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

April 2, 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 March 5, 2015
   b) Acceptance of Statement of Revenues and Expenses for February 2015
   c) Authorize Disposition of Five Service Support Vehicles
   d) Authorize the Filing of Applications for State Proposition 1B Transit Security Grant Program Funds to Receive $939,246 in Fiscal Year 2014/2015 for Transportation Security Projects
   e) Authorize Submitting an Application for Transit Performance Initiative Program Funding to the Metropolitan Transportation Commission for $1,509,386 and Committing Matching Funds to Help Fund the Installation of a New Control Point on the Caltrain Main Line in San Carlos and Map-Based Real-Time Schedule Information for Caltrain.com
   f) Authorize the Filing of Annual Cap and Trade Funding Applications and Certifications and Assurances to Receive California Low Carbon Transportation Operations Program Funds

5. Chairperson’s Report

6. Report of the Citizens Advisory Committee

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.
7. Report of the Executive Director
   a) Proclamation Declaring April 9, 2015 Stand Up for Transportation Day

   b) Caltrain Modernization Update

PROCLAMATION

INFORMATIONAL

8. Expressing the Concern of the Board of Deaths by Suicide on the Caltrain Right of Way, Safety, Prevention and Education Efforts, and News Media Restraint

RESOLUTION

9. Authorize Award of Contract to Steiny and Company, Inc. in the Total Amount of $478,900 for Ticket Vending Machine Station Sites Preparation

RESOLUTION

10. Authorize Rejection of All Bids for the Bayshore Station Painting Project

MOTION

11. Authorize Rejection of Single Bid for Installation of Equipment Associated with the San Francisco Bicycle Parking Facility Tenant Improvements

MOTION

12. Annual Passenger Counts Presentation

INFORMATIONAL

13. Assessment of the Fiscal Year 2015 Fuel Hedging Program

INFORMATIONAL

14. Legislative Update

INFORMATIONAL

15. Correspondence

16. Board Member Requests

17. Date/Time of Next Meeting: Thursday, May 7, 2015, 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
   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

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

PUBLIC COMMENT
Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said the reason there are fewer bike bump messages in this month’s correspondence is because she has asked bicyclists to report the bumps on the SFBC website. This reports bumps in real time for customers.

Jeff Carter, Millbrae, said there used to be newspaper racks on the southbound platform at Millbrae. Now it is inconvenient to pick up a paper at the station. During off-peak hours, the north entrance to Bay Area Rapid Transit (BART) is closed. Customers coming from Caltrain have to look for another entrance.

Doug Delong, Mountain View, said he would like more visibility on the Metrolink cars and information on when they will be put into service. There is a pressing capacity problem and he would like to be apprised on the status of the cars.

Roland Lebrun, San Jose, showed a YouTube video demonstrating a technology that will stop a train from entering an intersection if something is blocking it. The technology would also turn the Peninsula into a 50-mile quiet zone for the cost of $1.5 million per crossing.

CONSENT CALENDAR
a. Approval of Minutes of February 5, 2015
b. Acceptance of Statement of Revenues and Expenses for January 2015

Motion/Second: Cisneros/Gee
Ayes: Cisneros, Cohen, Gee, Woodward, Yeager, Tissier
Absent: Guilbault, Kalra, Nolan
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
This item was removed from the consent calendar for public comment.

Public Comment
Roland Lebrun, San Jose, said a total of 55 trains per day use these bridges, which includes Caltrain revenue service trains, Altamont Corridor Express, Capitol Corridor, Amtrak, and Union Pacific. He said the JPB is supposedly saving $87 million by not electrifying that track. He said he wants staff to write him a letter explaining how the JPB could operate service south of Diridon station if that track is not electrified.

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

CHAIRPERSON’S REPORT
Resolution of Appreciation for Executive Director Michael J. Scanlon
Chair Tissier presented a resolution of appreciation to Michael Scanlon, Executive Director, for his retirement after 47 years in transportation service and 15 years of service to the JPB, the San Mateo County Transit District, and the San Mateo County Transportation Authority.

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

Public Comment
Shirley Johnson, SFBC, said Mr. Scanlon really listens to the public. She said Mr. Scanlon transformed the railroad with the Baby Bullet trains, and saved the railroad from service cuts.

Jeff Carter, Millbrae, said that when Mr. Scanlon arrived the railroad was not in the greatest condition, but Mr. Scanlon got surplus Bombardier cars into service, installed crossovers and oversaw other improvements. He said he appreciates those contributions as a customer and an everyday user. He said that Mr. Scanlon will be missed.

Jim Bigelow, Friends of Caltrain, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, said Mr. Scanlon has changed the three agencies a lot over the last 15 years. It is a credit to his leadership. He said the community has been blessed with Mr. Scanlon’s ability to help get Federal funding.

Mr. Scanlon thanked everyone for their kind and gracious words. He said everyone, from staff to the community to the Board, was involved in the accomplishments over his tenure. He said it is tough to leave, but it’s time.
REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Chris Cobey, Chair, CAC, said at the meeting of February 18, the CAC:

- Received staff presentations on Caltrain Modernization (CalMod), the Short-range Transit Plan, and TransitAmerica service.
- The CAC expressed interest in learning more about schedule improvements for off-peak service, and the development of a Santa Clara Valley Transportation Authority (VTA) hub-and-spoke design in Santa Clara County.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- There were three fatalities in February. Staff is working on a report on 42 grade crossings with suggestions to improve safety.
- Key Caltrain Performance Statistics January 2015 compared to January 2014
  - Monthly Performance Statistics:
    - Total Ridership was 1,361,938, an increase of 0.9 percent.
    - Average Weekday Ridership (AWR) was 51,014, an increase of 3.3 percent.
    - Total Revenue was $6,442,147, an increase of 11.3 percent.
    - On-time Performance (OTP) was 91.6 percent, a decrease of 1.2 percent.
    - Caltrain Shuttle Ridership was 8,493, a decrease of 6.8 percent.
  - Year-to-Date Performance Statistics:
    - Total Ridership was 10,702,839, an increase of 9.5 percent.
    - AWR was 57,407, an increase of 10.1 percent.
    - Total Revenue was $48,307,862, an increase of 13.2 percent.
    - OTP was 91.9 percent, a decrease of 0.5 percent.
    - Caltrain Shuttle Ridership was 8,372, an increase of 10.5 percent.
- The annual onboard counts were completed on March 2.
- Special service:
  - San Jose Sharks ridership was over 2,300 riders for the seven home games in February, a decrease of 8 percent.
  - Extra service was provided for the outdoor National Hockey League game at Levi’s Stadium, and 2,800 additional riders were carried.
  - The Giants FanFest carried 5,434 additional riders, a 34.8 percent increase over last year.
  - A modified Saturday schedule with eight additional trips ran on Presidents Day. For just the morning in San Francisco, there were 2,700 additional riders, a 13 percent increase.
  - Upcoming events:
    - WrestleMania – March 29
    - Monster Jam – April 11
    - Monster Energy Supercross – April 18
    - Giants baseball service begins – April 2
- The Quint Street Bridge contract will be advertised and work will begin this summer.
- The San Mateo bridges construction work is going well.
- The San Francisco highway bridges construction work is expected to start in the next few months.
- Guadalupe Bridge repair job was completed March 3.
Joint Powers Board Meeting
Minutes of March 5, 2015

• The reading file includes the Safety and Security Report, which includes saves on the railroad.

Director Malia Cohen said it is important to make clear that the JPB is concerned about the suicides on the Caltrain right of way and wants to address them. She said she wants to recognize families who have lost people and the employees who are on the front lines and must deal directly with the tragic events. She said it is important to continue to support efforts and expand outreach to inform the public about the best ways to be safe around railroads. It is important to acknowledge the JPB’s crisis intervention efforts, which are successful in preventing even more tragedies. This is not just an agency problem, but a community problem. She is deeply concerned about the coverage from the news media and its determination to cover these events in a sensational way that often draws attention that is harmful and aggravates the problem. It is a violation of journalistic standards that suicides receive news coverage. She said she requests that the Board put together a resolution for consideration that captures the concerns about these tragedies, renew the Board’s commitment to find solutions, and to seek ways to redirect news media away from sensationalizing these events. She said she will draft the language.

Chair Tissier said she would like a report from Mark Simon, Executive Officer, Public Affairs, on the enforcement, education, and engineering concerning these issues. Mr. Scanlon said a report will be provided at the next meeting.

CalMod Update
Marian Lee, Executive Officer, CalMod Program, said:
• Night testing of the Communications-based Overlay Signal System (CBOSS) will be taking place soon and involves sounding horns at specific crossings. Staff has been communicating to communities about what that will involve. One complaint was received since last meeting.
• The Design/Build Request for Proposal (RFP) was sent out in February to the six prequalified firms. It was posted on March 4 and stakeholders were notified that it was posted, and it is now available to the public.
• Last week the Local Policy Maker Group met and was presented with the quarterly update on project delivery and the framework and commitments associated with the Board action on the release of the RFP.
• Over the spring months, staff will be focused on discussions associated with Electric Multiple Units. An action item will go to the Board in summer regarding the release of the RFP. Staff will focus on boarding height compatibility with high-speed rail vehicles and how to balance seats with other onboard needs.

Public Comment
Greg Conlon, Atherton, said his concern is safety. The elected officials are at risk of pushback from not addressing the safety issue. He said the JPB can’t address one intersection at a time. He said a trench would eliminate the safety risk.

Roland Lebrun, San Jose, said there was an accident in Palo Alto two years ago where a person was trapped in a car on the right of way and died, and nothing was done about it. He said last year, gates came down on a bus. The bus driver crashed through the gates to get out of the way. He said if the bus was not able to get out of the way,
the train could have derailed. He said there should be an analysis of every fatality to
decide how to make the most impact. He said VTA has technology to stop trains if a
trespasser is in their tunnels. He asked for a report of the Federal Railroad Administration
field test on CBOSS.

Jeff Carter, Millbrae, said the JPB should look for highway funds to do grade separations
for safety. Elevating the tracks is the best thing. He said the slowdown in ridership could
be due to gas prices lowering, but gas prices are now back on the rise.

DECLARE OFFICIAL INTENT TO USE PROCEEDS OF INDEBTEDNESS TO REIMBURSE PRIOR
EXPENDITURES IN AN AMOUNT NOT EXPECTED TO EXCEED $175,000 FOR THE PENINSULA
CORRIDOR ELECTRIFICATION PROJECT
Gigi Harrington, Deputy CEO, said this is a reimbursement resolution and a standard
practice. It is possible that the funding for CalMod will need debt issuance. Should this
be approved, expenses could be reimbursed from the debt issuance.

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

PRESENTATION ON THE JPB DISPARITY STUDY AND JPB ACTIVITIES TO SUPPORT THE
DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM
Bill Carson, Interim Director, Human Resources, presented:
• The disparity study examines what the agency’s procurement practices are and
determines if there is evidence of discrimination that would require contract-
specific goals.
• The last study was conducted by a consultant in 2008, and respondents included
170 bidders on JPB contracts, a telephone survey of 594 firms, and interviews and
public hearings.
• Staff is discussing with VTA about possibly conducting a joint disparity study.

Elke Campbell, DBE Officer, presented:
• The JPB has been active in the outreach efforts to increase the pool of DBEs.
• The Business Outreach Committee:
  o Includes DBE officers from the JPB and other local transit agencies
    including Alameda-Contra Costa County Transit District, Alameda County
    Transportation Commission, BART, County Connection, Golden Gate
    Bridge Highway and Transportation District, Marin Transit, Metropolitan
    Transportation Commission, SamTrans, San Francisco Municipal
    Transportation Agency, Solano County Transit, Transbay Joint Powers
    Authority, VTA, Water Emergency Transportation Authority, and Western
    Contra Costa Transit Authority
  o Publishes a quarterly newsletter
  o Hosts quarterly events
    ▪ The Meet the Primes event brings prime contractors and DBEs
together to discuss potential subcontracting and partnering
opportunities.
    ▪ The Meet the Buyers event brings DBEs together to get information
about upcoming projects and contracting opportunities.
The How to get Certified as a DBE workshop provides the basics of how to become a certified DBE.

The Bonding and Insurance Education workshop is a panel discussion on insurance and bonding issues affecting DBEs.

- Additional JPB DBE Outreach
  - JPB staff attended a DBE outreach event held by the San Francisco County Transportation Authority.
  - Proposers on the Peninsula Corridor Electrification Project will be required to participate in a DBE outreach event.

- Additional JPB DBE Assistance
  - Implement small business enterprise program in March
  - Ongoing efforts to adjust insurance and bonding requirements to make contracts more affordable to small businesses with limited financial capacity, and unbundle contracts so small businesses can compete for subcontracting opportunities.
  - Sponsor joint-venture outreach events

Director Cohen asked how a potential DBE gets on the outreach mailing list. Ms. Campbell said staff compiles attendee lists from many events around the region.

Director Cohen asked about potential DBEs that have never attended a meeting and are not on a list. Mr. Carson said they could register to receive this information on the California Unified Certification Program website.

Director Cohen asked how this effort could be expanded and what it would look like. Mr. Scanlon said staff is engaged in exchanging best practices with the transit industry through the American Public Transportation Association (APTA). Staff is always ready to try new things.

Director Cohen said she would like to know the level at which the JPB is funding this department and if staff should look at ways to increase the budget to increase the utilization of DBE contractors. Mr. Scanlon said he has increased the department budget. This program makes good business sense, and the JPB will expand the use of the department by getting fully engaged in APTA and traveling to events.

Director Cohen said she was looking for a more quantitative analysis with successes over the last 10 years, how many DBEs there are, and what the trajectory is moving forward to expand the program. Mr. Scanlon said reports are submitted every year and those can be made available to Director Cohen.

Mr. Carson said he will put together some information for Director Cohen.

Director Jeff Gee said there are many partner agencies and sometimes vendors have to register with each agency. There should be one stop or one certificate that applies to everyone. The certification should be universal to all the agencies. Mr. Carson said the Federal government mandated this policy, so one certification will suffice throughout the State, and there is some reciprocity between states.

Chair Tissier said the outreach and educational processes are very good.
PRESENTATION ON CALTRAIN SUSTAINABILITY EFFORTS
Michelle Senatore, Principal Planner, Sustainability, presented:

- Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.
- APTA has its own sustainability definition: Employ practices in design and capital construction to make facilities as green as possible, employ green practices in operations and maintenance, and encourage community-based strategies for transit-oriented developments.
- Public transit promotes sustainability by:
  - Providing mobility options for communities
  - Reducing traffic congestion
  - Saving fuel
  - Improving regional air quality
  - Reducing Greenhouse Gases (GHG)
- Transportation has the largest impact on GHG emissions in California with most GHGs coming from private cars and freight cars.
- Why sustainability is important:
  - Reduces operational expenses by reusing and conserving resources
  - Understands climate change impacts on District assets and manages risks
  - Engages employees creatively in a worthwhile effort
  - Attracts and retains talent
  - Expands leadership profile
  - Continues to help improve Bay Area’s air quality
  - Helps achieve State and regional GHG reduction goals
- Sustainability in Action:
  - Centralized Equipment Maintenance and Operations Facility
    - Train wash system recycles 80 percent of water
    - Material recycling
    - Onsite wheel-truing and fueling
  - Wayside power to minimize diesel consumption and idling emissions
  - Water conservation in station landscaping
  - Green janitorial cleaning projects
  - Environmentally preferable purchasing policy
- Recent activities include:
  - Internal sustainability assessment
  - Collaborating with CalMod staff on sustainability strategies
  - Exploring potential upgrades to waste management and collection systems
  - Improving public awareness of Caltrain recycling practices
  - Installing water conserving faucet aerators
- Next steps:
  - Pursue APTA recognition
  - Upgrade sustainability inventory and show electrification benefits
LEGISLATIVE UPDATE
Seamus Murphy, Director, Government and Community Affairs, provided the following update:

State
Staff has taken early action in support of a bill that would allow lost and found items that aren’t claimed within 30 days to be donated to charitable organizations.

Another bill staff supports is the extension of the GHG reduction levels beyond the 2020 level and the Cap and Trade Program.

Staff is working with coalitions to advance its goals in the Legislative Program. Staff is working to find new partners and advocates at all levels. Some topics to cover are the CalMod funding shortfall and Cap and Trade funding for other Caltrain needs.

Federal
No update.

Director Ken Yeager left at 11:32 a.m.

Due to a loss of a quorum, the meeting adjourned at 11:32 a.m.

DATE/TIME/PLACE OF NEXT MEETING
The next meeting will be 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.
Peninsula Corridor Joint Powers Board  
Staff Report

To: Joint Powers Board  
Through: Jim Hartnett  
Executive Director  
From: Gigi Harrington  
Deputy CEO  
Subject: Statement of Revenue and Expense for the Period Ending  
February 28, 2015 and Supplemental Information

Action  
Staff proposes the Board accept and enter into the record the Statement of Revenue and Expense for the month of February 2015 and supplemental information.

Significance  
Revenue: For February of Fiscal Year 2015, Total Operating Revenue (line 7) is $1,644,833 or 2.8 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $1,394,607 or 2.6 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $5,367,186 or 9.7 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $7,740,183 or 9.4 percent. The Rail Operator Service (line 23) is $1,744,433 or 3.8 percent better than budget, and Total Operating Expense (line 36) is $6,382,841 or 9.2 percent better than budget. Total Administrative Expense (line 46) is $1,380,252 or 11.7 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $1,552,879 or 2 percent lower.

Budget Impact  
Budget amendment adopted at the February 5, 2015 Board meeting are reflected in the revised budget. The amendment primarily accounts for an increase in the year to date farebox revenue.

Prepared by: Jeannie Chen, Senior Accountant  
Sheila Tioyao, Manager, General Ledger
## PENINSULA CORRIDOR JOINT POWERS BOARD

**STATEMENT OF REVENUE AND EXPENSE**

**Fiscal Year 2015**

**February 2015**

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<th>MONTH</th>
<th>PRIOR YEAR TO DATE</th>
<th>CURRENT YEAR TO DATE</th>
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### REVENUE

### OPERATIONS:

1. Farebox Revenue
2. Parking Revenue
3. Shuttle Service
4. Rental Income
5. Other Income

### EXPENSE

1. Total Operating Revenue
2. Total Contributed Revenue
3. Grand Total Revenue

### ROYAL FINANCE & ADMINISTRATION:

1. Administrative Expense
2. Wages and Benefits
3. Board of Directors
4. Professional Services
5. Communications and Marketing
6. Other Expenses and Services

### TEAM SERVICES:

1. GRAND TOTAL EXPENSE
2. NET SURPLUS (DEFICIT)

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**Statement of Revenue and Expense**

1. "% 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.

2. (A) Staff has reallocated year to date budget due to timing of expenditures.

3/23/15 4:07 PM
**PENINSULA CORRIDOR JOINT POWERS BOARD**

**INVESTMENT PORTFOLIO**

**AS OF FEBRUARY 28, 2015**

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<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
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<td>Liquid Cash</td>
<td>0.760%</td>
<td>10,738,093</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td></td>
<td>Liquid Cash</td>
<td>0.000%</td>
<td>8,594,866</td>
</tr>
<tr>
<td>Other (Restricted)</td>
<td>***</td>
<td>Liquid Cash</td>
<td>0.200%</td>
<td>31,971,242</td>
</tr>
</tbody>
</table>

$ 91,872,569  $ 91,872,569

Accrued Earnings for FEBRUARY 2015  $ 18,041.95
Cumulative Earnings FY2015  $ 137,589.64

* 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 February 2015 the amortized cost of the Total County Pool was $4,006,610,324.67 and the fair market value per San Mateo County Treasurer's Office was $4,014,137,938.14

*** 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: Jim Hartnett  
Executive Director

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

SUBJECT: AUTHORIZE DISPOSITION OF FIVE SERVICE SUPPORT VEHICLES

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to dispose of the following vehicles:

- 2002 Ford Escape – (2)
- 2006 Dodge Dakota – (2)
- 2007 Dodge Dakota

SIGNIFICANCE
The proposed action will implement the Peninsula Corridor Joint Powers Board’s (JPB) policy to routinely dispose of surplus vehicles and equipment that are no longer viable for service. Disposition of the vehicles is in keeping with this practice, and will be carried out in compliance with JPB procurement policy. JPB-approved methods of disposition are by sealed bid, public auction, sale, negotiation, transfer to another public agency, or by discarding as scrap. Under this proposed action, the vehicles will be disposed of by public auction.

BUDGET IMPACT
The vehicles were purchased with State Transit Assistance (STA) funds and JPB member agency contributions. Proceeds, net of any disposal costs, will be deposited to the State grant funds account and made available for use in funding future capital projects.

BACKGROUND
Amtrak, under the auspices of the JPB, purchased the vehicles in the years specified above to perform communications and signal activities and facilities tasks and to provide general transportation while working on the Caltrain right of way. Upon completion of Amtrak’s contract with the JPB, titles were transferred to Caltrain for these vehicles. These service support vehicles have reached the end of their useful life.

Contract Officer: Brian Geiger  
Project Manager: Lynn Lockwood, Rail Contract Cost Administrator

650.508.7973  
650.508.6328
RESOLUTION NO. 2015 –

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

***

AUTHORIZING DISPOSITION OF FIVE SERVICE SUPPORT VEHICLES

WHEREAS, it is the policy of the Peninsula Corridor Joint Powers Board (JPB) to dispose of used, surplus vehicles that are determined to be no longer viable for use; and

WHEREAS, the JPB has identified the need to dispose of the following vehicles that have reached the end of their useful life:

- 2002 Ford Escape – (2)
- 2006 Dodge Dakota – (2)
- 2007 Dodge Dakota; and

WHEREAS, the JPB's Procurement Policy provides for disposition of surplus assets by various means, including through sealed bid procedure, public auction, sale, negotiation, transfer to another public agency, or by discarding items as scrap; and

WHEREAS, the JPB intends to dispose of the five vehicles listed above by public auction, deposit the proceeds, net of any disposal costs, to the State grant funds account, and make the proceeds available for use in funding future capital projects; and

WHEREAS, Staff Coordinating Council recommends disposition of the vehicles according to the process outlined above.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the disposition of the vehicles identified above by public auction, in accordance with the JPB's Procurement Policy; and

BE IT FURTHER RESOLVED the Executive Director, or his designee, is authorized to dispose of these surplus vehicles in the manner specified.

Regularly passed and adopted this 2nd day of April, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: AUTHORIZE THE FILING OF APPLICATIONS FOR STATE PROPOSITION 1B TRANSIT SECURITY GRANT PROGRAM FUNDS

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to submit grant applications, with concurrent Letter of No Prejudice (LONP) requests, to the California Governor’s Office of Emergency Services (Cal OES) and to file and execute certifications, assurances and other documentation as required to receive $939,246 in Fiscal Year (FY) 2014/2015 Proposition 1B California Transit Security Grant Program (CTSGP) funds from the State for transportation security projects.

SIGNIFICANCE
Cal OES requires eligible recipients of Proposition 1B CTSGP funds to submit resolutions approved by their governing bodies that authorize the designated agency officer(s) to execute any action necessary for the processing of applications associated with the programming and receipt of funds. Approval of this item will meet Cal OES’s CTSGP funding requirement.

In the event the State Controller is unable to sell a sufficient amount of bonds to fund all Proposition 1B capital projects around the State, including Peninsula Corridor Joint Powers Board (JPB) projects, the JPB will request a LONP to enable work to proceed utilizing JPB funds, which would then be reimbursed once bond proceeds become available.

BUDGET IMPACT
There is no budget impact related to this action. Projects proposed to be funded with Proposition 1B CTSGP funds may include right of way fencing, enhanced lighting at stations, emergency communications equipment, and the installation of closed-circuit television cameras at Caltrain stations. These projects will be vetted through the upcoming FY2016 Capital Budget development cycle.

Staff expects the projects selected through this process will be funded with 100 percent Proposition 1B CTSGP monies as these grant funds do not require a local match.
BACKGROUND
The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B, was approved by California voters on November 7, 2006. Proposition 1B includes a funding program specifically for transit safety and security projects, known as the CTSGP. The State Controller develops a list of eligible transit operators and the amount of funds that each operator is eligible to receive on an annual basis. Funding allocations are contingent on bond sales, which have been delayed in recent years due to the State’s current fiscal environment.

Board authorization for the filing of applications by the agency’s appointed agent is a Cal OES requirement. To allow greater flexibility, Cal OES does not require applicants to list each project on their governing body resolutions. The JPB’s certified resolution will be filed with Cal OES after adoption by the Board.

Prepared by: Peter Skinner, Senior Grants Analyst 650.622.7818
RESOLUTION NO. 2015 –

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

* * *

AUTHORIZE THE FILING OF APPLICATIONS FOR STATE PROPOSITION 1B
TRANSIT SECURITY GRANT PROGRAM FUNDS

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

WHEREAS, the CTSGP is administered by the California Governor’s Office of Emergency Services (Cal OES); and

WHEREAS, the State Controller develops an annual list with the amounts that each eligible project sponsor is programmed to receive; and

WHEREAS, Cal OES requires all eligible recipients of CTSGP funds to submit resolutions approved by their governing bodies that authorize appointed agents to take any actions necessary for the processing of applications; and

WHEREAS, due to a lack of available bond funding for new projects, the State Controller’s Office may be unable to allocate CTSGP funds in a timely manner; and

WHEREAS, Assembly Bill 672, signed by the Governor on October 11, 2009, authorizes approval of a Letter of No Prejudice (LONP), which allows an eligible applicant to expend its own funds to proceed with work on CTSGP-eligible project and be reimbursed once CTSGP funds are available; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is on a list of eligible applicants for CTSGP funds; and
WHEREAS, the Staff Coordinating Council recommends the Board provide the Executive Director, or his designee, the authorization to submit applications for Fiscal Year (FY) 2015 CTSGP funds, with concurrent LONPs, and to file and execute certifications and assurances and any other documentation required by Cal OES.

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

1. Authorizes the Executive Director, or his designee, to file applications and concurrent LONPs with Cal OES for FY2015 Proposition 1B CTSGP funds; and

2. Authorizes the Executive Director, or his designee, to take such other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances or other documentation that may be required to receive the funds.

Regularly passed and adopted this 2nd day of April, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
AGENDA ITEM # 4 (e)  
APRIL 2, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: April Chan  
Executive Officer, Planning and Development

SUBJECT: AUTHORIZE THE FILING OF AN APPLICATION FOR TRANSIT PERFORMANCE INITIATIVE PROGRAM FUNDS

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

1. Submit an application for Transit Performance Initiative (TPI) funding to the Metropolitan Transportation Commission (MTC) for $1,509,386 to help fund the installation of a new control point on the Caltrain mainline in San Carlos and map-based real-time schedule information for caltrain.com; and

2. Execute a subsequent funding agreement and provide any other documentation required to receive the Federal funds; and

3. Take such other actions as may be necessary, including executing any agreements, certifications and assurances or other documentation required in order to receive the TPI funds.

SIGNIFICANCE
The Peninsula Corridor Joint Powers Board (JPB) is slated to receive $1,509,386 in formula funds from the MTC’s TPI Program for Fiscal Year (FY) 2015. The funds are proposed to help fund the installation of a new control point along the Caltrain mainline in San Carlos as well as map-based real-time schedule information for caltrain.com.

The new control point, once installed, will provide greater operational flexibility in a critical stretch of track, allowing Caltrain to respond to unplanned outages and reducing delays experienced by customers. This project received TPI funding in FY2014 to help fund project design.

The map-based display will enhance the existing real-time information on Caltrain.com by providing patrons with a graphical representation of train locations.
**BUDGET IMPACT**
The total cost of the control point project is $5 million and the $1,465,121 in TPI funds will help support the final design, procurement and installation of the control point. The Board previously allocated $1,369,776 in prior year TPI funding along with $1 million in JPB member agency funding as part of the FY2015 budget. The JPB will continue to seek other funding sources, including future years’ TPI funds, for the remaining $1,165,103 needed to fully fund the project.

The cost of the map-based display project is estimated at $50,000; $44,265 in TPI funds and $5,735 in local match will be included in the Web and Creative Services Department’s FY2016 budget.

**BACKGROUND**
The TPI Program is administered by the MTC and provides financial rewards to the region’s large transit operators based on demonstrated improvements in ridership and/or productivity. Funds in the TPI Program are distributed through a formula based on annual increases in ridership and increases in passengers per revenue hour. The JPB’s formula share of TPI funds for FY2015 is $1,509,386.

In order to distribute the funds to the JPB, the MTC requires the Joint Powers Board to adopt a resolution, in a form approved by the MTC, authorizing the filing of an application for TPI funds, committing any necessary matching funds and stating the assurance to complete the project.

Prepared by: Peter Skinner, Senior Grants Analyst 650.622.7818
RESOLUTION NO. 2015 –

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

***

AUTHORIZING THE FILING OF AN APPLICATION FOR TRANSIT PERFORMANCE INITIATIVE PROGRAM FUNDS

WHEREAS, the Peninsula Corridor Joint Powers Board (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for $1,509,386 in funding assigned to MTC for programming discretion, including but not limited to Federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, and/or Transportation Alternatives Program (TAP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for financial support of the Caltrain Rail Crossover Project implementation (herein referred to as PROJECT) for the MTC Transit Performance Initiative (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP-21) authorize various Federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, State statutes, including California Streets and Highways Code §§ 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive Federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO’s Transportation Improvement Program (TIP); and
WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for Regional Discretionary Funding; and

WHEREAS, as part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. The commitment of any required matching funds of at least 11.47 percent; and

2. That the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and

3. That the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and

4. The assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC’s Federal Transportation Improvement Program (TIP); and

5. That the project will comply with all project-specific requirements as set forth in the PROGRAM; and

6. That the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC’s Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and
BE IT FURTHER RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. Applicant will provide the required matching funds; and

2. Applicant understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

3. Applicant understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver Federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, California State Department of Transportation and FHWA on all communications, inquires or issues that may arise during the Federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and

4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount approved by MTC and programmed in the Federal TIP; and

5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and

6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC’s Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and

BE IT FURTHER RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and

BE IT FURTHER RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and
BE IT FURTHER RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and

BE IT FURTHER RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its Executive Director, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC’s Federal TIP.

Regularly passed and adopted this 2nd day of April, 2015 by the following vote:

AYES:

NOES:

ABSENT:

__________________________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

__________________________________________
JPB Secretary
PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: AUTHORIZE THE FILING OF ANNUAL CAP AND TRADE FUNDING APPLICATIONS AND CERTIFICATIONS AND ASSURANCES

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to submit annual funding applications to the California State Department of Transportation (Caltrans) and to file and execute annual certifications, assurances and other documentation as required to receive California Low Carbon Transportation Operations Program (LCTOP) funds for the Peninsula Corridor Joint Powers Board (JPB).

SIGNIFICANCE
The LCTOP is one of several funding programs that are part of a broad-based State effort to invest proceeds from the cap and trade auction program to reduce greenhouse gas emissions as required under California’s climate action law, Assembly Bill 32. Caltrans is the administering agency for the LCTOP. Each eligible funding recipient is required to submit a resolution approved by its governing body authorizing the designated agency officer(s) to execute any action necessary for the processing of applications associated with LCTOP funds. These funds will be available to the JPB starting at the end of Fiscal Year (FY) 2015. LCTOP funds will be distributed annually on a formula basis to transit agencies and metropolitan planning organizations, such as the Metropolitan Transportation Commission (MTC) in the Bay Area. Similar to the State Transit Assistance Program, transit agencies will receive a portion of the LCTOP funds directly based on operating revenues.

BUDGET IMPACT
There is no impact on the FY2015 budget. LCTOP funds will be programmed as part of annual operating and capital budgets beginning in FY2016. Approximately $350,000 will be available to the JPB at the end of FY2015. Future year allocations will depend on cap and trade auction revenues. The FY2015 funding allocated to the JPB must be spent within two years while future allocations may be banked to fund larger projects. Deliberation on the project(s) to receive the funding will occur as part of the FY2016 budget development process.
BACKGROUND
The LCTOP is one of several programs in the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP provides capital funding as well as operational assistance for expanded transit service to reduce greenhouse gas emissions and improve mobility. The LCTOP program will be funded annually with 5 percent of the auction proceeds from the State’s Cap and Trade program.

Prepared by: Peter Skinner, Senior Grants Analyst 650.622.7818
RESOLUTION NO. 2015 –

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

AUTHORIZE THE FILING OF ANNUAL CAP AND TRADE
FUNDING APPLICATIONS AND EXECUTION OF CERTIFICATIONS AND ASSURANCES

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project
sponsor and may receive State funding from the Low Carbon Transit Operations
Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to State-funded transit projects require each local
or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California State Department of
Transportation (Caltrans) as the administrative agency for the LCTOP; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering
and distributing LCTOP funds to eligible project sponsors, including the JPB; and

WHEREAS, the Staff Coordinating Council recommends that the JPB delegate
authority to the Executive Director, or his designee, to file annual applications for LCTOP
funding, execute any documents required to apply for and receive LCTOP funding, and
execute any amendments thereto.

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

1. Agrees to comply with all conditions and requirements set forth in the annual
   Certifications and Assurances, applicable statutes, regulations and guidelines for all
   LCTOP funded transit projects.

2. Authorizes the Executive Director, or his designee, to take such actions as may be
   necessary to give effect to this resolution, including filing annual funding
applications, executing any agreements, certifications and assurances, related amendments, or other documentation that may be required to receive the funds.

Regularly passed and adopted this 2nd day of April, 2015 by the following vote:

AYES:

NOES:

ABSENT:

________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

________________________
JPB Secretary
AGENDA ITEM # 7
APRIL 2, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT:  KEY CALTRAIN PERFORMANCE STATISTICS FEBRUARY 2015

In February 2015, Caltrain’s average weekday ridership (AWR) was 56,141, which is an increase of 4,884 or 9.5 percent over February 2014 AWR of 51,257. The total number of passengers who rode Caltrain in February 2015 was 1,362,580, which is 9.2 percent more than in February 2014. Although the ridership growth continues to occur at a slower rate than fare revenue (13.5 percent), the growth differential decreased in February.

On-time performance (OTP) for February 2015 was 88.1 percent, which is lower than the 95.5 percent OTP for February 2014. When trains arriving within 10 minutes of the scheduled arrival time are included, February 2015 OTP rises to 93.9 percent. Overall in February 2015, there were 921 mechanical minutes of delay compared with 1,702 mechanical minutes of delay in February 2014. There were three weekend days when 100 percent of the trains operated on time. An additional three days operated with 95 percent or better OTP.

Three days significantly affected the overall OTP:

- On Thursday February 12, two trains were terminated, one train was partially annulled, and six trains were delayed due to Train 217 striking a trespasser at Emado Avenue on the Union Pacific Railroad territory at approximately 6:37 a.m. An additional 13 trains had non-related delays throughout the day, 11 of which arrived at their final destination within 10 minutes.
- On Monday February 23, two trains were terminated, 12 trains were cancelled, and 19 trains were delayed due to Train 360 striking a vehicle at Ravenswood Avenue at approximately 4:44 p.m. The driver, who was the only occupant of the vehicle, was killed. Later that evening, two trains were cancelled, one train was partially annulled, and four trains were delayed when deadhead equipment struck a trespasser inside Tunnel #1 at approximately 9:09 p.m.
- On Thursday February 26, seven trains were delayed due to a construction miscommunication. Shortly after, one train was terminated and 11 other trains were delayed due to Train 273 mechanical issues. An additional eight trains were late due to other causes, but arrived at their final destination within 10 minutes.
• Without these three days, OTP rises to 91.2 percent and 96.4 percent with trains arriving within 10 minutes of the scheduled time.

In addition to the three fatalities listed above, on Tuesday, February 24, a trespasser was struck and injured by Train 143 at Palo Alto Station at approximately 11:43 a.m.

Looking at customer service statistics, there were 12.3 complaints per 100,000 passengers in February 2015. This is higher than both the 8.3 complaints in February 2014 and the 10.3 complaints from the previous month in January 2015. Many of the complaints were related to the service disruptions that occurred during the month.

Shuttle ridership for February 2015 is down 7.7 percent from February 2014. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership decreased 7.3 percent over February 2014. Although there continues to be a downward trend in Caltrain Shuttle ridership potentially due to route changes on specific shuttles and various other factors, a few shuttle routes showed significant increases. For the station shuttles, the Millbrae-Broadway shuttle averaged 227 daily riders. The Belmont-Hillsdale shuttle averaged 68 daily riders. The weekend Tamien-San Jose shuttle averaged 58 riders per day.
Caltrain Promotions – February 2015

Giants Fan Fest – Baseball fever was raging in early February as World Champion Giants baseball fans descended on Caltrain and AT&T Park. To accommodate the increased ridership, Caltrain ran three extra pre-FanFest trains and two after the event. The service was promoted through Caltrain publications, social media, a news release and on the rail agency’s website. Caltrain transported 5,434 additional customers compared to an average Saturday, a 34.8 percent increase compared to the previous FanFest.

Presidents Day – Caltrain operated a modified Saturday schedule on Presidents Day in response to traditionally reduced commuter demand. Information about the modified schedule was included in the regular pocket timetable, disseminated through station electronic signs, a special timetable, social media, news release, Caltrain Connection newsletter and web posting. For the morning service, Caltrain carried an additional 2,700 customers compared to last Presidents Day.

San Jose Sharks – February was an interesting month for the Sharks because one of their home games was held up the road at Levi’s® Stadium. Service for the regular home games continued to be promoted 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. The Stadium Series game was promoted through web presence, social media, station and onboard announcements, Track the Fun brochure and a news release. For the seven regular home games, Caltrain carried an additional 2,313 riders. For the game at the stadium, Caltrain transported an extra 3,838 customers.

Partnership – Market Research & Development staff works with a number of event organizers to co-promote events that will generate train ridership and also provide added value to current Caltrain customers. In February, Caltrain partnered with the Bay Area Travel & Adventure Show and Disney on Ice presents Let’s Celebrate. Both event sponsors provided a $5 off general admission for Caltrain customers.

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

650.508.6248
650.508.6471
Table A

### February 2015

<table>
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<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
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<td>Total Ridership</td>
<td>1,247,353</td>
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<td>Average Weekday Ridership</td>
<td>51,257</td>
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<td>9.5%</td>
</tr>
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<td>Total Farebox Revenue</td>
<td>$5,664,041</td>
<td>$6,430,483</td>
<td>13.5%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>95.5%</td>
<td>88.1%</td>
<td>-7.7%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>9,217</td>
<td>8,504</td>
<td>-7.7%</td>
</tr>
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### Year to Date

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<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
</tr>
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<tr>
<td>Total Ridership</td>
<td>11,024,792</td>
<td>12,065,419</td>
<td>9.4%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>52,019</td>
<td>57,249</td>
<td>10.1%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$48,352,957</td>
<td>$54,738,344</td>
<td>13.2%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>92.7%</td>
<td>91.4%</td>
<td>-1.4%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>7,769</td>
<td>8,388</td>
<td>8.0%</td>
</tr>
</tbody>
</table>

Graph A

Caltrain Average Weekday Ridership
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: PROCLAMATION DECLARING APRIL 9, 2015 AS “STAND UP FOR TRANSPORTATION DAY”

ACTION
Staff Coordinating Council recommends the Board adopt the proclamation designating April 9, 2015, as “Stand Up for Transportation Day.”

SIGNIFICANCE
Under the leadership of the American Public Transportation Association, Caltrain is joining transit agencies across America on April 9 to urge Congress to pass a new surface transportation authorization before the current funding program expires. Caltrain and its partner agencies in the Bay Area will hold a news conference to call attention to the critical role that transit and transportation infrastructure play in our community. Following the adage that “a picture is worth a thousand words,” a short video will highlight the need for funding at the local level. America needs to invest $86 billion just to bring the nation’s existing transit infrastructure into a state of good repair. The time to make this investment is now. It’s time to “Stand Up for Transportation.”

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
Our nation needs to continually maintain and modernize its infrastructure to assure that everyday life remains safe, functional and sustainable for American citizens and for business. Unfortunately, funding for infrastructure needs has been cut over decades and America’s bridges, roads and transportation system are in crisis and need a massive injection of funding to avert catastrophic system failures. This requires collective action and sustained public investment in infrastructure notably at the Federal level. The transportation industry, in near unanimity, is advocating Congress for a long-term, sustainable and reliable transportation funding bill.

Prepared by: Jayme Ackemann, Communications Manager 650.508.7934
Proclamation

ESTABLISHING STAND UP FOR TRANSPORTATION DAY

A National Transportation Infrastructure Day
In the three counties served by Caltrain
San Francisco, San Mateo and Santa Clara counties
April 9, 2015

WHEREAS, April 9, 2015 marks STAND UP FOR TRANSPORTATION DAY, a national transportation infrastructure day organized by the American Public Transportation Association (APTA) that highlights the critical need to invest in updating our nation’s transportation infrastructure; and

WHEREAS, transportation is the backbone of our nation’s economy and public transportation is an important part of our nation’s transportation system; and

WHEREAS, public transportation is a proven catalyst for economic growth since every $1 invested in public transportation generates $4 in local economic returns, creating economically vibrant and prosperous communities and demonstrating unequivocally that increased Federal funding for public transportation infrastructure bears substantial economic benefit; and

WHEREAS, public transportation is essential to the mobility and, therefore, the freedom and financial well-being of Americans, offering millions access to economic opportunities, as evidenced by the fact that nearly 60 percent of the trips taken on public transportation are work-related; and

WHEREAS, more than 60,000 riders depend on Caltrain every weekday to get where they need to go; and

WHEREAS, STAND UP FOR TRANSPORTATION DAY will be celebrated in communities across the United States as a day that highlights the critical need for funding transportation infrastructure, both public transportation and highway infrastructure; and

WHEREAS, to support the continued growth of the nation’s economy and the strengthening of the nation’s transportation infrastructure, Congress must pass a long-term, multimodal transportation bill by May 31, 2015.

NOW, THEREFORE BE IT RESOLVED on this 2nd day of April, 2015, the Peninsula Corridor Joint Powers Board, in support of APTA’s efforts, will join with public transportation agencies and business across the country to participate in STAND UP FOR TRANSPORTATION DAY to encourage greater Federal investment in public transportation infrastructure.

Chair, Peninsula Corridor Joint Powers Board
AGENDA ITEM # 8
APRIL 2, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: A RESOLUTION EXPRESSING THE CONCERN OF THE JOINT POWERS BOARD IN LIGHT OF RECENT DEATHS BY SUICIDE ON THE CALTRAIN RIGHT OF WAY; SAFETY, PREVENTION AND EDUCATION EFFORTS; NEWS MEDIA RESTRAINT

ACTION
Staff Coordinating Council recommends the Board approve a Resolution expressing the concern of the Board at the recent deaths by suicide on the Caltrain right of way and reaffirming its commitment to work within the community to address the underlying causes of these tragedies and to pursue all feasible actions to prevent these deaths.

SIGNIFICANCE
As an agency composed of people who serve the public and who are engaged in the community served by Caltrain, the Board wishes to express its heartfelt concern at the impact of the tragic deaths by suicide on the Caltrain right of way, in particular the frontline staff who must respond to the scenes of these incidents, the families of the victims and the pain caused to the community at large. The Board wishes to reaffirm its commitment to being an active partner in mental health and suicide prevention efforts and in activities that educate the news media about the benefits of restraint in reporting on these incidents.

BUDGET IMPACT
There is no impact on the Budget.

BACKGROUND
Over a 10-year period, there is an average of 13 deaths per year on the Caltrain right of way, the great majority of them suicides. For the same period, the three counties served by Caltrain average 300 suicides per year. With the start of 2015, there have been 10 suicide attempts on the right of way, nine resulting in death. This alarming rate of death has prompted a redoubled effort to address this difficult, complex and troubling issue.

For several years, Caltrain has engaged in the three E’s – Enforcement, Engineering and Education – to work to address these deaths. Enforcement has included
specialized training to prevent individuals from harming themselves on the right of way. Engineering has included the installation of additional fencing to limit access to the right of way. Education has included active participation by JPB staff in community wide mental health initiatives and publicizing the available resources for those in need, delivering the message that there is help and there is hope.

Prepared By: Mark Simon, Executive Officer, Public Affairs 650.508.6340
RESOLUTION NO. 2015 –

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

***

EXPRESSING THE CONTINUING CONCERN OF THE
PENINSULA CORRIDOR JOINT POWERS BOARD
REGARDING THE TRAGIC DEATHS ON THE CALTRAIN RIGHT OF WAY

WHEREAS, the continuing deaths on the Caltrain right of way, many of them deaths by suicide, deeply trouble the Peninsula Corridor Joint Powers Board of Directors and are a continuing source of pain for the directors, train personnel, agency staff, the families directly affected by these deaths, the customers whose lives are significantly disrupted and the public at large; and

WHEREAS, death by suicide is a community concern that must be effectively and aggressively addressed by deployment of the fullest array possible of mental health and suicide prevention resources, not just on the Caltrain right of way, but throughout the region we serve; and

WHEREAS, the Transit Police unit of the San Mateo County Sheriff’s Office, which serves as the law enforcement arm of Caltrain, is engaged in Enforcement activities that have proven effective at preventing even further loss of life through specialized training and valuable collaboration with other law enforcement agencies and vigilant Caltrain customers; and

WHEREAS, Caltrain has actively undertaken a continuing a program of Engineering efforts to install additional fencing, to upgrade and improve the safety equipment at grade crossings and to investigate technological options available and feasible; and

WHEREAS, Caltrain staff, recognizing that the agency is a part of the community it serves, for several years has pursued a program of Education that has focused on a range of suicide prevention and mental health awareness activities and organizations and has played an affirmative role in distributing information about the availability of resources; and

WHEREAS, the regional news media has a role to play as a partner in addressing these tragic events in a manner that is responsible and is in keeping with the traditional
standards of the news business in minimally reporting on death by suicide and that such reporting can be pursued in a manner that is responsible and contributes to the issue in a positive manner.

**THERFORE, BE IT RESOLVED** that the Peninsula Corridor Joint Powers Board does reaffirm and further strengthen its commitment to being a valuable partner in addressing this community-wide problem through the resources available to Caltrain and through collaborations with leading organizations that work to address this difficult and complex issue; and

**BE IT FURTHER RESOLVED** that the Peninsula Corridor Joint Powers Board does call upon the region’s news media to consider its ongoing coverage of the deaths on the Caltrain right of way and on the subject of death by suicide and to seek a role that better supports the community these news organizations serve; and

**BE IT FURTHER RESOLVED** that the Peninsula Corridor Joint Powers Board does renew its commitment to serving as a resource for addressing the underlying mental health issues that contribute to these tragic events and to being a positive force for lifting the stigma of mental health problems and to deliver the message to all of our community that there is help and there is hope.

Regularly passed and adopted this 2nd day of April, 2015 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

______________________________  
Chair, Peninsula Corridor Joint Powers Board

**ATTEST:**

______________________________  
JPB Secretary
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: AUTHORIZATION OF AWARD OF A CONTRACT FOR TICKET VENDING MACHINE (TVM) STATION SITES PREPARATION

ACTION
Staff Coordinating Council recommends the Board:

1. Award a contract to the lowest, responsive and responsible bidder, Steiny and Company, Inc., (Steiny) in the total amount of $478,900.

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

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

SIGNIFICANCE
Award of this construction contract will provide new data communications and electrical cables to the TVMs at nearly all of the stations. By replacing the cables, the TVM system will be more reliable and will require less maintenance.

BUDGET IMPACT
The TVM Station Sites Preparation Project was initiated in Fiscal Year (FY) 2013. In FY2014, the Peninsula Corridor Joint Powers Board (JPB) approved a total budget of $1,425,000 for the project. Funding for the project will come from Federal Section 5337 State of Good Repair Grants with local match from member agencies’ funds.

BACKGROUND
Both the data communications and electrical cables for the TVMs are old and at the end of their useful life. The frequency of cable repairs has been increasing in the past year. Some repairs require the TVMs to be taken out of service. This project will replace these cables at nearly all of the stations and bring the cables to a state of good repair.
The solicitation was advertised in a newspaper of general circulation and on the JPB’s Public Purchase procurement website. A solicitation notification was sent out to interested bidders including Small and Disadvantaged Business Enterprises that were registered in the vendor database. Two bids were received as listed below:

<table>
<thead>
<tr>
<th>Company</th>
<th>Total Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer’s Estimate</td>
<td>$670,000</td>
</tr>
<tr>
<td>1. DMZ Builders of Concord, CA</td>
<td>$1,130,000</td>
</tr>
<tr>
<td>2. Steiny and Company, Inc. of Vallejo, CA</td>
<td>$478,900</td>
</tr>
</tbody>
</table>

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

The bid from Steiny is 29 percent lower than the engineer’s estimate. Staff has determined that the difference between the engineer’s estimate and Steiny’s bid exists because Steiny had incomplete pricing information from their fiber equipment supplier and made assumptions for the costs of the equipment. Steiny requested the withdrawal of their bid after finding out the actual cost of the fiber equipment, but the request was submitted after the deadline for requests for withdrawals. Steiny was notified that their bid withdrawal request was denied, and Steiny has accepted the District’s decision to accept the bid as submitted.

Steiny is an established Bay Area contractor and company reference checks confirmed that they are experienced and competent. Therefore, staff concludes that Steiny is appropriately qualified and capable of meeting the contract requirements and, therefore, is the lowest, responsive and responsible bidder.

Contract Officer: Evelyn Marcal 650.508.7958
Project Manager: Robert Tam 650.508.7969
RESOLUTION NO. 2015 –

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

* * *

AUTHORIZING AWARD OF CONTRACT TO STEINY AND COMPANY, INC.
FOR TVM STATION SITES PREPARATION AT A TOTAL COST OF $478,900, AND AUTHORIZE DELEGATION OF APPROVAL AUTHORITY FOR ALL ASPECTS OF THE PROJECT, INCLUDING DESIGN, CONSTRUCTION, PHASING, AND SCHEDULE TO THE EXECUTIVE DIRECTOR

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) solicited bids for the Ticket Vending Machine (TVM) Station Sites Preparation Project; and

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

WHEREAS, staff and legal counsel have reviewed the bids and determined that Steiny and Company, Inc., (Steiny) of Vallejo, California is the lowest, responsive and responsible bidder; and

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

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs that a contract be awarded to Steiny, whose bid meets all of the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:
1) Awards a contract to Steiny and Company, Inc., of Vallejo, California for the TVM Station Sites Preparation Project for a total cost of $478,900; and

2) Authorizes the Executive Director, or his designee, to execute a contract on behalf of the JPB with Steiny and Company, Inc., in full conformity with all the terms and conditions of the solicitation documents; and

3) Delegates to the Executive Director, and his designee(s), the authority for the approval of all aspects of the TVM Station Sites Preparation Project and related improvements, including the design, construction, phasing, and schedule; and

4) Directs the Executive Director, and his designee(s), in the exercise of authority for the approval of all aspects of the TVM Station Sites Preparation Project, and related improvements, to reasonably and appropriately balance considerations of safety and convenience to employees and the public, accessibility to transit facilities and operations, and cost effectiveness, and to balance all benefits, advantages, and potential risks involved; and

5) Directs that the authority for the approval of all aspects of the TVM Station Sites Preparation Project, and related improvements, granted by this resolution is not intended to alter the process by which funds may be budgeted or expended on the TVM Station Sites Preparation Project.

Regularly passed and adopted this 2nd day of April, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: AUTHORIZE REJECTION OF ALL BIDS FOR THE BAYSHORE STATION PAINTING PROJECT

ACTION
Staff Coordinating Council recommends the Board:
1. Reject all bids received pursuant to the Invitation for Bids (IFB) issued for
   the Bayshore Station Painting Project;
2. Seek additional funds to ensure the project budget is adequate; and
3. Authorize staff to re-solicit with a revised scope of work.

SIGNIFICANCE
This public works construction project provides for the removal and replacement of the
existing coatings on the steel surfaces of the pedestrian bridge, stairwells and elevator
towers at the Bayshore Caltrain Station in San Mateo County. The work also includes the
preparation and painting of eight pedestrian and Ticket Vending Machine shelters
along the platforms.

BUDGET IMPACT
Rejection of the bids will have no budget impact.

BACKGROUND
The Bayshore Caltrain Station was constructed under the North CTX project in 2002. The
station is constructed primarily of steel, welded wire, concrete, glass and aluminum
components. Since its construction, a minimum amount of maintenance has been
performed at the station. The structural steel roof trusses and floor system in the
pedestrian overpass are showing signs of severe corrosion. These components need to
be sand blasted to bare steel, undercoated and repainted to restore this structure to a
state of good repair.

An IFB was distributed throughout the construction industry. The solicitation was
advertised in a newspaper of general circulation and on the JPB’s procurement
website. Four bids were received as listed below:
<table>
<thead>
<tr>
<th>Company</th>
<th>Total Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer’s Estimate</td>
<td>$595,000</td>
</tr>
<tr>
<td>1. Euro Style Management, Inc. (Euro Style)</td>
<td>$527,000</td>
</tr>
<tr>
<td>2. Everlast Builders, Inc. (Everlast)</td>
<td>$990,000</td>
</tr>
<tr>
<td>3. Jeffco Painting and Coating, Inc.</td>
<td>$1,204,085</td>
</tr>
<tr>
<td>4. Certified Coatings Company</td>
<td>$1,992,845</td>
</tr>
</tbody>
</table>

Euro Style and Everlast submitted bids using the wrong bid form. Legal Counsel has determined that submitting a bid on the incorrect bid form cannot be waived as a minor irregularity. Staff has rejected the remaining bids because they exceed the available funding for this project.

Staff will 1) revise the project’s Scope of Work and refine the IFB solicitation package accordingly, 2) seek additional funds to ensure the project budget is adequate and, 3) issue a new solicitation for this project.

Contract Officer: Patrick May 650.508.7732
Project Manager: Robert Scarpino 650.508.7780
TO: Joint Powers Board

THROUGH: Jim Hartnett
           Executive Director

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

SUBJECT: REJECT SOLE BID FOR SAN FRANCISCO BICYCLE PARKING FACILITY TENANT IMPROVEMENTS

ACTION
Staff Coordinating Council recommends the Board reject the sole bid submitted in response to the Peninsula Corridor Joint Powers Board’s (JPB) Invitation for Bids (IFB) for installation of equipment associated with the San Francisco Bicycle Parking Facility (Facility) tenant improvements (Tenant Improvements).

SIGNIFICANCE
Approval of the above action will enable staff to move forward with an alternate approach for the Tenant Improvements that will be commensurate with the allocated project budget and will serve to improve capacity at the Facility.

BUDGET IMPACT
By rejecting the bid, there is no impact to the budget.

BACKGROUND
Board Resolution No. 2013-25 awarded a contract to Alameda Bicycle (the Operator) to operate the Facility located at 311 Townsend Street, adjacent to the San Francisco Caltrain Station. Concurrently, the Board authorized the Executive Director to purchase furnishings and equipment for tenant improvements to the Facility.

At the time of the resolution, the Facility had a formal capacity of 135 bikes, but parking demand increased such that there are almost 170 bikes parked during peak demand days, impacting the effectiveness of the retail area. The Tenant Improvements were designed to accommodate this expanding demand by increasing the formal capacity of the Facility to 185 bikes and allowing for self-service pick-up of bicycles outside of regular business hours (6:30 a.m. to 8:30 p.m. Monday through Friday).

IFBs were distributed throughout the construction industry and the solicitation was advertised in a newspaper of general circulation and on the JPB’s procurement website. In addition, solicitation notices were sent to potential bidders and Disadvantaged Business Enterprises. The JPB received one bid from Rockridge Builders.
of Oakland, CA for $126,927, which was more than three times higher than the engineer’s estimate of $40,000.

Given that the bid greatly exceeds the JPB’s anticipated budget for these improvements, staff has engaged with the Operator to develop a revised capacity-enhancement plan that can be implemented in the near-term and at a cost within the original budget. Through this process, total parking capacity has emerged as the most immediate concern at the Facility. Operator data shows that demand for bike parking has increased substantially over the last year and the Facility now accommodates an average of 150 bikes per weekday, and up to 200 on peak demand days; an amount that exceeds both the Facility’s existing design capacity and the capacity accommodated by the originally proposed improvements.

Based on ongoing work with the Operator, staff now proposes to replace certain racks inside the Facility and place new racks in the area behind the Facility to increase capacity to approximately 256 bikes (an increase of 121 above existing conditions and 71 above the originally contemplated improvements). All parking would be by valet, and serviced within normal operating hours. These improvements do not require construction and will be operational by the summer of 2015. As a longer term solution, staff is exploring the possibility of accommodating additional bike parking in the fenced area that currently houses Caltrain’s bike lockers, located approximately 200 feet west of the Facility. Any reprogramming of this area would be subject to receipt of additional funding and would be subject to a separate bidding process. Both the rejection of the bid, revised near-term improvements and contemplated long-term improvements were presented to the Caltrain Bicycle Advisory Committee at its March 2015 meeting.

Contract Officer: Adwoa Oni 650.508.6411
Project Manager: Gary Lee 650.508.7796
AGENDA ITEM # 12
APRIL 2, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: 2015 CALTRAIN ANNUAL PASSENGER COUNTS

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

SIGNIFICANCE
The presentation of the results of the 2015 Caltrain Annual Counts will show the ridership growth that Caltrain continues to experience and the areas that saw the most increase. The presentation will include onboard bicycle counts, as well as bikes denied boarding during the counting period. Analysis of the ridership numbers and passenger use of stations and trains will help guide decisions regarding the Fiscal Year 2016 Operating and Capital budgets.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
The annual counts are conducted every year in January and February to provide detailed ridership data, with comparison to prior years, for planning purposes. Boardings and alightings are counted on each train and at each station. Results and analysis will be delivered in the presentation and will be further detailed in the Key Findings Report, which will be posted on the Caltrain website later this month.

Prepared by: April Maguigad, Manager, Rail Operations 650.508.7701
TO: Joint Powers Board

THROUGH: Jim Harnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: ASSESSMENT OF THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM

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

SIGNIFICANCE
A fuel hedging program was instituted for Fiscal Year (FY) 2015 to cover 50 percent of the Peninsula Corridor Joint Powers Board’s (JPB) projected diesel fuel usage, which was approximately 2.3 million gallons.

The Fuel Hedging Program allowed the JPB to reduce uncertainty in the fuel budget for FY2015 by locking in the market prices at the time the fuel hedging transaction was executed.

Consistent with its Fuel Hedging Policy adopted on April 3, 2014, the JPB purchased a price cap of $2.95 per gallon based on the Platt’s Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. The counterparty on the FY2015 transaction was Barclays Bank PLC.

The price cap from the transaction was based on ULSD index while the actual JPB purchase price was based on the average weekly spot price from San Francisco Oil Price Information Service (OPIS) index. The average price of the ULSD index has been consistently below the $2.95 cap price thus far in FY2015. Despite the dramatic decline in oil price in the past six months, the ULSD index has a correlation of 0.993 with the OPIS index. The correlation for the prior five years also remains strong at 0.988. The cost of the cap was $327,750, which was paid by the JPB as an upfront premium. The following table and graph summarize the results of the FY2015 Program to date:
BUDGET IMPACT
There is no impact to the budget.

BACKGROUND
The JPB purchases fuel from Pinnacle Petroleum based on the average weekly spot price from OPIS index, exposing the JPB to market price fluctuation. During the past 12-month period from March 2014 to February 2015, the price of OPIS has ranged from a high of $3.12 per gallon in the last week of June 2014 to a low of $1.59 in the mid-January of 2015.
OPIS Weekly Index Average Fuel Price
San Francisco

| Month  | Price
<table>
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<tbody>
<tr>
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<tr>
<td>Apr-14</td>
<td>$3.12</td>
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<td>Jan-15</td>
<td>$1.59</td>
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<tr>
<td>Feb-15</td>
<td>$1.59</td>
</tr>
</tbody>
</table>

Prepared By: Aandy Ly, Manager, Budgets

650.508.6376
AGENDA ITEM # 14
APRIL 2, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
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
Staff continues to monitor and take positions on newly introduced bills including:

Assembly Constitutional Amendment 4 (Frazier) - Support
This bill reduces the voter threshold from two-thirds of voters in a city, county, or special district to 55 percent within the jurisdiction for a new, extended or increased tax for local transportation projects.

Senate Bill (SB) 348 (Galgiani) - Support
Until January 1, 2016, California Environmental Quality Act is exempt when closing a railroad grade crossing under the authority of the Public Utilities Commission if the crossing presents a threat to public safety. This exemption also applies to any crossing for high-speed rail. This bill extends the exemption to January 1, 2019.

SB 413 (Wieckowski) - Support
This bill allows transit agencies to fine anyone who fails to yield seating reserved for an elderly or disabled person. The bill also allows transit agencies to use an administrative process to cite and process minors in violation of prohibited acts, removing them from the criminal process.

FEDERAL ISSUES
Peninsula Corridor Joint Powers Board staff accompanied Director Tom Nolan, Metropolitan Transportation Commission staff and Commissioners and a delegation from the Silicon Valley Leadership Group in Washington D.C. for a series of meetings
with Congressional leaders, committee staff, administration officials and public transportation advocacy groups.

These meetings were focused on fostering support for Federal actions that will advance the region’s major transportation infrastructure priorities, including Caltrain Modernization.

While officials were realistic about the challenge of finding agreement on revenues needed to grow Federal transportation programs generally, they were very optimistic about the Peninsula Corridor Electrification Project’s ability to compete for discretionary funding and Federal financing at currently appropriated levels.

Prepared By:  Seamus Murphy, Director, Government and Community Affairs  650-508-6388
### Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 3/24/2015

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
</table>
| **AB 2**  
Alejo D  
Community revitalization authority. | A. PRINT  
12/2/2014-From printer. May be heard in committee January 1. | 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. | |
| **AB 6**  
Wilk R  
Bonds: transportation: school facilities. | A. TRANS.  
1/16/2015-Referred to Coms. on TRANS. and ED. | 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. | |
| **AB 21**  
Perea D  
1/16/2015-Referred to Com. on NAT. RES. | 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. | |
| **AB 23**  
Patterson R  
3/23/2015-Action From NAT. RES.: Failed passage  
Reconsideration granted. | 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. | |
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<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>
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<td>AB 61</td>
<td>A. TRANS. 1/22/2015-Referred 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>
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<td>AB 156</td>
<td>A. NAT. RES. 2/2/2015-Referred 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>
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<td>AB 194</td>
<td>A. TRANS. 2/9/2015-Referred to Com. on TRANS.</td>
<td>Would delete the requirement that high-occupancy toll (HOT) lanes facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the California Transportation Commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing non-toll or non-user-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions.</td>
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<td>AB 227</td>
<td>A. TRANS. 2/17/2015-Referred to Coms. on TRANS. and BUDGET.</td>
<td>Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.</td>
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<td><strong>AB 318</strong></td>
<td>A. JUD.</td>
<td>Would provide that if lost property is found on a vehicle of public conveyance or on public transit property, that it be turned in to the public transit agency.</td>
<td>Support</td>
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<tr>
<td><strong>Chau</strong></td>
<td>3/18/2015-In committee: 3/18/2015; 3/19/2015; 3/24/2015; 3/24/2015-Set, first hearing. Hearing canceled at the request of author.</td>
<td>The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.</td>
<td>Support</td>
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<td><strong>Frazier</strong></td>
<td>A. L. &amp; E. 2/23/2015-Referred to Com. on L. &amp; E.</td>
<td>Current law provides that, after 60 days following the service of a civil wage and penalty assessment or notice, the affected contractor, subcontractor, and surety on a bond issued to secure the payment of wages, as provided, become liable for liquidated damages in an amount equal to the amount of unpaid wages, as specified. Current law provides that there is no liability for liquidated damages if a contractor, subcontractor, or surety deposits the full amount of the assessment or notice, including penalties, with the Department of Industrial Relations to hold in escrow pending administrative or judicial review. This bill would make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions.</td>
<td>Support</td>
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<td><strong>Mullin</strong></td>
<td>A. PRINT 2/19/2015-From printer. May be heard in committee March 21.</td>
<td>Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</td>
<td>Support</td>
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<td><strong>Mullin</strong></td>
<td>A. REV. &amp; TAX 3/5/2015-Referred to Com. on REV. &amp; TAX. 4/13/2015 1:30 p.m. - State Capitol, Room 126 ASSEMBLY REVENUE AND TAXATION, TING, Chair</td>
<td>Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.</td>
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<td><strong>AB 471</strong>&lt;br&gt;Harper R&lt;br&gt;Employment.</td>
<td>A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</td>
<td>Current law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</td>
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<td><strong>AB 516</strong>&lt;br&gt;Mullin D&lt;br&gt;Vehicles: temporary license plates.</td>
<td>A. TRANS. 3/5/2015-Referred to Com. on TRANS.</td>
<td>Would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Because a violation of this provision would be a crime, this bill would impose a state-mandated local program.</td>
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<td><strong>AB 528</strong>&lt;br&gt;Baker R&lt;br&gt;San Francisco Bay Area Rapid Transit District: strikes: prohibition.</td>
<td>A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</td>
<td>Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.</td>
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<td><strong>AB 828</strong>&lt;br&gt;Low D&lt;br&gt;Vehicles: transportation network companies.</td>
<td>A. U. &amp; C. 3/12/2015-Referred to Coms. on U. &amp; C. and TRANS.</td>
<td>Would exclude from the definition of &quot;commercial vehicle,&quot; for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company.</td>
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<td><strong>AB 857</strong>&lt;br&gt;Perea D&lt;br&gt;California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</td>
<td>A. PRINT 2/27/2015-From printer. May be heard in committee March 29.</td>
<td>The California Global Warming Solutions Act of 2006 authorizes the state board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would make technical, nonsubstantive changes to these provisions. This bill contains other existing laws.</td>
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| **AB 869**  
Cooper D  
Public transportation agencies: fare evasion and prohibited conduct. | A. TRANS.  
3/16/2015-Referred to Com. on TRANS. | Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.  
This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. | |
| **AB 877**  
Chu D  
Transportation: property acquisition. | A. PRINT  
2/27/2015-From printer. May be heard in committee March 29. | Current law provides that when the Department of Transportation or the High-Speed Rail Authority acquires title to real property for highway or high-speed rail purposes, as specified, and leases that property for commercial or business uses to the former owner for a term exceeding 6 months, the department or authority, as the case may be, may secure fire insurance for the property if the former owner requests the coverage and the premium is included in the rental agreed to be paid.  
This bill would make nonsubstantive changes to these provisions. | |
| **AB 1068**  
Allen, Travis R  
California Environmental Quality Act: priority projects. | A. NAT. RES.  
3/19/2015-Referred to Coms. on NAT. RES. and JUD. | Would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements.  
The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research.  
The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. | |
| **AB 1171**  
Linder R  
Construction Manager/General Contractor method: regional transportation agencies: projects on expressways. | A. TRANS.  
3/23/2015-Referred to Com. on TRANS. | Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014.  
The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | |
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<td>ACA 4 Frazier D</td>
<td>A. PRINT 3/2/2015-Read first time.</td>
<td>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, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</td>
<td>Support</td>
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<td>SB 1 Gaines R</td>
<td>S. E.Q. 3/17/2015-Set for hearing April 15. 4/15/2015 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair</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>
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<td>SB 5 Vidak R</td>
<td>S. E.Q. 3/17/2015-Set for hearing April 15. 4/15/2015 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair</td>
<td>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.</td>
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<td>SB 9 Beall D</td>
<td>S. SECOND READING 3/23/2015-From committee: Do pass as amended and re-refer to Com. on T. &amp; H. (Ayes 7, Noes 0. Page 349.) (March 18). 3/25/2015 #1 SENATE BILLS-SECOND READING FILE</td>
<td>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.</td>
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| **SB 32**  
Pavley D  
California Global Warming Solutions Act of 2006: emissions limit. | S. E.Q.  
3/19/2015-April 15 set for first hearing canceled at the request of author.  
4/15/2015  
Anticipated Hearing  
SENATE E.Q., N ot in daily file. | 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.  
**Last Amended on 3/16/2015** | Support |
| SB 64  
Liu D  
California Transportation Plan. | S. T. & H.  
1/15/2015-Refereed to Com. on T. & H. | Would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter. | |
| **SB 122**  
Jackson D  
California Environmental Quality Act: record of proceedings. | S. E.Q.  
3/17/2015-Set for hearing April 15.  
4/15/2015  
9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair | CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency’s action on the grounds of noncompliance with CEQA.  
This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.  
**Last Amended on 3/12/2015** | |
| **SB 207**  
Wieckowski D  
3/17/2015-Set for hearing April 15.  
4/15/2015  
9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair | Current law requires the Department of Finance, in consultation with the State Air Resources 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 additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state’s greenhouse gas emissions reduction goals and targets by sector. | |
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| **SB 231**  
Gaines R  
Transportation programs. | S. T. & H.  
2/26/2015-Referred to Com. on T. & H. | Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs including 5% for the Low Carbon Transit Operations Program and 20% for the Affordable Housing and Sustainable Communities Program.  
This bill would include water-borne transit that serves as the key transit trunk line in a region as an eligible project that may be funded under these 2 programs. Because the bill would expand the allowable purposes for which the continuously appropriated funds allocated to the program may be expended, it would thereby make an appropriation. | |
| **SB 321**  
Beall D  
Motor vehicle fuel taxes: rates: adjustments. | S. G. & F.  
3/5/2015-Referred to Com. on GOV. & F. | Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided.  
This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. | |
| **SB 348**  
Galgiani D  
California Environmental Quality Act: exemption: railroad crossings. | S. E.Q.  
3/17/2015-Set for hearing April 15.  
4/15/2015 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair | The California Environmental Quality Act (CEQA) 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 extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. | |
| **SB 358**  
Jackson D  
3/5/2015-Referred to Com. on L. & I.R. | Current law regulates the payment of compensation to employees by employers and prohibits an employer from conditioning employment on requiring an employee to refrain from disclosing the amount of his or her wages, signing a waiver of the right to disclose the amount of those wages, or discharging an employee for making such a disclosure. Current law establishes similar prohibitions in connection with disclosing an employer's workplace conditions.  
This bill would extend the prohibitions described above to discussions and inquiries regarding the wages of an employee, the wages of other employees, and workplace conditions. | |
### Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 3/24/2015

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<td><strong>SB 391</strong> Huff R</td>
<td>S. PUB. S. 3/5/2015-Referred to Com. on PUB. S.</td>
<td>Would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding $2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</td>
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<td><strong>SB 413</strong> Wieckowski D</td>
<td>S. T. &amp; H. 3/5/2015-Referred to Com. on T. &amp; H.</td>
<td>Current law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle.</td>
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<td><strong>SB 461</strong> Hernandez D</td>
<td>S. RLS. 3/5/2015-Referred to Com. on RLS.</td>
<td>Under current law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.</td>
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<td><strong>SB 491</strong> Committee on Transportation and Housing</td>
<td>S. T. &amp; H. 3/12/2015-Referred to Com. on T. &amp; H.</td>
<td>Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</td>
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<td><strong>SB 508</strong> Beall D</td>
<td>S. T. &amp; H. 3/12/2015-Referred to Com. on T. &amp; H.</td>
<td>Would delete the requirement for transit operators to maintain higher fare-box requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of &quot;operating cost&quot; used to determine compliance with required fare-box ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.</td>
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<td><strong>SB 529</strong></td>
<td>S. RLS.</td>
<td>The Public Utilities Commission is required to inspect all work done on public transit guideways, and is authorized to make further additions or changes necessary for the purpose of safety to employees and the general public, and is required to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.</td>
<td>3/12/2015-Referred to Com. on RLS.</td>
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<td><strong>SB 579</strong></td>
<td>S. L. &amp; I.R.</td>
<td>Would require that an employer who provides sick leave to permit an employee to use sick leave to address a childcare or school emergency, as defined, and would prohibit an employer from denying an employee the right to use sick leave or taking specific discriminatory action against an employee for using, or attempting to exercise the right to use, sick leave to address a childcare or school emergency.</td>
<td>3/12/2015-Referred to Com. on L. &amp; I.R.</td>
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<td><strong>SB 599</strong></td>
<td>S. L. &amp; I.R.</td>
<td>Current law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</td>
<td>3/12/2015-Referred to Com. on L. &amp; I.R.</td>
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<td><strong>SB 698</strong></td>
<td>S. E.Q.</td>
<td>Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.</td>
<td>3/19/2015-Referred to Coms. on E.Q. and T. &amp; H.</td>
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<td><strong>SB 767</strong></td>
<td>S. T. &amp; H.</td>
<td>Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</td>
<td>3/19/2015-Referred to Coms. on T. &amp; H. and GOV. &amp; F.</td>
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