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

January 7, 2016 – Thursday

1. Pledge of Allegiance

2. Swearing-in:
   a) Raul Peralez (Santa Clara Valley Transportation Authority
      City of San Jose Representative)
   b) Joél Ramos (San Francisco Municipal Transportation Agency
      Representative)

3. Call to Order/Roll Call

4. Report from Nominating Committee (Cohen, Gee, Yeager)
   a) Election of 2016 Officers

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

6. 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 December 3, 2015
   b) Acceptance of Statement of Revenues and Expenses for
      November 2015
   c) Authorize Filing of Applications with the Metropolitan
      Transportation Commission for Programming of Federal Transit
      Administration Formula Funds for the Caltrain Systemwide and
      Rolling Stock State of Good Repair Projects and Commit
      $2,836,816 in Local Matching Funds
   d) Authorize Filing of Applications to the California Governor’s
      Office of Emergency Services to Receive $939,246 in State
      Proposition 1B Transit Security Grant Program Funds for
      Transportation Security Projects

7. Chairperson’s Report

8. Report of the Citizens Advisory Committee
   a) Customer Service on Caltrain

9. Report of the Executive Director
   a) Update on Super Bowl 50 Transportation Planning

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

11. Authorize Increasing the Executive Director’s Contract Authority with Central Fence in a Not-to-Exceed Amount of $198,059 for the Right of Way Fencing Project Contract  
   RESOLUTION

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

13. Authorize Amendment to Increase the Fiscal Year 2016 Capital Budget by $15,148,250 for Grade Separation and Grade Crossing Projects and Execution of Agreements to Act as Lead for the San Mateo 25th Avenue Grade Separations Project and the South Linden Avenue and Scott Street Grade Separation Project in South San Francisco and San Bruno  
   RESOLUTION

14. Authorize Increasing the Executive Director’s Contract Authority with ProVen Management, Inc. in a Not-to-Exceed Amount of $2,751,110 for the San Mateo Bridges Replacement Projects  
   RESOLUTION

15. Authorize Amendment of the Contract to Provide On-Call Real Estate Support Services by Increasing the Aggregate Not-to-Exceed Amount for the Base Six-Year Term from $2,150,000 to $4,950,000 and Increasing the Aggregate Not-to-Exceed Amount for the Two Two-Year Option Terms from $400,000 to $800,000  
   RESOLUTION

16. Authorize Adoption of Updated Bicycle and Similar Equipment Use and Parking Rules and Regulations  
   RESOLUTION

17. 2016 Legislative Program  
   INFORMATIONAL

18. Legislative Update  
   INFORMATIONAL

19. Correspondence

20. Board Member Requests

21. Date/Time of Next Regular Meeting: Thursday, February 4, 2016, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

22. General Counsel Report

   b) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Claim of Disability Rights Advocates Regarding Clipper Fare Payment System

23. Adjourn

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.
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 10:06 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT
Jeff Carter, Millbrae, said people did not know a Saturday schedule would be run on Black Friday, so customers were upset. A Saturday schedule is inadequate for Black Friday. A modified weekday schedule should be run if not a regular weekday schedule.

Bharath Baiju, San Bruno, said he is a student and the lack of a student discount is troubling. Traveling across four zones costs him nearly $3,000 per year. Many college students would like to use Caltrain but don’t because of the expense.

CONSENT CALENDAR
a) Approval of Minutes of November 5, 2015
b) Acceptance of Statement of Revenues and Expenditures for Fiscal Year (FY) Ending June 2015 (Unaudited)
c) Acceptance of Statement of Revenues and Expenses for October 2015

Public Comment
Roland Lebrun, San Jose, asked why FY2015 is still unaudited and why the Board is being asked to approved an unaudited statement. He asked for an update on the Chief Financial Officer recruitment.

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

CHAIRPERSON’S REPORT
Resolution of Appreciation for Outgoing Director Tom Nolan
Chair Tissier presented a resolution of appreciation to Director Nolan for his most recent four-year tenure on the Board as a representative of the San Francisco Municipal Transportation Agency (SFMTA).
Public Comment
Jeff Carter, Millbrae, said Director Nolan has been a great leader. He thanked Director Nolan for his service.

Andy Chow, Bay Rail Alliance, said he appreciates Director Nolan’s hard work.

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

Director Malia Cohen arrived at 10:17 a.m.

Appointment of Director Jeff Gee to the Transbay Joint Powers Authority
Motion/Second: Cisneros/Guilbault
Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Tissier
Absent: Woodward, Yeager

Appointment of Nominating Committee for 2016 Officers
Director Tissier appointed Directors Cohen, Gee, and Ken Yeager to the nominating committee for 2016 officers.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)
Adina Levin, CAC Member, said at its November 18 meeting, the CAC discussed the proposed fare changes. The CAC is happy that the JPB will be conducting a comprehensive analysis of the fare structure. The CAC felt they did not have enough information to support staff’s recommendations on this fare change. They did not understand why this change would be appropriate, why there should be a change to the base versus the zone, and why there is not a bigger increase to parking. The CAC questioned if congestion pricing would be appropriate and if there are equity concerns or opportunities. The CAC also have budget questions about the cost increases and if they justify the change.

Public Comment
Roland Lebrun, San Jose, said the CAC does not often get an action item to support. In this case they voted against the recommendation and were vocal about why. Customers feel the same way that the CAC does.

REPORT OF THE EXECUTIVE DIRECTOR
Jim Hartnett, Executive Director, said:
- Special event service includes:
  - San Francisco 49ers games at Levi’s Stadium, ridership is not as high as last year
  - Stanford football, ridership is higher than last year
  - San Jose Sharks
  - Pac-12 championship football game at Levi’s Stadium
  - The Holiday Train on December 5 and 6, sponsored by the Silicon Valley Community Foundation, will feature costumed characters and thousands of decorated lights, and toys will be collected
  - Regular weekday service will run on service on Christmas eve
Sunday service will run on Christmas day
Regular weekday service will run on New Year’s Eve along with four additional post-fireworks trains departing San Francisco late at night and fares will be free after 8 p.m.

- Staff is continuing work with the Santa Clara Valley Transportation Authority (VTA) on the light-rail efficiency project to be up and running by end of the year to serve the Super Bowl crowds.

Director Cohen asked how much outreach the Super Bowl Host Committee has done with the JPB concerning coordinating transportation. Mr. Hartnett said there has been a tremendous amount of coordination with regional partners in transportation including SFMTA, VTA, and Bay Area Rapid Transit (BART). The JPB also has extensive security cooperation from the national level downward with highly coordinated security plans and substantial training. She invited staff to a public hearing of the Land Use Committee on December 7 where the committee will discuss transportation for the Super Bowl events.

KEY CALTRAIN PERFORMANCE STATISTICS – OCTOBER 2015
Michelle Bouchard, Chief Operating Officer, Rail, said:
- There has been a decrease in month-over-month ridership; however, last year in October, Caltrain carried more than 100,000 additional riders for Giants games and the Giants victory parade. When the numbers are calibrated to take out those additional riders, which did not exist this October, ridership is still up 4.6 percent.
- For the year ridership is up 3.2 percent. Ridership will decrease as a natural trend in winter. Since rain is expected this year staff is emphasizing with Transit America Services, Inc. to focus on the safety of riders to prevent slips, trips, and falls.
- Staff got important work done in Burlingame at the Broadway and Bayswater crossings to advise vehicles to keep clear of the right of way and staff will monitor how well the signage works.

Public Comment
Roland Lebrun, San Jose, said ridership increases have petered out over the last few months because the system is at maximum capacity. Ridership went up 3.2 percent but total farebox revenue went up 5.4 percent. He said this means Caltrain does not know how to count passengers. He said he has made multiple suggestions about how to address capacity. The Gallery cars have fewer seats than Bombardier cars, and the Bombardier trainsets now have six cars while the Gallery sets only have five. This problem has to be fixed immediately. Nothing is being done to increase capacity.

Jeff Carter, Millbrae, said he made a suggestion to the CAC to explore the possibility of using cameras at the grade crossing intersections including Broadway and Bayswater in Burlingame to explore the feasibility of enforcement through cameras. He thinks it would be worth it for Caltrain.
AUTHORIZE ADOPTION OF REVISED CODIFIED TARIFF, ADOPTION OF FINDINGS FOR A STATUTORY EXEMPTION UNDER CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), AND APPROVAL OF ASSOCIATED TITLE VI EQUITY ANALYSIS

Seamus Murphy, Chief Communications Officer, said staff is recommending the Board approve the fare proposal that includes a 50-cent increase on base and 50-cent increase on parking and associated CEQA and Title VI analysis.

Mr. Murphy presented:
- **Objectives**
  - Generate revenue to support increased operating and maintenance needs
  - Support strategic plan focus area
    - Caltrain will establish financial stability, minimize its operating subsidy and fund system improvements
    - Develop strategies to increase returns from existing revenue streams
- **Fare Products**
  - Adult One-way: $3.75 base plus $2 per zone
  - Day Pass: two times one-way fare
  - Clipper: 15 percent discount
  - Go Pass: three-zone monthly pass
- **Staff Recommendation**
  - Increase base fare by 50 cents (effective February 28)
  - Maintain 15 percent Clipper discount
  - Maintain 50 percent Eligible Discount fare
  - Increase parking fees (effective July 1)
  - Title VI analysis confirms changes will have no disparate impact on minority riders or disproportionate burden on low-income riders
- **Public Input**
  - 54 comments received
  - Revenue needed to support increasing costs
  - Go Pass increases to $190 in January 2016
  - Metropolitan Transportation Commission (MTC) fare equity analysis
  - Comprehensive fare study
- **November 5 Public Hearing**
  - Two-year incremental increase option
    - One-time increase: $10.6 million
    - Incremental increase: $6.8 million
  - Discounted fares: 50 percent of full fare
    - Senior: 65 years old or older
    - Disabled
    - Youth: 18 years old or younger (one child under five years old travelling with an adult is free)
- **Fare History**
  - 2011: Base fare increased from $2.50 to $2.75
  - 2011: Zone fare increased from $1.75 to $2
  - 2012: Base fare for paper tickets increased to $3; Clipper base fare remained at $2.75
• 2014: Base fare for paper tickets increased to $3.25; Clipper base fare remained at $2.75

• Parking Fee History
  o 2011: Daily fees increased from $3 to $4; monthly fees increased from $30 to $40
  o 2013: Daily fees increased from $4 to $5; monthly fees increased from $40 to $50

• Fare Comparison to Nine Other Rail Transit Agencies
  o Per mile
    ▪ Caltrain today is at the average for the cash fare, with increases would be one cent above the average
  o One-way cash fare
    ▪ Caltrain is 31 cents below the average today, would be 19 cents above the average with the increase
    ▪ Maximum travel for all zones, with increases Caltrain would be below the average, with the Gilroy extension Caltrain would be above the average
  o Monthly Pass
    ▪ Today and with increase Caltrain is below the average

• Ridership has increased 2.3 times since FY2004
• Farebox revenues have increased 4.03 times since FY2004
• Farebox recovery ratios have increased 30 percent since FY2008

• Operating Costs
  o Increased due to aging fleet, which leads to increased maintenance, and increased demand for special service
  o New costs projected for the Communications-based Overlay Signal System (CBOSS)/Positive Train Control (PTC) and electrification projects and Electric Multiple Unit (EMU) procurement

• Operating expenses continue to increase
• Operations and maintenance is forecasted to increase
• New Revenues
  o 50-cent base fare increase = $7.9 million
  o Parking fee increase = $400,000

• Outreach
  o Community meetings
  o Presentation to CAC
  o Public hearing
  o Social media
  o Website
  o Newspaper notices
  o News release
  o Onboard flyers
  o Visual messages at stations
  o 35 comments received

Public Comment
Roland Lebrun, San Jose, said there is nothing that talks about reducing expenses or increasing ridership. More service equals more passengers, which equals more revenue. There should be an immediate moratorium on Go Passes. The farebox
recovery is going to drop in FY2016 because trains are shot and operations and maintenance will take away $50 million a year from the budget. Over the next five years, $250 million will be wasted. Caltrain should have EMUs right now that can run on diesel while waiting for electrification.

Andrew Boone, East Palo Alto, said he does not understand why the budget is going up. He asked why the JPB needs this set of increases that excludes the consideration of raising the cost of Go Passes. There was no analysis of how much revenue could be raised with a Go Pass increase. Fares are going up on passengers, and this is a problem because people who don’t make a lot of money can’t use the train. Low-income people are being excluded. There is no sufficient analysis of alternatives.

Jeff Carter, Millbrae, said Caltrain needs dedicated funding so it does not have to rely on fares and one-time funds. He said he looks forward to seeing the fare study because the zones should be changed to station-to-station pricing to make fare increases less burdensome. There should be a student discount and there should not be peak period pricing because it makes things more complex. Caltrain riders pay more than BART.

Director Cohen asked if Mr. Carter thinks a ballot measure resulting in a tax is an appropriate way to find dedicated funding. Mr. Carter said yes, some tax measure would create dedicated funding.

Dora Tello said she might consider transportation alternatives with this increase. She said corporations that use Go Passes will pay $190 a year when the price increases in January, but regular commuters pay $296.80 per month. That is a $3,000 difference.

Doug DeLong, Mountain View, said there should be a discount for low-income riders. Service is underpriced since it is being crushed by the amount of customers. He said there are elements of this proposal and the Codified Tariff that are not up to Caltrain’s standards.

Adina Levin, Friends of Caltrain, asked when the fare structure study will be available. She said there should be a stable source of funding. The MTC study may be helpful, but the study may not look at rail service because low-income riders tend to use bus services instead of rail service.

Andy Chow, Redwood City, said customers traveling within San Jose but south of Tamien have to pay an extra zone charge from Capitol and Blossom Hill stations, and there are only three trains in the morning and three trains in the afternoon at those stations. He asked for a pilot program to waive the extra zone charge to encourage people to park at and use those stations instead of parking at Tamien and Diridon. SamTrans is adjusting fares on Route KX, which runs to and from San Francisco. Because of the fare differential coming from San Francisco, there will be an extra charge to take Route KX. He asked to allow Caltrain users who have the Monthly Pass with two or more zones to take Route KX without an extra fee, which may alleviate the capacity crunch on Caltrain.
Director Jose Cisneros said he is going to support the increase because during his time on the Board the JPB has had to come too often to the budget discussion where it had to consider cutting service because there was not enough revenue. He is constantly reminded of that concern and the vital need for this revenue to maintain the level of service customers want. He is consoled by the comparison analysis that shows Caltrain is not out of line with costs compared to peer transit agencies. He said he is mindful of what he has heard from the public. He is looking forward to the comprehensive fare study. In that study he hopes to see all the recommendations from the CAC, what congestion pricing can do, the Go Pass pricing, discounts for low-income riders, which universities are using the Go Pass and what the cost would be to the system if the standard discount was offered to any student not covered by the Go Pass option, station-to-station pricing and the zone structure, and a comparison of what peer agencies charge for parking. He appreciates the feedback. This matter will never go away until a dedicated revenue source is implemented. Until then, this funding option is what the JPB is left with.

Director Nolan said in San Francisco, Muni Transit is free for low-income students, seniors, and persons with disabilities. Part of the rationale was to get young people used to riding the system so they would be supporters in the future. About 10 percent of the ridership is riding for free. He would like the JPB to look at that possibility. Muni also indexes fares, which allows the agency to build on expectations that it is going to happen, and he would like Caltrain to consider that as well.

Director Cohen said she has mixed feelings about supporting this. She said the free Muni for youth was incredibly difficult to get done. The 54 comments from the public are not very much. She said the concerns from the CAC do not jive well with the public input that was reported to the Board. She said it is good to hear translation services were offered at the public meetings. She said she is intrigued by stop-by-stop pricing, and congestion pricing may be an opportunity. She said she will be voting no on the proposal but will continue to work with staff to look at other revenue options. The dedicated revenue source is a great idea and more time and energy should be spent to make that happen. She said this is a system that should not be excluding people from participating in, and increasing the prices would lead to that exclusion.

Chair Tissier said years ago she had to fight to keep the train service from being cut in half. The JPB can’t keep the existing service without increasing fares. Ridership is increasing, and it is an old system that costs money to maintain. She likes some of the ideas that were brought up for the future. Some of the changes can’t be made right at this very moment, but many can be studied. She said she can’t say Caltrain should not have these increases because the only way to keep service is to raise fares since there is no dedicated funding. Everyone wants the train service but no one wants to pay for it. She said the Board must pass this increase today.

Director Rose Guilbault said she is persuaded by the desperate budget needs Caltrain has and she doesn’t see another way to support the budget needs at this time without these increases. She agrees with her colleagues about the need for a dedicated source of income. She likes the suggestion for the public to help find dedicated funding. She is also persuaded by the comparisons of other systems because Caltrain is right on par. She is concerned about students, and she is empathetic about the cost to
students and seniors to ride the train. She would like the study to consider pricing for students and seniors and Go Passes.

Director Gee said as Caltrain benchmarks its cost per mile against peer agencies, those agencies at least have some form of funding source. The entire budget is discretionary based on customers riding Caltrain and the JPB partners making a contribution every year. He asked how the JPB could not look at balancing the budget and planning for costs going forward based on a discretionary revenue stream. Every year in a down economy, the budget conversation is about balancing the budget without cutting service because the service is needed. This proposal is based on operating expenses. If Caltrain budgeted properly, it would budget for operations and capital replacement. No one does that or uses that asset management strategy in this country. When people talk about Go Pass pricing, the assumption is that 100 percent of the employees of a company are using the Go Pass. The terms of the Go Pass is if there are 1,000 employees at a company, that company has to purchase 1,000 Go Passes even though not all employees use the train. The number of employees is less than 50 percent. Even if 500 employees used the Go Pass, that would turn out to $320 per Go Pass, not the $160 that people claim. He said the survey should have included a question about supporting a dedicated funding source. Without a dedicated funding source, the only way to fund Caltrain is through fares and the partners. Without a dedicated funding source and an adequate funding stream, when Caltrain goes to borrow money, the borrower will look at where the money will be coming from and may not say yes.

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

Mr. Hartnett said staff heard what elements the Board feels are important for the fare study. The comments suggest a fundamental shift in how the fare policy is applied, and it deserves a full and complete study. A dedicated source of funds is an internal priority for staff and the reorganization of the management team frees up personnel for a focus on that topic. It is a multi-year effort and would likely require something on the ballot. He said the organization acknowledges the time has come to find a revenue source.

Joan Cassman, Legal Counsel, said the Codified Tariff is very clear of what the changes will be, and attached to it is a chart that explains the fares per zone and ticket type.

**AUTHORIZE AWARD OF CONTRACT TO SOUTHWEST CONSTRUCTION AND PROPERTY MANAGEMENT FOR UPGRADES TO THE SAN FRANCISCO CREW FACILITY FOR A TOTAL COST OF $579,181**

Gig Harrington, Deputy CEO, said the condition of the San Francisco crew quarters is appalling. Some employees have long layovers and need a place to rest.

**Public Comment**

Roland Lebrun, San Jose, said staff should be well rested to provide good and safe service, but asked why sleeping rooms are needed and how much time people will be
staying there. He asked why the employees can’t just use a regular rest area with sofas and coffee.

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

SAN MATEO BRIDGES PROJECT UPDATE
Ms. Bouchard presented:

• Project Scope
  - Replacing four existing 112-year-old bridges in San Mateo
  - Bridge design requires construction of berm supported by new retaining walls
  - Track lift through project area to improve roadway clearances

• Project Schedule and Budget
  - Project contract awarded August 2014
  - Contract authority is $22.9 million
  - Construction began December 2014
  - Anticipated completion summer 2016
  - Project preceded by site preparation in the extremely constrained right of way

• Project Challenges and Complexity
  - Extremely complex site conditions and project requirements (dense vegetation, homes encroaching on right of way, utility relocation/installation of PTC, Caltrain service continuity, temporary road closures)
  - Project adapts design and schedule as required to respond to unanticipated conditions (retaining wall modifications, project acceleration to mitigate delays)
  - Utility relocation and installation minimizes additional efforts required by the Union Pacific and PTC project
  - Major milestone achieved with the Tilton Bridge replacement

• Tilton Bridge Replacement
  - Bridge replacement completed after revenue service on November 6 through November 7
  - Bus bridge between Burlingame and San Mateo accommodates passengers during shutdown
  - Train 422 operated as scheduled across the new bridge on November 8
  - Debriefing held to determine lessons learned for the next bridge replacement at Monte Diablo

• Next Steps
  - Replacement of Monte Diablo Bridge on December 19

Director Cohen asked for an update on the Quint Street Bridge. Ms. Bouchard said there is a slow order on the bridge and complex utility relocation is being done. That bridge will not be replaced; staff will be building up the berm, and it should be completed by summer 2016.

Director Cohen left at 11:46 a.m.
Public Comment
Jeff Carter, Millbrae, said some people did not know there was going to be a bus bridge and a different schedule and that the northbound platform would not be in use. There were announcements and the Predictive Arrival/Departure System was used and there were flyers, but not everyone saw them. More signage should be used next time.

OVERVIEW OF SOCIAL MEDIA PROPERTIES AND PROGRAM GROWTH
Jayme Ackemann, Communications Manager, presented:

- Social Properties
  - Caltrain has a presence on numerous social media sites, including Facebook, Twitter, LinkedIn, YouTube, Instagram, and others
  - Caltrain has 52,009 followers across the primary networks
  - Total monthly impressions in October: 3,425,610
  - Total monthly clicks to website in October: 8,000

- Other Platforms
  - Constant Contact – 2,280 subscribers
  - WordPress – 2,749 monthly visitors

- Expected Growth:
  - More than 100 percent

- #CaltrainSafe Campaign Results
  - Total spent: $200
  - Total impressions: 12,650
  - Total engagement: 259
  - Cost per engagement: $0.77

- Cutting Through the Noise
  - Tone is important and the social media officer has a warm way of engaging with customers

- Next Steps
  - Program expansion
    - Hire Social Media Specialist
    - Purchase social media monitoring and response software
    - Increased use of social media to support marketing and service goals
  - Customer service support
    - For every one call to Caltrain’s customer service line, nearly 17 customers interact with the agency using social media
    - Customer service social monitoring and one-on-one response/customer support

Public Comment
Roland Lebrun, San Jose, said the Board just approved a $10 million fare increase, and now the JPB is going to hire a social media specialist for $100,000 to $200,000 per year. This does not improve the system in any way. A way to improve the system is to use the private sector. The private sector would create a world class web experience. The private sector would also pay to run their trains on Caltrain tracks, they would pay for trains, and would provide a 30 percent discount on what customers pay for Caltrain.

Adina Levin, Friends of Caltrain, expressed appreciation for the Caltrain social media team for their presence and communicating with riders to address issues. There may be
an opportunity to integrate social media with customer management software to log
issues so customers could see the results of those interactions.

LEGISLATIVE UPDATE
Casey Fromson, Government Affairs Officer, said the House and Senate Conference
Committee released the Fixing America’s Surface Transportation Act. The House
passed the bill and the Senate is expected to follow. This is a five-year, $281 billion
authorizing bill for highway, rail and transit programs. Transit and state of good repair
programs are expected to receive an 18 to 20 percent increase over current funding
levels. It raises the domestic share of components for rolling stock from 60 percent to
70 percent by FY2020 as well as increases the liability cap on passenger rail accidents
from $20 million to $295 million. It provides $200 million to help railroads implement the
PTC program.

CAPITAL PROJECTS QUARTERLY STATUS REPORT – 1ST QUARTER FY2016
Ms. Harrington said the stoplight page is provided. The agency is in the middle of a
system conversion and when it is finished, staff will produce the remainder of report and
provide it at a later date.

Public Comment
Roland Lebrun, San Jose, said this is just a bunch of flags. This is the report where he
found the Disadvantaged Business Enterprise participation scandal. He said the Board
should defer approval of this report.

Chair Tissier said this report is for information only.

CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
Director Gee said he went to China and used the train extensively. The EMUs in China
go 193 kilometers per hour and high-speed rail goes 308 kilometers per hour and were a
great ride. When they plan for new cities, they plan around public transit including train
stations and bus depots. The problem in California is trying to fix development because
the land-use cannot be changed.

GENERAL COUNSEL REPORT
No report.

DATE/TIME/PLACE OF NEXT REGULAR MEETING
The next meeting will be Thursday, January 7, 2016, 10 a.m. at San Mateo County Transit
District Administrative Building, Bacciocco Auditorium, 2nd Floor,
1250 San Carlos Avenue, San Carlos, CA 94070.

Adjourned at 12:05 p.m.
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING NOVEMBER 30, 2015 AND SUPPLEMENTAL INFORMATION

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

SIGNIFICANCE
Revenues: For November of Fiscal Year 2016, Total Operating Revenue (line 7) is $1,578,699 or 4 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $2,404,489 or 6.8 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $1,344,561 or 3.4 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $6,113,705 or 10.8 percent. The Rail Operator Service (line 23) is 556,623 or 1.8 percent better than budget, and Total Operating Expense (line 36) is $5,437,315 or 11.3 percent better than budget. Total Administrative Expense (line 46) is $676,374 or 8.5 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $3,590,115 or 7.6 percent higher.

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

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

**Fiscal Year 2016**

**November 2015**

#### Revenue

**OPERATIONS:**
- Farebox Revenue
  - Prior: 6,799,164
  - Current: 35,642,394
  - % of Year Elapsed: 106.8%
  - % of Budget: 100.9%
- Parking Revenue
  - Prior: 217,279
  - Current: 1,850,196
  - % of Year Elapsed: 19.4%
  - % of Budget: 90.4%
- Shuttles
  - Prior: 102,385
  - Current: 670,146
  - % of Year Elapsed: 52.0%
  - % of Budget: 21.7%
- Rental Income
  - Prior: 64,944
  - Current: 722,389
  - % of Year Elapsed: 85.3%
  - % of Budget: 18.1%
- Other Income
  - Prior: 36,072
  - Current: 421,616
  - % of Year Elapsed: 89.0%
  - % of Budget: 31.7%

**TOTAL OPERATING REVENUE**: 7,219,645

- % of Year Elapsed: 104.0%
- % of Budget: 43.6%

#### Contributions:
- AB434 Peninsula & TA Shuttle Funding
  - Prior: 152,134
  - Current: 778,612
  - % of Year Elapsed: 100.9%
  - % of Budget: 190.3%
- Operating Grants
  - Prior: 465,968
  - Current: 2,772,259
  - % of Year Elapsed: 99.2%
  - % of Budget: 41.3%
- JPB Member Agencies
  - Prior: 1,167,809
  - Current: 8,262,070
  - % of Year Elapsed: 100.0%
  - % of Budget: 58.6%
- Other Sources
  - Prior: 2,880,258
  - Current: 0.0%
  - % of Year Elapsed: 0.0%
  - % of Budget: 0.0%

**TOTAL CONTRIBUTED REVENUE**: 1,783,911

- % of Year Elapsed: 14.6%
- % of Budget: 31.9%

#### Grand Total Revenue:
- Prior: 9,085,556
  - Current: 51,119,682
  - % of Year Elapsed: 97.7%
  - % of Budget: 39.8%

#### Expense

**Operating Expense**:
- Rail Operator Service
  - Prior: 5,464,100
  - Current: 27,620,189
  - % of Year Elapsed: 98.2%
  - % of Budget: 40.1%
- Rail Operator Service-Other
  - Prior: 100,000
  - Current: 5,000
  - % of Year Elapsed: 80.0%
  - % of Budget: 33.2%
- Security Services
  - Prior: 508,061
  - Current: 2,013,772
  - % of Year Elapsed: 98.0%
  - % of Budget: 35.8%
- Rail Operator Extra work
  - Prior: -
  - Current: 52,083
  - % of Year Elapsed: 0.0%
  - % of Budget: 0.0%
- Contract Operating & Maintenance
  - Prior: 6,072,161
  - Current: 29,638,961
  - % of Year Elapsed: 97.7%
  - % of Budget: 39.7%
- Shuttles Services
  - Prior: 769,515
  - Current: 1,755,089
  - % of Year Elapsed: 74.6%
  - % of Budget: 31.1%
- Fuel and Lubricants
  - Prior: 708,949
  - Current: 3,103,090
  - % of Year Elapsed: 50.7%
  - % of Budget: 21.1%
- Timetables and Tickets
  - Prior: 11,000
  - Current: 80,881
  - % of Year Elapsed: 68.6%
  - % of Budget: 26.8%
- Insurance
  - Prior: 483,603
  - Current: 402,523
  - % of Year Elapsed: 99.0%
  - % of Budget: 42.3%
- Facilities and Equipment Maint
  - Prior: 142,070
  - Current: 664,378
  - % of Year Elapsed: 82.8%
  - % of Budget: 34.5%
- Utilities
  - Prior: 162,370
  - Current: 812,783
  - % of Year Elapsed: 100.4%
  - % of Budget: 41.3%
- Maint & Services-Bldg & Other
  - Prior: 108,675
  - Current: 440,942
  - % of Year Elapsed: 81.9%
  - % of Budget: 34.1%

**TOTAL OPERATING EXPENSE**: 8,458,342

- % of Year Elapsed: 88.7%
- % of Budget: 36.4%

**Administrative Expense**:
- Wages and Benefits
  - Prior: 240,224
  - Current: 2,767,088
  - % of Year Elapsed: 99.0%
  - % of Budget: 37.7%
- Managing Agency Admin OH Cost
  - Prior: 371,388
  - Current: 1,936,435
  - % of Year Elapsed: 98.0%
  - % of Budget: 36.5%
- Board of Directors
  - Prior: 900
  - Current: 6,061
  - % of Year Elapsed: 96.5%
  - % of Budget: 48.9%
- Professional Services
  - Prior: 345,341
  - Current: 1,314,187
  - % of Year Elapsed: 80.5%
  - % of Budget: 33.4%
- Communications and Marketing
  - Prior: 10,118
  - Current: 42,099
  - % of Year Elapsed: 35.4%
  - % of Budget: 14.2%
- Other Expenses and Services
  - Prior: 165,118
  - Current: 729,395
  - % of Year Elapsed: 80.3%
  - % of Budget: 33.0%

**TOTAL ADMINISTRATIVE EXPENSE**: 1,136,088

- % of Year Elapsed: 91.5%
- % of Budget: 35.7%

**Long Term Debt Expense**
- Prior: 106,834
  - Current: 459,524
  - % of Year Elapsed: 100.0%
  - % of Budget: 147.1%

**GRAND TOTAL EXPENSE**
- Prior: 9,701,265
  - Current: 46,943,425
  - % of Year Elapsed: 89.2%
  - % of Budget: 36.3%

#### Net Surplus / (Deficit)
- Prior: (695,709)
  - Current: 4,176,257
  - % of Year Elapsed: -
  - % of Budget: 0.0%
## PENINSULA CORRIDOR JOINT POWERS BOARD

### INVESTMENT PORTFOLIO

### AS OF NOVEMBER 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>
</tr>
</thead>
<tbody>
<tr>
<td>Local Agency Investment Fund (Restricted)</td>
<td>*</td>
<td>Liquid Cash</td>
<td>0.374%</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Unrestricted)</td>
<td>*</td>
<td>Liquid Cash</td>
<td>0.374%</td>
<td>762,986</td>
</tr>
<tr>
<td>County Pool (Unrestricted)</td>
<td>**</td>
<td>Liquid Cash</td>
<td>0.785%</td>
<td>10,832,856</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td></td>
<td>Liquid Cash</td>
<td>0.000%</td>
<td>12,892,874</td>
</tr>
<tr>
<td>Other (Restricted)</td>
<td>***</td>
<td>Liquid Cash</td>
<td>0.200%</td>
<td>27,821,507</td>
</tr>
</tbody>
</table>

|                                           | $54,310,223   | $54,310,223   |

Accrued Earnings for November 2015  $11,788.09  
Cumulative Earnings FY2016  $71,356.33

(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 1.000594646 as reported by LAIF for quarter ending September 30, 2015.

** As of November 2015 the total cost of the Total County Pool was $4,258,443,638.59 and the fair market value per San Mateo County Treasurer’s Office was $4,259,089,675.16 .

*** 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
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: AUTHORIZE THE FILING OF APPLICATIONS WITH THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR PROGRAMMING OF FEDERAL TRANSIT ADMINISTRATION (FTA) FORMULA FUNDS FOR THE CALTRAIN SYSTEMWIDE AND ROLLING STOCK STATE OF GOOD REPAIR (SOGR) PROJECTS

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

1. File an application with the MTC for $11,347,261 in FTA Sections 5337 and 5307 formula funds for systemwide track rehabilitation, systemwide communications and signal rehabilitation, and rolling stock SOGR capital work; and

2. Commit $2,836,816 in local matching funds; and

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

SIGNIFICANCE
Staff is proposing to submit fund programming applications to the MTC for Fiscal Year (FY) 2014 and FY2015 FTA Formula funds to support the projects listed on the following page.
BUDGET IMPACT
There is no budget impact associated with this action. Both the proposed FTA and local match amounts are currently included in the FY2016 Capital Budget.

BACKGROUND
The MTC solicits transit projects from eligible Federal grantees on an annual basis for FTA Section 5307 Urbanized Area and Section 5337 SOGR grants. The selection of projects was based on MTC’s Transit Capital Priorities process and criteria, which are intended to fund transit projects consistent with Plan Bay Area, the region’s 25-year transportation plan.

Prepared by: Peter Skinner, Manager, Grants and Fund Programming 650.622.7818

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Funds</th>
<th>Local Funds</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide Track Rehabilitation, including funding for Los Gatos Creek Bridge and the Tunnel Drainage Project</td>
<td>$10,623,994</td>
<td>$2,655,999</td>
<td>$13,279,993</td>
</tr>
<tr>
<td>Systemwide Signal and Communications Rehabilitation, including funding for the Train Dispatcher Replacement Project</td>
<td>$560,000</td>
<td>$140,000</td>
<td>$700,000</td>
</tr>
<tr>
<td>Rolling Stock SOGR</td>
<td>$163,267</td>
<td>$40,817</td>
<td>$204,084</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$11,347,261</strong></td>
<td><strong>$2,836,816</strong></td>
<td><strong>$14,184,077</strong></td>
</tr>
</tbody>
</table>
RESOLUTION NO. 2016 –

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

* * *

AUTHORIZE THE FILING OF AN APPLICATION FOR FEDERAL TRANSIT ADMINISTRATION (FTA) FORMULA FUNDS FOR THE SYSTEMWIDE TRACK REHABILITATION AND THE ROLLING STOCK STATE OF GOOD REPAIR (SOGR) PROJECTS

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) continues, and establishes new, FTA formula programs; and

WHEREAS, pursuant to MAP-21 and the regulations promulgated thereunder, eligible project sponsors wishing to receive FTA Section 5307 Urbanized Area funding or Section 5337 SOGR funding, (collectively, FTA Formula Programs) must submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO’s Transportation Improvement Program (TIP); and

WHEREAS, the successor legislation to MAP-21 is anticipated to continue authorization of the FTA Formula Programs; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay Region; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project sponsor for the FTA Formula Program; and

WHEREAS, the JPB wishes to submit an application for fund programming to the MTC for the Systemwide Track Rehabilitation, Systemwide Signal and Communications System Rehabilitation and Rolling Stock SOGR Projects (Projects).
WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1. The commitment of necessary local matching funds of at least 18 percent for FTA Formula Program funds; and

2. The sponsor understands that the FTA Formula Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program funds; and

3. The assurance of the sponsor to complete the projects as described in the application, and if approved, as programmed in MTC’s TIP; and

4. The sponsor understands that FTA Formula Program funds must be obligated within three years of the year in which the projects are programmed in the TIP or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the Executive Director, or his designee, is authorized to execute and file an application with MTC for FTA Formula Program funds in the amount of $11,347,261; and

1. The JPB will provide $2,836,816 in local matching funds; and

2. The JPB understands that (a) the FTA Formula Program funding for the Projects is fixed, (b) any cost increases must be funded by the JPB from local matching funds, and (c) the JPB does not expect any cost increases to be funded with FTA Formula Program funds; and

3. The Projects will be built and operated as described in this resolution and, if approved, for the amount shown in the MTC TIP with the funding obligations occurring within the timeframe established below; and
4. The JPB will obligate the funds within three years of the year in which each
Project is programmed in the TIP or the Project may be removed from the
program; and

5. The JPB will comply with FTA requirements and all other applicable Federal, State
and local laws and regulations with respect to the Projects; and

BE IT FURTHER RESOLVED by the Board of Directors that:

1. The JPB is an eligible sponsor of projects in the program for FTA Formula Program
funds; and

2. The JPB is authorized to submit an application for FTA Formula Program funds for
the Projects; and

3. There is no legal impediment to the JPB executing applications for FTA Formula
Program funds; and

4. There is no pending or threatened litigation which might in any way adversely
affect the proposed Projects, or the ability of the JPB to deliver such Projects;
and

5. The JPB agrees to comply with the requirements of MTC’s Transit Coordination
Implementation Plan as set forth in MTC Resolution 3866; and

6. A copy of this resolution will be transmitted to the MTC prior to MTC programming
the FTA Formula Program funded projects in the TIP; and

7. The MTC is requested to support the application for the Projects described in the
resolution and to program the Projects, if approved, in MTC’s TIP; and

8. The Executive Director, or his designee, is authorized to take such actions as may
be necessary to give effect to this resolution, including executing any
agreements, certifications and assurances or other documentation required in order to receive the FTA Formula Program funds.

Regularly passed and adopted this 7\textsuperscript{th} day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

\underline{Chair, Peninsula Corridor Joint Powers Board}

ATTEST:

\underline{JPB Secretary}
PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

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

ACTION
Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to submit grant applications, with concurrent Letter of No Prejudice (LONP) requests, to the California Governor's Office of Emergency Services (Cal OES) and to file and execute certifications, assurances and other documentation as required to receive $939,246 in Fiscal Year (FY) 2015/2016 Proposition 1B California Transit Security Grant Program (CTSGP) funds from the State for transportation security projects.

SIGNIFICANCE
Cal OES requires eligible recipients of Proposition 1B CTSGP funds to submit resolutions approved by their governing bodies that authorize the designated agency officer(s) to execute any action necessary for the processing of applications associated with the programming and receipt of funds. Approval of this item will meet Cal OES's CTSGP funding requirement. The FY2015/2016 program is the last year the Peninsula Corridor Joint Powers Board (JPB) can apply for funds as the Proposition 1B program is coming to an end.

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

BUDGET IMPACT
There is no budget impact related to this action. Projects proposed to be funded with Proposition 1B CTSGP funds may include right of way fencing, enhanced lighting at stations, emergency communications equipment, and the installation of closed circuit television cameras at Caltrain stations. These projects will be vetted through the upcoming FY2017 Capital Budget development cycle.

Staff expects the projects selected through this process will be funded with 100 percent Proposition 1B CTSGP monies as these grant funds do not require a local match.
**BACKGROUND**
The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B, was approved by California voters on November 7, 2006. Proposition 1B includes a funding program specifically for transit safety and security projects, known as the CTSGP. The State controller develops a list of eligible transit operators and the amount of funds that each operator is eligible to receive on an annual basis. Funding allocations are contingent on bond sales and it has historically taken over one year to receive funds once an allocation request has been submitted to the State.

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

Prepared By: Peter Skinner, Manager, Grants and Fund Programming  650.622.7818
RESOLUTION NO. 2016 –

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

* * *

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

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

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

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

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

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

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

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is on the list of eligible applicants for CTSGP funds; and
WHEREAS, Staff Coordinating Council recommends the Board provide the Executive Director, or his designee, the authorization to submit applications for Fiscal Year (FY) 2015/2016 CTSGP funds, with concurrent requests for LONPs, and to file and execute certifications and assurances and any other documentation required by Cal OES.

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

1. Authorizes the Executive Director, or his designee, to file applications and concurrent LONPs with Cal OES for FY2015/2016 Proposition 1B CTSGP funds; and

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

Regularity passed and adopted this 7th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

________________________
JPB Secretary
Motion: The current level of customer service on Caltrain is unacceptable.

Background

The current level of customer service is well below the standard that is acceptable. In the last two years the CAC has brought a number of service deficiencies to the attention of Caltrain staff. These deficiencies are detailed below. In each case the deficiency falls below the minimum standard a customer should expected on a commuter railroad. This problem is serious and demands immediate attention.

Service Deficiencies

The major service deficiencies that have been identified by the CAC are:

- In the face of a steady increase in the number of Caltrain users, Caltrain has apparently developed no plan for the expansion of service until electrification, which is likely at least 5 years away. Even with the addition of the extra cars that were recently purchased, many express trains are currently at capacity, yet there appears to be no plan in place to handle the large projected increase in passenger volume in the next 5 years. While management attributes this increase to the introduction of baby bullet service, they have yet to develop any plans for expanding the baby bullet service beyond the current times it is offered.

- When an incident occurs that disrupts service, there appears to be no consistent, effective emergency response plan in place. Nor is there a system that reliably informs customers of the extent of the problem and the likely outcome. Examples abound of a response that aggravated what was already a poor customer experience. Members of the CAC themselves have repeated personal experience with this acute problem.

- Trains are inadequately labeled.\(^1\) As a result, once the train pulls into the station a passenger has no idea which stations the train will be stopping at. This problem is particularly acute when the trains are not running on time.

---

\(^1\) The only identifying characteristic on a train is a display, either on the outside corner of the lead car, or in the center of the engine, of the last two digits of the train
• The information system on the platform informing customers about which train is arriving identifies trains by train number, with no reference to which stops the train is making. Identifying trains by number alone is akin to an airline listing flights by flight number alone rather than destination city. In addition the system is often inaccurate. The system indicates that a train is arriving before it arrives. Sometimes, prior to the train’s arrival, the train disappears from the system so that passengers on the platform are uninformed about which train is pulling into the station.

• In response to customer complaints (especially about Giants baseball trains), the CAC requested that Caltrain staff consider experimenting with a quiet car on each train. The idea was rejected by staff citing the increased need for enforcement. The idea was not revisited even after it was pointed out that quiet cars are self enforcing, and that it would be impossible to tell if they would improve the customer experience without running an experiment.

• Caltrain continues to not provide WiFi service on its trains.

• The on time performance of the system is in decline.

There is nothing on the train that identifies what this number means. Once the train pulls into the station the two-digit number is no longer visible.
TO: JPB CAC

FROM: Michelle Bouchard Danielle Stewart
Chief Operating Officer, Rail Acting Director, Rail Operations

SUBJECT: CAC’S MOTION TO ADVISE THE BOARD TO TAKE ACTION TO IMPROVE CUSTOMER SERVICE

Staff supports the JPB CAC’s proposed motion on the current level of customer service on Caltrain being unacceptable.

Staff concurs that the various projects identified in Committee Member Jonathan Berk’s report would enhance or meet the customer experience on Caltrain. Staff recommends an appointment of an ad hoc committee or expanding the Train Identification and Schedule Communication ad hoc committee to collaborate with staff to address the concerns and come back to the committee with updates.
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS NOVEMBER 2015

In November 2015, Caltrain’s average weekday ridership (AWR) was 58,119, which is an increase of 1,220 or 2.1 percent more than the November 2014 AWR of 56,899. The total number of passengers who rode Caltrain in November 2015 was 1,477,387, which is 4.1 percent more than November 2014 ridership of 1,418,781. Fare box revenue increased 5.4 percent over November 2014.

On-time performance (OTP) for November 2015 was 88.1 percent, which is lower than the 92.5 percent OTP for November 2014. When trains arriving within 10 minutes of the scheduled arrival time are included, OTP rises to 94.7 percent. In fact, 56 percent of all delayed trains arrived at the final destination within 10 minutes of the scheduled time. Overall in November 2015, there were 897 mechanical minutes of delay compared with 1,212 mechanical minutes of delay in November 2014. There was one day that operated with 100 percent of the trains on time and eight additional days with 95 percent or better OTP.

Looking at customer service statistics, there were 9.5 complaints per 100,000 passengers in November 2015. This is lower than both the 12.5 complaints in November 2014 and the 12.3 complaints from the previous month in October 2015.

Shuttle ridership for November 2015 is up 6.4 percent from November 2014. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership increased 3.4 percent over November 2014. For the station shuttles, the Millbrae-Broadway shuttle averaged 333 daily riders. The Belmont-Hillsdale shuttle averaged 75 daily riders. The weekend Tamien-San Jose shuttle averaged 59 riders per day.
Caltrain Promotions – November 2015

Veterans Day Observance
In observance of Veterans Day, both Caltrain and SamTrans as an agency wanted to recognize and celebrate our Veteran’s service and sacrifice by running “SamTrans Salutes America’s Veterans” on all bus head signs.

Partnership
Caltrain partnered with San Mateo and San Jose Harvest Festival who provided the riders with $2 savings on general admission. The Harvest Festival was mentioned in Track the Fun brochure, social media and a news release was issued.

On-going promotions

49ers At Levi’s® Stadium – The 49ers service promotion continues through the end of October. A 30 sec. commercial airing on a variety of sports network channels in the North & South San Mateo and San Francisco Counties. Spots will run a week leading up to each home game. Along with the TV spots, social media, news releases, brochures onboard train and mention in Caltrain Connection/Track the Fun Guide we used to help promote the service. For the month of November, there were two home games played against Atlanta and Arizona. We carried a total of 6,700 customers for the month of November.

San Jose Sharks at SAP Center – The regular 2015/16 San Jose Sharks season kicked off in October 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 online spots through the end of November, social media, interior adcards onboard train, Caltrain’s website, listing in Caltrain Connection newsletter/Track the Fun Guide and news release. For the month of November, there were six home games played. Caltrain carried an additional 1,659 customers for the month of November.

Stanford Football season finally including Big Game – Stanford Football promotion continued through the end of November including the Big Game played at Stanford Stadium on Nov. 21. Selected trains served Stanford Stadium Station on game days. The service was promoted through KNBR 10-second live reads and 30-second streaming online spots, interior adcards, take-ones onboard the train, social media, Caltrain website posting and news release. Stanford continued to e-mail blast season ticket holders on game day including social media. In November, three home games were played including the Big Game carrying an additional 8,482 customers to/from the game.

Social Media Trends - Caltrain’s social media platforms continued to see steady growth throughout the month of November. Across all platforms, Caltrain added 1,868 new followers. The agency did not conduct a paid social media campaign during the month of November, which slowed the rate of growth when compared to October. Since November 2014, Caltrain has added 27,502 followers across all of its social media channels.
Recently, Facebook began offering a rating for an organization’s Facebook presence. This number provides followers with information regarding the organization’s level and quality of interaction on the social network and the customer’s overall perception of Caltrain’s services. Caltrain is currently rated at a 3.28 on a 5 point scale. We continue to seek opportunities to enhance customer engagement using across our social channels and improve that number.

Prepared by:  James Namba, Acting Marketing Manager  650.508.7924
             Jayme Ackemann, Communications Manager  650.508.7934
             Catherine David, Senior Operations Planner  650.508.6471
Table A

November 2015

<table>
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<th>FY2015</th>
<th>FY2016</th>
<th>% Change</th>
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<tbody>
<tr>
<td>Total Ridership</td>
<td>1,418,781</td>
<td>1,477,387</td>
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<tr>
<td>Average Weekday Ridership</td>
<td>56,899</td>
<td>58,119</td>
<td>2.1%</td>
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<tr>
<td>Total Farebox Revenue</td>
<td>$6,447,824</td>
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<tr>
<td>On-time Performance</td>
<td>92.5%</td>
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<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>8,395</td>
<td>8,930</td>
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Year to Date

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<tr>
<td>Total Ridership</td>
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<td>Average Weekday Ridership</td>
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<tr>
<td>Total Farebox Revenue</td>
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<td>On-time Performance</td>
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<td>86.6%</td>
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<td>Average Caltrain Shuttle Ridership</td>
<td>8,705</td>
<td>8,819</td>
<td>1.3%</td>
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Graph A

Caltrain Average Weekday Ridership

- **56,899**
- **58,119**

- AWR
- 13-Month Rolling Average
Graph B

MONTHLY MECHANICAL DELAYS

Delay Minutes per Month


Graph C

CALTRAIN MONTHLY COMPLAINTS

Complaints per 100,000 Passengers

Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun

FY2014 | FY2015 | FY2016
AGENDA ITEM # 11
JANUARY 7, 2016

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board
THROUGH: Jim Hartnett
Executive Director
FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: INCREASE EXECUTIVE DIRECTOR’S CHANGE ORDER AUTHORITY BY $198,059 FOR THE RIGHT OF WAY FENCING CONTRACT

ACTION
Staff Coordinating Council recommends the Board approve an increase in an amount not-to-exceed $198,059 in the Executive Director’s change order authority for the Right of Way Fencing Project Contract 12-PCJPB-C-020 (Contract) with Central Fence.

SIGNIFICANCE
The scope of the Contract is to install three types of right of way fencing along the 52-mile Caltrain corridor (Project). The original value of the Contract is $1,911,200 plus an initial 10 percent change order authority for the Executive Director in the amount of $191,120. A total of $79,179 in change orders have been negotiated to date due to changing scope and differing site conditions. Staff anticipates that the completion of the fencing contract by early 2016.

As part of the Project, the city of Palo Alto (City) has requested that the JPB add 18 inches of three-strand wire to raise the JPB’s standard eight-foot welded wire fence to nine-feet six-inches in height along the entire eastern tracks of the JPB right of way that runs through the City. Pursuant to a Memorandum of Understanding executed by the parties, once the work is complete, the City will reimburse the JPB for the cost of increasing the height of the existing fencing and the new fencing that will be installed pursuant to the Contract. In order to install new fencing and to add wire to the existing fencing, the contractors must trim and remove vegetation.

Staff estimates that it will cost around $310,000 to remove the vegetation and install the additional 18 inches of wire along the right-of-way in the City. Since the combined total for executed and anticipated change orders exceeds the maximum authorized change order amount, an additional $198,059 in change order authority is requested.

BUDGET IMPACT
There is no impact to the capital budget resulting from this action. Funding has been approved for the Project in prior year capital budgets.
**BACKGROUND**

The total amount forecasted for change orders on the Project is expected to exceed the Executive Director’s change order authority by $198,059 because the City has requested, and the JPB has agreed that, the JPB raise the fencing along its right of way in the City by 18 inches. This additional scope of work is estimated to cost around $310,000 and will require vegetation removal and modifications to existing fences and fencing that will be installed along the right of way. The City will reimburse the JPB for the cost of raising the fences' height by 18 inches.

Since the combined total for executed and anticipated change orders, and the original contract amount exceeds the maximum authorized contract amount, an additional $198,059 in change order authority is requested.

- Negotiated Change Orders: $ 79,179
- Estimate of Additional Change Orders: $ 310,000
- Total Negotiated and Additional Change Orders: $ 389,179
- Current Change Order Authority: $ 191,120
- Requested Increase in Change Order Authority: $ 198,059

Project Manager: Robert Scarpino 650.508.7780
RESOLUTION NO. 2016 –

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

* * *

INCREASE EXECUTIVE DIRECTOR’S CHANGE ORDER AUTHORITY BY $198,059 FOR
THE RIGHT OF WAY FENCING CONTRACT

WHEREAS, on December 1, 2011, pursuant to Resolution No. 2011-50, the Peninsula Corridor Joint Powers Board (JPB) awarded a contract to Central Fence Company (Contract) to install three types of fencing along the 52-mile Caltrain corridor for the Right of Way Fencing Contract Project (Project), in an amount not to exceed $432,600 with two option terms ($725,150 for the first option term and $753,450 for the second option term); and

WHEREAS, a total of $79,179 in change orders have been executed to date to address differing site conditions and changes in the scope of work; and

WHEREAS, the city of Palo Alto (City) now has requested that the JPB install 18 inches of three-strand wire to raise the JPB’s standard welded wire fence to nine-feet six-inches in height along the JPB right of way in the City; and

WHEREAS, this additional scope of work as well as accompanying vegetation removal are estimated to require an additional $310,000 in change orders; and

WHEREAS, the City will reimburse the JPB once the work is completed pursuant to a Memorandum of Understanding executed by both parties; and

WHEREAS, the combined total of additional change orders will exceed the Executive Director’s Contract change order authority by $198,059; and

WHEREAS, the Staff Coordinating Counsel recommends the Executive Director’s Contract change order authority be increased in an amount not-to-exceed $198,059.
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby authorizes an increase in the Executive Director's Contract change order authority in an amount not to exceed $198,059.

Regularly passed and adopted this 7th day of January, 2016 by the following vote:

AYES:
NOES:
ABSENT:

________________________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

________________________________________
JPB Secretary
AGENDA ITEM # 12
JANUARY 7, 2016

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO
Michelle Bouchard
Chief Operating Officer, Rail

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

ACTION
Staff Coordinating Council recommends the Board reject the bids received for the Bayshore Station Painting Project.

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

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

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

On December 6, 2014, an Invitation for Bids (IFB) was advertised for the removal and replacement of the existing coatings on the steel surfaces of the station. This solicitation yielded four bids; however, the only responsive bids were rejected because they grossly exceeded the project’s approved budget. Staff recommended, and the Board agreed, to revise the project’s scope of work, seek additional funding, and issue a revised solicitation.
The revisions to the project scope included the elimination of the replacement of the welded wire panels, and provided for a protect-in-place repair of the wire panels, that provided some labor and material cost savings. Scope was also added to include a Pedestrian Tunnel and Traffic Control Plan. The project manager secured additional funding, and IFBs were again distributed throughout the construction industry. The solicitation was advertised in a newspaper of general circulation and on the Peninsula Corridor Joint Powers Board’s (JPB) procurement website. Two bids were received as listed below:

<table>
<thead>
<tr>
<th>Company</th>
<th>Total Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer’s Estimate</td>
<td>$680,000</td>
</tr>
<tr>
<td>1. Everlast Builders, Inc.</td>
<td>$940,000</td>
</tr>
<tr>
<td>2. Certified Coatings Company</td>
<td>$1,395,029</td>
</tr>
</tbody>
</table>

Everlast Builders did not meet the certification requirements as listed in the solicitation documents, deeming its bid non-responsive. Staff recommends the Board of Directors reject the remaining bid from Certified Coatings because it exceeds the available funding for this project.

Given the budget constraints and apparent cost of the project’s scope of work, Staff proposes that the JPB not award any contract for the subject project at this time and that staff further evaluate the project scope to determine viable options for moving ahead.

Associate Contract Officer: Robert Isom  650.508.7933
Project Manager: Robert Scarpino      650.508.7780
TO: Joint Powers Board

THROUGH: Jim Harnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: AUTHORIZE EXECUTION OF AGREEMENTS TO ACT AS PROJECT LEAD FOR TWO GRADE SEPARATION PROJECTS AND AMEND TO INCREASE THE FISCAL YEAR 2016 CALTRAIN CAPITAL BUDGET BY $15,148,250

ACTION
Staff Coordinating Council recommends the Board:

1. Authorize the Executive Director or his designee to execute agreements with the city of San Mateo for the 25th Avenue Grade Separation Project and with the cities of South San Francisco and San Bruno for the South Linden Avenue and Scott Street Project, to allow the JPB to act as project lead.

2. Amend and increase the Fiscal Year (FY) 2016 Capital Budget, included as Attachment A, for a new total budget of $217,036,344. The amendment would add:
   a) $11 million for the 25th Avenue Grade Separation Project in San Mateo;
   b) $1,408,250 for the Redwood City Grade Crossing Improvement Project;
   c) $2,640,000 for the San Mateo Bridges Replacement Project; and
   d) $100,000 for the South Linden Avenue and Scott Street Grade Separation Project in South San Francisco and San Bruno.

SIGNIFICANCE
The FY2016 Capital Budget would be amended to include an additional $15,148,250 for the above-mentioned projects, and as further discussed below.

The 25th Avenue Grade Separation Project will include the grade separation at 25th Avenue, along with elevated rail between Hillsdale Boulevard and Highway 92, and relocation of the Hillsdale Station to a new site north of its current location in the city of San Mateo. In addition, the project will provide station access and parking, and construct east-west connections at 28th and 31st avenues. The Peninsula Corridor Joint Powers Board (JPB) is the lead implementing agency for the project, as requested by the city. The cost to complete final design and the right of way certification is $11.2 million. The $11.2 million includes $5 million in San Mateo County Transportation Authority (TA) Measure A funds, $6 million from the city of San Mateo, and $200,000 in savings from the environmental phase that is already included in the current budget. The proposed budget amendment would bring in $11 million needed to complete
The Redwood City Grade Crossing Improvement Project involves the final design and construction of the grade crossings located at three intersections of the JPB’s track: Main Street, Whipple Avenue, and Broadway. Improvements include, but are not limited to, replacing vehicle and pedestrian gate arms, installing pedestrian exit gates and improving pavement markings. The JPB was awarded $1,408,250 in Section 130 Grade Crossing Improvement Program funds from the California State Department of Transportation’s Division of Rail and Mass Transportation, which would be included in this budget amendment.

The San Mateo Bridges Replacement Project involves the removal and replacement of the four bridges located at Poplar, Santa Inez, Monte Diablo, and Tilton Avenues, with new spans that meet the current codes and standards to improve the safety of the railroad. The project is currently under construction. The Tilton Avenue bridge, the first in the series, has already been replaced and street repairs are currently underway. The three remaining structures are next in line. All four bridges are anticipated to be replaced by summer of 2016. As part of the bridges replacement project, Union Pacific Railroad will contribute an additional $640,000 for the fiber optic duct relocation effort. In addition, a project savings of $2 million from the Quint Street Replacement project will be redirected to the San Mateo Bridges Replacement Project.

The South Linden Avenue and Scott Street Grade Separation Project involves planning for the grade separation of both crossings in the cities of South San Francisco and San Bruno. The cities were previously awarded $650,000 through the TA’s Grade Separation Call for Projects and have requested the JPB to act as the lead agency. The city of South San Francisco will contribute an additional $100,000 to the JPB for consultant costs for the project, which is included in this proposed budget amendment.

**BUDGET IMPACT**
No additional JPB member contributions are required for this proposed FY2016 Capital Budget amendment. The funds for the projects described above will come from a combination of State, TA and other funds.

**BACKGROUND**
The JPB approved Resolution No. 2015-33 on June 4, 2105 adopting the FY2016 Capital Budget in the total amount of $200,792,150. Subsequently, the JPB approved Resolution No. 2015-54, amending the FY2016 Capital Budget to increase the total amount to $201,888,094. The proposed FY2016 Capital Budget amendment would increase the Capital Budget by $15,148,250 to the total amount of $217,036,344.

The JPB annually adopts a capital budget to accompany the operating budget. The purpose of the capital budget is to implement a balanced program of projects that gives the JPB the ability to meet its goals and objectives as set forth in the Short-Range Transit Plan and the related Rapid Rail Plan.

Prepared By: Aandy Ly, Manager, Budgets 650.508.6376
## FY2016 CAPITAL BUDGET
### Amendment #3 - January 7, 2016

### Attachment A

<table>
<thead>
<tr>
<th>Item #</th>
<th>PROJECT TITLE / Description</th>
<th>Phase</th>
<th>Estimated Total Cost</th>
<th>Previously Programmed</th>
<th>Proposed BUDGET</th>
</tr>
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<tbody>
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### Station & Intermodal Access

#### Right of Way / Signal & Communications

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<tr>
<th>Item #</th>
<th>PROJECT TITLE / Description</th>
<th>Phase</th>
<th>Estimated Total Cost</th>
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<th>Proposed BUDGET</th>
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### Rolling Stock

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### ii. CALTRAIN MODERNIZATION

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<td>2.01</td>
<td>CALMOD TJPA Co-Ordination</td>
<td>Design/ Build</td>
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<td>Program Implementation &amp; Management</td>
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### iii. LEGAL MANDATES AND REQUIRED ENHANCEMENTS

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<td>3.01</td>
<td>FY16 Bridge Load Rating</td>
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<td>MS4 Year 3 (5 years total)</td>
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### iv. OPERATIONAL IMPROVEMENTS/ENHANCEMENTS

<table>
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<td>FY16 Station Fiber Connectivity Implementation</td>
<td>Final Design</td>
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<td>Train Departure Monitors @ Terminal Stations</td>
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<td>FY16 Bicycle Wayside Improvements Program</td>
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<td>CCTV System Software Upgrades at Train Stations</td>
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## FY2016 CAPITAL BUDGET
### Amendment #3 - January 7, 2016

<table>
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<td>Capital Project Development</td>
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<td>5.04</td>
<td>Capital Contingency Funds - Engineering</td>
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<td>5.06</td>
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<td>1,482,000</td>
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<td>VTA</td>
<td>1,055,944</td>
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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-MOU 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).
4. Funding consists of: a) Project savings from Quint Street Bridge Replacement of $2.0M and b) UPRR contribution of $640k.

GRAND TOTAL | 217,036,344 | 21,160,000 | 2,849,373 | 178,026,971 | 15,000,000 | 217,036,344
RESOLUTION NO. 2016 –

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

* * *

AUTHORIZING EXECUTION OF AGREEMENTS TO ACT AS PROJECT LEAD
FOR TWO GRADE SEPARATION PROJECTS AND MENDING TO INCREASE THE
FISCAL YEAR (FY) 2016 CAPITAL BUDGET BY $15,148,250 FOR
GRADE SEPARATION AND GRADE CROSSING PROJECTS
FOR A TOTAL CAPITAL BUDGET OF $217,036,344

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) approved Resolution
No. 2015-33 on June 4, 2015, adopting the FY2016 Capital Budget with a total budget of
$200,792,150; and

WHEREAS, to the JPB approved Resolution No. 2015-54 on October 1, 2015,
amending to increase the FY2016 Capital Budget by $1,095,944, for a new total budget
of $201,888,094; and

WHEREAS, the 25th Avenue Grade Separation Project in the city of San Mateo is
an ongoing project and is in need of additional budget authority to complete final
design and right of way certification, and has been awarded $11 million in funding from
the San Mateo County Transportation Authority and the city of San Mateo; and

WHEREAS, the JPB must execute an agreement with the city of San Mateo to act
as the lead implementing agency for the 25th Avenue Grade Separation Project; and

WHEREAS, the Redwood City Grade Crossing Improvement is a new project
improving three intersections for which the California State Department of
Transportation’s Division of Rail and Mass Transportation has awarded $1,408,250 in
funding; and

WHEREAS, the San Mateo Bridges Replacement is an ongoing project to replace
four bridges in the city of San Mateo, for which the Union Pacific Railroad will contribute
$640,000 for fiber optic relocation work and $2 million of project savings will be
redirected from Quint Street Bridge Replacement Project; and

WHEREAS, the South Linden Ave and Scott Street Grade Separation is an ongoing
project for which the city of South San Francisco will contribute $100,000 for consultant
work associated with planning efforts; and
WHEREAS, the JPB must execute an agreement with the cities of South San Francisco and San Bruno to act as the lead implementing agency for the South Linden Ave and Scott Street Grade Separation Project.

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

1) Authorizes the Executive Director, or his designee, to execute agreements with the city of San Mateo for the JPB to act as the lead implementing agency for the 25th Avenue Grade Separation Project, and with the cities of South San Francisco and San Bruno for the JPB to act as the lead implementing agency for the South Linden Avenue and Scott Street Grade Separation Project; and

2) Amends to increase the FY2016 Capital Budget by $15,148,250, for a total FY2016 Capital Budget of $217,036,344, to provide funding for the 25th Avenue Grade Separation Project, the Redwood City Grade Crossing Improvements Project, the San Mateo Bridges Replacement Project and the South Linden Avenue and Scott Street Grade Separation Project.

Regularly passed and adopted this 7th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary
AGENDA ITEM # 14  
JANUARY 7, 2016

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: INCREASE EXECUTIVE DIRECTOR'S CHANGE ORDER AUTHORITY BY $2,751,110 FOR THE SAN MATEO BRIDGES REPLACEMENT PROJECT CONTRACT

ACTION
Staff Coordinating Council recommends the Board approve an increase in an amount not to exceed $2,751,110 in the Executive Director’s change order authority for the San Mateo Bridges Replacement Project Contract (14-PCJPB-C-038) with ProVen Management, Inc. (PMI).

SIGNIFICANCE
Contract Number 14-PCJPB-C-038 was awarded to PMI for the San Mateo Bridges Replacement Project (Project). The scope of the Project is to replace four existing railroad bridges in San Mateo and raise the railroad tracks between the bridges.

The original value of the contract is $22,958,777 plus an initial 10 percent change order authority for the Executive Director in the amount of $2,295,878. The Project encountered differing site conditions that changed the requirements for the structures that support the track raise and delayed the bridge replacement schedule. The Project also encountered issues which necessitated modifications to the planned utility relocation and reconstruction. A total of $1,846,988 in change orders have been negotiated to date. While the Project is progressing well, the negotiations surrounding compensation for the contractor and subcontractors have been complex.

Staff estimates that there will be an additional $3.2 million in change orders to compensate ProVen for Peninsula Corridor Joint Powers Board (JPB) initiated design changes, additional changes due to differing site conditions, and acceleration efforts to mitigate delays. The combined total for executed and additional change orders exceeds the Executive Director’s change order authority by $2,751,110. An increase of $2,751,110 in the Executive Director’s change order authority will enable staff to execute essential change orders without delaying completion of the Project.
**BUDGET IMPACT**
The budget authority for the Project will have to be increased to account for the requested increase in contract authority. The increase in budget authority will be included in an amendment to Fiscal Year 2015 Caltrain Capital Budget.

**BACKGROUND**
The total amount forecasted for change orders on the San Mateo Bridges Replacement Project is expected to exceed the Executive Director’s contract authority primarily due to three factors:

1. Differing site conditions that changed the requirements of the structures that support the track raise.
2. Accelerated efforts to mitigate delays to the bridge replacement schedule.
3. Necessary modifications to utility reconstructions and relocations.

Since the combined total for the original contract amount plus executed and anticipated change orders exceeds the maximum authorized contract amount, an additional $2,751,110 in change order authority is requested.

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<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>Negotiated Change Orders:</td>
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<td>Estimate of Additional Change Orders:</td>
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<td>Total Negotiated &amp; Additional Change Orders:</td>
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<td>Current Change Order Authority:</td>
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<tr>
<td>Requested Increase in Change Order Authority:</td>
<td>$2,751,110</td>
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</table>

Project Manager: Patrick Kitto

650.508.7798
RESOLUTION NO. 2016 –

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

* * *

INCREASE EXECUTIVE DIRECTOR’S CHANGE ORDER AUTHORITY BY $2,751,110 FOR
THE SAN MATEO BRIDGES REPLACEMENT PROJECT CONTRACT

WHEREAS, on August 7, 2014, pursuant to Resolution No. 2014-42, the Peninsula Corridor Joint Powers Board (JPB) awarded a contract to ProVen Management, Inc. (Contract) to perform construction for the San Mateo Bridges Replacement Project (Project), in an amount not to exceed $22,958,777; and

WHEREAS, the Executive Director’s original Contract change order authority was established at 10 percent of the total contract amount, or $2,295,878; and

WHEREAS, a total of $1,846,988 in change orders have been executed to date to address differing site conditions which necessitated changes to utility relocation and reconstruction and the structures that support the track raise; and

WHEREAS, staff estimates that there will be an additional $3.2 million in change orders for JPB initiated design changes, additional changes due to differing site conditions, and acceleration efforts to mitigate delays; and

WHEREAS, the combined total of executed and additional change orders will exceed the Executive Director’s Contract change order authority by $2,751,110; and

WHEREAS, the Staff Coordinating Counsel recommends the Executive Director's Contract change order authority be increased in an amount not to exceed $2,751,110, which will permit execution of essential change orders without delaying Project completion.
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby increases the Executive Director’s Contract change order authority in an amount not to exceed $2,751,110.

Regularly passed and adopted this 7th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

__________________________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

__________________________________________
JPB Secretary
ACTION
Staff Coordinating Council recommends the Board:

1. Amend the award of contracts to provide on-call real estate support services by increasing the aggregate not-to-exceed amount for the base six-year term from $2,150,000 to $4,950,000, to be shared as a pool among the 10 firms for authorized tasks in the four categories of services.

2. Amend the award of contracts to provide on-call real estate support services by increasing the aggregate not-to-exceed amount for the two 2-year option terms from $400,000 to $800,000 to be shared as a pool among the 10 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 proposed amended award amounts listed above were stated correctly in the solicitation and sample contract documents, but incorrectly stated in the resolution and staff report presented to the Board in November, 2015. This staff report recommends, and the companion resolution would enact, amendments to correct the previously-authorized contract award amounts.

BUDGET IMPACT
Each Work Directive 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
On November 5, 2015, the Board awarded 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, with 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 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

Real Estate Acquisition/Relocation, Project Management & Coordination Services
- Associated Right of Way Services
- Bender Rosenthal, Inc.
- Briggs Field Services, Inc.
- Dokken Engineering
- Overland, Pacific & Cutler, Inc.
- Universal Field Services

Subsequent to Board approval, staff discovered the contract award amounts were incorrectly stated in the resolution and staff report. The correct amounts, which were accurately stated in the subject solicitation and sample contract documents, are as set forth in the “Action” section, above.

Senior Contract Officer: Alicia Fraumeni  650.508.6442
Project Manager: Brian W. Fitzpatrick, Manager, Real Estate and Property Development  650.508.7781
RESOLUTION NO. 2016 –

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

* * *

AMENDING THE AMOUNT OF THE AWARD OF CONTRACTS TO PROVIDE ON-CALL REAL ESTATE SUPPORT SERVICES FOR A NEW ESTIMATED AGGREGATE, NOT-TO-EXCEED AMOUNT OF $4,950,000 FOR A SIX-YEAR TERM

WHEREAS, on November 5, 2015, the Peninsula Corridor Joint Powers Board (JPB), along with the San Mateo County Transit District, awarded on-call contracts to the firms listed below for the provision of real estate support services for a six-year term, 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 four categories of services, as follows; and

<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>
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</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>
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<tr>
<td>Dokken Engineering, Folsom, CA</td>
<td>Dokken Engineering, Folsom, CA</td>
<td>Universal Field Services, Sacramento, CA</td>
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<tr>
<td>J. Kaeuper &amp; Company, San Francisco, CA</td>
<td>Henry Spoto, Jr., El Macero, CA</td>
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<td>Overland, Pacific &amp; Cutler, Inc., Irvine, CA</td>
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<tr>
<td>Smith &amp; Associates, Danville, CA</td>
<td>Universal Field Services, Sacramento, CA</td>
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<td>Universal Field Services, Sacramento, CA</td>
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<td>Universal Field Services, Sacramento, CA</td>
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Page 1 of 3
WHEREAS, the JPB Board of Directors (Board) also authorized 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 10 firms for authorized tasks; and

WHEREAS, subsequent to Board approval, staff discovered the contract award amounts were incorrectly stated in the November 5 resolution and staff report; and

WHEREAS, the award amounts listed in the solicitation and sample contract documents stated the correct not-to-exceed aggregate contract amounts of $4,950,000 for the six-year term and $800,000 for the option terms, also in the aggregate; and

WHEREAS, adoption of this resolution will amend and correct the contract award amounts previously brought to Board; and

WHEREAS, the Executive Director recommends, and the Staff Coordinating Council concurs, that the Board:

1. Amend the award of contracts to provide on-call real estate support services by increasing the amount from $2,150,000 to an aggregate, not-to-exceed amended amount of $4,950,000, to be shared as a pool among the 10 firms for authorized tasks in the four categories of services; and

2. Amend the award of contracts to provide on-call real estate support services by increasing the aggregate, not-to-exceed amount of $400,000 to $800,000 for two 2-year option terms, to be shared as a pool among the firms for authorized tasks, if it is in the best interest of the JPB.

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

1. Amends the award of contracts to provide on-call real estate support services by increasing the aggregate, not-to-exceed contract amount from $2,150,000 to $4,950,000 for the six-year base term, to be shared as a pool among the 10 firms for authorized tasks in the four categories of services, with the understanding that the JPB is under no obligation to purchase any specific level of effort from the firms 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

2. Amends the award of contracts to provide on-call real estate support services by increasing the two 2-year option terms from an aggregate, not-to-exceed amount
of $400,000 to $800,000, to be shared as a pool among the 10 firms for authorized tasks, if it is in the best interest of the JPB, with the understanding that the JPB is under no obligation to purchase any specific level of effort from the firms 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 and exercise of the contemplated options on behalf of the JPB with the firms listed above, in full conformity with all the terms and conditions of the Request for Proposals and negotiated agreements.

Regularly passed and adopted this 7th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

______________________________
JPB Secretary
AGENDA ITEM # 16
JANUARY 7, 2016

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Harnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: ADOPTION OF UPDATED BICYCLE AND SIMILAR EQUIPMENT USE AND PARKING RULES AND REGULATIONS

ACTION
Staff Coordinating Council recommends the Board of Directors adopt a resolution revising the existing Bicycle Parking and Bicycle/Skateboard Use regulations previously adopted by the Peninsula Corridor Joint Powers Board (JPB) pursuant to Resolution No. 2002-39. The existing regulations govern the use and parking of bicycles, scooters, skates, rollerblades, skateboards and similar equipment (Personal Transportation Vehicles) on JPB property. The revised regulations (Rules & Regulations) expand the existing regulations to provide for removal of such equipment by authorized personnel when parked, stored or abandoned in violation of existing laws and regulations, or when the placement, storage or parking creates an unsafe condition.

SIGNIFICANCE
Existing regulations do not address the removal of improperly stored, parked or abandoned Personal Transportation Vehicles. Improper parking and placement of such equipment can create tripping hazards, obstruct routes of ingress and egress, and interfere with access for individuals with disabilities. In addition, abandoned Personal Transportation Vehicles can contribute to an environment that is conducive to blight, can be inviting of theft and nuisance activity, and can make the discovery of other potentially dangerous conditions more difficult.

Approval of this recommendation will allow the Transit Police or other authorized personnel to legally move, remove and/or cause the controlled storage of such items in accordance with the procedures set forth in Exhibit A, and will aid in increasing public safety and reducing conditions conducive to blight and criminal conduct in and about the transit system.

Abandoned Personal Transportation Vehicles will be disposed of in accordance with the JPB’s Lost and Unclaimed Property Policy.

BUDGET IMPACT
No fiscal impact is anticipated and additional funding is not required.
BACKGROUND
The proposed Rules & Regulations are consistent with the practices of other transit agencies and with guiding principles identified by the U.S. Department of Homeland Security and the American Public Transportation Association for the purpose of improving system safety and security. Removing abandoned Personal Transportation Vehicles will also create more space for legitimate Personal Transportation Vehicle use and parking.

AUTHORITY
Various provisions of California law provide the JPB with authority to enforce the Rules & Regulations including, but not limited to, California Penal Code Section 640 and California Vehicle Code Sections 21113, 21210 and 42001.

Transit agencies may enforce regulations, rules and/or restrictions on, in and about transit system properties, facilities and vehicles, provided that appropriate signage is provided and a resolution that lists and explains the conditions and regulations is on file and available for public inspection at the agency’s headquarters.

Prepared by: Jim Castaneda, Director, Safety and Risk Management 650.622.7856
The San Mateo County Transit District (District) provides public transportation services within San Mateo County, San Francisco County and Santa Clara County, California. The District is also the managing agency of the Peninsula Corridor Joint Powers Board (JPB), a joint powers agency that provides Caltrain passenger rail service between San Francisco and Gilroy. These Rules & Regulations apply to the use and parking of all bicycles, scooters and other similar personal transportation vehicles on all District and JPB Property.

(a) Definitions:

The term “contracted operator” means any railroad corporation that operates public rail commuter transit services of any kind for the JPB.

The term “District” means the San Mateo County Transit District.

The term “District Property” means all property owned or used by the District in furtherance of the operation of SamTrans.

The term “JPB” means the Peninsula Corridor Joint Powers Board.

The term “JPB Property” means all property owned or used by the JPB in furtherance of the operation of Caltrain.

The term “personal transportation vehicle” means a device having one or more wheels upon which a person may ride. “Personal transportation vehicle” includes, but is not limited to, bicycles, mopeds, unicycles, tricycles, skateboards, scooters, roller-skates, roller-blades or similar equipment, whether human-, gas- or electric-powered. “Personal transportation vehicle” does not mean motorcycles, Segways or automobiles.

(b) No person may ride, use or operate personal transportation vehicles on any District Property or JPB Property, except to transition through District or JPB parking lots in order to get to and from a bus station, rail station, or transit center. At no time may personal transportation vehicles be ridden, used or operated aboard busses or trains, or in pedestrian tunnels, ramps or other walkways, or in violation of other applicable State or local laws. When using personal transportation vehicles on District or JPB Property, users may not use them in an unsafe or negligent manner, or in such a way that would potentially cause
property damage or result in personal injury. Abandonment of personal transportation vehicles on District or JPB Property is prohibited.

(c) Personal transportation vehicles, and part(s) thereof, may be left, parked, or stored in or on District Property and JPB Property only in areas specifically designated by the presence of bicycle racks, lockers, sheds, or other similar devices, or in areas designated by the posting of signs indicating the space as a bicycle parking area (collectively, “bicycle parking area”).

(d) No personal transportation vehicle, or part(s) thereof, may be left, parked or stored on District Property or JPB Property for a period of more than 72 hours.

(e) Whenever a personal transportation vehicle, or part(s) thereof, has been left, parked or stored in on District or JPB Property other than in a bicycle parking area, and whenever it appears that a personal transportation vehicle has been left, parked or stored in a bicycle parking area for a period of 48 or more hours, a representative of the District or JPB may attach a 72-hour Warning Notice Tag (sample attached herein), thereby notifying the owner that the personal transportation vehicle is subject to impoundment as set forth in these Rules & Regulations.

**Enforcement and Impoundment Procedures**

(f) Any person operating, leaving, parking or storing a personal transportation vehicle in violation of these Rules & Regulations, or other Federal, State or local regulations or laws, may be cited by the District’s/JPB’s contracted law enforcement provider (“Transit Police”) pursuant to the California Vehicle Code (including sections 21113 and 42001) and/or the California Penal Code (including section 640).

(g) Any personal transportation vehicle left, parked, or stored on District or JPB Property in violation of these Rules & Regulations, or other Federal, State or local regulations or laws, may be removed by the Transit Police or other authorized personnel in accordance with these Rules & Regulations, the California Vehicle Code (including sections 21113 and 42001), and/or the California Penal Code (including section 640).

(h) If the Transit Police or other authorized District or JPB employee or agent, including but not limited to the JPB’s contracted operator, (“Bicycle Parking Enforcement Officers”) reasonably believes that a personal transportation vehicle, or part(s) thereof, has been left in such a manner as to constitute an immediate safety hazard or an obstruction to the District’s or JPB’s use of District or JPB Property, or has been reported stolen to a law enforcement agency, the owner may be cited and/or their personal transportation vehicle may be removed and impounded without notice, unless otherwise required by law. Bicycle Parking Enforcement Officers will use whatever reasonable measures are necessary to impound the personal transportation vehicle, including removing any lock or other securing mechanism. Alternatively, Bicycle
Parking Enforcement Officers may ask local law enforcement officers, consistent with applicable law, to impound and cite a personal transportation vehicle which is left, parked or stored in violation of any section of these Rules & Regulations without further notice. Neither Bicycle Parking Enforcement Officers authorized to remove and impound a personal transportation vehicle in this manner, nor the District or JPB, will be liable to the owner of the securing device or the owner of the personal transportation vehicle for the cost of repair of the personal transportation vehicle or the repair or replacement of such securing device.

(i) For any personal transportation vehicle, or part(s) thereof, to which a 72-hour Warning Notice Tag has been attached as set forth in section (e), above: Upon expiration of 72 hours from issuance of the 72-hour Warning Notice, the personal transportation vehicle may be impounded and placed into Lost & Found in accordance with the District’s/JPB’s Lost and Unclaimed Property Policy. The District or JPB may make reasonable efforts to contact the owner, if known, prior to impounding a personal transportation vehicle.

(j) Any personal transportation vehicle, or recognizable part(s) thereof, impounded pursuant to any section of these Rules & Regulations will be stored in a secure location. A fee of $120.00 will be charged to the owner prior to the release of any impounded personal transportation vehicle or other property to him or her.

(k) Impounded personal transportation vehicles, or recognizable part(s) thereof, will be stored for a minimum of 90 days. Notices will be sent whenever possible, and as soon as practicable, to the owners of all impounded property. After 90 days the personal transportation vehicle, or part(s) thereof, may be disposed of consistent with the District’s/JPB’s Lost and Unclaimed Property Policy.

These Rules & Regulations will be available for examination by interested persons at the District’s/JPB’s office at 1250 San Carlos Ave, San Carlos, California. Any information about removed and/or impounded property may be obtained from the District’s/JPB’s Transit Police at 1-877-723-7245.
### 72-hour Warning Notice

#### WARNING

- This property will be considered abandoned if not removed within 72 hours of this notice and will be removed according to transit district regulations (Sam Trans/Caltrain).
- This vehicle will be considered abandoned if not removed within 72 hours of this notice and will be removed per Section 22669 of the California Vehicle Code.

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<th>DAY of the Week</th>
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RESOLUTION NO. 2016 –

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

*   *   *

ADOPTING UPDATED BICYCLE AND SIMILAR EQUIPMENT USE AND
PARKING RULES AND REGULATIONS

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) previously adopted Resolution No. 2002-39 to establish regulations governing bicycle parking and use of bicycles, skateboards, scooters, roller-skates and rollerblades on JPB property; and

WHEREAS, the existing regulations do not address the removal of improperly parked, stored, or abandoned bicycles, scooters, skates, or other similar property (Personal Transportation Vehicles) that create an unsafe condition due to their placement on JPB property; and

WHEREAS, California Vehicle Code section 21113 and California Penal Code section 640 authorize a transit agency to establish regulations and enforcement procedures to govern the use of bicycles, skateboards, scooters, roller-skates, and rollerblades on its property; and

WHEREAS, the JPB desires to adopt updated and revised regulations that allow Transit Police or other authorized personnel to remove and/or issue a citation for the operation, parking, storage or abandonment of Personal Transportation Vehicles, when such individuals reasonably believe such operation, parking, storage or abandonment is in violation of applicable laws or regulations.

NOW, THEREFORE, BE IT RESOLVED that the JPB hereby adopts the Rules & Regulations attached as Exhibit A and incorporated by this reference; and
BE IT FURTHER RESOLVED that the Rules & Regulations shall be available for examination by interested persons at the JPB’s office located at 1250 San Carlos Avenue, San Carlos, California; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute all documents on behalf of the JPB necessary for the implementation of the Rules & Regulations and to take such action as may be necessary to give effect to this Resolution.

Regularly passed and adopted this 7th day of January, 2016 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: Seamus Murphy
Chief Communications Officer

SUBJECT: 2016 LEGISLATIVE PROGRAM

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

SIGNIFICANCE
The 2016 Legislative Program (Program) establishes the principles that will guide Caltrain’s legislative and regulatory advocacy efforts through the 2016 calendar year, including the second half of the State legislative session and the second session of the 114th Congress. The Program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow Caltrain to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of Caltrain’s priorities.

The 2016 Legislative Program is organized to guide Caltrain’s actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support Caltrain’s programs, projects, and services.

2. Seek a regulatory environment that streamlines project delivery and maximizes Caltrain’s ability to meet public transportation service demands.

3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2016 Legislative Program.

Should other issues surface that require Caltrain’s attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to Caltrain’s Board of Directors for consideration.
Caltrain and its legislative consultants will employ a variety of engagement tools to support the 2016 Legislative Program, including:

1. Direct Engagement
   Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances Caltrain’s legislative priorities and positions.

2. Coalition-based Engagement
   Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2016 Legislative Program.

3. Media Engagement
   Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

**BUDGET IMPACT**
There is no impact on the budget.

**BACKGROUND**
Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further Caltrain’s legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson, Officer, Communications Division  650.508.6493
Peninsula Corridor Joint Powers Board
2016 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit Peninsula Corridor Joint Powers Board (JPB) programs and services. They also have potential to present serious challenges that threaten JPB’s ability to meet some of the region’s most critical transportation demands.

The 2016 Legislative Program establishes the principles that will guide JPB’s legislative and regulatory advocacy efforts through the 2016 calendar year, including the State legislative session and the second session of the 114th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow JPB to respond swiftly and effectively to unanticipated developments.

Objectives

The 2016 Legislative Program is organized to guide JPB’s actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support JPB programs and services.
- Seek a regulatory environment that streamlines project delivery and maximizes JPB’s ability to meet transportation service demands.
- Reinforce and expand programs that build and incentivize public transportation ridership.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues categories:

1. Budget and Transportation Funding Opportunities
2. Transportation Projects - Funding Requests and Needs
3. Regulatory and Administrative Issues

Within these major issue areas are a detailed list of specific legislative initiatives as well a corresponding set of policy strategies.

Should other issues surface that require JPB’s attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board of Directors for consideration.
Advocacy Tactics

JPB staff, led by the Communications Department and its legislative consultants, will employ a variety of advocacy tactics to support the 2016 Legislative Program, including:

Direct Engagement: Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances JPB’s legislative priorities and positions.

Coalition-based Engagement: Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2016 Program.

Media Engagement: Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.
## 2016 Legislative Program

### State and Regional Issues

#### 1. Budget and Transportation Funding Opportunities (State / Region)

<table>
<thead>
<tr>
<th>Issues and Background</th>
<th>Strategies</th>
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| **General:** State investment in transportation operations and infrastructure continues to be underfunded despite a rebounding economy and the stabilization of the State budget. While some existing revenues have been protected from diversion, other funds remain vulnerable, and although some State bond revenues are still available to fund specified transportation projects, over $200 billion in new revenue will be required to meet the State’s infrastructure needs over the next six years. Since the gas tax has not been increased or adjusted for inflation since 1993, its buying power has been diminished, further depleting resources available to maintain, let alone expand or improve the State highway system or transit needs. A statewide advisory committee has been established to assess the implementation of pilot program for a mileage-based user fee as an alternative to the gas tax. | **General**  
- Protect against the elimination or diversion of any State or regional funds that support JPB’s transportation needs.  
- Support State funding allocation requests for investments that benefit JPB’s transportation programs and services.  
- Work with statewide transit coalitions to identify and advance opportunities for funding that would support JPB’s transportation priorities.  
- Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency.  
- Monitor and support efforts to study Vehicle Miles Traveled tax as a potential revenue source.  
- Support a funding package that will include a significant and sustained investment in public transit that ensures transit systems are maintained in a State of good repair and able to support priority projects, such as transit capital, operations, and grade separations. |
| **Existing Revenues**  
*Formula*  
After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of | **Existing Revenues**  
*Formula*  
- Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation.  
- Advocate for the regularly scheduled issuance of State |
the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.

| Infrastructure bonds from that support transportation services and programs. |
| Support legislation to maintain exemption for STA efficiency criteria. |
| Support legislation seeking to increase the sales tax on diesel, which serves as the primary source of funding for the STA program. |
| Advocate for the restoration of over $1 billion in annual truck weight fee revenue and $900 million in General Fund loan repayments, which can be used to support Measure A program priorities. |

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<th>Cap-and-Trade Revenues</th>
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<td>In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). The State estimates that the system may yield billions of dollars per year in revenues that will be allocated to various emissions-reducing projects and programs. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent (~$500 million) is subject to annual appropriation through the State budget process.</td>
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<tr>
<td>Caltrain is eligible for funding through the Low Carbon Transit Operations Program, Transit and Intercity Rail Capital Program, Affordable Housing Sustainable Communities and the HSR Program. The program requirements, oversight, and competitiveness vary.</td>
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<tr>
<td>Some of the State’s formula cap-and-trade programs for transit systems require a percent of the expended funding to be used in disadvantaged communities. This restriction can prove difficult in jurisdictions with a small number of “disadvantaged” communities, as currently defined by CalEnviro Screen.</td>
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<tr>
<td>Work with the Administration and like-minded coalitions to secure the appropriation of cap-and-trade revenues that will support JPB’s transportation needs.</td>
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<tr>
<td>Support legislation and regional action makes a broad array of JPB’s emissions-reducing transportation projects, programs and services eligible for investment.</td>
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<tr>
<td>Protect existing cap-and-trade appropriations for transit operations, capital projects, sustainable communities strategy, and HSR blended system implementation.</td>
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<td>Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project.</td>
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<td>Support efforts to revise the definition of “disadvantaged communities” to include a larger proportion of disadvantaged communities on the Peninsula.</td>
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Ballot Measure and Voter Threshold
With over $200 billion in unfunded transportation needs and funding from existing infrastructure bond measures waning, proposals for new local, regional and statewide transportation revenues are being discussed.

Despite broad-based majority support for dedicating additional revenue to transportation services and programs, efforts to generate new revenues are often unsuccessful due to the requirement that certain measures receive two-thirds supermajority support from the Legislature and/or voters.

In 2016, legislation may be considered that provides a framework for lowering the thresholds for the State or a city, county, special district or regional public agency to impose a special tax.

Other State or Local Funding Options
With the State’s recent dissolution of redevelopment agencies, local, and regional governments continue to seek methods for funding new infrastructure, facility needs, and projects that will support ridership growth through a variety of methods.

Various local jurisdictions around the State are looking to expand managed lane programs as a way of generating additional funding for highway maintenance and operations, and, possibly to support alternatives to the auto in those lane corridors, such as public transit.

Ballot Measure and Voter Threshold
- Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
- Oppose efforts to add burdensome restrictions on the expenditure of these revenues, such as requiring payment for maintenance costs on the State highway system.
- Engage in efforts to generate new local, regional or statewide transportation funding and support proposals that adequately benefit JPB’s transportation needs.

Other State or Local Funding Options
- Advocate for legislation that would create new local funding tools to support transportation infrastructure and services.
- Support innovative local and regional funding options that will provide financial support for JPB.
- Support legislation that works to ensure revenues generated through managed lane projects remain in the County of origin.
- Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions.
- Support MTC’s efforts to seeking authority for Bay Area voters to consider raising tolls on State-owned bridges to fund transportation improvements in bridge corridors (Regional Measure 3).
### 2016 Legislative Program

#### 2. Transportation Projects - Funding Requests and Needs (State / Region)

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<td><strong>Caltrain Modernization Program</strong>&lt;br&gt;In 2012, the State Legislature appropriated $705 million in Proposition 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment will be used to match a variety of local, regional, State and Federal funding sources to electrify the corridor, install an advanced signaling system and replace JPB’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose.&lt;br&gt;&lt;br&gt;In order to progress on the Peninsula Corridor Electrification Project, supplemental funding MOUs with State and local partners needs to be pursued and finalized.</td>
<td><strong>Caltrain Modernization Program</strong>&lt;br&gt;- Advocate for the sale and allocation of Proposition 1A funding to meet the commitments specified in SB 1029 with respect to the Caltrain corridor.&lt;br&gt;- Support the allocation of cap-and-trade funding to advance implementation of the Caltrain Modernization Program.&lt;br&gt;- Work with State, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local and regional commitments to the Caltrain Modernization Program.&lt;br&gt;- Work to address regulatory challenges that limit the implementation of solutions that will maximize JPB capacity and service benefits.</td>
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<td><strong>Other Projects</strong>&lt;br&gt;Beyond the CalMod Program, JPB has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations and station upgrades.&lt;br&gt;&lt;br&gt;First and last mile projects as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor. JPB, as a key mobility agency, will continue to be engaged with projects focused on these issues.&lt;br&gt;&lt;br&gt;In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work will kick-off in</td>
<td><strong>Other Projects</strong>&lt;br&gt;- Support the allocation of cap-and-trade or other State / regional funding to advance implementation of JPB projects.&lt;br&gt;- Work to address regulatory actions or policies that negatively impact future capacity or service improvements.&lt;br&gt;- Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination.&lt;br&gt;- Advocate for policies that promote transit-oriented developments near major transit centers.&lt;br&gt;- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.</td>
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the corridor. While this project is not being led by JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service.

### 3. Regulatory and Administrative Issues (State / Region)

#### Issues and Background

**General**

Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.

**California Environmental Quality Act (CEQA)**

Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.

**Sustainable Communities Strategies Implementation**

In conjunction with AB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce

#### Strategies

**General**

- Support opportunities to remove barriers to, and improve the ability to conduct, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to JPB.
- Oppose efforts to impose unjustified and burdensome regulations or restrictions on JPB’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.

**California Environmental Quality Act (CEQA)**

- Closely monitor efforts to modernize CEQA and support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects, without compromising CEQA’s effectiveness as an environmental protection policy.
- Support efforts to streamline project delivery including expedited reviews and approvals for large transportation projects.

**Sustainable Communities Strategies Implementation**

- Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on JPB’s transportation services associated with the implementation of SB 375 and Plan Bay Area.
regional greenhouse gas emissions by specific amounts. In 2013, regional authorities in the Bay Area approved Plan Bay Area, which includes the region’s SCS. Currently, work is underway to update Plan Bay Area.

**Rail Safety**
In the last year, there has been a spike in fatalities on the Caltrain corridor. Caltrain staff is already an active member of Operation Lifesaver and is always looking for additional actions / activities to make the railroad safer and change people’s behavior around railroad tracks and crossings.

**Rail Safety**
- Advocate for policies and resources that promote rail safety.

## 2016 Legislative Program

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### Federal Issues

#### 1. Budget and Transportation Funding Opportunities (Federal)

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| **Federal Appropriations and Tax Extenders**
  Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for Federal agencies to spend money during the upcoming fiscal year for the programs they administer.
  Congress also considers legislation that governs tax issues including benefits provided to transit commuters. In recent years, provisions that grant transit users with commute benefits equal to the benefit that drivers receive have been allowed to expire. | **Federal Appropriations and Tax Extenders**
  - Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit JPB’s transportation services and needs.
  - Work with local and regional coalitions to support JPB’s requests for funding from discretionary programs.
  - Advocate for the permanent extension of pre-tax transit commute benefits at a level equal to benefits that drivers receive. |
2016 LEGISLATIVE PROGRAM

Surface Transportation and Rail Authorization
In 2015, Congress passed Fixing America’s Surface Transportation (FAST) Act, a five year bill that establishes funding levels and Federal policy for the nation’s highways and public transit systems through Fiscal Year 2020. While FAST Act included significant benefits for transportation agencies, it did not address several critical issues including the long-term solvency of the Highway Trust Fund.

Surface Transportation and Rail Authorization
- Advocate for a dedicated source of revenue that ensures long-term solvency of the Highway Trust fund; allows for the expansion of Federal transportation funding to cover transit State-of-good-repair and other transportation expansion needs.

2. Transportation Projects - Funding Requests and Needs (Federal)

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<tr>
<td>Caltrain Modernization Program</td>
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<tr>
<td>The current Peninsula Corridor Electrification Project (PCEP) funding plan includes funding from several Federal funding sources including the Federal Transit Administration (FTA) Core Capacity Program. In October 2015, the JPB submitted the PCEP for consideration in the President’s FY17 budget under the FTA Core Capacity Program. To receive the funds, the JPB will need a Full Funding Grant Agreement (FFGA) with the FTA. The Core Capacity funding is an important part of the PCEP funding plan that will keep the project on track to award contracts in 2016.</td>
<td>Advocate for the PCEP to be included in the FY17 Core Capacity Program Presidential Budget and for a swift FFGA process with the FTA.</td>
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<tr>
<td>Other Projects</td>
<td>Other Projects</td>
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<tr>
<td>Beyond the CalMod Program, JPB has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations, station upgrades, and supporting regional projects that will increase Caltrain ridership.</td>
<td>Support the allocation of Federal funding to advance implementation of JPB projects.</td>
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<td>Work with Federal delegation members, as well as local, regional, and State coalitions to support requests for Federal funding that will benefit JPB service and transit ridership projects in the corridor.</td>
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JPB is involved in several individual projects such as the South San Francisco Station Improvement project and projects with partner agencies that often seek Federal funds for activities that will enhance transit ridership.

### 3. Regulatory and Administrative Issues (Federal)

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<td><strong>FAST Act and other Regulations</strong>&lt;br&gt;Under FAST Act, the United States Department of Transportation (USDOT) will issue guidance and conduct rulemaking to implement various regulatory changes.&lt;br&gt;USDOT will also issue guidance, new rulemaking, and take action in response to executive orders on a variety of issues outside the scope of the FAST Act.</td>
<td><strong>FAST Act and other Regulations</strong>&lt;br&gt;• Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.&lt;br&gt;• Collaborate with local, regional, State and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulation that maximizes benefits for transportation programs, services and users.&lt;br&gt;&lt;br&gt;<strong>Rail Safety</strong>&lt;br&gt;In the last year, there has been a spike in fatalities on the Caltrain corridor. Caltrain staff is already an active member of Operation Lifesaver and is always looking for additional actions / activities to make the railroad safer and change people’s behavior around railroad tracks and crossings.</td>
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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. At the February 4, 2016, meeting, staff will present the final 2016 Legislative Program for Board adoption.

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

STATE ISSUES (As of 12/15/15)
Nothing to report.

FEDERAL ISSUES (As of 12/15/15)
Authorization Bill
On December 4, 2015, President Obama signed H.R. 22, the Fixing America’s Surface Transportation (FAST) Act. The FAST Act is a five-year bill that establishes funding levels and Federal policy for the nation’s highways and public transit systems through Fiscal Year (FY) 2020. The bill authorizes $305 billion in spending over five years ($281 billion from the Highway Trust Fund and $24 billion from the general fund).

The FAST Act increases transit funding by 10 percent in FY2016, then increases funding by an annual growth rate of 2 percent. The Metropolitan Transportation Commission estimates that the Bay Area will receive approximately $30 million more in transit formula funding in FY2016 and will reach $64 million by FY2020. The FAST Act provides a 21 percent increase in Capital Investment Grant funding, including the Core Capacity Program.

The FAST Act includes several policy changes such as increasing the domestic share of components for rolling stock from 60 percent to 70 percent, raising the liability cap on passenger rail accidents from $200 million to $295 million and creates a pilot program to allow a state to substitute one or more state environmental laws for the National Environmental Policy Act.
The FAST Act was not paid for by raising the gas tax which has been flat since 1993. To close the gap between annual expenditures and annual revenue in the Highway Trust Fund, the bill secures funding from other sources such as a transfer from the general fund.

**Omnibus Package**

Congressional leaders are working on a large omnibus package that could include tax extenders such as the commuter tax credit, in addition to the normal spending appropriations for FY2016.

Prepared By: Casey Fromson, Officer, Communications Division 650.508.6493
<table>
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<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
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<tr>
<td><strong>AB 2</strong> Alejo D</td>
<td>A. CHAPETERED 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>
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<td><strong>AB 194</strong> Frazier D</td>
<td>A. CHAPETERED 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>
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<td><strong>AB 318</strong> 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><strong>AB 378</strong> 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><strong>AB 464</strong> 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>
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<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>
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<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>
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<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 payment of an amount disputed by the public entity, as specified. This bill contains other related provisions and other existing laws. <strong>Last Amended on 9/4/2015</strong></td>
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<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>
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<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>
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<td><strong>ABX1 8 Chiu D</strong></td>
<td>A. PRINT 7/17/2015-From printer.</td>
<td>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.</td>
<td>Support</td>
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<tr>
<td><strong>ABX1 24 Levine D</strong></td>
<td>A. PRINT 9/12/2015-From printer.</td>
<td>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.</td>
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<td><strong>ACA 4 Frazier D</strong></td>
<td>A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.</td>
<td>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. <strong>Last Amended on 8/17/2015</strong></td>
<td>Support</td>
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<td><strong>SB 9 Beall D</strong></td>
<td>S. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 710, Statutes of 2015.</td>
<td>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. <strong>Last Amended on 9/1/2015</strong></td>
<td>Support</td>
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<tr>
<td><strong>SB 32 Pavley D</strong></td>
<td>A. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015)</td>
<td>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. <strong>Last Amended on 9/10/2015</strong></td>
<td>Support</td>
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### Peninsula Corridor Joint Powers Board
#### State Legislative Matrix as of 11/16/2015

<table>
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<th>Bill ID/Topic</th>
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<tr>
<td><strong>SB 64</strong> Liu D</td>
<td>S. CHAP S. CHAP 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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<tr>
<td><strong>SB 231</strong> Gaines R</td>
<td>S. CHAP S. CHAP 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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<tr>
<td><strong>SB 348</strong> Galgiani D</td>
<td>S. CHAP S. CHAP 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><strong>SB 358</strong> Jackson D</td>
<td>S. CHAP S. CHAP 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><strong>SB 413</strong> Wieckowski D</td>
<td>S. CHAP S. CHAP 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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<td>SB 461</td>
<td>S. CHAPETERED 10/7/2015-Chaptered by Secretary of State - Chapter 575, Statutes of 2015.</td>
<td>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.</td>
<td>Last Amended on 7/8/2015</td>
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<tr>
<td>SB 491</td>
<td>S. CHAPETERED 10/2/2015-Chaptered by Secretary of State - Chapter 451, Statutes of 2015.</td>
<td>Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, 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.</td>
<td>Last Amended on 6/29/2015</td>
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<td>SB 508</td>
<td>S. CHAPETERED 10/9/2015-Chaptered by Secretary of State - Chapter 716, Statutes of 2015.</td>
<td>Would delete the requirement for transit operators to maintain higher fare-box requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of &quot;operating cost&quot; used to determine compliance with required fare-box ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index.</td>
<td>Last Amended on 8/20/2015</td>
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<td>SB 579</td>
<td>S. CHAPETERED 10/11/2015-Chaptered by Secretary of State - Chapter 802, Statutes of 2015.</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. 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.</td>
<td>Last Amended on 7/16/2015</td>
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<td>SB 599</td>
<td>S. VETOED 10/10/2015-Vetoed by the Governor</td>
<td>Current law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</td>
<td>Last Amended on 7/16/2015</td>
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<td>SB 705</td>
<td>S. CHAPTERED 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. <strong>Last Amended on 9/3/2015</strong></td>
<td>Support</td>
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<tr>
<td>SB 767</td>
<td>S. CHAPTERED 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. <strong>Last Amended on 7/16/2015</strong></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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<tr>
<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. <strong>Last Amended on 8/17/2015</strong></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 continuing 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. 9/3/2015-Read second time and amended. Re-referred to Com. on 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. 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. Last Amended on 9/3/2015</td>
<td>Support</td>
</tr>
<tr>
<td>SBX1 8</td>
<td>S. APPR. 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>
<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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