th>
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<td>1.17</td>
<td>MP 36 SEP HEP Replacement</td>
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<td>Bombardier Car SOGR</td>
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<td>Procure Passenger Coaches</td>
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**CALTRAIN MODERNIZATION**

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<th>EST. TOTAL COST</th>
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<th>CAPITAL BUDGET FY14</th>
<th>FUTURE NEEDS</th>
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<tr>
<td>1.1</td>
<td>Rolling Stock Replacement</td>
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<td>2,204,205</td>
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<td>ABA Blended System Planning and Management</td>
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<td>1,515,000</td>
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<td>Electrification</td>
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<td>573,810</td>
<td>219,950,000</td>
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**LEGAL MANDATES AND REQUIRED ENHANCEMENTS**

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<tr>
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<th>PROJECT TITLE/DESCRIPTION</th>
<th>EST. TOTAL COST</th>
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<th>CAPITAL BUDGET FY14</th>
<th>FUTURE NEEDS</th>
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<tr>
<td>2.1</td>
<td>CEQ/AA PTC Project</td>
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**Total**

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<tr>
<th>Federal</th>
<th>State</th>
<th>Other</th>
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<tbody>
<tr>
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**TOTAL**

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<th>Federal</th>
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<th>Other</th>
<th>JPB</th>
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<tr>
<td>2,595,000</td>
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<td>3,575,000</td>
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### Operational Improvements/Enhancements

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<thead>
<tr>
<th>Project Description</th>
<th>Start/End</th>
<th>Final Design/Construction</th>
<th>Pre Eng</th>
<th>Final Design</th>
<th>Prop 1/8</th>
<th>Permit</th>
<th>Construction</th>
<th>Final Design/Construction</th>
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<th>Prop 1/8</th>
<th>Permit</th>
<th>Construction</th>
<th>Final Design/Construction</th>
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<tbody>
<tr>
<td>4.1 Dual Mode Communications</td>
<td>Final Des/Const</td>
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<td>242,000</td>
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<td>4.2 FY14 Right of Way Safety Fencing</td>
<td>Construction</td>
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<td>6,222,922</td>
<td>1,225,950</td>
<td>750,000 Prop 1/8</td>
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<td>1,225,950</td>
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<tr>
<td>4.3 Wireless Broadband on Commuter Train</td>
<td>Pre Eng</td>
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<td>4.4 Train Departure Monitors at Terminal Stations</td>
<td>Final Design</td>
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<tr>
<td>4.5 San Bruno Archway</td>
<td>Construction</td>
<td>1,700,000</td>
<td>500,000</td>
<td>1,200,000</td>
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<td></td>
<td>1,200,000 City of SB/SMCTA</td>
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### Planning/Studies

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<tr>
<th>Project Description</th>
<th>Start/End</th>
<th>Final Design/Construction</th>
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<th>Final Design</th>
<th>Prop 1/8</th>
<th>Permit</th>
<th>Construction</th>
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<th>Prop 1/8</th>
<th>Permit</th>
<th>Construction</th>
<th>Final Design/Construction</th>
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<tr>
<td>5.1 Hold-Out Rule Elimination - Broadway, Atherton &amp; SSF</td>
<td>Pre Eng</td>
<td>700,000</td>
<td>0</td>
<td>700,000</td>
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<td>700,000</td>
<td>SMCTA</td>
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<td>5.2 Hillsdale Station Capital Plan</td>
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<td>SMCTA</td>
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### Caltrain Support Program and Contingency

<table>
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<tr>
<th>Project Description</th>
<th>Start/End</th>
<th>Final Design/Construction</th>
<th>Pre Eng</th>
<th>Final Design</th>
<th>Prop 1/8</th>
<th>Permit</th>
<th>Construction</th>
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<th>Pre Eng</th>
<th>Final Design</th>
<th>Prop 1/8</th>
<th>Permit</th>
<th>Construction</th>
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<td>6.1 Capital Project Development</td>
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<td>6.2 Capital Program Management</td>
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<td>Members</td>
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<td>6.3 Capital Contingency Funds (Engineering)</td>
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<td>6.4 Capital Contingency Funds (Rail)</td>
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</table>

### FY14 Capital Budget

<table>
<thead>
<tr>
<th>FY14 Capital Budget</th>
<th>Total</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>FY14 Capital Budget</td>
<td>259,022,333</td>
<td>100%</td>
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</tbody>
</table>

*Funds to come from Early Investment Strategy funding plan.
Note: The proposed FY2014 capital program includes, distributed across all active projects, $7 million in administrative overhead funds to help support the capital program.
RESOLUTION NO. 2014 –

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

***


WHEREAS, pursuant to Resolution Nos. 2013-30, 2014-06, and 2014-32, adopted on June 6, 2013, January 9, 2014, and June 5, 2014, respectively, the Peninsula Corridor Joint Powers Board (JPB) adopted, and subsequently amended, the Fiscal Year (FY) 2014 Capital Budget for a total authorized budget of $203,914,950; and

WHEREAS, the JPB has not yet adopted the FY2015 Capital Budget; and

WHEREAS, several projects are in need of new or additional budget authority and funding; and

WHEREAS, the Electrification Project, along with the Communications-based Overlay Signal System/Positive Train Control Project (CBOSS/PTC), are ongoing and need additional funding to continue into FY2015 before the FY2015 Capital Budget is adopted; and

WHEREAS, the Guadalupe Bridge Replacement Project is a new project in need of funding to begin design and environmental work; and

WHEREAS, the Hillsdale Station Capital Plan is a new project being led by the city of San Mateo, for which the JPB has agreed to contribute up to $100,000 to study the station, along with parking and access.
NOW, THEREFORE, BE IT RESOLVED the Peninsula Corridor Joint Powers Board
approves an increase to the FY2014 Capital Budget of $55,107,383 to fund
Electrification, CBOSS/PTC, the Guadalupe Bridge Replacement Project, and the
Hillsdale Station Capital Plan, for a total capital budget of $259,022,333.

Regularly passed and adopted this 3rd day of July, 2014 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
PENINSULA CORRIDOR JOINT POWERS BOARD

TO: Joint Powers Board

THROUGH Michael J. Scanlon
   Executive Director

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

SUBJECT: AUTHORIZE AWARD OF CONTRACT TO PROVIDE REPAIR SERVICE FOR MEI/SODECO (BNA57P) BILL NOTE ACCEPTORS

ACTION
Staff Coordinating Council (SCC) recommends the Board:

1. Award a contract to the lowest responsive and responsible bidder, Ventek Transit, Inc. (Ventek), to provide repair service for MEI/Sodeco (BNA57P) bill note acceptors for a total estimated cost of $235,290 for a five-year term.

2. Authorize the Executive Director, or his designee, to execute a contract with Ventek in full conformity with the terms and conditions of the bid specification documents.

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

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

BACKGROUND
The BNAs are an internal component of the automated ticket vending machines (TVMs) located at stations along the Caltrain right of way. Authorized JPB staff removes the BNAs from the TVMs and ships them out for the required cleaning and repair services. The Invitation for Bids (IFB) was a scheduled re-procurement for service and repair for the BNAs over a five-year term.
An IFB was posted to the JPB’s website and advertised in a newspaper of general circulation. Automatic email notifications went out to potential bidders registered in the JPB website, including Disadvantaged Business Enterprises. Two bids were received as follows:

1. Ventek Transit, Inc., Petaluma, CA $235,290
2. CapTech, Inc., White Plains, NY $389,266

Ventek met all of the bid requirements and was determined to be the lowest, responsive and responsible bidder.

The incumbent, Ventek Transit, Inc., currently has a five-year contract for an estimated amount of $363,996. The difference in cost between the current contract and the new contract is that the current contract included the cost to upgrade all 150 BNAs from BNA52 to BNA57P. The upgrade provided the JPB with the ability to easily accept new United States currency designs.

Contract Officer: Brian Geiger 650.508.7973
Project Manager: Greg Moyer, Superintendent Maintenance 650.508.7987
Technical Services
RESOLUTION NO. 2014-

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

** **

AUTHORIZING CONTRACT AWARD TO VENTEK TRANSIT, INC. TO PROVIDE REPAIR SERVICE
FOR MEI/SODECO (BNA57P) BILL NOTE ACCEPTORS
FOR THE ESTIMATED COST OF $235,290.05 FOR A FIVE-YEAR TERM

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) solicited competitive
bids to provide repair service for MEI/Sodeco (BNA57P) bill note acceptors; and

WHEREAS, in response to the JPB’s Invitation for Bids (IFB), two firms submitted
bids; and

WHEREAS, staff and legal counsel reviewed the bids; and

WHEREAS, the Staff Coordinating Council recommends the contract be awarded
to the lowest responsive and responsible bidder, Ventek Transit, Inc. (Ventek) of
Petaluma, California, whose bid meets the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the JPB hereby
awards a contract to Ventek to provide repair service for MEI/Sodeco (BNA57P) bill
note acceptors for a total estimated cost of $235,290.05 for a five-year term, inclusive of
all taxes, delivery and other costs; and

BE IT FURTHER RESOLVED the Executive Director or his designee is authorized to
execute a contract on behalf of the JPB with Ventek in full conformity with the terms
and conditions of the bid solicitation documents.

Regularly passed and adopted this 3rd day of July, 2014 by the following vote:

AYES:

NOES:

ABSENT:

___________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

___________________________
JPB Secretary
AGENDA ITEM # 12
JULY 3, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: AUTHORIZE AWARD OF CONTRACTS TO PROVIDE ON-CALL FINANCIAL CONSULTING SERVICES

ACTION
Staff Coordinating Council recommends the Board:

1. Award on-call contracts to the firms listed below for the provision of financial consulting services for five-year terms, in an aggregate, estimated not-to-exceed amount of $3.2 million to be shared as a pool among the firms for authorized tasks.

   Financial Advisory Services
   - Public Financial Management, Inc.
   - Ross Financial, LLC

   Financial Analysis Services
   - Nancy Whelan Consulting, LLC
   - Ross Financial, LLC
   - Public Financial Management, Inc.
   - Ernst & Young Infrastructure

   Financial Audit and Technical Analysis Services
   - KPMG, LLP
   - Williams, Adley & Company-CA, LLP

   Performance Audit Services
   - KPMG, LLP
   - Macias Consulting Group, Inc.
   - Williams, Adley & Company-CA, LLP

2. Authorize the Executive Director or designee to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.
SIGNIFICANCE
Approval of the above actions will avail the Peninsula Corridor Joint Powers Board (JPB) with the pooled expertise of diverse financial services firms that possess in-depth knowledge of the specialized discipline of transportation finance and also manage burgeoning transportation practices. The JPB’s complex financial services requirements and strategic financial goals will benefit from being able to collaborate with a broad array of firms, each with a long and successful track record of delivering creative solutions for complex financial transactions.

The firms will be engaged on an as-needed basis by issuing a work authorization (Work Directive) to perform specific financial tasks for the JPB. Award of this contract will not obligate the JPB to procure any specific level of service from any of the firms.

BUDGET IMPACT
Funding for these services will be available under approved and projected operating budgets.

BACKGROUND
Staff determined that a joint solicitation with the San Mateo County Transit District and the San Mateo County Transportation Authority was a cost-effective approach to procure the required financial consulting services. A joint Request for Proposals (RFP) to provide financial consulting services was issued detailing the scope of services. The solicitation was advertised in a newspaper of general circulation and on the JPB’s website. Solicitation notices also were sent to interested firms, Small Business Enterprises and Disadvantaged Business Enterprises (DBEs). The JPB invited proposers to respond to one or more of four financial services functions described in the RFP. Staff received proposals from nine firms, one of which was a DBE firm.

An Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals separately for each financial services category according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services 15 points
- Qualifications and Experience of Firm 30 points
- Qualifications and Experience of Management Team and Key Personnel 30 points
- Cost Proposal 25 points

After the initial evaluation and scoring, the Committee eliminated Decal Financial Management, a DBE firm, and Linwood Capital, LLC because they did not meet the minimum criteria required for advancing to the next phase of the solicitation process. Instead of oral interviews, the Committee determined that a written question and answer process would be a better instrument for the in-depth probing of complex financial concepts and procedures in the financial services categories selected by each firm. The Committee evaluated proposers’ written responses, and performed due diligence by conducting reference checks. Following reference checks, the Committee
completed the final evaluation and consensus ranking. The final consensus ranking result is as listed above.
The firms will be collaborating with the JPB in such areas as:

- Fuel hedging
- Evaluation and strategy for various financing options
- Financial capacity tools and models development
- Development and implementation of internal procedures and controls for fare collection
- Internal control review of wire transfer and banking process
- Review and evaluation of financial qualifications and condition of proposers responding to strategic procurements

The current pool of financial services consultants for the JPB is comprised of KPMG LLP, Ross Financial, Public Financial Management, Inc. and AECOM Consult with an aggregate on-call pool total of $1,650,000. The increased contract capacity being requested reflects the increasingly complex financial environment experienced and expected by the JPB.

Contract Officer: Adwoa Oni 650.508.6411
Project Manager: Rima Lobo, Director, Finance 650.508.6274
RESOLUTION NO. 2014-

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

*   *   *

AUTHORIZING AWARD OF CONTRACTS TO PROVIDE ON-CALL FINANCIAL CONSULTING SERVICES FOR AN ESTIMATED AGGREGATE, NOT-TO-EXCEED AMOUNT OF $3,200,000 FOR A FIVE-YEAR TERM

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) jointly with the San Mateo County Transit District and the San Mateo County Transportation Authority solicited competitive proposals to provide on-call financial consulting services; and

WHEREAS, proposers were invited to respond to one or more of the four financial services functions described in the Request for Proposals (RFP): (1) financial advisory; (2) financial analysis; (3) financial audit and technical analysis; and (4) performance audit; and

WHEREAS, in response to the joint RFP staff received proposals from nine firms; and

WHEREAS, an Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals separately for each financial services category according to the weighted criteria set forth in the RFP; and

WHEREAS, the Committee determined that a written question and answer process would be more probing than oral interviews due to the complexity of the financial concepts and procedures entailed in the specialized financial services functions; and

WHEREAS, the Committee evaluated the written responses received from firms, and performed due diligence by conducting reference checks; and
WHEREAS, following reference checks, the Committee completed the final evaluation and consensus ranking, which is summarized below:

Financial Advisory Services
- Public Financial Management, LLC
- Ross Financial, LLC

Financial Analysis Services
- Nancy Whelan Consulting
- Ross Financial, LLC
- Public Financial Management, LLC
- Ernst & Young Infrastructure Advisors, LLC

Financial Audit and Technical Analysis Services
- KPMG, LLP
- Williams, Adley & Company-CA, LLP

Performance Audit Services
- KPMG, LLP
- Macias Consulting Group, Inc.
- Williams, Adley & Company; and

WHEREAS, the Committee determined the backgrounds of the pool of financial services consulting firms demonstrate the firms have the requisite depth of knowledge and experience in the four financial services categories to successfully buttress the JPB’s financial goals for support services, including complete financial system development, requirements, processes, procedures and controls; and

WHEREAS, staff and legal counsel have reviewed the proposals and determined that they comply with the requirements of the solicitation documents; and

WHEREAS, the Staff Coordinating Council recommends a five-year contract for on-call financial consulting services be awarded to each firm in the pool covering their respective area(s) of expertise for an estimated aggregate, not-to-exceed amount of $3,200,000.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the JPB hereby awards contracts for on-call financial advisory services to Public Financial
Management, Inc. of San Francisco, CA and Ross Financial, LLC of San Francisco, CA; and on-call financial analysis services to Nancy Whelan Consulting, LLC of San Francisco, CA, Ross Financial, LLC of San Francisco, CA, Public Financial Management, Inc., of San Francisco, CA and Ernst & Young Infrastructure Advisors, LLC of San Francisco, CA; and on-call financial audit and technical analysis services to KPMG, LLP of Sacramento, CA and Williams, Adley & Company-CA, LLP of Oakland, CA; and on-call performance audit services to KPMG, LLP of Sacramento, CA, Macias Consulting Group, Inc. of Sacramento, CA and Williams, Adley & Company-CA, LLP of Oakland, CA for a five-year term for an estimated aggregate, not-to-exceed amount of $3,200,000 in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

**BE IT FURTHER RESOLVED** the Board authorizes the Executive Director or his designee to execute contracts on behalf of the JPB with the firms named above for on-call financial services.

Regularly passed and adopted this 3rd day of July, 2014 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

__________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

__________________________
JPB Secretary
AGENDA ITEM # 13
JULY 3, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: AUTHORIZE AMENDMENT TO THE CONTRACT WITH PARKING COMPANY OF AMERICA MANAGEMENT, LLC FOR CONTRACTED SHUTTLE BUS SERVICE

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director or designee to execute an amendment to the contract for the provision of shuttle bus service with Parking Company of America Management, LLC (PCAM), to extend the contract on a month-to-month basis effective July 1, 2014, up to a maximum of one year, for the estimated amount of $3,390,220.

SIGNIFICANCE
Approval of the above action will allow staff the necessary time to complete the ongoing solicitation process and ensure a new contract is awarded for the provision of contracted shuttle services.

BUDGET IMPACT
Funding for these services will be available under approved and projected operating budgets.

BACKGROUND
A Request for Proposals (RFP) to identify a firm to provide the desired services was jointly developed by the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District and the Peninsula Traffic Congestion Relief Alliance (collectively referred to as the Agencies). After firms were notified of the recommendation of award of contract to MV Transportation, the Agencies received a protest from the incumbent contractor, PCAM, alleging MV Transportation’s staffing plan was inadequate. California Labor Code 1070 et seq. requires agencies soliciting public transit services to award preference points to each proposer that agrees to retain the current contractor’s employees. In furtherance of this requirement, the Agencies issued with the RFP a roster provided by PCAM of its then-current employees. As part of its due diligence in evaluating PCAM’s protest, staff concluded that inconsistent staffing information regarding PCAM’s employees was provided to the proposers. In order to provide a level playing field for all proposers, the Board rejected all proposals at its January 9, 2014 meeting and directed staff to re-solicit the services. A new RFP is in
process and staff anticipates a new contract for the services will be awarded in January 2015, which will be followed by a 180-day transition and mobilization period.

The current contract expired on June 30, 2014. However, the JPB has a compelling business need for uninterrupted contracted shuttle services and therefore desires to extend the term of the existing contract on a month-to-month basis, up to a maximum of 12 months.

The JPB and PCAM have mutually agreed to extend the term of the contract for a modest 2 percent average rate increase for the additional 12-month extension term. Therefore, the contract will be extended to a 10-year term with the total estimated compensation increased by $3,390,220 from $25,424,863 to $28,815,083.

Contract Officer:  Adwoa Oni  650.508.6411
Project Manager:  Michael Stevenson, Associate Operations  650.508.7979
Contract Administrator (Shuttles)
RESOLUTION NO. 2014-

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

*   *   *

AUTHORIZING AN AMENDMENT TO THE CONTRACT WITH PARKING
COMPANY OF AMERICA MANAGEMENT, LLC FOR CONTRACTED SHUTTLE
BUS SERVICE TO EXTEND THE CONTRACT FOR UP TO ONE YEAR AND INCREASE
THE ESTIMATED CONTRACT AMOUNT BY UP TO $3,390,220

WHEREAS, in 2013, a Request for Proposals (RFP) was jointly developed by the
Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District and
the Peninsula Traffic Congestion Relief Alliance (collectively referred to as the
“Agencies”) to provide contracted shuttle services; and

WHEREAS, after firms were notified of the recommendation of award of contract
to MV Transportation, the Agencies received a protest from the incumbent contractor,
Parking company of America Management, LLC (PCAM), alleging MV Transportation’s
staffing plan was inadequate; and

WHEREAS, California Labor Code 1070 et seq. requires agencies soliciting public
transit services to award preference points to each proposer that agrees to retain the
current contractor’s employees; and

WHEREAS, in furtherance of this requirement, the Agencies issued with the RFP a
roster provided by PCAM of its then-current employees, which information is essential to
enable proposers to formulate staffing plans and associated cost projections and to
comply with the requirements of California Labor Code 1070 et seq.; and
WHEREAS, as part of its due diligence in evaluating PCAM’s protest, staff concluded that inconsistent staffing information regarding PCAM’s employees was provided to the proposers; and

WHEREAS, in order to provide a level playing field for all proposers, the Board rejected all proposals at its January 9, 2014 meeting and directed staff to re-solicit the services; and

WHEREAS, the current contract with PCAM for shuttle services expired on June 30, 2014, a new RFP is in process, and staff anticipates that a new contract for the services will be awarded in January 2015, which will be followed by a 180-day transition and mobilization period; and

WHEREAS, the JPB has a compelling business need for uninterrupted contracted shuttle services and therefore desires to extend the term of the existing contract; and

WHEREAS, the JPB has mutually agreed with PCAM to extend the contract on a month-to-month basis, effective July 1, 2014, up to a maximum of 12 months for a modest 2 percent average rate increase for the additional 12-month extension term; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board authorize an amendment to the contract with PCAM to extend the contract on a month-to-month basis, for up to 12 months for an estimated amount of $3,390,220.
NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director or designee to execute an amendment to the contract with PCAM, in a form approved by legal counsel, to extend the contract on a month-to-month basis, up to a maximum of one year for an estimated amount of $3,390,220, effective July 1, 2014.

Regularly passed and adopted this 3rd day of July, 2014 by the following vote:

AYES:  
NOES:  
ABSENT: 

________________________________
Chair, Peninsula Corridor Joint Powers Board  

ATTEST:

________________________________
JPB Secretary
AGENDA ITEM # 14
JULY 3, 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
State Budget and Cap and Trade
Last week, Governor Jerry Brown signed the $108 billion State Budget which includes a $1.7 billion investment in public transportation and transportation improvements and lays the framework for additional transportation funding in the future.


The long-term Cap and Trade Program will begin in FY2015 and allocates percentages of the cap and trade revenues to Statewide transit programs. Specifically, 20 percent for transportation, affordable housing and sustainable communities strategies, 15 percent for transit, 40 percent for low-carbon transportation, natural resources and energy programs, and 25 percent for high speed rail.

These new programs offer Peninsula communities an incredible opportunity to secure investment in our region’s most critical infrastructure improvements and expand Caltrain and SamTrans service to accommodate population and job growth, improve air quality and reduce traffic congestion.
**FEDERAL ISSUES**

**Bipartisan Gas Tax Proposal**

On June 18, United States senators Chris Murphy (D-CT) and Bob Corker (R-TN) announced the first bipartisan proposal to raise the gas tax since the last increase in 1993. The bill would raise the gas tax by 12 cents per gallon over two years and would allow the tax to increase with inflation in subsequent years.

Since the last increase, the buying power of the Federal gas tax has decreased from 18 cents to just 11 cents. This, along with a reduction in the rate of total fuel consumption, has left the Highway Trust Fund (HTF) short of the revenues needed to support critical surface transportation programs nationwide.

Without additional funds, the HTF will not be able to support existing needs beyond August and the Mass Transit Account will fall short of meeting public transportation obligations beginning in October. Raising the Federal gas tax and indexing it to rise along with inflation would increase Federal funding dedicated to maintaining and expanding the country’s transportation needs and help ensure that investment in transportation infrastructure critical to the nation’s mobility needs and economic future is allowed to continue.

Prepared By: Seamus Murphy, Director, Government and Community Affairs

650.508.6388
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
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</thead>
</table>
| AB 26 Bonilla D  
Construction: prevailing wage. | S. APPR.  
6/16/2014-Read second time and amended. Re-referred to Com. on APPR.  
6/30/2014 10 a.m. - John L. Burton Hearing Room (4203)  
SENATE APPROPRIATIONS, DE LEÓN, Chair | 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 post construction 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. Last Amended on 6/16/2014 | |
| AB 194 Campos  D  
Open meetings: public criticism and comment. | S. G. & F.  
6/17/2014-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.  
6/25/2014 9:30 a.m. - Room 112  
SENATE GOVERNANCE AND FINANCE, WOLK, Chair | The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act requires every agenda for a regular meeting or notice for a special meeting to provide an opportunity for members of the public to address the legislative body on items being considered by the legislative body, as specified, and authorizes the legislative body, to adopt reasonable regulations to ensure that the intent of this provision is carried out. Existing law forbids the legislative body from prohibiting public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body.  
This bill would expand the above prohibition on the legislative body, to forbid the legislative body, and its presiding officer or staff, from prohibiting, limiting, or otherwise preventing public criticism, as described above, as well as certain other designated activities related to public comment. Last Amended on 6/17/2014 | |
## Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 6-23-14

<table>
<thead>
<tr>
<th>Bill No.</th>
<th>Description</th>
<th>Action</th>
<th>Date</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 418</strong></td>
<td>Mullin D</td>
<td>Local government: special tax, assessment, or property-related fee.</td>
<td><strong>A. INACTIVE FILE</strong> 5/15/2014-Ordered to inactive file at the request of Assembly Member Mullin.</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 storm water 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 storm water management programs, as prescribed. This bill contains other related provisions. Last Amended on 2/10/2014</td>
</tr>
<tr>
<td><strong>AB 515</strong></td>
<td>Dickinson D</td>
<td>Environmental quality: California Environmental Quality Act: writ of mandate.</td>
<td><strong>S. E.Q.</strong> 6/15/2014-In committee: Set, second hearing. Hearing canceled at the request of author.</td>
<td>The California Environmental Quality Act requires the court, if it finds that a public agency has violated the requirements of the act, to issue an order, in the form of a peremptory writ of mandate, specifying what actions by the public agency are necessary to comply with the requirements of the act. This bill, for a peremptory writ of mandate containing specified mandates, would expressly authorize the court to require the public agency to prepare and file an initial return of the writ. The bill would require the trial court, to the extent feasible, to issue a determination indicating whether the actions specified in the initial return and any subsequent return are adequate to comply with the peremptory writ of mandate within 30 days of the filing of the return. Last Amended on 6/5/2014</td>
</tr>
<tr>
<td><strong>AB 1556</strong></td>
<td>Perea D</td>
<td>Unemployment insurance.</td>
<td><strong>S. APPR.</strong> 6/17/2014-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.</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. Last Amended on 6/17/2014</td>
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<tr>
<td>Bill Number</td>
<td>Sponsor</td>
<td>Description</td>
<td>Status</td>
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<td>AB 2021</td>
<td>Gordon D</td>
<td>San Mateo County Transit District.</td>
<td>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</td>
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<tr>
<td>AB 2046</td>
<td>Gomez D</td>
<td>Joint exercise of powers: financing.</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 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 contains other related provisions and other existing laws. Last Amended on 6/19/2014</td>
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<tr>
<td>AB 2170</td>
<td>Mullin D</td>
<td>Joint powers authorities: common powers.</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. Last Amended on 6/17/2014</td>
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</table>
### AB 2198
**Levine D**

**Mental health professionals: suicide prevention training.**

| S. B., P. & E.D. | 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 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 4/21/2014 |
| 5/28/2014-Referred to Com. on B., P. & E.D. | | Support |
| 6/23/2014 10 a.m. and upon adjournment of session - Room 3191 SENATE BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT, LIEU, Chair |

### AB 2445
**Chau D**

**Community colleges: transportation fees.**

<p>| A. ENROLLED | Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law also authorizes the governing board of each district to impose various fees, including fees for parking and transportation services that are subject to specified limits. Existing law provides that a district is prohibited from entering into a contract for transportation services provided by a common carrier or a municipally owned transit system and funded by a fee for transportation services, unless a majority of the students of that district approve payment of the fee for that purpose within a specified time period. This bill would specify that a community college district is authorized to enter into a contract for the transportation services described above if a majority of the students of that district, or campus of that district, as appropriate, approve the payment of the fee within the same time period. |
| 6/20/2014-Enrolled and presented to the Governor at 11:45 a.m. | | Support |</p>
<table>
<thead>
<tr>
<th>Bill</th>
<th>Author</th>
<th>Hearing Room</th>
<th>Committee</th>
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<tbody>
<tr>
<td>AB 2471</td>
<td>Frazier</td>
<td>4203</td>
<td>CORREA, Chair</td>
</tr>
</tbody>
</table>

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. 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 reasonable documentation has been submitted, except as specified. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the extra work that has already been performed. The bill would require prejudgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill. 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. Last Amended on 5/23/2014

Oppose
### AB 2650
**Conway**

**R**

Bonds: transportation.

**A. TRANS.**


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.
### SB 674
**Corbett, D**

**California Environmental Quality Act: exemption: residential infill projects.**

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<tr>
<td>6/25/2014</td>
<td>1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair</td>
</tr>
</tbody>
</table>

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. Last Amended on 1/6/2014

### SB 785
**Wolk, D**

**Design-build.**

<table>
<thead>
<tr>
<th>A. L. GOV.</th>
<th>6/17/2014-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.</th>
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<tr>
<td>6/25/2014</td>
<td>1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair</td>
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</tbody>
</table>

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.

This bill would repeal those authorizations, and enact provisions that would authorize 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 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. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. 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. Last Amended on 6/17/2014

Support
## SB 792
**DeSaulnier** D

### Regional entities:
San Francisco Bay Area.

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<tr>
<th>Date</th>
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<tr>
<td>6/16/2014</td>
<td>Set, first hearing. Hearing canceled at the request of author.</td>
</tr>
<tr>
<td>6/25/2014</td>
<td>1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, ACHADJIEN, Chair</td>
</tr>
</tbody>
</table>

Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created under existing law as a joint powers agency comprised of cities and counties with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan adopted in urban areas, to develop a sustainable communities strategy, coordinating transportation, land use, and air quality planning, with specified objectives.

This bill would require the member agencies of the joint policy committee to complete an analysis of common functions and identify opportunities to save costs, reduce redundancies, and further the goals of the member agencies. The bill would require the analysis to also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would also require the joint policy committee to maintain an Internet Web site containing information relevant to the committee’s activities and to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to economic development, including social equity issues. This bill contains other related provisions and other existing laws. Last Amended on 5/19/2014
| SB 901                      | Vidak                      | S. T. & H. | 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. Last Amended on 4/7/2014 | Oppose |
<table>
<thead>
<tr>
<th>Bill</th>
<th>Status</th>
<th>Opposition</th>
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<tbody>
<tr>
<td>High-speed rail: eminent domain.</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. Last Amended on 4/7/2014</td>
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<tr>
<td>High-speed rail: property tax revenues.</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. Last Amended on 4/7/2014</td>
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<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. Last Amended on 4/7/2014.</td>
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<tr>
<td>SB 969</td>
<td>DeSaulnier D</td>
<td>Public works.</td>
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<td>Existing law generally defines “public work” 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 “megaproject” 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, and their qualifications. 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. Last Amended on 6/11/2014.</td>
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<td>Bill Number</td>
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<tr>
<td>SB 990</td>
<td>Vidak</td>
<td>S. T. &amp; H.</td>
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<tr>
<td>SB 1064</td>
<td>Hill</td>
<td>A. APPR.</td>
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### SB 1077
**DeSaulnier**

**Vehicles:** mileage-based fee pilot program.

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<td>6/16/2014</td>
<td>1:30 p.m.</td>
<td>State Capitol, Room 4202</td>
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**As of 6/23/2014**

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 establish a Mileage-Based Fee (MBF) Task Force within the California Transportation Commission, as specified. The bill would require the task force to study MBF alternatives to the gas tax and to make recommendations to the Department of Transportation and the commission on the design of a pilot program, as specified. The bill would also authorize the task force to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the task force 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 task force, to develop and implement a pilot program by January 1, 2016, to identify and evaluate issues related to the potential implementation of a MBF program in California. The bill would require the agency to prepare and submit a report of its findings to the task force, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2017, 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, 2018. Last Amended on 6/16/2014
<table>
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<tr>
<th>Bill Number</th>
<th>Author</th>
<th>Description</th>
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<tr>
<td>SB 1156</td>
<td>Steinberg D</td>
<td>California Carbon Tax Law of 2014. S. G. &amp; F. 4/2/2014-Set, first hearing. Hearing canceled at the request of author. 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.</td>
</tr>
<tr>
<td>SB 1183</td>
<td>DeSaulnier D</td>
<td>Vehicle registration fees: surcharge for bicycle infrastructure. A. TRANS. 6/18/2014-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 7, Noes 0.) (June 18). Re-referred to Com. on TRANS. 6/23/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair Existing law provides for the imposition of certain registration fees on motor vehicles, including certain fees imposed by local agencies for various specified purposes. This bill would authorize a city, county, or regional park district to impose, as a special tax, a motor vehicle registration surcharge of not more than $5 for bicycle infrastructure purposes. 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. Last Amended on 5/27/2014</td>
</tr>
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</table>
### SB 1204
**Lara D**

California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

A. APPR.
6/18/2014-Read second time and amended. Re-referred to Com. on APPR.

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 a multiyear 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 6/18/2014

### SB 1350
**Lara D**

Baby diaper changing accommodations.

A. B.,P. & C.P.
6/9/2014-Refereed to Com. on B.,P. & C.P.

6/24/2014 8:30 a.m. - State Capitol, Room 447  
ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION, BONILLA, Chair

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 State 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
### SB 1368
**Wolk D**

**State highways: relinquishment.**

| A. TRANS. | 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. Last Amended on 6/16/2014 |
| 6/16/2014-Set, first hearing. Hearing canceled at the request of author. | 6/23/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair |

### SB 1433
**Hill D**

**Local Agency Public Construction Act: transit design-build contracts.**

| A. TRANS. | Existing law authorizes a transit operator to enter into a design-build contract, as specified. Existing law defines a “transit operator” as a transit district, included transit district, municipal operator, included municipal operator, or transit development board, a consolidated agency, or any joint powers authority formed to provide transit service. Existing law establishes conditions for the selection of the design-build entity relating to the dollar amounts of the contracts. Existing law requires a transit operator, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. Existing law repeals these provisions on January 1, 2015.

This bill would include in the definition of “transit operator” any other local or regional agency responsible for the construction of transit projects, thereby extending the design-build procurement authorization. The bill would eliminate the requirement that the project cost exceed a specified amount. The bill would delete the repeal date, thus extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws. |
| 6/18/2014-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 8. Noes 0.) (June 18). Re-referred to Com. on TRANS. | 6/23/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOW ENTHAL, Chair |

Support
### SCA 4
**Liu D**

**Local government transportation projects: special taxes: voter approval.**

S. APPR. 8/29/2013-Referred to Com. on APPR.

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, non-substantive changes. Last Amended on 8/28/2013

| Support |

### SCA 8
**Corbett D**

**Transportation projects: special taxes: voter approval.**

S. APPR. 8/29/2013-Referred to Com. on APPR.

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, non-substantive changes. Last Amended on 5/21/2013

| Support |

### SCA 9
**Corbett D**

**Local government: economic development: special taxes: voter approval.**

S. APPR. 6/27/2013-Referred to Com. on APPR.

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, non-substantive changes. Last Amended on 5/21/2013
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<tr>
<td>SCA 11</td>
<td>Hancock D</td>
<td>Local government: special taxes: voter approval.</td>
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<tr>
<td>S. APPR. 6/27/2013-Re-referred to Com. on APPR.</td>
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<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.</td>
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<td>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, non-substantive changes. Last Amended on 5/21/2013</td>
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TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey
Rita P. Haskin
Deputy CEO
Executive Officer, Customer Service and Marketing

SUBJECT: CALTRAIN SERVICE FOR LEVI'S® STADIUM EVENTS

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

SIGNIFICANCE
Caltrain staff has been working with staff from the Santa Clara Valley Transportation Authority (VTA) over the past year to coordinate transit services for the opening of Levi's Stadium, new home of the San Francisco 49ers. A significant portion of the stadium capacity of 68,000 is anticipated to take transit to the venue.

BUDGET IMPACT
The cost of the additional service is included in the Fiscal Year 2015 Operating Budget.

BACKGROUND
Staff will provide an overview via a PowerPoint presentation of the event-day operations, including station ambassadors and join ticket sales.

Prepared by: Rita Haskin, Executive Officer, Customer Service and Marketing 650.508.6248
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: METROPOLITAN TRANSPORTATION COMMISSION (MTC) TRANSIT SUSTAINABILITY PROJECT – PROGRESS UPDATE

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

SIGNIFICANCE
Caltrain is required to make annual reports of its progress towards performance targets identified in MTC’s Transit Sustainability Program (TSP) and must update MTC on any new programs or strategies intended to help achieve further improvements.

Over the past two years, Caltrain’s performance is on track to meet its regional performance target.

This informational item describes the annual update to be submitted to MTC in July, 2014. A brief PowerPoint presentation will be provided at the Board meeting.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
The MTC adopted the TSP final recommendations on May 23, 2012, establishing efficiency performance measures and targets for the seven large San Francisco Bay Area transit operators. On March 7, 2013 the JPB adopted the Caltrain TSP Strategic Plan, a document that outlines Caltrain’s intended approach to improving operating efficiency and achieving the targets identified in the TSP.

In addition to Caltrain, the other agencies are:

- Alameda-Contra Costa Transit District
- Bay Area Rapid Transit District
- Golden Gate Bridge, Highway, &Transportation District
- San Francisco Municipal Transportation Agency
MTC requires the seven large operators to each achieve a 5 percent real reduction in at least one of the following performance measures by Fiscal Year (FY) 2017 and no growth beyond Consumer Price Index (CPI) thereafter:

- cost per service hour
- cost per passenger
- cost per passenger mile

The 5 percent real reduction is measured against the highest reported costs between FY2008 and FY2011 for one of the three performance measures listed above.

The seven operators were required to adopt TSP plans by March 31, 2013, establishing strategies to achieve the 5 percent real reduction required by MTC. The Peninsula Corridor Joint Powers Board adopted the Caltrain TSP plan and associated performance targets on March 7, 2013.

Prepared by: Sebastian Petty, Senior Planner
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: CALTRAIN BIKE ACCESS & PARKING PLAN – IMPLEMENTATION STRATEGY

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

SIGNIFICANCE
In 2008, the Peninsula Corridor Joint Powers Board adopted the Caltrain Bike Access and Parking Plan (BAPP). This document outlined recommendations for enhancing bicycle access to the Caltrain system by improving the functionality, convenience and safety of wayside bicycle facilities at and around Caltrain’s stations.

Since its initial adoption, some of the plan’s recommendations have been enacted but overall implementation has been limited due to resource constraints. With the formation of the Bicycle Advisory Committee (BAC) and the allocation of some staff time, Caltrain staff has been working with the BAC to review progress to date and develop an implementation strategy for the plan.

The implementation plan distills the 2008 BAPP into a list of recommended bike improvements. The plan then establishes a methodology for prioritizing improvements and identifies estimated costs and potential funding sources. The plan also recommends an annual process for operationalizing funded improvements.

A brief PowerPoint presentation will be provided at the Board meeting.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
Every day, Caltrain accommodates thousands of cyclists at its stations and on its trains. Survey data collected in 2013 indicates that more than 14 percent of Caltrain riders access the system by bicycle. The majority of these (13 percent) bring their bicycles onboard the train, taking advantage of Caltrain’s “Bikes Onboard Program.” The remaining 1 percent of riders lock their bicycles at stations.
Caltrain’s policy support for cycling as a mode of access is documented in several sources:

General:
- Caltrain’s 2004 Strategic Plan includes language calling for an increase in the number of passengers accessing the system by bicycling, walking, transit and other non-auto modes.
- The Caltrain Comprehensive Access Policy Statement was adopted by the JPB in 2010 and cements Caltrain’s commitment to prioritizing station access via walking, transit and cycling over auto modes. The policy statement further emphasizes that difference in access needs based on station context and surroundings.

Parking and Access:
- The Caltrain Bicycle Access and Parking Plan was adopted in 2008 and focuses on promoting bicycle access to the Caltrain system by complementing the “Bikes Onboard Program” with expanded and improved bike access and parking facilities at stations. The plan includes general, system wide recommendations as well as specific access, parking, information and safety related projects at the 10 Caltrain stations with the highest levels of bike usage.

Bikes on Board:
- Caltrain’s “Bikes Onboard Program” had its inception in 1992 when space was made to accommodate up to four bikes per train. Since then, the program has grown tremendously both in popularity and in the quantity of onboard capacity provided. Since 2011, Caltrain has equipped all of its train sets with two bike cars, creating dedicated space for 48 bikes on its Bombardier train sets and 80 bikes on Gallery sets.

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