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

November 5, 2015 – Thursday
10:00 a.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Hearing for Proposed Changes to the Codified Tariff
   (Proposed Fare and Parking Changes)
4. Public Comment
   Public comment by each individual speaker shall be limited to two minutes
5. 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 October 1, 2015
   b) Approval of 2016 Board Meeting Calendar
   c) Acceptance of Statement of Revenues and Expenses for September 2015
6. Chairperson’s Report
   a) Resolution of Appreciation for Outgoing Director Ash Kalra
7. Report of the Citizens Advisory Committee
8. Report of the Executive Director
   a) Caltrain Modernization Update – Peninsula Corridor Electrification Project Quarterly Update
9. Update on Communications-Based Overlay Signal System/Positive Train Control Project
10. Key Caltrain Performance Statistics September 2015
11. Authorize Granting an Easement to Pacific Gas and Electric Company to Accommodate the Quint Street Bridge Replacement Project
12. Authorize Entering into an Agreement with the San Francisco Municipal Transportation Agency to Receive $39 Million for the Communications-Based Overlay Signal System Positive Train Control Project and Peninsula Corridor Electrification Project

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.
13. Authorize Award of Contracts to Provide On-Call Real Estate Support Services for a Not-to-Exceed Amount of $2,150,000 for a Six-Year Term

RESOLUTION

14. Legislative Update

INFORMATIONAL

15. Correspondence

16. Board Member Requests

17. Date/Time of Next Regular Meeting: Thursday, December 3, 2015, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

18. General Counsel Report
   b) Closed Session: Conference with Real Property Negotiators (JPB Real Estate Staff and General Counsel) pursuant to Government Code Section 54956.8:

Property Location and Owners: See below

Under negotiation: Price and terms of contract

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<tr>
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<th>Address</th>
<th>Fee / ESZ</th>
<th>Percent of Original Parcel</th>
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<td>230-41-002</td>
<td>Frank L. Sumner, Jr. and Helen T. Sumner Trust and Sumner Properties, LP</td>
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Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.
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<th>APN</th>
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<th>Fee / ESZ</th>
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<td>259-28-002</td>
<td>Vinh Ngoc Phan and Lien Nguyen, husband and wife, as Community Property</td>
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<td>1025 Stockton Ave, San Jose</td>
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* The Alves Alongi Properties parcel is approximately 74,256 sq. ft.

Note: "ESZ" refers to Electrical Safety Zone easements. Figures regarding percentages of original parcels are for informational purposes only.

19. Adjourn
INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the 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.
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: PUBLIC HEARING FOR PROPOSED CHANGES TO THE CODIFIED TARIFF

ACTION
On September 3, 2015 the Board approved a public hearing to be held November 5, 2015 for the consideration of changes to the Caltrain Codified Tariff. Following feedback from the public and the Board, staff will make a recommendation for the Board’s consideration at their December 3, 2015 meeting.

SIGNIFICANCE
The public hearing will allow the Joint Powers Board to receive input on proposed fare and parking fee changes.

Caltrain’s last system-wide fare increase was in 2011, when the base fare was increased from $2.50 to $2.75 and the zone fare was increased from $1.75 to $2.00. Since 2011, the base fare for paper tickets has been increased twice, bringing it to $3.25. The Clipper card base fare has remained at $2.75, which represents an approximate 15 percent discount as compared to the paper ticket fare.

The proposed fare changes would increase the base fare by 50 cents, from $3.25 to $3.75. The Day Pass, 8-ride Ticket and Monthly Pass would increase correspondingly with the base fare. The Clipper one-way fare also would increase, but would continue to be approximately 85 percent of the base fare. Eligible Discount fares would continue to be approximately 50 percent of the adult fares. A chart depicting how each fare type would change is attached.

The proposed fare changes would be effective beginning February 28, 2016.

The proposal includes no further changes to the Go Pass, which was increased in 2014 from $165 to $180 and also is scheduled for a previously-approved increase to $190 beginning in January 2016.

The proposal also includes increasing the daily parking fee from $5 to $5.50 and the monthly parking permit fee from $50 to $55. Parking fees were last raised in 2013.
Parking fee changes would be effective beginning July 1, 2016.

**BUDGET IMPACT**
There is no budget impact associated with holding the public hearing.

**BACKGROUND**
As Caltrain ridership has grown, fares have become an increasingly larger part of the system’s operating budget, making up more than 65 percent of the budget in Fiscal Year (FY) 2015. Operations and maintenance costs also have grown recently and are expected to grow even more as the system’s rolling stock continues to age and new operating needs emerge, such as the Communications-based Overlay Signal System/Positive Train Control project scheduled to be in place this year.

Caltrain’s Short-Range Transit Plan estimates that the operating budget will grow from $130 million in FY2015 to $163 million in FY2021. Without a dedicated source of funding, additional financial resources will be needed to sustain Caltrain operations. The proposed fare change would generate almost $8 million in annual revenue. The parking fee increase would generate about $400,000 annually.

The public outreach plan regarding the proposed changes offers riders and the general public with multiple ways to provide feedback, including four community meetings (in Gilroy, Mountain View, San Carlos and San Francisco), a presentation to the Caltrain Citizen’s Advisory Committee, a dedicated e-mail address, a means of submitting comments by mail via the postal service, this public hearing and by telephone through the Customer Service Center. Information about the proposed changes and how to provide feedback was included in newspaper notices, a news release, flyers onboard trains, visual messages at stations, outreach to community-based organizations, social media and a dedicated page on the Caltrain website.

A total of 35 comments have been received so far. Staff will consider additional public testimony and input from members of the Board of Directors before developing final recommendations for board consideration at its December 3, 2015 meeting.

Additionally, an equity analysis is being prepared to assess the potential effects of the proposed changes on minority and low-income passengers. This analysis is consistent with policies adopted by the Board to comply with Title VI of the Civil Rights Act of 1964.

Prepared By: Seamus Murphy, Chief Communications Officer 650.508.6388
### Caltrain Proposed Fare Adjustment

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Zone Upgrade: $2 Adult; $1 Eligible Discount
MEMBERS PRESENT: J. Cisneros, M. Cohen, A. Kalra, A. Tissier (Chair), P. Woodward, K. Yeager

MEMBERS ABSENT: J. Gee, R. Guilbault, T. Nolan


Chair Adrienne Tissier called the meeting to order at 10:05 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT
Andy Chow, Redwood City, said he has been hearing more about incidents where cars turn onto tracks. He said the reason this happens is because people rely too much on Global Positioning Systems. A remedy could be to improve the grade crossing designs because they currently look like regular intersections, add bumpers in the road, and add surveillance cameras.

Roland Lebrun, San Jose, said he was on a train that was standing room only at Santa Clara, and this impacts dwell time. He said last November the Board approved $11 million in farebox revenue bonds for new cars. So far, the only thing that has happened is six cars were added to six bullet trains. The other cars are sitting somewhere and nothing is happening to them. He asked what happened to the money. Last Friday one train lost power. There might be a situation such as a blackout where 12 trains on the line would all lose power simultaneously. This happened in Switzerland. Caltrain needs a power backup. He said he has documented this extensively in the Electrification Environmental Impact Report comments. He asked the Board to rethink this issue.

Director Malia Cohen arrived at 10:07 a.m.

Jeff Carter, Millbrae, said on Friday, Train 371 was stuck on the tracks for two hours leaving 900 people with no air conditioning or lighting. He asked who is in charge in that kind of situation. He said people broke out emergency windows to get out of the train. Other trains could have been used to pull the train to the Broadway station so people could get off the train. He said this situation is unacceptable and there is a better way to handle it.

Adina Levin, Friends of Caltrain, said there is a petition in the correspondence packet with over 300 signatures about which railcars to purchase and the features and specifications to be included. People were stuck on the train last Friday for two hours. She said if there were no bathrooms on the train, it would be much worse. She said the
most popular request for Bay Area Rapid Transit (BART) is to reopen the Berkeley bathrooms. She asked if BART can't manage to keep their bathrooms open, how can Caltrain.

CONSENT CALENDAR
   a) Approval of Minutes of September 3, 2015
   b) Acceptance of Statement of Revenues and Expenses for August 2015

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

CHAIRPERSON’S REPORT
None.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)
Chris Cobey, Chair, CAC, said at its September 16 meeting, the CAC:
   • Discussed the basis and nature of the proposed fare increases and fare discounts.
   • Discussed fare equity. The Metropolitan Transportation Commission (MTC) is studying this issue regionally and will have a report next year.
   • Received a presentation on rolling stock usefulness and lifecycle.

Public Comment
Roland Lebrun, San Jose, said an attorney should attend CAC meetings. He said the presentation on rolling stock was excellent. The shells of the new Gallery cars are the only things in good condition; everything else has to be redone. Now tens of millions of dollars will have to be spent to rehabilitate railcars that should have been replaced in the last five years. He said the JPB should revisit the Electric Multiple Unit (EMU) procurement and procure the trains now. For electrification there will have to be massive changes to tracks.

REPORT OF THE EXECUTIVE DIRECTOR
Caltrain Modernization (CalMod) Update
Marian Lee, Chief Officer, Caltrain Planning and Modernization, said:
   • The Communications-based Overlay Signal System Positive Train Control (CBOSS PTC) installation in the corridor and on trains is 95 percent complete. Starting early October crews will be testing trains on the entire corridor. Notifications were sent out and outreach coordination has been done with the cities. This has contributed to minimizing complaints, and no new complaints have come in for several months.
   • The electrification project has been accepted into the Core Capacity Grant process in the project development phase. Staff is working with the Federal Transit Administration to submit a package to request a rating on the project where a minimum of medium is needed to be eligible to receive funds from them. Staff is striving to achieve a good enough rating for the project to be included in the presidential budget. The grant request has been increased to account for more contingency. Staff was initially asking $220 million but it has been increased 30 percent to $447 million.
• Staff continues to work with the partners to finalize the terms of the agreement for the supplemental agreements to the Nine Party Memorandum of Understanding (MOU).
• Staff has received proposals for the design-build electrification procurement and is in a confidential process for evaluating the proposals. The Request for Proposals (RFP) for the EMUs was issued and the proposals due date has been moved out to account for issuance of addendums to the RFP.
• A quarterly project delivery update will be provided at the November Board meeting and it will include a comprehensive list of CalMod activities, updates to the supplemental funding agreements, and revised key milestone dates. Staff will not be coming to the Board in November for contract award.

Jim Hartnett, Executive Director, said
• The reorganization of the agency included merging the public affairs and marketing/customer service divisions. This created the position of chief communications officer. Seamus Murphy has been appointed to that position effective October 5.
• The American Public Transportation Association annual conference is in San Francisco this year and starts this weekend. Ms. Lee will be presenting innovative ideas from the Bay Area addressing the electrification project. Stacey Cocke, Senior Planner, will be addressing the first and last mile creating a complete trip.
• Customer Service Week is celebrated the first week of October. The national theme is “Everyday Heroes.” A comic book was created that includes pictures of customer service, public affairs, bus and training staff and the Transit Police. As part of this celebration, people will be encouraged to fill Second Harvest Food Bank barrels to benefit families in need throughout San Mateo County.
• Last Friday, a car was on the tracks and struck by a train in Burlingame. The train was immobile for close to two hours leaving passengers without air conditioning and electricity. An immediate investigation of all aspects was commenced. Staff will look at every aspect of the response to learn what can be done to improve.

KEY CALTRAIN PERFORMANCE STATISTICS – AUGUST 2015
Michelle Bouchard, Chief Operating Officer, Rail, said:
• Key Caltrain Performance Statistics August 2015 compared to August 2014
  o Monthly Performance Statistics
    ▪ Total Ridership was 1,679,299, an increase of 3.2 percent.
  o Year-to-Date Performance Statistics
    ▪ Total Ridership was 3,408,470, an increase of 5.7 percent.
• On November 7, Caltrain will be bus bridging through the San Mateo Bridges Project. The first of four bridges will be installed at Tilton.
• Staff has a commitment to customer service and safety. The accident on Friday occurred around 5:30 p.m., an AC/DC concert was going on in San Francisco, and a brand new engineer was running the train. The response times it takes to get from San Jose or San Francisco precluded a meaningful operational presence on scene for about an hour. As soon as the train impacted the two vehicles at Broadway, the heating, ventilation, and air conditioning system was cut. Protocol says the safest place to be on the right of way is on the train.
Typically, when the train is not at grade and there is not stable ground to offload people, customers will be kept on the train where it is safest. In circumstances when people are removed from the train onto the ballast, that has to be highly supervised. A task force composed of staff and Transit America Services, Inc. (TASI) has been put together to look at every aspect of the response from customer service to mechanical to operational response to identify actions to implement with all incident responses.

Chair Tissier asked what role the Transit Police play in this type of incident. Ms. Bouchard said in the initial aftermath, the engineers and conductors are responsible for securing the safety of passengers. The Transit Police are responsible for investigating the incident. TASI is responsible for securing the safety of the area so there is no train movement.

Director Ken Yeager asked what the procedure is when a person is injured or when there is a fatality and what the protocol is when people are taken off the train. Ms. Bouchard said the train in this incident was about 1,000 feet north of the station, so there was no at-grade area where people could be supervised to alight onto the street. There have been instances in the past where customers suffered injuries trying to get off the train onto the ballast. During a fatality, TASI would typically try to move the train to a station or a grade crossing where people could be safely evacuated. In this case, because of the damage to the train, the train could not be moved.

Director Yeager asked how long the procedure normally takes to move a train to a platform when there is a fatality. Ms. Bouchard said that often depends on the circumstance. A fatality has to be investigated and the train cannot move until it is cleared by the Transit Police and the coroner. In those cases, people would have to be on the train for as long as it takes to clear the train, which could be up to a couple of hours.

Director Yeager asked why this situation was so different than a case involving a fatality. Ms. Bouchard said it was because the head-end power got knocked out due to the impact of the vehicle strike, which caused the air conditioning to turn off. It also took time to get people on scene to troubleshoot the mechanical issue.

Director Cohen asked what the response time was and what the average response time is. Ms. Bouchard said response time is largely dependent on the time of day that the incidents occur because responders are in the mix of traffic with everyone else. This incident occurred at 5:28 p.m., and local fire was on scene at 5:43 p.m. The TASI employee in charge arrived at 6:20 p.m.

Director Cohen asked if there was constant communication between the conductor and the passengers. Ms. Bouchard said staff is investigating what level of communication occurred. She said it may not have been where it needed to be. Interviews are being conducted to assess what happened.

Director Cohen asked how often trainings and drills are conducted. Ms. Bouchard said twice a year full-scale drills are conducted. This does not mean staff can’t do informal
testing or refresher training to keep everyone clear on what protocols are. Staff will be looking at whether this is enough or if more is warranted.

Director Cohen asked what the feedback has been from passengers. Ms. Bouchard said it was hot onboard and there could have been more communication.

Mark Simon, Senior Advisor, Strategic Initiatives, said customers were upset it took so long and they were not being told the information they needed.

Director Cohen asked when social media staff started responding and posting to customers. Mr. Simon said almost immediately.

Director Cohen said she is interested in seeing and hearing an analysis of where the weaknesses were in this incident and the strategy to strengthen those areas. She said it is important to train the engineers and conductors in moments of crisis to be calm and considerate to the passengers. Mr. Simon said this is something staff needs to do better and there will be an examination of how this should have been done differently.

Public Comment
Roland Lebrun, San Jose, said the cables at the front of the cab cars are unprotected. The equipment should be shielded by something. A solution is to put another locomotive on the train, but then there are issues with platform length. If the Board went ahead with the EMU procurement, this will be taken care of. The EMUs will have backup power and there will not be cables hanging off the train. The EMUs are designed to take an impact. In the United Kingdom, the response is different. Police board the train, hand out water, and evacuate anyone who needs to be.

AUTHORIZE EXECUTION OF A SCOPING AND DESIGN SERVICES AGREEMENT IN AN AMOUNT NOT TO EXCEED $900,000 WITH PACIFIC GAS AND ELECTRIC (PG&E) FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT
Dave Couch, Project Delivery Director, said as part of the ongoing progress for the electrification program, there is a requirement to connect two traction power substations into PG&E substations to provide redundancy to the system. One is located in South San Francisco at the East Grand Substation, and the second one is in San Jose. The next step is to complete a scoping process to prepare for the preliminary engineering. This action is an authorization for that part of the work and the start of preliminary work. After this will be design and construction, and staff will be back to the Board for that approval. Staff will also bring back to the Board an approval to expand the agreement when the construction and design costs have been established.

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

AUTHORIZE ADOPTION OF THE FISCAL YEAR (FY) 2015-2024 CALTRAIN SHORT RANGE TRANSIT PLAN
Sebastian Petty, Senior Planner, said this is a required document in accordance with the MTC guidelines. Staff has been working on this for 1.5 years and it is built on existing plans or policies. Key elements were presented to the Board and CAC in February, and
an update was presented in July. Since then, staff formed the draft document and made it available for comments. Comments received have been reflected in this version.

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

AUTHORIZE THE SUBMISSION OF THE CALTRAIN REGIONAL TRANSPORTATION PLAN PROJECT LIST TO THE MTC
Mr. Petty said these are projects staff is submitting to MTC for incorporation into the Regional Transportation Plan. The list has been discussed and coordinated with JPB partners.

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

AUTHORIZE AMENDMENT TO INCREASE THE FY2016 CALTRAIN CAPITAL BUDGET IN THE AMOUNT OF $1,095,944 FOR THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY DOUBLE TRACK PROJECT
Mr. Hartnett said these are pass-through funds. JPB has to provide services through the contractor to provide safety enhancements during the course of the work. This is one of the ways to be efficient.

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

AUTHORIZE INCREASE TO EXECUTIVE DIRECTOR’S CONTRACT AUTHORITY IN THE AGGREGATE AMOUNT NOT TO EXCEED $3,150,000 FOR ON-CALL RAILROAD BUSINESS AND OPERATIONS SUPPORT SERVICES CONTRACTS
Gigi Harrington, Deputy CEO/Chief Administrative Officer, said this is a request to increase a critical amount of contract authority for on-call services while a procurement is done. Staff will come back when staff is ready to award contracts and will provide an update about how much of the authority has been used. Staff will try to bring the contracts back in early winter for approval.

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

AUTHORIZE ENTERING INTO A COOPERATIVE AGREEMENT WITH THE CITY OF SOUTH SAN FRANCISCO TO RECEIVE $5.9 MILLION FOR THE SOUTH SAN FRANCISCO CALTRAIN STATION PROJECT
April Chan, Chief Officer, Planning, Grants and the Transportation Authority, said this is a cooperative agreement to receive funding to reconstruct the station. This project was included in the FY2016 Capital Budget. A new platform and track reconfiguration will be done to eliminate the hold-out rule, and a pedestrian underpass will be created to
connect the east and west sides of the tracks. South San Francisco is providing 10 percent of funding for this project.

Public Comment
Roland Lebrun, San Jose, asked why anyone would put an island platform in the middle of a high-speed line. He said he wrote to the Board about this, and there has been a fatality with the same situation at Belmont Caltrain Station. He said the last time Caltrain published a capital budget in 2005, there was a proposed reconfiguration that was identical to his proposal, and asked what happened in the last 10 years that changed the design of that platform.

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

LEGISLATIVE UPDATE

Federal
Casey Fromson, Government Relations Officer, said the House and Senate passed a two-month continuing resolution that will fund the government through December 11. The Transportation and Infrastructure Committee introduced a standalone PTC extension bill that would extend the deadline to implement PTC to the end of 2018 and would give the U.S. Department of Transportation Secretary the discretion to extend the deadline even further for certain railroads.

State
Mike Robson, Edelstein/Gilbert/Robson/Smith, said the governor has until October 11 to sign the bills that are before him. Senate Bill (SB) 705 would allow San Mateo and Monterey counties to exceed the 2 percent combined rate of sales tax for transportation purposes. SB9 would modify the existing Transit Intercity Rail Capital Program, which is funded with Cap and Trade funds, to focus its efforts on transformative projects that have measurable greenhouse gas impacts and requires a five-year spending plan. The electrification project is transformative and is likely to be included in this plan.

Matt Robinson, Edelstein/Gilbert/Robson/Smith, said during the transportation special session there were a lot of hearings in the Senate, but nothing was really accomplished.

CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
None.

DATE/TIME/PLACE OF NEXT MEETING
The next meeting will be Thursday, November 5, 2015, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
GENERAL COUNSEL REPORT
Recessed to closed session at 11:02 a.m.

Reconvened at 11:15 a.m.


Joan Cassman, Legal Counsel, said the Board met in closed session on these two items and received an oral status report on each item. No action was taken.

Adjourned at 11:16 a.m.
TO:       Joint Powers Board

THROUGH:  Jim Hartnett
           Executive Director

FROM:     Martha Martinez
           Executive Officer,
           District Secretary/Executive Administration

SUBJECT:  2016 BOARD OF DIRECTORS MEETING CALENDAR

ACTION
Staff Coordinating Council recommends the Board approve the Meeting Calendar for 2016 (attached).

SIGNIFICANCE
The Board of Directors monthly meeting is scheduled for the first Thursday of each month at 10:00 a.m.

BUDGET IMPACT
There is no impact on the budget.

Prepared by:  Josh Averill, Assistant District Secretary  650.508.6223
Peninsula Corridor Joint Powers Board
Meeting Calendar for 2016

<table>
<thead>
<tr>
<th>Thursday – 10 AM</th>
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<tbody>
<tr>
<td>January 7</td>
</tr>
<tr>
<td>February 4</td>
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<tr>
<td>March 3</td>
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<tr>
<td>April 7</td>
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<td>May 5</td>
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<td>June 2</td>
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<td>July 7</td>
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<td>August 4</td>
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<td>September 1</td>
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<td>October 6</td>
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<tr>
<td>November 3</td>
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<tr>
<td>December 1</td>
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</table>

The Board meets the first Thursday of the month.

All meetings are held at 1250 San Carlos Ave., Second Floor, San Carlos, CA 94070.
TO: Joint Powers Board

THROUGH: Jim Hartnett
   Executive Director

FROM: Gigi Harrington
   Deputy CEO

SUBJECT: STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD ENDING SEPTEMBER 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 September 2015 and supplemental information.

SIGNIFICANCE
Revenue: For September of Fiscal Year 2016, Total Operating Revenue (line 7) is $1,285,371 or 5.4 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $1,703,310 or 7.9 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $1,241,678 or 5.2 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $3,706,228 or 10.9 percent. The Rail Operator Service (line 23) is 149,129 or 0.8 percent better than budget, and Total Operating Expense (line 36) is $3,560,762 or 12.2 percent better than budget. Total Administrative Expense (line 46) is $145,466 or 3.2 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $2,533,455 or 9.1 percent lower.

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

Prepared By: Jeannie Chen, Senior Accountant 650.508.6259
Sheila Tioyao, Manager, General Ledger 650.508.7752
## PENINSULA CORRIDOR JOINT POWERS BOARD
### STATEMENT OF REVENUE AND EXPENSE
#### Fiscal Year 2016
#### September 2015

<table>
<thead>
<tr>
<th>MONTH</th>
<th>YEAR TO DATE</th>
<th>% OF YEAR ELAPSED</th>
<th>CURRENT ACTUAL</th>
<th>PRIOR ACTUAL</th>
<th>CURRENT REVISED</th>
<th>REVENUE BUDGET</th>
<th>% REV BUDGET</th>
<th>APPROVED REVISED</th>
<th>REVISED BUDGET</th>
<th>% REV BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>28.0%</td>
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</table>

### REVENUE OPERATIONS:
- Farebox Revenue: 7,876,248
- Parking Revenue: 321,110
- Shuttles: 110,630
- Rental Income: 148,049
- Other Income: 33,549

### TOTAL OPERATING REVENUE: 8,489,585

### TOTAL CONTRIBUTED REVENUE: 1,793,152

### GRAND TOTAL REVENUE: 10,282,737

### EXPENSE

#### OPERATING EXPENSE:
- Rail Operator Service: 6,156,834
- Rail Operator Service-Other: 100,000
- Security Services: 209,615
- Rail Operator Extra Work: 6,466,449
- Shuttle Services: 125,558
- Fuel and Lubricants: 731,716
- Timetables and Tickets: 11,218
- Insurance: 385,143
- Utilities: 282,953
- Maint & Services-Bldg & Other: 102,499

### TOTAL OPERATING EXPENSE: 8,197,800

### ADMINISTRATIVE EXPENSE
- Wages and Benefits: 493,776
- Managing Agency Admin OH Cost: 384,078
- Board of Directors: 2,594
- Professional Services: 194,375
- Communications & Marketing: 2,775
- Other Expenses and Services: 423,033

### TOTAL ADMINISTRATIVE EXPENSE: 1,500,632

### Long Term Debt Expense: 106,848

### GRAND TOTAL EXPENSE: 9,805,280

### NET SURPLUS /(DEFICIT): 477,457

*"% 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.*
## PENINSULA CORRIDOR JOINT POWERS BOARD

### INVESTMENT PORTFOLIO

**AS OF SEPTEMBER 30, 2015**

<table>
<thead>
<tr>
<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
<th>INTEREST RATE</th>
<th>PURCHASE PRICE</th>
<th>MARKET PRICE</th>
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<tbody>
<tr>
<td>Local Agency Investment Fund (Restricted) *</td>
<td>Liquid Cash</td>
<td>0.337%</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>0.337%</td>
<td>11,247,988</td>
<td>11,247,988</td>
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<tr>
<td>County Pool (Unrestricted) **</td>
<td>Liquid Cash</td>
<td>0.847%</td>
<td>10,813,142</td>
<td>10,813,142</td>
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<tr>
<td>Other (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.000%</td>
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<td>9,542,421</td>
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<tr>
<td>Other (Restricted) ***</td>
<td>Liquid Cash</td>
<td>0.200%</td>
<td>28,241,590</td>
<td>28,241,590</td>
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</tbody>
</table>

**$61,845,141**

(1) Earnings do not include prior period adjustments

* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.000375979 as reported by LAIF for quarter ending June 30, 2015.

** As of September 2015 the total cost of the Total County Pool was $3,910,977,394.69 and the fair market value per San Mateo County Treasurer’s Office was $3,925,247,524.54

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

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

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

THROUGH: Jim Hartnett
          Executive Director

FROM: Gigi Harrington
      Deputy CEO

SUBJECT: COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM POSITIVE TRAIN CONTROL PROJECT

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

**SIGNIFICANCE**
A presentation will be made to update the Board on the Communications-based Overlay Signal System Positive Train Control project.

Prepared by: Josh Averill, Assistant District Secretary 650.508.6223
AGENDA ITEM # 10  
NOVEMBER 5, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS SEPTEMBER 2015

In September 2015, Caltrain’s average weekday ridership (AWR) was 62,833, which is an increase of 2,359 or 3.9 percent over the September 2014 AWR of 60,474. The total number of passengers who rode Caltrain in September 2015 was 1,640,888, which is 4.2 percent more than in September 2014. Fare box revenue increased 11 percent over September 2014.

On-time performance (OTP) for September 2015 was 86.2 percent, which is lower than the 90.7 percent OTP for September 2014. When trains arriving within 10 minutes of the scheduled arrival time are included, OTP rises to 94.4 percent. In fact, 59 percent of all delayed trains arrived at the final destination within 10 minutes of the scheduled time. The average length of delay for September was 20 minutes. As mentioned in previous months, many of the delays can be attributed to large groups, special event ridership, and the dramatic increase in ridership over the last few years. Overall in September 2015, there were 388 mechanical minutes of delay compared with 526 mechanical minutes of delay in September 2014. There were one day that operated with 100 percent of the trains on time and two additional days with 95 percent or better OTP.

Looking at customer service statistics, there were 11.1 complaints per 100,000 passengers in September 2015. This is higher than both the 9.3 complaints in September 2014 and the 8.6 complaints from the previous month in August 2015. The increase in the number of complaints was in part due to customer feedback regarding the handling of the vehicle strike on September 25.

Shuttle ridership for September 2015 is up 2.5 percent from September 2014. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership decreased 5.7 percent over September 2014. For the station shuttles, the Millbrae-Broadway shuttle averaged 266 daily riders. The Belmont-Hillsdale shuttle averaged 61 daily riders. The weekend Tamien-San Jose shuttle averaged 72 riders per day.
Caltrain Promotions – September 2015

49ers At Levi’s® Stadium – Regular season has kicked off taking fans heading to Levi’s® Stadium for football action. Train service was improved this season by replacing the two pre-game special local trains with express trains. The service promotion continues through the end of the season. A strategy added to promote the improved service for the season was a 30-second commercial airing on a variety of sports network channels in the north and south San Mateo and San Francisco counties. Spots will run a week leading up to each home game. After two home games played, we carried an additional 8,013 customers.

AT&T Park Concerts: AC/DC and Billy Joel – AT&T Park hosted two concerts in September. Legendary rock band AC/DC and piano man Billy Joel performed at AT&T Park delighting fans attending the concerts. Caltrain service was promoted through social media, messages on station electronic signs, Caltrain’s website and news releases. Caltrain carried an additional 4,937 customers for the Billy Joel concerts and 4,902 for AC/DC.

San Jose Sharks at SAP Center – The 2015/2016 San Jose Sharks season also kicked off in September bringing fans to the SAP Center, just one block from the Diridon station. Caltrain service was promoted through KNBR 10-second live reads and 30-second streaming spots, social media, interior adcards and take-ones onboard trains, Caltrain’s website and news releases. With only one game played so far, Caltrain carried an additional 270 customers.

Stanford Football – College football is back in action. Stanford’s first home game was September 12. This year also includes hosting the Big Game at Stanford Stadium on November 21. Select trains served Stanford Stadium Station on game days. The service was promoted through KNBR 10-second live reads and 30-second streaming spots, interior adcards, social media, web posting and news release, Stanford e-mail blast to season ticket holders and game day social media. With two home games played, Caltrain has carried an additional 4,173 customers.

Business Outreach - Market Research & Development staff participated at the San Jose State University (SJSU) annual Employee Services Fair. This event was held at the SJSU campus in San Jose downtown area and it showcased various vendors, including public transit providers. Caltrain staff provided service information to university staff and faculty employees.

Prepared By: Seamus Murphy, Chief Communications Officer 650.508.6388
                      Catherine David, Senior Planner 650.508.6471
Table A

SEPTEMBER 2015

<table>
<thead>
<tr>
<th></th>
<th>FY2015</th>
<th>FY2016</th>
<th>% Change</th>
</tr>
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<tbody>
<tr>
<td>Total Ridership</td>
<td>1,575,480</td>
<td>1,640,888</td>
<td>4.2%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>60,474</td>
<td>62,833</td>
<td>3.9%</td>
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<tr>
<td>Total Farebox Revenue</td>
<td>$7,094,118</td>
<td>$7,876,247</td>
<td>11.0%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>90.7%</td>
<td>86.2%</td>
<td>-5.0%</td>
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<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>8,246</td>
<td>8,449</td>
<td>2.5%</td>
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Year to Date

<table>
<thead>
<tr>
<th></th>
<th>FY2015</th>
<th>FY2016</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>4,798,950</td>
<td>5,049,358</td>
<td>5.2%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>59,981</td>
<td>62,771</td>
<td>4.7%</td>
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<tr>
<td>Total Farebox Revenue</td>
<td>$21,545,422</td>
<td>$23,132,920</td>
<td>7.4%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>92.2%</td>
<td>86.0%</td>
<td>-6.7%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>8,780</td>
<td>8,807</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

Graph A

Caltrain Average Weekday Ridership

![Graph showing Caltrain Average Weekday Ridership]

60,474

62,833
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: AUTHORIZATION TO GRANT AN EASEMENT TO PACIFIC GAS AND ELECTRIC COMPANY TO ACCOMMODATE THE QUINT STREET BRIDGE REPLACEMENT PROJECT

ACTION
Staff proposes the Board authorize the Executive Director, or his designee, to grant an easement consisting of approximately 10,475 square feet, or 0.24 acres, located within a portion of the vacated, former Quint Street in San Francisco, to Pacific Gas and Electric Company (PG&E), in the location shown on Exhibit A.

SIGNIFICANCE
Granting the easement will facilitate PG&E relocating its utilities to accommodate the Quint Street Bridge Replacement Project (Project).

BACKGROUND
The Project consists of replacing a dilapidated railroad overcrossing at Quint Street, north of Newcomb. The Project involves constructing an earthen berm instead of a bridge across the Quint Street right of way. As part of the Project, a portion of Quint Street must be closed to accommodate the construction of the berm within the former street area. The Board of Supervisors of the city and county of San Francisco (CCSF) adopted the vacation of Quint Street on June 10, 2014, and the full ownership of Quint Street reverted to the Peninsula Corridor Joint Powers Board (JPB).

PG&E currently operates and maintains a 24-inch gas pipeline and a 115 kilovolt electric duct bank within the Project area, inside the limits of the vacated portion of Quint Street. At PG&E’s sole cost and expense, the gas pipeline facility will be relocated to another location within vacated Quint Street, where it will not interfere with the Project. The electric duct bank will be protected in place as part of the Project.

Typically when a street is vacated, utility owners are notified and an easement is reserved for their facilities by the agency vacating the street. In this case, CCSF did not reserve such an easement when it vacated Quint Street. However, PG&E and JPB staff have worked together to develop terms of an easement that will enable PG&E’s facilities to operate in a manner that will not interfere with JPB’s use of the vacated
Quint Street for railroad purposes. PG&E has agreed to relocate its gas facility at its sole
cost and expense if JPB provides PG&E the easement that was not granted as part of
the vacation process.

Prepared By: Brian W. Fitzpatrick, Manager, Real Estate and Property Development
Cindy J. Lee, Real Estate Officer
Project Manager: Rafael Bolon
RESOLUTION NO. 2015 –

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

* * *

AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO GRANT AN EASEMENT TO PACIFIC GAS AND ELECTRIC COMPANY (PG&E) TO ACCOMMODATE THE QUINT STREET BRIDGE REPLACEMENT PROJECT

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is performing a capital project in the city and county of San Francisco (CCSF) hereinafter known as the Quint Street Bridge Replacement Project (Project); and

WHEREAS, the Project consists of replacing a dilapidated railroad overcrossing at Quint Street, north of Newcomb, and constructing an earthen berm instead of a bridge across the Quint Street right of way; and

WHEREAS, as part of the Project, a portion of Quint Street must be closed to accommodate the construction of the berm within the former street area; and

WHEREAS, the CCSF Board of Supervisors adopted the vacation of Quint Street on June 10, 2014, and the full ownership of Quint Street reverted to JPB; and

WHEREAS, PG&E currently operates and maintains a 24-inch gas pipeline and a 115 kilovolt electric duct bank within the Project limits of the vacated portion of Quint Street; and

WHEREAS, PG&E has agreed to relocate the gas pipeline facility to another location within vacated Quint Street where it will not interfere with the Project; and

WHEREAS PG&E's electric duct bank will be protected in place as part of the Project; and

WHEREAS, CCSF did not reserve an easement for PG&E as part of the vacation process; and
WHEREAS, PG&E and JPB staff have worked together to develop terms of an easement that will enable PG&E’s facilities to operate in a manner that will not interfere with JPB’s use of the vacated Quint Street for railroad purposes.

NOW, THEREFORE, BE IT RESOLVED. JPB agrees to grant PG&E an easement for its underground electric and gas facilities; and

BE IT FURTHER RESOLVED that the JPB Board of Directors authorizes the Executive Director, or designee, to take any other actions necessary to give effect to this resolution.

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

AYES:
NOES:
ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
AGENDA ITEM # 12
NOVEMBER 5, 2015

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan  Marian Lee
Chief Officer, Planning, Grants  Chief Officer, Caltrain Planning/
and Transportation Authority  CalMod Program

SUBJECT: AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (SFMTA) FOR SFMTA TO PROVIDE FUNDING FOR THE CALTRAIN MODERNIZATION (CALMOD) PROGRAM

ACTION
The Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to enter into an agreement with the SFMTA for SFMTA to provide up to $39 million for the Communications-based Overlay Signal System/Positive Train Control (CBOSS/PTC) project and Peninsula Corridor Electrification Project (PCEP).

SIGNIFICANCE
The city and county of San Francisco (CCSF) is providing a $60 million contribution to the CalMod Program under the CalMod nine-party regional funding Memorandum of Understanding (MOU). The CCSF contribution consists of up to $39 million from General Obligation (GO) Bond proceeds for both CBOSS/PTC and PCEP. The remaining balance of CCSF’s contribution, approximately $21 million, was provided by the San Francisco County Transportation Authority (SFCTA) and was included in prior year Caltrain capital budgets. SFMTA will serve as the fiscal agent for disbursement of the 2014 GO Bond funds on behalf of CCSF. In order to receive the funds, the Peninsula Corridor Joint Powers Board (JPB) must enter into an agreement with SFMTA to establish payment terms of the 2014 GO Bond proceeds.

BUDGET IMPACT
There is no budget impact associated with this action. The JPB’s Fiscal Year 2016 Capital Budget included $7.8 million in 2014 GO Bonds for the CBOSS/PTC Project. The remaining $31.2 million in GO Bond proceeds for PCEP will be included in future capital budgets.

BACKGROUND
In November 2014, San Francisco voters approved a $500 million Transportation and Road Improvement GO Bond. As noted above, CCSF has designated up to $39 million to be used toward CCSF’s required contribution to CBOSS/PTC and PCEP. The San Mateo County Transportation Authority and Santa Clara Valley Transportation Authority are also contributing $60 million to CalMod pursuant to the CalMod nine-party regional funding MOU.

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 AN AGREEMENT WITH THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (SFMTA) FOR SFMTA TO PROVIDE UP TO $39 MILLION IN FUNDING FOR THE CALTRAIN MODERNIZATION (CALMOD) PROGRAM

WHEREAS, the city and county of San Francisco (CCSF) has allocated up to $39 million in 2014 General Obligation (GO) Bond proceeds to the CalMod Program as part of CCSF’s $60 million obligation under a nine-party regional CalMod Program funding Memorandum of Understanding; and

WHEREAS, approximately $21 million of CCSF’s $60 million commitment was previously provided by the San Francisco County Transportation Authority; and

WHEREAS, of the $39 million balance, $7.8 million in GO Bond proceeds is programmed for the Communications-based Overlay Signal System/Positive Train Control Project and $31.2 million of GO Bond proceeds is programmed for the Peninsula Corridor Electrification Project; and

WHEREAS, CCSF has designated the SFMTA as the fiscal agent for the disbursement of the 2014 GO Bond funds on behalf of CCSF; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) desires to enter into an agreement with the SFMTA to receive the above-described $39 million in 2014 GO Bond proceeds; and

WHEREAS, the Staff Coordinating Council recommends that the JPB authorize the Executive Director, or his designee, to execute an agreement with SFMTA for CCSF to provide the subject GO Bond proceeds to the JPB.
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director or his designee to execute an agreement with the SFMTA for CCSF to provide up to $39 million in 2014 GO Bond funds for the CalMod Program, in a form approved by legal counsel.

Regularly passed and adopted this 5th day of November, 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 AWARD OF CONTRACTS TO PROVIDE ON-CALL REAL ESTATE SUPPORT SERVICES

ACTION
Staff Coordinating Council recommends the Board:

1. Award on-call contracts to the firms listed below for the provision of real estate support services for six-year terms, in an aggregate not-to-exceed amount of $2,150,000 to be shared as a pool among the 10 firms for authorized tasks in the following four categories of services.

   Real Estate Appraisal Services
   ▪ Associated Right of Ways Services
   ▪ Bender Rosenthal, Inc.
   ▪ Dokken Engineering
   ▪ Dana Property Analysis
   ▪ J. Kaeuper & Company
   ▪ Smith & Associates
   ▪ Universal Field Services

   Real Estate Appraisal Review Services
   ▪ Associated Right of Way Services
   ▪ Bender Rosenthal, Inc.
   ▪ Dokken Engineering
   ▪ J. Kaeuper & Company
   ▪ Henry Spoto, Jr.
   ▪ Universal Field Services

   Title, Escrow Services and Title Insurance Services
   ▪ Associated Right of Way Services
   ▪ Dokken Engineering
   ▪ Universal Field Services
2. Authorize the Executive Director or designee to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.

3. Authorize the Executive Director, or his designee, to exercise up to two 2-year option terms for an aggregate not-to-exceed amount of $400,000 to be shared as a pool among the firms for authorized tasks, if it is in the best interest of the Peninsula Corridor Joint Powers Board (JPB).

**SIGNIFICANCE**
Approval of the above actions will provide the JPB with the expertise of a diverse pool of real estate firms that possess in-depth knowledge of the specialized discipline of real estate services and also manage increasing real estate practices. The JPB’s complex real estate service requirements will benefit from the support and experience of a broad array of firms, each with a long and successful track record of delivering real estate support services.

The firms will be engaged on as-needed basis through the issuance of a work authorization (Work Directive) to perform specific real estate tasks for the JPB. Award of these contracts will not obligate the JPB to procure any specific level of effort from any of the firms.

**BUDGET IMPACT**
Work Directives issued under these contracts will contain a defined scope of services, and a separate schedule and budget. Funds will come from approved capital and/or operating budgets.

**BACKGROUND**
Staff determined that a joint solicitation with the San Mateo County Transit District (District) was a cost-effective approach to procure the required real estate services. A joint Request for Proposals (RFP) to provide real estate support services was issued detailing the scope of services in each services category. The solicitation was advertised in a newspaper of general circulation and on the JPB’s website. Solicitation notices also were sent to interested firms, Small Business Enterprises (SBEs) and Disadvantaged Business Enterprises (DBEs). The JPB invited firms to submit proposals in response to one or more of four real estate services functions described in the RFP. Staff received proposals from 10 firms, three of which were SBE firms; Bender Rosenthal, Briggs Field Services, and J. Kaeuper & Company.
An Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals for each real estate services category according to the following weighted criteria set forth in the RFP:

- Experience and Qualifications of Firm 25 points
- Staffing 20 points
- Project Understanding and Response Time 25 points
- Work Plan 20 points
- Reasonableness and Feasibility of Fees 10 points
- SBE Preference 5 points

All 10 proposals were responsive to the RFP and found to be in the competitive range by the committee for those categories of services that each firm submitted proposals. All 10 firms possess the requisite depth of experience and meet all requirements to successfully perform the scope of services reflected in their respective service categories. The combination of the real estate services the 10 firms are able to perform will provide the JPB with adequate support during the base and option terms, if exercised by the District, of the contracts. The final consensus ranking in each service category is set forth above. Staff has completed negotiations on price, as well as on contractual terms and conditions, with each of the firms.

The JPB’s existing real estate services requirements are being performed by three firms in the areas of appraisals and appraisal reviews. Bender Rosenthal, Inc., and Dana Properties Analysis provide appraisal services for an aggregate on-call total of $337,000. Appraisal reviews are provided by Henry Spoto, Jr. for a not-to exceed total of $130,000. The increased contract capacity being requested reflects the increased current and future real estate services required by the JPB, particularly in support of the Caltrain Modernization Program.

Senior Contract Officer: Alicia Fraumeni 650.508.6442
Project Manager: 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 AWARD OF CONTRACTS TO PROVIDE ON-CALL REAL ESTATE SUPPORT SERVICES FOR AN ESTIMATED AGGREGATE, NOT-TO-EXCEED AMOUNT OF $2,150,000 FOR A SIX-YEAR TERM

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) along with the San Mateo County Transit District solicited competitive proposals to provide on-call real estate support services; and

WHEREAS, firms were invited to submit proposals to provide one or more of the four real estate services functions described in the Request for Proposals (RFP): (1) real estate appraisal, (2) real estate appraisal review, (3) title, escrow services and title insurance, and (4) real estate acquisition/relocation, project management and coordination support; and

WHEREAS, in response to the RFP, the JPB received proposals from 10 firms, three of which were Small Business Enterprise firms; and

WHEREAS, an Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals for each of the four real estate services categories according to the weighted criteria set forth in the RFP; and

WHEREAS, following evaluation, reference checks and financial reviews of the firms, the Committee completed the final evaluation and consensus ranking for each category of services, as set forth below:
<table>
<thead>
<tr>
<th>Real Estate Appraisal Services</th>
<th>Real Estate Appraisal Review Services</th>
<th>Title, Escrow Services and Title Insurance Services</th>
<th>Real Estate Acquisition/Relocation, Project Management &amp; Coordination Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Associated Right of Ways Services, Pleasant Hill, CA</td>
<td>Associated Right of Way Services, Pleasant Hill, CA</td>
<td>Associated Right of Way Services, Pleasant Hill, CA</td>
<td>Associated Right of Way Services, Pleasant Hill, CA</td>
</tr>
<tr>
<td>Dokken Engineering, Folsom, CA</td>
<td>Dokken Engineering, Folsom, CA</td>
<td>Universal Field Services, Sacramento, CA</td>
<td>Briggs Field Services, Inc., Fresno, CA</td>
</tr>
<tr>
<td>J. Kaeuper &amp; Company, San Francisco, CA</td>
<td>Henry Spoto, Jr., El Macero, CA</td>
<td>Dokken Engineering, Folsom, CA</td>
<td>Overland, Pacific &amp; Cutler, Inc., Irvine, CA</td>
</tr>
<tr>
<td>Smith &amp; Associates, Danville, CA</td>
<td>Universal Field Services, Sacramento, CA</td>
<td>Universal Field Services, Sacramento, CA</td>
<td>Universal Field Services, Sacramento, CA</td>
</tr>
<tr>
<td>Universal Field Services, Sacramento, CA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

WHEREAS, the Committee determined that each of the firms has the requisite depth of knowledge and experience in their respective real estate services categories to successfully manage the JPB's real estate needs for support services; and

WHEREAS, staff completed negotiations on price, as well as on contractual terms and conditions, with each of the firms; and

WHEREAS, the Executive Director recommends, and the Staff Coordinating Council concurs, that a six-year contract for on-call real estate services be awarded to each firm in the pool covering their respective area(s) of expertise for an aggregate, not-to-exceed amount of $2,150,000, with up to two 2-year option terms for a total aggregate not-to-exceed amount of $400,000.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the JPB hereby awards contracts for on-call real estate support services to each of the firms
listed above for a six-year term for an estimated aggregate, not-to-exceed amount of $2,150,000 with the understanding that the JPB is under no obligation to purchase any specific level of effort from the firms listed above and that work directives will be issued on an as-needed basis, taking into account such factors as work priorities, specialized expertise, cost and availability of funding; and

**BE IT FURTHER RESOLVED** that the Executive Director, or his designee, is authorized to execute the contracts on behalf of the JPB with the firms listed above, in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Executive Director or his designee to exercise up to two 2-year option terms to extend the contracts with the firms listed above, in a total aggregate not-to-exceed amount of $400,000, if it is in the best interest of the JPB.

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

**AYES:**

**NOES:**

**ABSENT:**

__________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

__________________________
JPB Secretary
AGENDA ITEM # 14  
NOVEMBER 5, 2015  

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT  

TO: Joint Powers Board  

THROUGH: Jim Hartnett  
Executive Director  

FROM: Seamus Murphy  
Chief Communications Officer  

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  
Assembly Bill 194 (Frazier) was signed into law by Governor Brown allowing regional transportation agencies and the California State Department of Transportation to develop and operate high-occupancy toll lanes. The bill requires that regional transportation agencies give an option to a local transportation authority or congestion management agency to enter into agreements for project development, engineering, financial studies, and environmental documentation. Revenues generated by the toll facility must be used in the corridor and can be used to support transit operations.  

The governor has also taken action on several Peninsula Corridor Joint Powers Board-supported bills including:  

Senate Bill (SB) 9 (Beall) – Signed Into Law  
The bill amends the Transit and Intercity Rail Capital Program by allowing eligible applicants to include ferry transit systems and bus operators. The bill also allows for the multiyear commitment of funds to a project and requires the California State Transportation Agency to develop a five-year program of projects, to be updated every two years thereafter.  

SB 348 (Galgiani) – Signed Into Law  
When determining that a railroad grade crossing is exempt from California Environmental Quality Act requirements, this bill requires the lead agency 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.
SB 413 (Wieckowski) – Signed Into Law
This bill allows transit agencies to use an administrative process to cite and process minors for violations that occur on transit property. The bill also allows failing to yield seating reserved for elderly or disabled persons on public transit property to be punishable as an infraction if the governing board of the public transportation agency enacts an ordinance following a public hearing.

SB 705 (Hill) – Signed Into Law
This bill authorizes San Mateo County to exceed the existing two percent local sales tax cap if needed to pursue a potential sales tax ballot measure to address local transportation needs.

The Legislature will reconvene on January 4, 2016.

FEDERAL ISSUES
Positive Train Control (PTC) Mandate
Earlier this month Senator Barbara Boxer stated that Senate Democrats will not extend the PTC deadline past December 31 unless House Republicans pass a long-term highway bill.

House Republicans have introduced standalone legislation that would extend the deadline until December 2018 but Senate Democrats said they would only consider the bill if a long-term highway bill is passed. The current highway bill is set to expire on October 29.

Prepared By: Shweta Bhatnagar, Government Affairs Officer 650.508.6385
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 2 Alejo D</td>
<td>A. CHAPTERED 9/22/2015-Chaptered by Secretary of State - Chapter 319, Statutes of 2015.</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. <strong>Last Amended on 9/4/2015</strong></td>
<td></td>
</tr>
<tr>
<td>AB 194 Frazier D</td>
<td>A. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 687, Statutes of 2015.</td>
<td>Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes. This bill would authorize a regional transportation agency or the department to apply to the commission to develop and operate HOT lanes or other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved. <strong>Last Amended on 9/4/2015</strong></td>
<td></td>
</tr>
<tr>
<td>AB 318 Chau D</td>
<td>S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)</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 specified circumstances. <strong>Last Amended on 6/11/2015</strong></td>
<td>Oppose</td>
</tr>
<tr>
<td>AB 378 Mullin D</td>
<td>A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2015)</td>
<td>Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</td>
<td>Support</td>
</tr>
<tr>
<td>AB 464 Mullin D</td>
<td>A. VETOED 8/17/2015-Vetoed by the Governor</td>
<td>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%. <strong>Last Amended on 6/17/2015</strong></td>
<td>Support</td>
</tr>
<tr>
<td>Bill ID/Topic</td>
<td>Location</td>
<td>Summary</td>
<td>Position</td>
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<tr>
<td>AB 516 Mullin D</td>
<td>S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61[a][14]. (Last location was INACTIVE FILE on 9/10/2015)</td>
<td>Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws. <strong>Last Amended on 7/16/2015</strong></td>
<td>Support</td>
</tr>
<tr>
<td>AB 1171 Linder R</td>
<td>A. CHAPTERED 10/1/2015-Chaptered by Secretary of State - Chapter 413, Statutes of 2015.</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: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. <strong>Last Amended on 6/19/2015</strong></td>
<td>Support</td>
</tr>
<tr>
<td>AB 1347 Chiu D</td>
<td>A. VETOED 10/11/2015-Vetoed by the Governor</td>
<td>Would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all claims by contractors in connection with public works. The bill would define a claim as a separate demand by the contractor for one or more of the following: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or for the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.</td>
<td>Support</td>
</tr>
<tr>
<td>AB 1360 Ting D</td>
<td>S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61[a][10]. (Last location was E. U., &amp; C. on 7/2/2015)</td>
<td>Would exempt from specified provisions relating to the Passenger Charter-Party Carriers’ Act a service operated by a transportation network company or a charter-party carrier of passengers 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, 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 passenger traveling alone. <strong>Last Amended on 7/2/2015</strong></td>
<td>Support</td>
</tr>
<tr>
<td>ABX1.7 Nazarian D</td>
<td>A. PRINT 7/17/2015-From printer.</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 relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</td>
<td>Support</td>
</tr>
</tbody>
</table>
### Bill ID/Topic | Location | Summary | Position
--- | --- | --- | ---
**ABX1 8**<br>Chiu D | A. PRINT 7/17/2015-From printer. | Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions. | Support
**ABX1 24**<br>Levine D | A. PRINT 9/12/2015-From printer. | Would, effective January 1, 2017, re-designate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. | Support
**ACA 4**<br>Frazier D | A. APPR. SUSPENSE FILE 8/27/2015-in committee: Hearing postponed by committee. | Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district 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. **Last Amended on 8/17/2015** | Support
**SB 9**<br>Beall D | S. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 710, Statutes of 2015. | Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, 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, expanding and improving transit services to increase ridership, and improving transit safety. **Last Amended on 9/1/2015** | Support
**SB 32**<br>Pavley D | A. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015) | Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. 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. This bill contains other related provisions and other existing laws. **Last Amended on 9/10/2015** | Support
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<td>SB 64 Liu D</td>
<td>S. CHAPERED 10/9/2015-Chaptered by Secretary of State - Chapter 711, Statutes of 2015.</td>
<td>The California Transportation Commission is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission’s prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. <strong>Last Amended on 6/24/2015</strong></td>
<td>Support</td>
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<td>SB 231 Gaines R</td>
<td>S. CHAPERED 9/9/2015-Chaptered by Secretary of State - Chapter 286, Statutes of 2015.</td>
<td>Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs including 5% for the Low Carbon Transit Operations Program and 20% for the Affordable Housing and Sustainable Communities Program. This bill would include water-borne transit as an eligible project that may be funded under these 2 programs. <strong>Last Amended on 6/2/2015</strong></td>
<td>Support</td>
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<td>SB 348 Galgiani D</td>
<td>S. CHAPERED 8/7/2015-Chaptered by Secretary of State - Chapter 143, Statutes of 2015.</td>
<td>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. <strong>Last Amended on 4/6/2015</strong></td>
<td>Support</td>
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<td>SB 358 Jackson D</td>
<td>S. CHAPERED 10/6/2015-Chaptered by Secretary of State - Chapter 546, Statutes of 2015.</td>
<td>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. <strong>Last Amended on 7/9/2015</strong></td>
<td>Support</td>
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<td>SB 413 Wieckowski D</td>
<td>S. CHAPERED 10/10/2015-Chaptered by Secretary of State - Chapter 765, Statutes of 2015.</td>
<td>Current law makes it a crime, punishable as an infraction, for a 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 on the facilities, vehicles, or property of the public transportation system, in specified circumstances. 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 unreasonably loud sound equipment on or in a public transportation system facility or vehicle. <strong>Last Amended on 9/3/2015</strong></td>
<td>Support</td>
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| **SB 461**  
Hernandez D  
State Highway Route 164: relinquishment. | S. CHAPETERED  
10/7/2015-Chatered by Secretary of State - Chapter 575, Statutes of 2015. | 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 specified portions of State Highway Route 164 to the County of Los Angeles and to the City of South El Monte, under specified conditions.  
*Last Amended on 7/8/2015* | **SB 491**  
Committee on Transportation and Housing  
Transportation: omnibus bill. | S. CHAPETERED  
10/2/2015-Chatered by Secretary of State - Chapter 451, Statutes of 2015. | 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 6/29/2015* | **SB 508**  
Beall D  
Transportation funds: transit operators: pedestrian safety. | S. CHAPETERED  
10/9/2015-Chatered by Secretary of State - Chapter 716, Statutes of 2015. | 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.  
*Last Amended on 8/20/2015* | **SB 579**  
Jackson D  
Employees: time off.  
Employees: time off. | S. CHAPETERED  
10/11/2015-Chatered by Secretary of State - Chapter 802, Statutes of 2015. | 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. 
This bill would revise references to a child day care facility to instead refer to a child care provider. 
The bill would include the addressing of a child care provider emergency or a school emergency, as defined, and the finding, enrolling, or reenrolling of a child in a school or with a child care provider as activities for which a parent having custody of a child shall not be discriminated against or discharged, as described.  
*Last Amended on 7/16/2015* | **SB 599**  
Mendoza D  
Employment: public transit service contracts. | S. VETOED  
10/10/2015-Vetoed by the Governor | 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. |
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<td>SB 705</td>
<td>S. CHAPTED 10/7/2015-Chaptered by Secretary of State - Chapter 579, Statutes of 2015.</td>
<td>Would authorize the County of San Mateo to, in accordance with the Bay Area County Traffic and Transportation Funding Act, impose a transactions and use tax for countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, would exceed the combined rate limit. The bill would also authorize the Transportation Agency for Monterey County to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.375% that, in combination with other specified taxes, would exceed the combined rate limit. This bill contains other related provisions and other existing laws.</td>
<td>Support</td>
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<td>SB 767</td>
<td>S. CHAPTED 10/7/2015-Chaptered by Secretary of State - Chapter 580, Statutes of 2015.</td>
<td>Would authorize the MTA to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill contains other related provisions and other existing laws.</td>
<td>Support</td>
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<td>SBX1 2</td>
<td>S. T. &amp; I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</td>
<td>Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</td>
<td>Oppose</td>
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<td>SBX1 3</td>
<td>S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</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 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.</td>
<td>Oppose</td>
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<td>SBX1 6</td>
<td>S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</td>
<td>Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.</td>
<td>Oppose</td>
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<td>SBX1 7</td>
<td>S. APPR.</td>
<td>Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services.</td>
<td>Support</td>
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<td>Allen D</td>
<td>9/3/2015-Read second time and amended. Re-referred to Com. on APPR.</td>
<td>The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws. <strong>Last Amended on 9/3/2015</strong></td>
<td>Support</td>
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<td>SBX1 8</td>
<td>S. 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 relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</td>
<td>Support</td>
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<td>Hill D</td>
<td>9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.</td>
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