June 4, 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 May 7, 2015
   b) Acceptance of Statement of Revenues and Expenses for April 2015
   c) Authorize Execution of Exclusive Negotiation Agreement with Sares/Regis for Development of the Hayward Park Station Property
   d) Authorize Execution of Contracts of More Than $100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2016 for an Aggregate Not-to-Exceed Amount of $500,000
   e) Authorize Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs for Fiscal Year 2016 for an Aggregate Not-to-Exceed Amount of $1 Million
   f) Authorize Implementation of the Fuel Hedging Program for the Fiscal Year Ending June 30, 2016 for a Diesel Fuel Hedge in the Form of a Commodity Price Cap, Approval of the Term Sheet for Commodity Price Cap on File, and Payment of the Premium for the Commodity Price Cap
5. Chairperson’s Report
6. Report of the Citizens Advisory Committee
7. Report of the Executive Director
   a) Proclamation Declaring June 18th as Dump the Pump Day  
      PROCLAMATION
   b) Caltrain Modernization Update
      i. Real Estate Update  
         INFORMATIONAL
      ii. Electric Multiple Unit Procurement – Seats/Standees/Bathrooms/Bikes Balance 
         INFORMATIONAL
8. Peninsula Corridor Electrification Project Labor Agreement  
    INFORMATIONAL
    INFORMATIONAL
10. Authorize Adoption of the Fiscal Year 2016 Operating Budget in the Amount of $139,156,066  
    RESOLUTION
11. Authorize Adoption of the Fiscal Year 2016 Capital Budget in the Amount of $200,792,150  
    RESOLUTION
12. Authorize Entering into a Funding Agreement with Caltrans for a Transportation Planning Grant in the Amount of $134,123 for the Caltrain Bicycle Parking Management Plan 
    RESOLUTION
13. Authorize to Cast Ballots to Approve the Establishment of the Dogpatch/Northwest Potrero Hill Green Benefits District and Associated Assessment for a 10-Year Period 
    RESOLUTION
14. Authorize Award of Contracts to LTK Engineering Services for $3,995,607 for Subsystem Support Services and Karen Antion Consulting for $894,536 for Project Management Oversight for the Communications-Based Overlay Signal System Positive Train Control for a 15-Month Term 
    RESOLUTION
15. Caltrain Short-Range Transit Plan – Draft Elements Presentation  
    INFORMATIONAL
16. Legislative Update  
    INFORMATIONAL
    INFORMATIONAL
18. Correspondence
19. Board Member Requests
20. Date/Time of Next Regular Meeting: Thursday, July 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

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

22. Adjourn
INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the The San Mateo County Transit District Administrative Building located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 or 511.

The JPB meets regularly on the first Thursday of the month at 10 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Board, please fill out a speaker’s card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to two minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.com; or by phone at 650.508.6242, or TDD 650.508.6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.
Chair Adrienne Tissier called the meeting to order at 10:03 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT
Jeff Carter, Millbrae, said he saw a test train with a new Metrolink car. He appreciates staff getting the new cars into operation.

Roland Lebrun, San Jose, said the agenda is full and it is not possible to conclude the meeting by noon. He said there should be subcommittees to review some items that could then go on the Consent Calendar. There could be bi-weekly Board meetings to cover more material, or Board meetings could start at 9 a.m. or 5:30 p.m. to allow more public participation. He said the Board should appoint Director Tom Nolan or Jim Hartnett, Executive Director, as the Caltrain representative to the Transbay Joint Powers Authority.

Director Nolan arrived at 10:06 a.m.

Doug DeLong, Mountain View, congratulated staff and Transit America Services, Inc. for getting four of the new Metrolink cars into service. That represents a 10 to 15 percent increase in the number of cars, which is about one year’s growth in passengers. He said Caltrain needs to figure out where to get the next 10, 20 or 30 percent capacity increases before electrification.

CONSENT CALENDAR
Approval of Minutes of April 2, 2015
Motion/Second: Nolan/Gee
Ayes: Cisneros, Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Yeager, Tissier

Director Malia Cohen left at 10:08 a.m.
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ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR MARCH 2015

AUTHORIZE THE FILING OF AN AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES FUNDING APPLICATION WITH THE STRATEGIC GROWTH COUNCIL AND THE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT AND THE EXECUTION OF A FUNDING AGREEMENT FOR THE SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENTS PROJECT

AUTHORIZE REJECTION OF THE SINGLE BID FOR THE PURCHASE AND DELIVERY OF ONE NEW BALLAST REGULATOR AND SOLICITATION ON THE OPEN MARKET

Public Comment
Roland Lebrun, San Jose, said that line 29, Fuel and Lubricants, on the Statement of Revenue and Expense shows the approved budget is $17.7 million, and the revised budget is $12.6 million, but the budget item on this agenda shows $18 million. He said he doesn’t understand the nexus between affordable housing and the South San Francisco Caltrain Station. He said he doesn’t understand why the JPB is not buying real equipment or bringing people who know how to maintain tracks. He said the JPB could buy a machine that spreads ballast and does tamping and track alignment at the same time. If it is too expensive and the JPB does not have skilled staff do to it, the work should be subcontracted to Union Pacific Railroad (UPRR).

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

CHAIRPERSON’S REPORT
Chair Tissier said the JPB is accepting applications for the Citizens Advisory Committee (CAC). Applications are due May 29 and appointments will be made at the July 2 meeting.

Director Cohen returned at 10:11 a.m.

REPORT OF THE CAC
Adina Levin, CAC member, said at the meeting of April 15, the CAC discussed:

- The possibility of a pilot program of quiet cars on trains, and other agencies that have quiet cars
- Caltrain Modernization (CalMod) including:
  - Compatibility with high-speed rail (HSR) and station cost
  - Passenger loads at peak hour
  - Impact on dwell time and operations

Public Comment
Roland Lebrun, San Jose, said he told the CAC the existing infrastructure could increase capacity by 50 percent, increase toilets, wheelchair spaces, and standing room, keep the same bike capacity as now, and be level-boarding ready to start sharing platforms with California High-speed Rail Authority (CHSRA) trains. There is potential for a hybrid solution to provide a one-seat ride from San Francisco to Gilroy even though Gilroy might not be electrified. He requested permission to present that train to the CAC so they could respond with input to the Board.
REPORT OF THE EXECUTIVE DIRECTOR
CalMod Update
Marian Lee, Executive Officer, CalMod Program, presented the Electric Multiple Unit (EMU) Procurement Update:

- **Terminology**
  - Caltrain EMU floor above top of rail (ATOR): 22 inches to 25 inches
  - CHSRA floor ATOR: 48 inches to 51 inches
  - Current Platforms ATOR: eight inches

- **Original Plan**
  - Goal: maximize Caltrain capacity
  - Timeframe: 2020 electrified service
    - Two double doors located at 25 inches
    - One to two steps up from platform
    - Americans with Disabilities Act (ADA) passengers and bikes located at 25-inch level
    - ADA would use mini highs and wayside lifts
    - Request for Information – summer 2014
      - To maximize seats would require bi-level vehicles
      - Use currently available makes of cars, which are service-proven and saves costs and time
      - Comply with U.S. regulations
      - Two double doors per car at 22 inches to 25 inches
  - Timeframe: future blended system with level boarding
    - Two to three CHSRA/Caltrain stations with new platforms at 50-inch level for CHSRA and 25-inch level for Caltrain EMUs
    - Twenty-seven Caltrain stations would need modified platforms to 25 inches and extended platforms

Director Cohen asked if there was money allocated for platform modification. Ms. Lee said no. Funding is available for the 2020 electrification scenario, but not for post-electrification. This is a wish list of improvements.

- **Level boarding assumption**
  - Transition to level boarding
    - Existing eight-inch platforms with one step
    - Future 25-inch platforms with no step
  - New platforms
    - Future 25-inch platforms for Caltrain EMUs
    - Future 50-inch platforms for CHSRA

- **Stakeholder Request for EMU Modification**
  - CHSRA vehicles will require high door boarding
  - Caltrain EMUs be modified to support high door boarding
  - Enables common platforms in future
  - Provides system operational flexibility

- **Analysis process**
  - December 2014 to May 2015
    - Car builder interviews
    - Technical analysis
    - Caltrain operational assessment
- Policy discussion/decisions
- Updates to Boards and stakeholders

- Car Builder Interviews
  - Seven car builders participated and proposed
    - Cars with more doors – possible seat loss
    - Cars with traps – possible reliability concerns
  - Could redesign existing vehicles to save money and time

Chuck Harvey, Deputy CEO, presented:
- Alternative Plan – Caltrain Operations Assessment
  - Timeframe: 2020 electrified service
    - Alternative A – Cars with more doors
      - Two double doors at 25-inch and 50-inch height for a total of four double doors
      - Passengers and bikes use 25-inch doors with one to two steps
      - ADA location to be determined
    - Alternative B – Cars with traps
      - Two single doors with traps, two single doors with no traps, all doors to 50-inch floor. Single door access means longer dwell time
      - Passengers and bikes would use the two single doors with traps and step up three to five steps
      - ADA location at 50-inch level
  - Timeframe: future blended system with level boarding
    - Scenario 1
      - Shared platforms at two to three CHSRA/Caltrain stations
        - Shared platforms at 50 inch height
        - Caltrain stations have level boarding at 25 inches
        - Alternative A – Cars with more doors
          - Continue using both doors
          - Seats cannot be restored
          - Interior lift needed for ADA
          - Potential mitigation by car reconfiguration
        - Alternative A – Cars with traps
          - Continue using traps
    - Scenario 2
      - Shared platforms at all 27 stations at 50 inches

Director Jose Cisneros asked how CHSRA accommodates all 50-inch platforms. Mr. Harvey said CHSRA trains are single level vehicles. Caltrain has a capacity expectation that requires bi-level vehicles.

- Alternative A – Cars with more doors
  - Seal low doors and use high doors only
  - Interior reconfiguration/restore seats
  - Bike circulation and storage challenge
  - Interior lift needed for ADA
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- Potential mitigation by car reconfiguration
  - Alternative A – Cars with traps
  - Seal traps
  - Bike circulation and storage challenge

- Next Steps
  - May 20 workshop
    - Compatible boarding height discussion
    - Seats/bikes/bathroom balance
  - July Board action
    - Release EMU Request for Proposals (RFP)
    - Updated funding plan/CHSRA additional funding commitment

Ben Tripousis, Northern Regional Director, CHSRA, said the State investment in rail is not about HSR, it’s about statewide modernization and improving mobility for Californians. It is the link between the statewide investment and the improvements in the Peninsula corridor. It is in the long-term best interest to have a fully integrated corridor.

Director Nolan asked if there is anything that strikes Mr. Tripousis as problematic. Mr. Tripousis said no, he thinks the CHSRA can work with these options and solutions to get to the common-level outcome.

Director Rose Guilbault asked what the financial impacts are from the two plans. Ms. Lee said if it costs more, CHSRA is interested in helping fill the gap.

Director Cisneros asked how Caltrain defines capacity. Ms. Lee said it is a combination of seats, standees, and the turnover rate.

Director Cisneros said embarking and disembarking is faster with standees than with people in seats. Mr. Harvey said that is not always true. A standee takes up less space than a seat, so more people could fit if there were fewer seats. That would make an impact on the ability to operate. If the doorways are blocked with standees, it adds to dwell times.

Director Cisneros said movable steps are not in the presentation. Mr. Harvey said none of the manufacturers offered that as a solution or indicated they were willing or had movable steps in their designs, as there are different crash worthiness standards for light rail vehicles than for these trains. He said he will ask the manufacturers about it.

Director Cohen said the city and county of San Francisco is looking for the greatest possible operational flexibility, accessibility and capacity of the system. Standing capacity has flexibility to move people more efficiently. She asked if there is anything positive about the key findings. Ms. Lee said with shared boarding, both systems are able to access the full system. When there is an incident, this flexibility allows for faster recovery. The vehicle makers could modify previously made car shells to meet the 2020 timeframe. Additional funding could come from CHSRA.

Mr. Hartnett said there are two stages described. One is the electrified service in 2020, and the other is when there is a blended system. He said it may be a long time before the second stage needs to be dealt with, and the issue with level boarding may not
need to be addressed for a long time. He said there has to be more than an assumption that the investment is linked to level boarding. It has to be understood why level boarding is important to CHSRA in order to assess how it relates to the blended service, particularly when CHSRA would only be stopping at only two or three stations on the Peninsula.

Mr. Tripousis said Cap and Trade funds have created flexibility. CHSRA is looking at accelerating the program, the environmental review, finding ways to link with the Central Valley sooner, and closing the gap between revenue service for electrified Caltrain service and high-speed service. He said CHSRA is beginning a schedule study to get an operations plan. He said the ability to reduce dwell time by having a common level boarding solution and increase throughput is part of the goal of increasing capacity in the corridor and providing a transportation resource.

Director Jeff Gee said the factor of time is of value. He said he would want to know what the asset life is of the EMUs, depending on when the revenue service of the blended system will come to this area.

Public Comment
Jeff Carter, Millbrae, said CHSRA should not dictate to Caltrain what platform height to use. He said Caltrain should look at 10-car trains to address capacity concerns. Dwell time kills the schedule. He asked how 25-inch or 50-inch platforms will affect freight service.

Andrew Boone, East Palo Alto, said there is an option where CHSRA and Caltrain have one boarding level and one platform level. It is technically possible to do. He asked why it has been decided that CHSRA vehicles will be at 50 inches. He said the cost to reconstruct the platforms is not included in this information, and it should be as one complete package.

Andy Chow, Redwood City, said he is concerned about high platform concepts for Caltrain. The platform should be at the height of the key part of railcar, which is where disabled people and bicyclist will be sitting. There is not enough space in the high platform portions to have seating for those people. It is a safety issue to have bicyclists going up and down stairs or to have lifts inside cars for wheelchair users.

Greg Conlon, Atherton, said if there are changes to platforms, Atherton and Broadway stations would have to have their hold-out stations fixed. Holdout stations should be fixed first.

Director Cohen left at 11:10 a.m.

Roland Lebrun, San Jose, said the Federal Railroad Administration (FRA) should be having this conversation because they have a railroad safety advisory committee engineering taskforce whose responsibility is to make sure HSR is compatible with existing rail infrastructure in the United States. He said the Russians are taking their platforms down to 22 inches to be compatible with the rest of Europe. He said that CHSRA is about to order its trainsets and they have to be able to operate without an operating subsidy. They are going to take over the entire Baby Bullet market and
replace it with HSR, which will cause a problem because high-speed rail trains are single level.

Doug Delong, Mountain View, said if the operation of bi-level cars is shifted from 25- to 50-inch boarding heights, the bathrooms will also have to be moved. He said CHSRA may not be familiar with the concept of a tenant operator. They will be sharing track with Caltrain and Metrolink and will be a tenant, which means they have no rights until they get a trackage rights agreement. If CHSRA is procuring rolling stock without an agreement with host railroads, it is a poor use of public funds.

Adina Levin, Friends of Caltrain, said now that the details about how to make Caltrain compatible with the 50-inch CHSRA height have been looked into, it might be time for CHSRA to revisit assumptions and merging compatibly standards to see if it makes more sense and would be more effective to change CHSRA heights. The reason to go to level boarding is dwell time. Internal stairs may impact benefits of level boarding. She asked if international expertise will be available at the workshop.

KEY CALTRAIN PERFORMANCE STATISTICS – MARCH 2015

Mr. Harvey said:

- Key Caltrain Performance Statistics March 2015 compared to March 2014
  - Monthly Performance Statistics:
    - Total Ridership was 1,538,742, an increase of 7.5 percent.
    - Average Weekday Ridership (AWR) was 56,352, an increase of 6.2 percent.
    - Total Revenue was $6,862,951, an increase of 11.7 percent.
    - On-time Performance was 87.9 percent, a decrease of 5.4 percent.
  - Year-to-Date Performance Statistics:
    - Total Ridership was 13,699,156, an increase of 10 percent.
    - AWR was 57,502, an increase of 10.3 percent.
    - Total Revenue was $61,601,296, an increase of 13 percent.
- Bombardier consists will be six cars, starting May 11.
- Caltrain is shutting down service north of Bayshore on June 6 and 7 to install fiber optic cables for Positive Train Control (PTC) within the tunnels. A bus bridge will be used to take customers to 22nd Street and 4th and King.
- Special service
  - Bay to Breakers will be on May 17.
  - A Sunday schedule will be operated on Memorial Day.

Public Comment
Doug Delong, Mountain View, asked if Graph B could get a 13-month rolling average with a trend line to help grasp where things are headed.

Andrew Boone, East Palo Alto, said electronic bike lockers are more efficient than keyed lockers, can be shared between multiple passengers, and allow people to use the train without bringing their bikes onboard. There aren’t electronic lockers at most stations. They should be a standard facility like parking lots are for cars.
PRELIMINARY FISCAL YEAR (FY) 2016 OPERATING BUDGET

Gigi Harrington, Deputy CEO, presented:

- Farebox revenue will exceed $80 million in FY2015.
- The farebox recovery budget for FY2016 is 60 percent.
- A fare increase will be proposed, including the Go Pass, in January 2016. Fare increases are anticipated to be made every other year. Staff will be proposing to use one-time funds.
- Total preliminary revenue is $139.1 million, an increase of $8.4 million.
- Total preliminary expenses are $139.1 million, an increase of $11.6 million.
- The budget is balanced.
- Member contributions
  - San Mateo: $6,080,000
  - Santa Clara: $8,413,758
  - San Francisco: $5,233,692
  - Total: $19,727,450

- Next Steps
  - June Board meeting: budget approval
  - Long term focus on funding options

Public Comment

Roland Lebrun, San Jose, said the fuel figure is incorrect. This is the previous approved budget figure of $18 million. The current budget is $12 million, but the current rate of fuel is actually $10 million. He said administrative costs have doubled because the farebox recovery ratio is too low. He said to increase farebox recovery, the fees could be increased or expenses reduced. He said the managing agency overhead of $5.8 million could be reduced.

Director Perry Woodward left at 11:30 a.m.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, congratulated staff on putting together the budget. The capital budget signals electrification moving forward. He suggested that raised parking fees are why cars are parking on El Camino Real in San Carlos.

Adina Levin, Friends of Caltrain, said having a two-year budget would help to avoid surprises. If cities find overflow parking because there is free on-street parking, parking permits or metering at the city level should help that, and it shouldn't be a reason for Caltrain to undercharge for parking.

PRELIMINARY FY2016 CAPITAL BUDGET

Ms. Harrington presented:

- Budget goals include investing in infrastructure and equipment, rehabilitation and replacement of components for rail vehicles, system safety, and continuing the CalMod Program.
- FY2016 Capital Budget total: $233.1 million.
- The budget is not balanced. Funding partners have committed to fund a total of $15 million, but the current request is for $19 million. Staff needs to continue to work with the Metropolitan Transportation Commission (MTC) to ensure State of Good Repair funds continue to flow to the capital program.
• Capital Projects Highlights
  o State of Good Repair
    ▪ Station and intermodal access
    ▪ Right of way/signal and communications
    ▪ Rolling stock
  o Caltrain Modernization
    ▪ Rolling stock replacement
    ▪ Electrification
  o Legal mandates and required enhancements
    ▪ Railroad bridge load ratings
    ▪ Santa Clara County grade crossing medians
  o Operational improvements/enhancements
  o Right of way fencing
  o Train departure monitors and terminal stations
  o Closed-circuit television

• Next Steps
  o Review capital program needs and reduce overall request from funding partners
  o Negotiate Federal Transit Administration funds on hold with MTC
  o Present balanced budget in June

Public Comment
Roland Lebrun, San Jose, said Volume 4 of the Electrification RFP has not been released. He said this could potentially mean a third or fourth track in the middle of Los Gatos Creek. He said there is something happening in San Jose that looks like a complete re-signaling.

Greg Conlon, Atherton, said the town of Atherton is willing to contribute funds to fix the holdout station. He said San Mateo County has increased its funding by $1.5 million and he hopes some of that goes to fixing the holdout stations.

**ASSESSMENT OF THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM**
Ms. Harrington said the hedge has not been tripped and no action is requested at this time.

**AUTHORIZE ADOPTION OF THE REVISED FUEL HEDGING POLICY AND APPOINTMENT OF ORRICK, HERRINGTON & SUTCLIFFE LLP TO SERVE AS SPECIAL COUNSEL IN CONNECTION WITH THE FISCAL YEAR 2016 FUEL HEDGING PROGRAM FOR A NOT-TO-EXCEED FEE OF $150,000**
Ms. Harrington said staff would like to change the policy to allow for a negotiated transaction. Staff will have the financial advisors conduct an analysis to ensure the price is fair and reasonable. She said the fuel hedge is 50 percent of the fuel portfolio, or about two million gallons.

Public Comment
Roland Lebrun, San Jose, said staff is forecasting fuel at $3.41 per gallon, but Santa Clara Valley Transportation Authority (VTA) is forecasting it at $2.75 per gallon for FY2016 and $2.85 per gallon in FY2017. He said when multiplying the actual amount of fuel used for 92 trains by $2.75, it comes out to $12.6 million.
Motion/Second: Gee/Guilbault  
Ayes: Cisneros, Gee, Guilbault, Kalra, Nolan, Yeager, Tissier  
Absent: Cohen, Woodward

**AUTHORIZED AWARD OF CONTRACT TO VAVRINEK, TRINE, DAY & CO., LLP TO PROVIDE FINANCIAL AUDIT SERVICES FOR A FIRM-FIXED PRICE OF $329,720 OVER A FIVE-YEAR TERM AND REQUESTED ADDITIONAL FINANCIAL AUDITING SERVICES AT THE NOT-TO-EXCEED AMOUNT OF $200,000**

Ms. Harrington said Bruce Petrozza is the new Director, Contracts and Procurement. She said this is a contract for audit services. A competitive procurement was conducted. Staff likes to change auditors every cycle to have a fresh set of eyes looking at the practices and the books.

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

**AUTHORIZED ENTERING INTO AN AGREEMENT BETWEEN THE SAN MATEO COUNTY TRANSIT DISTRICT AND THE COUNTY OF SAN MATEO FOR LAW ENFORCEMENT AND POLICE COMMUNICATIONS SERVICES PROVIDED TO THE PENINSULA CORRIDOR JOINT POWERS BOARD AT A TOTAL NOT-TO-EXCEED COST TO THE JPB OF $11,958,901 OVER A THREE-YEAR TERM**

Ms. Harrington said staff is proposing 16 dedicated personnel for both Caltrain and SamTrans. Caltrain uses 78 percent of the services. Two new full-time employees will help with special events, and there is funding in the budget to support this.

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

**AUTHORIZED EXTENSION TO LEASE OF WAREHOUSE WITH TRUSTEES OF THE DEL SECCO REVOCABLE TRUST AT 4000 CAMPBELL AVENUE IN MENLO PARK FOR A PERIOD OF FIVE YEARS FOR A TOTAL COST OF $2,100,000**

Brian Fitzpatrick, Manager, Real Estate and Property Development, said this is a lease extension. Real estate staff has negotiated the lease and has determined the rate is within the market rate for similar buildings in similar areas.

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

**COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM (CBOSS) PTC PRESENTATION**

Ms. Harrington presented:
- The contract was executed in December 2014.
- The JPB is being responsive to the requirements of the Rail Safety Act and additional enhancements specified as part of the scope of the contract.
- Looking for interoperable system and an overlay to the existing signal system.
• Accomplishments:
  o Completed backup control center that is being tested
  o Near completion of laying fiber from San Francisco to San Jose
  o Completed installation of the office subsystem
  o Completed erection of 12 of 14 base stations
  o Completed 55 percent of onboard installation
  o Recalibrated mileposts
  o Continue to work with community on outreach
• Currently targeting to be in Revenue Service Demonstration (RSD) with the FRA in December 2015.
• Project cost is $231 million and is within budget.
• FRA will witness testing in the southern portion of the right of way, and then JPB will submit an application for RSD.
• Between RSD and system acceptance:
  o Reporting and testing must be done
  o JPB must implement a long-term maintenance and support agreement
  o Costs associated with the ongoing support will be significant and will come forward in FY2017
  o An owner’s team must be put into place
  o FRA safety certification must be provided
• Challenges
  o General Electric software release delays
  o Interoperability with UPRR
  o No written FRA guidelines, so is a learn-as-you-go system
  o Long-term maintenance and support
• Contracts for the owner’s team will be brought to the Board in June
• Next Steps
  o Segment 3 pilot testing
  o Completing wayside testing
  o Submitting RSD application
  o Complete onboard installation
  o Initial revenue service

Public Comment
Roland Lebrun, San Jose, said the presentation mentioned Interoperable - Incremental Train Control System, but the RFP Volume 3 does not have any references to it. He said there were supposed to be field tests last November and February for the FRA safety certification, but they did not happen. He said the JPB will have to organize a full audit with people who know this subject.

Jeff Carter, Millbrae, said Caltrain has to pay for the interoperability with UPRR. He asked what kind of PTC system UPRR is doing for the rest of their tracks and how it is different from Caltrain’s. He asked for a cost breakdown for how much PTC costs Caltrain versus other railroad properties.

ANNUAL PASSENGER COUNTS PRESENTATION
Mr. Harvey presented:
• Purpose of the counts is to get a reference from prior years. Data is used for validating the revenue-based ridership estimates.
• Manual counts are taken over five weekdays and one weekend.
• AWR was 58,245, a 10.7 percent increase over last year.
• Growth has spread on both peak hours and midday.
• All stations except College Park have increased ridership.
• The top 10 stations for weekly boardings have not changed; San Francisco is first and Palo Alto is second.
• All counties saw increases in ridership.
• The Gilroy Extension ridership has grown for the third consecutive year; it is up 100 riders per day over last year.
• Growth is on all train types, not just Bullets. Limited and local trains grew at a higher rate than Bullets.
• Forty percent of Bullets will have six-car trains starting on May 11.
• The last service change in October 2014 added five stops at 22nd Street for limited-stop trains.
• Average trip length is 28 miles for Bullets; weekday system-wide it is 22.7 miles.
• Average weekday bike ridership is up 5.7 percent.
• Bikes denied boarding numbers were up.
• Saturday ridership grew significantly. Sunday ridership decreased.
• Ridership is at an all-time high and has increased 71 percent since 2010.
• Southbound commute is getting strong.
• Next Steps:
  o Budgets have been drafted to meet ridership demand and will be presented for Board approval in June.
  o Staff will continue to develop ridership data to help develop a schedule pattern for post-electrification.

Public Comment
Roland Lebrun, San Jose, said the public needs access to the raw data. He said JPB staff should go to VTA’s Hack My Ride. Ridership should be measured in real time to inform the JPB where passengers get on and off, and where changes need to be made.

Shirley Johnson, San Francisco Bicycle Coalition, said it was a great decision to add a third bike car to Bombardier train sets because bike bumps increased in 2015, which pushes bicyclists off the trains and back into their cars. People are willing to stand on the trains, but they are not willing to be left behind on the platform. This drop in bicyclists equates to $500,000 in lost revenue, so adding the third bike car will bring back that money.

CALTRAIN SHORT-RANGE TRANSIT PLAN – DRAFT ELEMENTS PRESENTATION
Mr. Hartnett said this item will be postponed.

Ash Kalra left at 12:06 p.m.

LEGISLATIVE UPDATE
Seamus Murphy, Director, Government and Community Affairs, said the Federal surface transportation funding will need to be reauthorized this month or it will expire on May 31. The governor’s May budget revision will be released on May 14.
CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
None

DATE/TIME/PLACE OF NEXT MEETING
The next meeting will be Thursday, June 4, 2015, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL REPORT
Mr. Hartnett said this information can be deferred to the next meeting.

Adjourned at 12:14 p.m.
AGENDA ITEM # 4 (b)  
JUNE 4, 2015

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  
APRIL 30, 2015 AND SUPPLEMENTAL INFORMATION

ACTION
Staff proposes the Board of Directors accept and enter into the record the Statement  
of Revenue and Expense for the month of April 2015 and supplemental information.

SIGNIFICANCE
Revenue: For April of Fiscal Year 2015, Total Operating Revenue (line 7) is $2,003,366 or  
2.7 percent better than budget. Within total operating revenue, Farebox Revenue  
(line 1) is $2,609,522 or 3.9 percent better than budget. Compared to the prior year,  
Total Operating Revenue (line 7) is $6,010,400 or 8.6 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $7,292,571 or  
7.1 percent. The Rail Operator Service (line 23) is $1,259,927 or 2.2 percent better than budget, and Total Operating Expense (line 36) is $6,290,585 or 7.3 percent better than budget. Total Administrative Expense (line 46) is $1,055,279 or 7.3 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $1,409,091 or 1.5 percent lower.

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

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

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STATEMENT OF REVENUE AND EXPENSE**  
**Fiscal Year 2015**  
**April 2015**

<table>
<thead>
<tr>
<th>MONTH</th>
<th>CURRENT ACTUAL</th>
<th>PRIOR ACTUAL</th>
<th>CURRENT REVISED BUDGET</th>
<th>% REV BUDGET</th>
<th>APPROVED BUDGET</th>
<th>REVISED BUDGET</th>
<th>% REV BUDGET</th>
<th>% OF YEAR ELAPSED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RENTALS AND LICENSES</td>
<td>884,200,000</td>
<td>890,720,000</td>
<td>809,020,000</td>
<td>90.0%</td>
<td>1,000,000,000</td>
<td>873,000,000</td>
<td>87.3%</td>
</tr>
<tr>
<td></td>
<td>TOTAL OPERATING REVENUE</td>
<td>2,000,000,000</td>
<td>2,010,000,000</td>
<td>1,981,540,000</td>
<td>98.8%</td>
<td>1,981,540,000</td>
<td>98.8%</td>
<td>98.8%</td>
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<td></td>
<td>CONTRIBUTIONS:</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AB434 Peninsula &amp; TA Shuttle Funding</td>
<td>160,144</td>
<td>161,779</td>
<td>161,663</td>
<td>100.0%</td>
<td>198,154</td>
<td>198,154</td>
<td>100.0%</td>
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<tr>
<td></td>
<td>OPERATING EXPENSE:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rail Operator Service</td>
<td>5,805,671</td>
<td>5,530,612</td>
<td>5,575,078</td>
<td>100.0%</td>
<td>6,650,426</td>
<td>6,649,426</td>
<td>100.0%</td>
</tr>
<tr>
<td></td>
<td>Rail Operator Service - Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Security Services</td>
<td>433,861</td>
<td>3,519,641</td>
<td>4,047,513</td>
<td>98.3%</td>
<td>4,989,510</td>
<td>4,989,510</td>
<td>100.0%</td>
</tr>
<tr>
<td></td>
<td>Rail Operator Extra Work</td>
<td>1,974</td>
<td>(251,596)</td>
<td>1,974</td>
<td>100.0%</td>
<td>155,300</td>
<td>155,300</td>
<td>100.0%</td>
</tr>
<tr>
<td></td>
<td>Contract Operating &amp; Maintenance</td>
<td>6,241,507</td>
<td>58,757,704</td>
<td>59,803,222</td>
<td>97.6%</td>
<td>72,795,436</td>
<td>74,675,436</td>
<td>101.0%</td>
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<tr>
<td></td>
<td>TOTAL CONTRIBUTED REVENUE</td>
<td>2,367,008</td>
<td>26,277,354</td>
<td>23,761,340</td>
<td>84.3%</td>
<td>41,221,914</td>
<td>41,221,914</td>
<td>100.0%</td>
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<tr>
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<td>GRAND TOTAL REVENUE</td>
<td>10,213,465</td>
<td>96,247,597</td>
<td>99,741,983</td>
<td>102,217,320</td>
<td>97.6%</td>
<td>125,736,026</td>
<td>130,736,026</td>
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<tr>
<td></td>
<td>EXPENSE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL OPERATING EXPENSE</td>
<td>8,665,859</td>
<td>83,173,920</td>
<td>80,463,989</td>
<td>86,754,779</td>
<td>92.7%</td>
<td>106,685,914</td>
<td>108,356,414</td>
</tr>
<tr>
<td></td>
<td>ADMINISTRATIVE EXPENSE</td>
<td>554,245</td>
<td>5,082,861</td>
<td>5,388,528</td>
<td>98.3%</td>
<td>6,768,729</td>
<td>6,286,361</td>
<td>85.7%</td>
</tr>
<tr>
<td></td>
<td>Wages and Benefits</td>
<td>438,947</td>
<td>3,672,407</td>
<td>4,025,581</td>
<td>88.0%</td>
<td>5,486,432</td>
<td>5,486,432</td>
<td>100.0%</td>
</tr>
<tr>
<td></td>
<td>Board of Directors</td>
<td>1,000</td>
<td>9,438</td>
<td>10,105</td>
<td>97.0%</td>
<td>11,700</td>
<td>11,700</td>
<td>89.4%</td>
</tr>
<tr>
<td></td>
<td>Professional Services</td>
<td>430,488</td>
<td>2,164,920</td>
<td>2,625,097</td>
<td>92.8%</td>
<td>3,533,792</td>
<td>4,058,271</td>
<td>64.7%</td>
</tr>
<tr>
<td></td>
<td>Communications and Marketing</td>
<td>833</td>
<td>(15,994)</td>
<td>59,096</td>
<td>111,616</td>
<td>72.9%</td>
<td>119,300</td>
<td>119,300</td>
</tr>
<tr>
<td></td>
<td>Other Expenses and Services</td>
<td>133,973</td>
<td>1,327,240</td>
<td>1,380,093</td>
<td>87.8%</td>
<td>2,027,284</td>
<td>2,165,764</td>
<td>65.4%</td>
</tr>
<tr>
<td></td>
<td>TOTAL ADMINISTRATIVE EXPENSE</td>
<td>1,559,488</td>
<td>12,240,872</td>
<td>13,488,500</td>
<td>14,543,779</td>
<td>92.7%</td>
<td>17,947,237</td>
<td>18,066,737</td>
</tr>
<tr>
<td></td>
<td>NET SURPLUS / (DEFICIT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>(118,710)</td>
<td>(86,243)</td>
<td>4,817,234</td>
<td>0.0%</td>
<td>-</td>
<td>3,210,000</td>
<td>150.1%</td>
</tr>
</tbody>
</table>

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

(A) Staff has reallocated year to date budget due to timing of expenditures.
# PENINSULA CORRIDOR JOINT POWERS BOARD

## INVESTMENT PORTFOLIO

### AS OF APRIL 30, 2015

<table>
<thead>
<tr>
<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
<th>INTEREST RATE</th>
<th>PURCHASE PRICE</th>
<th>MARKET RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Agency Investment Fund (Restricted) *</td>
<td>Liquid Cash</td>
<td>0.283%</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Unrestricted) *</td>
<td>Liquid Cash</td>
<td>0.283%</td>
<td>34,834,343</td>
<td>34,834,343</td>
</tr>
<tr>
<td>County Pool (Unrestricted) **</td>
<td>Liquid Cash</td>
<td>0.535%</td>
<td>10,760,232</td>
<td>10,760,232</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.000%</td>
<td>5,098,256</td>
<td>5,098,256</td>
</tr>
<tr>
<td>Other (Restricted) ***</td>
<td>Liquid Cash</td>
<td>0.200%</td>
<td>30,580,205</td>
<td>30,580,205</td>
</tr>
</tbody>
</table>

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>$83,273,036</td>
<td>$83,273,036</td>
</tr>
</tbody>
</table>

Accrued Earnings for APRIL 2015 $17,889.34
Cumulative Earnings FY2015 $175,337.38

* 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 April 2015 the amortized cost of the Total County Pool was $4,350,965,074.21 and the fair market value per San Mateo County Treasurer’s Office was $4,361,396,594.71.

*** 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: April Chan
Executive Officer, Planning and Development

SUBJECT: AUTHORIZE EXECUTION OF AN EXCLUSIVE NEGOTIATION AGREEMENT FOR DEVELOPMENT OF THE HAYWARD PARK STATION PROPERTY

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to execute an Exclusive Negotiation Agreement (ENA) between the Peninsula Corridor Joint Powers Board (JPB) and Sares/Regis Group of Northern California (Sares/Regis) to develop the Hayward Park station parking lot property in the city of San Mateo (Property).

Consistent with the JPB’s Request for Statements of Qualifications (SOQ), the initial term of the ENA will be 60 days, during which time the parties will negotiate toward development of a term sheet summarizing a set of agreed-upon minimum business terms. This term sheet will be subject to Board approval and will become the basis for subsequent negotiation of a long-term ground lease. Staff recommends that the Executive Director be authorized to extend the term of the ENA should it be determined that such an extension is warranted.

If the Agency and Sares/Regis are not able to reach an agreement during the term of the ENA, staff recommends that the Executive Director be authorized, with the approval of the Hayward Park TOD Board Subcommittee, to execute an ENA between JPB and Bridge Housing under generally the same terms as outlined above.

SIGNIFICANCE
Execution of an ENA would allow JPB and Sares/Regis the opportunity to negotiate a long-term ground lease for a transit-oriented development (TOD) project in the city of San Mateo. Successful negotiation of the ground lease will fulfill JPB’s goals for development of the Property, including:

1. Creation of a high quality TOD project that enhances connections between the proposed project and the Hayward Park Caltrain Station.
2. Provide for a project site plan and design that is consistent with JPB’s continued provision of transit-related operations.

3. Generate reasonable, market-rate financial returns to JPB.

4. Enhance use of public transit at the Hayward Park station.

**BUDGET IMPACT**
Upon execution of the ENA, JPB will receive a non-refundable deposit of $50,000 from Sares/Regis, which will be used to pay for JPB’s actual costs incurred during negotiations.

**BACKGROUND**
In response to JPB’s request for SOQs for the development of the 2.7-acre Hayward Park TOD site, the agency received three development proposals. After an initial review by staff and JPB’s consultant, Terry Margerum and Associates, a short list of two proposers was developed. Both of the two finalists, Bridge Housing and Sares/Regis, are very highly qualified and both propose to develop approximately 100 residential units on site.

JPB engaged an evaluation committee consisting of JPB staff and the city of San Mateo’s chief planner to evaluate the site plan component of each proposal, with a focus on each developer’s ability to integrate JPB’s transit requirements into their proposed site plan. These transit requirements include:

- 140-foot wide corridor reserved for current and future Caltrain needs
- Accommodate six bus layover spaces for SamTrans
- Provide space for a minimum of 29 electronic bicycle lockers
- Provide a minimum of 50 parking spaces dedicated to Caltrain
- Provide direct pedestrian connections from the east and west of the station platforms

Additionally, the financial terms of both proposals were evaluated by Terry Margerum and Associates.

While the evaluation committee ranked both teams highly for their ability to address the transit requirements, Sares/Regis’ site plan proposal was rated slightly higher. JPB’s financial consultant also rated both proposals very highly, but placed Sares/Regis’ financial plan slightly higher than Bridge’s.

Staff reviewed the recommendation with the Hayward Park TOD Board Subcommittee, consisting of Chair Adrienne Tissier and Directors Tom Nolan and Ken Yeager, and the subcommittee concurs with staff recommendation. The development project will be subject to review and approval by the city of San Mateo and is within the area covered by the San Mateo Rail Corridor Transit Oriented Development Plan, which supports and encourages new development at TOD densities and with reduced parking ratios within
the plan area. Additionally, the development will be subject to the city's Below Market Rate Inclusionary Housing Program.

Prepared By: Brian W. Fitzpatrick, Manager, Real Estate and Property Development 650.508.7781
RESOLUTION NO. 2015 –

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

* * *

AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN EXCLUSIVE NEGOTIATION AGREEMENT FOR DEVELOPMENT OF THE HAYWARD PARK STATION PROPERTY

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) desires to develop the Hayward Park Station property on Concar Drive in San Mateo, adjacent to Hayward Park Caltrain Station, as a transit-oriented development (TOD) project; and

WHEREAS, the city of San Mateo (City) adopted a Rail Corridor Plan to promote the creation of TOD adjacent to the Hillsdale and Hayward Park Caltrain stations; and

WHEREAS, on June 23, 2014, the JPB issued a Request for Statements of Qualifications (SOQ) in response to which two firms, Sares/Regis and Bridge Housing, submitted proposals that met the minimum requirements, which were evaluated by a committee that included staff from the City and JPB, aided by an independent real estate consultant; and

WHEREAS, the evaluation committee reviewed and scored the two proposals in accordance with the evaluation criteria set forth in the SOQ, and concluded that the Sares/Regis proposal ranked highest; and

WHEREAS, the evaluation committee’s recommendation that JPB enter into an Exclusive Negotiation Agreement (ENA) with Sares/Regis, consistent with the provisions in the SOQ document, was presented to the Hayward Park TOD Board Subcommittee, consisting of Chair Adrienne Tissier and Directors Tom Nolan and Ken Yeager; and

WHEREAS, staff and the Hayward Park TOD Board Subcommittee recommend that the Executive Director/CEO be authorized to execute a 60-day ENA between the JPB and Sares/Regis for the Hayward Park Station TOD Project, subject to general counsel review and approval, and consistent with the terms and statements in the SOQ documents; and

WHEREAS, upon execution of the ENA, Sares/Regis will be required to make a $50,000 deposit to the JPB to offset costs incurred during the negotiation of the term sheet.
NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board of Directors hereby authorizes the Executive Director to (1) execute a 60-day ENA between the JPB and Sares/Regis and to negotiate a detailed term sheet with the goal of entering into a long-term ground lease for the development of the Hayward Park Station TOD Project, pursuant to the terms and conditions set forth above and consistent with the provisions of the SOQ; (2) to extend the ENA if he determines that such an extension is warranted; and (3) to take any other actions necessary to give effect to this resolution.

BE IT FURTHER RESOLVED that if the JPB is not able to reach an agreement with Sares/Regis during the terms of the ENA, the Board authorizes the Executive Director, with the approval of the Hayward Park TOD Board Subcommittee, to execute an ENA between the JPB and Bridge Housing and to negotiate a detailed term sheet and ground lease, pursuant to the terms and conditions set forth above and consistent with the provisions of the SOQ.

Regularly passed and adopted this 4th day of June, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
AGENDA ITEM # 4 (d)
JUNE 4, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: AUTHORIZE EXECUTION OF CONTRACTS OF MORE THAN $100,000 FOR INFORMATION TECHNOLOGY LICENSE RENEWALS, MAINTENANCE SERVICES AND PROFESSIONAL SERVICES FOR FISCAL YEAR (FY) 2016 FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF $500,000

ACTION
Staff Coordinating Council proposes the Board authorize the Executive Director or his designee to enter into contracts for more than $100,000 with original equipment manufacturers, product licensors and their distributors or consultants, directly and without the utilization of cooperative purchasing agreements if not available or competitive solicitations if not applicable, to procure recurring maintenance services and license renewals necessary to permit continued effective use and upkeep of Peninsula Corridor Joint Powers Board (JPB)-owned computer and telecommunications hardware and software used for the management and oversight of Caltrain. Further, this also shall include contracts for the provision of sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services. Expenditures with manufacturers and vendors under this authority will not exceed the budgeted amount of $500,000 throughout FY2016.

SIGNIFICANCE
Delegation of purchase order approval authority will allow the JPB to pay for recurring maintenance services, additional licenses, license renewal fees and professional services for proprietary software in excess of $100,000 without bringing actions individually before the Board for approval. This delegation would not eliminate the requirement that other procurement policies and procedures be followed.

Recurring support and license agreements are, by their nature, repetitive and routine, and are required to ensure continued and effective operation of information technology assets owned by the JPB. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the JPB's changing business needs to be met in a timely manner.
Delegating this authority expedites the JPB's ability to continue needed operations and services in the management of Caltrain and reduces the time and resources otherwise required to obtain individual approval of such support and license agreements.

**BUDGET IMPACT**
Funds for these purchases are programmed in the proposed FY2016 Capital and Operating budgets.

**BACKGROUND**
Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support means loss of software updates, problems obtaining resolution assistance, and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if a maintenance and license renewal has not been obtained.

It is not always possible to find cooperative purchasing agreements with contracts for the necessary maintenance support and license renewals. This is particularly true for transit industry-specific information technology products. The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary in nature to the manufacturers of the software. Similarly, many manufacturers do not allow third parties access to source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

JPB assets requiring payment of recurring annual or multi-year maintenance support and license fees in excess of $100,000 that may need to be accommodated in FY2016 outside of cooperative purchase agreements or other pre-existing contracts include, but are not necessarily limited to:

- Arinc traffic control system

Issuance of contracts for maintenance and continued operation of assets like this will need to be brought individually before the Board for approval, unless authority is delegated to the Executive Director or his designee.

Prepared By: David Verderosa, Director, Information Technology & Telecommunications 650.508.7954
RESOLUTION NO. 2015 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

***

AUTHORIZING EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY LICENSES, MAINTENANCE SERVICES AND PROFESSIONAL SERVICES FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF $500,000 FOR FISCAL YEAR (FY) 2016

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) will require continuing product support and licenses for computer and telecommunications hardware and software throughout FY2016, to permit the continued effective use and upkeep of information technology assets owned by the JPB; and

WHEREAS, maintenance support and software license agreements for the information technology assets in use are, by their nature, repetitive and routine; and

WHEREAS, the JPB also will require professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

WHEREAS, the Staff Coordinating Council recommends that the Executive Director or his designee be authorized to execute contracts that exceed $100,000 with original equipment manufacturers, product licensors, and their authorized distributors and consultants to meet the JPB’s technology operational requirements for FY2016, pursuant to the JPB’s statutory procurement authority and policy, up to an aggregate not to exceed amount of $500,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby:

1. Authorizes the procurement of product support, additional license purchases and renewal agreements for information technology assets owned by the
JPB, pursuant to the JPB’s statutory procurement authority and policy, in an aggregate not to exceed amount of $500,000 for FY2016; and

2. Authorizes the Executive Director or his designee to enter into contracts exceeding $100,000 with original equipment manufacturers, product licensors, or their authorized distributors for recurring product support and license renewals necessary to permit continued effective use and upkeep of JPB owned computer and telecommunications hardware and software; and

3. Authorizes the Executive Director or his designee to enter into contracts exceeding $100,000 with original equipment manufacturers, product licensors, or their authorized consultants for the provision of sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

4. Authorizes the Executive Director or his designee to execute all necessary purchase orders, contracts and other documents and to take such other actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 4th day of June, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
AGENDA ITEM # 4 (e)
JUNE 4, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: AUTHORIZE EXECUTION OF CONTRACTS FOR TECHNOLOGY RELATED PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING PROGRAMS FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF $1 MILLION FOR FISCAL YEAR (FY) 2016

ACTION
Staff Coordinating Council recommends the Board authorize the purchase, lease and/or rental of computer and telecommunications equipment and related services, digital reprographic equipment, hardware, software, licensing, installation and configuration of telecommunications equipment, maintenance agreements, and computer peripherals to vendors under approved cooperative intergovernmental purchasing programs available to the Peninsula Corridor Joint Powers Board (JPB) such as the California Multiple Award Schedule (CMAS), the National Inter-governmental Purchasing Alliance Company (National IPA), the State of California Strategic Sourcing Initiative (CSSI), the Western States Contracting Alliance (WSCA), the California Integrated Information Network 2 (CALNET 2), General Service Administration (GSA) Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules), and Foundation for California Community Colleges (FCCC), and other cooperative programs, as the JPB needs are identified. This action includes delegation of authority to the Executive Director to enter into contracts over $100,000 with vendors under approved cooperative purchasing programs. Expenditures with vendors under these programs will not exceed the budgeted amount of $1 million throughout FY2016.

SIGNIFICANCE
Approval of this contracting authority will provide the JPB with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative intergovernmental purchasing programs. Contracts issued under this authority will address the JPB’s requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited to address the JPB’s future needs.
**BUDGET IMPACT**

Funds for these purchases are programmed in the proposed FY2016 Capital and Operating budgets.

**BACKGROUND**

Given the rapidly changing technology of information system hardware, software and related services, the State of California, among other state agencies nationwide, has established agreements with vendors under various cooperative purchasing programs such as CMAS, CSSI, GSA, WSCA and CALNET 2 for providing these goods and services. Special districts, cities, counties and joint powers authorities are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. By utilizing such cooperative purchasing programs, the JPB saves considerable time and expense associated with independent procurements which would be unlikely to yield more favorable pricing or service.

All vendors selected will hold valid agreements under the corresponding cooperative purchasing program. Contracts will be executed only with vendors whose contracts were awarded under a cooperative buying agreement on a basis that complies with the JPB’s statutory procurement authority and policy and will include the JPB’s terms and conditions, as appropriate. Other cooperative purchasing consortia may be added to this program and utilized for acquisition of technology items during FY2016 but only to the extent each fully complies with the JPB’s statutory procurement authority and policy.

Projects include but are not limited to:

- Right of way technology refresh effort
- Predicative arrival and visual messaging system efforts

Prepared By: David Verderosa, Director, Information Technology & Telecommunications  650.508.7954
RESOLUTION NO. 2015 –

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

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AUTHORIZING EXECUTION OF CONTRACTS FOR TECHNOLOGY RELATED PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING PROGRAMS FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF $1 MILLION FOR FISCAL YEAR (FY) 2016

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) will require new personal computers, computer and telecommunications equipment and related services, digital reprographic equipment, software, hardware, licensing and maintenance agreements, and computer peripherals throughout FY2016, to fulfill new technology requirements, to support the JPB’s standardization policy, and to replace technology equipment that has reached the end of its useful life; and

WHEREAS, in light of the need to standardize, update, and purchase the latest technology in personal computers, telecommunications equipment, and other related equipment and services in the most cost-effective manner, the JPB has determined that an independent JPB-initiated solicitation process for the procurements described above is unlikely to be in the JPB’s best interest; and

WHEREAS, the State of California and other cooperative purchasing consortiums including the California Multiple Award Schedule (CMAS), the State of California Strategic Source Initiative (CSSI), the National Intergovernmental Purchasing Alliance Company (National IPA), Western States Contracting Alliance (WSCA), the California Integrated Information Network 2 (CALNET 2), the Foundation for California Community Colleges (FCCC), and the General Services Administration (GSA) have established programs in which the JPB can participate in order to procure favorably priced technology systems equipment and related services; and
WHEREAS, the Staff Coordinating Council (SCC) recommends that the JPB participate in the above-mentioned programs, as well as additional cooperative purchasing programs, to the extent such programs fully comply with the JPB’s statutory procurement authority and policy; and

WHEREAS, the SCC also recommends that the Executive Director or his designee be authorized to enter into contracts that exceed $100,000 with vendors under JPB-approved cooperative purchasing programs to meet its personal computer, telecommunications equipment, and other related technology equipment and services requirements for FY2016, pursuant to the terms and conditions of each program's vendor agreements, up to an aggregate not-to-exceed amount of $1 million.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby:

1. Determines that an independent JPB initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, and computer peripherals is unlikely to be in the JPB’s best interest; and

2. Authorizes the procurement of technology systems equipment and related services through JPB-approved cooperative purchasing programs, including CMAS, CSSI, WSCA, CALNET 2, and GSA vendors to meet its technology equipment and services requirements for FY2016 pursuant to the terms and conditions of each vendor agreement and to the extent that each vendor agreement fully complies with JPB’s statutory procurement authority and policy; and
3. Authorizes the Executive Director to utilize additional cooperative purchasing programs for FY2016 to the extent that each additional program fully complies with the JPB's statutory procurement authority and policy; and

4. Authorizes the Executive Director or his designee to enter into contracts exceeding $100,000 with vendors under the JPB-approved cooperative purchasing programs up to an aggregate, not-to-exceed, amount of $1 million for FY2016; and

5. Authorizes the Executive Director or his designee to execute all necessary purchase orders, contracts and other documents to effectuate this resolution, including any agreements with the State of California or other intergovernmental cooperative programs for administrative fees for processing these purchases.

Regularly passed and adopted this 4th day of June, 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

SUBJECT: AUTHORIZE IMPLEMENTATION OF FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2016, INCLUDING AUTHORIZATION OF EXECUTION AND DELIVERY OF DOCUMENTS AND PAYMENT OF COMMODITY PRICE CAP PREMIUM FOR SUCH PROGRAM

ACTION
Staff Coordinating Council recommends the Board:

1. Authorize implementation of a Fuel Hedging Program for the fiscal year (FY) ending June 30, 2016 for a diesel fuel hedge in the form of a commodity price cap;

2. Approve Term Sheet for Commodity Price Cap on file;

3. Authorize the Executive Director or the Deputy CEO, Finance and Administration, to execute such commodity price cap documents as shall be necessary to implement the Fuel Hedging Program for the FY ending June 30, 2016; and

4. Authorize payment of the premium for the commodity price cap.

SIGNIFICANCE
In accordance with the revised Fuel Hedging Policy adopted on May 7, 2015 (Fuel Hedging Policy), staff has been working with the Peninsula Corridor Joint Powers Board’s (JPB) financial advisor to determine the interest of qualified counterparties in bidding on a commodity price cap (price cap).

Based on discussions between staff and the JPB’s financial advisor, it has been determined that there is only one qualified counterparty which has expressed an interest in providing a price cap for the FY2016 Fuel Hedging Program, Barclays Bank PLC (Barclays).

Based upon the lack of sufficient interest to conduct a competitive bid process, pursuant to the Fuel Hedging Policy, the Deputy CEO, Finance and Administration, selected Barclays as the counterparty for the negotiated process FY2016 Fuel Hedging
Barclays was the winning bidder for the price cap for the fiscal years ending June 30, 2011, June 30, 2013, June 30, 2014 and June 30, 2015 and has entered into a Master Agreement, Schedule, and Credit Support Annex with the JPB, which were amended in 2014 (the Barclays Hedging Documents).

Staff worked with the JPB’s financial advisor, PFM Swap Advisors LLC, to develop a Term Sheet for Commodity Price Caps setting forth the terms of the price cap. The Term Sheet has been reviewed by the JPB’s special counsel for the Fuel Hedging Program, Orrick, Herrington & Sutcliffe LLP.

Pricing for the price cap will be negotiated by the JPB’s financial advisor who will provide a fair-market price certificate to the JPB after pricing.

A Confirmation (Confirmation) setting forth the pricing and other economic terms of FY2016 price cap will be drafted and executed after pricing.

Board authorization is required to (i) approve the Term Sheet, (ii) authorize the Executive Director or Deputy CEO, Finance and Administration, to execute the Confirmation, any additional amendments to the Barclays Hedging Documents requested by Barclays and such other documentation, if any, as is necessary in connection with Dodd-Frank, and (iii) authorize payment of the premium for the price cap.

Completion of the negotiated process and settlement of the premium payable by the JPB for the price cap are expected to occur prior to the beginning of the next fiscal year, with the price cap taking effect as of July 1, 2015. If staff is not satisfied with the pricing resulting from the negotiated process, including the required premium for a price cap, the JPB will elect not to proceed with a Fuel Hedging Program at the time of pricing.

The primary goal for the FY2016 Fuel Hedging Program is to reduce volatility and uncertainty in the fuel budget. Consistent with the Fuel Hedging Policy, staff has proposed that the JPB hedge 2.3 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption. In order to maximize the Fuel Hedging Program’s potential for economic efficiency, the JPB will partner with the San Mateo County Transit District, which is expected to hedge 1.2 million gallons, which currently represents approximately 70 percent of its expected annual fuel consumption.

Staff expects to return to the Board at the July meeting with a report on the results of the pricing. Staff also expects to return to the Board next year with an assessment of the FY2016 Fuel Hedging Program.

**BUDGET IMPACT**
Implementing the FY2016 Fuel Hedging Program will enable the JPB to purchase half of its fuel at a not-to-exceed base price, thus providing the JPB greater budgetary certainty and allowing for more effective utilization of budget resources. The proposed
FY2016 fuel budget will include the Fuel Hedging Program fees consisting of up to $25,000 for financial advisor, up to $150,000 for outside legal counsel (70 percent of the total legal fees are the JPB’s responsibility), $10,000 in miscellaneous costs and approximately $600,000 for the cost of the price cap.

BACKGROUND
The JPB currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price of Oil Price Information Service (OPIS) index, exposing the JPB to market price fluctuation. In order to meet the primary goal of the Fuel Hedging Program of reducing volatility and uncertainty in the fuel budget for FY2016, staff will purchase a price cap consistent with the Fuel Hedging Policy. The price cap, like prior price cap purchases, will be based on the Platt’s Gulf Coast Ultra Low Sulfur Diesel index, which has a high historical correlation to the OPIS index.

Staff notes that the price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes. A price cap allows the JPB to limit its exposure if fuel prices rise, while continuing to receive the benefit of lower costs if prices fall.

Prepared By:  Aandy Ly, Manager, Budgets  650.508.6376
RESOLUTION NO. 2015 –

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

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AUTHORIZING IMPLEMENTATION OF A FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2016, AUTHORIZING THE EXECUTION AND DELIVERY OF DOCUMENTS NECESSARY TO IMPLEMENT SUCH FUEL HEDGING PROGRAM, INCLUDING, AS APPLICABLE, AMENDMENT OF THE ISDA MASTER AGREEMENT, THE SCHEDULE TO THE ISDA MASTER AGREEMENT OR THE CREDIT SUPPORT ANNEX ENTERED INTO WITH BARCLAYS BANK PLC, AND A CONFIRMATION WITH BARCLAYS BANK PLC, AND AUTHORIZING THE TAKING OF ALL ACTION NECESSARY RELATING TO THE IMPLEMENTATION AND EXECUTION OF SAID FUEL HEDGING PROGRAM.

WHEREAS, pursuant to the Joint Exercise of Powers Agreement-Peninsula Corridor Project, made and entered into as of October 3, 1996, among the Santa Clara Valley Transportation Authority, formerly known as the Santa Clara County Transit District, the City and County of San Francisco and the San Mateo County Transit District, creating the Peninsula Corridor Joint Powers Board (JPB), the JPB is authorized to operate the Caltrain commuter rail service (hereinafter referred to as "Caltrain") and to perform all acts deemed necessary or convenient for the exercise of its power to operate Caltrain, including making and entering into contracts; and

WHEREAS, over the past several years in connection with the operation of Caltrain, the JPB has consistently purchased over four million gallons of diesel fuel each year; and

WHEREAS, staff, in conjunction with its Fuel Hedge Program advisors, PFM Swap Advisors LLC, whose functions were formerly performed by PFM Asset Management LLC, and Ross Financial (collectively, the "Fuel Hedge Program Advisors"), studied various options for reducing volatility in the price paid for diesel fuel and assisting in the process of budgeting for fuel costs; and

WHEREAS, as a result of such study, staff recommended adoption of a Fuel Hedging Program utilizing a fuel hedge in the form of a commodity price cap; and

WHEREAS, upon the recommendation of staff, the governing body of the JPB authorized and staff implemented a Fuel Hedging Program in the form of a commodity price cap for Fiscal Year 2010 and each subsequent fiscal year; and
WHEREAS, based on an evaluation of the Fuel Hedging Program in effect for the current fiscal year, staff recommended continuation of the Fuel Hedging Program for the fiscal year ending June 30, 2016 (the "2016 Fuel Hedging Program"), utilizing a fuel hedge in the form of a commodity price cap; and

WHEREAS, to retain flexibility to continue the Fuel Hedging Program in effect, upon consultation with its Fuel Hedge Program Advisors, staff recommended revision of the Fuel Hedging Policy, initially adopted by the governing body of the JPB in March 2010, to enable selection of a counterparty through either a competitive bidding process or a negotiated process; and

WHEREAS, upon the recommendation of staff, on May 7, 2015 the governing body of the JPB authorized revision of the Fuel Hedging Policy (such revision being hereinafter referred to as the "Fuel Hedging Policy") to enable selection of a counterparty through either a competitive bidding process or a negotiated process; and

WHEREAS, only one provider of commodity price caps meeting the JPB’s criteria expressed interest in providing a commodity price cap for the 2016 Fuel Hedging Program; and

WHEREAS, based upon consultation with the Fuel Hedge Program Advisors, staff determined that interest among providers of commodity price caps which meet the JPB’s criteria is not sufficient to provide for selection of a counterparty for the 2016 Fuel Hedging Program through a competitive bidding process; and

WHEREAS, in accordance with, and pursuant to, the Fuel Hedging Policy adopted by the governing body of the JPB on May 7, 2015, the Deputy CEO, Finance and Administration of the JPB, with the advice of the Fuel Hedge Program Advisors, intends to enter into a negotiated process with Barclays Bank PLC (Barclays Bank), which is the provider of commodity price caps meeting the JPB’s criteria which expressed interest in providing a commodity price cap for the 2016 Fuel Hedging Program; and

WHEREAS, in connection with authorization and approval of implementation of a Fuel Hedging Program for a prior fiscal year, a form of 1992 International Swaps and Derivatives Association, Inc. (ISDA) Master Agreement, including a Schedule and Credit Support Annex thereto to be entered into with Barclays (hereinafter collectively referred
to as the "Original Barclays Hedging Documents") was made available to, and approved by, the governing body of the JPB, which Original Barclays Hedging Documents were subsequently executed and delivered; and

WHEREAS, in connection with authorization and approval of implementation of a Fuel Hedging Program for a prior fiscal year, an amendment to the Original Barclays Hedging Documents was made available to, and approved by, the governing body of the JPB (such amendment being hereinafter referred to as the "First Hedging Document Amendment," and, together with the Original Barclays Hedging Documents, hereinafter collectively referred to as the "Barclays Hedging Documents"), which First Hedging Document Amendment was subsequently executed and delivered; and

WHEREAS, implementation of the 2016 Fuel Hedging Program will involve (i) negotiation of the trading spread on a commodity price cap having such terms as are set forth in the Term Sheet for Commodity Price Caps (the "2016 Program Term Sheet") prepared by the Fuel Hedge Program Advisors in connection with the 2016 Fuel Hedging Program, a copy of which has been made available to the governing body of the JPB, (ii) execution and delivery of such documents as shall be required by Barclays to complete the commodity price cap transaction, which will include a Confirmation (the "Confirmation") and may include documents amending one or more of the Barclays Hedging Documents (such documents being hereinafter referred to as the "Second Hedging Document Amendment") and (iii) execution and/or filing and delivery of such additional documentation resulting from legislation and related regulations commonly referred to as Dodd-Frank as shall be required; and

WHEREAS, it is now necessary for the governing body of the JPB to approve the form of the 2016 Program Term Sheet, to authorize the negotiation and execution and delivery of the Confirmation with Barclays, to authorize the negotiation and execution and delivery of a Second Hedging Document Amendment, to authorize the taking of such other actions as shall be necessary to consummate the 2016 Fuel Hedging Program, including payment of the premium for the commodity price cap, and to authorize the taking of various actions necessary in connection therewith, including, without limitation, such actions, if any, as may be necessary in connection with Dodd-Frank.
NOW, THEREFORE, BE IT RESOLVED by the governing body of the Peninsula Corridor Joint Powers Board as follows:

Section 1. Findings. The governing body of the JPB hereby finds and determines that the foregoing recitals are true and correct. The governing body of the JPB hereby further determines that it would be in the best interest of the JPB and in furtherance of the purposes of the JPB and the exercise of the powers of the JPB in connection with the operation of Caltrain to mitigate the risk of a rise in diesel fuel cost and to assist the JPB in its budgeting process by reducing the volatility and uncertainty in the effective cost to the JPB of diesel fuel by acquiring a commodity price cap through the implementation of the 2016 Fuel Hedging Program and the execution and delivery of such documentation as shall be required to implement such 2016 Fuel Hedging Program, including a Confirmation and a Second Hedging Document Amendment to the extent required, and such documentation, if any, as is necessary in connection with Dodd-Frank.

Section 2. Approval of the 2016 Fuel Hedging Program. Implementation of the 2016 Fuel Hedging Program and selection of Barclays as cap counterparty in accordance with the Fuel Hedging Policy and on such other terms as are acceptable to the Executive Director of the JPB (the "Executive Director") or the Deputy CEO, Finance and Administration of the JPB (the "Deputy CEO"), with the advice of PFM Swap Advisors LLC (the "Financial Advisor"), which shall function as the designated qualified independent representative of the JPB for purposes of Dodd-Frank, are hereby authorized and approved.

Section 3. Authorization of Execution and Delivery of 2016 Fuel Hedging Program Documentation. The Executive Director or the Deputy CEO, each acting alone (each, an "Authorized Officer") is hereby authorized and directed, for and in the name and on behalf of the JPB to execute and deliver a Confirmation to Barclays, such Confirmation to be in such form as shall be acceptable to the Authorized Officer executing the same, with the advice of the Financial Advisor, such acceptability to be conclusively evidenced by the execution and delivery thereof.

Each Authorized Officer is hereby authorized and directed, for and in the name and on behalf of the JPB to execute and deliver a Second Hedging Document Amendment to Barclays, if required, such Second Hedging Document Amendment to
be in such form as shall be acceptable to the Authorized Officer executing the same, with the advice of the Financial Advisor, such acceptability to be conclusively evidenced by the execution and delivery thereof.

Section 4. **Ratification of Actions Relating to 2016 Fuel Hedging Program.** All actions heretofore taken by the officers and agents of the JPB with respect to the 2016 Fuel Hedging Program are hereby ratified, confirmed, and approved, including, without limitation, any actions taken with respect to the Confirmation or a Second Hedging Document Amendment.

Section 5. **Completion of 2016 Fuel Hedging Program; Subsequent Actions.** Payment of the premium for the commodity price cap is hereby authorized and approved.

All approvals, consents, directions, notices, orders, requests and other actions permitted or required by the Confirmation, by a Second Hedging Document Amendment or by any of the other documents authorized by this Resolution, including, without limitation, any amendments to any of the documents authorized by this Resolution, entered into or to be entered into, as applicable, and any amendments to any of the documents ratified and confirmed by this Resolution or required by Dodd-Frank, may be given or taken by either Authorized Officer without further authorization or direction by the governing body of the JPB. Each Authorized Officer is hereby authorized and directed to give any such approval, consent, direction, notice, order or request and to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution, including, without limitation, execution and delivery of any and all agreements, certificates, documents and instruments, which may be necessary or advisable to (i) effectuate the actions which the governing body of the JPB has approved in this Resolution, including actions relating to Dodd-Frank, and (ii) carry out, consummate and perform the duties of the JPB set forth in the Barclays Hedging Documents and all other documents executed in connection with the 2016 Fuel Hedging Program.

Section 6. **Severability of Invalid Provisions.** If any section, paragraph, clause or provision of this Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution which shall
continue in full force and effect.

Section 7. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 4th day of June, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

______________________________
ATTEST:

______________________________
JPB Secretary
AGENDA ITEM # 7 (a)  
JUNE 4, 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: PROCLAMATION DECLARING JUNE 18, 2015 AS “NATIONAL DUMP THE PUMP DAY”  

ACTION  
Staff Coordinating Council recommends the Board adopt the proclamation designating June 18, 2015 as “National Dump the Pump Day.”  

SIGNIFICANCE  
By proclaiming June 18 as “National Dump the Pump Day” the Peninsula Corridor Joint Powers Board is reaffirming its commitment to reduce congestion in the Highway 101 corridor by providing a high quality commuter train service to all citizens who travel between San Francisco and San Jose. In partnership with the American Public Transportation Association (APTA), Dump the Pump Day is an annual opportunity to encourage people to give up driving and use public transportation, steps that reduce the carbon footprint, ease congestion and pollution and save money.  

A recent study commissioned by APTA and titled Economic Impact of Public Transportation Investment reported that reduced congestion and less reliance on automobile use, and the resulting congestion reduction, increases household purchasing power by at least $18.4 billion per year. Savings to businesses, by improving employers’ access to the labor market with more efficient commutes for its current and potential employees, along with reducing congestion costs and logistics, contributes an additional $10.1 billion to the U.S. economy.  

In addition, this enhanced productivity and access results in $3.3 billion per year in increased tax revenue for the Federal government and $1.1 billion for State and local governments the study shows. An additional $6 billion in annual tax revenue comes from the traditional impact of spending, with $2.2 billion going to State and local governments and $3.8 billion going to the Federal government. Total tax receipts are estimated at $10.4 billion per year.  

BUDGET IMPACT  
There is no impact on the budget.
BACKGROUND
“National Dump the Pump Day” began in June 2006 when gas prices were $3 per gallon. With gas prices at more than $4 per gallon, using transit options such as Caltrain is one of the most effective ways to beat high gas prices.

Caltrain recently purchased 16 used Metrolink cars to add a sixth car to its Bombardier train sets. Adding this car allows Caltrain to carry more passengers and will eventually allow Caltrain to carry more onboard bikes, as some of the rail cars are converted to add a third bike car to each of its Bombardier train sets. Long term, Caltrain is in the process of modernizing and electrifying its rail corridor to increase capacity, providing more service to more riders at more stations. Caltrain is schedule to complete the electrification of its system by the end of 2020.

To encourage the drivers to try transit on National Dump the Pump day, Caltrain will be holding an event at the San Jose Diridon Station to reward customers choosing to Dump the Pump and encouraging them to participate in the national social media campaign by tweeting their “PumpDumping” selfies to the hashtag #DumpthePump2015. Those who participate in the social media campaign will be automatically entered in to a raffle to win a Caltrain messenger bag.

Prepared by: Jayme Ackemann, Communications Manager 650.508.7934
Proclamation

ESTABLISHING 10th ANNUAL NATIONAL DUMP THE PUMP DAY
ON JUNE 18, 2015

WHEREAS, June 18, 2015 marks the American Public Transportation Association’s (APTA) 10th annual National Dump the Pump Day; and

WHEREAS, Caltrain supports National Dump the Pump Day as a day to encourage people to ride public transportation to save money, revitalize communities, protect the environment, reduce our dependence on foreign oil, and improve the quality of life for all Americans; and

WHEREAS, Caltrain recognizes that public transportation is a vital resource for residents across the nation, in communities of all sizes and types; and

WHEREAS, to highlight the importance of providing transit alternatives to the car, Caltrain will be promoting Dump the Pump the day by setting up an information booth at the San Jose Diridon Station to provide details on the benefits of using public transportation, while offering fun ways to incentivize transit usage on National Dump the Pump Day; and

WHEREAS, Caltrain operates 92 weekday trains between San Francisco and San Jose, serving the Peninsula Rail Corridor; and the communities of San Francisco, San Mateo and Santa Clara counties; and

WHEREAS, Caltrain provided more than 12 million trips in Fiscal Year 2014, a 71 percent increase since 2010; and

WHEREAS, in 2014, Americans took 10.8 billion trips on public transportation, the highest total in 58 years and since 1995, trips on public transit have increased 39 percent; and

WHEREAS, according to APTA’s most recent Transit Saving Report, a two-person household can save, an average of, more than $9,394 a year by downsizing to one car; and

WHEREAS, Public transportation is a $61 billion industry that employs more than 400,000 people.

NOW, THEREFORE BE IT RESOLVED on this 4th day of June, 2015 the Peninsula Corridor Joint Powers Board of Directors, in support of APTA’s efforts, encourages citizens to dump the pump and get onto public transportation, and does hereby proclaim Thursday, June 18, 2015, as NATIONAL DUMP THE PUMP DAY.

Chair, Peninsula Corridor Joint Powers Board
AGENDA ITEM # 8
JUNE 4, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board
THROUGH: Jim Hartnett
          Executive Director
FROM: Joan Cassman
       Pat Glenn
       Legal Counsel
       Legal Counsel
SUBJECT: Peninsula Corridor Electrification Project Labor Agreement

ACTION
This is an information item only. No Board action is required.

SIGNIFICANCE
Legal Counsel is engaged in ongoing negotiations of a Project Labor Agreement (PLA) with the three county Building Trades Councils and the International Brotherhood of Electrical Workers (IBEW) Local 1245 for the Peninsula Corridor Electrification Project (PCEP). If negotiations are successful, the PLA will be presented to the Board of Directors for approval at the July 2, 2015 meeting.

Negotiations will be considered successful if all required parties agree to terms that ensure that (1) there will be sufficient skilled labor to perform the PCEP work, (2) there will be no work stoppages during the project construction, and (3) there will be labor peace, stability and a mechanism for resolving disputes between the Design-Build contractors and the skilled crafts unions who will perform the work.

BUDGET IMPACT
There is no budget impact at this time.

BACKGROUND
Legal Counsel is engaged in ongoing negotiations with the Building Trades Councils for Santa Clara County, San Mateo County and the city and county of San Francisco to establish the terms of their member unions’ working conditions, wages and dispute resolution mechanisms for the PCEP site preparation and construction work. The Building Trades Councils do not represent IBEW Local 1245, which represents the overhead electrical workers whose specialized skills are needed for completion of the PCEP. As a result, the Building Trades Council and IBEW Local 1245 are negotiating their own agreement to manage division of work between their members, and to establish a mechanism for resolving potential disputes that may arise regarding what labor groups will perform what work during PCEP construction. Upon completion of an agreement between the Building Trades Councils and IBEW Local 1245, which would further ensure that cross-union disputes would not interrupt PCEP construction, legal counsel will
finalize the terms of the PLA, thereby ensuring that all skilled craft laborers needed for PCEP completion are represented by signatories to the final PLA or companion agreements.

The multi-party negotiation process is expected to last into June. Board approval of the PLA, if any, will be required in July in order to keep the design-build RFP process on-schedule for contract award in fall 2015.

Prepared By: Shayna van Hoften, Legal Counsel
AGENDA ITEM # 9
JUNE 4, 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 APRIL 2015

In April 2015, Caltrain’s average weekday ridership (AWR) was 58,371, which is an
increase of 3,102 or 5.6 percent over April 2014 AWR of 55,269. The total number of
passengers who rode Caltrain in April 2015 was 1,556,949, which is 5.6 percent more
than in April 2014. Fare revenue growth remained strong at 7.9 percent.

On-time performance (OTP) for April 2015 was 89.1 percent, which is higher than the
88.2 percent OTP for April 2014 but lower than our goal of 95 percent. When trains
arriving within 10 minutes of the scheduled arrival time are included, April 2015 OTP rises
to 96.3 percent. In fact, two-thirds of all delayed trains arrived at the final destination
within 10 minutes of the scheduled time. Many of those delays can be attributed to
large groups, speed restrictions along the railroad for capital projects, and the dramatic
increase in ridership in the last few years. Overall in April 2015, there were 443
mechanical minutes of delay compared with 953 mechanical minutes of delay in
April 2014. There were six days that operated with 95 percent or better OTP.

While there were no fatalities in April, there were two trespasser strikes. On Thursday,
April 16, Train 261 struck and injured a trespasser at the Santa Clara station at
approximately 3:49 p.m. On Saturday, April 25, Train 454 struck and injured a trespasser
at the Bayshore station at approximately 12:15 a.m.

Looking at customer service statistics, there were 9.3 complaints per 100,000 passengers
in April 2015. This is lower than both the 9.5 complaints in April 2014 and the
12.7 complaints from the previous month in March 2015.

Shuttle ridership for April 2015 is down 7.1 percent from April 2014. When comparing the
same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle
ridership decreased 6.9 percent over April 2014. For the station shuttles, the Millbrae-
Broadway shuttle averaged 252 daily riders. The Belmont-Hillsdale shuttle averaged 78
daily riders. The weekend Tamien-San Jose shuttle averaged 56 riders per day.
Caltrain Promotions – April 2015

Giants – Thousands of baseball fans took Caltrain to AT&T Park to welcome the World Champion San Francisco Giants as they started the season with two exhibition games and 10 regular-season games. To promote service to the ballpark, Caltrain produced a special brochure. In partnership with the Giants, the ball club provided a photo of fan-favorite Madison Bumgarner for the brochure. Information also was issued through a dedicated web page, social media and a news release. Caltrain carried 94,380 additional customers for the games, a 6 percent increase compared to last season.

Monster Jam & Monster Energy Supercross – Levi’s® Stadium hosted the two events, and Caltrain worked with the organizers to promote train service to the game. The organizers offered discounts to Caltrain customers (see Partnership information below). Caltrain service to the events was promoted through its website, social media, electronic messages at stations and news releases. Caltrain carried 423 customers to the Monster Jam and 323 to the Supercross.

San Jose Sharks – The hockey team wrapped up their season with three home games. Service to the games was 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. For the April games, Caltrain carried 869 customers, with a season total of 13,690 passengers.

Partnership – Caltrain Market Research & Development staff works with a number of event organizers to co-promote events that could generate train ridership and also provide added value for current Caltrain customers. In April, the rail agency partnered with three events:

- New Living Expo at the San Mateo Event Center – Caltrain customers received $5 off the cost of general admission.
- Monster Jam at Levi’s® Stadium – Rail customers received a 20 percent discount off tickets.
- Monster Energy Supercross at Levi’s® Stadium – Caltrain customers received a 20 percent discount off tickets.

Events are generally promoted in the Transit Fun Guide brochure, through social media, news releases and web postings. The promoter also included Caltrain in its promotional materials.

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

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

650.508.6248
650.508.6471
Table A

April 2015

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>1,474,751</td>
<td>1,556,949</td>
<td>5.6%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>55,269</td>
<td>58,371</td>
<td>5.6%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$6,555,780</td>
<td>$7,072,117</td>
<td>7.9%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>88.2%</td>
<td>89.1%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>9,291</td>
<td>8,632</td>
<td>-7.1%</td>
</tr>
</tbody>
</table>

Year to Date

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>13,931,291</td>
<td>15,256,104</td>
<td>9.5%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>52,450</td>
<td>57,589</td>
<td>9.8%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$61,053,312</td>
<td>$68,673,413</td>
<td>12.5%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>92.3%</td>
<td>90.8%</td>
<td>-1.6%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>8,140</td>
<td>8,524</td>
<td>4.7%</td>
</tr>
</tbody>
</table>

Graph A

Caltrain Average Weekday Ridership

![Average Weekday Ridership Graph](image)
Graph B

MONTHLY MECHANICAL DELAYS

Graph C

CALTRAIN MONTHLY COMPLAINTS
TO: Joint Powers Board
THROUGH: Jim Hartnett
Executive Director
FROM: Gigi Harrington
Deputy CEO
SUBJECT: PROPOSED FISCAL YEAR (FY) 2016 OPERATING BUDGET

ACTION
The Staff Coordinating Council recommends the Peninsula Corridor Joint Powers Board (JPB) approve a Fiscal Year (FY) 2016 Operating Budget of $139,156,066.

SIGNIFICANCE
At the May 7 Board meeting, staff presented a balanced, Preliminary FY2016 Operating Budget. No changes have been made since the May 7 Board meeting.

The proposed budget is balanced, primarily due to prior years’ operating budget savings and surpluses, the FY2015 mid-year operating budget surplus and FY2015 excess fare revenue.

The proposed FY2016 Caltrain Operating Budget, as shown in Attachment A, is $139.1 million, an increase of $11.6 million, or 9.1 percent, over the FY2015 revised budget.

The increase in the FY2016 Proposed Budget is due largely to an increase in the Rail Operator Service line item, which is in alignment with the contract and reflects the increasing complexity of operating the Caltrain service.

Fiscal Year 2016 Revenue Projections
Total revenues for FY2016 are projected to be $139.1 million. Revenues include the following significant components:

- **Operating Revenue** for Caltrain is projected to be $93.1 million, which includes the following:
  - Farebox Revenue is projected to be $83.7 million. This projection is based on FY2015 year-to-date actuals from July – February and reflects a fare increase starting in January 2016. The JPB has been experiencing record ridership with regular and special event service.
• Parking Revenue is projected to be $4.4 million, which reflects year-to-date actuals and estimated growth in FY2016 ridership.

• Other Income, which is projected to be $641,736, reflects a reduction in Union Pacific Railroad’s shared track maintenance payments from the FY2015 budget.

➢ Contributed Revenue is projected to be $46 million, which includes the following:

• Assembly Bill 434 Transportation Fund for Clean Air funds for the Caltrain Commuter Shuttle Bus Program is projected to be $1 million and San Mateo County Transportation Authority Shuttle Funding is projected to be $0.9 million.

• Operating Grants are projected to be $5.6 million in State Transit Assistance and Transit Performance Initiative funds, a decrease of $1 million or 15.3 percent. The decrease is due primarily to a one-time preventive maintenance grant, budgeted in FY2015, but not available in FY2016.

• JPB Member Agency contributions are projected to be $19.7 million. The amount is based on the San Mateo County Transit District’s (District) contribution, matched proportionately by the other JPB partners according to the agreed-upon allocation methodology. The Boarding Formula used in the allocation is based on Average Weekday (All Day) passenger count by county, including stations from Capitol to Gilroy. The total contributions for each member agency are allocated as follows:
  o San Mateo - $6.1 million
  o Santa Clara - $8.4 million
  o San Francisco - $5.2 million

• Other sources are projected to be $18.8 million, consisting of previous year’s savings, FY2015 mid-year surplus and excess farebox revenue from January and February of FY2015.

Fiscal Year 2016 Expense Projections
Grand Total Expense for FY2016 is projected to be $139.1 million and includes the following significant components:

➢ Operating Expenses for Caltrain are projected at $117.6 million.

• Rail Operator Contract is projected to be $75.24 million, an increase of $5.8 million or 8.4 percent. The increase is in alignment with the rail operator contract. This reflects 4 percent inflation on the Basic Service Plan, the annualized cost of additional headcount authorized in FY2015 and additional support for rehabilitation of the rail cars purchased from Metrolink.

• PTC/Other costs is a new line item, projected to be $1.5 million, for work to be completed by Transit America Services, Inc. to support the Advance Signal Project - the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) Project.
• Security Services costs are projected to be $5.2 million, an increase of $219,207 or 4.4 percent. The increase is primarily due to a 5 percent increase in the contract with the San Mateo County Sheriff’s Office, an increase in security guard services and closed-circuit television system regular maintenance costs.

• Shuttle Service costs are projected to be $5.5 million, an increase of $634,690 or 13.1 percent. The increase is primarily due to (1) an alignment in the Stanford Marguerite shuttle budget to better reflect actuals, (2) a new shuttle vendor and associated rate increase and (3) an increase in Muni Shuttle contributions plus an annual consumer price index adjustment.

• Fuel costs are projected to be $18.5 million in FY2016, an increase of $839,263 or 4.7 percent. The increase is due primarily to the new Green House Gas Tax, which became effective in January 2015 as a result of the California Global Warming Solutions Act of 2006. The fuel price is projected at $3.40 per gallon. Staff will monitor the fuel price during the year and may recommend an amendment to the budget based on year-to-date actuals. Staff is working on the renewal of the Fuel Hedging Program implemented during the past six years. The Fuel Hedge Program assists with reducing volatility and uncertainty in the fuel budget.

• Timetables and Tickets are projected to be $212,700, an increase of $64,700 or 43.7 percent. This increase is due to the Mobile Ticketing Pilot program and the purchase of paper stock for parking tickets purchased through the Ticket Vending Machines.

➢ Administrative expenses are projected to be $20.3 million, an increase of $2.3 million or 13.1 percent.

• Wages and Benefits costs are projected to be $7.6 million, an increase of $829,946 or 12.3 percent. This increase is due mainly to the increase for represented employees and a placeholder for potential increase for non-represented employees, along with corresponding increases in benefits and an increase in the allocation of full-time employees to Caltrain.

• Managing Agency Administrative Overhead Cost is projected to be $5.8 million for FY2016, an increase of $274,322 or 5 percent. In 2011, the District, along with its partner agencies, decided to review (with assistance from Maximus) the Internal Cost Allocation Plan (ICAP) methodology and agreed to include the revised share of the District’s administrative overhead (OH) costs. The FY2016 operating budget is based on recommendations included in the ICAP study.

• Professional Services costs are projected to be $4.6 million, an increase of $1 million or 29.1 percent. This increase is due primarily to Rail Operations Dispatch System/Predictive Arrival/Departure System development and maintenance, Document Control support, Operations Analysis, and Legal Services to support staff in responding to Public Record Act requests.
- Other Expenses and Services are projected to be 2.2 million, an increase of $199,847 or 9.9 percent. This increase is primarily due to higher bank fees and the addition of new investment management fees.

While the proposed FY2016 Caltrain Operating Budget is balanced, the lack of a dedicated source of funding for Caltrain requires a substantial percentage of operating costs to be funded out of the general funds from each partner. Going forward, Caltrain will continue to work with its partner agencies, the Metropolitan Transportation Commission, and other stakeholders in an attempt to identify and secure a permanent, dedicated funding source for future operations.

Prepared By:  
Aandy Ly, Manager, Budgets  
Ladi Millard, Director, Budgets  

650.508.6376  
650.508.7755
# ATTACHMENT A

## PENDENRO CORRIDOR JOINT POWERS BOARD

### STATEMENT OF REVENUE AND EXPENSE

#### PROPOSED BUDGET

**FY2016**

<table>
<thead>
<tr>
<th>REVENUE OPERATIONS:</th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2015 REVISED</th>
<th>FY2016 PROPOSED</th>
<th>% INC(DEC)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ACTUAL</td>
<td>ADOPTED</td>
<td>REVISED</td>
<td>PROPOSED</td>
<td>E = D-C</td>
</tr>
<tr>
<td>1. <strong>Farebox Revenue</strong></td>
<td>74,846,066</td>
<td>75,043,692</td>
<td>80,043,691</td>
<td>83,737,500</td>
<td>3,693,809</td>
</tr>
<tr>
<td>2. <strong>Parking Revenue</strong></td>
<td>4,156,577</td>
<td>4,051,240</td>
<td>4,051,240</td>
<td>4,436,600</td>
<td>385,360</td>
</tr>
<tr>
<td>3. <strong>Shuttles</strong></td>
<td>1,702,070</td>
<td>2,001,840</td>
<td>2,001,840</td>
<td>2,546,700</td>
<td>546,860</td>
</tr>
<tr>
<td>4. <strong>Rental Income</strong></td>
<td>1,726,248</td>
<td>1,737,720</td>
<td>1,737,720</td>
<td>1,781,595</td>
<td>43,875</td>
</tr>
<tr>
<td>5. <strong>Other Income</strong></td>
<td>4,625,745</td>
<td>1,679,620</td>
<td>1,679,620</td>
<td>641,736</td>
<td>(1,037,884)</td>
</tr>
<tr>
<td><strong>TOTAL OPERATING REVENUE</strong></td>
<td>87,058,706</td>
<td>84,514,112</td>
<td>89,514,111</td>
<td>93,146,131</td>
<td>3,632,020</td>
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<table>
<thead>
<tr>
<th>CONTRIBUTIONS:</th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2015 REVISED</th>
<th>FY2016 PROPOSED</th>
<th>% INC(DEC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. <strong>AB434 &amp; TA Shuttle Funding</strong></td>
<td>2,025,645</td>
<td>1,981,540</td>
<td>1,981,540</td>
<td>1,903,930</td>
<td>(77,610)</td>
</tr>
<tr>
<td>7. <strong>Operating Grants</strong></td>
<td>11,293,713</td>
<td>6,653,422</td>
<td>5,635,882</td>
<td>(1,017,540)</td>
<td>-15.3%</td>
</tr>
<tr>
<td>8. <strong>JPB Member Agencies</strong></td>
<td>17,231,559</td>
<td>19,828,952</td>
<td>19,828,952</td>
<td>19,727,450</td>
<td>(101,502)</td>
</tr>
<tr>
<td>9. <strong>Other Sources</strong></td>
<td>0</td>
<td>12,758,000</td>
<td>12,758,000</td>
<td>18,742,673</td>
<td>5,984,673</td>
</tr>
<tr>
<td><strong>TOTAL CONTRIBUTED REVENUE</strong></td>
<td>30,550,917</td>
<td>41,221,914</td>
<td>41,221,914</td>
<td>46,009,935</td>
<td>4,788,021</td>
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<table>
<thead>
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<th>EXPENSE</th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2015 REVISED</th>
<th>FY2016 PROPOSED</th>
<th>% INC(DEC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. <strong>Rail Operator Service</strong></td>
<td>67,756,274</td>
<td>67,650,426</td>
<td>69,440,429</td>
<td>75,245,335</td>
<td>5,804,906</td>
</tr>
<tr>
<td>11. <strong>Rail Operator Service - PTC/Other</strong></td>
<td>524,141</td>
<td>0</td>
<td>0</td>
<td>1,500,000</td>
<td>1,500,000</td>
</tr>
<tr>
<td>12. <strong>Security Services</strong></td>
<td>4,266,665</td>
<td>4,899,510</td>
<td>4,899,510</td>
<td>5,208,717</td>
<td>219,207</td>
</tr>
<tr>
<td>13. <strong>Rail Operator Extra Work</strong></td>
<td>(249,931)</td>
<td>155,500</td>
<td>155,500</td>
<td>125,000</td>
<td>(30,500)</td>
</tr>
<tr>
<td>14. <strong>Contract Operating &amp; Maintenance</strong></td>
<td>72,297,149</td>
<td>72,795,436</td>
<td>74,585,439</td>
<td>82,079,052</td>
<td>7,493,613</td>
</tr>
<tr>
<td>15. <strong>Shuttle Service</strong></td>
<td>4,408,831</td>
<td>4,833,310</td>
<td>4,833,310</td>
<td>5,468,000</td>
<td>634,690</td>
</tr>
<tr>
<td>16. <strong>Fuel and Lubricants</strong></td>
<td>14,781,706</td>
<td>17,702,600</td>
<td>17,702,600</td>
<td>18,541,863</td>
<td>839,263</td>
</tr>
<tr>
<td>17. <strong>Timetables and Tickets</strong></td>
<td>39,621</td>
<td>148,000</td>
<td>148,000</td>
<td>212,700</td>
<td>64,700</td>
</tr>
<tr>
<td>18. <strong>Insurance</strong></td>
<td>3,873,986</td>
<td>5,713,750</td>
<td>5,713,750</td>
<td>5,713,750</td>
<td>0</td>
</tr>
<tr>
<td>19. <strong>Facilities and Equipment Maint</strong></td>
<td>1,671,987</td>
<td>1,975,415</td>
<td>1,975,415</td>
<td>1,852,069</td>
<td>(123,346)</td>
</tr>
<tr>
<td>20. <strong>Utilities</strong></td>
<td>1,415,833</td>
<td>2,120,185</td>
<td>2,120,185</td>
<td>2,275,905</td>
<td>155,720</td>
</tr>
<tr>
<td>21. <strong>Maint. &amp; Services-Bldg &amp; Other</strong></td>
<td>1,201,978</td>
<td>1,397,218</td>
<td>1,397,218</td>
<td>1,426,783</td>
<td>29,565</td>
</tr>
<tr>
<td><strong>TOTAL OPERATING EXPENSE</strong></td>
<td>99,691,091</td>
<td>106,685,914</td>
<td>108,475,917</td>
<td>117,570,122</td>
<td>9,094,205</td>
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<table>
<thead>
<tr>
<th>ADMINISTRATIVE EXPENSE</th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2015 REVISED</th>
<th>FY2016 PROPOSED</th>
<th>% INC(DEC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>22. <strong>Wages and Benefits</strong></td>
<td>6,165,558</td>
<td>6,768,729</td>
<td>6,768,729</td>
<td>7,598,675</td>
<td>829,946</td>
</tr>
<tr>
<td>23. <strong>Managing Agency Admin OH Cost</strong></td>
<td>4,501,893</td>
<td>5,486,432</td>
<td>5,486,432</td>
<td>5,760,754</td>
<td>274,322</td>
</tr>
<tr>
<td>24. <strong>Board of Directors</strong></td>
<td>11,867</td>
<td>11,700</td>
<td>11,700</td>
<td>13,800</td>
<td>2,100</td>
</tr>
<tr>
<td>25. <strong>Professional Services</strong></td>
<td>3,754,688</td>
<td>3,533,792</td>
<td>3,533,792</td>
<td>4,563,609</td>
<td>1,029,817</td>
</tr>
<tr>
<td>26. <strong>Communications and Marketing</strong></td>
<td>(1,071)</td>
<td>119,300</td>
<td>119,300</td>
<td>138,800</td>
<td>20,500</td>
</tr>
<tr>
<td>27. <strong>Other Office Expense and Services</strong></td>
<td>1,640,052</td>
<td>2,027,284</td>
<td>2,027,284</td>
<td>2,227,131</td>
<td>199,847</td>
</tr>
<tr>
<td><strong>TOTAL ADMINISTRATIVE EXPENSE</strong></td>
<td>16,072,987</td>
<td>17,947,237</td>
<td>17,947,237</td>
<td>20,303,769</td>
<td>2,356,532</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REVENUE OVER/UNDER</th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2015 REVISED</th>
<th>FY2016 PROPOSED</th>
<th>% INC(DEC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28. <strong>Long-term Debt Expense</strong></td>
<td>1,102,875</td>
<td>1,102,875</td>
<td>1,102,875</td>
<td>1,282,175</td>
<td>179,300</td>
</tr>
<tr>
<td><strong>GRAND TOTAL EXPENSE</strong></td>
<td>116,866,953</td>
<td>125,736,026</td>
<td>127,526,029</td>
<td>139,156,066</td>
<td>11,630,037</td>
</tr>
</tbody>
</table>

5/13/15 4:27 PM
RESOLUTION NO. 2015 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

** * **

ADOPTING FISCAL YEAR 2016 OPERATING BUDGET IN THE AMOUNT OF $139,156,066

WHEREAS, the Joint Powers Agreement requires approval of an operating budget each year; and

WHEREAS, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the Peninsula Commute Service operation; and

WHEREAS, the Executive Director has prepared and presented an Operating Budget for Fiscal Year (FY) 2016 in the amount of $139,156,066, which sets forth the projected revenues and expenses associated with the Peninsula Commute Service; and

WHEREAS, following review and deliberation, the Staff Coordinating Council has recommended adoption of the FY2016 Operating Budget as presented by the Executive Director.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the FY2016 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment A, in the amount of $139,156,066; and

BE IT FURTHER RESOLVED that the Executive Director is requested to forward a copy of the FY2016 Operating Budget to JPB member agencies for approval at the earliest practicable date.

Regularly passed and adopted this 4th day of June, 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

SUBJECT: ADOPTION OF FISCAL YEAR (FY) 2016 CAPITAL BUDGET

ACTION
Staff Coordinating Council recommends the Board adopt a Capital Budget of $200,792,150 for FY2016 (attached).

SIGNIFICANCE
At the May 7, 2015 Peninsula Corridor Joint Powers Board (JPB) Board meeting, staff presented information on a preliminary FY2016 Capital Budget of $233,094,225, consisting primarily of critical infrastructure and equipment state of good repair, legal mandates, operational improvements, and safety enhancement projects. The FY2016 Capital Budget was proposed to be funded by a mixture of Federal, State, and regional grants. It also included anticipated contributions totaling $19,495,537 from the three JPB member agencies, or $6,498,512 each, to fully fund the proposed program of capital projects in FY2016.

Since the May 7, 2015 meeting, JPB staff has worked to refine the list of critical projects and each of the JPB member agencies has committed to a contribution of $5 million, for a total of $15 million. Funding for several projects has been adjusted, some projects have been deferred and some projects have been amended into the FY2015 Capital Budget in order to avoid disruptions to ongoing and urgent projects. These actions reduced the proposed budget to $200,792,150.

The FY2016 Capital Budget is broken down into the following major categories:

- **Infrastructure and Equipment State of Good Repair** – Some of the highlights in this category include:
  * Maintain the current infrastructure in a state of good repair by completing necessary track and structures rehabilitation and replacement;
  * Award of contract and begin construction for South San Francisco station improvement;
  * Complete design and begin construction of Los Gatos Creek Bridge replacement;
  * Replace and upgrade signal and communication equipment;
* Continue to rehabilitate components of the current fleet of passenger cars and locomotives to ensure vehicles will operate reliably up to the end of their duty cycles.

- **Legal Mandates** – Some of the highlights in this category include:
  * Complete inspection and documentation of Caltrain’s 91 railroad bridges per Federal Railroad Administration mandate;
  * Feasibility assessment and final design for the installation of grade crossing medians at six crossings.

- **Operational Improvements** – Some of the highlights in this category include:
  * Continue installation of safety fencing along the right of way;
  * Final funding to complete the installation of train departure monitors at Terminal Stations (San Francisco and San Jose Diridon).

- **Caltrain Modernization** – Provide funding for overall program management and planning coordination efforts with California High-Speed Rail Authority (CHSRA) to define the program for high-speed rail development in the Caltrain corridor, as well as to establish project priorities and construction sequencing to ensure Caltrain operational needs are met. Key items in this category include:
  * Proposal review and negotiations, including preparation of award recommendation to the Board for the procurement of rolling stock for new electrified service;
  * Award of the design/build contract for electrification of the right of way, begin design/construction activities.

The proposed FY2016 Capital Budget includes an increase of $1 million, which will be recoll ectible from the CHSRA, for the planning effort for the high-speed rail blended system along the Caltrain corridor.

**BUDGET IMPACT**
The total proposed FY2016 Capital Budget is $200,792,150. Total funding secured to finance the proposed FY2016 Capital Budget includes Federal, State, and other grant funding in the amount of $184,792,150, and $1 million in third-party agreements. The total JPB member agency capital contribution requirement is $15 million, or $5 million per JPB member agency.

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

Prepared by:  Aandy Ly, Manager, Budgets       650.508.6376
             Ladi Millard, Director, Budgets       650.508.7755
## PROPOSED FY2016 CAPITAL BUDGET

### i. SOGR
#### Station & Intermodal Access
1.01 SSF Station Improvement Project
   - Construction
   - Estimated Total Cost: $2,428,000
   - Phased Estimated Total Cost: $1,728,000
   - Proposed: $700,000
   - Federal: $140,000
   - State: $764,000
   - Other: $160,000
   - Members: $38,831,000
   - Total: $38,831,000

1.02 Bayshore Station Painting Project
   - Final Des & Constr
   - Estimated Total Cost: $38,831,000
   - Phased Estimated Total Cost: $38,831,000

1.03 FY16 System Wide Station SOGR
   - Construction
   - Estimated Total Cost: $1,690,000
   - Phased Estimated Total Cost: $1,500,000

#### Right of Way / Signal & Communications
1.04 Train Dispatcher Voice Communication System Upgrade
   - Construction
   - Estimated Total Cost: $478,130
   - Phased Estimated Total Cost: $220,966
   - Proposed: $139,000
   - Federal: $77,065,027
   - State: $37,025,000

1.05 FY16 Grade Crossing Improvement Program
   - Final Design
   - Estimated Total Cost: $20,000,000
   - Phased Estimated Total Cost: $800,000
   - Proposed: $1,500,000
   - Federal: $1,500,000

1.06 Marin Street & Napoleon Ave Bridge Closure
   - Prelim & Final Des
   - Estimated Total Cost: $1,215,000
   - Phased Estimated Total Cost: $229,000
   - Proposed: $1,229,000
   - Federal: $1,229,000

1.07 FY16 Signal Rehab SOGR
   - Construction
   - Estimated Total Cost: $8,500,000
   - Phased Estimated Total Cost: $432,000
   - Proposed: $1,296,000
   - Federal: $1,296,000

1.08 Guadalupe River Bridge Replacement
   - Prelim & Final Des
   - Estimated Total Cost: $9,276,000
   - Phased Estimated Total Cost: $7,490,000
   - Proposed: $1,498,000
   - Federal: $1,498,000

1.09 Los Gatos Creek Bridge Replacement
   - Final Des & Constr
   - Estimated Total Cost: $31,823,000
   - Phased Estimated Total Cost: $10,302,000
   - Proposed: $13,000,000
   - Federal: $13,000,000

1.10 FY16 System Wide Track Rehab SOGR
   - Construction
   - Estimated Total Cost: $26,610,000
   - Phased Estimated Total Cost: $26,610,000
   - Proposed: $5,610,000
   - Federal: $5,610,000

#### Rolling Stock
1.11 FY16 Rolling Stock SOGR
   - Construction
   - Estimated Total Cost: $4,000,000
   - Phased Estimated Total Cost: $4,000,000
   - Proposed: $4,000,000
   - Federal: $4,000,000

### ii. CALTRAIN MODERNIZATION
2.01 CALMOD TIPA Co-Ordination
   - Design/ Build
   - Estimated Total Cost: $478,130
   - Phased Estimated Total Cost: $220,966
   - Proposed: $139,000
   - Federal: $139,000
   - State: $77,065,027
   - Other: $8,300,000

2.02 Electrification
   - Design/ Build
   - Estimated Total Cost: $22,077,560
   - Phased Estimated Total Cost: $822,000
   - Proposed: $150,000
   - Federal: $150,000
   - State: $8,300,000
   - Other: $1,020,000

2.03 Program Implementation & Management
   - Design/ Build
   - Estimated Total Cost: $549,464,000
   - Phased Estimated Total Cost: $37,025,000
   - Proposed: $37,025,000
   - Federal: $37,025,000

2.04 Caltrain EMU Procurement
   - Procurement
   - Estimated Total Cost: $122,529,027
   - Phased Estimated Total Cost: $122,390,027
   - Proposed: $122,390,027

### iii. LEGAL MANDATES AND REQUIRED ENHANCEMENTS
3.01 FY16 Bridge Load Rating
   - Final Design
   - Estimated Total Cost: $2,500,000
   - Phased Estimated Total Cost: $1,000,000
   - Proposed: $1,300,000
   - Federal: $400,000

3.02 MS4 Year 3 (5 years total)
   - Prelim Eng.
   - Estimated Total Cost: $1,215,000
   - Phased Estimated Total Cost: $431,000
   - Proposed: $400,000
   - Federal: $400,000

3.03 Santa Clara County Grade Crossing Medians
   - Prelim & Final Des
   - Estimated Total Cost: $1,215,000
   - Phased Estimated Total Cost: $229,000
   - Proposed: $229,000
   - Federal: $229,000

### iv. OPERATIONAL IMPROVEMENTS/ENHANCEMENTS
4.01 FY16 Station Fiber Connectivity Implementation
   - Final Design
   - Estimated Total Cost: $2,305,000
   - Phased Estimated Total Cost: $598,000
   - Proposed: $1,500,000
   - Federal: $1,500,000

4.02 Train Departure Monitors @ Terminal Stations
   - Final Des & Constr
   - Estimated Total Cost: $3,945,391
   - Phased Estimated Total Cost: $789,000
   - Proposed: $320,000
   - Federal: $320,000

4.03 FY16 ROW Fencing
   - Construction
   - Estimated Total Cost: $490,000
   - Phased Estimated Total Cost: $485,000
   - Proposed: $150,000
   - Federal: $150,000

4.04 FY16 Bicycle Wayside Improvements Program
   - Construction
   - Estimated Total Cost: $150,000
   - Phased Estimated Total Cost: $150,000
   - Proposed: $150,000
   - Federal: $150,000

4.05 CCTV System Software Upgrades at Train Stations
   - Final Des & Constr
   - Estimated Total Cost: $2,844,000
   - Phased Estimated Total Cost: $975,000
   - Proposed: $935,000
   - Federal: $935,000
## Proposed FY2016 Capital Budget

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<tr>
<th>Item #</th>
<th>PROJECT TITLE / Description</th>
<th>Estimated Total Cost</th>
<th>Previously Programmed</th>
<th>Proposed BUDGET</th>
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| 5.01   | Caltrain Bicycle Parking Management Plan  
 5.02 | Capital Project Development | 151,500              | 17,377                | 134,123         |
| 5.03   | Capital Program Management  | 500,000              | 500,000               | 500,000         |
| 5.04   | Capital Contingency Funds - Engineering | 330,000              | 330,000               | 330,000         |
| 5.05   | Capital Contingency Funds - Rail  | 660,000              | 660,000               | 660,000         |
| 5.06   | Third Party Re-collectible Program  
 5.07 |                          | 4,000,000            | 3,000,000            | 1,000,000       |
  Providing staff & engineering support for third party  

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**Grand Total**

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### Notes:

1. Assume MTC will release $21M this summer. Currently on hold as part of the $125M FTA Formula Fund in the 9 Party-MOD CalMOD funding plan.
2. Local match funding will be FY15 Project Development funds.
3. For High Speed Rail blended system planning from California High Speed Rail Authority (CHSRA).
RESOLUTION NO. 2015 –

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

***

ADOPTING THE FISCAL YEAR (FY) 2016 CAPITAL BUDGET IN THE AMOUNT OF $200,792,150

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

WHEREAS, the Executive Director and the Staff Coordinating Council recommend that the Board of Directors (Board) adopt the Capital Budget for FY2016 in the amount of $200,792,150, as more particularly set forth in Attachment A; and

WHEREAS, the local match funding requirement for the proposed Capital Budget is $15 million, requiring a contribution of $5 million from each of the three member agencies to fully satisfy their local funding requirement; and

WHEREAS, the city and county of San Francisco will provide its $5 million FY2016 capital contribution from Proposition K funds through the San Francisco County Transportation Authority; and

WHEREAS, San Mateo County will provide its $5 million FY2016 capital contribution through the San Mateo County Transportation Authority; and

WHEREAS, Santa Clara County will provide its $5 million FY2016 capital contribution through the Santa Clara Valley Transportation Authority.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board adopts the FY2016 Capital Budget in the amount of $200,792,150, attached hereto and incorporated herein as Attachment A, with the understanding that the three member
agencies each will contribute $5 million to meet their FY2016 capital contribution commitments; and

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

Regularly passed and adopted this 4th day of June, 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: AUTHORIZATION TO ENTER INTO A FUNDING AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR A TRANSPORTATION PLANNING GRANT FOR THE CALTRAIN BICYCLE PARKING MANAGEMENT PLAN

ACTION
The Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to enter into a funding agreement with Caltrans for a $134,123 grant to fund the Caltrain Bicycle Parking Management Plan (Plan).

SIGNIFICANCE
In October 2014, staff applied for a Caltrans transportation planning grant to fund the development of the Plan. This project will develop a management plan for Caltrain’s current and future bicycle parking systems. Specifically, the project will identify the needs of bicyclists using Caltrain and develop bike parking management strategies, projects and performance measures, as well as recommend an implementation timeline. The Plan will be developed with input from stakeholders including the Bicycle Advisory Committee. Caltrans announced the grant award in April 2015 and as a condition of the grant, the Board must adopt a resolution stating who has authority to enter into a funding agreement with Caltrans.

BUDGET IMPACT
The total cost of the project is $151,500. The $134,123 Caltrans grant will be used to hire a consultant to complete the Plan and the required local match of $17,377 will be staff support for project management. The grant funding will be included in the Fiscal Year (FY) 2016 Capital Budget. Project work will be conducted throughout FY2016.

BACKGROUND
Caltrans administers the statewide transportation planning grant program and awards discretionary grants on an annual basis to innovative planning efforts that promote livable communities and sustainable transportation systems. Approximately $9.8 million was awarded to applicants across the State. More than $40 million in applications were received.

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 ENTERING INTO A FUNDING AGREEMENT WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR A TRANSPORTATION PLANNING GRANT TO FUND THE CALTRAIN BICYCLE PARKING MANAGEMENT PLAN

WHEREAS, Caltrans awards State funding under the Discretionary Transportation Planning Grant Program to fund transportation planning efforts that promote livable communities and sustainable transportation systems; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has been awarded a $134,123 grant to fund the development of the Caltrain Bicycle Parking Management Plan (Plan); and

WHEREAS, the proposed $134,123 grant will be used to hire a consultant to develop the Plan; and

WHEREAS, the JPB will provide local matching funds in the amount of $17,377 in the form of staff support to manage the development of the Plan; and

WHEREAS, Caltrans requires each successful applicant to obtain a resolution from its Board stating the title of the person or persons authorized to enter into a funding agreement with Caltrans.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby:

1. Authorizes the Executive Director, or his designee, to execute and file a funding agreement with Caltrans for acceptance of a transportation planning grant to fund development of the Caltrain Bicycle Parking Management Plan; and
2. Authorizes the Executive Director, or his designee, to file any other required documentation and to take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 4th day of June, 2015 by the following vote:

AYES:

NOES:

ABSENT:

______________________________  
Chair, Peninsula Corridor Joint Powers Board

______________________________  
ATTEST:

______________________________  
JPB Secretary
AGENDA ITEM #13
JUNE 4, 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: AUTHORIZATION TO THE EXECUTIVE DIRECTOR OR HIS DESIGNEE TO CAST BALLOTS TO APPROVE ESTABLISHMENT OF THE DOGPATCH/NORTHWEST POTRERO HILL GREEN BENEFITS DISTRICT AND ASSOCIATED ASSESSMENT

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director or his designee to cast ballots to approve establishment of a Green Benefits District (GBD) and an associated assessment in the Dogpatch/Northwest Potrero Hill neighborhood in San Francisco for a 10-year period.

SIGNIFICANCE
The Peninsula Corridor Joint Powers Board (JPB) owns two parcels within the proposed GBD area, representing 3.34 percent of the GBD’s proposed assessment district. The GBD is expected to generate nearly $500,000 in revenue in its first year.

One-third of the GBD’s proposed budget would be dedicated to capital improvements and could fund improvements to public spaces, including Caltrain’s 22nd Street Station and the 23rd Street and 22nd Street roadway bridges maintained by Caltrain. The funds also could be used to encourage pedestrian, bicycle and mass transit use by increasing public safety, lighting, and bicycle parking in the area.

The GBD Board of Directors, following successful establishment of the GBD, would make decisions about how revenues are expended. The Board of Directors would be elected by property owners in accordance with the GBD Management Plan. If established, 60 percent of the Board of Directors must be property owners, half of whom must hold their primary residence within the GBD boundaries.

BUDGET IMPACT
The JPB owns two parcels within the proposed GBD boundaries. Enactment of the proposed assessment would result in an annual budget impact of $17,194 for the 10-year duration of the GBD. The assessment would be collected annually on the JPB’s property tax bills for the two subject parcels. If the GBD is established, a mid-year budget adjustment will be needed for Fiscal Year 2016.
The GBD assessment rate may be adjusted for inflation on an annual basis in accordance with the Bureau of Labor Statistics Consumer Price Index, up to 5 percent per year. This adjustment can only be made in response to a request submitted by the GBD Board of Directors to the San Francisco Board of Supervisors.

BACKGROUND
In 2013, residents of San Francisco's Dogpatch/Northwest Potrero Hill neighborhood formed a committee to pursue the establishment of a GBD, an assessment district that would generate revenue at the rate of 9.51 cents per square foot. Funding generated through the proposed assessment would be used to create, maintain and improve community open spaces.

Over the past several months, a requisite number of petitions were submitted by property owners in the proposed GBD to call on the city and county of San Francisco (City) to initiate ballot proceedings to authorize creation of a GBD in the neighborhood.

In response to the petitions, property owners will have 45 days to submit ballots, weighted by assessment amount, to approve or disapprove the City's creation of the GBD and associated Management Plan. The Management Plan would be the governing document for the GBD. It specifies how assessments would be collected and how decisions about the management and expenditure of the GBD revenues will be made.

If fewer than 50 percent of the votes cast, weighted by assessment amount, oppose the formation of the GBD, the Board of Supervisors will consider action to formally establish the GBD and enact the related assessment.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650.508.6388
# Property Detail Report

For Property Located At:

"", CA

## Owner Information

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## Owner Transfer Information

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## Last Market Sale Information

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## Property Characteristics

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Property Detail Report

For Property Located At:

PENNYSINVA AVE, SAN FRANCISCO, CA 94107

Owner Information

Owner Name: PENNSINVA CORRIDOR JOINT POWER/PENNYSINVA CORRIDOR JOINT POWER
Mailing Address: PENNSINVA AVE, SAN FRANCISCO CA 94107
Vesting Codes:

Location Information

Legal Description:

County: SAN FRANCISCO, CA
Census Tract / Block: 607.00 /
Township-Range-Sect:
Legal Book/Page:
Legal Lot: 11
Legal Block: 4168
Market Area:
Neighborhood Code: 09E

Owner Transfer Information

Recording/Sale Date: 12/27/1991 /
Sale Price:
Document #:

Last Market Sale Information

Recording/Sale Date: / 1st Mtg Amount/Type: /
Sale Price: 1st Mtg Int. Rate/Type: /
Sale Type: 1st Mtg Document #: /
Document #: 2nd Mtg Amount/Type: /
Deed Type: 2nd Mtg Int. Rate/Type: /
Transfer Document #: Price Per SqFt:
New Construction:
Title Company:
Lender:
Seller Name:

Prior Sale Information

Prior Rec/Sale Date: / Prior Lender:
Prior Sale Price:
Prior Doc Number:
Prior 1st Mtg Amt/Type: /
Prior 1st Mtg Rats/Type: /

Prior Deed Type:

Property Characteristics

Year Built / Eff: /
Gross Area:
Building Area:
Tot Adj Area:
Above Grade:
# of Stories:
Other Improvements:

Total Rooms/Offices:
Total Restrooms:
Roof Type:
Roof Material:
Construction:
Foundation:
Exterior Wall:
Basement Area:

Garage Area:
Garage Capacity:
Parking Spaces:
Heat Type:
Air Cond:
Pool:
Quality:
Condition:

Site Information

Zoning: P
Lot Area: 137,048
Land Use: COMMERCIAL (NEC)
Site Influence:

Tax Information

Total Value: $133,518
Land Value: $133,518
Improvement Value:
Total Taxable Value:

Assessed Year: 2014
Improved %:
Tax Year:

MISCELLANEOUS USE (X)
County Use:
State Use:
Water Type:
Building Class:

Property Tax:
Tax Area:
Tax Exemption: 1000
Tax Exemption: MISC
RESOLUTION NO. 2015 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AUTHORIZING THE EXECUTIVE DIRECTOR OR HIS DESIGNEE TO CAST BALLOTS TO APPROVE
ESTABLISHMENT OF THE DOGPATCH/NORTHWEST POTRERO HILL GREEN BENEFITS DISTRICT
AND ASSOCIATED ASSESSMENT

WHEREAS, the Dogpatch and Northwest Potrero Hill neighborhoods (Neighborhoods) of San Francisco have successfully petitioned the city and county of San Francisco (City) to hold a ballot proceeding to create a Green Benefit District (GBD) and enact an associated assessment for a 10-year period to clean, enhance, expand and maintain open spaces, parks, and gardens in the area and to encourage pedestrian, bicycle and mass transit use by increasing public safety, lighting, and bicycle parking in the area; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) owns two parcels within the proposed GBD boundaries (Parcels); and

WHEREAS, one-third of the GBD’s proposed budget would be dedicated to capital improvements and could fund improvements to public spaces, including Caltrain’s 22nd Street Station and the 23rd Street and 22nd Street roadway bridges; and

WHEREAS, property owners will have 45 days to submit ballots, weighted by assessment amount, to approve or disapprove the City's creation of the GBD and an associated Management Plan; and

WHEREAS, if fewer than 50 percent of the votes cast, weighted by assessment amount, oppose the formation of the GBD, the City will consider action to formally establish the GBD and enact the related assessment; and
WHEREAS, it is anticipated that, if approved, the assessment for the Parcels would be approximately $17,194 annually for the 10-year duration of the GBD, with the exact amount of the assessment to be included in future operating budgets including a mid-year budget adjustment for Fiscal Year 2016; and

WHEREAS, the Executive Director recommends, and the Staff Coordinating Council concurs, that the Board of Directors authorize the Executive Director, or his designee, to cast ballots to approve the establishment of the GBD and the associated assessment, and to take any other actions necessary to give effect to this Resolution.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby authorizes the Executive Director, or his designee, to cast ballots on behalf of the JPB in support of the above described assessment district, and to take any other actions necessary to give effect to this Resolution.

Regularly passed and adopted this 4th day of June, 2015 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

______________________________
JPB Secretary
AGENDA ITEM # 14
JUNE 4, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: AUTHORIZE AWARD OF CONTRACTS FOR CALTRAIN COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM POSITIVE TRAIN CONTROL (CBOSS/PTC) PROJECT MANAGEMENT AND SUBSYSTEM SUPPORT SERVICES

ACTION
Staff Coordinating Council (SCC) recommends the Board:

1. Award two separate contracts, on a non-competitive basis, for Caltrain Communications-Based Overlay Signal System Positive Train Control (CBOSS/PTC) project management and subsystem support services, to Karen Antion Consulting, LLC. (KAC) and LTK Engineering Services, Inc. (LTK) in the amounts listed below for an estimated 15-month term.

   a. Contract for Caltrain System Projects Program Management Oversight (PMO) Director to KAC in the amount of $894,536.


2. Authorize the Executive Director or his designee to execute two separate contracts with Karen Antion Consulting, LLC., and LTK Engineering Services, Inc.

3. Authorize the Executive Director change order authority of up to 10 percent of the contract amounts for each contract.

SIGNIFICANCE
The Caltrain CBOSS/PTC System Contract No. 10-PCJPB-T-021, which was awarded to Parsons Transportation Group (PTG) and is currently in Phases 3 and 4, provides for the CBOSS and PTC system integration testing, safety certification, commissioning, final system acceptance and warranty. The CBOSS/PTC Project is essential to ensuring the safety of Caltrain’s passenger rail service because it will implement a number of critical safety and operational functions.
The system implementation of the CBOSS/PTC Project is a Federal mandate, which is required to be in service by December 31, 2015. The CBOSS/PTC Project is currently managed by a dedicated PMO Director and project management team under existing contracts with KAC and LTK, as the Owner’s Representatives. These contracts are set to expire on August 31, 2015.

Due to the crucial and urgent nature of the CBOSS/PTC Project and the requirement that the CBOSS/PTC system be in service as soon as possible and no later than the required Federal deadline, the continued services of the dedicated project team, which has critical knowledge and expertise, is required in order to ensure the successful completion of the CBOSS/PTC Project without any interruption. In addition, the Peninsula Corridor Joint Powers Board (JPB) does not have the time to undergo a competitive solicitation, due to the requirement to meet the federally-mandated deadline. The non-competitive contract awards will be limited to the CBOSS/PTC Project and will terminate when the services to support the CBOSS/PTC Project are no longer needed.

BUDGET IMPACT
Funding for these two contracts is part of the CBOSS/PTC Project budget and has been approved as part of the Fiscal Year 2015 Capital Budget.

BACKGROUND
In October 2008, Congress enacted the Rail Safety Improvement Act of 2008 (RSIA), which mandates the development and implementation of PTC systems on “Class I” and commuter railroads such as Caltrain by December 31, 2015.

The CBOSS/PTC system includes the four key requirements of the RSIA: a system that reliably and functionally prevents: (1) train-to-train collisions, (2) overspeed derailments, (3) unauthorized incursions into work zones and (4) routing over misaligned switches. The CBOSS/PTC system will not only improve rail safety, but it also will provide enhanced operational benefits including improved schedule management, station stop enforcement, crossing safety improvements, and optimized operating performance. The CBOSS/PTC system will be implemented on all main tracks between San Francisco and Control Point Lick in south San Jose and will be interoperable with its tenant and host railroads. The CBOSS/PTC system will provide significant advances to the signaling system capabilities.

Pursuant to Resolution No. 2011-43, the JPB entered into an agreement with PTG to implement the CBOSS/PTC System on December 28, 2011. The CBOSS/PTC Project consists of the four phases listed below:

- Phase 1 - Completion of the Project Execution Plan, completion of the PTC Development Plan, and commencement of system and subsystem critical design.
- Phase 2 - Provides for a final design, integrated subsystem/system factory acceptance testing, and data communication subsystem installation.
- Phase 3 - Provides for the remaining subsystem installation, subsystem testing and completion of the Backup Central Control Facility.
- Phase 4 - Provides for system integration testing, safety certification, commissioning, final system acceptance and warranty.

The CBOSS/PTC Project is currently in Phases 3 and 4. JPB staff has determined that it is of utmost importance to continue the services being provided by the existing CBOSS/PTC project team to ensure continuity and the successful completion of the Project. The SCC and the Executive Director concur with staff’s determination and request Board authority for the actions set forth above.

The 10 percent contingency for each contract is requested to allow the JPB the flexibility to address any specification and scope changes that may arise during Phases 3 and 4 of this complex integration project.

Prepared By: Sherry Bullock, Deputy Director, Program Management 650.722.7733
RESOLUTION NO. 2015 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AUTHORIZING AWARD OF CONTRACTS TO KAREN ANTION CONSULTING (KAC) AND LTK ENGINEERING SERVICES (LTK) FOR CALTRAIN COMMUNICATION BASED OVERLAY SIGNAL SYSTEM POSITIVE TRAIN CONTROL (CBOSS/PTC) PROJECT MANAGEMENT AND SUBSYSTEM SUPPORT SERVICES FOR NOT-TO-EXCEED AMOUNTS OF $894,536 TO KAC AND 3,995,607 TO LTK FOR A FIFTEEN-MONTH TERM

WHEREAS, pursuant to Resolution No. 2011-43, the Peninsula Corridor Joint Powers Board (JPB) authorized an award of a contract to Parsons Transportation Group (PTG) to implement the CBOSS/PTC Project; and

WHEREAS, the system implementation for the CBOSS/PTC Project is a Federal mandate, which is required to be in service by December 31, 2015; and

WHEREAS, the CBOSS/PTC Project is currently managed by a dedicated Program Management Oversight (PMO) Director and project management team under existing contracts with Karen Antion Consulting, LLC. (KAC) and LTK Engineering Services, Inc., (LTK) as Owner’s Representatives; and

WHEREAS, the KAC and LTK contracts are set to expire on August 31, 2015; and

WHEREAS, the essential and safety-critical nature of the CBOSS/PTC Project requires the dedicated CBOSS/PTC project team to continue to provide services to ensure the timely and successful completion of the Project; and

WHEREAS, staff has determined that due to the critical deadlines associated with the CBOSS/PTC Project, and given that the dedicated project team has the knowledge and expertise necessary to complete the Project, award of contracts to KAC and LTK without a competitive process is appropriate; and
WHEREAS, staff requests approval from the Board of Directors (Board) to award 15-month term contracts, on a non-competitive basis, to KAC and LTK to provide dedicated management and subsystem support services to the CBOSS/PTC Project; and

WHEREAS, the JPB has successfully completed negotiations on contractual terms and conditions with each firm, and has concluded that each contract's pricing terms are fair and reasonable; and

WHEREAS, Staff Coordinating Council (SCC) recommends, and the Executive Director concurs, that contracts be awarded to KAC for Program Management Oversight Director and LTK for Project Management and Subsystem Support Services for the CBOSS/PTC Project, for a fifteen-month term for not-to-exceed amounts of $894,536 and $3,995,607, respectively; and

WHEREAS, SCC also recommends that the Executive Director be authorized change order authority of up to 10 percent of the total Board-authorized contract amounts, to allow the JPB the flexibility to address any specification and scope changes that may arise during the completion of this complex integration project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board hereby awards contracts to Karen Antion Consulting, LLC for Caltrain System Projects Program Management Oversight Director and LTK Engineering Services, Inc. for Project Management and Subsystem Support Services for the CBOSS/PTC Project for a fifteen-month term for not-to-exceed amounts of $894,536 and $3,995,607, respectively; and
BE IT FURTHER RESOLVED the Executive Director, or his designee, is authorized to execute the contracts on behalf of the JPB with KAC and LTK, in full conformity with the terms and conditions of the negotiated agreements; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute amendments to the contracts with KAC and LTK increasing the compensation under each contract by up to 10 percent of the total Board-authorized contract amounts.

Regularly passed and adopted this 4th day of June, 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: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: CALTRAIN SHORT RANGE TRANSIT PLAN – DRAFT ELEMENTS

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

SIGNIFICANCE
The Metropolitan Transportation Commission (MTC) requires San Francisco Bay Area transit districts to periodically prepare and submit Short Range Transit Plans (SRTPs) describing their systems and policies and identifying 10-year operating and capital plans. In early 2014, Caltrain staff undertook the development of a “full” SRTP covering the next 10 years (Fiscal Year (FY) 2015-2024). The development of the Caltrain SRTP has been conducted in accordance with MTC’s published guidelines and has also been coordinated with the release of the Caltrain Strategic Plan (adopted September 2014) and with ongoing planning and environmental work related to the Caltrain Modernization Program.

At the February Board meeting, staff made a presentation that provided an overview of Caltrain’s proposed FY2015-2024 capital improvement. At the April meeting, staff will present information on Caltrain’s proposed FY2015-2024 operating plan and budget.

Following the May Board meeting, staff will submit a draft SRTP document to MTC for review and confirmation of conformance with MTC’s established SRTP guidelines. Based on the timing and outcome of MTC’s review, staff anticipates returning to the Board with a draft final SRTP document for adoption in the spring of 2015.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
Prior to 2010, MTC required Bay Area transit operators to prepare full SRTPs every four years and shorter, “mini” SRTPs annually. Caltrain last completed a “full” SRTP in 2008 and completed, “mini” SRTP in 2009. In 2010, MTC initiated the Transit Sustainability Project (TSP) and temporarily suspended the requirement that operators produce SRTPs.
In the fall of 2013, following completion of the TSP, MTC renewed its requirement that the largest seven transit agencies in the Bay Area (Alameda-Contra Costa County Transit District, Bay Area Rapid Transit, Caltrain, Golden Gate Transit, San Francisco Municipal Transportation Agency, SamTrans, and Santa Clara Valley Transportation Authority) complete and submit SRTPs. The Caltrain SRTP serves as a midterm planning document that will be used by MTC to inform the development of the Regional Transportation Plan and Transportation Improvement Plan and will fulfill key regulatory requirements of the Federal Transit Administration. In addition to fulfilling a regional planning function, the SRTP provides Caltrain with a venue to concisely describe its existing system and policies as well as its future operating and capital plans for the next 10 years.

Prepared By: Sebastian Petty, Senior Planner, Caltrain Modernization Program 650.622.7831
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
May Budget Revision
On May 14, Governor Brown released the “May Revise,” the Administration’s update to the Governor’s January Proposed Budget for Fiscal Year 2015-16. Like the January budget, the update contains minimal changes to the State’s traditional transportation funding sources. The State Transit Assistance Program, projected in January to accumulate $387.8 million in revenues, is now expected to produce $351.5, a decrease of $36.3 million.

The May revision also updates the Administration’s plan for spending additional Cap and Trade revenues. The Administration proposes directing a significant amount of the additional revenue to mass transportation-eligible programs. Investment in programs that support mass transportation are proposed to more than double, growing from $815 million to $1.6 billion.
Proposed program investment includes:

<table>
<thead>
<tr>
<th>Investment Category</th>
<th>Department</th>
<th>Program</th>
<th>Jan 10/ Accelerated</th>
<th>May Revision</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Sustainable Communities and Clean Transportation</td>
<td>High-Speed Rail Authority</td>
<td>High-Speed Rail Project</td>
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<td>$250</td>
<td>$500</td>
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<tr>
<td></td>
<td>State Transit Assistance</td>
<td>Low Carbon Transit Operations Program</td>
<td>$50</td>
<td>$50</td>
<td>$100</td>
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<tr>
<td></td>
<td>Transportation Agency</td>
<td>Transit and Intercity Rail Capital Program</td>
<td>$100</td>
<td>$165</td>
<td>$265</td>
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<td>Strategic Growth Council</td>
<td>Affordable Housing and Sustainable Communities Program</td>
<td>$200</td>
<td>$200</td>
<td>$400</td>
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<tr>
<td></td>
<td>Air Resources Board</td>
<td>Low Carbon Transportation</td>
<td>$200</td>
<td>$150</td>
<td>$350</td>
</tr>
</tbody>
</table>

**FEDERAL ISSUES**

**Rail Safety**
Following a tragic Amtrak derailing in Pennsylvania, Senator Bill Nelson (D-Fla) introduced legislation to raise the existing cap on damages for passenger rail liability from $200 million to $500 million.

The Pennsylvania accident also occurred while Congress is engaged in debate about potentially extending the December, 31, 2015 deadline for the installation of Positive Train Control (PTC). If installed and operational, it is possible that PTC would have prevented the derailment.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650.508.6388
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 2</strong> Alejo D</td>
<td>S. RLS. 5/11/2015-In Senate. Read first time. To Com. on RLS. for assignment.</td>
<td>Would authorize certain local agencies to form a community revitalization authority (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. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. <strong>Last Amended on 3/26/2015</strong></td>
<td></td>
</tr>
<tr>
<td><strong>AB 4</strong> Wilk R</td>
<td>A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</td>
<td>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.</td>
<td></td>
</tr>
<tr>
<td><strong>AB 21</strong> Perea D</td>
<td>S. RLS. 5/18/2015-In Senate. Read first time. To Com. on RLS. for assignment.</td>
<td>Would require the State Air Resources Board in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector. This bill contains other related provisions and other existing laws. <strong>Last Amended on 5/5/2015</strong></td>
<td></td>
</tr>
<tr>
<td><strong>AB 23</strong> Patterson R</td>
<td>A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</td>
<td>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</td>
<td></td>
</tr>
</tbody>
</table>
Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 5/20/2015

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
</table>
| AB 33 Quirk D | A. APPR. SUSPENSE FILE 5/6/2015-In committee: Set, first hearing. Referred to APPR. suspense file. | 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. Last Amended on 4/6/2015 | |
| AB 61 Allen, Travis R | A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61[a][3]. (Last location was TRANS. on 4/21/2015) | Would 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. 
The bill would state that it is the intent of the Legislature to not replace public transit services. Last Amended on 4/20/2015 | |
| AB 156 Perea D | A. APPR. SUSPENSE FILE 4/29/2015-In committee: Set, first hearing. Referred to APPR. suspense file. | Would require the State Air Resources Board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities and other specified communities. This bill contains other related provisions. Last Amended on 4/27/2015 | |
| AB 194 Frazier D | A. APPR. SUSPENSE FILE 4/29/2015-In committee: Set, first hearing. Referred to APPR. suspense file. | Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. 
This bill would authorize a regional transportation agency, in cooperation with the department, to apply to the California Transportation Commission to develop other toll facilities, as specified. Last Amended on 4/7/2015 | |
| AB 227 Alejo D | A. BUDGET 4/16/2015-Re-referred to Com. on BUDGET. | 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. Last Amended on 4/15/2015 | |
### Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 5/20/2015

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 318</strong> Chau D</td>
<td>S. RLS. 5/11/2015-In Senate. Read first time. To Com. on RLS. for assignment.</td>
<td>Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under the circumstances described above. The bill, until January 1, 2021, would require specified procedures to be followed with respect to lost or unclaimed bicycles turned in to or held by a public transit agency.</td>
<td>Support</td>
</tr>
</tbody>
</table>

**Last Amended on 4/14/2015**

| **AB 326** Frazier D | A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. & E. on 4/22/2015) | Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws. | Support |

**Last Amended on 4/21/2015**

| **AB 378** Mullin D | A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2015) | 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. | Support |

| **AB 464** Mullin D | S. RLS. 5/14/2015-In Senate. Read first time. To Com. on RLS. for assignment. | Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, 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%. | Support |

**Last Amended on 4/6/2015**

| **AB 471** Harper R | A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/23/2015) | 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. | Support |

**Last Amended on 4/6/2015**
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 516</td>
<td>A. APPR.</td>
<td>Would require the DMV to develop a temporary license plate system to enable the DMV, vehicle dealers that are private industry partners, and first-line service providers, as defined, to provide temporary license plates, and would require the system to begin operation on January 1, 2017.</td>
<td>Last Amended on 4/20/2015</td>
</tr>
<tr>
<td>Mullin D</td>
<td>5/13/2015-In committee: Hearing postponed by committee.</td>
<td>The bill would require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate.</td>
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</tr>
<tr>
<td>AB 528</td>
<td>A. 2 YEAR</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.</td>
<td></td>
</tr>
<tr>
<td>Baker R</td>
<td>5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was P.E., R. &amp; S.S. on 4/9/2015)</td>
<td>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>
<td></td>
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<tr>
<td>AB 828</td>
<td>S. T. &amp; H.</td>
<td>Current law defines a “transportation network company” to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle. This bill would exclude from the definition of “commercial vehicle,” for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company, if specified conditions are satisfied.</td>
<td>Last Amended on 4/20/2015</td>
</tr>
<tr>
<td>AB 828</td>
<td>5/14/2015-Referred to Com. on T. &amp; H.</td>
<td></td>
<td></td>
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<tr>
<td>Low D</td>
<td>A. APPR.</td>
<td>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</td>
<td>Last Amended on 5/5/2015</td>
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<td>AB 857</td>
<td>5/6/2015-Referred to Com. on APPR.</td>
<td>This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 50% or $100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, pre-commercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard.</td>
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<td>Perea D</td>
<td>5/20/2015 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair</td>
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<td>Bill ID/Topic</td>
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<td><strong>AB 869</strong> Cooper D</td>
<td>S. RLS. 5/7/2015-In Senate. Read first time. To Com. on RLS. for assignment.</td>
<td>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. <strong>Last Amended on 4/13/2015</strong></td>
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<td><strong>AB 877</strong> Chu D</td>
<td>A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)</td>
<td>Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws. <strong>Last Amended on 3/26/2015</strong></td>
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<td><strong>AB 1068</strong> Allen, Travis R</td>
<td>A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)</td>
<td>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.</td>
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<td><strong>AB 1171</strong> Linder R</td>
<td>S. RLS. 5/14/2015-In Senate. Read first time. To Com. on RLS. for assignment.</td>
<td>Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if the expressways 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. <strong>Last Amended on 4/21/2015</strong></td>
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<td><strong>AB 1360</strong> Ting D</td>
<td>A. THIRD READING 5/14/2015-Read second time. Ordered to third reading. 5/22/2015 #48 ASSEMBLY THIRD READING FILE</td>
<td>Would exempt from specified provisions relating to the Passenger Charter-Party Carriers’ Act a rideshare program operated by a transportation network company that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, and is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone. <strong>Last Amended on 5/13/2015</strong></td>
<td>Support</td>
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| **ACA 4**  
Frazier  
D | A. REV. & TAX  
4/28/2015-From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 10, Noes 5.) (April 27). Re-referred to Com. on REV. & TAX. | 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. | Support |
| **SB 1**  
Gaines  
R | S. E.Q.  
4/7/2015-April 15 set for second hearing canceled at the request of author. | 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. | |
| **SB 5**  
Vidak  
R | S. E.Q.  
4/16/2015-April 15 set for second hearing. Failed passage in committee. (Ayes 2, Noes 5. Page 648.) Reconsideration granted. | Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. | |
| **SB 9**  
Beall  
D | S. APPR. SUSPENSE FILE  
5/18/2015-May 18 hearing; Placed on APPR. suspense file. | Current law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, the expansion of transit services to increase ridership, and to improve transit safety. **Last Amended on 5/5/2015** | |
### Bill ID/Topic | Location | Summary | Position
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**SB 32** Pavley D  
Would require the State Air Resources Board to approve a statewide greenhouse gas emissions 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 the long-term emissions reductions advance specified criteria.  
The bill would make conforming changes.  
**Last Amended on 5/5/2015**

**SB 64** Liu D  
California Transportation Plan.  
S. THIRD READING 5/19/2015-Read second time. Ordered to third reading.  
5/22/2015 #64 SENATE BILLS-THIRD READING FILE  
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 action-oriented and pragmatic recommendations for 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.  
**Last Amended on 5/6/2015**

**SB 122** Jackson D  
California Environmental Quality Act: record of proceedings.  
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 4/20/2015**

**SB 207** Wieckowski D  
A. NAT. RES. 5/14/2015-Referral to Com. on NAT. RES.  
Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified.  
This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.  
**Last Amended on 3/24/2015**

**SB 231** Gaines R  
Transportation programs.  
Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund.  
This bill would include water-borne transit 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.  
**Last Amended on 4/20/2015**
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<td>SB 321 Beall D</td>
<td>S. THIRD READING 5/5/2015-Read second time. Ordered to third reading. 5/22/2015 #8 SENATE BILLS-THIRD READING FILE</td>
<td>Motor vehicle fuel taxes: rates; adjustments. 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, instead require the board, 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 amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality. Last Amended on 4/23/2015</td>
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<td>SB 348 Galgiani D</td>
<td>A. DESK 5/5/2015-In Assembly. Read first time. Held at Desk.</td>
<td>California Environmental Quality Act: exemption: railroad crossings. CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities. This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county. This bill contains other related provisions and other existing laws. Last Amended on 4/6/2015</td>
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<td>SB 358 Jackson D</td>
<td>S. THIRD READING 5/19/2015-Read second time. Ordered to third reading. 5/22/2015 #67 SENATE BILLS-THIRD READING FILE</td>
<td>Conditions of employment: gender wage differential. Current law makes it a misdemeanor for an employer or other person acting either individually or as an officer, agent, or employee of another person to pay or cause to be paid to any employee a wage less than the rate paid to an employee of the opposite sex as required by specified provisions, or who reduces the wages of any employee in order to comply with these provisions. This bill would revise that prohibition to eliminate the requirement that the wage differential be within the same establishment, and instead would prohibit an employer from paying any of its employees at wage rates less than those paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, as specified. Last Amended on 5/12/2015</td>
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<td>SB 391 Huff R</td>
<td>S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/21/2015)</td>
<td>Assault and battery: transit employees. Would 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. Last Amended on 4/21/2015</td>
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# Peninsula Corridor Joint Powers Board

## State Legislative Matrix as of 5/20/2015

<table>
<thead>
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| SB 413 Wieckowski D | S. THIRD READING  5/19/2015-Read second time. Ordered to third reading.  5/22/2015 #52 SENATE BILLS-THIRD READING FILE | 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 revise the unreasonable noise 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.  
The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person.  
The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor. This bill contains other related provisions and other existing laws.  **Last Amended on 4/16/2015** | Support |
| SB 461 Hernandez D | S. APPR. SUSPENSE FILE  5/4/2015-May 4 hearing: Placed on APPR. suspense file. | Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law authorizes the commission to relinquish certain state highway segments to local agencies.  
This bill would authorize the commission to relinquish the portion of State Highway Route 164 from Gallatin Road near Pico Rivera to the southern city limits of South El Monte in the vicinity of Rush Street in the County of Los Angeles to that county, under specified conditions.  **Last Amended on 4/6/2015** |  |
| SB 491 Committee on Transportation and Housing | A. DESK  5/18/2015-In Assembly. Read first time. Held at Desk. | 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, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures.  
This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.  **Last Amended on 4/22/2015** |  |
| SB 508 Beall D | A. DESK  5/18/2015-In Assembly. Read first time. Held at Desk. | 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 “operating cost” used to determine compliance with required fare-box ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index.  
The bill would also exempt startup costs for new transit services for up to 2 years.  **Last Amended on 5/12/2015** |  |
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<td>SB 529 Pan D</td>
<td>S. T. &amp; H. 4/16/2015-Re-referred to Com. on T. &amp; H.</td>
<td>Current law provides various sources of funding for transportation projects. This bill would appropriate $10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project. <strong>Last Amended on 4/14/2015</strong></td>
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<td>SB 579 Jackson D</td>
<td>S. THIRD READING 5/5/2015-Read second time. Ordered to third reading. 5/22/2015 #9 SENATE BILLS-THIRD READING FILE</td>
<td>Current law prohibits an employer who employs 25 or more employees working at the same location from discharging or discriminating against an employee who is a parent, guardian, or grandparent having custody of a child in a licensed child day care facility or in kindergarten or grades 1 to 12, inclusive, for taking off up to 40 hours each year for the purpose of participating in school activities, subject to specified conditions. This bill would include the finding, enrolling, or reenrolling of a child in a school or day care facility as activities for which a parent, guardian, or grandparent having custody of a child shall not be discriminated against or discharged, as described above. This bill contains other related provisions and other existing laws. <strong>Last Amended on 4/15/2015</strong></td>
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<td>SB 599 Mendoza D</td>
<td>S. APPR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.</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. <strong>Last Amended on 4/15/2015</strong></td>
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<td>SB 599 Cannella R</td>
<td>S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/19/2015)</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>
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<td>SB 767 De León D</td>
<td>S. THIRD READING 5/5/2015-Read second time. Ordered to third reading. 5/22/2015 #12 SENATE BILLS-THIRD READING FILE</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>
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TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT – 3rd QUARTER FISCAL YEAR 2015

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

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

BUDGET IMPACT
There is no impact on the budget.

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

Prepared by: Kelvin Yu, Manager, Project Controls 650.622.7853