AGENDA
PENINSULA CORRIDOR JOINT POWERS BOARD
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

August 7, 2014 – Thursday 10:00 a.m.

1. Pledge of Allegiance

2. Call to Order/Roll Call

3. Public Comment
   Public comment by each individual speaker shall be limited to two minutes

4. Consent Calendar
   Members of the public or Board may request that an item under the Consent Calendar be considered separately
   a) Approval of Minutes of July 3, 2014
   b) Information on Statement of Revenues and Expenses for June 2014
   c) Authorize Approval and Ratification of the Fiscal Year 2015 Insurance Program at a Total Premium Cost Not to Exceed $4,267,583

5. Chairperson’s Report
   a) Appointment of Todd Hopkins Representing San Mateo County to the Citizens Advisory Committee
   b) Appointment of Marian Lee to the Transbay Joint Powers Authority

6. Report of the Citizens Advisory Committee

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

8. Electric Multiple Unit Procurement Update

9. Authorize Adoption of Fiscal Year 2015 Capital Budget in the Amount of $43,554,725
10. Authorize Award of Contract to ProVen Management, Inc. in the Total Amount of $22,958,777 for the San Mateo Bridges Replacement Program and Authorize Delegation of Approval Authority for all Aspects of the Project, Including Design, Construction, Phasing, and Schedule to the Executive Director

11. Update on the Draft Caltrain Strategic Plan

12. Legislative Update

13. Update on the Execution of the Fiscal Year 2015 Fuel Hedge Program

14. Correspondence

15. Board Member Requests

16. Legal Counsel Report

17. Date/Time of Next Meeting: Thursday, September 4, 2014, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

18. Adjourn
INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the 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.
MEMBERS PRESENT: J. Cisneros, M. Cohen, J. Deal, R. Guilbault, A. Kalra, T. Nolan (Chair), K. Yeager

MEMBERS ABSENT: A. Tissier, P. Woodward


Chair Tom Nolan called the meeting to order at 10:02 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT
Greg Conlon, Atherton, said he is repeating his request for quad gates at Watkins Avenue. The town of Atherton is willing to contribute an undefined amount for the cost.

Jeff Carter, Millbrae, said on June 29 there was a Giants baseball game and the Pride Parade. The Predictive Arrival/Departure System (PADS) was announcing standing room only on trains, but there were extra trains being operated and people were not aware of them. He also said that it may be time to address the Sunday schedule and change it to a Saturday schedule. Service stops earlier on Sunday and ridership is increasing. Mr. Carter said on July 4 the northbound trains leave too early from San Jose for people who want to watch the fireworks.

Donald Kirker, Sunnyvale, said he wanted to commend the actions of the conductors on June 29 for how they handled the incident on the train. He requested that on full trains Transit Police ride to help with the crowds. Northbound Train 233 is too congested around Sunnyvale and because of the crowds it delays departure about 10 minutes out of Palo Alto.

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said bicycle bumps have reached a crisis level. More bicycle capacity needs to be added and this will increase ridership and revenue. In the short-term, she asked that lines be painted in the bike car to show the minimal aisle width and in the medium-term make the new Bombardier cars bike cars.

CONSENT CALENDAR
  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 Caltrain Station

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

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

CHAIRPERSON’S REPORT
No report.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)
Cat Tucker, Chair, CAC, said at the June 18 meeting the committee:
• Received an update on the Caltrain Strategic Plan and a lot of comments from the CAC on capacity and funding.
• Received a presentation on the Bicycle and Access Parking Plan. It was noted that there is limited staff working on the Plan.

Public Comment
Adina Levin, CAC member, said a number of cities along the Caltrain line have very pro-active bicycle and pedestrian plans, and they have staff who works on getting grants for bike access.

REPORT OF THE EXECUTIVE DIRECTOR
Chuck Harvey, Deputy CEO, presented Director Rose Guilbault the customary hardhat for completing her head-end ride and touring the Centralized Equipment Maintenance and Operations Facility. Director Guilbault thanked Mr. Harvey for the tour. She was very impressed with the people and the passion they have for their jobs.

Michael Scanlon, Executive Director, reported:
• Key Caltrain Performance Statistics May 2014 compared to May 2013.
  o Monthly Performance Statistics:
    ▪ Total Ridership was 1,530,956, an increase of 6.4 percent.
    ▪ Average Weekday Ridership (AWR) was 57,170, an increase of 7.9 percent.
    ▪ Total Revenue was $6,783,163, an increase of 7 percent.
    ▪ On-time Performance (OTP) was 92 percent, a decrease of 2.6 percent.
    ▪ Caltrain Shuttle Ridership was 9,204, an increase of 34.3 percent.
  o Year-to-date Performance Statistics
    ▪ Total Ridership was 15,462,248, an increase of 8.7 percent.
    ▪ AWR was 52,880, an increase of 8.7 percent.
    ▪ Total Revenue was $67,836,540, an increase of 8.3 percent.
    ▪ OTP was 92.3 percent, an increase of 1.1 percent.
Caltrain Shuttle Ridership was 8,336, an increase of 4.6 percent.

- The increased ridership is placing great stress on the system. Staff is working on getting some cars and trying to get an additional five more over the original 11 coming from Metrolink. The problem is that ownership is encumbered with a lease-in/lease-out agreement, so getting the cars released has created some problems. Once the cars are on property they will still need rehabilitation. In the interim, staff members are encouraging commuters to off-shift work hours as there is capacity on trains during off-peak hours.
- The next Bicycle Advisory Committee (BAC) meeting is on July 17.
- Special service:
  - Giants' baseball service had an additional 131,000 riders over 17 games in June. Year to date an additional 350,600 riders have been carried, a 14 percent increase over 2013.
  - Extra capacity was provided for Pride Weekend with an additional 9,700 riders.
  - A Sunday schedule will be operated on July 4, but extra service will be provided post-fireworks with an express train at 11:15 p.m. and local trains at 11:30 p.m. and 12:01 a.m., or when full.
  - San Francisco Opera will be presenting a live simulcast on July 5 at AT&T Park and a post-event train will depart 25 minutes after the conclusion of the opera.
  - Jay Z and Beyoncé will be performing at AT&T Park on August 5 and at least one additional southbound train will be operated.
- Staff continues to work closely with the Santa Clara Valley Transportation Authority (VTA) for service to Levi’s® Stadium.
- A few schedule changes will start on October 5 to shift some off-peak trains to accommodate construction of the San Mateo Bridges Replacement Project.
- Quint Street Bridge repair monitoring during June showed no increased defects and trains are operating at 45 miles per hour. Design work of the bridge is underway.
- The contract for the main construction for the San Mateo Bridges Replacement Project will be brought to the August meeting.
- The Reading File contains Track the Fun, picture of an electric billboard on southbound Highway 101 promoting Caltrain on the weekends, and the May Safety and Security Report.

**Caltrain Modernization (CalMod) Update**
Marian Lee, Executive Officer, CalMod, said the Communications-based Overlay Signal System/Positive Train Control (CBOSS/PTC) installation work is progressing in the southern corridor and in coming weeks will start heading north. There have been no new complaints since the last meeting.

Ms. Lee said the Local Policymakers Group received an electronic update in June and the next meeting is on July 24.

Ms. Lee said the environmental team is working through the comments received on the Draft Environmental Impact Report and shooting for a final document in fall.
Ms. Lee said the project delivery team is continuing to work through the Request for Qualifications for electrification and the Request for Information (RFI) for the new vehicles. Staff is planning for the Board and stakeholders to have dialogue in the next month or two regarding what has been learned through the RFI process and talking to the vehicle makers.

Public Comment
Greg Conlon, Atherton, said as former commissioner and President of the California Public Utilities Commission he believes corporate buses, such as Google, are taking ridership away from Caltrain. He is not sure if there is an issue or a concern of staff and the Board.

Mr. Scanlon said it is good these buses are taking ridership away because of the capacity issue on Caltrain.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR MAY 2014
Gigi Harrington, Deputy CEO, said May revenues are over budget by $2.9 million and on the expense side there is $4.5 million in savings. Ms. Harrington said fuel was $3.11 per gallon last week and year to date is $3.05 per gallon. The JPB received $13,000 in June from the fuel hedge and year to date have received $214,000.

Ms. Harrington said the fuel hedge transaction was completed on June 27 at $2.95 per gallon.

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

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
Rita Haskin, Executive Officer, Customer Service and Marketing, said the action is to:
- Authorize charging up to $25 for special event parking at Caltrain stations impacted by specific venues along the line.
- Increase the cost of the paper one-way ticket by 25 cents and Day Pass by 50 cents. About two years ago the Board approved a two-tier increase of 25 cents on the base for one-way and if a certain level was not met it was going to be increased 25 cents on the zone, which would increase the cost up to $1 per ticket. Staff decided against the zone increase and that is the reason for this increase.
- Increase the price of the GO Pass to $180 in October 2014 and $190 in 2016.
- Expand the age of youth from 17 to 18 effective January 2015.
- Adopt findings necessary for application of a statutory exemption under the California Environmental Quality Act.
- Consider and approve the Title VI equity analysis for the adoption of the Caltrain Codified Tariff adjustments to the paper tickets and the youth age. The analysis
found that with the change in the one-way paper price it would have a disproportionate burden on low-income customers. Staff is proposing a mitigation to reach out to them and get them to convert to a Clipper Card. This way the customers would avoid the increase and would actually save money, because they are paying 25 cents more now than if a Clipper Card was used. The outreach would be done in the necessary languages to reach these customers and at the ticket machines.

Director Malia Cohen said she is concerned about the disproportionate burden and glad to see outreach will be done in multiple languages. She asked if the Board has an opportunity to approve the outreach materials and the languages used. Ms. Haskin said no, it is all done administratively and a lot of the material has been developed by the region.

Director Cohen asked if the material is created in-house or done by a third party. Ms. Haskin said the Metropolitan Transportation Commission (MTC) has a contract with a third party and staff incorporates that information into the material.

Director Cohen said she believes staff will be successful in moving people from paper tickets to the Clipper Card especially with the savings incentive. It is very important to speak our customers’ language and that the collateral material reflects a certain level of cultural competency to make sure it connects with them. Ms. Haskin said a few years ago Clipper made up about 25 percent of the one-way trips and paper tickets made up 75 percent of one-way tickets. Staff did outreach and the 75 percent number is now 58 percent.

Director Cohen said she hears there is a discrepancy when people want to add money to their Clipper Card. Ms. Haskin said there are some limitations to the system. When cash is added via the phone or online it is not available for three to five days. With the next generation of Clipper, staff is requesting the money be available instantly.

Public Comment
Andy Chow, Redwood City, said he is concerned about the impacts to the low-income riders and having to register a Clipper card. Staff shouldn’t have proposed the change.

Adina Levin, Friends of Caltrain, said she is concerned about the impacts to the low-income riders and if the outreach will actually be successful.

Jeff Carter, Millbrae, said he is concerned about the impacts to the low-income riders. The increased parking fee at Mountain View Caltrain Station is not fair to a passenger who is not attending an event at Levi’s Stadium.

Chair Nolan asked Ms. Haskin to speak to the points raised by the speakers on what outreach will be done. Ms. Haskin said customers do not need a bank account or register their Clipper Card. Cards can be loaded with cash at a number of retailers throughout the Caltrain corridor as well as at the VTA light-rail stations or Bay Area Rapid Transit (BART) stations. It has been demonstrated that staff’s outreach has been
successful in the past, because previously 75 percent had been using paper tickets and now it is down to 58 percent. Clipper cannot accommodate the Day Pass, however 97 percent of Caltrain customers purchasing a Day Pass are just making a round trip, and that can be handled by the Clipper Card and they can save $1.

Chair Nolan asked what outreach MTC is doing to low-income and minority riders. Ms. Haskin said they have reached out to all transit agencies in the region and most recently have been at Caltrain stations distributing free Clipper Cards to customers who did not have them. Outreach was also done at some of the low-income minority retailers to try and speak with customers and let them know what the card is and that they can load their Clipper Card at the retail location. They also had people speaking the language of the specific area.

Director Cohen said it is critical to have people doing the outreach speak the area language and asked what the outreach strategy is. Ms. Haskin said it is a very narrow group and the material is being distributed at the stations, on the trains, and through news releases to various language-specific newspapers.

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

**AUTHORIZE AMENDMENT TO INCREASE THE FISCAL YEAR (FY) 2014 CAPITAL BUDGET IN THE AMOUNT OF $55,107,383 FOR A TOTAL CAPITAL BUDGET OF $259,022,333**

Eva Goode, Manager, Budgets, said this amendment stems from the delay in adopting the FY2015 Capital Budget and includes projects that need to begin or continue without interruption. The increased funds will go to electrification, CBOSS/PTC, the Guadalupe Bridge Replacement Project, and the Hillsdale Station Capital Plan. Funding for the amendment will come from Federal, State and local funds.

Ms. Goode said staff received a letter from the public regarding the purchase of General Electric (GE) by Alstrom. GE is providing some software that is part of CBOSS and at this time staff has no information that leads them to believe that GE will be discontinuing the software and the company already has completed its design and is being delivered.

Director Ash Kalra asked if this request is just to keep the projects going until the FY2015 Capital Budget is adopted, and all are expected expenditures under the upcoming budget. Ms. Goode answered yes.

**Public Comment**
Roland Lebrun, San Jose, said GE is dumping GE Transportation and they are the people behind the technology being used for CBOSS. Alstrom has installed ACSES in the Northeast Corridor and it is very successful and a far superior technology.
Motion/Second: Cisneros/Kalra
Ayes: Cisneros, Cohen, Deal, Guilbault, Kalra, Nolan, Yeager
Absent: Tissier, Woodward

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
Cheryl Cavitt, Director, Contracts and Procurement, said staff followed an Invitation for Bids process and Ventek’s low bid was compliant.

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

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-EQUAL AMOUNT OF $3.2 MILLION FOR A FIVE-YEAR TERM
Ms. Cavitt said this contract is a pooled aggregate of $3.2 million to be shared among consultants based on their tasks. This will provide the JPB with advisory analysis and audit services for all financial requirements.

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

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
Ms. Cavitt said this action is necessary in order to keep the shuttles in operation while staff completes the re-solicitation process. During the last solicitation, a protest was received and staff requested the Board reject all proposals.

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

LEGISLATIVE UPDATE
State Update
Seamus Murphy, Director, Government and Community Affairs, said as of June 15 there is a State budget. The highlight of the proposal for transportation was the Cap and Trade framework and the Fiscal Year (FY) 2015 allocations of revenues associated with that program. There is a lot of detail associated with the framework, but it is something that provides an ongoing source of operating and capital funding for public transit and other transportation-related projects, including the implementation of regional
sustainability communities’ strategies and funding that would help facilitate the creation of transit-oriented developments associated with those strategies. Staff will be working with the California Transit Association on how the funds will be distributed.

**Federal Update**
Mr. Murphy said the appropriations bill made its way through the House. The Senate is getting closer to an appropriations measure, but all of it is meaningless when there is no reauthorization of the existing surface transportation programs. Also, the Highway Trust Fund doesn’t have funding to fulfill its needs beyond August. There are a couple of proposals that would help correct the situation and both are in the Senate. One proposal is a short-term fix through the end of the fiscal year called the Preserving America’s Highways and Transit Act and it was supposed to be marked up last week, but was delayed because some members had problems with the funding sources. The bill is now scheduled for mark-up the week of July 7 and there is an amendment from Senator Tom Carper (D-DE) that would increase the gas tax by 12 cents over the next three years. There is also another encouraging development in a separate proposal for a separate 12-cent increase to the gas tax that would be accomplished over two years. It has not been incorporated into any specific bill yet, but it is important because it is bipartisan. Senators Chris Murphy (D-CT) and Bob Corker (R-TN) have proposed increasing the gas tax and counter-balancing it with some tax cuts that are non-transportation related. Mr. Murphy said if this doesn’t happen, General Fund transfers will have to occur quickly because the Highway Trust Fund runs out of funding sometime in August, the transportation programs are not reauthorized as of the end of September, and the Mass Transit Account runs out of money in October.

Chair Nolan said in San Francisco the estimate from Cap and Trade is possibly a few million dollars per year and asked what it is for Caltrain. Mr. Murphy said it is a 5 percent formula.

**CALTRAIN SERVICE FOR LEVI’S STADIUM EVENTS**
Mr. Harvey reported:
- Seating capacity is 68,000 versus 42,000 for AT&T and 18,000 for SAP Center.
- Challenges include dual events at Levi’s Stadium and AT&T Park and weekday afternoon peak service.
- The stadium is approximately 25 minutes via VTA light rail.
- Train capacity on Caltrain is 800 to 900 people and VTA light rails can only carry 300 to 450 passengers per train.
- Timing and equipment positions:
  - Two pre-game specials from San Francisco will arrive in Mountain View approximately 90 minutes prior to start of the game.
  - Two post-game specials from Mountain View to San Francisco will be staged south of Mountain View on passing tracks around Lawrence Station to be used as needed.
- First challenge will be on September 14, when the Giants play the Dodgers at AT&T Park at 1:05 p.m. and the 49ers play at 5:30 p.m.
- Partnerships with VTA include service planning, station signage, information dissemination, safety and security, and a joint Day Pass.
• A dry run with VTA was held on July 1.
• Station ambassadors will be at Mountain View for all games for customer safety, to direct customers between services, crowd control, and service and fare resource.

Director Kalra thanked staff for all the work that has been done. He said it is going to be very challenging transferring the fans between the two services. He is grateful that staff offered their expertise on event planning with their experiences from AT&T Park.

Chair Nolan said in San Francisco ambassadors are very helpful with special events and changes.

Mr. Harvey said the first thing customers will do is find the easiest and cheapest way to get to the stadium. The exhibition games may be lighter because season ticket holders tend to give their tickets away.

Public Comment
Doug DeLong, Mountain View, said he is glad to hear a lot of thought has been given to moving passengers safely.

Adina Levin, Friends of Caltrain, asked if the parking surcharge at Mountain View would apply to those passengers going north to a Giants game or special consideration to Mountain View residents who use Caltrain on weekends.

Jeff Carter, Millbrae, said he appreciates all of staff’s work on the planning for Levi’s Stadium.

**MTC TRANSIT SUSTAINABILITY PROJECT PROGRESS REPORT**
Ms. Lee reported:

• The goal is to reduce financial shortfalls, improve transit performance and attract more customers.
• MTC set performance measures and they are linked to investment decisions.
• The affected agencies are Alameda, Contra Costa Transit, BART, Caltrain, Golden Gate Transit and Ferry, San Francisco Municipal Transportation Agency, San Mateo County Transit District, and VTA.
• The requirements were:
  o Adopt a strategy. This was completed in March 2013.
  o By 2017, the agencies must meet a 5 percent reduction in either cost per service hour, cost per passenger, or cost per passenger mile.
  o After 2017, there will be no increase beyond the Consumer Price Index.
  o Starting in 2019, MTC links funding to performance.
  o Agencies must submit annual monitoring reports to MTC.
• Caltrain’s strategy is focusing on efficiency and ridership.
• Caltrain’s 5 percent reduction has been met already in cost per passenger and cost per passenger mile.
• Strategy progress:
  o State of Good Repair Program
- Reliability and Enhancement Program
- Fuel Hedging Program
- CalMod Program
- Bike Access and Parking Implementation Plan
- Real-time information
- Additional diesel cars
- Off-peak marketing program in development

- **Next steps:**
  - Submit update to MTC
  - Continue implementation and monitoring

**Public Comment**
Jeff Carter, Millbrae, asked how he can find these metrics and a breakdown by agency.

**CALTRAIN BIKE ACCESS AND PARKING PLAN – IMPLEMENTATION STRATEGY**
Ms. Lee reported:
- Cyclists can park at a station or can bring their bike onboard.
- As of February 2014, counts reported that 11 percent of all weekday Caltrain customers bring a bike onboard.
- A smaller number of cyclists choose to park at stations.
- Bicycle capacity has been increased from 32 to 80 bikes on the Gallery cars and from 16 to 48 bikes on Bombardier cars.
- In 2008 staff prepared a Bike Access and Parking Plan. This is not about station parking or onboard parking, but to offer customers options.
- In 2010 the Comprehensive Access Policy was adopted and deals with how people get to the station and make their last-mile trip.
- The 2008 Bike Access and Parking Plan focused on how to get bikes to the station, parking at the station, and information and safety at the station. This also focused on the top 10 stations used by customers with bikes.
- The Bike Plan had a lot of projects and none were prioritized. The BAC, along with staff, screened all the projects to see what was already done, what was relevant, and what was irrelevant.
- Caltrain-led bike projects prioritization:
  - BAC recommendation
  - Projects subject to individual grant eligibility
  - Criteria categories:
    - Local support
    - Funding opportunities
    - Project readiness
    - Project effectiveness
- Feasibility studies were done on four projects:
  - Discounted locker rentals: Staff’s recommended approach was to consider development of a system wide “Bike Parking Business Plan.”
  - Bikeshare study: Staff’s recommended approach was to monitor regional programs and determine next steps.
Folding bike promotion: Staff’s recommended approach was to not pursue that proposal at this time.

Real-time information on bike car capacity: Staff’s recommended approach was to develop scope and pursue funding to explore options.

Capital funding needed to complete only the Caltrain-led projects and feasibility studies is $3 million and there is approximately between $1 million and $3 million available in grant funding.

Funding strategy and challenges:
  - Seek additional local funds
  - Leverage grants
  - Grant constraints:
    - Some projects do not meet eligibility
    - Some projects are not competitive
    - Administratively burdensome
    - Limited staff resources

Next steps:
  - Present the Draft Plan to the BAC at its July meeting
  - Continue coordination with the Congestion Management agencies of three counties
  - Finalize the Plan in August
  - Implementation

Public Comment
Doug DeLong, Mountain View, said he heard about a website that will tell you how far every player ran during each match in the World Cup. He said maybe cameras could be installed in bike cars so you can see how many bikes are in a car, when they board and, if the bikes are encroaching the aisles.

Adina Levin, Friends of Caltrain, said she is glad to see the effort and attention to the Bike Plan. She said 80 percent of jobs are within two or three miles of Caltrain or BART so the attention on having wayside parking is very helpful to those who have a first mile need, but not a last mile need.

Roland Lebrun, San Jose, said the bike policy in London is that they are not allowed Monday through Friday during peak service between 7 a.m. and 9:59 a.m. and 4 p.m. and 6:59 p.m. A folding bike can be taken on any train as long as it is stored in the luggage area. He said 85 percent of the people who take Caltrain don’t ride bikes. The situation is so severe he has seen people standing in the bathrooms, and at some point staff needs to address this problem.

CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
Director Guilbault requested the Board adjourn the meeting in memory of Julie Cunningham, President and CEO, Conference of Minority Transportation Officials. She empowered minorities to succeed in the transportation arena.
LEGAL COUNSEL REPORT
No report.

DATE/TIME/PLACE OF NEXT MEETING
The next meeting will be 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.

Adjourned at 11:57 a.m. in memory of Julie Cunningham.
The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 6 meeting of the Board of Directors.
AGENDA ITEM # 4 (c)
AUGUST 7, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: APPROVAL AND RATIFICATION OF THE FISCAL YEAR (FY) 2015 INSURANCE PROGRAM

ACTION
Staff Coordinating Council recommends the Board approve and ratify the Caltrain insurance program for FY2015 at a total premium cost not to exceed $4,267,583, inclusive of the following:

- $1 million self-insured retention on the liability program.
- Purchase $199 million of coverage for Railroad Liability, Commercial General Liability and Excess Automobile Liability, including terrorism coverage, at an annual premium of $3,346,837.
- Purchase property insurance with limits of $400 million at an annual premium of $713,700 for real and personal property, to include Centralized Equipment Maintenance and Operations Facility (CEMOF), stations, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock. This insurance also continues to provide coverage against terrorism, as well as boiler and machinery perils for real property and CEMOF sufficient to meet the State of California inspection requirements.
- Purchase a $10 million Environmental/Pollution Liability insurance policy for two years at a premium of $79,605.
- Purchase a $10 million Public Officials Liability policy at an annual premium of $75,688.
- Purchase an annual Special Events and Emergency Drill liability policy with a $2 million limit for a premium of $27,195.
- Purchase Railroad Protective Liability coverage at an annual premium of $24,558.

SIGNIFICANCE
Despite the hardening railroad liability insurance market based on industry-wide rail liability insurance losses, the JPB’s rate actually decreased this year. The JPB’s higher premiums were due to the JPB’s increase in ridership and revenue. We were able to maintain a program with a $1 million retention, which greatly reduces out-of-pocket
payments on large claims. The program is competitive and staff is making the recommendation to maintain the current program structure.

Property catastrophes were infrequent this past year, leading to a flat to softening property insurance market, especially for good accounts such as the JPB. The JPB was in a two-year program, which guaranteed a flat premium if values did not exceed 5 percent and it maintained a loss ratio of below 25 percent. Having achieved both this year, the JPB added another year extension to its property insurance program and, as an incentive, underwriters agreed to reduce the premium 2.5 percent. If this excellent loss experience continues next year, the insurance carrier will reduce the policy rate an additional 2 percent.

The environmental insurance market remains competitive with excess capacity which yielded competitive premiums. As a result, the JPB bound a two-year program with limits of $10 million on its pollution legal liability policy. Limits on the JPB’s Public Officials Liability Program remained the same at $10 million and the premium increased slightly. The JPB was able to renew an annual Special Events coverage with a limit of $2 million and only a $25,000 retention to protect the JPB during what are sometimes higher hazard operations for its annual special train events and emergency training exercises.

Below is an overview of the JPB’s FY2014 and FY2015 premiums:

<table>
<thead>
<tr>
<th>Premium Element</th>
<th>FY2014</th>
<th>FY2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liability: Railroad, Commercial General, Excess Automobile</td>
<td>$3,240,322</td>
<td>$3,346,837</td>
</tr>
<tr>
<td>Liability: Environmental, Public Officials, Special Events &amp; Railroad Protective Liability</td>
<td>$176,375</td>
<td>$207,046</td>
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<tr>
<td>Property</td>
<td>$732,000</td>
<td>$713,700</td>
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<td><strong>Total</strong></td>
<td><strong>$4,148,697</strong></td>
<td><strong>$4,267,583</strong></td>
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</table>

**BUDGET IMPACT**

Estimated funds to underwrite the recommended program are included in the FY2015 Operating Budget. A mid-year budget adjustment may be necessary.

**BACKGROUND**

The JPB’s liability limits remain at $200 million with an additional $100 million provided by TransitAmerica Services, Inc. for a total of $300 million in FY2015. This renewal program allows the JPB to maintain the $1 million self-insured retention. Underwriters are continuing to focus on risk selection, adjusting pricing to reflect increased exposures, and any claims. The major driver of the higher premium is the increase in ridership over the past three years.

Prepared by: Gigi Harrington, Deputy CEO 650.508.7950
RESOLUTION NO. 2014 –

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD

STATE OF CALIFORNIA

* * *

APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR FISCAL YEAR 2015

WHEREAS, the Executive Director of the Peninsula Corridor Joint Powers Board (JPB) has approved an insurance program for Fiscal Year (FY) 2015 with premiums totaling $4,267,583, which was presented to the Staff Coordinating Council (SCC) and the costs for which are included in the FY2015 Operating Budget; and

WHEREAS, in conjunction with the expiration of the JPB’s existing insurance program on June 30, 2014, JPB staff renewed its insurance program for FY2015 based on the plan approved by the Executive Director, with the following significant elements:

1. A self-insured retention in the amount to $1 million;

2. Railroad Liability, Commercial General Liability and Excess Automobile Liability policy, including Terrorism (TRIA) coverage, with a total limit of $199 million, in excess of the $1 million self-insured retention, at an annual premium of $3,346,837;

3. Property insurance, including Special Risk property policies, at an annual premium of $713,700 with limits of $400 million to cover real and personal property, including stations, the Centralized Equipment Maintenance and Operations Facility, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock, as well as Boiler and Machinery insurance sufficient to meet the State of California inspection requirements;
4. Public Officials Liability coverage with $10 million limits at an annual premium of $75,688;

5. A $10 million limit for Environmental/Pollution Liability coverage for a two-year program at a premium of $79,605;

6. An annual Special Events and Emergency Drill liability with a $2 million limit at a premium of $27,195;

7. Railroad Protective Liability coverage with an annual premium of $24,558;

WHEREAS, SCC recommends that the Board of Directors approve and ratify the renewal of the JPB’s insurance program for FY2015, as delineated above.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board hereby approves and ratifies the renewal of the JPB’s insurance program for FY2015, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 7th day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
AGENDA ITEM # 7
AUGUST 7, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS JUNE 2014

The month of June continued to bring Caltrain many ridership records. Both average weekday ridership (AWR) and total ridership in June 2014 were record highs. AWR was 59,916, which is an increase of 6,875 or 13 percent over June 2013 AWR of 53,041. The total number of passengers who rode Caltrain in June 2014 was 1,567,199 which is 14.6 percent more than in June 2013.

On-time performance (OTP) for June 2014 was 92.8 percent, which is above the 90.6 percent OTP for June 2013. When trains arriving within 10 minutes of the scheduled arrival time are included, June 2014 OTP rises to 97.6 percent. Mechanical delays in June 2014 were 430 minutes, compared with 1,154 minutes in June 2013. There were four days when 100 percent of the trains operated on time. An additional eight days operated with 95 percent or better OTP.

There was one trespasser fatality in June. On Wednesday, June 18, at approximately 10:15 a.m., an adult male was struck by southbound train 134 at Rengstorff Avenue in Mountain View. Seven trains were delayed or cancelled as a result.

Looking at customer service statistics, there were 8.6 complaints per 100,000 passengers in June 2014. This is lower than the 12.7 complaints in June 2013, and lower than 10 complaints per 100,000 passengers in May 2014.

Shuttle ridership is up 25.4 percent from last year. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership increased 4 percent over June 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 187 daily riders. The Belmont-Hillsdale shuttle averaged 69 daily riders. The weekend Tamien-San Jose shuttle averaged 68 riders per day.
**FISCAL YEAR 2014**

Looking back over the fiscal year, month-to-month total ridership has increased every month. In fact, there have been ridership increases for the past 47 continuous months. The last month-to-month ridership decline was from July 2010 to July 2011. The AWR for Fiscal Year (FY) 2014 was 53,066 which surpassed the previous high of 49,031 in FY2013. Total ridership for the fiscal year also set a record of 17,029,447, which surpassed the previous high of 15,595,559, set in FY2013, by 9.2 percent.

OTP improved over the last year. For FY2014 the OTP was 92.3 percent, which is up from 91.3 percent in FY2013.

For the fiscal year, complaints have averaged 9.9 per 100,000 passengers. This is the lowest number of complaints over the last four years. Complaints per 100,000 passengers averaged 13.6 in FY2013, 10.2 for 2012, 16.9 for 2011, and 24.5 for 2010.

The shuttle AWR was 8,416 for FY2013, which is an increase of 493 or 6.2 percent over the 7,923 AWR in FY2013. Shuttle ridership continues to be largely influenced by Stanford’s Marguerite shuttle, which constitutes approximately 60 percent of Caltrain shuttle ridership.
Caltrain Promotions – June 2014

Giants – The San Francisco Giants June Swoon didn’t keep fans away from riding Caltrain. Service to the ballgames was promoted through “The AT&T Park Connection” brochure, web button, dedicated web page, social media, Caltrain Connection and Track the Fun. Caltrain carried 130,618 additional customers for the 17 home games. Year-to-date ridership is 14 percent higher compared to last year.

Earthquakes – Soccer fever was evident along the Peninsula as the San Jose Earthquakes held its annual game at Stanford Stadium. Trains made a special stop at the Stanford Stadium station. The service was promoted with a news release, web presence and social media. More than 2,100 soccer fans used the Stanford Stadium station for the game.

Gay Pride Weekend – Caltrain has become a key way for those participating in San Francisco’s Gay Pride weekend to get to the festivities. To accommodate the increased demand, Caltrain ran four extra trains each day. Service to the city was publicized with information on Caltrain’s website, social media, Track the Fun brochure and a news release. Caltrain carried an additional 9,704 customers on the weekend compared to an average weekend.

Weekend Promotion – As a way to increase weekend ridership, Caltrain is running an ad on the electronic billboard adjacent to Highway 101 in Redwood City. The ad includes a front view of a locomotive with the words, “Your Weekend Driver.”

Clipper – In collaboration with the Metropolitan Transportation Commission, Clipper outreach teams visited stations to reach customers who aren’t using the regional fare payment card. Information was provided about saving money by using Clipper for one-way or round-trip travel on Caltrain, where to load a pass and the autoload feature. Complimentary cards were provided to interested customers.

Dump the Pump – SamTrans Marketing staff encouraged commuters to “dump the pump” and ride weekend trains with ads on Pandora, online ads, social media and with a message on the electronic billboard adjacent to Highway 101 in Redwood City. Dump the Pump is an annual awareness program organized by the American Public Transportation Association and embraced by transit agencies throughout the country.

Partnership – Caltrain partnered 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
Samuel Moffitt, Rail Intern 650.622.7820
Table A

JUNE 2014

<table>
<thead>
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<th></th>
<th>FY2013</th>
<th>FY2014</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>1,366,991</td>
<td>1,567,199</td>
<td>14.6%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>53,041</td>
<td>59,916</td>
<td>13.0%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$6,146,121</td>
<td>$7,004,747</td>
<td>14.0%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>90.6%</td>
<td>92.8%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>7,419</td>
<td>9,307</td>
<td>25.4%</td>
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</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>15,595,559</td>
<td>17,029,447</td>
<td>9.2%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>49,031</td>
<td>53,466</td>
<td>9.0%</td>
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<tr>
<td>Total Farebox Revenue</td>
<td>$68,767,170</td>
<td>$74,841,287</td>
<td>8.8%</td>
</tr>
<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>7,923</td>
<td>8,416</td>
<td>6.2%</td>
</tr>
</tbody>
</table>

Graph A

Caltrain Average Weekday Ridership

JUNE 2014

Year to Date
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: ELECTRIC MULTIPLE UNIT (EMU) PROCUREMENT UPDATE

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

SIGNIFICANCE
Staff will provide an update on the EMU procurement process and share information learned from the EMU Request for Information (RFI) meetings, which were recently completed by Caltrain Modernization (CalMod) staff.

It is important to share this information at this point of the procurement process so that staff can begin to more clearly understand the availability of in-service EMUs that can be best utilized for electrified Caltrain service. The RFI is a critical step in the procurement process and provides a foundation of knowledge about the EMU industry.

The RFI will inform the EMU Request for Proposal scheduled to be released in early 2015.

BUDGET IMPACT
There is no impact to the existing budget.

BACKGROUND
The Peninsula Corridor Electrification Project (PCEP) is a key component of the CalMod Program. The PCEP will electrify the Caltrain corridor from San Francisco Station to approximately Tamien Station, convert approximately 75 percent of the diesel-hauled fleet to EMUs, and increase service from five to six Caltrain trains per peak hour per direction.

Last year, the Board adopted a resolution supporting two PCEP procurement delivery packages: EMUs and Electrification. The update for this Board meeting is on the EMU procurement efforts.

Prepared by: Dave Couch, Project Delivery Director  650.508.7790
AGENDA ITEM # 9
AUGUST 7, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: ADOPTION OF PROPOSED FISCAL YEAR 2015 CAPITAL BUDGET

ACTION
Staff Coordinating Council recommends the Board adopt a Capital Budget of $43,554,725 for Fiscal Year (FY) 2015 (attached).

SIGNIFICANCE
At the May 1, 2014 Joint Powers Board (JPB) Board meeting, staff presented information on a preliminary FY2015 Capital Budget of $109 million, consisting primarily of critical infrastructure and equipment state of good repair, legal mandates, operational improvements, and safety enhancement projects. The FY2015 Capital Budget was proposed to be funded by a mixture of Federal, State, and regional grants. It also included anticipated contribution of $10.5 million from the three JPB member agencies, or $3.5 million each, to fully fund the proposed program of capital projects in FY2015.

Since the May 1, 2014 meeting, JPB staff has worked to refine the list of critical projects, deferring some and amending a number into the FY2014 Capital Budget in order to avoid disruptions to ongoing and urgent projects. These actions reduced the current proposed budget down to $43,554,725.

The adoption of the FY2015 Capital Budget was delayed due to the need to continue discussion with the Metropolitan Transportation Commission (MTC) and the JPB partners on availability of Federal funding for on-going Caltrain capital projects. Staff has since met with MTC and the JPB partners, and the parties collectively agreed to redirect $11.1 million of the $125 million in Federal Transportation Authority (FTA) formula funds previously included in the funding plan for the Caltrain Modernization Program. The $125 million in FTA funds in the Caltrain Modernization Program funding plan are Federal funds Caltrain had annually used for state-of-good-repair projects.

MTC agreed to reprogram $11.1 million in FTA funds to Caltrain, with the agreement that if Caltrain is unable to secure other funding or grant sources to backfill the $11.1 million, Caltrain would secure financing secured by farebox revenues to fill the gap. The $11.1 million would be used for two Caltrain bridge replacement projects, $7.1 million for San Mateo and $4 million for Quint Street. The JPB Board has previously authorized budget authority for the San Mateo Bridge, and the $4 million would be used by San Francisco for...
mitigation as a result of permanently closing Quint Street for the bridge project. These projects may now proceed as a result of the MTC reprogramming actions.

The FY2015 Capital Budget is broken down into the following major categories:

- **Infrastructure and Equipment State of Good Repair.** Some of the highlights in this category include:
  * Design and completion of station modifications to allow for six-car train service;
  * Provide full funding for the replacement of four San Mateo Bridges;
  * Maintain the current infrastructure in a state of good repair by completing necessary track and structures rehabilitation and replacement;
  * Replace and upgrade signal and communication equipment, including four new Control Points;
  * Continue to rehabilitate components of the current fleet of passenger cars and locomotives to ensure vehicles will operate reliably up to the end of their duty cycles.

- **Legal Mandates** – Some of the highlights in this category include:
  * Provide funding for inspection and documentation of load ratings for Caltrain’s 103 railroad bridges.

- **Operational Improvements** – Some of the highlights in this category include:
  * Continue installation of safety fencing along the right of way;
  * Install inward facing cameras on locomotives.

- **Caltrain Modernization** – Provide funding for overall program management and planning coordination efforts with California High-speed Rail Authority to define the program for high-speed rail development in the Caltrain corridor, as well as to establish project priorities and construction sequence to ensure Caltrain operational needs are met. Continue planning and analyses to support the procuring of rolling stock for new electrified service and continue environmental and design work on the Electrification project.

**BUDGET IMPACT**
The total proposed FY2015 Capital Budget is $43,554,725. Total funding secured to finance the proposed FY2015 Capital Budget includes Federal, State, and other grant funding in the amount of $33,254,725. Local match requirement to these sources is $10.3 million, or $3,433,333 per member.

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

Prepared By:  John Ledbetter, Senior Budget Analyst  650.508.6473
Éva Goode, Manager, Budgets  650.508.7914
RESOLUTION NO. 2014 –

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

* * *

AUTHORIZING ADOPTION OF THE FISCAL YEAR 2015 CAPITAL BUDGET
IN THE AMOUNT OF $43,554,725

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

WHEREAS, the Executive Director and the Staff Coordinating Council recommend that the Board of Directors (Board) adopt the Capital Budget for Fiscal Year (FY) 2015 in the amount of $43,554,725, as more particularly set forth in Attachment A; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and the JPB partners collectively agreed to redirect $11.1 million of the $125 million in Federal Transportation Authority (FTA) formula funds previously included in the funding plan for the Caltrain Modernization Program; and

WHEREAS, the $11.1 million would be used for two Caltrain bridge replacement projects, $7.1 million for San Mateo and $4 million for Quint Street; and

WHEREAS, if Caltrain is unable to secure other funding or grant sources to backfill the reprogrammed $11.1 million, Caltrain would secure financing secured by farebox revenues to fill the gap; and

WHEREAS, the local match funding requirement for the proposed Capital Budget is $10.3 million, requiring a contribution of $3,433,333 from each of the three member agencies to fully satisfy their local funding requirement; and
WHEREAS, San Francisco will provide $3,433,333 of its FY2015 local match from Proposition K funds through the San Francisco County Transportation Authority; and

WHEREAS, San Mateo will provide $3,433,333 of its FY2015 local match through the San Mateo County Transportation Authority; and

WHEREAS, Santa Clara will provide $3,433,333 of its FY2015 local match through the Santa Clara Valley Transportation Authority.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board adopts the FY2015 Capital Budget in the amount of $43,554,725, as set forth in Attachment A, with the understanding that, as to the local match funding requirement, the three member agencies will each contribute $3,433,333; and

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

Regularly passed and adopted this 7th day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
## Proposed FY15 Caltrain Capital Budget

### I. SOGR

#### Station & Intermodal Access

<table>
<thead>
<tr>
<th>Item #</th>
<th>Project Title/Description</th>
<th>FY 15 Request</th>
<th>Future Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.01</td>
<td>So. San Francisco Station Improvements</td>
<td>1,233,000</td>
<td>1,233,000</td>
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<tr>
<td>1.02</td>
<td>Station Area Modifications to Allow for 6-Car Train Service</td>
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<td>0</td>
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<tr>
<td>1.03</td>
<td>Systemwide Station Improvements</td>
<td>500,000</td>
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<tr>
<td>1.04</td>
<td>Sunnyvale Station Platform Rehabilitation</td>
<td>650,000</td>
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<td>1.05</td>
<td>Painting of Bayshore Station</td>
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#### Right of Way / Signal & Communications

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<td>1.06</td>
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<td>1.07</td>
<td>ROCS and PADS Development</td>
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<td>1.08</td>
<td>Systemwide Track Rehab</td>
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<td>1.09</td>
<td>Four New Control Points</td>
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<td>1.10</td>
<td>Project Implementation and Management</td>
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<td>22,274,700</td>
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#### Rolling Stock

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<td>1.12</td>
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## Proposed Funding Plan

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<tr>
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# II. Caltrain Modernization

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<td>2.01</td>
<td>Rolling Stock Replacement</td>
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<td>2.02</td>
<td>Electrification</td>
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<td>2.03</td>
<td>Program Implementation and Management</td>
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# III. Legal Mandates and Required Enhancements

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<th>Project Title/Description</th>
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<tr>
<td>3.01</td>
<td>Parcel 2050 Bridge Load Rating Calculation</td>
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<td>3.02</td>
<td>M64 Stormwater Program</td>
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<tr>
<td>3.03</td>
<td>ORA Clipper Requirements</td>
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<tr>
<td></td>
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<td>1,594,800</td>
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# IV. Operational Improvements/Enhancements

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<th>Item #</th>
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<td>4.01</td>
<td>FY15 Right of Way Safety Fencing</td>
<td>771,000</td>
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<tr>
<td>4.02</td>
<td>Inward Facing Cameras on Trains</td>
<td>500,000</td>
<td>0</td>
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<tr>
<td></td>
<td></td>
<td>1,271,000</td>
<td>0</td>
</tr>
</tbody>
</table>
## PROPOSED FY15 CALTRAIN CAPITAL BUDGET

<table>
<thead>
<tr>
<th>Item #</th>
<th>PROJECT TITLE/DESCRIPTION</th>
<th>FY 15 Project Phase</th>
<th>EST. TOTAL COST</th>
<th>PREVIOUSLY PROGRAMMED</th>
<th>FY15 Request</th>
<th>FUTURE NEEDS</th>
<th>FY15 Request</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.01</td>
<td>Capital Project Development</td>
<td></td>
<td>500,000</td>
<td>0</td>
<td>500,000</td>
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<td>500,000</td>
<td>Members</td>
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<tr>
<td>5.02</td>
<td>Capital Program Management</td>
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<td>500,000</td>
<td>0</td>
<td>250,000</td>
<td>250,000</td>
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<td>Members</td>
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<tr>
<td>5.03</td>
<td>Capital Contingency Funds (Engineering)</td>
<td></td>
<td>330,000</td>
<td>0</td>
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<td>330,000</td>
<td>Members</td>
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<tr>
<td>5.04</td>
<td>Capital Contingency Funds (Rail)</td>
<td></td>
<td>660,000</td>
<td>0</td>
<td>660,000</td>
<td></td>
<td>660,000</td>
<td>Members</td>
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</table>

<table>
<thead>
<tr>
<th>FY15 Request</th>
<th>FY15 Request</th>
<th>FY15 Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>500,000</td>
<td>250,000</td>
<td>0</td>
</tr>
</tbody>
</table>

1,740,000  250,000  0  0  0  1,740,000  1,740,000

<table>
<thead>
<tr>
<th>FY15 Proposed Capital Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>43,554,725</td>
</tr>
<tr>
<td>11,889,500</td>
</tr>
<tr>
<td>1,411,000</td>
</tr>
<tr>
<td>19,954,225</td>
</tr>
<tr>
<td>10,300,000</td>
</tr>
<tr>
<td>43,554,725</td>
</tr>
</tbody>
</table>

1) $2.3M of STP/CMAQ funding is discretionary funding that has been applied for through MTC’s Transit Performance Incentive program.
2) The total member contribution for FY15 is $3.5M per member, which includes $200K that was amended into the FY14 budget at the July 3, 2014 Board meeting.

### V. PLANNING/STUDIES

#### Proposed Funding Plan

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Other</th>
<th>JPB</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amount</strong></td>
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</tr>
<tr>
<td><strong>Source</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>Amount</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>Source</strong></td>
<td></td>
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<tr>
<td><strong>Amount</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Source</strong></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td><strong>Amount</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>Source</strong></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>FY15 TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,433,333</td>
</tr>
</tbody>
</table>

Per Partner Contribution: 2}
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
          Executive Director

FROM: Gigi Harrington
      Deputy CEO

C.H. (Chuck) Harvey
      Deputy CEO

SUBJECT: AUTHORIZATION OF AWARD OF A CONTRACT FOR THE SAN MATEO BRIDGES REPLACEMENT PROJECT, AND AUTHORIZATION OF DELEGATION OF APPROVAL AUTHORITY FOR ALL ASPECTS OF THE SAN MATEO BRIDGES REPLACEMENT PROJECT, INCLUDING DESIGN, CONSTRUCTION, PHASING, AND SCHEDULE TO THE EXECUTIVE DIRECTOR

ACTION
Staff Coordinating Council recommends the Board:

1. Award a contract to the lowest, responsive and responsible bidder, ProVen Management, Inc. (ProVen) in the total amount of $22,958,777.

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

3. Delegate the authority to approve all aspects of the San Mateo Bridges Replacement Project, and related improvements, including the design, construction, phasing, and schedule to the Executive Director or his designee(s), to be effective until revoked by an action of the Board.

SIGNIFICANCE
Award of this construction contract will provide four new railroad bridges over Poplar, Santa Inez, Monte Diablo and Tilton avenues in San Mateo, will maintain the Peninsula Corridor Joint Powers Board (JPB) infrastructure in a “State of Good Repair” and will facilitate reliable commuter service.

BUDGET IMPACT
Funding for this contract has been fully budgeted in the approved Caltrain capital budgets and includes Federal, State and local funds.

BACKGROUND
The JPB owns four two-track railroad bridges over city streets in San Mateo. The bridges have been in service for more than 100 years and have reached the end of their service life as reflected in the structural deficiencies and functional obsolescence.
observed in the yearly inspections. The replacement of the bridges and associated track work will address the structural deficiencies, reduce the seismic vulnerabilities, and upgrade the functionality of the bridges to current standards. This project includes track work, bridge work, civil and utility work.

Invitations for Bids were distributed throughout the construction industry. The solicitation was advertised in a newspaper of general circulation and on the JPB’s procurement website. Solicitation notification was sent out to interested bidders including Small Business and Disadvantaged Business Enterprises (DBE) that were registered in the vendor database. Four bids were received as listed below:

<table>
<thead>
<tr>
<th>Company</th>
<th>Total Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer’s Estimate $22,000,000</td>
<td></td>
</tr>
<tr>
<td>1. ProVen Management, Inc., Berkeley, CA</td>
<td>$22,958,777</td>
</tr>
<tr>
<td>2. Disney Construction, Inc., Burlingame, CA</td>
<td>$23,990,000</td>
</tr>
<tr>
<td>3. Shimmick Construction Co., Inc., Oakland, CA</td>
<td>$24,600,000</td>
</tr>
<tr>
<td>4. DMZ / JFE Joint Venture, Concord, CA</td>
<td>$24,990,000</td>
</tr>
</tbody>
</table>

ProVen submitted all required bid documentation. Staff has determined, and legal counsel concurred, that the bid submitted by ProVen is responsive.

The work under this contract is very complex and the solicitation documents specified various requirements regarding the qualifications of the prime contractor and other firms that would be performing in some of the specialty areas. Accordingly, staff was not surprised to find irregularities in some of the bids submitted. Regarding the lowest bid from ProVen, staff and legal counsel determined that the irregularities were of a minor nature, did not give ProVen any competitive advantage over the other bidders and would not have provided a basis for ProVen to seek relief from its bid. Accordingly, these irregularities are subject to waiver.

Staff received letters of protest against its recommendation to award the contract to ProVen from both the second and third lowest bidders, Disney and Shimmick. Staff is carefully analyzing the issues presented in each of the letters and will respond to the protesting firms in a timely manner prior to the Board meeting. Staff will update the Board at the meeting as to the status of these protests.

The bid from ProVen was 4.4 percent higher than the engineer’s estimate. Staff has determined that the difference between the engineer’s estimate and ProVen’s bid is fair and reasonable.

ProVen is an established Bay Area contractor and company reference checks confirmed that they are experienced and competent. ProVen has successfully completed projects for San Francisco Municipal Transit Agency, California State Department of Transportation, Bay Area Rapid Transit District and several local municipalities. Based upon these findings, staff concludes that ProVen is appropriately
qualified and capable of meeting the requirements of the contract and is therefore the lowest responsive, responsible bidder.

Since May 2013, Caltrain staff has done extensive public outreach in the North Central San Mateo Neighborhood. Outreach includes the following:

- Three public community meetings
- Presentation to the San Mateo Public Works Commission
- Notification process for residents and businesses near the project area
  - Notices/mailers
  - News releases
  - E-mails to key stakeholders
  - Door-to-door communication
  - Write-up in Home Association of North Central San Mateo newsletter/blog
  - Special project Web page [www.caltrain.com/SMBridges](http://www.caltrain.com/SMBridges)
  - Social media (Facebook & Twitter)
  - New online discussion group (Google)
  - Responses to individual public requests and questions

The DBE Program Officer reviewed ProVen’s proposal and determined that it meets the requirements of the JPB’s DBE program. Under the proposed contract, the total amount of work to be performed by DBEs is approximately 2 percent of the total contract value. This level of DBE participation will contribute to the 12 percent overall agency goal for DBE participation.

In order to provide greater administrative efficiency, responsiveness and flexibility, staff recommends that the Board of Directors delegate the authority to approve all aspects of the San Mateo Bridges Replacement Project, and related improvements, including the design, construction, phasing, and schedule to the Executive Director or his designee(s), to be effective until revoked by an action of the Board.

Contract Officer: Patrick May 650.508.7732
Project Manager: Patrick Kitto 650.508.7798
RESOLUTION NO. 2014-

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

*   *   *

AUTHORIZING AWARD OF CONTRACT TO PROVEN MANAGEMENT, INC. FOR THE
SAN MATEO BRIDGES REPLACEMENT PROJECT AT A TOTAL COST OF $22,958,777, AND
AUTHORIZING DELEGATION OF APPROVAL AUTHORITY FOR ALL ASPECTS OF THE
SAN MATEO BRIDGES REPLACEMENT PROJECT, INCLUDING
DESIGN, CONSTRUCTION, PHASING, AND SCHEDULE TO THE EXECUTIVE DIRECTOR

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) solicited bids for the
San Mateo Bridges Replacement Project; and

WHEREAS, in response to the JPB’s invitation for bids, four firms submitted bids;
and

WHEREAS, staff and legal counsel have reviewed the bids and determined that
ProVen Management, Inc. of Berkeley, California is the lowest, responsive and
responsible bidder; and

WHEREAS, in order to provide greater administrative efficiency, responsiveness
and flexibility, staff recommends that the Board of Directors delegate the authority to
approve all aspects of the San Mateo Bridges Replacement Project, and related
improvements, including the design, construction, phasing, and schedule to the
Executive Director or his designee(s), to be effective until revoked by an action of the
Board; and,

WHEREAS, Staff Coordinating Council recommends and the Executive Director
concurs that a contract be awarded to ProVen Management, Inc., whose bid meets all
of the requirements of the solicitation documents.
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to ProVen Management, Inc. of Berkeley, California, for the San Mateo Bridges Replacement Project for a total cost of $22,958,777; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute a contract on behalf of the Peninsula Corridor Joint Powers Board with ProVen Management, Inc., in full conformity with all the terms and conditions of the solicitation documents; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee(s), effective immediately and until terminated by action of the Board of Directors, is authorized to approve all aspects of the San Mateo Bridges Replacement Project, and related improvements, including the design, construction, phasing, and schedule; and

BE IT FURTHER RESOLVED that the Executive Director and his designee(s), in the exercise of authority for the approval of all aspects of the San Mateo Bridges Replacement Project, and related improvements, including the design, construction, phasing, and schedule, are directed to reasonably and appropriately balance considerations of safety and convenience for pedestrians, bicyclists and motorists, accessibility to transit facilities and rail operations, and cost effectiveness, and to balance all benefits, advantages, and potential risks involved; and
**BE IT FURTHER RESOLVED** that the authority for the approval of all aspects of the San Mateo Bridges Replacement Project, and related improvements, including the design, construction, phasing, and schedule granted by this Resolution is not intended to alter the process by which funds may be budgeted or expended on the San Mateo Bridges Replacement Project and related improvements.

Regularly passed and adopted this 7th day of August, 2014 by the following vote:

AYES: 

NOES: 

ABSENT: 

________________________________________

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

________________________________________

JPB Secretary
AGENDA ITEM # 11
AUGUST 7, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: DRAFT CALTRAIN STRATEGIC PLAN

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

SIGNIFICANCE
Caltrain’s last Strategic Plan was prepared in 2004. An updated plan is needed. The plan will serve as a living policy document that addresses a wide range of policy issues guiding future decision-making by the Board.

Staff launched this effort at the October 2013 Board meeting and presented an update to the Board in April 2014.

At the August Board meeting, staff will provide a Power Point presentation focused on the key elements of the plan: vision statement, goals and objectives. Please see attached. It has been developed with input from Caltrain’s partner agencies, local jurisdiction stakeholders and the public.

Following the August Board meeting, a draft plan will be released to the public for comment. The final Strategic Plan will be brought back to the Board for adoption in September.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
When the Board adopted Caltrain’s Strategic Plan in 2004, Caltrain had approximately 28,000 riders per weekday and had just introduced Baby Bullet service. Caltrain modernization efforts were progressing, but funding was insufficient and the California high-speed rail system had not yet been approved by the voters.

Today, the environment is significantly different. Caltrain’s daily ridership has grown dramatically and is now over 50,000 per weekday. California’s high-speed rail system
has been approved by the voters and with high-speed rail’s contribution, Caltrain Modernization has a $1.5 billion funding plan.

While the modernization program is moving forward, Caltrain must continue to address the challenges of keeping the system safe, reliable and in a state of good repair. The modernization program will replace vehicles, but other elements of the existing system infrastructure will continue to be utilized.

Financially, Caltrain continues to struggle with meeting the capital and operating needs of the system with available resources. Insufficient funding continues to delay state of good repair and reliability projects. The ongoing structural deficit of operating and maintaining the system continues to threaten Caltrain’s ability to sustain levels of service that meet the needs of the region.

The Strategic Plan update takes into consideration the current and expected state of Caltrain and lays out a policy framework for guiding Board decisions. It is a living document to be updated every five years.

During the course of plan preparation, outreach was conducted at the following venues:

- Silicon Valley Leadership Group Transportation Policy Committee (July 2014)
- Public Workshops - Santa Clara, San Mateo and San Francisco Counties (June 2014)
- Caltrain Citizen Advisory Committee (November 2013, February, May and June 2014)
- Local Policy Maker Group (January and May 2014)
- Mountain View Chamber of Commerce (April 2014)
- Caltrain Bicycle Advisory Committee (January 2014)
- Friends of Caltrain (December 2013)
- Diridon Joint Policy Advisory Board (November 2013)

Meeting notifications and general project updates were provided via website, social media, visual message sign announcements, take-ones onboard trains, and a press release.

Prepared By: Sebastian Petty, Senior Planner, Caltrain Modernization Program 650.622.7831
Vision: Provide a safe, reliable, sustainable modern rail system that meets the growing mobility needs of the San Francisco Bay Area region.

<table>
<thead>
<tr>
<th>Focus Areas</th>
<th>SAFETY</th>
<th>SERVICE</th>
<th>INFRASTRUCTURE &amp; ROLLING STOCK</th>
<th>FINANCE</th>
<th>TRANSPORTATION &amp; LAND USE</th>
<th>PARTNERS &amp; STAKEHOLDERS</th>
<th>SOCIAL RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goals</td>
<td>- Comply with safety and security regulations</td>
<td>- Meet current and future customer mobility needs</td>
<td>- Maintain a state of good repair</td>
<td>- Efficiently deliver services and projects</td>
<td>- Improve connectivity to local and regional transportation systems</td>
<td>- Build relationships with openness and fairness</td>
<td>- Fulfill civil rights regulations</td>
</tr>
<tr>
<td></td>
<td>- Promote a safety culture and awareness within and beyond the organization</td>
<td>- Be competitive with auto travel and support different travel markets</td>
<td>- Invest in system reliability</td>
<td>- Maximize revenues</td>
<td>- Improve multimodal station access</td>
<td>- Minimize Caltrain’s environmental footprint</td>
<td>- Provide an inclusive and equitable system</td>
</tr>
<tr>
<td></td>
<td>- Maintain and invest in a safe system</td>
<td>- Expand capacity through timely investments</td>
<td>- Support a blended Caltrain/High Speed Rail system in the Peninsula corridor</td>
<td>- Stabilize and expand external funding sources</td>
<td>- Encourage transit supportive development at and around stations</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Safeguard the security of Caltrain customers, employees and the public</td>
<td>- Operate a dependable and punctual service</td>
<td></td>
<td></td>
<td>- Integrate with California’s statewide rail network</td>
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<tr>
<td></td>
<td></td>
<td>- Provide a comfortable and convenient travel experience</td>
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<tr>
<td></td>
<td></td>
<td>- Invest in staff dedicated to public service</td>
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</tbody>
</table>

DRAFT

August 2014
# Focus Area: Safety

## Goal: Comply with safety and security regulations and best practices

### Objectives:
- Update and implement Caltrain’s Safety and Security Program Plans
- Coordinate safety through a consolidated cross-departmental group responsible for implementation of and compliance with safety initiatives
- Maintain effective relations and interface with safety and security regulatory agencies (FRA, FTA, CPUC, NTSB, TSA and Department of Homeland Security)
- Support regulatory safety requirements of the new advanced signal system and electrified system
- Maintain close collaboration with local emergency response and law enforcement agencies and insure continuity of rail safety training and emergency preparedness

## Goal: Promote a safety culture and awareness within and beyond the organization

### Objectives:
- Create an agency vision for safety, promote it through the Board and integrate it throughout the organization
- Ensure personal commitments to safety from board members, employees and contractors
- Partner with local jurisdictions to protect the integrity of Caltrain’s safety program
- Continue and expand public safety outreach and raise awareness of safety considerations.
- Foster public awareness of safety issues and regulations related to the electrified system

## Goal: Maintain and invest in a safe system

### Objectives:
- Integrate safety assessment and certification into capital project planning and design
- Implement Positive Train Control (PTC) as mandated by the FRA
- Make targeted infrastructure investments and conduct routine preventative maintenance to improve public safety
- Actively partner with communities to plan and advance grade separations

## Goal: Safeguard the security of Caltrain customers, employees and the public

### Objectives:
- Expand security on trains and at stations and facilities
- Integrate crime prevention through environmental design principles into system design
# Focus Area: Service

<table>
<thead>
<tr>
<th>Goal</th>
<th>Objectives</th>
</tr>
</thead>
</table>
| **Meet current and future customer mobility needs** | - Design service to maximize passenger throughput  
- Develop short-term strategies to increase peak-hour capacity  
- Manage peak-hour demand and utilize off-peak capacity  
- Provide expanded and modernized electrified service |
| **Be competitive with auto travel and support different travel markets** | - Maximize train capacity while addressing on-board accommodation of bicycles, luggage and passenger facilities  
- Link service levels to ridership, intermodal connections and land use  
- Balance demand for increased stops with overall end-to-end trip times  
- Seek opportunities to increase demand and expand services during off-peak times and at low ridership stations |
| **Operate a dependable and punctual service** | - Meet Caltrain’s on-time performance standard  
- Strive for user-friendly and intuitive schedules  
- Provide real-time and user-friendly system information  
- Respond to service delays with prompt communications and contingency operations |
| **Provide a comfortable and convenient travel experience** | - Maintain Caltrain’s cleanliness and comfort  
- Explore technological amenities (i.e. wi-fi, enhanced information, payment systems, open source data application) |
| **Invest in staff dedicated to public service** | - Attract and retain quality staff  
- Provide resources and tools to encourage excellence and innovation  
- Invest in professional development |
Focus Area: Infrastructure and Rolling Stock

<table>
<thead>
<tr>
<th>Goal: Maintain a state of good repair</th>
<th>Objectives:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Adhere to industry and government guidelines for state of good repair and asset management</td>
<td></td>
</tr>
<tr>
<td>- Develop and implement a life-cycle based preventative maintenance strategy</td>
<td></td>
</tr>
<tr>
<td>- Ensure timely implementation of the state of good repair program with sufficient funding and resources</td>
<td></td>
</tr>
<tr>
<td>- Evolve organizational resources to maintain Caltrain’s future electrified system infrastructure</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal: Invest in system reliability</th>
<th>Objectives:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Incorporate flexibility and reliability into the design of capital investments and fleet management</td>
<td></td>
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<tr>
<td>- Make targeted investments to safeguard reliability during construction</td>
<td></td>
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<tr>
<td>- Develop transitional and long-term strategies to reduce station dwell time and achieve level boarding</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal: Expand capacity through timely investments</th>
<th>Objectives:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Make short-term investments in rolling stock to address peak-hour congestion</td>
<td></td>
</tr>
<tr>
<td>- Implement the advanced signal system (CBOSS PTC) and the peninsula corridor electrification project</td>
<td></td>
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<tr>
<td>- Implement capital projects while maintaining revenue service</td>
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<tr>
<td>- Define post-electrification core system capacity improvements</td>
<td></td>
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<tr>
<td>- Preserve the corridor for current and future rail uses</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Goal: Support a blended Caltrain/High Speed Rail system in the Peninsula corridor</th>
<th>Objectives:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Ensure Peninsula corridor improvements accommodate High Speed Rail’s use of the corridor</td>
<td></td>
</tr>
<tr>
<td>- Support CHSRA and the region in defining and implementing the blended system</td>
<td></td>
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<tr>
<td>- Address local community interests and concerns in the design and construction of the blended system</td>
<td></td>
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</table>
## Focus Area: Finance

<table>
<thead>
<tr>
<th>Goal</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Efficiently deliver services and projects</td>
<td>- Monitor and meet MTC’s Transit Sustainability Program cost-efficiency targets</td>
</tr>
<tr>
<td></td>
<td>- Monitor and set Caltrain performance targets to drive increased efficiencies and guide investment decisions</td>
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<td></td>
<td>- Continue annual cost containment strategies</td>
</tr>
<tr>
<td>Maximize revenues</td>
<td>- Develop strategies to increase returns from existing revenue streams (e.g. fares, parking, concessions, advertising and leases)</td>
</tr>
<tr>
<td></td>
<td>- Generate revenue through transit-oriented development</td>
</tr>
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<td></td>
<td>- Explore new revenue streams</td>
</tr>
<tr>
<td>Stabilize and expand funding sources</td>
<td>- Obtain dedicated funding source for operations and maintenance</td>
</tr>
<tr>
<td></td>
<td>- Maintain current funding streams while seeking new sources</td>
</tr>
<tr>
<td></td>
<td>- Stabilize partnership contributions</td>
</tr>
<tr>
<td></td>
<td>- Support 3rd party funding strategies that align with Caltrain goals</td>
</tr>
<tr>
<td></td>
<td>- Develop funding strategy for long-term system improvements</td>
</tr>
</tbody>
</table>
## Focus Area: Transportation and Land Use

<table>
<thead>
<tr>
<th>Goal: Improve connectivity to local and regional transportation systems</th>
<th>Objectives:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Explore mutually beneficial ways to plan and coordinate services with local transit providers</td>
<td></td>
</tr>
<tr>
<td>- Prioritize partnerships and efforts related to key intermodal stations including the Transbay Transit Center, Millbrae and San Jose Diridon</td>
<td></td>
</tr>
<tr>
<td>- Improve physical, electronic and web-based intermodal way finding and transfer information</td>
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<tr>
<td>- Participate in and influence regional initiatives related to the integration of fares and payment, information systems and marketing</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal: Improve multimodal station access</th>
<th>Objectives:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Develop a station access plan based on the Caltrain Access Policy Statement</td>
<td></td>
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<tr>
<td>- Complement the bikes on board program by implementing the Caltrain Bicycle Access and Parking Plan</td>
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<td>- Pursue strategies that enhance first- and last-mile connections to stations</td>
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<thead>
<tr>
<th>Goal: Encourage transit supportive development at and around stations</th>
<th>Objectives:</th>
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<tr>
<td>- Adopt a transit-oriented development policy</td>
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<td>- Participate in and influence local station area planning efforts along the corridor</td>
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<tr>
<td>- Develop JPB real estate assets in a way that supports the system financially and operationally and aligns with local land use goals</td>
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<tr>
<th>Goal: Integrate with California’s statewide rail network</th>
<th>Objectives:</th>
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<tr>
<td>- Support implementation of the Caltrain/HSR blended system in the Peninsula corridor with consideration of local community interests and concerns</td>
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<tr>
<td>- Continue to accommodate freight and passenger tenants whose operations are compatible with Caltrain and blended system service</td>
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<tr>
<td>- Partner with CHSRA, TJPA and the region, define roles and responsibilities, and implement the blended system</td>
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<tr>
<td><strong>Focus Area: Partners and Stakeholders</strong></td>
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<tr>
<td><strong>Goal:</strong> Build relationships with openness and fairness</td>
<td><strong>Objectives:</strong></td>
</tr>
<tr>
<td>- Clearly and consistently articulate JPB goals and seek opportunities to pursue mutually beneficial initiatives</td>
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<tr>
<td>- Seek and provide venues to facilitate discussions with government agencies, external groups and the community</td>
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<tr>
<td>- Apply a consistent approach in time and resource management to support multiple stakeholder initiatives</td>
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<tr>
<td><strong>Goal:</strong> Cultivate effective external participation</td>
<td><strong>Objectives:</strong></td>
</tr>
<tr>
<td>- Ensure timely public and external involvement through well-defined planning processes</td>
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<tr>
<td>- Explore and utilize non-traditional venues to maximize public participation</td>
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<tr>
<td>- Improve public access to agency data to encourage participation and inform stakeholder dialogue</td>
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<tr>
<td><strong>Goal:</strong> Strengthen partnerships by pursuing common goals</td>
<td><strong>Objectives:</strong></td>
</tr>
<tr>
<td>- Partner with cities to ensure that Caltrain stations are safe, clean, functional and active community spaces</td>
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<tr>
<td>- Increase Board participation to explore new areas of common interest to build and strengthen partnerships with employers, developers, grass roots and community groups</td>
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<td>- Successfully implement joint projects through a clear understanding of roles and responsibilities</td>
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## Focus Area: Social Responsibility

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<tr>
<th>Goal: Fulfill civil rights regulations</th>
<th>Objectives:</th>
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<tbody>
<tr>
<td>- Comply with Americans with Disabilities Act requirements and Title VI requirements</td>
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<tr>
<td>- Work with FTA to facilitate the timely review and enactment of regulations</td>
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<tr>
<th>Goal: Minimize Caltrain’s environmental footprint</th>
<th>Objectives:</th>
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<tbody>
<tr>
<td>- Implement and expand environmentally sustainable business practices (e.g. sustainable procurement, construction policies, and facility and transportation operations)</td>
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<tr>
<td>- Promote environmental stewardship through the development of Caltrain policies</td>
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<tr>
<td>- Improve regional air quality and reduce greenhouse gas emissions by electrifying and modernizing the railroad</td>
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<tr>
<th>Goal: Provide an inclusive and equitable system</th>
<th>Objectives:</th>
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<tr>
<td>- Pursue markets that are socially, geographically and economically representative of all Peninsula corridor communities</td>
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<td>- Strive for an equitable distribution of system benefits and project impacts throughout the corridor</td>
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<tr>
<td>- Evaluate geographic, social and economic equity in service planning and policy decisions (e.g. fare structure and schedule development)</td>
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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
Strategic Growth Council
On July 10th the Strategic Growth Council provided an overview of the Affordable Housing and Sustainable Communities (AHSC) Program which will receive $130 million in the Fiscal Year (FY) 2014-15 budget cycle, and will annually receive 20 percent of Cap and Trade revenues beginning in FY2015-16. Half of the 20 percent will go towards affordable housing.

Projects eligible for funding under the AHSC program include intermodal affordable housing projects that support infill and compact development, transit-oriented developments, complete streets and active transportation projects, agriculture land protection strategies, and Sustainable Community Strategies implementation plans.

The program development timeline is as follows:
- August 2014 – Three public workshops on guideline development
- Early October 2014 – Draft guidelines presented to the Council
- October 2014 – Three public workshops on draft guidelines
- December 2014 – Final guidelines presented to Council for Approval
- January 2015 – Funding solicitation released
- April 2015 – Applications due
- June 2015 – Awards announced

Citing limited expertise in administering grant programs and staff constraints, the Council delegated the housing, transportation and infrastructure components of the program to the Department of Housing and Community Development and the
agricultural land preservation component to the Natural Resources Agency. These two agencies will work in collaboration with the Council in creating program guidelines, evaluating applications, preparing agreements, monitoring agreement implementation, and reporting, while ensuring decision-making authority remains with the Council.

**FEDERAL ISSUES**

**Highway Trust Fund**
The House of Representatives passed a short-term funding measure for the Highway Trust Fund, providing $10.8 billion to support current spending levels of both the Highway Account and Mass Transit Accounts through May 2015. Additionally, the legislation extends the authorization for the Federal highway and transit program through the end of May 2015.

The bill creates funds through pension tax changes – specifically allowing employers to defer payments to their employee pension plans, customs user fees and a transfer of money from a fund to repair leaking underground fuel storage tanks.

The Senate will consider four amendments before Senators vote on the bill. The amendments proposed include scaling back on the pension tax changes included in the House bill, and limiting the duration of the bill from May 2015 to December 2014, requiring Congress to take up a long-term highway bill in the lame duck session following the November elections.

Should the bill pass out of the Senate with any amendments, the bill will have to return to the House of Representatives for an additional vote. If no amendments are adopted and the bill is passed, it will proceed to the President for his signature.

Prepared By: Seamus Murphy, Government and Community Affairs 650.508.6388
Director
## Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 7-24-14

<table>
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<tr>
<th>Bill ID/Topic</th>
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<tr>
<td><strong>AB 26</strong> Bonilla D</td>
<td>S. THIRD READING 7/1/2014-Read second time. Ordered to third reading.</td>
<td>Existing law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages. Existing law generally defines “public works” to include construction, alteration, demolition, installation, or repair work done under contract and paid in whole or in part out of public funds. Existing law defines “construction” for these purposes to include work performed during the design and preconstruction phases of construction. Existing law makes a willful violation of laws relating to payment of prevailing wages on public works a misdemeanor. This bill would revise the definition of “construction” to also include work performed during the postconstruction phases of construction, including, but not limited to, all cleanup work at the jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 6/16/2014</td>
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<tr>
<td><strong>AB 418</strong> Mullin D</td>
<td>A. INACTIVE FILE 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 stormwater pollution within that county. This bill would authorize the City/County Association of Governments of San Mateo County, in accordance with specified provisions of the California Constitution, to impose a parcel tax or a property-related fee for the purpose of implementing stormwater management programs, as prescribed. This bill contains other related provisions. Last Amended on 2/10/2014</td>
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<tr>
<td><strong>AB 515</strong> Dickinson D</td>
<td>S. DEAD 6/27/2014-Failed Deadline pursuant to Rule 61(b)(13). (Last location was S. E.Q. on 6/5/2014)</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>
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| AB 1556 Perea D | S. THIRD READING 6/24/2014-Read second time. Ordered to third reading. | 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 | Support |
| AB 2021 Gordon D | S. APPR. 6/30/2014-In committee: Hearing postponed by committee. | Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Existing law requires the district to comply with certain prevailing wage requirements with respect to that contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages. 

This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program if it has not contracted with a 3rd party to conduct its labor compliance program and requests and receives approval from the Department of Industrial Relations to continue the existing program. Last Amended on 6/17/2014 | Support |
## Peninsula Corridor Joint Powers Board
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<td><strong>AB 2046</strong></td>
<td>S. APPR. 7/1/2014-Read second time and amended. Re-referred to Com. on APPR. 8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LÉON, Chair</td>
<td>The Joint Exercise of Powers Act authorizes the legislative or other governing bodies of 2 or more public agencies to jointly exercise by agreement any power common to the contracting parties, as specified, and authorizes a joint powers authority to exercise various powers, including, among others, the power to issue bonds, including bonds bearing interest, to pay the cost of any public capital improvement, working capital, or liability or other insurance program, as specified. This bill would, until January 1, 2021, authorize a joint powers authority to issue or cause to be issued bonds and enter into a loan agreement for the financing or refinancing of a project that is situated in another state, including working capital related to that project, if the project and its financing meets certain conditions. This bill would require the Legislative Analyst, on or before January 1, 2020, to prepare and submit to the Legislature a report on the issuance of those bonds and the financing of those projects. This bill would require, no later than July 1, 2019, authorities that issue those bonds to provide information concerning the bonds, the projects financed, the public benefits accruing to this state and such other information requested by the Legislative Analyst's Office for the purpose of preparing the report. This bill contains other related provisions.</td>
<td>Last Amended on 7/1/2014</td>
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<td><strong>AB 2170</strong></td>
<td>S. THIRD READING 6/17/2014-Read second time and amended. Ordered to third reading.</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.</td>
<td>Last Amended on 6/17/2014</td>
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| **AB 2198 Levine D**  
Mental health professionals: suicide prevention training. | S. APPR.  
6/24/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 23). Re-referred to Com. on APPR.  
8/4/2014 10 a.m. - John L. Burton Hearing Room  
(4203) SENATE APPROPRIATIONS, DE LÉON, Chair | 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 | Support |
| **AB 2445 Chau D**  
Community colleges: transportation fees. | A. CHAPTERED  
6/25/2014-Chaptered by Secretary of State - Chapter 63, Statutes of 2014. | 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. | Support |
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<td>AB 2471</td>
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<td>Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the 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 complete and a specified agreement is reached. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra work in accordance with any provisions for change order work that may be contained in the public works contract. 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.</td>
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<tr>
<td>Frazier D</td>
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<td>Oppose</td>
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<td>Public contracts: change orders.</td>
<td>S. APPR. 6/30/2014-Read second time and amended. Re-referred to Com. on APPR. 8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</td>
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## Bill ID/Topic

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<tr>
<td>AB 2650</td>
<td>A, TRANS., 4/28/2014-In committee: Set first hearing. Failed passage. Reconsideration granted.</td>
<td>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of $9 billion in general obligation bonds for high-speed rail purposes and $950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the state's freight plan. The bill would make no changes to the authorization under the bond act for issuance of $950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.</td>
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<td>SB 674</td>
<td>A, APPR., 6/26/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 25). Re-referred to Com. on APPR.</td>
<td>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead exempt as “residential” a use consisting of residential units and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25% of the total building square footage of the project. This bill contains other related provisions and other existing laws. Last Amended on 1/6/2014</td>
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## Peninsula Corridor Joint Powers Board
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| **SB 785**  
Wolk D  
Design-build. | A. APPR.  
6/26/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7, Noes 2.) (June 25). Re-referred to Com. on APPR. | 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. | A. APPR.  
6/30/2014-Read second time and amended. Re-referred to Com. on APPR. | 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 6/30/2014 |
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<tr>
<td>SB 901 Vidak R</td>
<td>S. T. &amp; H. 4/22/2014-Set, first hearing. Failed passage in committee. [Ayes 1, Noes 6. Page 3236.] Reconsideration granted.</td>
<td>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of $9.95 billion in general obligation bonds for high-speed rail and related rail purposes. This bill, subject to voter approval, would amend the bond act to provide that no further bonds shall be sold for high-speed rail and related rail purposes, and would also explicitly authorize the net proceeds received from outstanding bonds issued and sold prior to the effective date of these provisions, upon appropriation, to be redirected from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill would direct the Secretary of State to submit these provisions to the voters on the ballot of the November 4, 2014, statewide general election. This bill contains other related provisions. Last Amended on 4/7/2014</td>
<td>Oppose</td>
</tr>
<tr>
<td>SB 902 Vidak R</td>
<td>S. T. &amp; H. 4/22/2014-Set, first hearing. Failed passage in committee. [Ayes 1, Noes 7. Page 3236.] Reconsideration granted.</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>
<td>Oppose</td>
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<td><strong>SB 903</strong></td>
<td>S. T. &amp; H. 4/22/2014-Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.</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>
<td>Oppose</td>
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<td><strong>SB 904</strong></td>
<td>S. T. &amp; H. 4/22/2014-Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.</td>
<td>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law, for any project along the high-speed rail network, authorizes the authority to contract with the Department of Transportation to perform specified project design services, including construction inspection services. This bill would require the authority to require that any employee of the authority, or any employee working for a public or private entity that has contracted with the authority, prior to entering onto any privately owned property, identify himself or herself to the property owner and obtain the consent of the property owner, as specified. This bill contains other related provisions. Last Amended on 4/7/2014</td>
<td>Oppose</td>
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<td>SB 969</td>
<td>A. APPR. SUSPENSE FILE 7/2/2014-Set, first hearing. Referred to APPR, suspense file.</td>
<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>SB 990</td>
<td>S. T. &amp; H. 4/29/2014-Set, second hearing. Failed passage in committee. (Ayes 3, Noes 8. Page 3312.) Reconsideration granted.</td>
<td>Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. This bill would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions. Last Amended on 4/21/2014.</td>
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<td><strong>SB 1064</strong></td>
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<td><strong>Bill ID/Topic</strong></td>
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<td><strong>Hill D</strong></td>
<td>A. CONSENT CALENDAR</td>
<td>Existing law provides that the Public Utilities Commission has certain responsibilities for the inspection, surveillance, and investigation of the rights-of-way, facilities, equipment, and operations of railroads, including public mass transit guideways, and for enforcement of state and federal laws, regulations, orders, and directives relative to rail safety. This bill would enact similar provisions applicable to NTSB safety recommendations and Federal Transit Administration (FTA) safety advisories concerning rail facilities. With respect to natural gas pipelines, if the commission receives a correspondence from the NTSB that indicates that a recommendation of the NTSB has been closed following an action that the NTSB finds unacceptable, the bill would require this fact to be noted in the annual report submitted to the Legislature. This bill contains other related provisions and other existing laws. Last Amended on 4/8/2014</td>
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<td><strong>SB 1077</strong></td>
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<td><strong>DeSaulnier D</strong></td>
<td><strong>Vehicles: mileage-based fee pilot program.</strong></td>
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Last Amended on 6/25/2014
**Bill ID/Topic** | **Location** | **Summary** | **Position**
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**SB 1156 Steinberg D**  
California Carbon Tax Law of 2014. | S. G. & 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. |  

**SB 1183 DeSaulnier D**  
Vehicle registration fees; surcharge for bicycle infrastructure. | A. APPR.  
6/25/2014-Read second time and amended. Re-referred to Com. on APPR. | Existing law provides for the imposition of registration fees on motor vehicles, including additional, specified fees imposed by local agencies for transportation-related purposes.  
This bill would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than $5 for bicycle infrastructure purposes until January 1, 2025. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions. This bill contains other related provisions.  
Last Amended on 6/25/2014 | Support
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<td>SB 1204 Lara D</td>
<td>A. APPR. 6/18/2014-Read second time and amended. Re-referred to Com. on APPR.</td>
<td>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.</td>
<td>Last Amended on 6/18/2014</td>
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<td>SB 1350 Lara D</td>
<td>A. APPR. 6/24/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 1.) (June 24). Re-referred to Com. on APPR.</td>
<td>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.</td>
<td>Last Amended on 5/5/2014</td>
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<td><strong>SB 1368</strong> Wolk D</td>
<td>A. APPR. 6/24/2014-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.</td>
<td>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied. This bill would also authorize the commission to relinquish a park-and-ride lot to a transit district or a joint powers authority formed for purposes of providing transportation services, in the manner described above. Last Amended on 6/16/2014</td>
<td>Support</td>
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<td><strong>SB 1433</strong> Hill D</td>
<td>A. APPR. 6/24/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 23). Re-referred to Com. on APPR.</td>
<td>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.</td>
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<td>SCA 4 Liu D</td>
<td>S. APPR. 8/29/2013-Re-referred to Com. on APPR.</td>
<td>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes.</td>
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<td>SCA 8 Corbett D</td>
<td>S. APPR. 8/29/2013-Re-referred to Com. on APPR.</td>
<td>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes.</td>
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<td>SCA 9 Corbett D</td>
<td>S. APPR. 6/27/2013-Re-referred to Com. on APPR.</td>
<td>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</td>
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<td>SCA 11</td>
<td>S. APPR. 6/27/2013-Re-referred to Com. on APPR.</td>
<td>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property. This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</td>
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AGENDA ITEM # 13  
AUGUST 7, 2014  

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT  

TO: Joint Powers Board  

THROUGH: Michael J. Scanlon  
Executive Director  

FROM: Gigi Harrington  
Deputy CEO  

SUBJECT: UPDATE ON THE EXECUTION OF THE FUEL HEDGING PROGRAM  

ACTION  
This item is presented for informational purpose only.  

SIGNIFICANCE  
On May 1, 2014, the Board approved the form of Request for Bids for the Fiscal Year (FY) 2015 Fuel Hedging Program (the Request for Bids) and the forms of documents to be executed and authorized the Executive Director or Deputy CEO, Finance and Administration, to execute the documents required with the commodity price cap provider selected.  

Based on expressions of interest in bidding, forms of documents were prepared and approved for Barclays Bank PLC (Barclays), Royal Bank of Canada (RBC) and Wells Fargo Bank, N.A. (Wells Fargo) at the May 1, 2014 meeting. Subsequently, RBC was unable to make certain internal changes needed to comply with the Fuel Hedging Policy, which was adopted in March 2010 and most recently revised in April 2014 (Fuel Hedging Policy), in time to bid on the price cap for the fiscal year beginning July 1, 2014. In addition, Wells Fargo required changes in the forms of documents which were not consistent with the Fuel Hedging Policy. As a result, at the time the bids were taken, Barclays was the only bidder who met all the requirements detailed in the Fuel Hedging Policy.  

On June 27, 2014, pursuant to the Request for Bids sent out by the financial advisors to the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transit District (District), Barclays submitted a bid. Based upon its bid, Barclays was selected as the provider of the commodity price cap, with a price cap of $2.95 per gallon and a cost of cap at $0.1425 per gallon. Based upon a market analysis of similar transactions, the JPB’s financial advisors have confirmed that the sole bid received from Barclays was fair and reasonable. All documents required to be executed were reviewed and approved by Orrick, Herrington & Sutcliffe, LLP, special counsel to the JPB in connection with the Fuel Hedging Program.
The primary goal for the Fuel Hedging Program is to reduce volatility and uncertainty in the fuel budget for FY2015. Consistent with the Fuel Hedging Policy, the JPB has hedged 2.3 million gallons, approximately 50 percent of the JPB’s expected annual fuel consumption. To maximize the Fuel Hedging Program’s potential economic efficiency, the JPB partnered with the District, which hedged 1.2 million gallons, approximately 70 percent of the District’s expected annual fuel consumption.

Staff expects to return the Board next year with an assessment of the FY2015 Fuel Hedging Program.

**BUDGET IMPACT**
The JPB’s FY2015 adopted budget for fuel expenses is $17.7 million, a slight decrease of $125,497, or 0.7 percent over the revised FY2014 budget. The purchase of the price cap from Barclays at $2.95 per gallon helps keep the increase in the fuel budget to a minimal level as the fuel prices rise. The Fuel Hedging Program also gives the JPB a measure of budgetary certainty and allows for more effective utilization of budget resources. The fees for the FY2015 Fuel Hedging Program include about $25,000 for the financial advisor, $105,000 for outside legal counsel and $327,750 for the price cap premium.

**BACKGROUND**
The JPB currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price of Oil Price Information Service index, exposing the JPB to market price fluctuation.

In order to meet the primary goal of the Fuel Hedging Program of reducing volatility and uncertainty in the fuel budget for FY2015, staff purchased a commodity price cap consistent with the Fuel Hedging Policy. Staff notes that the price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes. A price cap allows the JPB to limit its exposure if fuel prices rise, while continuing to receive the benefit of lower costs if prices fall.

Prepared By: Aandy Ly, Senior Financial Analyst 650.508.6376