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

March 5, 2015 – 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 February 5, 2015
   b) Acceptance of Statement of Revenues and Expenses for January 2015
   c) Authorize Ratification of the Award of an Emergency Contract to Granite Construction Company in an Amount Not to Exceed $60,000 for the Repair to the Embankment North of the Guadalupe River Main Track 1 Bridge

5. Chairperson’s Report
   a) Resolution of Appreciation for Executive Director Michael J. Scanlon

6. Report of the Citizens Advisory Committee

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

8. Presentation on the JPB Disparity Study and JPB Activities to Support the Disadvantaged Business Enterprise Program

9. Declare Official Intent to Use Proceeds of Indebtedness to Reimburse Prior Expenditures in an Amount Not Expected to Exceed $175 Million for the Peninsula Corridor Electrification Project

10. Presentation on Caltrain Sustainability Efforts

RESOLUTION

INFORMATIONAL

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


13. Correspondence

14. Board Member Requests

15. Date/Time of Next Meeting: Thursday, April 2, 2015, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. 94070

16. General Counsel Report
   a) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 43945.9(a): Town of Atherton, et al vs. Peninsula Corridor Joint Powers Board. Case #CIV 532457

17. 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 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 FEBRUARY 5, 2015


Chair Adrienne Tissier called the meeting to order at 10:03 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT
Jeff Carter, Millbrae, said last month he reported that a gate leading to the northbound platform at Millbrae had been closed, but within a day or two of his report the gate had been reopened. He thanked those responsible.

Shirley Johnson, San Francisco Bicycle Coalition, said there are many thank you notes in the correspondence from bicyclists who are grateful about the plan to add a third bike car to Bombardier trains.

Roland Lebrun, San Jose, said it is unconscionable to put an island platform in the middle of what will one day be the high-speed rail line at the South San Francisco Caltrain Station. He said he doesn’t understand where $40 million of the costs are going to be spent on the project. He said Caltrain should be thought of as a higher-speed system, and that tracks have to be designed accordingly. He said the Board should no longer improve stations unless four tracks are being considered at them. He said the Board should replace the Staff Coordinating Council (SCC) with focus committees, or have peer review groups for every project that exceeds $2.5 billion.

Bruce McHenry, San Mateo, said he is requesting that the Board permit and facilitate the safe use of rollerblades on Caltrain. He said the current policy bans rollerblading on platforms and trains. He said he would like to propose policy changes and create a formal mechanism to do that.

Catherine Young, Bicycle Advisory Committee (BAC), read a letter sent to the Board from the BAC thanking them for approving three bike cars on the Bombardier trains.

Doug Delong, Mountain View, said Amtrak is purchasing a number of electric locomotives and this will likely result in a surplus of their older electric locomotives. He said Caltrain Electrification Project does not have enough funding to buy enough Electric Multiple Units (EMU) to replace the entire fleet. He said Caltrain might be able to get the old Amtrak locomotives cheaply and could convert to electric operation sooner than what is thought.
Mark Brandt, San Francisco Bicycle Advisory Committee, said his organization passed a resolution advocating for a third bike car on the Bombardier consists. He thanked the JPB for expanding bike service.

Andrew Boone, East Palo Alto, thanked the JPB for committing to three bike cars on each train. He said he would like to see more electronic lockers at Caltrain stations.

Adina Levin, Friends of Caltrain, said the Santa Clara Valley Transportation Authority (VTA) is starting a Notice of Preparation process for the Bay Area Rapid Transit (BART) to Silicon Valley Project. She questioned the ridership and environmental benefits of a close connection between Caltrain and BART at Diridon. She asked if it is necessary to commit regional funds to duplicate that section of the Caltrain line between Diridon and Santa Clara. She said the idea to revive the Dumbarton Rail Project, starting with the segment between Menlo Park and Redwood City, frequently comes up at the Menlo Park General Plan Advisory Committee meetings.

CONSENT CALENDAR

a. Approval of Minutes of January 8, 2015
b. Acceptance of Statement of Revenues and Expenses for December 2014
d. Authorize Application for and Receipt of $5 Million in the California Public Utilities Commission Section 190 Grade Separation Program Funds for the San Mateo Bridges Replacement Project

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

CHAIRPERSON’S REPORT
Resolution of Appreciation to Past Chair Tom Nolan
Chair Tissier presented Director Tom Nolan with a resolution of appreciation.

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

Director Nolan said he is proud to be a part of this organization. It has come far, and the future is bright. He said he is looking forward to continuing on the Board under the new leadership.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)
Chris Cobey, Chair, CAC, said at the meeting of January 21, the CAC:

- Elected him chair and Alex Sweet vice chair.
- Received Brown Act training.
- Received an update on Clipper 2.0 and discussed possible incentives from merchants for customers taking public transit.
- Expressed interest in learning more about:
  - The possibility of quiet cars on trains
REPORT OF THE EXECUTIVE DIRECTOR

Michael Scanlon, Executive Director, reported:

- Thanked Director Nolan for his leadership during a difficult year.
- There were two fatalities in December and three in January. He expressed deepest condolences to the families of all involved and thanked the staff and first responders, and customers who are inconvenienced for an extended time. He said there were six instances in December when Transit Police responded and saved people from hurting themselves.
- Key Caltrain Performance Statistics December 2014 compared to December 2013
  - Monthly Performance Statistics:
    - Total Ridership was 1,401,535, an increase of 6.8 percent.
    - Average Weekday Ridership (AWR) was 51,569, an increase of 6 percent.
    - Total Revenue was $6,223,876, an increase of 13.9 percent.
    - On-time Performance (OTP) was 92.7 percent, a decrease of 3.7 percent.
    - Caltrain Shuttle Ridership was 6,608, a decrease of 7.5 percent. This may be due to counting problems related to the Marguerite shuttle.
  - Year-to-Date Performance Statistics:
    - Total Ridership was 9,340,901, an increase of 10.8 percent.
    - AWR was 58,472, an increase of 11.2 percent.
    - Total Revenue was $41,866,265, an increase of 13.5 percent.
    - OTP was 91.9 percent, a decrease of 0.4 percent.
    - Caltrain Shuttle Ridership was 8,351, an increase of 14.1 percent. This may be due to counting problems related to the Marguerite shuttle.
- Annual onboard passenger counts have started and results will be presented this spring. The purpose is to make sure the methodology staff uses is sound, and tells what is happening in each jurisdiction of the partner agencies, how many bikes are being carried or bumped, and other information.
- The BAC met on January 15 and received a presentation from a Bikes Onboard representative and from staff on bicycle access and parking recommendations. The next meeting is March 19.
- Special service:
  - The 30th Annual Freedom Train operated on January 19 in cooperation with the Dr. Martin Luther King Junior Association of Santa Clara Valley. Ridership was 1,640 people, a 73.5 percent increase over last year. Prior to the event, the association announced this would be the last Freedom Train due to lack of ridership and sponsorship. JPB staff will look into sponsoring something in future years.
- San Jose Sharks year-to-date post-game additional ridership was 8,700, a 4 percent decrease over last year.
- Post-game service will be offered to the outdoor San Jose Sharks hockey game on February 21 at Levi’s Stadium.
- San Francisco Giants FanFest is February 7. Staff is prepared to provide service pre and post-event.
- President’s Day is February 16 and a modified Saturday schedule will be operated, with eight additional trains including a round trip to Gilroy, additional baby bullets, and the Tamien-to-San Jose Diridon Shuttle on a modified schedule.
- The Quint Street Bridge Repair Project bid package is nearly ready. Full construction should start this summer. The latest bridge inspection showed no further deterioration, but there is still a 45 mph speed restriction on Track 1, and a 30 mph restriction on Track 2.
- The San Mateo Bridges Replacement Project work is underway. Fabrication started this month. These four bridges are in a densely populated area and will need to be raised as much as three feet.
- Staff has issued a limited notice to proceed to Disney Construction for preliminary work on the San Francisco roadway bridges. This project is to remove and replace bridges at 22nd, 23rd, and Paul avenues. Construction should start in spring.
- The VTA Light-rail Efficiency Project is going well.
- The reading file includes the safety and security report.

**Caltrain Modernization (CalMod) Update**

Marian Lee, Executive Officer, CalMod Program, said:

- Staff is continuing with the installation of the Communications-based Overlay Signal System Positive Train Control (CBOSS/PTC) Project. One noise complaint has been received since last month. Testing work has been done at specific crossings. Trains are being run at night and horns are being sounded. Staff is notifying the impacted communities that more testing will be done over the next several months.
- February 8 is the last day someone can sue the JPB on the environmental document that was certified at last month’s Board meeting. Of the 17 cities and three counties along the corridor to be electrified, staff has held extra meetings with the three cities that were considering suing the JPB: Palo Alto, Menlo Park and Atherton. All of their concerns are legitimate, but staff has been trying to clarify the items that are related or unrelated to the Environmental Impact Report (EIR). Two of the cities have notified staff they will not be suing. Atherton stated they will be suing.

Dave Couch, Project Delivery Director, provided the Peninsula Corridor Electrification Project Delivery Quarterly Update:

- **Design/Build Electrification Project Request for Proposals (RFP)**
  - Staff has been going through a review process with the six prequalified firms and the funding partners. Comments are being incorporated into the Design/Build contract.
  - Staff expects to issue the RFP the week of February 9th.
o Staff expects to issue several amendments, including a Project Labor Agreement, which is currently in discussion and negotiation. It should come to the Board in March and be incorporated into the contract.

o The selection process should be completed late this summer and staff will return to the Board for approval in the fall with a recommendation for a contractor.

• EMU RFP
  o Staff has completed a technical analysis with the California High-speed Rail Authority looking at compatibility of boarding heights.
  o Monthly updates of progress are provided to funding partners.
  o Technical feasibility discussions are underway with vehicle manufacturers.
  o The RFP is scheduled to be released in July.
  o The contract is anticipated to be awarded in the winter.

• Vehicle Compatibility Analysis
  o No fatal flaws have been determined in providing a combination of low- and high-level boarding.
  o A tradeoff analysis is being conducted.
  o The Board will be asked to make policy decisions between March and May.

• EMU Outreach Phase 1
  o Public input on capacity
    ▪ The focus was on seats and standees, bathrooms, and bikes onboard.
    ▪ Received 4,196 survey responses and more than 1,200 comments.

• Survey Methodology
  o This was an opt-in survey and is not statistically valid, but highlights interests.
  o Available in Spanish, Vietnamese, Chinese and English.
  o Outreach included in-person surveys at stations, onboard announcements, social media, news releases, and meetings.

• Survey: Seats/Standee Related
  o Average trip onboard Caltrain – 28 percent from 31 to 45 minutes, 26 percent from 46 to 60 minutes.
  o Seat availability (destination trip) – 64 percent always, 17 percent standing up to 10 minutes, 7 percent standing more than 20 minutes.
  o Seat availability (return trip) – 57 percent always, 19 percent standing up to 10 minutes, 8 percent standing more than 20 minutes.

• Survey: Bike Related
  o Brought bike onboard – 44 percent.
  o Bumped in the last year – 46 percent never, 13 percent once, 30 percent two to 12 times.
  o Staffed bike facility an alternative – 52 percent yes.
  o Bike lockers an option – 49 percent yes.
  o Bike sharing as alternative – 39 percent yes.
  o Shuttles as alternative – 47 yes.
  o Limit the number of bikes brought onboard as a consideration.

• Survey: Bathroom Related
  o Use of bathroom – 53 percent yes.
• How often utilized – 2 percent never, 23 percent once a year, 60 percent two to 12 times, 13 percent multiple times per month, 3 percent multiple times per week.

• Level of Importance
  o Increase seating capacity – 56 percent very important, 2 percent unimportant.
  o Increase onboard bike capacity – 38 percent very important 10 percent unimportant.
  o Increase standing capacity – 22 percent very important, 5 percent unimportant.
  o Increase bike storage at stations – 22 percent very important, 13 percent unimportant.

• Summary Results
  o Weighted average of what the highest desire is on a scale of 1 to 5
    ▪ Seating – 4.5
    ▪ Standing room/leaning area – 3.26
    ▪ Bike storage – 3.11
    ▪ Bathroom – 2.18
    ▪ Luggage storage – 1.95

• Technical/Operational Considerations
  o Seats/Standees
    ▪ Current provision
      • Bi-level
      • 620 to 670 seats
      • Standee space limited
    ▪ Circulation space for conductor
    ▪ Americans with Disabilities Act (ADA) compliance for space and accessibility
    ▪ Leg space between rows
    ▪ Aisle widths
  o Bikes onboard
    ▪ Current provision
      • 48 to 80 bikes per train (five trains per peak hour)
      • One bike and customer take up two seats
      • Two bike cars per train
      • Bike bumps occurring
      • Wayside bike parking facilities improvement opportunities

Director Ash Kalra arrived at 10:51 a.m.

• Dedicated bike cars more efficient and safer than bikes onboard throughout train
• Additional bike cars may require crew changes, which could drive up operational costs
  o Bathrooms
    ▪ Current provision
      • Portion of fleet has two to five bathrooms per train
      • Not all ADA compliant
      • Two terminal stations have bathrooms
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- Multiple configurations available
- One ADA compliant bathroom equals eight seats
- Additional utility during delays
- Implications of two versus six bathrooms

Next Steps:
- Outreach Phase I
  - Public discussion – February and March
  - Staff recommendation on seats, bikes and bathrooms in April
  - Expect to issue vehicle RFP – July
- Outreach Phase II – after vehicle contract award
  - Interior configuration seating, standee, bikes (design)
  - Interior style and colors
  - Exterior appearance

Public Comment
Greg Conlon, Atherton, said it is important to address the hold-out stations. Addressing the city of Atherton's hold-out station should cost $23 million. He said it is important to get these projects done because of safety. He said he knows funding is an issue and he is happy to work with the Legislature or the Metropolitan Transportation Commission (MTC) to help get funding. He said these projects should be on the priority list.

Roland Lebrun, San Jose, said this was a great survey. He said the question in slide 10 about bringing bikes onboard was phrased in a way that could make the survey biased. He said it is time for the JPB to disclose the names of the manufacturers and what meetings they have.

Adina Levin, Friends of Caltrain, said the results of the survey have robust information that will lead to the decisions on how to configure the rail cars. She said there are good questions in the survey that ask bicyclists if they have a viable alternative to taking a bike onboard. The survey will show how many people have no viable alternative. Because of the land-use pattern, bicycles are a cost-effective way of addressing first- and last-mile issues, and it is important to serve that group.

Director Jeff Gee thanked Ms. Lee for her work presenting to the cities.

PENINSULA CORRIDOR ELECTRIFICATION PROJECT DESIGN BUILD RFP RELEASE
Mr. Couch presented:
- Context
  - The Final EIR (FEIR) was approved at January’s meeting.
  - Evaluation criteria are weighted to ensure highly qualified contractor.
  - Best-value contract, not a low-bid process.
- RFP Preparation
  - Draft has been sent to the six prequalified firms and the three funding partners. Over 800 comments were received.
- Key Components
  - Electrification Scope and Adjustments:
    - Scope
      - Over 50 miles of 25 kilovolt system
      - Overhead contact system (OCS)
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- Traction power system
  - Adjustments
    - Defer electrification south of Tamien Station
    - Defer electrification of storage tracks at 4th and King
    - Eliminate electrification of Union Pacific-owned Main Track-1
    - Share foundations for guy wire pole

- Power Facilities Selection
  - The RFP calls for:
    - Two Traction Power Substations: one in South San Francisco and one in San Jose.
    - One Switching Station in Redwood City.
    - Seven Paralleling Stations (PS): two in San Francisco and one each in Burlingame, San Mateo, Palo Alto, Sunnyvale, and San Jose.

- Maintenance options
  - Electrification will require specialized maintenance.
  - Maintenance options will provide information on Design/Build capabilities and cost.

- Minimize tree removal
  - Pole placement between tracks where space permits.
  - Double poles utilized from one side spanning both tracks where trees can be saved beyond opposite track.
  - Portal structures with feeder cable located closer to track minimizing tree removal and tree trimming.

- Non-standard workweek
  - The requirement for safe work and maintenance of efficient customer service prohibits work times during weekday peak periods.
  - Lower ridership during weekends allows for single track operations to support continuous work from Friday evening until Monday morning.
  - Limited work openings during non-revenue hours result in three to four work hour windows.
  - A Project Labor Agreement is currently being negotiated with the labor unions that will be presented to the Board in the future.

Director Gee said there is a likelihood there will be a decrease in ridership during the construction period and it should be accounted for in the budget model moving forward. Mr. Couch said staff is seeking to exclude any work in a single-track mode during special events on weekends.

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

Public Comment
Roland Lebrun, San Jose, said the RFP is not in the packet and is impossible to review, but the Board is being asked to approve it. He said operations south of Santa Clara are a real issue and he doesn’t understand how it is going to work without a third track. He said the EIR does not talk about level boarding, and that after the poles are set, they
will be buried in a foot or three and a half feet of concrete, and this is not being
discussed. He said out of the six companies, five are extremely qualified. He asked how
capacity could possibly be expanded in the next seven years.

Director Ken Yeager left at 11:18 a.m.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of
Commerce, said the people lined up to work on the project are going to submit
information to get the train moving. It is only right and proper to follow this path. The
freeway is not getting any faster. The ultimate goal is electrification. For the San Mateo
County cities, Measure A designates money for some Caltrain projects other than
electrification. There is a process to apply for those funds. He said cities need to focus
on the right requests and not stop electrification.

Jeff Carter, Millbrae, said he is concerned that weekend service will be reduced to
every 90 minutes. Weekend ridership is growing and the service should be every 30
minutes on the weekends. Caltrain needs more service, not less.

Joan Cassman, Legal Counsel, said the action is to authorize the release of the RFP; it is
not to approve the document. She said this was not a legal requirement to come to
the Board, but an opportunity to inform the Board about the project, what is in the RFP,
the staff’s approaches to the RFP, the challenges, and to clarify the policy to make the
Board and the public comfortable knowing staff is approaching this with great
seriousness. She asked the Board if any member would change their vote now that the
public has weighed in. The Board said no.

**AUTHORIZE AMENDMENT OF FY2015 OPERATING BUDGET TO INCREASE TOTAL REVENUES TO $130,736,026 AND TOTAL EXPENSES TO $127,526,026**

Gigi Harrington, Deputy CEO, said the SCC is asking the Board to recognize the farebox
revenue received to date, to increase the farebox revenue by $5 million, and to make
an adjustment in the operating contract of $1.79 million for three items: overhead that
needs to be moved to the operating budget, funding for special events service, and
support for the new railcars.

Motion/Second: Nolan/Cisneros
Ayes: Cisneros, Cohen, Gee, Guibault, Kalra, Nolan, Woodward, Tissier
Absent: Yeager

**AUTHORIZE REJECTION OF THE SINGLE BID FROM ALSTOM TRANSPORTATION INC. AND NEGOTIATION AND EXECUTION OF A CONTRACT ON THE OPEN MARKET AT A NOT TO EXCEED COST OF $7,058,352 FOR BI-LEVEL CAR LIMITED OVERHAUL SERVICES**

Ms. Harrington said the SCC is asking the Board to reject the bid from Alstom for the
refurbishment of the Metrolink cars. Staff has identified some of the work to be done in-
house through the contract operator, which will reduce the scope of work for a
manufacturer.

Public Comment
Roland Lebrun, San Jose, said there is no question bike capacity is needed, but three
bike cars are not necessary. He said this will cause the need for a third conductor. He
said on Bombardier cars there is a row of seats in the middle of the bike area reserved for bicyclists. He said if the seats are removed, there would be the same bike capacity as for Gallery cars. He said a protocol should be introduced where bikes enter in one door and exit out the other door, and this will reduce the dwell times.

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

**AUTHORIZE AWARD OF CONTRACT TO MV TRANSPORTATION, INC. TO PROVIDE CONTRACTED SHUTTLE BUS SERVICES FOR A BASE TERM OF FIVE YEARS AND FIVE MONTHS AT AN ESTIMATED PRICE OF $14,716,754**

Ms. Harrington said this contract was brought to the Board a year ago, but at that time staff asked the Board to let them restart the process. This is a joint procurement between the Peninsula Congestion Relief Alliance (Alliance), SamTrans and the JPB. She said the Alliance approved the contract at its January meeting, and SamTrans approved it yesterday. She said the SCC is asking the Board to award the contract to MV Transportation (MV). She said Parking Company of America (PCAM) raised a concern that the price from MV is $3.2 million more than PCAM’s bid. She said this was an RFP process, price was 20 percent of the total points, and PCAM scored higher on that item. She said the second concern is about incorrect forms from the California Highway Patrol (CHP). One of the CHP forms was unsigned when it was received. The third concern is the location for the proposed facility for the contract. MV has a lease in hand but has not signed the lease pending the completion of this award process.

**Public Comment**
Alex Chaves, CEO, PCAM, said PCAM is minority-owned and women-owned. He said PCAM has been operating this contract for 15 years. He said his protest letter had eight items that PCAM objected to. He said he will let some of them go, but this is an incomplete RFP. He said the $3.2 million value add is through training, but there is no specific plan how $300,000 per year will be given to the employees, or whatever other way to spend $3.2 million.

Director Jose Cisneros left at 11:30 a.m.

Mr. Chaves asked the Board to place a caveat that open items be closed before the contract is awarded. He said there is a union contract in place, and there is talk that MV might go to part-time help or cut down on costs to make more profit. He said the union representative has said he has not been contacted by MV and the union is in the second year of a five-year contract, and that is not going to change. He said a letter or conversation that MV recognizes the contract would close the loop. He said the highway inspection paper was unsigned, invalid, and was for a different facility. He said the RFP states there needs to be approval for the facility.

Rafael Sweet, Legal Counsel, PCAM, said JPB staff and legal counsel have stated the lease can wait to be signed until the award of the contract, but the RFP states, “All proposed facilities to be utilized shall be listed and described separately. Each shall include proof of ability to legally perform all stated activities on the site, and proof of legal access to the site.” He said MV’s proposal includes an unsigned letter of intent.
and now they say they have a lease in hand, but they do not have a permit to perform this work. The Burlingame city planner has told him this will require a conditional use permit and MV does not have one for this site, and it is unclear if they will be able to get one.

Mr. Chaves said this has been an unfair process because PCAM has adhered to every point in the RFP but these points are still open from MV. He asked the Board to wait 30 days for MV to prove that they have completed the circle on these items.

John Murphy, Regional Vice President, MV, said he has worked with SamTrans for over 25 years in various contracts. He said MV does have a lease in hand. It is impossible to get property quickly, so MV acquired a site, worked with the city of Burlingame, and on January 15 submitted a conditional use permit.

Justin Pate, Vice President, Business Development, MV, said he has a copy of the permit application.

Mr. Murphy said he has a tremendous relationship with the Teamsters, and with the Local 665. He said for those reasons, he didn’t feel this would be a meet-and-greet situation; he had to wait until the contract with the JPB was signed before proceeding. He said the CHP officer chose not to sign the inspection document, and it is his right to do so. Since this issue was brought up at the last Board meeting, MV asked the CHP officer to sign it and he did, so Mr. Murphy now has the signed copy available. He said the reason why two of the inspection documents are in one site and the third is at another is because in 2011 MV moved from 555 Tully to 705 Tully.

Ms. Cassman said she has thoroughly looked at this issue and has confirmed this was a fair, open and objective process. The methodology for this procurement is a best value. Staff issued an RFP, not a request for sealed bids. Staff wanted the opportunity to view cost and weight it at 20 percent and look at other important factors, such as qualifications, abilities, the service plan, and the proposal on how they would manage the contract. The evaluation panel determined the MV proposal was superior to PCAM’s proposal. It was not a close vote. A year ago, when staff undertook this solicitation, the point differential was closer, but MV still had the superior proposal. Staff has been through the process twice, and both times MV has been ranked the higher proposer. She believes there is no merit to the protest.

Ms. Cassman said the RFP was asking proposers to show an ability to provide the property sites that would be needed to provide the service. It would put non-incumbents at a terrible disadvantage if, during the proposal process, the RFP would require them to be committed to a property transaction that may not be needed if they are not awarded the contract. MV has a lease for a site and is proceeding through a conditional use process with the city of Burlingame. She said it is not reasonable and she does not think the language of the RFP requires the site to be cemented and all permits in place before they submit a proposal.

Director Malia Cohen said PCAM is calling into question the JPB’s integrity on the RFP process. She asked if the JPB has an established pattern of having an unfair process. Ms. Cassman said in the 38 years that she has served SamTrans as legal counsel and in
her 25 years on JPB, there has never been a successful protest. There have been unhappy bidders who have come to the Board, but nothing has ever gone beyond this level.

Ms. Cassman said the first solicitation was aborted because of the inconsistent information staff received from PCAM. She said staff had to redo that process because they were very serious about complying with the labor protection requirement in the labor code. Any new contractor is required, if they win a contract and come to take over a service, to protect the employment of the employees at that service. In order to properly assess what that requirement entails, staff needed to know who the workers are, but staff received inconsistent information from PCAM in the last solicitation, and that is the only reason it had to redo that process. Staff’s processes and procedures were fine.

Director Cohen said part of the accusation is that the JPB is not following its own RFP process. Ms. Cassman said PCAM has reviewed MV’s proposal and identified two points that they felt the evaluation committee had not properly considered. PCAM was concerned with the CHP inspection reports, and those have been addressed. She said PCAM had expressed concerns about the process, but they have dropped those concerns. PCAM is now relying on the Burlingame property site, the CHP forms, and that their proposal was less in cost over the 10-year period.

Director Cohen said in Burlingame there is a conditional use process that MV must go through. She asked if staff confirmed it is on the Burlingame agenda and it is going forward. Ms. Cassman said staff has not confirmed that, but MV just said they filed for the permit and they waited until after the first of the three contracts had been awarded.

Director Kalra said PCAM suggested the RFP has more firm language about acquiring a site. He asked how this is typically interpreted. Ms. Cassman said the language is “ability to perform.” The applicants have to provide evidence of the ability to make it happen, not that they have it in hand. She said the evaluation panel studied these issues carefully, studied the written proposals, and listened and participated in the interviews with each of the firms.

Director Kalra said the evaluation panel is apolitical, objective, and is an important process that all government agencies need to abide by. Ms. Cassman said she can’t underscore enough the inherent worth of the process and making sure that the agency will have people in the future who will participate in the process.

Director Kalra asked how many years the term was of the contract that is expiring. Ms. Cassman said it was five years with a five year option, and it was extended one more year to undertake the second procurement.

Director Kalra said the MV representative mentioned his relationship with the Teamsters. He asked if the union has expressed any concern or issue. Ms. Cassman said MV has extensive operations in the Bay Area and has very good relations with the labor union. She said each firm was awarded 10 points in the RFP because they each said they were
committed to meeting the labor protection requirement, and that is all that was relevant in terms of the award of this contract.

Director Kalra said the staff report indicates that neither of the companies are Disadvantaged Business Enterprise (DBE), but PCAM suggested they were. Ms. Cassman said they are not registered as a DBE, and PCAM’s proposal states they are not a DBE.

Mr. Scanlon said PCAM is a long-term incumbent and has done a great job. He said during this second process, the agency empaneled a new series of raters. He said PCAM put in a good proposal. Staff reviewed the RFP. He said this was a clean process, a level playing field, but MV had the better proposal. He said he strongly recommends award of contract to MV.

Motion to reject the protest and award the contract to MV:
Motion/Second: Woodward/Guilbault
Ayes: Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Tissier
Absent: Cisneros, Yeager

APPROVAL OF 2015 LEGISLATIVE PROGRAM
Seamus Murphy, Director, Government and Community Affairs, said every year the Board approves a Legislative Program that guides the advocacy efforts at the regional, State and Federal levels. This year the Program is structured to support three areas. They remain unchanged from last year, but the issue areas have changed slightly to reflect the conditions that have changed over the year.

Mr. Murphy said staff will focus on two revenue opportunities. One is related to the State’s effort to explore a road user charge to replace the excise tax on gasoline. A demonstration program is being worked on to establish this as a potential replacement revenue source. A technical advisory committee will be meeting regularly to move this along. He said $10 million was suggested for appropriation in the governor’s budget to help implement this program. A similar Oregon program started in 2001 has grown exponentially in the last couple of years, and has been very successful. A pilot program could be in place as early as next year.

Mr. Murphy said Cap and Trade is the other opportunity. There are 40 percent of those funds on a year-to-year basis that are unallocated. The Legislative Program anticipates staff moving forward with advocacy efforts to try to secure a portion of that funding. Staff will be looking at the criteria for the different programs the State has approved for the current fiscal year, and how it can be adjusted or changed to help benefit the JPB’s programs and projects for the next round.

Motion/Second: Nolan/Gee
Ayes: Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Tissier
Absent: Cisneros, Yeager
LEGISLATIVE UPDATE
Mr. Murphy said the president released his budget recommendation to Congress and it is similar to his recommendation last year. It will be a struggle to get Congress to agree to move forward with the proposals.

PRESENTATION ON THE CALTRAIN SHORT-RANGE TRANSIT PLAN – DRAFT ELEMENTS
Sebastian Petty, Senior Planner, presented:

- Short-Range Transit Plan
  - MTC requirement
  - Ten-year horizon (FY2015-2024)
  - Basis for Regional Transportation Plan and Transportation Improvement Program
  - Key draft elements
    - Capital Improvement Program and funding
    - Operations and maintenance

- Policy Framework
  - Caltrain Strategic Plan
  - MTC Transit Sustainability Program
  - CalMod Program
  - Caltrain/high-speed rail blended system

- Operating Plan Assumptions
  - FY2016 to FY2020
    - Longer trains (Metrolink cars)
    - Service levels and schedule consistent with today
    - Electrification construction and testing
  - FY2021 to FY2024
    - Mixed-fleet service
    - Service expansion and schedule change

- Capital Improvement Plan (CIP)
  - Three Key Components
    - Rehabilitation
    - Reliability and enhancement
    - CalMod
  - Construction priorities
    - Limited construction windows
    - Safety first
    - Electrified revenue service 2020

- Rehabilitation
  - Infrastructure rehabilitation
    - Bridge replacement
    - Hold-out rule stations
    - Ongoing track, fencing, security and stations rehabilitation
  - Signals and communications
  - Ticket machine replacement
  - Rolling stock rehab

- Reliability/enhancement
  - North Terminal
  - 22nd Street accessibility
  - South Terminal (Phase II and III)
Joint Powers Board Meeting
Minutes of February 5, 2015

- San Mateo County grade separations
- Mini-high platforms
- Minor six-car train platform modifications
- New control points
- Station access enhancements
- System technology enhancements
- Needs and funding
  - System-wide rehabilitation - $516 million
  - Enhancement program - $575 million
  - Funding available - $430 million
  - Gap - $661 million
- CalMod
  - Phase 1
    - Electrification and initial EMU procurement
    - CBOSS PTC
  - Phase 2
    - Full fleet replacement with six-car EMUs
    - Full fleet expansion to eight-car EMUs, platform lengthening and modifications for level boarding
- Needs and funding
  - CalMod Phase 1 - $1.762 billion needed, $1.456 billion available, $306 million gap
  - CalMod Phase 2 - $624 million needed, $0 available
- Next steps
  - Partner coordination
    - Refine CIP estimates and identify funding sources
    - Operations and maintenance forecast
  - Return to JPB with update and submit draft to MTC
  - Address comments and finalize

Public Comment
Andrew Boone, East Palo Alto, said the long-term strategic plan should address and identify every platform as being in need of reconstruction to achieve level boarding. He said he wants to make sure the funding gap in the ten-year period of time includes level boarding.

Director Nolan asked if these funding gaps are typical of reports received by MTC. Mr. Scanlon said it is common.

CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
None

GENERAL COUNSEL REPORT
None
DATE/TIME/PLACE OF NEXT MEETING
The next meeting will be Thursday, March 5, 2015, 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 12:06 p.m.
AGENDA ITEM # 4 (b)
MARCH 5, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD ENDING JANUARY 31, 2015 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 January 2015 and supplemental information.

SIGNIFICANCE
Revenue: For January of Fiscal Year 2015, Total Operating Revenue (line 7) is $5,904,198 or 12.4 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $5,702,468 or 13.4 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $4,635,085 or 9.5 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $5,299,700 or 7.5 percent. The Rail Operator Service (line 23) is $454,809 or 1.2 percent better than budget, and Total Operating Expense (line 36) is $4,219,251 or 7 percent better than budget. Total Administrative Expense (line 46) is $1,080,441 or 10.5 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $2,110,824 or 3.1 percent lower.

BUDGET IMPACT
There are no budget revisions for the month of January 2015.

Prepared By: Jeannie Chen, Senior Accountant 650.508.6259
Sheila Tioyao, Manager, General Ledger 650.508.7752
**PENINSULA CORRIDOR JOINT POWERS BOARD**

**STATEMENT OF REVENUE AND EXPENSE**

**Fiscal Year 2015**

**January 2015**

<table>
<thead>
<tr>
<th>MONTH</th>
<th>PRIOR YEAR TO DATE</th>
<th>% OF YEAR ELAPSED</th>
<th>% OF BUDGET</th>
<th>OPERATIONS:</th>
<th>REVENUE</th>
<th>EXPENSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT</td>
<td>ACTUAL</td>
<td>PRIOR CURRENT Rev.</td>
<td>ACTUAL</td>
<td>% REV</td>
<td>APPROVED BUDGET</td>
<td>REVISED BUDGET</td>
</tr>
<tr>
<td>MONTH</td>
<td>ACTUAL</td>
<td>BUDGET</td>
<td>(A)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **REVENUE OPERATIONS:**
  - Farebox Revenue
  - Parking Revenue
  - Shuttles
  - Rental Income
  - Other Income
  - Other Income
  - TOTAL OPERATING REVENUE
  - CONTRIBUTIONS:
    - AB434 Peninsula & TA Shuttle Funding
    - Operating Grants
    - JPJ Member Agencies
    - Other Sources
    - TOTAL CONTRIBUTED REVENUE
    - GRAND TOTAL REVENUE

- **EXPENSE OPERATIONS:**
  - Rail Operator Service
  - Rail Operator Service - Other
  - Security Services
  - Rail Operator Extra Work
  - Contract Operations & Maintenance
  - Shuttles Services
  - Fuel and Lubricants
  - Timetables and Tickets
  - Insurance
  - Facilities and Equipment Maint
  - Utilities
  - Maint & Services-Bldg & Other
  - TOTAL OPERATING EXPENSE
  - ADMINISTRATIVE EXPENSE
    - Wages and Benefits
    - Managing Agency Admin OH Cost
    - Board of Directors
    - Professional Services
    - Communications and Marketing
    - Other Expenses and Services
    - TOTAL ADMINISTRATIVE EXPENSE
  - GRAND TOTAL EXPENSE
  - NET SURPLUS / (DEFICIT)

- **% OF YEAR ELAPSED** provides a general measure for evaluating overall progress against the annual budget. When comparing 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) Staff has reallocated year-to-date budget due to timing of expenditures.

2/24/15 9:43 AM
## PENINSULA CORRIDOR JOINT POWERS BOARD

### INVESTMENT PORTFOLIO

### AS OF JANUARY 31, 2015

<table>
<thead>
<tr>
<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
<th>INTEREST RATE</th>
<th>PURCHASE PRICE</th>
<th>MARKET PRICE</th>
</tr>
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<tbody>
<tr>
<td>Local Agency Investment Fund</td>
<td>Liquid Cash</td>
<td>0.267%</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
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<tr>
<td>(Restricted)</td>
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<td></td>
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<tr>
<td>Local Agency Investment Fund</td>
<td>Liquid Cash</td>
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<td>38,568,369</td>
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<tr>
<td>(Unrestricted)</td>
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<td></td>
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</tr>
<tr>
<td>County Pool (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.690%</td>
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<td>10,738,093</td>
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<tr>
<td>Other (Unrestricted)</td>
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<tr>
<td>Other (Restricted)</td>
<td>Liquid Cash</td>
<td>0.200%</td>
<td>18,483,925</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$74,382,534</td>
<td>$74,382,534</td>
</tr>
</tbody>
</table>

**Accrued Earnings for JANUARY 2015**  $17,755.57

**Cumulative Earnings FY2015**  $118,896.20

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

** As of January 2015 the amortized cost of the Total County Pool was $4,053,179,860.96 and the fair market value per San Mateo County Treasurer's Office was $4,066,514,731.63

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

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

The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.
AGENDA ITEM # 4 (c)
MARCH 5, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
         Executive Director

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

SUBJECT: RATIFICATION OF THE AWARD OF AN EMERGENCY CONTRACT TO GRANITE
CONSTRUCTION COMPANY FOR REPAIR OF THE EMBANKMENT AT THE
GUADALUPE RIVER MAIN TRACK 1 (MT-1) BRIDGE

ACTION
The Staff Coordinating Council recommends the Board:

1. Declares that an emergency exists at the embankment just north of the
   Guadalupe River Main Track 1 Bridge, due to the deteriorating structural
   condition and erosion thereof;

2. Finds that this emergency does not permit a delay resulting from a formal
   solicitation for bids, and action is necessary to respond to the emergency;

3. Authorizes emergency repairs of the embankment just north of the Guadalupe
   River MT-1 Bridge;

4. Delegates to the Executive Director, or his designee, the authority to approve all
   plans and/or designs with regard to the emergency repairs; and

5. Ratifies a contract with Granite Construction Company for the emergency
   repairs of the embankment just north of the Guadalupe River MT-1 Bridge for an
   amount not to exceed $60,000; and

6. Authorizes the Executive Director, or his designee, to take all other actions
   required to respond to said emergency, provided that the Executive Director
   reports such actions to the Board at each monthly Board meeting until the
   emergency situation is resolved, with a final report to be made at the first Board
   meeting after the emergency is resolved.

SIGNIFICANCE
The emergency repair of the embankment at the Guadalupe River Bridge was needed
to prevent additional erosion from future rain storms, which could undermine the track
structure supporting MT-1.
BUDGET IMPACT
No Peninsula Corridor Joint Powers Board (JPB) member funding is required for this action.

BACKGROUND
The Guadalupe River Bridges are located south of the San Jose Diridon Station and north of the Tamien Station. The MT-1 bridge was constructed in 1935, and the MT-2 bridge was constructed in 1992. A total of 55 trains per day utilize these two bridges, which include Caltrain revenue service trains, Altamont Corridor Express, Capitol Corridor, and Amtrak trains, as well as Union Pacific Railroad freight trains.

In late December 2014, after one week of heavy rain, Caltrain Engineering staff inspected the bridges and discovered that the rains eroded the soil on the embankment supporting the track just north of the MT-1 Bridge. Further investigation showed that additional erosion resulting from future storms could undermine the MT-1 track above the embankment.

In January 2015, Caltrain met with the following agencies that have jurisdiction over the Guadalupe River: the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board, and the National Marine Fisheries Service, and Caltrain agreed to apply for a permit to perform repairs that would help control erosion of the embankment. Before Caltrain finalized its permit application, the storms in February further saturated the already-compromised soil and caused additional concerns about the impact of the rain on the stability of the embankment. With unpredictable weather conditions in the current winter season, the risk of slope failure at this location has become a serious concern.

On February 11, 2015, Caltrain requested authorization from the USACE to perform emergency stabilization of the eroded slope. On February 20, 2015, the USACE authorized Caltrain to perform temporary repairs to stabilize the embankment with the requirement that all work must be complete by March 7, 2015.

Staff selected Granite Construction Company to perform the repairs because it has a crew that specializes in emergency work and because of Granite’s experience on JPB construction projects. Granite submitted a cost quotation of $58,600, which staff has determined is a fair and reasonable price. By awarding this contract through an emergency procurement, instead of through a standard competitively bid process, the work will be complete by the required date of March 7, 2015.

Contract Officer: Patrick May 650.508.7732
Project Manager: Chiachi Chen, Engineering Manager 650.508.7789
DECLARING AN EMERGENCY WITH REGARD TO THE EMBANKMENT NORTH OF THE GUADALUPE RIVER MAIN TRACK 1 BRIDGE, AUTHORIZING EMERGENCY REPAIRS THEREOF, AND RATIFYING A CONTRACT WITH GRANITE CONSTRUCTION COMPANY TO PERFORM EMERGENCY REPAIRS FOR AN AMOUNT NOT TO EXCEED $60,000

WHEREAS, following a week of heavy rains at in late December, 2014, assessments of the condition of the embankment supporting the track around the north abutment of the Guadalupe River Main Track 1 (MT-1) Bridge by the Peninsula Corridor Joint Powers Board (JPB) and by geomorphology and hydrology consultant Balance Hydrologics revealed significant erosion on the slope of the embankment, threatening the integrity of the north approaching track structure in case of a future storm; and

WHEREAS, in January 2015, the JPB consulted with the three regulatory agencies with jurisdiction over the Guadalupe River: the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board, and the National Marine Fisheries Services, concerning erosion of the soil supporting MT-1, which consultations resulted in a plan for repairs that would help control erosion of the embankment, but that required that the JPB apply for a related permit; and

WHEREAS, in early February 2015, before permits were acquired, additional storms further saturated already-comprised soil and threatened the embankment at MT-1; and

WHEREAS, the JPB sought authorization from the USACE to perform emergency stabilization of the eroded slope of the embankment, which the USACE granted on
February 20, 2015, with a requirement that the repairs must be completed by March 7, 2015; and

WHEREAS, California Public Contract Code Section 1102 defines an emergency as “a sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services”; and

WHEREAS, California Public Contract Code Section 22050 authorizes the JPB to repair and take other immediate actions required to address an emergency, and requires that findings based on substantial evidence must be made that the emergency will not permit delay resulting from a competitive solicitation of bids, and that the action is necessary to respond to the emergency, by a four-fifths vote of the Board; and

WHEREAS, Staff solicited a proposal from Granite Construction Company (Granite) for the Granite Construction Emergency Crew to perform the needed repairs; and

WHEREAS, Granite provided a cost estimate of approximately $58,600 to complete the repairs; and

WHEREAS, the Executive Director sought and received approval from the JPB Board Chair to execute a contract with Granite to provide the repairs; and

WHEREAS, the Executive Director seeks ratification of a contract with Granite to perform emergency repairs of the embankment at MT-1 for an amount not to exceed $60,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board hereby:
1. Declares that an emergency, as defined by Section 1102 of the California Public Contract Code, exists at the embankment just north of the Guadalupe River Main Track 1 Bridge, due to the deteriorating structural condition and erosion thereof;

2. Finds that based on the evidence presented by staff, this emergency does not permit a delay resulting from a formal solicitation for bids, and action is necessary to respond to the emergency;

3. Authorizes emergency repairs of the embankment just north of the Guadalupe River MT-1 Bridge without adopting plans and specifications or giving notice for bids to let contracts;

4. Delegates to the Executive Director, or his designee, the authority to approve all plans and/or designs with regard to the emergency repairs;

5. Ratifies the contract with Granite Construction Company for the emergency repairs of the embankment just north of the Guadalupe River MT-1 Bridge for an amount not to exceed $60,000, and all other actions taken by the Executive Director, or his designee, that are required to respond to said emergency; and

6. Authorizes the Executive Director, or his designee, to take all other actions required to respond to said emergency, provided that the Executive Director reports such actions to the Board at each monthly Board meeting until the emergency situation is resolved, with a final report to be made at the first Board meeting after the emergency is resolved.

Regularly passed and adopted this 5th day of March, 2015 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
AGENDA ITEM # 7
MARCH 5, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS JANUARY 2015

In January 2015, Caltrain’s average weekday ridership (AWR) was 51,014, which is an increase of 1,615 or 3.3 percent over January 2014 AWR of 49,399. The total number of passengers who rode Caltrain in January 2015 was 1,361,938, which is 0.9 percent more than in January 2014. It is important to note that ridership growth is occurring at a slower rate than fare revenue (11.3 percent). The sharper increase in fare revenue might be attributable to a belated effect of the change in fare for paper tickets. In October, fares for one-way tickets, day passes and zone upgrades purchased from station ticket vending machines were increased by 25 cents to 50 cents. However, further analysis is needed and will be conducted in the next several weeks to determine the root cause of the difference between fare revenue and ridership growth.

On-time performance (OTP) for January 2015 was 91.6 percent, which is lower than the 92.7 percent OTP for January 2014. When trains arriving within 10 minutes of the scheduled arrival time are included, January 2015 OTP rises to 95.3 percent. Overall in January 2015, there were 685 mechanical minutes of delay compared with 1,687 mechanical minutes of delay in January 2014. There were four days (one holiday and three weekend days) when 100 percent of the trains operated on time. An additional 12 days operated with 95 percent or better OTP.

Two days significantly affected the overall OTP:

- On Thursday, January 15, one train was terminated and 19 trains were delayed due to Train 376 striking a vehicle on the tracks at Broadway in Burlingame at approximately 5:55 p.m.
- On Thursday, January 29, in the morning, nine trains were delayed when Palo Alto Police requested trains to stop due to a trespasser on the tracks. In the afternoon, one train was terminated, five trains were annulled, and 27 trains were delayed due to Train 156 striking at trespasser at Mountain View at approximately 4:26 p.m.
- Without these two days, OTP rises to 94.1 percent and 97.7 percent with trains arriving within 10 minutes of the schedule time.
There were three fatalities in January. On Saturday, January 10, a trespasser was struck at Mile Post (MP) 14.1 at approximately 9:07 a.m. As a result, one train was terminated and eight trains were delayed. On Sunday, January 25, a trespasser was struck at Charleston Road MP 33.4 at approximately 12:45 p.m. As a result, two trains were terminated and eight trains were delayed. The other fatality occurred on Thursday, January 29 as noted in the bullet point above.

Looking at customer service statistics, there were 10.3 complaints per 100,000 passengers in January 2015. This is higher than both the nine complaints in January 2014 and the 8.1 complaints from the previous month in December 2014.

Shuttle ridership is down 6.8 percent from last year. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership decreased 11.4 percent over January 2014. Over the past several months there has been a downward trend in Caltrain Shuttle ridership potentially due to route changes on specific shuttles and low gas prices. For the station shuttles, the Millbrae-Broadway shuttle averaged 209 daily riders. The Belmont-Hillsdale shuttle averaged 50 daily riders. The weekend Tamien-San Jose shuttle averaged 50 riders per day.

**Caltrain Promotions – January 2015**

**Clipper 2.0** – Caltrain partnered with the Metropolitan Transportation Commission and other Bay Area transit agencies to seek public input regarding Clipper as we move forward with designing the next generation of the fare collection system. The Caltrain communications plan included a multilingual onboard take one, message on our Customer Service telephone line, social media postings, web button, platform message at stations, communication to community-based organizations and presentations to the Commute.org Board of Directors and Caltrain Citizens Advisory Committee.

**San Jose Sharks** – Hockey interest was heating up as the San Jose Sharks skated toward a possible playoff spot. Caltrain promotes service to the games through onboard adcards produced by the Sharks, a link from the Sharks website to Caltrain, Pandora Internet Radio spots and banner ads, web button and dedicated page on caltrain.com and social media. Information also was included in the winter editions of *Track the Fun* and *Caltrain Connection*. Caltrain carried an extra 2,259 customers for the hockey games.

**Freedom Train** – Caltrain operated the 30th annual Freedom Train on the Dr. Martin Luther King Jr. holiday. A chartered 10-car train traveled non-stop from San Jose to San Francisco, which is about the same distance as the historic civil rights walk between Selma and Montgomery, Alabama. While the ticket sales for the chartered train are handled by the Dr. Martin Luther King Jr. Association of Santa Clara Valley, Caltrain promoted the event through information on its website, a news release and social media. Total ridership was 1,640 people, a 74 percent increase compared to last year.

**Partnership** – Market Research & Development staff works with a number of event organizers to co-promote events that will generate off-peak train ridership and also provide added value to current Caltrain customers. In January, Caltrain partnered with
the Bay Area Travel & Adventure Show, which provided $5 off general admission for Caltrain customers.

**Track the Fun** – The seasonal edition of *Track the Fun* was released and stocked onboard trains and posted to the Caltrain website. The brochure features fun destinations to visit via Caltrain, including concerts, sporting events, festivals, museums and farmers' markets.

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

650.508.6248
650.508.6471
### Table A

#### January 2015

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
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<tr>
<td>Total Ridership</td>
<td>1,349,941</td>
<td>1,361,938</td>
<td>0.9%</td>
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<tr>
<td>Average Weekday Ridership</td>
<td>49,399</td>
<td>51,014</td>
<td>3.3%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$5,786,992</td>
<td>$6,442,147</td>
<td>11.3%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>92.7%</td>
<td>91.6%</td>
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<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>9,108</td>
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</table>

#### Year to Date

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>9,777,440</td>
<td>10,702,839</td>
<td>9.5%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>52,128</td>
<td>57,407</td>
<td>10.1%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$42,688,916</td>
<td>$48,307,862</td>
<td>13.2%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>92.4%</td>
<td>91.9%</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>7,578</td>
<td>8,372</td>
<td>10.5%</td>
</tr>
</tbody>
</table>

### Graph A

**Caltrain Average Weekday Ridership**

- **AWR**
- **13-Month rolling average**

- **Jan-14**: 49,399
- **Jan-15**: 51,014
AGENDA ITEM # 8  
MARCH 5, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

SUBJECT: DISADVANTAGED BUSINESS ENTERPRISE (DBE) PRESENTATION ON DISPARITY STUDY AND PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) ACTIVITIES TO SUPPORT DBE

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

SIGNIFICANCE  
Per Board request at its December meeting, staff will report on the JPB’s Disparity Study and what efforts the JPB makes to increase the pool of qualified DBEs.

BUDGET IMPACT  
There is no impact to the current budget.

BACKGROUND  
This month’s presentation will be presented via PowerPoint. A handout will be provided at the meeting.

Prepared by: Bill Carson, Acting Director, Human Resources 650.508.6234  
Elke Campbell, DBE Officer, Human Resources 650.508.7939
TO: Joint Powers Board
THROUGH: Michael J. Scanlon
          Executive Director
FROM: Gigi Harrington
      Deputy CEO
SUBJECT: DECLARATION OF OFFICIAL INTENT TO REIMBURSE EXPENDITURES FROM PROCEEDS OF INDEBTEDNESS FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT

ACTION
Staff Coordinating Council recommends the Board declare an official intent to use proceeds of indebtedness to reimburse prior expenditures in an amount not expected to exceed $175 million for the Peninsula Corridor Electrification Project (PCEP).

SIGNIFICANCE
The Peninsula Corridor Joint Powers Board (JPB) expects to pay certain expenditures in connection with the PCEP prior to the incurrence of indebtedness for the purpose of financing costs associated with the project on a long-term basis.

Section 1.150-2 of the Treasury Regulations requires the JPB to declare its reasonable official intent to reimburse prior expenditures for the project with proceeds of a subsequent borrowing. This declaration is made solely for purposes of establishing compliance. It does not bind the JPB to make any expenditure or incur any indebtedness.

BUDGET IMPACT
There is minimal budget impact directly associated with the declaration.

BACKGROUND
The PCEP is a key component of the Caltrain Modernization Program. The PCEP would electrify the Caltrain Corridor from San Francisco’s 4th and King Caltrain Station to approximately the Tamien Caltrain Station, convert diesel-hauled to Electric Multiple Unit trains, and increase service up to six Caltrain trains per peak hour per direction.

Prepared By: Gigi Harrington, Deputy CEO 650.508.7950
RESOLUTION NO. 2015 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

***

DECLARATION OF OFFICIAL INTENT OF PENINSULA CORRIDOR JOINT POWERS BOARD
TO REIMBURSE CERTAIN EXPENDITURES FROM PROCEEDS OF INDEBTEDNESS

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB), a public entity duly
organized and existing as a joint exercise of powers agency under and by virtue of the
laws of the State of California, intends to convert the Caltrain commuter rail service
operated by the JPB from a diesel system to an electrified system, which system
conversion will include acquisition of infrastructure and vehicle replacement (such
system conversion being hereinafter collectively referred to as the “Project”); and

WHEREAS, the JPB has paid certain expenditures and/or expects to pay certain
other expenditures (the "Reimbursement Expenditures") in connection with the Project
prior to the incurrence of indebtedness for the purpose of financing costs associated
with the Project on a long-term basis; and

WHEREAS, Section 1.150-2 of the Treasury Regulations requires the JPB to declare
its reasonable official intent to reimburse prior expenditures for the Project with
proceeds of a subsequent borrowing; and

WHEREAS, the JPB reasonably expects that debt obligations in an amount not
expected to exceed $175 million will be incurred and that certain of the proceeds of
such debt obligations will be used to reimburse the Reimbursement Expenditures; and

WHEREAS, the governing body of the JPB desires to declare its reasonable intent
to reimburse prior expenditures for the Project with proceeds of a subsequent
borrowing.
NOW, THEREFORE BE IT RESOLVED that the governing body of the Peninsula Corridor Joint Powers Board declares:

Section 1. Findings. The foregoing recitals are true and correct.

Section 2. Purpose of Declaration. This declaration is made solely for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This declaration does not bind the JPB to make any expenditure, incur any indebtedness, or proceed with the Project.

Section 3. Declaration of Official Intent. The governing body of the JPB hereby declares its official intent to use proceeds of indebtedness to reimburse the JPB for Reimbursement Expenditures.

Section 4. Effective Date. This declaration shall take effect immediately upon its passage.

Regularly passed and adopted this 5th day of March, 2015 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: April Chan
Executive Officer, Planning and Development

SUBJECT: INFORMATION ON CALTRAIN SUSTAINABILITY EFFORTS

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

SIGNIFICANCE
Staff will provide an informational presentation on Caltrain’s sustainability efforts, including:

- Working definition of sustainability
- Program framework, including recent activities
- Next steps

Staff will provide updates on Caltrain’s sustainability efforts to the Board on a regular basis.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
The San Mateo County Transit District put in place a District-wide sustainability program in 2009, which included establishing an overarching sustainability policy. For its SamTrans bus service, the District developed a baseline greenhouse gas emissions inventory in 2010 and received Sustainability Commitment Bronze level recognition from the American Public Transportation Association in 2011. The District’s sustainability policies and practices extend to facilities and employees that support the management of Caltrain’s service.

As part of the Fiscal Year 2015-2024 Caltrain Strategic Plan, which was approved by the Board at the September 4, 2014 meeting, the JPB identified developing a more sustainable future and supporting environmental stewardship as integral components of the agency’s long-range goals and objectives.

Prepared By: Michelle Senatore, Principal Planner, Sustainability 650.508.6384
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 to introduce legislation for consideration in the first half of the 2015-16 Legislative Session is February 27. Staff is monitoring several bills that have already been introduced including:

Assembly Bill (AB) 194 (Frazier)
This bill would expand the authority of regional transportation agencies to apply for the conversion of high-occupancy vehicle lanes to high-occupancy toll (HOT) lanes. The revenue generated by HOT lanes is eligible to be spent on transit operations and improvements.

AB 318 (Chau)
This bill would change the amount of time that a transit agency is required to hold lost property from 90 days to 30 days. After that time, it would allow the agency to donate the property to a charitable organization.

AB 378 (Mullin)
This bill is a spot bill that declares the intent of the Legislature to pass legislation to address growing congestion on the Highway 101 corridor.

AB 464 (Mullin)
This bill would increase the maximum sales tax rate that cities and counties are permitted to levy from 2 percent to 3 percent.
Senate Bill (SB) 9 (Beall)
This bill would modify the State’s plan to award funds from the Cap and Trade Program. It would limit grants from the Transit and Intercity Rail Capital Program to projects with a total cost over $100 million. The bill would also authorize the State to enter into multiyear funding agreements for projects funded through this program.

SB 32 (Pavley)
This bill would establish new statewide greenhouse gas limits beyond the existing 2020 emissions reduction requirements. The new limits would reduce emissions to 80 percent below 1990 levels by 2050.

SB 321 (Beall)
This bill would allow the State Board of Equalization to spread required fuel tax adjustments over three consecutive years.

**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 2</strong></td>
<td>A. PRINT 12/2/2014-From printer. May be heard in committee January 1.</td>
<td>Would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</td>
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<tr>
<td><strong>AB 6</strong></td>
<td>A. TRANS. 1/16/2015-Referred to Coms. on TRANS. and ED.</td>
<td>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, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 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. These provisions would become effective only upon approval by the voters at the next statewide election.</td>
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<tr>
<td><strong>AB 21</strong></td>
<td>A. NAT. RES. 1/16/2015-Referred to Com. on NAT. RES.</td>
<td>Would require the State Air Resources Board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</td>
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<td><strong>AB 23</strong></td>
<td>A. NAT. RES. 1/16/2015-Referred to Com. on NAT. RES.</td>
<td>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</td>
<td></td>
</tr>
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<tr>
<td>AB 33</td>
<td>A. NAT. RES. 1/22/2015-Referred to Com. on NAT. RES.</td>
<td>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information.</td>
<td>A. NAT. RES. 1/22/2015-Referre to Com. on NAT. RES.</td>
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<tr>
<td>AB 61</td>
<td>A. TRANS. 1/22/2015-Referre to Com. on TRANS.</td>
<td>Would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.</td>
<td>A. TRANS. 1/22/2015-Referre to Com. on TRANS.</td>
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<tr>
<td>AB 156</td>
<td>A. NAT. RES. 2/2/2015-Referre to Com. on NAT. RES.</td>
<td>Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the department to include in the 3-year investment plan an allocation to provide technical assistance to disadvantaged communities to assist them in proposing specified projects for inclusion in the 3-year investment plan.</td>
<td>A. NAT. RES. 2/2/2015-Referre to Com. on NAT. RES.</td>
</tr>
<tr>
<td>SB 1</td>
<td>S. E.Q. 1/15/2015-Referre to Com. on E.Q.</td>
<td>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.</td>
<td>S. E.Q. 1/15/2015-Referre to Com. on E.Q.</td>
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</table>
| **SB 5** Vidak R  
California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. | S. E.Q. 1/15/2015-Referred to Com. on E.Q. | Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. |  |
| **SB 9** Beall D  
Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. | S. E.Q. 1/15/2015-Referred to Coms. on E.Q. and T. & H. | Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding $100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. This bill contains other existing laws. | Watch Closely |
| **SB 32** Pavley D  
California Global Warming Solutions Act of 2006: emissions limit. | S. E.Q. 1/15/2015-Referred to Com. on E.Q. | Would require the State Air Resources Board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria. |  |
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 – 2nd QUARTER FISCAL YEAR 2015

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