AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

September 4, 2014 – Thursday

1. Pledge of Allegiance

2. Call to Order/Roll Call

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

4. Consent Calendar
   Members of the public or Board may request that an item under the Consent Calendar be considered separately
   a) Approval of Minutes of August 7, 2014

5. Chairperson’s Report
   a) Resolution of Appreciation to Outgoing Director Jerry Deal

6. Report of the Citizens Advisory Committee

7. Report of the Executive Director
   a) Proclamation Declaring September as Rail Safety Month
   b) Caltrain Modernization Update

7. Acceptance of Statement of Revenues and Expenses for July 2014

8. Authorize Term Sheet for the Purchase of Rail Cars

9. Adoption of Caltrain Strategic Plan

10. Authorize Entering into Cooperative Agreement with the Capitol Corridor Joint Powers Authority and Increase the Fiscal Year 2015 Capital Budget in the Amount of $1 Million for the South Terminal Phase II Project

11. Legislative Update

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

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

15. Correspondence

16. Board Member Requests

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

18. General Counsel Report

19. Adjourn
INFORMATION FOR THE PUBLIC

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

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

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.
Peninsula Corridor Joint Powers Board (JPB)
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA 94070

MINUTES OF AUGUST 7, 2014

MEMBERS PRESENT: M. Cohen, J. Deal, R. Guilbault, A. Kalra, T. Nolan (Chair), A. Tissier, K. Yeager

MEMBERS ABSENT: J. Cisneros, P. Woodward


Chair Tom Nolan called the meeting to order at 10:04 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT
Catherine Young, San Francisco, said she and her husband were impressed by the options Caltrain offered for bicyclists when they moved to this area from Australia. Her husband has been denied boarding only one time so far, but has witnessed the bike cars filling up to capacity.

Jeff Carter, Millbrae, said he took public transit to Levi’s Stadium. The train was very full. Special trains to Mountain View were not as full but this was a test run. He said Caltrain looked like it ran smoothly. He said Santa Clara Valley Transportation Authority (VTA) was agonizingly slow and had to stop for another train and traffic signals. He said the return VTA train was late so he missed Caltrain at Mountain View and had to wait another hour.

Pat Giorni, Burlingame, said trains are at standing room only at peak hour. There is a need for new Bombardier cars and there must be six cars on every train set. She said the sixth car should have signs stating the doors will not open at specific stations to allow the train to service the shorter platforms. She said because of bike bumps, eight of the 11 new Bombardier cars must be bike cars. She said since 20 seats must be removed to configure a Bombardier car for bikes, configuring eight cars would equal a grand total of 160 seats that should be removed and replaced with bike racks to achieve consistency between the train sets.

Greg Conlon, Atherton, said there was a fatality this month at Watkins Avenue and something needs to be done. He said he recommends quad gates as an interim measure. One of the steps in the Strategic Plan is to improve grade separations and quad gates would be an interim step for every intersection that does not have grade separation. He said the city of Atherton budgeted $100,000 to contribute to quad gates.
Adina Levin, Menlo Park, said she urges the Board to think about cyclists not as a special interest, but about bike needs as a land-use issue. She said 80 percent of jobs are within two or three miles of Caltrain and bikes are a cost-effective way for people to address the last mile.

Malia Cohen arrived at 10:13 a.m.

**CONSENT CALENDAR**

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 (FY) 2015 Insurance Program at a Total Premium Cost Not to Exceed $4,267,583

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

**CHAIRPERSON’S REPORT**

**Appointment of Todd Hopkins Representing San Mateo County to the Citizens Advisory Committee (CAC)**

Director Adrienne Tissier said there were 15 applications from the recent JPB CAC recruitment that closed on June 2. The San Mateo County selection committee recommends Todd Hopkins to a term expiring on June 30, 2017.

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

**Appointment of Marian Lee to the Transbay Joint Powers Authority**

Chair Nolan said this vacancy was created by the resignation of Director Jerry Deal.

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

**REPORT OF THE CAC**

Adina Levin, Vice Chair, CAC, said at the July 16 meeting the committee:

- Received a presentation on the San Mateo County Transportation Authority Strategic Plan. The CAC discussed whether there are more strategic ways to use the money to address transportation needs and mode-share goals for the corridor.
- Heard about the plans for Levi’s Stadium.
- Learned about the potential schedule changes. The CAC heard comments regarding returning to a 30-minute schedule and customer requests to have later trains return from San Jose.
REPORT OF THE EXECUTIVE DIRECTOR
Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics June 2014 compared to June 2013.
  - Monthly Performance Statistics:
    - Total Ridership was 1,567,199, an increase of 14.6 percent.
    - Average Weekday Ridership (AWR) was 59,916, an increase of 13 percent.
    - Total Revenue was $7,004,747, an increase of 14 percent.
    - On-time Performance (OTP) was 92.8 percent, an increase of 2.4 percent.
    - Caltrain Shuttle Ridership was 9,307, an increase of 25.4 percent. Previous year’s number was undercounted.
  - Year-to-date Performance Statistics
    - Total Ridership was 17,029,447, an increase of 9.2 percent.
    - AWR was 53,466, an increase of 9 percent.
    - Total Revenue was $74,841,287, an increase of 8.8 percent.
    - OTP was 92.3 percent, an increase of 1.1 percent.
    - Caltrain Shuttle Ridership was 8,416, an increase of 6.2 percent. This number is likely undercounted.

- Caltrain is being overwhelmed by passengers in peak periods. Staff continues to try to close the deal with Metrolink for the new Bombardier cars. This is not a short-term relief, as the cars need to be rehabilitated and that will take considerable time. Staff is searching for other cars that the JPB could borrow, lease, or buy.
- The Bicycle Advisory Committee met on July 17 and received an update on the Bike Share Program, the Caltrain Strategic Plan, the upcoming schedule change, and biking to Levi’s Stadium.
- The San Jose Earthquakes soccer team played on August 2 at Levi’s Stadium, the first sporting event held at the new stadium. Caltrain ran two additional pre-event trains and three post-event trains. VTA and Caltrain have been working together on service. VTA is in a new position and is dedicated to making it work. Caltrain staff will help in any way. Three hundred new VTA/Caltrain joint day passes were sold.
- There were 14 regular season baseball games in July, and additional ridership was about 110,000, which is 7,800 more per game. Year-to-date ridership is 460,000, a 14 percent increase over last season.
- Independence Day fireworks service included five extra southbound trains and carried 4,300 riders, a 23.1 percent increase over last year. Total additional ridership for the day, including inbound and outbound trains as well as regularly scheduled ones, was up 18 percent over last July.
- Schedule changes will occur on October 5 to accommodate construction for the San Mateo Bridges Project. Additional time will added to all trains to compensate for speed restrictions. Additional changes will be made to five weekday trains to add time to the trains with the worst OTP.
- Staff is continuing to monitor and inspect the Quint Street Bridge repair. Speeds are limited to 45 miles per hour for passenger operations.
- The San Mateo County Bridges Replacement Program is a complicated project...
to raise the profile of four low bridges. It is important to complete this before electrification. A truck recently got stuck under Tilton Avenue.

- Design, removal and/or replacement for three vehicular bridges at 22nd Street, 23rd Street, and Paul Avenue in San Francisco is underway. Staff will advertise for bids later this month.
- The Board has already approved a change in the youth age to age 18. The effective date of that change will be advanced to December 1 to coincide with when the monthly passes begin to be sold.
- Caltrain is partnering with the American Public Transportation Association in its current campaign, "Where Public Transportation Goes, Community Grows." This is a campaign to call attention to the fact that investment in public transportation drives growth, pays large dividends, attracts development, increases property values, and connects people.

**Caltrain Modernization (CalMod) Update**

Marian Lee, Executive Officer, CalMod, said staff is continuing to make progress on the Communications-based Overlay Signal System (CBOSS)/Positive Train Control Project in the southern corridor. She said that segment has been identified for testing. Work is also being done in San Carlos and Belmont. No new complaints have been received.

Ms. Lee said the administrative draft of the final environmental document is being prepared. Staff has gone through all comments received and is on schedule to present an update to the Board at the end of year.

Ms. Lee said the project delivery team is continuing to work through the Request for Qualifications for electrification and Request for Information (RFI) for the new vehicles the JPB will be procuring.

Ms. Lee said the July meeting of the Local Policy Makers Group (LPMG) was canceled. The next meeting is scheduled for September 25 at 6 p.m. The LPMG receives monthly electronic updates.

**Public Comment**

Pat Giorni, Burlingame, said 11 Bombardier cars equal over 1,400 seats added to the fleet. She said 13 percent of passengers bring bikes onboard, and new capacity should match current ridership, so 13 percent should be designated bike space, which is 182 seats that should be replaced with bike racks. She asked if public comments and responses on the CalMod Electrification Environmental Impact Report will be released before the document is presented to the Board for adoption.

Andy Chow, Redwood City, said bicyclists will always complain that there is not enough space. He said this is partly due to induced demand: Once more space is provided, more people bring bikes onboard, and more people will be bumped. He said off-board bicycle storage accommodations compared to neighboring systems like Bay Area Rapid Transit and VTA is way behind. Caltrain only has a handful of stations with
electronic lockers. There are very few stations with shared storage and they are not linked together. He said Caltrain needs to address this issue.

**ELECTRIC MULTIPLE UNIT (EMU) PROCUREMENT UPDATE**

David Couch, Director, Project Delivery, presented:

- Staff cannot complete the process and go forward with a contract until environmental clearance is reached.

- **Status**
  - April – JPB updated on EMU procurement process
  - May – RFI issued
  - June – Industry responses and meetings with car builders

- **Engagement**
  - Eleven car builders contacted
    - Four have off-the-shelf models
    - Three participated in the June meeting
    - Staff anticipates two to four car builders will propose in Request for Proposals (RFP)

- **Staff informed car builders Caltrain’s issues and needs:**
  - Maximize car capacity
    - Growing demand – ridership today is over 55,000, future demand will be over 100,000.
    - Today, trips are over 20 miles, weekday capacity peaks at 95 to 125 percent, with 11 percent bikes onboard.
    - In the future, Caltrain will share train slots with high-speed rail (HSR), and will have six Caltrain trains and four HSR trains per hour per direction. Caltrain needs to maximize car capacity and service frequency.

- **Industry confirmation – car builders state that to maximize capacity per vehicle:**
  - Stick with bi-level EMU
  - Off-the-shelf available
  - Twenty-two to 24 inch floor threshold
  - US regulation compliance
    - Americans with Disabilities Act (ADA)
    - Buy America
    - Federal Railroad Administration (FRA) waiver/alternative compliant vehicles criteria
    - Will meet Caltrain technical and quality standards

- **Discussion topics with the public:**
  - Consist length
  - Seats and standees
  - Bikes onboard
  - Bathrooms

- **Station Platform implications:**
  - Previous discussions have taken place
  - Current status:
    - No level boarding
    - Eight inch above top of rail
Use mini-highs and lifts
Supports freight and passenger cars
- Moving forward
  - Dedicated platforms
    - Capitol Corridor and Altamont Corridor Express (ACE) at two stations, Amtrak at one station, HSR at three stations
    - Different Caltrain EMUs and HSR trains
    - EMUs compatible with existing system
- Challenges for level boarding
  - Conflicting California Public Utilities Commission and ADA requirements.
  - If 25 or 50 inch height is selected, Caltrain would need a waiver.
  - Potential impacts to historic stations.
  - Construction while system is in operation will be a major challenge.
  - Making the transition will be expensive.
  - Caltrain would have to find a way to enable trains to operate at different heights because it can’t change all platforms at the same time.
- Stakeholders
  - Boards and elected officials
  - Advisory committees
  - Customers
  - Local agencies and funders
  - Advocacy groups
- Two-phase outreach approach: Phase I – Inform RFP, Phase II – Inform selected builder
- EMU input milestones
  - RFI issued – Spring 2014
  - Meetings with builders – Summer 2014
  - Phase I outreach – Summer/Fall 2014
  - Develop and issue RFP – Winter 2014/2015
  - Select car builder – 2015
  - Phase II outreach – 2016
- Information available on the website at [www.caltrain.com/emu](http://www.caltrain.com/emu), comments or questions can be addressed to [caltrainemu@caltrain.com](mailto:caltrainemu@caltrain.com).

Director Rose Guilbault asked if there is an industry standard for the ratio of bikes to seats. Mr. Couch said there is no industry standard. He said Capitol Corridor has between 25 and 32 bike spaces, ACE has 22 to 54. He said station amenities are ways to balance the situation with bikes.

Director Cohen asked if a decision has been made for non-uniform boarding between Caltrain and HSR. Mr. Couch said staff told HSR that the 50-inch boarding heights are not compatible with the way Caltrain should be going in the future. He said the potential for shared stations between Caltrain and HSR is probably three out of the 27 stations Caltrain uses. Discussions are underway how to address those stations.

Director Cohen asked when the decision be made. Mr. Couch said now is the time.
Director Cohen said the San Francisco Board of Supervisors always wants to be part of the process and informed, and she requested an opportunity to review the RFP. Mr. Couch said that is the process.

Director Tissier asked if the Board will see the survey before it goes out to the public. Mr. Couch said it is being developed and he will provide it to the Board before it is published.

Director Cohen asked if the survey will be in multiple languages. Mr. Couch said yes.

Public Comment
Pat Giorni, Burlingame, said funding was not addressed in the challenges for level boarding. She asked if the JPB will have to find outside funding, or if it will be part of the electrification funding.

Roland LeBrun, San Jose, said three-car consists would be the wrong way to go if Caltrain is going to increase capacity. He said Caltrain should look at six-car consists with the ability to connect and disconnect so at peak it would be a 12-car train, but only for bullets at bullet stations. He said capital investments should focus on longer platforms. He said the joint procurement should focus on Capitol Corridor and ACE, because Caltrain needs to share platforms with them. He said the JPB needs to consider private capital financing for rolling stock, because a private investor does not have to buy American.

Adina Levin, Friends of Caltrain, said she is glad to see thoughtful consideration of level boarding and the process migrating towards it. She said she has concerns about platform height and the interaction with HSR. She said the blended system limits the overall capacity of the system. She said if having compatible platform heights would help optimize the capacity of the system in the long term, it should be considered. She said Caltrain should prepare for longer consists to address the needs of passengers.

Greg Conlon, Atherton, said once HSR starts, Caltrain commuter service will lose traffic and revenue from San Jose to San Francisco to HSR.

Jeff Carter, Burlingame, said the term "commuter service" implies an old-school use. Caltrain is a transit service on the Peninsula. He said Caltrain should have more than six cars per train and more than six trains per hour. He said bikes onboard free up parking spaces at stations, transit spaces that are not being used, and bike lockers that are freed up by having the bikes on the train. He said level boarding can’t come soon enough.

**AUTHORIZE ADOPTION OF FY2015 CAPITAL BUDGET IN THE AMOUNT OF $43,554,725**

Eva Goode, Manager, Budgets, presented:
- At the May 1 Board meeting, a preliminary budget of $109.1 million was presented. The JPB and the Metropolitan Transportation Commission (MTC) continued to work on Federal Transit Administration (FTA) State of Good Repair
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(SOGR) funding to determine how much would be available. JPB members had committed to a contribution of $10.5 million, or $3.5 million each.

- Staff has agreed with MTC to allocate $11.1 million of FTA funds to be reprogrammed by MTC to use on two bridge projects. The FTA funds are SOGR funds, which have been released from the electrification project. If the JPB is unable to secure another source of funding to backfill that money through grants or other sources, JPB will secure financing through farebox revenues, per its agreement with the MTC.

- Budget adjustments since May 1, 2014
  o Refined the list of critical projects, deferring some and amending urgent projects into the FY2014 Capital Budget.
  o Amended electrification and CBOSS funds into the FY2014 Capital Budget in the amount of $54.2 million
  o Deferred SOGR Track and Bridge projects in the amount of roughly $10 million based on cash flow needs

- Proposed FY2015 funding sources totaling $43.6 million
  o Federal grants
  o State and regional grants
  o Other
  o JPB member agency contribution

Director Cohen said she wanted to reiterate the need for a two-year budget and asked if staff could start the process earlier in the year. Ms. Goode said a two-year budget can be discussed and has come up in the past. Mr. Scanlon said he would like to have it done, but there is a large degree of difficulty given the uncertainty of funds and pattern of deferrals the JPB has had over the years. He said Caltrain still has no way to fund its operations. He said it has been a goal for several years and staff will try it again next year.

Public Comment
Roland LeBrun, San Jose, said the suggestion that Caltrain leverage its farebox to make up for the $11 million shortfall is unacceptable. He said the only place farebox revenue should be going is to buying additional rolling stock. He said train operations are supposed to be profitable. He said Caltrain has a permanent funding source and it is called the farebox.

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

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
Cheryl Cavitt, Director, Contracts and Procurement, said the award of this contract will provide for the replacement of four railroad bridges that have been in service for more
than 100 years and have reached the end of their service life. She said replacement of bridges will address all defects, reduce seismic vulnerabilities, and upgrade the functionality of the bridges to current standards. She said staff received four competitive bids, and staff’s investigation of the bids was carefully done. Staff reached the conclusion that ProVen Management Inc. (ProVen) was the lowest, responsible, and most responsive bidder. She said during evaluation, staff received concerns expressed from the second- and third-lowest bidders. She said staff reviewed concerns and concluded there were irregularities but none that would have allowed ProVen to walk away from its low bid. Protests were received from Disney Construction, Inc. and Shimmick Construction Company, Inc. She said the Reading File includes copies of the protest letters and JPB’s responses.

Public Comment
Rick Disney, Disney Construction, Inc., said there are serious flaws in ProVen’s bid. He said the Public Contract Code states that any subcontractor that does one-half of 1 percent of the contract value must be listed by the prime contractor. He said the contract requires the contractor to use one of three preapproved subcontractors to perform fiber optic and drilling work. He said at the time of the bid, only one subcontractor, Golden State, provided pricing for the scope of work, which was $447,409, or 2 percent of the contract value. Each bidder, except ProVen, accepted Golden State to perform this work. He said ProVen listed $300,000 for that item, but the only quote that came in for that work was for nearly $450,000. He said ProVen told the JPB their electrical subcontractor included the cost for this work in their scope. He said Golden State claimed they never spoke to ProVen until after bid day. He said contractors are required to list subcontractors on the day of the bid that are to perform work exceeding one-half of 1 percent of the contract value. This work is 2 percent. If they do not list subcontractors, the contractor must do the work themselves. The contract requires a preapproved subcontractor to perform this work, and that subcontractor was not listed in ProVen’s bid.

Joan Cassman, Legal Counsel, said California law requires a prime contractor to list every subcontractor that is performing one-half of 1 percent of the work. She said ProVen did submit a list of subcontractors with all of the firms with which it was proposing to subcontract at this level. She said California law does not regulate relationships between subcontractors that go beyond the first tier and information regarding subcontractors below the first tier is not requested or provided at the time of bid opening. The contract specifications did require the fiber optic relocation work be performed by one of three specific firms. The specification does not say the work must be performed by a first tier subcontractor that would be listed on the list of subcontractors. ProVen will have the work performed by one of the approved installers specified in the contract documents as a second tier subcontractor. The law does not allow the JPB to reject a bid for a reason that pertains to the manner of performing the work.

In sum, she said Legal Counsel is convinced that ProVen has submitted a responsive bid. ProVen recognizes the requirement to have fiber optic relocation work performed by one of the three specified firms in the contract specifications as a second tier
relationship. Specifically the electrical subcontractor that has been listed on the List of Subcontractors will then subcontract with one of the preapproved installers. If ProVen’s approach to this work results in higher costs than they estimated in preparing their bid, ProVen must cover the cost differential within the confines of its cost proposal.

Director Kalra said the Board has an obligation to the winner and challengers of bids. There is due process in place, regardless of who gets the bid and everyone has the right to pursue the due process. He said the Board doesn’t expect perfection in these complex bids, but there must be some opportunity to review them on a case-by-case basis to ensure they are responsive. He said if there is a cost differential, it is not material because it does not affect the level of responsiveness, and if the bid is $100,000 short, that cost is on the bidder, not on Caltrain. He said he understands the protest, but to remain within the confines of the law as far as accepting the bid, and given the facts and the legal opinion, it is the Board’s obligation to reject the protest and allow the protestors to continue to appeal through the due process.

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

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

Director Kalra left at 11:42 a.m.

UPDATE ON THE DRAFT CALTRAIN STRATEGIC PLAN
Ms. Lee presented:
- The last update was in 2004 and had a 20-year timeframe.
- Major changes since 2004
  o Baby Bullet service and ridership growth
  o Major capital projects completed
  o Funding for modernization
- Opportunities and challenges
  o Increasing demand and capacity constraint
  o Ongoing financial challenges
  o Caltrain modernization
  o Caltrain/HSR blended system
- Milestones
  o Kickoff – October 2013
  o Goals – November 2013 – April 2014
  o Objectives – May 2014 – June 2014
  o Draft Plan – August 2014
  o Final Plan – September 2014
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- Outreach
  - Meetings
  - Communications

  Director Tissier left at 11:45 a.m.

- Plan structure includes
  - Vision – Provide a safe, reliable, sustainable, modern rail system that meets the growing mobility needs of the San Francisco Bay Area region
  - Focus areas – key areas of Caltrain business activities and outcomes
  - Goals – open-ended, aspirational statements within each focus area
  - Objectives – specific policy statements that support goals by describing desired outcomes

- Focus areas
  - Safety
    - Compliance and best practice
    - Safety culture
    - System investment
    - Safeguard security
  - Service
    - Mobility needs
    - Competitive with auto travel

  Director Tissier returned at 11:49 a.m.

  - Dependable service
  - Comfort and convenience
  - Staff investment
  - Infrastructure and rolling stock
    - State of good repair
    - System reliability
    - Expand capacity
    - Caltrain/HSR blended service
  - Finance
    - Efficiency
    - Maximize revenues
    - Stabilize and expand funding
  - Transportation and land use
    - Connectivity
    - Alternative access modes
    - Transit supportive development
    - Statewide rail integration
  - Partners and stakeholders
    - Openness and fairness
    - Effective participation
    - Strengthen partnerships
  - Social Responsibility
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- Civil rights
- Environmental footprint
- Inclusivity and equity
- JPB ad hoc committee
  - General support for recommended goals and objectives
  - Discussion themes include safety priority and Board engagement, outreach and partnerships and Board engagement, Caltrain staff welfare, and technology application
- Stakeholders
  - General support for recommended goals and objectives
  - Key comments and highlights include capacity and crowding, service level, train amenities, first and last mile, and freight
- Next steps are to release draft plan in August, finalize the plan in September, and determine performance metrics.

Director Ken Yeager said specific work being done to reduce suicides is not mentioned in the plan.

Chair Nolan left at 12:02 p.m.

Director Cohen said performance metrics are critical and this presentation is missing a tool to benchmark and to quantify success. She said this presentation seems more like a vision statement or guiding principles, and is not very strategic. However, with metrics it will be strategic.

Ms. Lee said after this meeting, staff will release a formal plan. She said this presentation is a skeleton or backbone to the plan, but the final document will get released to public and will be brought to the Board next month for adoption.

Public Comment
Clem Molony, Menlo Park, said Caltrain is serving commuters very well, and the Strategic Plan provides policy guidance for the Board on further improvements as train ridership grows. He said the Strategic Plan only mentions freight rail once in all of its guidelines, by saying the agency supports goods movement by freight if compatible with Caltrain service. He said that needs strengthening because freight is important. He said the Peninsula Freight Rail Users Group submitted letters to the Board emphasizing the need to improve the plan’s support for freight rail, and regard the FRA grant to the Board in San Francisco, which is an example of collaboration between Caltrain and freight rail providers to modernize the Caltrain corridor.

Director Guilbault left at 12:04 p.m.

Pat Giorni, Burlingame, said she would like to know if the public response will be made public before it comes to the Board next month, because the public should be able to see the comments at least a week before the next meeting.
Roland LeBrun, San Jose, said near the Blossom Hill Caltrain Station, the city of San Jose is implementing its first urban village. There is a total of nine developments, each as large as Bay Meadows. He asked when Caltrain will start providing service there.

Director Yeager left at 12:07 p.m.
Director Guilbault returned at 12:07 p.m.

Adina Levin, Friends of Caltrain, said a letter was submitted from various groups about strengthening the equity goals and achieving them for the Caltrain service and with mobility and station access, transit-oriented development, fares, schedules, and transfers.

Vice Chair Deal said a quorum has been lost and the meeting will be adjourned.

David Miller, Legal Counsel, said the items on the agenda not being discussed will be carried over to the next meeting.

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

Adjourned at 12:09 p.m.
Resolution of Appreciation
Presented to
JERRY DEAL

WHEREAS, after 20 years as a public official, JERRY DEAL is retiring from the Burlingame City Council to pursue other interests and adventures outside of the Bay Area, a decision that necessitates his stepping down from the Peninsula Corridor Joint Powers Board of Directors, upon which he has served for three years; and,

WHEREAS, as a representative of the San Mateo County Transit District Board of Directors and the residents of San Mateo County, DIRECTOR DEAL has been an inquisitive, collegial and knowledgeable presence and demonstrated a deep understanding of the breadth of issues and the need to consider the concerns of residents throughout the county, now and for future generations; and

WHEREAS, with the help of DIRECTOR DEAL'S steady leadership on the Joint Powers Board, Caltrain has experienced an unprecedented period of growth and prosperity, posting record ridership and revenue numbers under his watch, including ridership increases every month he served on the Board; and

WHEREAS, DIRECTOR DEAL joined the Joint Powers Board at a time of significant financial adversity and assisted in steering Caltrain toward more stable fiscal standing with his prudent oversight and judicious decision-making; and,

WHEREAS, DIRECTOR DEAL was a critical and instrumental supporter of the Caltrain Modernization Program, including key votes necessary obtain funding for the $1.5 billion plan to modernize the Caltrain system, which includes the electrification of the railway and the future integration of high-speed rail to the Peninsula as part of a Blended System Plan; and

WHEREAS, DIRECTOR DEAL has overseen other vital infrastructure projects on the Caltrain right of way, including the completion of the San Bruno Grade Separation Project and the ongoing installation of critical train control technology on the railway; and,

WHEREAS, DIRECTOR DEAL'S pragmatic and tough-minded approach to his service on the Board has contributed significantly to Caltrain’s standing as an integral part of the regional transportation network and resulted in policy decisions benefitting the entire Bay Area region of commuters, whether they travel on rail, bus, car or other modes of travel; and,

WHEREAS, DIRECTOR DEAL'S enthusiastic support for the annual Caltrain Holiday Train including participation aboard the train during its whistlestop tour, a presence notable for his engaging smile and his distinctive cowboy hat – proving that good guys wear black hats – helped bring joy and happiness to children and their families along the Peninsula; and,

WHEREAS, DIRECTOR DEAL'S droll and self-deprecating sense of humor often brought much-welcome levity to Joint Powers Board meetings; and,

WHEREAS, after serving 13 years on the Burlingame Planning Commission, seven years on the Burlingame City Council, five years on the SamTrans Board of Directors and three years on the Joint Powers Board, DIRECTOR DEAL has certainly earned the right to sit back, relax and fish on the Rogue River at his new Oregon home.

THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board of Directors does thank and commend JERRY DEAL for his successful tenure in the transportation industry, expresses its pleasure at the opportunity to serve with him and wishes him great good fortune in his future endeavors.

UNANIMOUSLY ADOPTED by the Peninsula Corridor Joint Powers this 4th day of September 2014.

Chair, Peninsula Corridor Joint Powers Board
AGENDA ITEM # 7
SEPTEMBER 4, 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 JULY 2014

The month of July continued with strong Caltrain monthly ridership. Average Weekday Ridership (AWR) was 58,598, which is second highest AWR after June 2014. This is an increase of 3,609 or 6.6 percent over July 2013 AWR of 54,989. The total number of passengers who rode Caltrain in July 2014 was 1,596,719, which is a record high and 7 percent more than in July 2013.

On-time performance (OTP) for July 2014 was 92.6 percent, which is higher than the 90.4 percent OTP for July 2013. When trains arriving within 10 minutes of the scheduled arrival time are included, July 2014 OTP rises to 97.2 percent. Mechanical delays in July 2014 were 495 minutes, compared with 1,783 minutes in July 2013. There was one day when 100 percent of the trains operated on time. An additional 11 days operated with 95 percent or better OTP.

There was one fatality in July. On Thursday, July 10, 2014, at approximately 9:45 PM, an adult male was struck by southbound Train 192 at Watkins Avenue in Atherton. Six trains were delayed or cancelled as a result.

Looking at customer service statistics, there were 10.6 complaints per 100,000 passengers in July 2014. This is lower than the 12.3 complaints in July 2013, but higher than 8.6 complaints per 100,000 passengers in June 2014.

Shuttle ridership is up 36.3 percent from last year. The Marguerite shuttles have improved the accuracy of their ridership reporting this year, which accounts for much of the ridership increase. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership increased 10.8 percent over July 2013. For the station shuttles, the Millbrae-Broadway shuttle averaged 193 daily riders. The Belmont-Hillsdale shuttle averaged 64 daily riders. The weekend Tamien-San Jose shuttle averaged 55 riders per day.
Caltrain Promotions – July 2014

**Fireworks Special** – Caltrain was popular with Peninsula and South Bay residents who celebrated Independence Day in San Francisco. To accommodate the increased demand, Caltrain ran five post-fireworks trains. To promote the specials, Caltrain issued a news release, included information in its publications, posted information at stations and on its website, and used social media. The post-event specials carried 4,292 customers, a 23 percent increase compared to last year.

**Opera at the Ballpark** – San Francisco Opera presented a live simulcast of Verdi’s *La Traviata* at AT&T Park. Caltrain promoted using the train to the performance via social media, its website and with a news release. The rail agency ran an extra train after the performance. Total additional ridership to and from the performance was 3,089.

**Giants** – The San Francisco Giants got a bit of their mojo back in July, which made going to the games more fun. When the Giants do well, more fans ride Caltrain to the game. Baseball service was promoted through “The AT&T Park Connection” brochure, web button, dedicated web page, social media, *Caltrain Connection* and *Track the Fun*. In July, Caltrain carried 109,648 additional customers for the 14 home games. Year-to-date ridership is nearing a half-million extra customers, 14 percent higher compared to last year.

**Weekend Promotion** – Caltrain continued to focus on attracting weekend riders by running an ad on the electronic billboard adjacent to Highway 101 in Redwood City. The ad included a front view of a locomotive with the words, “Your Weekend Driver.” Caltrain also used social media to promote using Caltrain to get to weekend events, such as the Aloha Festival, Indoor Gardening Expos and Blues Fest.

**Caltrain Connection** – The summer edition of *Caltrain Connection*, the rail agency’s newsletter, went into circulation. The publication included articles about the upcoming fare change, October timetable change, cap and trade benefiting transit, Caltrain Modernization, service to Levi’s® Stadium, and a feature on former Board member Art Lloyd. Each edition also includes a safety message and a list of events that can be accessed using Caltrain. The newsletter is posted online ([www.caltrain.com/caltrainconnection](http://www.caltrain.com/caltrainconnection)) and onboard trains.

**Track the Fun** – The summer edition of *Track the Fun* was issued, and the cover featured an interior photo of Levi’s® Stadium. The brochure comes out seasonally and is a guide to fun events along the corridor with information on how to get there on Caltrain. The publication lists sporting events, farmers’ markets, festivals, events, concerts, theatres and museums. The brochure is available at [www.caltrain.com/trackthefun](http://www.caltrain.com/trackthefun) and on trains.

Prepared By: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248
Catherine David, Senior Planner 650.622.7820
Table A

JULY 2014

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>1,491,886</td>
<td>1,596,719</td>
<td>7.0%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>54,989</td>
<td>58,598</td>
<td>6.6%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$6,653,515</td>
<td>$7,241,932</td>
<td>8.8%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>90.4%</td>
<td>92.6%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>6,645</td>
<td>9,060</td>
<td>36.3%</td>
</tr>
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</table>

Year to Date

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<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
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<td>9,060</td>
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Graph A

Caltrain Average Weekday Ridership

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<tr>
<td>AWR</td>
<td>54,989</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>13-Month rolling average</td>
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<td></td>
<td></td>
<td></td>
<td>58,598</td>
<td></td>
</tr>
</tbody>
</table>

Page 3 of 4
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: PROCLAMATION DECLARING SEPTEMBER RAILROAD SAFETY MONTH

ACTION
Staff Coordinating Council (SCC) recommends the Board adopt the proclamation designating September as “Railroad Safety Month.”

SIGNIFICANCE
The proclamation for “Railroad Safety Month” is a reaffirmation of the JPB’s commitment to provide safe and efficient train service between San Francisco and Gilroy. It is an opportunity to highlight the promotion and advancement of safety on the right of way through enhanced safety measures and increased public awareness. The focus of this year’s rail safety activities will be on the incidence of death by suicide on the Caltrain right of way and the continuing efforts to work within the community to address mental health issues and publicize the availability of resources for persons facing a mental health crisis.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
In 2013, there were 13 fatalities on the Caltrain right of way. Sadly, 11 of these tragic deaths were suicides. Suicide is the 10th leading cause of death for Americans. Caltrain is committed to working with the community to address this complex mental health problem.

This year, during Railroad Safety Month, Caltrain is launching a new page on its website with links to local suicide prevention resources. The launch of the web page will be publicized at a news conference, as well as by reaching out to the media and through our social networks throughout the month.

There is a growing national awareness that suicide is a preventable public health problem. Caltrain’s new webpage is one more resource to help prevent and reduce suicide.

Prepared by: Jayme Ackemann, Manager, Communications 650.508.7934
WHEREAS, Caltrain operates 92 weekday trains between San Francisco and Gilroy, serving the Peninsula Rail Corridor, and the communities of San Francisco, San Mateo and Santa Clara counties; and

WHEREAS, safety on the Caltrain right of way has been and remains a continuing priority along a rail system that traverses several communities and includes more than 50 at-grade public vehicular and pedestrian crossings; and

WHEREAS, the Peninsula Corridor Joint Powers Board works continuously with essential partners, including the Federal Railroad Administration, California Department of Transportation, California Public Utilities Commission and California Operation Lifesaver to improve railroad safety, to prevent accidents and to educate the public about safety around railroad tracks; and

WHEREAS, nearly 40,000 suicides were reported throughout the United States in 2011, making suicide the 10th leading cause of death for Americans; and

WHEREAS, for the past 20 years, there has been an average of 13 deaths per year on the Caltrain right of way, the great majority of them death by suicide, a comparatively small number that nonetheless sends a ripple of pain through the men and women responsible for the railroad; and

WHEREAS, death by suicide is a serious public health problem that takes an enormous toll on families, friends, classmates, co-workers and communities; and

WHEREAS, as a member of the community, Caltrain is committed to working with community partners, such as San Mateo County Behavioral Health and Recovery Services, to prevent suicide, to lift the stigma surrounding mental health issues, to seek open and honest dialogue about issues of mental health and depression and to inform persons facing mental health crises that there is help; and

WHEREAS, Caltrain will add a new page to its website featuring suicide prevention resources and a crisis hotline number; and

WHEREAS, this new community resource will be introduced to the public at a public event at the end of September that will seek to draw attention to mental health and suicide prevention resources; and

WHEREAS, National Suicide Prevention Week is September 7 – 13; and

WHEREAS, on June 2, 2009, Senate Concurrent Resolution 10 (Liu) was signed into law designating September as “Railroad Safety Month” in California.

THEREFORE, BE IT RESOLVED, that the Peninsula Corridor Joint Powers Board, in support of safety efforts locally, regionally and statewide, joins in proclaiming September as “Railroad Safety Month” and commends local, State, and Federal officials, industry, and citizen efforts to improve railroad safety; and

BE IT FURTHER RESOLVED, that the Peninsula Corridor Joint Powers Board reaffirms its efforts as a community partner in the prevention of deaths by suicide as a critical component of “Railroad Safety Month” and urges continued and expanded collaboration to extend to all who need it effective mental health resources.

Chair, Peninsula Corridor Joint Powers Board
AGENDA ITEM # 8  
SEPTEMBER 4, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD ENDING  
JULY 31, 2014 AND SUPPLEMENTAL INFORMATION

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

SIGNIFICANCE
Revenue: For July of Fiscal Year 2015, Total Operating Revenue (line 7) is $824,036 or 11.5 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $804,308 or 12.5 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $492,664 or 6.6 percent higher.

Expense: Grand Total Expenses (line 49) show a favorable variance of $2,771,996 or 25.6 percent. The Rail Operator Service (line 23) is $275,357 or 4.9 percent worse than budget, but Total Operating Expense (line 35) is $2,190,638 or 24.7 percent better than budget. Total Administrative Expense (line 45) is $581,358 or 31.7 percent better than budget.

Compared to prior year, Grand Total Expenses (line 49) are $1,369,851 or 14.6 percent lower.

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

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

**Peninsula Corridor Joint Powers Board**  
**Statement of Revenue and Expense**  
**Fiscal Year 2015**  
**July 2014**

<table>
<thead>
<tr>
<th>MONTH</th>
<th>REVENUE OPERATIONS:</th>
<th>PRIOR ACTUAL</th>
<th>CURRENT ACTUAL</th>
<th>REVISED BUDGET</th>
<th>% OF YEAR ELAPSED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Farebox Revenue</td>
<td>7,241,932</td>
<td>6,653,515</td>
<td>6,437,624</td>
<td>112.5%</td>
</tr>
<tr>
<td></td>
<td>Parking Revenue</td>
<td>386,042</td>
<td>315,212</td>
<td>334,270</td>
<td>115.5%</td>
</tr>
<tr>
<td></td>
<td>Shuttles</td>
<td>138,224</td>
<td>120,186</td>
<td>166,820</td>
<td>82.9%</td>
</tr>
<tr>
<td></td>
<td>Rental Income</td>
<td>146,030</td>
<td>152,454</td>
<td>144,810</td>
<td>100.8%</td>
</tr>
<tr>
<td></td>
<td>Other Income</td>
<td>47,012</td>
<td>225,210</td>
<td>47,012</td>
<td>91.0%</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL OPERATING REVENUE</strong></td>
<td>7,959,240</td>
<td>7,466,576</td>
<td>7,959,240</td>
<td>111.5%</td>
</tr>
</tbody>
</table>

**CONTRIBUTIONS:**

- AB-434 Peninsula & TA Shuttle Funding: 161,397
- Operating Grants: 554,452
- JPBA Member Agencies: 1,652,422
- Other Sources: -

**TOTAL CONTRIBUTED REVENUE:** 2,368,270

**GRAND TOTAL REVENUE:** 10,327,511

<table>
<thead>
<tr>
<th>EXPENSE</th>
<th>OPERATING EXPENSE:</th>
<th>PRIOR ACTUAL</th>
<th>CURRENT ACTUAL</th>
<th>REVISED BUDGET</th>
<th>% OF YEAR ELAPSED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rail Operator Service</td>
<td>5,379,276</td>
<td>5,000,000</td>
<td>5,929,899</td>
<td>104.9%</td>
</tr>
<tr>
<td></td>
<td>Security Services</td>
<td>360,071</td>
<td>333,800</td>
<td>400,361</td>
<td>89.9%</td>
</tr>
<tr>
<td></td>
<td>Rail Operator Extra Work</td>
<td>-</td>
<td>-</td>
<td>13,000</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL OPERATING EXPENSE</strong></td>
<td>5,739,347</td>
<td>5,333,800</td>
<td>6,290,060</td>
<td>103.7%</td>
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</table>

<table>
<thead>
<tr>
<th>EXPENSE</th>
<th>OPERATING EXPENSE:</th>
<th>PRIOR ACTUAL</th>
<th>CURRENT ACTUAL</th>
<th>REVISED BUDGET</th>
<th>% OF YEAR ELAPSED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Shuttles</td>
<td>360,983</td>
<td>342,357</td>
<td>402,776</td>
<td>89.6%</td>
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<tr>
<td></td>
<td>Fuel and Lubricants</td>
<td>1,372,354</td>
<td>1,334,925</td>
<td>1,468,970</td>
<td>93.4%</td>
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<tr>
<td></td>
<td>Timetables and Tickets</td>
<td>12,000</td>
<td>12,000</td>
<td>12,333</td>
<td>97.3%</td>
</tr>
<tr>
<td></td>
<td>Insurance</td>
<td>(1,677,019)</td>
<td>587,977</td>
<td>476,143</td>
<td>-352.2%</td>
</tr>
<tr>
<td></td>
<td>Facilities and Equipment Maint</td>
<td>103,821</td>
<td>155,363</td>
<td>103,821</td>
<td>63.1%</td>
</tr>
<tr>
<td></td>
<td>Utilities</td>
<td>139,208</td>
<td>125,306</td>
<td>167,678</td>
<td>78.8%</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL OPERATING EXPENSE</strong></td>
<td>6,145,308</td>
<td>6,978,301</td>
<td>8,886,659</td>
<td>75.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXPENSE</th>
<th>ADMINISTRATIVE EXPENSE</th>
<th>PRIOR ACTUAL</th>
<th>CURRENT ACTUAL</th>
<th>REVISED BUDGET</th>
<th>% OF YEAR ELAPSED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Wages and Benefits</td>
<td>746,627</td>
<td>737,639</td>
<td>851,289</td>
<td>87.7%</td>
</tr>
<tr>
<td></td>
<td>Managing Agency Admin OH Cost</td>
<td>336,008</td>
<td>353,346</td>
<td>336,008</td>
<td>73.5%</td>
</tr>
<tr>
<td></td>
<td>Board of Directors</td>
<td>1,200</td>
<td>-</td>
<td>1,225</td>
<td>98.0%</td>
</tr>
<tr>
<td></td>
<td>Professional Services</td>
<td>60,567</td>
<td>146,838</td>
<td>321,030</td>
<td>18.9%</td>
</tr>
<tr>
<td></td>
<td>Communications and Marketing</td>
<td>6,356</td>
<td>1,298</td>
<td>6,356</td>
<td>64.5%</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL ADMINISTRATIVE EXPENSE</strong></td>
<td>1,254,174</td>
<td>1,341,745</td>
<td>1,254,174</td>
<td>68.3%</td>
</tr>
</tbody>
</table>

**TOTAL EXPENSE:** 1,254,174

**LONG TERM DEBT EXPENSE:** 91,906

**GRAND TOTAL EXPENSE:** 7,491,388

**NET SURPLUS / (DEFICIT):** 2,836,123

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

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

8/27/14 4:04 PM
## PENINSULA CORRIDOR JOINT POWERS BOARD

### INVESTMENT PORTFOLIO

#### AS OF JULY 31, 2014

<table>
<thead>
<tr>
<th>TYPE OF SECURITY</th>
<th>Maturity Date</th>
<th>Interest Rate</th>
<th>Purchase Price</th>
<th>Market Price</th>
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</thead>
<tbody>
<tr>
<td>Local Agency Investment Fund (Restricted) *</td>
<td>Liquid Cash</td>
<td>0.244%</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Unrestricted) *</td>
<td>Liquid Cash</td>
<td>0.244%</td>
<td>22,524,389</td>
<td>22,524,389</td>
</tr>
<tr>
<td>County Pool (Unrestricted) **</td>
<td>Liquid Cash</td>
<td>0.750%</td>
<td>10,702,040</td>
<td>10,702,040</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.000%</td>
<td>10,035,743</td>
<td>10,035,743</td>
</tr>
<tr>
<td>Other (Restricted) ***</td>
<td>Liquid Cash</td>
<td>0.200%</td>
<td>22,982,546</td>
<td>22,982,546</td>
</tr>
</tbody>
</table>

$68,244,718

Accrued Earnings for JULY 2014 $15,388.82
Cumulative Earnings FY2015 $15,388.82

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

** As of July 2014 the amortized cost of the Total County Pool was $3,451,418,858.78 and the fair market value per San Mateo County Treasurer’s Office was $3,450,680,416.74.

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

The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 [1995].

The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: AUTHORIZE TERM SHEET FOR THE PURCHASE OF RAILCARS

ACTION
Staff Coordinating Council (SCC) recommends the Board approve a term sheet that delineates the business terms for the purchase of 16 railcars from Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail service in the Los Angeles Basin, with the understanding that the Executive Director is authorized to negotiate minor modifications to the term sheet necessary to effectuate the transaction.

SIGNIFICANCE
Caltrain has experienced record ridership growth, leading to overcrowding and capacity constraints on many peak period trains and making it difficult to remove railcars from service for maintenance as part of the Peninsula Corridor Joint Powers Board’s (JPB) State of Good Repair (SOGR) Program.

In response to the need for increased passenger capacity and the potential impact to the SOGR Program, the Board authorized the purchase of 11 rail cars from SCRRA as part of the Rail Car Capacity Expansion Project on January 9, 2014, per Resolution No. 2014-03.

To further improve fleet capacity, JPB staff recommended increasing the procurement from 11 to 16 railcars. This will allow a greater number of train sets to be augmented from five-car to six-car consists.

The 16 Bombardier Bi-Level Generation 2 railcars from SCRRRA are compatible with Caltrain’s existing fleet of Bombardier railcars, but once purchased, they will need to be transported to a third party for extensive refurbishment and then to Caltrain Centralized Equipment Maintenance and Operations Facility to get ready for service.

JPB staff expects the purchasing details and financing structure will be finalized in November and the purchase transaction completed in December. Concurrently, staff is preparing the plans and specifications necessary for rehabilitation and conversion to Caltrain’s fleet.
The term sheet addresses transaction terms and conditions for consummation of the purchase, including JPB rights to conduct inspections of the railcars and closing conditions.

**BUDGET IMPACT**

JPB staff completed a price analysis and has determined the negotiated costs, and terms and conditions for the 16 railcars to be fair and reasonable.

<table>
<thead>
<tr>
<th>Use of Funds</th>
<th>Unit Price</th>
<th>Quantity</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railcar</td>
<td>$350,000</td>
<td>16</td>
<td>$5,600,000</td>
</tr>
<tr>
<td>Rehabilitation</td>
<td>$379,000</td>
<td>16</td>
<td>$6,064,000</td>
</tr>
<tr>
<td>Spare parts</td>
<td></td>
<td></td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Platform modifications</td>
<td></td>
<td></td>
<td>$1,000,000</td>
</tr>
<tr>
<td>New wheels</td>
<td></td>
<td></td>
<td>$100,000</td>
</tr>
<tr>
<td>Engineering support</td>
<td></td>
<td></td>
<td>$200,000</td>
</tr>
<tr>
<td>Staff and contingency</td>
<td></td>
<td></td>
<td>$1,036,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$15,000,000</strong></td>
</tr>
</tbody>
</table>

The overall project cost of $15 million includes $1 million of platform modifications to accommodate the six-car consists and $1,036,000 for staff and contingency.

Four million dollars for the purchase of the 16 railcars has been funded from fare revenue in excess of the budgeted amount from Fiscal Year (FY) 2013. For the remaining balance, staff recommends issuance of farebox revenue bonds under the Farebox Trust Agreement in an amount not to exceed $11 million.

The 2014 Bonds issuance is intended to provide interim financing in advance of a larger farebox revenue bond issuance expected to be completed as a public offering in 2017/2018 for the Caltrain Modernization Program. Staff will return to the Board in October/November to request approval of the farebox revenue bond issuance.

**BACKGROUND**

The Caltrain fleet currently consists of 118 coaches and cab cars that are outfitted into 23 five-car sets in order to deliver the 92-train weekday service. The addition of the new cars will allow for a number of those sets to be expanded to six cars in order to effect a modest capacity increase prior to electrification.

Prepared By: Gigi Harrington, Deputy CEO  650.508.7950
RESOLUTION NO. 2014 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

APPROVING TERM SHEET FOR THE PURCHASE OF RAILCARS

WHEREAS, Caltrain has experienced record ridership growth, putting passenger capacity constraints on many peak period trains and making it difficult to remove railcars from service for maintenance as part of the Peninsula Joint Powers Board’s (JPB) State of Good Repair Rebuild Program; and

WHEREAS, the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail service in the Los Angeles Basin, is offering to sell used Bombardier Bi-Level Generation 2 railcars built in 1995; and

WHEREAS, in response to the need for increased passenger capacity, JPB staff has negotiated with SCRRA on prices, terms and conditions to purchase 16 Bombardier Bi-Level Generation 2 railcars; and

WHEREAS, JPB staff, in conjunction with its consultant LTK Engineering and legal counsel, determined that the term sheet is fair and reasonable; and

WHEREAS, following review and deliberation, Staff Coordinating Council (SCC) recommends the Board approve a term sheet that delineates the business terms for the purchase of 16 Bombardier Bi-Level Generation 2 railcars from SCRRA, with the understanding that the Executive Director is authorized to negotiate minor modifications to the term sheet necessary to effectuate the transaction.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the term sheet negotiated with SCRRA for the purchase of 16 Bombardier Bi-Level Generation 2 railcars; and
BE IT FURTHER RESOLVED that the Executive Director is authorized to negotiate minor modifications to the term sheet necessary to effectuate the transaction.

Regularly passed and adopted this 4th day of September, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Marian Lee  
Executive Officer, Caltrain Modernization Program

SUBJECT: ADOPTION OF CALTRAIN STRATEGIC PLAN

ACTION  
Staff Coordinating Council (SCC) recommends the Board adopt the Fiscal Year (FY) 2015-2024 Caltrain Strategic Plan.

SIGNIFICANCE  
The Caltrain FY2015-2024 Strategic Plan will serve as a living policy document that addresses a wide range of policy issues guiding future decision-making by the Board. It builds on the previous Caltrain Strategic Plans, which were adopted by the Board in 1999 and 2004.

The draft Vision, Focus Areas, Goals and Objectives (key elements of the Strategic Plan) were presented to the Board in August of 2014. Following the August meeting, the draft Strategic Plan document, which includes the context and narrative, was released to the public for comment.

The attached is a draft-final version of the FY2015-2024 Caltrain Strategic Plan. All comments received are being addressed and a final document will be presented at the September Board meeting.

Following the Strategic Plan adoption, the Caltrain Short-range Transit Plan (as required by the Metropolitan Transportation Commission) and performance measures will be prepared. These efforts will focus on the implementation and monitoring of the Caltrain Strategic Plan.

BUDGET IMPACT  
There is no budget impact as a result of Board adoption of the Strategic Plan.

BACKGROUND  
When the Board adopted Caltrain’s previous 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 train 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 FY2015-2024 Caltrain Strategic Plan 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.

Staff launched this effort at the October 2013 Board meeting and presented an update to the Board in April 2014. The draft Vision, Focus Areas, Goals and Objectives were presented to the Board Ad Hoc Strategic Plan Committee in April and July 2014 and to the full Board in August of 2014.

During the course of plan preparation, stakeholder 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 and July 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
RESOLUTION NO. 2014 -

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

* * *

ADOPTING THE FISCAL YEAR 2015 – 2024 CALTRAIN STRATEGIC PLAN

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) last adopted a Strategic Plan in 2004, by Resolution No. 2004-24, dated July 1, 2004; and

WHEREAS, the Caltrain system has changed significantly in the last 10 years with the introduction of “Baby Bullet” express services, rapid and sustained ridership growth, and the completion of key capital projects, including various station improvements such as the San Bruno Grade Separation; and

WHEREAS, the Caltrain Modernization Program will bring further changes to the system as it advances with the planning and delivery of a Communications-based Overlay Signal System/Positive Train Control, the electrification of the existing Caltrain corridor between San Francisco and San Jose, the procurement of new electric train vehicles, and the planning for future blended operations with the California high-speed rail system; and

WHEREAS, the Fiscal Year (FY) 2015 – 2024 Caltrain Strategic Plan has been developed to reflect these changed conditions and is a timely and necessary policy update that guides the development and priorities of Caltrain; and

WHEREAS, the FY2015 – 2024 Caltrain Strategic Plan is a living policy document that describes the JPB’s vision, focus areas, goals and objectives over the next 10 years and will be updated regularly going forward; and
WHEREAS, JPB staff is grateful for the interest and input received from the Caltrain Citizens Advisory Committee, Bicycle Advisory Committee, Local Policy Makers Group, and other external stakeholder groups and the public of San Francisco, San Mateo and Santa Clara counties in the development of the FY2015 – 2024 Caltrain Strategic Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the final FY2015 – 2024 Caltrain Strategic Plan attached and incorporated by this reference.

Regularly passed and adopted this 4th day of September, 2014 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
AGENDA ITEM # 11
SEPTEMBER 4, 2014

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan Gigi Harrington
Executive Officer, Planning and Development Deputy CEO

SUBJECT: AUTHORIZATION TO ENTER INTO COOPERATIVE AGREEMENT WITH THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY TO PROVIDE FUNDING FOR
SOUTH TERMINAL PHASE II AND TO AMEND THE FISCAL YEAR 2015 CALTRAIN
CAPITAL BUDGET

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

1. Authorize the Executive Director, or his designee, to enter into a cooperative
agreement with the Capitol Corridor Joint Powers Authority (CCJPA) to receive
$1 million in State funding to complete conceptual planning and preliminary
engineering for the South Terminal Phase II Project.

2. Increase the Fiscal Year (FY) 2015 Caltrain Capital Budget by $1 million for the
South Terminal Phase II Project.

SIGNIFICANCE
The CCJPA, which operates the Capitol Corridor commuter rail service between
Sacramento and San Jose, has agreed to help partially fund conceptual planning and
preliminary engineering for the South Terminal Phase II Project. This project would
benefit the CCJPA, among others, which operates on the Caltrain right of way
between the Santa Clara and Diridon Stations.

Completion of the conceptual planning and preliminary engineering would help
determine whether the proposed track configuration and improvements at
South Terminal are technically feasible, and will help ascertain the extent of right of way
needed for the project, confirm the required level of environmental clearance needed,
and identify any other project impacts.

BUDGET IMPACT
Total cost of the conceptual planning and preliminary engineering effort is estimated at
$1.5 million. The Board has previously approved $500,000 in prior year budgets for this
effort, and the $1 million from CCJPA will need to be amended into the FY2015 Caltrain
Capital Budget to increase the total budget authority for the project.
**BACKGROUND**
The South Terminal Phase II Project will add an additional track along with signal controls between the Centralized Equipment Maintenance and Operations Facility and Diridon Station to provide additional operational flexibility for Caltrain and tenant railroads, such as Capitol Corridor.

Prepared By: April Chan, Executive Officer, Planning and Development
RESOLUTION NO. 2014 –

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

***

AUTHORIZE ENTERING INTO A COOPERATIVE AGREEMENT WITH THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY TO PROVIDE FUNDING FOR SOUTH TERMINAL PHASE II AND AMENDING THE FISCAL YEAR 2015 CALTRAIN CAPITAL BUDGET

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

WHEREAS, Capitol Corridor Joint Powers Authority (CCJPA) is a joint powers authority and operates the Capitol Corridor commuter rail service along its route entirely owned by host railroads; and

WHEREAS, the parties desire the JPB to prepare the preliminary design and environmental documents for certain improvements to the track infrastructure in the vicinity of Diridon Station in San Jose, specifically: conceptual planning and preliminary engineering of South Terminal Phase II; and

WHEREAS, CCJPA agrees to provide partial funding for the South Terminal Phase II Project in the amount of $1 million; and

WHEREAS, the JPB agrees to provide all services and materials required for completion of the projects.

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

1. Authorizes the Executive Director, or his designee to execute a cooperative agreement with the CCJPA to provide funding for the South Terminal Phase II Project; and
2. Increases the Fiscal Year 2015 Caltrain Capital Budget by $1 million for the South Terminal Phase II Project; and

3. Authorizes the Executive Director, or his designee, to file any other required documentation and to take any other actions necessary for the purpose of obtaining the funding from the CCJPA.

Regularly passed and adopted this 4th day of September, 2014 by the following vote:

AYES:

NOES:

ABSENT:

__________________________________________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

__________________________________________________________
JPB Secretary
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: STATE AND FEDERAL LEGISLATIVE UPDATE

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

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

STATE ISSUES
Legislation
The deadline for the Legislature to send bills to the governor for his signature is August 31. A number of priority bills have already passed the Legislature, including:

- Senate Bill (SB) 785 (Wolk) – Would extend design-build authority beyond the end of the year to 2025.
- SB 1433 (Hill) – Would extend design-build authority beyond the end of the year to 2017.
- Additionally, staff is working to support the passage of new legislation (Assembly Bill 1783 - Jones-Sawyer) that would exempt transit employees from the California Public Employee Pension Reform Act (PEPRA), pending a legal decision about whether PEPRA violates federal collective bargaining rights for transit workers.

Cap-and-Trade Grant Guidance
Staff participated in a number of opportunities to weigh in with the Administration about how Cap-and-Trade grant funding should be allocated. As we navigate this process, we will continue to advocate that the programs:

- Allow for multi-jurisdictional applicants.
- Allow multi-year funding for larger projects.
• Use regional/broader definition of "disadvantaged community."

• Clarify the difference between projects which “benefit” disadvantaged communities and those located "within" a disadvantaged community.

**FEDERAL ISSUES**
Nothing to report.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650.508.6388
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
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<tbody>
<tr>
<td><strong>AB 26</strong>&lt;br&gt;Bonilla D&lt;br&gt;Construction: prevailing wage.</td>
<td>A. DESK 8/20/2014-Withdrawn from Engrossing and Enrolling. Held at Desk.</td>
<td>Existing law defines the term &quot;public works&quot; 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 &quot;construction&quot; 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 &quot;construction&quot; to also include work performed during the post construction phases of construction, including, but not limited to, all cleanup work at the jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 6/16/2014</td>
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<tr>
<td><strong>AB 418</strong>&lt;br&gt;Mullin D&lt;br&gt;Local government: special tax, assessment, or property-related fee.</td>
<td>S. DESK 8/4/2014-In Senate. Held at Desk.</td>
<td>Existing law, until January 1, 2013, authorized the City/County Association of Governments of San Mateo County to impose a fee of up to $4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and storm water pollution within that county. This bill would authorize the City/County Association of Governments of San Mateo County, in accordance with specified provisions of the California Constitution, to impose a parcel tax or a property-related fee for the purpose of implementing storm water management programs, as prescribed. This bill contains other related provisions. Last Amended on 2/10/2014</td>
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<tr>
<td>Bill ID/Topic</td>
<td>Location</td>
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<tr>
<td>AB 1556</td>
<td>A. CONCURRENCE 8/19/2014-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 21 pursuant to Assembly Rule 77. 8/21/2014 #16 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS</td>
<td>Existing unemployment insurance law requires all standard information employee pamphlets provided by the Employment Development Department concerning unemployment and disability insurance programs to be printed in English and separately in Spanish, or both. This bill would instead require those pamphlets to be printed in English and the 7 other most commonly used languages among participants in each program. This bill would require the department to make pages on its Internet Web site that provide information regarding applying for, and receiving, unemployment insurance benefits available in the 7 languages, other than English, most commonly used by unemployment insurance applicants and claimants. This bill contains other related provisions and other existing laws. Last Amended on 6/17/2014</td>
<td></td>
</tr>
<tr>
<td>AB 1783</td>
<td>S. P.E. &amp; R. 8/18/2014-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on P.E. &amp; R. 8/22/2014 Upon Call of the Chair - Room 3191 SENATE PUBLIC EMPLOYMENT AND RETIREMENT, TORRES, Chair</td>
<td>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions from its provisions public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2015, whichever is sooner. This bill would extend that exemption with respect to the above-described date to January 1, 2016. This bill contains other related provisions. Last Amended on 8/18/2014</td>
<td>Support</td>
</tr>
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</table>
## Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 8-21-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
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<tbody>
<tr>
<td><strong>AB 2021</strong> Gordon D</td>
<td>S. DEAD 8/15/2014-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. APPR. on 6/17/2014)</td>
<td>Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Existing law requires the district to comply with certain prevailing wage requirements with respect to that contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages. This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program if it has not contracted with a 3rd party to conduct its labor compliance program and requests and receives approval from the Department of Industrial Relations to continue the existing program. Last Amended on 6/17/2014</td>
<td>Support</td>
</tr>
<tr>
<td><strong>AB 2046</strong> Gomez D</td>
<td>S. DEAD 8/15/2014-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. APPR. SUSPENSE FILE on 8/14/2014)</td>
<td>The Joint Exercise of Powers Act authorizes the legislative or other governing bodies of 2 or more public agencies to jointly exercise by agreement any power common to the contracting parties, as specified, and authorizes a joint powers authority to exercise various powers, including, among others, the power to issue bonds, including bonds bearing interest, to pay the cost of any public capital improvement, working capital, or liability or other insurance program, as specified. This bill would, until January 1, 2021, authorize a joint powers authority to issue or cause to be issued bonds and enter into a loan agreement for the financing or refinancing of a project that is situated in another state, including working capital related to that project, if the project and its financing meets certain conditions. This bill would require the Legislative Analyst, on or before January 1, 2020, to prepare and submit to the Legislature a report on the issuance of those bonds and the financing of those projects. This bill would require, no later than July 1, 2019, authorities that issue those bonds to provide information concerning the bonds, the projects financed, the public benefits accruing to this state and such other information requested by the Legislative Analyst's Office for the purpose of preparing the report. Last Amended on 8/4/2014</td>
<td></td>
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## Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 8-21-14

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
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<tr>
<td>AB 2170 Mullin D</td>
<td>A. ENROLLMENT 8/14/2014-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 48. Noes 29.).</td>
<td>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified. This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax, as specified. Last Amended on 6/17/2014</td>
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<tr>
<td>AB 2198 Levine D</td>
<td>A. ENROLLMENT 8/19/2014-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 57. Noes 13.).</td>
<td>Existing law provides for the licensure and regulation of various professionals who provide mental health-related services, including psychologists, marriage and family therapists, educational psychologists, professional clinical counselors, and clinical social workers. Under existing law, an applicant for licensure in these professions is required to complete certain coursework or training in order to be eligible for a license. Existing law also requires these professionals to participate in continuing education as a prerequisite for renewing their license. This bill would require a psychologist, marriage and family therapist, educational psychologist, professional clinical counselor, and clinical social worker who began graduate study on or after January 1, 2016, to complete a minimum of 15 contact hours of coursework in suicide assessment, treatment, and management before he or she may be issued a license. The bill would also require, commencing January 1, 2016, a person licensed in these professions or any applicant for licensure who began graduate study prior to January 1, 2016, to take a six-hour continuing education course in suicide assessment, treatment, and management in order to renew his or her license. Last Amended on 8/4/2014</td>
<td>Support</td>
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<tr>
<td>Bill ID/Topic</td>
<td>Location</td>
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| AB 2471           | S. DEAD 8/15/2014-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. APPR. on 8/4/2014) | Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds. Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified. 

This bill would require a public entity, as defined, when authorized to order changes or additions to the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and no later than 60 days after the extra work is performed and documentation has been submitted, as specified. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra work. The bill would require prejudgment interest to accrue on any amount that this bill would require to be paid that the public entity fails to pay. The bill would also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill would require the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified. Last Amended on 8/4/2014 | Oppose   |

Frazier D          |                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                      |          |
## Bill ID/Topic
**AB 2650**  
**Conway**  
**R**  
**Bonds:** transportation.

### Location
- A. TRANS.  
- Failed passage.  
- Reconsideration granted.

### Summary
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.
### Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 8-21-14

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<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
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<td><strong>SB 556</strong> Padilla D</td>
<td>A. THIRD READING 8/7/2014-Read third time and amended. (Page 5914.) Ordered to third reading. 8/21/2014 #89 ASSEMBLY SENATE THIRD READING FILE</td>
<td>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer. This bill would prohibit, for all contracts for labor or services entered into on or after January 1, 2015, a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays specific disclosures. The bill would prohibit a public agency from requiring a person or employee of a nongovernmental agency providing public health or safety services under contract with the public agency to wear a badge containing the logo of the public agency. The bill would prohibit a nongovernmental agency providing public health or safety services under contract with a public agency from requiring a person or its employee to wear a badge containing the logo of the public agency.</td>
<td>Oppose</td>
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<td><strong>SB 674</strong> Corbett D</td>
<td>S. ENROLLMENT 8/14/2014-In Senate. Ordered to engrossing and enrolling.</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 &quot;residential&quot; 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.</td>
<td>1/6/2014</td>
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## Bill ID/Topic | Location | Summary | Position
---|---|---|---
**SB 785**  
Wolk  
D  
Design-build. | A. THIRD READING  
8/14/2014-Read second time. Ordered to third reading.  
8/21/2014 #114 ASS EMBLY SENATE THIRD READING FILE | 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 , until January 1, 2025, the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize , until January 1, 2025, the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital. 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 8/13/2014 | Support

**SB 792**  
DeSaulnier  
D  
Regional entities: San Francisco Bay Area. | A. THIRD READING  
8/21/2014 #97 ASSEMBLY SENATE THIRD READING FILE | 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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<th>Bill ID/Topic</th>
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<td>SB 901</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>
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<td>SB 902</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 Vidak R</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 Vidak R</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. THIRD READING 8/19/2014-Read third time and amended. Ordered to third reading. 8/21/2014 #143 ASSEMBLY SENATE THIRD READING FILE</td>
<td><strong>Summary:</strong> Existing law generally defines &quot;public work&quot; as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency’s Internet Web site, related to the duties of the peer review group. This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a “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. 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 8/19/2014</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><strong>Summary:</strong> 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>
<td><strong>Position</strong></td>
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### Peninsula Corridor Joint Powers Board
#### State Legislative Matrix as of 8-21-14

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<td><strong>SB 1064</strong> Hill D</td>
<td>A. THIRD READING 8/4/2014-From consent calendar. Ordered to third reading. 8/21/2014 #87 ASSEMBLY SENATE THIRD READING FILE</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> DeSaulnier D</td>
<td>A. THIRD READING 8/18/2014-Read second time. Ordered to third reading. 8/21/2014 #146 ASSEMBLY SENATE THIRD READING FILE</td>
<td>Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. This bill would establish a Mileage-Based Fee (MBF) Task Force within the California Transportation Commission, as specified. The bill would require the task force to study MBF alternatives to the gas tax and to make recommendations to the commission on the design of a pilot program, as specified. The bill would also authorize the task force to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the task force to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the commission to approve the design of a pilot program by January 1, 2016. The bill would require the Transportation Agency, based on the design approved by the commission, to implement a pilot program to identify and evaluate issues related to the potential implementation of an MBF program in California by January 1, 2017. The bill would require the agency to prepare and submit a report of its findings to the task force, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than January 1, 2018, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2019. Last Amended on 8/4/2014</td>
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<td>SB 1156</td>
<td>S. G. &amp; F. 4/2/2014-Set, first hearing. Hearing canceled at the request of author.</td>
<td>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions.</td>
<td>Support</td>
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<td>SB 1183</td>
<td>S. CONCURRENCE 8/20/2014-In Senate. Concurrence in Assembly amendments pending. 8/21/2014 #70 SENATE UNFINISHED BUSINESS</td>
<td>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</td>
<td>Support</td>
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<td>SB 1204</td>
<td>A. THIRD READING 8/20/2014-Read second time. Ordered to third reading.</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 an annual framework and plan, and to develop guidance through the existing Air Quality Improvement Program Funding Plan process for implementation of the program. Last Amended on 8/19/2014</td>
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<td>SB 1350</td>
<td>A. THIRD READING 8/11/2014-Read second time. Ordered to third reading.</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. Last Amended on 5/5/2014</td>
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<td>SB 1368 Wolk D</td>
<td>S. ENROLLMENT 8/18/2014-Assembly amendments concurred in. (Ayes 36, Noes 0.) Ordered to engrossing and enrolling.</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>SB 1433 Hill D</td>
<td>A. THIRD READING 8/20/2014-Read second time. Ordered to third reading. 8/21/2014 #215 ASSEMBLY SENATE THIRD READING FILE</td>
<td>The Local Agency Public Construction Act authorizes a transit operator to enter into a design-build contract, as specified. The act 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. The act establishes conditions for the selection of the design-build entity and establishes monetary thresholds for the use of a design-build contract. The act 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 revise the monetary thresholds to generally require that project costs exceed $1,000,000 for the use of a design-build contract. The bill would provide that these provisions apply to project solicitations that commenced prior to January 1, 2015, and would extend the repeal date to January 1, 2017. The bill, for project solicitations that commence on or after January 1, 2015, would establish conditions for a “transit operator,” as defined, to select a design-build entity for a design-build project, and would repeal these provisions on January 1, 2024. This bill contains other related provisions and other existing laws. Last Amended on 8/19/2014</td>
<td>Support</td>
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<td>SCA 4</td>
<td>S. APPR. 8/29/2013-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. Last Amended on 8/28/2013</td>
<td>Support</td>
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<td>SCA 8</td>
<td>S. APPR. 8/29/2013-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. Last Amended on 5/21/2013</td>
<td>Support</td>
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<td>SCA 9</td>
<td>S. APPR. 6/27/2013-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. Last Amended on 5/21/2013</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>
<td>Support</td>
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AGENDA ITEM # 13
SEPTEMBER 4, 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
TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT – 4th QUARTER FISCAL YEAR 2014

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

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

BUDGET IMPACT
There is no impact on the budget.

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

Prepared by: Kelvin Yu, Manager, Project Controls 650.622.7853