AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

February 4, 2016 – Thursday

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Comment
   Public comment by each individual speaker shall be limited to two minutes
4. Consent Calendar
   Members of the public or Board may request that an item under the Consent Calendar be considered separately
   a) Approval of Minutes of January 7, 2016
   b) Acceptance of Statement of Revenues and Expenses for December 2015
   c) Authorize Award of Contracts to Essence Printing Inc., Fong Brothers Printing Inc., and Pacific Standard Print for the Provision of Printing Services for a Not-to-Exceed Aggregate Amount of $504,200 for a Five-Year Term
5. Chairperson’s Report
   a) Resolution of Appreciation to Past Chair Adrienne Tissier
6. Report of the Citizens Advisory Committee
7. Report of the Executive Director
   a) Caltrain Modernization Update – Peninsula Corridor Electrification Project Quarterly Update
8. Authorize Adoption of Addendum #1 to the Final Environmental Impact Report and Approve the Inclusion of New Potential Site for Paralleling Station 7 for the Peninsula Corridor Electrification Project
10. Update on Communications-Based Overlay Signal System/Positive Train Control Project
11. Authorize Amendment of Fiscal Year 2016 Operating Budget to Increase Total Revenues by $2.4 Million to $141,556,066

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.
12. Authorize the Filing and Execution of a Funding Application in the Amount of $1,089,039 with the California State Department of Transportation for the Procurement of Electric Multiple Units and Annual Cap and Trade Authorized Agent Forms and Certifications and Assurances to Receive Low Carbon Transportation Operations Program Funds

RESOLUTION


MOTION

14. Approval of 2016 Legislative Program

MOTION

15. Legislative Update

INFORMATIONAL

16. Water Consumption and Conservation

INFORMATIONAL

17. Correspondence

18. Board Member Requests

19. Date/Time of Next Regular Meeting: Thursday, March 3, 2016, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

20. General Counsel Report


b) Closed Session: Real Estate Negotiations – Pursuant to Government Code Section 54956.8:
Agency Negotiators: Joan L. Cassman and Brian W. Fitzpatrick
Under Negotiation: Price and Terms of Purchase

<table>
<thead>
<tr>
<th>Property/Negotiating Parties</th>
<th>Parcel Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Jose</td>
<td>APN: 4345-13-041</td>
</tr>
</tbody>
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c) Closed Session: Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4): One potential case

21. Adjourn
INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.
Chair Adrienne Tissier called the meeting to order at 10:04 a.m. and led the Pledge of Allegiance.

SWEARING IN
Martha Martinez, Executive Officer, District Secretary/Executive Administration, administered the Oath of Office to Raul Peralez representing the Santa Clara County Valley Transportation Authority (VTA) and Joèl Peralez representing the San Francisco Municipal Transportation Agency.

Mr. Peralez said he is a council representative for the city of San Jose in District 3. He is a lifelong San Jose resident and went to San Jose State University. He was a San Jose police officer for eight years.

Mr. Ramos said it is a privilege to serve on this Board. He has been on the San Francisco Municipal Transportation Agency for four years and has worked in the field of policy advocacy and urban and transportation planning for about 10 years. He works at a nonprofit organization called TransForm.

REPORT FROM NOMINATING COMMITTEE
Election of 2016 Officers
Director Ken Yeager said the nominating committee nominated Director Perry Woodward as chair and Director José Cisneros as vice chair.

Motion to close nominations.
Motion/Second: Yeager/Cohen

Motion/Second: Yeager/Cohen
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Woodward, Yeager

PUBLIC COMMENT
Roland Lebrun, San Jose, thanked the crew of Train #233 for allowing passengers to board the train at Tamien. He said an incident occurred on December 28 when a train impacted debris on the tracks and the train lost complete power. The crew off-boarded everyone after 30 minutes, so the reaction from staff improved. He said the board meeting materials for meetings prior to January 2014 have been removed from the website and he would like the Board to address this. In the next few months, people
will start learning lessons about what happened with the Communications-based Overlay Signal System (CBOSS) because if they don’t, the same situation will repeat itself with electrification.

Jeff Carter, Millbrae, said in prior years on Martin Luther King Junior Day, the Bay Area Rapid Transit (BART) Millbrae Station gets locked up preventing easy access to early morning trains. People have to go around the fence in order to get to the northbound platform. He hopes Caltrain will communicate to BART to keep the gates open.

Adina Levin, Friends of Caltrain, said the SamTrans Board approved a study accepting $1 million from Facebook to review the potential for renewed transportation on the Dumbarton corridor. If the study turns up feasible things that contribute to regional transportation network there may be opportunities to pursue.

CONSENT CALENDAR
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 (MTC) for Programming of Federal Transit Administration (FTA) 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

Motion/Second: Tissier/Cisneros
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

CHAIRPERSON’S REPORT
No report.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)
Customer Service on Caltrain
Jonathan Berk, CAC Member, said the CAC has been frustrated for two years with the level of customer service on Caltrain. The CAC passed a motion at the last meeting that reads, “The current level of customer service on Caltrain is unacceptable.” There is a historic opportunity to fix the endemic problem where the customers are not represented. There is a new director of operations and whenever new people come into an organization it is much easier to make changes. The timing is important to get these issues fixed. Organizationally, within Caltrain, there needs to be responsibility at a high level for customer service, and that person has to have a lot of power within the organization so the customers can be represented. This is not a comprehensive list of unacceptable customer service issues:

- There has been a steady increase in Caltrain users, but the system has no plan to deal with increases until electrification.
- The CAC has repeatedly asked for new schedules for expanded express service, but have been told it is not going to happen.
- There is no plan in place deal with emergencies. Emergencies are dealt with by the seat of the pants. There is no time to think during
emergencies, and the reactions are not optimal. Caltrain needs a complete emergency plan.

- Trains are not labeled. A photo was shown of Train 269 at a station, but the Predictive Arrival/Departure System (PADS) does not have Train 269 displayed on it. The only identification of the train is the number 69 on the front of the train. The PADS board does not label the trains by where they are going, only by train number. There is space on the board to run the destination stations so customers can see where the train is stopping.

- There have been complaints about Giants baseball trains because fans are loud. The fix is to have quiet cars. The CAC was told conductors don’t have time to police quiet cars, but the CAC believes they are self-enforcing.

- There is no Wi-Fi on trains. This should not be a budget item because Caltrain can charge for it.

- On-time performance of the system is in serious decline.

Michelle Bouchard, Chief Operating Officer, Rail, said staff concurred with the CAC’s broad assessment that more attention needs to be paid to the customer experience. The type of customer that rides Caltrain demands and deserves it. Staff is in agreement that the transition with the new executive team provides an opportunity to re-baseline the expectation and redouble the efforts to provide a better customer experience. Staff has been meeting over the last few weeks and has established a Customer Experience Taskforce, co-led by her and Seamus Murphy, Chief Communications Officer, and consisting of a group of people, including staff from Transit America Services, Inc. (TASI), who are dedicated to representing the customer and will be focusing on identifying projects and programs that improve the experience for Caltrain customers. Staff has developed a short- and long-term work plan that will be refined and includes three general focus areas: service provision and performance, conductor training and customer information, and incident response. The task force is starting to deliver better customer information when incidents occur on the right of way. As part of the short-term work plan, staff is looking at developing a customer experience survey. Staff needs to understand from a broader perspective what customers are looking for and what they value in the customer experience. Many of these items require financial resources that have to be balanced with the competing needs of the railroad. In order to bring more visibility to the issue, staff is proposing to revise the performance report to include metrics and information to provide a more transparent understanding of Caltrain performance and customer satisfaction. Staff hopes to roll this out in late spring.

Director Malia Cohen asked if the simple suggestion of changing the content of information on the PADS can be implemented immediately. Ms. Bouchard said it is challenging because the information board is patched into the dispatch system so the change would have to be addressed with the vendor, which staff plans to do. Staff worked very long and hard to develop the PADS system as it is. It is not as simple as typing things into a computer.

Director Cohen said when the vendor’s contract is up for renegotiation it may allow staff to look for another vendor that would be able to allow this level of flexibility or the current vendor could accommodate the request. She asked why trains are not
labeled. Ms. Bouchard said majority of fleet is from 1985. The identifying numbers are on two steel plates and the numbers get changed for every train. That is the only place with any designation. In the future every Electric Multiple Units (EMU) car will have a digital sign.

Public Comment
Jeff Carter, Millbrae, said he has been around the train for over 35 years and they used to label smoking cars. It should not be a problem to put a label on quiet cars. When the trains were originally purchased there weren’t going to be train numbers on the train until the CAC complained. On September 25 the train hit a vehicle at Broadway leaving 900 people stuck on the train without electricity or air conditioning. This is not acceptable. The customer should be number one. Another incident occurred on December 7 at 22nd street. Customers were directed to the wrong track.

Vaughn Wolfe, Pleasanton, said in 1985 he was on the California State Department of Transportation (Caltrans) CAC. The Gallery cars that Caltrain has now were coming to be delivered and assembled. All the things that were requested by the CAC in their report are things that have been requested by CACs every five or six years for the last 30 years. He said Caltrain should get to electrification first because it is hard to update a 21st century railroad with 19th century material. Wi-Fi must be on new electrified trains. One big advantage of trains over other modes of transportation is Wi-Fi and a place to sit. He said the Board should concentrate on electrification, getting more cars than projected and Wi-Fi.

Doug DeLong, Mountain View, said he has a contrary view on these matters. Anyone who needs to be connected has a data plan on their cell phone. Wi-Fi is yesterday. Trying to get Wi-Fi on the public vehicles is just a way for people to get free data. The most central issue for customer service is if the train has the capacity to get customers where they need to go. Staff is getting a political message that the current schedule is untouchable. Staff should come up with a different schedule that is simpler so it is easier for people to understand what trains go where. There are two dozen different station stop patterns. If staff got the political latitude to consider schedule changes it would be a positive thing before electrification.

Roland Lebrun, San Jose, said customer experience is seats and trains that run on time. The trains are now 30 years old. There is no way that TASI could deliver the kind of service that is needed with the current rolling stock. Electrification will do nothing. He has been asking for the numbers of seats Caltrain will get with electrification. He said there will be fewer seats than there are now after the $2 billion investment. Capacity is measured by the number of seats per foot of platform. The platforms are 700 feet. Customers need trains that are electrification-ready and they need them now.

Adina Levin, CAC Member, said staff initially told the CAC there will be no other schedule changes over the next five years other than tweaks to arrival times. Friends of Caltrain got dozens of suggestions for schedule tweaks that could add baby bullet or express trains. Staff said they are looking at the list of suggestions. These changes could help with capacity.
REPORT OF THE EXECUTIVE DIRECTOR
Update on Super Bowl 50 Transportation Planning
Chuck Harvey, Deputy CEO, Organization Support/Special Projects, presented:

- Caltrain will run six-car trains the weekends of January 30 and February 6 to increase capacity.
- Enhanced Safety Measures
  - Increased patrols throughout the system
  - Regular sweeps of high visibility locations
  - Communication of National Football League (NFL) bag policy to customers
  - Pre-inspection of every train departing San Francisco on Super Bowl Sunday
  - Participating in multi-jurisdictional law enforcement planning task force
  - Increased use of K-9s for system-wide inspections
- Event preparation
  - All staff time off cancelled
  - Additional Transit America Services, Inc. staff brought in to support operations and maintenance activities
  - Standby maintenance teams to address equipment malfunctions
  - Preventative pre-event maintenance
  - Station brightening and cleaning at San Francisco, Millbrae, Redwood City, Palo Alto, Mountain View, Santa Clara and San Jose stations
- Communication
  - Participating in region-wide Super Bowl informational planning effort
  - Using hashtag campaigns across Twitter, Facebook and Instagram #SB50
  - Staffing joint information center in Santa Clara
  - Targeted digital and print advertising efforts
  - Paid social media campaign
  - Outreach to local tourism organizations and area hotels

Mr. Murphy presented:

- Customer Communication
  - Onboard take ones and brochures
  - Conductor announcements
  - Website information
  - Platform announcements
  - Use of visual messaging system on platforms
  - Expanded hours for customer service representatives and social media officer
  - News releases
  - Social media

- Ambassadors
  - Customer information ambassadors at San Francisco beginning January 30 and at Millbrae throughout the week prior to Super Bowl 50
  - More than 122 shifts scheduled throughout the week beginning January 30
  - Targeted locations include San Francisco, Millbrae, Redwood City, Palo Alto Mountain View, Santa Clara and San Jose stations
Joint Powers Board Meeting
Minutes of January 7, 2016

- Created a “train the trainer” program to rollout conductor information

- Fares and Parking
  - Customers may use all forms of regular fare media throughout Super Bowl 50 week
  - New Joint Caltrain/VTA Levi’s Stadium Tickets sold at ticket vending machines
  - For Super Bowl Sunday, only customers holding a special VTA light rail ticket will be allowed to board Levi’s Stadium-bound trains
  - The joint VTA mobile application ticket will be accepted on Caltrain
  - VTA capping the number of tickets sold at 12,000
  - Due to anticipated demand, parking at all Caltrain lots will be increased to $20 on February 7 only

Mr. Harvey presented:

- Bus Contingency Plans
  - SamTrans bus service into San Francisco during Super Bowl 50 week not directly impacted by street closures
  - Staff will be monitoring loads and adding bus tripper service if additional demand requires
  - Traffic conditions and delays of bus service will be monitored daily by SamTrans Bus Operations Control Center

- Super Bowl Sunday
  - VTA will be staging contingency bus fleets at Mountain View and Santa Clara County to address any light rail service interruptions
  - In San Mateo County, SamTrans will have a fleet of articulated buses, drivers, and field supervisors staged in South San Francisco and San Carlos to respond to any Caltrain Service interruptions

- Budget
  - Super Bowl Host Committee and NFL are not reimbursing local transit agencies for related expenses
  - Staff is establishing budgets for Transit America, Inc., the Transit Police, ambassadors, communications and all other related expenses
  - Final accounting of all Super Bowl 50 expenses will be prepared
  - Peninsula Corridor Joint Powers Board and SamTrans budgets have operating budget capacity to fund Super Bowl 50

Director Tissier asked if Caltrans will put signs up on the highway. Mr. Harvey said yes, Caltrans and the California Highway Patrol will be monitoring traffic levels and message signs. The public’s behavior can’t be altered but they will see the level of congestion in city and make choices based on that. Highway 101 will get very heavy on the event days.

Director Jeff Gee asked Mr. Harvey to talk about tabletop exercises and the emergency response plan. Mr. Harvey said the exercises for this event are not centered around a service interruption, but they are done with law enforcement agencies and the Department of Homeland Security and focus on crowd control and unattended bags. There is a lot of work for NFL games is that attendees must use clear plastic bags to bring their personal things into the stadiums, and the NFL offers a bag check for other items or
bags that are not clear. The bag check will not be allowed for the Super Bowl, so attendees who bring bags that are not see-through will have to abandon their property in order to get into the stadium.

Director Ramos encouraged staff to create a twitter handle specifically for this event that people can start to use now to help with communication. Handles that are created for a specific day get minimal use, but a marketing opportunity can be created with a twitter handle that builds up excitement and slowly gets the word out about transportation. He said the best ambassadors will be regular riders, and if they are clued in, they will be most eager and able to help other passengers. Mr. Murphy said staff will bring it up at the next joint meeting.

Director Yeager said staff does what they can to minimize trespasser fatalities, but this would be key on Super Bowl Sunday as well. He asked if there will be more monitors around certain portions of the right of way. Mr. Harvey said law enforcement and personnel will be all over the system.

Marian Lee, Chief Officer, Caltrain Planning/CalMod Program, said:

- **CBOSS/Positive Train Control**
  - Hardware installation activities are nearly complete along the corridor with the exceptions of fiber optic cable work in San Carlos and various punch list items.
  - Installation of equipment on the vehicles is complete.
  - Software testing and overall testing on the corridor is continuing.
  - No new complaints have come in since the last update.
  - Staff will return in February with a comprehensive update on the testing process.

- **Peninsula Corridor Electrification Project**
  - The team is focused on progressing the procurement of the Design Build electrification infrastructure and electric vehicles contracts to be awarded.
  - Proposals on the EMU Request for Proposals will be received next month.
  - The best and final offer negotiations process is ongoing with the three shortlisted proposals on the electrification infrastructure contract.
  - In parallel with the procurement efforts, staff is continuing to work with funding partners. Staff has not shored up the additional commitments needed for full funding.
  - There are significant administrative efforts continuing with obtaining a meaningful amount of the $400 million to complete the funding plan.
  - Next month the project delivery director will provide a quarterly update.

- **High-speed Rail (HSR) Blended Planning**
  - Last year, the California High-speed Rail Authority (CHSRA) conducted several kickoff meetings for their planning and environmental process for the blended system. There are additive improvements beyond the electrification project needed to support HSR service. Those improvements will need community discussion and environmental clearance.
  - Starting this year staff has asked the Local Policy Maker Group, a group composed of 17 members, mostly elected officials, from each of the cities
and the three counties impacted by the blended system and electrification project, to get involved. Staff has proposed this group meet every month with CHSRA meetings on the odd months and Caltrain meetings on the even months. Input from these meetings will be presented to the JPB to help deliberations in policy matters.

Mr. Harvey said MV Transportation operates a number of shuttles from employer centers to Caltrain. Recently the Teamsters that operate these shuttles for MV voted to authorize a strike. Federal mediators have been brought in to help both parties find a middle ground to settle.

Jim Hartnett, Executive Director, said:

- The Annual Passenger Counts start February 19 and are expected to be completed by March.
- Bombardier cars are being refurbished. All five six-car trainsets will have a third bike car by March to increase bike capacity to 72 bike spaces from 48.
- Special event service:
  - San Francisco 49ers games saw a reduction in ridership
  - The Pac-12 Championship game at Levi’s Stadium attracted a few thousand riders
  - The Martin Luther King Junior Celebration Train, sponsored by Pacific Gas and Electric and hosted by the Northern California Doctor Martin Luther King Junior Community Foundation, will run on January 18th
- Capital projects underway include:
  - Quint Street Bridge Replacement Project
  - San Mateo bridges replacement
  - San Francisco highway bridges
  - Los Gatos Bridge replacement
  - VTA Light Rail Efficiency Project
  - San Mateo 25th Avenue Grade Separation Project
- There is a problem with printing monthly parking permits from the ticket vending machines. This has caused a problem with customers. The parking permits are partially printing on a small sized paper, which causes customer confusion. The passes still work. Staff is working to make sure this does not affect the customer experience and is working to remedy the situation. Transit Police are not citing for parking violations due to the confusion.

Public Comment
Roland Lebrun, San Jose, said he is happy that all the transit agencies are working together as teams. The new VTA screens are beautiful. Altamont Corridor Express trains have seven cars, Wi-Fi, and run on time. Last year the Board approved $15 million for Bombardier cars, and so far $4 million has been spent to buy 16 cars. Out of the 16, there are now six long Bombardier train sets. Staff is proposing to gut the six cars to make room for bikes. He asked since staff has had the budget for over a year and five are parked in San Francisco and five are parked in San Jose, when customers are going to see longer trains. After the Super Bowl the longer trains should be there for the peak period. The $400 million should be used for new EMUs not for anything else.
Jeff Carter, Millbrae, said Caltrans gouged people with high fare in 1985 during Super Bowl XIX. He appreciates Caltrain will not have a special fare for the Super Bowl. VTA is the choke point. He hopes there is enough contingency to handle all the people expected to go to VTA. He hopes it will not affect regular weekend customers. The regular monthly parking permit should be allowed to be used without the additional fee.

Greg Conlon, Atherton, said pricing for a Super Bowl ticket is astronomical. At $20 for parking, the parking lots will be full very quickly unless the price is raised. He suggested the Board allow the Executive Director to raise it considerably to protect the parking lots.

Adina Levin, Friends of Caltrain, asked if there will be a customer experience audit with people who are not familiar with the service and who have never used Caltrain. They could look at wayfinding and if people can figure out where they are going.

Mr. Hartnett said the regular monthly parking permits will work for customers who park on Super Bowl Sunday.

KEY CALTRAIN PERFORMANCE STATISTICS – NOVEMBER 2015
Ms. Bouchard said:
- Average weekday ridership is up 2.1 percent.
- On-time performance (OTP) is up at 88.1 percent. Staff expects to see increasing OTP going into the winter months because ridership drops in wet weather. This confirms staff’s suspicion that OTP issues are related to the overwhelming customer demand.
- Staff is working on the reliability schedule and will have more information next month.

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
Ms. Bouchard said staff has been improving and installing new fencing along the right of way. This increase is required due to a special request from the city of Palo Alto to provide an 18-inch extension on the top of the fencing. The JPB will be reimbursed for that effort, but it required an expanded scope of work on the contract.

Public Comment
George Kranen, Belmont, said the JPB has spent at least $9 million on fencing over the last several years and to the extent that it is intended to prevent suicides it is a failure. Suicide statistics over the last 10 years have remained flat. Spending more money on fencing is a waste and should be spent on coping with suicides or minimizing service interruptions. He said a coroner’s report is required in suicide cases and the JPB lobbyist should work on a law change so that the transit police officer could make the determination.

Roland Lebrun, San Jose, said the existing fencing in place was not built to Caltrain fencing standards. He asked if the fence was built before there were standards. He said this has to be done.
Motion/Second: Tissier/Cisneros  
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

**AUTHORIZE REJECTION OF ALL BIDS FOR THE BAYSHORE STATION PAINTING PROJECT**

Gigi Harrington, Deputy CEO, said this is the second time staff has gone out to bid for this project. It was re-scoped and more budget was added. Staff will take it into the next fiscal year capital budget process and look at ways to create efficiencies. It is an important project.

Motion/Second: Cisneros/Gee  
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

**AUTHORIZE AMENDMENT TO INCREASE THE FISCAL YEAR (FY) 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**

Aandy Ly, Manager, Budgets, said this request is to increase the FY2016 Capital Budget by $15.1 million, which includes $11 million for the 25th Avenue Grade Separation, $1.4 million for the Redwood City Grade Crossing Improvement Project, $2.64 million for the San Mateo Bridges Replacement Project, and $100,000 for the South Linden and Scott Street Grade Separation in South San Francisco and San Bruno. Funding for this project will come from a combination of State, San Mateo County Transportation Authority, cities, and other funds. No additional JPB member contributions are required.

Motion/Second: Tissier/Cisneros  
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

**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**

Ms. Bouchard said this project is to replace four 100-year-old bridges and construct a berm supported by new retaining walls that would allow for a track lift that would result in improved roadway clearances. This has been an exceptionally challenging job in a constrained area of the right of way. Change orders have been required to adapt to some unanticipated site conditions and the soil conditions that were encountered required a redesign of the retaining walls. Staff has capitalized on some efficiencies by adding utility relocation for the CBOSS project and the Union Pacific (UP) into this project. Funding comes from reimbursement from UP and a $2 million savings from the Quint Street Project that can be used for this purpose. Despite the complexity, the project is progressing very well. Staff anticipates the final two replacements to occur in February and April.

Motion/Second: Gee/Cisneros  
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward
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

Ms. Harrington said this contract was approved in November but the numbers were jumbled up and this is to approve the contract with the correct dollar amounts.

Motion/Second: Tissier/Gee
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

AUTHORIZE ADOPTION OF UPDATED BICYCLE AND SIMILAR EQUIPMENT USE AND PARKING RULES AND REGULATIONS

Jim Castaneda, Director, Safety, said this update addresses the removal of improperly stored, parked, or abandoned personal transportation vehicles. Improperly stored equipment may create tripping hazards or obstructions to pedestrians and individuals with disabilities.

Motion/Second: Tissier/Yeager
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

DRAFT 2016 LEGISLATIVE PROGRAM

Mr. Murphy presented the draft program:

- Core Objectives
  - Maintain and enhance funding opportunities
  - Seek a regulatory environment that streamlines project delivery and maximizes ability to meet demands
  - Reinforce and expand projects that build and incentivize public transportation ridership
- Public engagement strategies include direct engagement, coalition-based engagement, and media engagement
- The program is divided into three categories:
  1. Budget and funding opportunities
     - State/Regional level
       - Existing revenues – formula and cap and trade
       - Ballot measures and voter threshold
       - Other innovative funding options – managed lanes
     - Federal level
       - Annual appropriations
       - Tax extenders
       - Surface transportation and rail authorization
  2. Projects – funding requests and needs
     - State/Regional level
       - Caltrain Modernization Program supplemental memorandum of understanding
       - Other projects – projects that enhance capacity, service and safety
     - Federal level
       - FTA Core Capacity funding
• Other projects – projects that enhance capacity, service and safety

3. Regulatory and administrative issues
   ▪ State/Regional level
     • California Environmental Quality Act
     • Sustainable communities implementation
     • Rail safety
   ▪ Federal level
     • Fixing America’s Surface Transportation (FAST) Act and other regulations
     • Rail safety

   • Next steps
     o Solicit feedback on Draft Program
     o Board approval and adoption in February

Public Comment
Adina Levin, Friends of Caltrain, said Friends of Caltrain’s top mission is stable funding for Caltrain. The opportunity to structurally fix that problem is critical. There are opportunities related to the Highway 101 corridor and ways of managing it that helps fund Caltrain and other sustainable transportation as a way to decongest Highway 101.

LEGISLATIVE UPDATE
Mr. Murphy provided the following update:

State
Staff will be looking at the State budget announcement today and will inform the Board of relevant notes. The special session on transportation is still going on. A proposal came forward to increase the tax on diesel fuel and allocate more Cap and Trade funding to different pots including a doubling of the pot for inter-city and rail and transit to 20 percent. All the sales tax-, gas tax- and fuel tax-related increases would go to local streets and roads or highway maintenance and improvements.

Federal
Through passage of the FAST Act, Congress decided to equate the benefits that transit riders receive with the tax benefit that that drivers receive up to $255 per month.

CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
None.

DATE/TIME/PLACE OF NEXT REGULAR MEETING
The next meeting will be 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.
GENERAL COUNSEL REPORT
Joan Cassman, Legal Counsel, said the Board will meet in closed session regarding existing matters of litigation.

Recessed to closed session at 11:46 a.m.

Reconvened at 12:04 p.m.

Ms. Cassman said the Board was provided with a status report and no action was taken.

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
Ms. Cassman said a proposed settlement is before the Board for approval in the form of a resolution to authorize and ratify a settlement agreement with Disability Rights Advocates and a cost-sharing agreement with the MTC to fund accessibility improvements for the Clipper fare payment system at a cost to the JPB not to exceed $115,250.

Motion/Second: Tisser/Cisneros
Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

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 DECEMBER 31, 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 December 2015 and supplemental information.

SIGNIFICANCE
Revenues: For December of Fiscal Year 2016, Total Operating Revenue (line 7) is $1,727,661 or 3.8 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $2,669,859 or 6.5 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $1,379,115 or 3 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $7,148,812 or 10.5 percent. The Rail Operator Service (line 23) is 140,109 or 0.4 percent better than budget, and Total Operating Expense (line 36) is $6,364,530 or 10.9 percent better than budget. Total Administrative Expense (line 46) is $784,266 or 8.6 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $4,250,319 or 7.5 percent higher.

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

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

## Peninsular Corridor Joint Powers Board

### Statement of Revenue and Expense

**Fiscal Year 2016**

**December 2015**

<table>
<thead>
<tr>
<th>MONTH</th>
<th>YEAR TO DATE</th>
<th>% OF YEAR ELAPSED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CURRENT ACTUAL</td>
<td>PRIOR ACTUAL</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REVENUE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPERATIONS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>6,297,644</td>
<td>41,865,715</td>
</tr>
<tr>
<td>Parking Revenue</td>
<td>305,743</td>
<td>2,198,679</td>
</tr>
<tr>
<td>Shuttle Service</td>
<td>111,144</td>
<td>805,210</td>
</tr>
<tr>
<td>Rental Income</td>
<td>200,068</td>
<td>869,972</td>
</tr>
<tr>
<td>Other Income</td>
<td>40,156</td>
<td>497,899</td>
</tr>
<tr>
<td>TOTAL OPERATING REVENUE</td>
<td>6,963,755</td>
<td>46,237,475</td>
</tr>
</tbody>
</table>

| EXPENSE     |              |              |                    |                |                |       |
| OPERATING EXPENSE |              |              |                    |                |                |       |
| Rail Operator Service  | 6,890,085 | 33,139,428 | 37,093,216 | 37,233,325 | 99.6% | 75,245,335 | 75,245,335 | 49.3% |
| Rail Operator Service-Other  | 100,000 | 6,726 | 600,000 | 794,941 | 75.5% | 1,500,000 | 1,500,000 | 43.5% |
| Security Services  | 516,250 | 2,411,467 | 2,380,018 | 2,404,059 | 99.0% | 5,208,717 | 5,208,717 | 43.5% |
| Rail Operator Extra Work  | 7,506,335 | 35,557,621 | 40,073,234 | 40,494,825 | 99.0% | 82,079,052 | 82,522,657 | 48.6% |
| Shuttle Service  | 340,049 | 2,113,573 | 2,038,888 | 2,734,000 | 74.6% | 5,468,000 | 5,468,000 | 37.3% |
| Fuel and Lubricants  | 583,217 | 6,932,309 | 4,882,746 | 13,175,367 | 49.1% | 18,541,863 | 17,779,228 | 25.2% |
| Professional Services  | 13,124 | 89,528 | 73,936 | 106,350 | 69.5% | 212,700 | 212,700 | 34.8% |
| Insurance  | 228,461 | 950,767 | 2,635,065 | 2,904,976 | 90.7% | 5,713,750 | 5,688,750 | 46.3% |
| Facilities and Equipment Maintenance  | 136,772 | 604,865 | 775,610 | 928,184 | 83.6% | 1,852,069 | 1,867,119 | 41.5% |
| Utilities  | 178,543 | 945,939 | 1,130,721 | 1,137,953 | 99.4% | 2,275,905 | 2,275,905 | 49.7% |
| Maint & Services-Bldg & Other  | 95,131 | 542,602 | 581,901 | 713,188 | 81.6% | 1,426,783 | 1,426,783 | 40.8% |
| TOTAL OPERATING EXPENSE | 9,081,632 | 47,937,326 | 51,792,101 | 58,156,631 | 89.1% | 117,579,122 | 117,250,711 | 44.2% |

| TOTAL OPERATING REVENUE  | 6,963,755 | 46,237,475 | 47,616,590 | 45,888,929 |
| TOTAL OPERATING EXPENSE  | 9,081,632 | 47,937,326 | 51,792,101 | 58,156,631 |

| NET SURPLUS / (DEFICIT) | (1,899,890) | 3,946,893 | 3,336,970 | - |

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

A/Staff has reallocated year to date budget due to timing of expenditures.

1/25/16 10:16 AM
## PENINSULA CORRIDOR JOINT POWERS BOARD

### INVESTMENT PORTFOLIO

### AS OF DECEMBER 31, 2015

<table>
<thead>
<tr>
<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
<th>INTEREST RATE</th>
<th>PURCHASE PRICE</th>
<th>MARKET PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Agency Investment Fund (Restricted)</td>
<td>* Liquid Cash</td>
<td>0.400%</td>
<td>$ 2,000,000</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Local Agency Investment Fund (Unrestricted)</td>
<td>* Liquid Cash</td>
<td>0.400%</td>
<td>62,986</td>
<td>62,986</td>
</tr>
<tr>
<td>County Pool (Unrestricted)</td>
<td>** Liquid Cash</td>
<td>0.766%</td>
<td>8,332,856</td>
<td>8,332,856</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.000%</td>
<td>4,329,568</td>
<td>4,329,568</td>
</tr>
<tr>
<td>Other (Restricted)</td>
<td>*** Liquid Cash</td>
<td>0.200%</td>
<td>27,932,075</td>
<td>27,932,075</td>
</tr>
</tbody>
</table>

|               |               |               | $42,657,485     | $42,657,485    |

Accrued Earnings for December 2015  $ 9,903.34  
Cumulative Earnings FY2016  $ 81,259.67

(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 December 2015 the total cost of the Total County Pool was $4,672,458,188.89 and the fair market value per San Mateo County Treasurer’s Office was $4,666,906,656.28.

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

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

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

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO
Seamus Murphy
Chief Communications Officer

SUBJECT: AWARD OF CONTRACTS TO PROVIDE PRINTING SERVICES

ACTION
Staff Coordinating Council recommends the Board:

1. Award on-call, no guarantee contracts to each of the firms listed below for the provision of printing services for a not-to-exceed aggregate amount of $504,200 for a five-year term:
   - Essence Printing Inc., South San Francisco, CA
   - Fong Brothers Printing Inc., Brisbane, CA
   - Pacific Standard Print, Sacramento, CA

2. Authorize the Executive Director, or his designee, to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, in a form approved by legal counsel.

SIGNIFICANCE
Approval of the above actions will provide the Peninsula Corridor Joint Powers Board (JPB) with the necessary printing services required to print a variety of materials such as letterhead, business cards, newsletters, route schedules, timetables, promotional posters and system maps. The award of three contracts will provide the JPB with a broad array of printing expertise, allowing for greater flexibility in awarding work.

BUDGET IMPACT
Funds are available under the approved and projected operating budgets.

BACKGROUND
Staff determined that a joint solicitation with the San Mateo County Transit District (District) was a cost-effective approach to procure the required printing services. A joint Request for Proposals to provide services was issued. The solicitation was advertised in a newspaper of general circulation and on the District and JPB’s
procurement website. Staff received proposals from five firms.

An Evaluation Committee (Committee) composed of qualified staff reviewed and scored the proposals in accordance with the following weighted criteria:

- Approach to Scope of Services  0 - 30 points
- Qualifications and Experience of Firm and Key Personnel  0 - 30 points
- Cost Proposal  0 - 35 points
- Small Business Enterprise (SBE) Preference  0 - 5 points

Firms that submitted proposals and achieved scoring within the competitive range were invited for interviews. After review, evaluation, and ranking of proposals, the Committee determined that the three firms listed below in order of their consensus ranking, have the requisite depth of experience and qualifications to successfully perform the services required under these contracts.

- Fong Brothers Printing Inc., Brisbane, CA
- Essence Printing Inc., South San Francisco, CA
- Pacific Standard Print, Sacramento, CA

Fong Brothers Printing, Inc. and Essence Printing are minority-owned firms (Disadvantaged Business Enterprises) and are also the incumbents from the previous contract. Both firms have performed satisfactorily. Fong Brothers Printing, Inc. qualified for the SBE preference points in the evaluation.

Staff reviewed the rates submitted in the proposals and found that they compared favorably to those in the JPB’s current printing services contracts, and the open market. Staff therefore recommends award of a contract to each of the above firms.

The JPB’s previous on-call printing services contract was awarded to Fong Brothers, Essence Printing, and Spectrum Lithographic for an aggregate amount for $404,000 for three years with two additional, one-year option terms of $136,600 for each year.

Prepared By:  Sid Levy, Procurement Specialist 650.508.7962
Project Manager:  Robert Casumbal, Senior Designer 650.508.6280
RESOLUTION NO. 2016 –

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

* * *

AWARDING OF CONTRACTS TO PROVIDE PRINTING SERVICES
FOR AN AGGREGATE, NOT-TO-EXCEED AMOUNT OF
$504,200 FOR A FIVE-YEAR TEAM

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB), along with the
San Mateo County Transit District, solicited competitive proposals to provide on-call
printing services for a five-year term; and

WHEREAS, in response to the JPB’s Request for Proposals (RFP), staff received
proposals from five firms; and

WHEREAS, an Evaluation Committee (Committee) composed of qualified staff
has reviewed and evaluated the proposals in accordance with the criteria set forth in
the RFP and found that the proposals submitted by Essence Printing Inc., Fong Brothers
Printing Inc., and Pacific Standard Print comply with all of the solicitation requirements
and the firms are fully capable of providing the specified services; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director
concurs, that a five-year contract for on-call printing services be awarded to each firm
listed above for an aggregate, not-to-exceed amount of $504,200.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the JPB
hereby awards contracts for on-call printing services to Essence Printing Inc. of South
San Francisco, CA, Fong Brothers Printing Inc. of Brisbane, CA, and Pacific Standard
Print of Sacramento, CA for five-year terms for an aggregate, not-to-exceed amount of
$504,200; and
BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute contracts on behalf of the JPB with the firms named above for printing services in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of February, 2016 by the following vote:

AYES:

NOES:

ABSENT:

__________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

__________________________
JPB Secretary
AGENDA ITEM # 8
FEBRUARY 4, 2016

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Marian Lee
Chief Officer, Caltrain Planning/CalMod Program

SUBJECT: ADDENDUM #1 TO THE 2015 PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP) FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)

ACTION
Staff Coordinating Council recommends the Board:

1. Adopt Addendum #1 to the 2015 PCEP FEIR.

2. Approve inclusion of new potential site for Paralleling Station 7 (PS 7) for the PCEP.

SIGNIFICANCE
The Peninsula Corridor Joint Power Board (JPB) certified the PCEP FEIR on January 8, 2015 pursuant to Resolution No. 2015-03. Since certification of the FEIR, staff has identified one new potential site for PS 7, which is denoted as “Variant C” (approximately milepost 49.7), in San Jose.

A new location (PS 7 Variant C) was needed because the three locations included in the FEIR are no longer viable. The three locations analyzed in the FEIR were “PS 7,” “PS 7 Variant A” and “PS 7 Variant B.”

The PS 7 location (approximately milepost 51) is no longer viable. In late 2014, staff identified several cost containment measures. One of these strategies was the elimination of electrification south of the Michael Yard, resulting in shortening the project limits. This project change was approved as part of JPB Resolution No. 2015-08 to issue the PCEP Design Build Request for Proposal. This meant that the “PS 7” location was no longer within the project limits.

The PS 7 Variant A and Variant B (approximately milepost 49.4 and 49.5, respectively) options were included as part of the FEIR in order to provide two locations that were located within the shortened project limits. However, the Variant A and Variant B locations are no longer viable. These options were both located partially on California State Department of Transportation (Caltrans) property and adjacent to Highway 87.

Staff received a letter from Caltrans stating the Variant A and Variant B locations were infeasible due to the agency’s future plans for Highway 87 expansion.
Because PS 7 Variant C was not included in the FEIR, staff and the consultant for the JPB, ICF International, have completed Addendum #1 to the PCEP FEIR. Addendum #1 did not identify any issues relative to the addition of the proposed PS 7 Variant C that would require preparation of a supplemental or subsequent Environmental Impact Report (EIR).

Adopting Addendum #1 and approving the inclusion of a new site for the paralleling station will modify the PCEP project to reflect the PS 7 Variant C location.

**BUDGET IMPACT**
As a result of this action, there is no increase in the PCEP overall project cost estimate that was presented to the board in November 2014.

**BACKGROUND**
Staff and the JPB’s environmental consultant, ICF International, have completed the attached Addendum #1 to the PCEP FEIR. Under the California Environmental Quality Act (CEQA), an addendum to an EIR is needed if minor technical changes or modifications to a proposed project occur (CEQA Guidelines Section 15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. An addendum does not need to be circulated for public review (CEQA Guidelines Section 15164(c)); however, an addendum is to be considered along with the FEIR by the decision-making body prior to making a decision on a project (CEQA Guidelines Section 15164(d)).

Addendum #1 to the PCEP FEIR (State Clearinghouse No. 2013012079) has been prepared in accordance with CEQA Guidelines Section 15164.

PS 7 Variant C is located at approximately milepost 49.7, west of Almaden Road and south of Shadowgraph Road in San Jose. The two parcels needed for construction and operation of PS 7 Variant C are owned by Union Pacific Railroad, and are available for sale. Figure 1 in Addendum #1 to the PCEP FEIR shows the location of PS 7 Variant C and the associated access road.

Addendum #1 to the PCEP FEIR has identified no new or substantially more severe significant impacts of the proposed PS 7 Variant C compared with those identified and evaluated in the 2015 FEIR. Mitigation measures identified in the 2015 PCEP FEIR would be applied to PS 7 Variant C, as proposed, to reduce or avoid significant impacts. With the application of these previously-identified mitigation measures, no new significant impacts or substantial increases in the severity of previously-identified impacts requiring revisions to the 2015 FEIR would occur. No new mitigation measures are required for the adoption and implementation of the proposed PS 7 Variant C. All relevant mitigation measures from the 2015 FEIR would apply to PS7 Variant C, as applicable.

**Enclosure provided:** Addendum #1 to the 2015 PCEP FEIR

Prepared By: Stacy Cocke, Principal Planner 650.508.6207
Peninsula Corridor Electrification Project
Addendum to the Final Environmental Impact Report
Paralleling Station 7, Variant C

Prepared by ICF for the Peninsula Corridor Joint Powers Board, December 2015

The Peninsula Corridor Joint Power Board (JPB) certified the Peninsula Corridor Electrification Project (PCEP) Environmental Impact Report (EIR) on January 8, 2015. Since certification of the Final EIR, the JPB has identified one new potential site for Paralleling Station 7 (PS7). The environmental effects of the new PS7 site (Variant C) compared with the environmental effects of the PCEP in the certified 2015 Final EIR are examined in this addendum.

Under the California Environmental Quality Act (CEQA), an addendum to an EIR is needed if minor technical changes or modifications to a proposed project occur (CEQA Guidelines Section 15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. An addendum does not need to be circulated for public review (CEQA Guidelines Section 15164(c)); however, an addendum is to be considered along with the Final EIR by the decision-making body prior to making a decision on a project (CEQA Guidelines Section 15164(d)).

This addendum to the PCEP Final EIR (State Clearinghouse No. 2013012079) has been prepared in accordance with CEQA Guidelines Section 15164.

Project Background and Supplemental Environmental Review

In 2015, the JPB certified the Final EIR for the PCEP. The Proposed Project would require the installation of 130 to 140 single-track miles of overhead contact system (OCS) for the distribution of electrical power to the electric rolling stock. The OCS would be powered from a 25 kilovolt (kV), 60 Hertz (Hz), single-phase, alternating current (AC) supply system consisting of two traction power substations (TPSs), one switching station (SWS), and seven paralleling stations (PSs). The Final EIR evaluated environmental impacts associated with the four options for the site of the northern TPS (TPS1 in South San Francisco) and three options for the site of the southern TPS (TPS2 in San Jose). In addition, the Final EIR evaluated environmental impacts associated with one switching station (SWS1) (with two site location options) and seven paralleling stations (PS1 through PS7) at a spacing of approximately 5 miles. Two options were evaluated for the PS3 and PS6 sites and three options were evaluated for the PS4, PS5, and PS7 sites.

Since certification of the Final EIR, the JPB has proposed one additional site location for PS7 (Variant C). PS7 Variant C would be located at approximately Mile Post 49.7, west of Almaden Road and south of Shadowgraph Road in San Jose on a small, triangular parcel of vacant land that currently has a homeless encampment. This site is approximately 0.11 acre and is currently owned by Union Pacific Railroad (UPRR). To access PS7 Variant C for construction and operation, the JPB would also acquire the parcel of land directly to the north on which there is an unnamed dirt path connecting to Almaden Road. The total
acreage of acquisition for PS7 Variant C would be approximately 1.24 acres. Figure 1 shows the location of PS7 Variant C and the associated access road.

**Table 1** describes the potential environmental impacts of PS7 Variant C and analyzes any potential change in the level of significance as determined in the 2015 FEIR.
Figure 1

Proposed Paralleling Station 7 (PS 7), San Jose
Peninsula Corridor Electrification Project
Table 1. Summary of Impacts of PS7, Variant C

<table>
<thead>
<tr>
<th>Environmental Topic</th>
<th>Impact</th>
</tr>
</thead>
</table>
| Aesthetics          | • PS7 Variant C would be located on undeveloped land on the east side of the Caltrain tracks, to the rear of an existing auto repair shop on Almaden Road in San Jose. There could be partial views of PS7 Variant C from the existing residences to the north of the site. These views of PS7 Variant C would be consistent with the existing views of industrial uses and would be mostly blocked by intervening vegetation. The auto repair shop blocks views of the site from Almaden Road.  
  • PS7 Variant C would not be out of character with the surrounding transportation corridor or industrial uses.  
  • Construction of PS7 Variant C could result in spillover light or glare in adjacent residential areas and new nighttime lighting for security purposed could spill outside of the site boundaries, creating a new source of nuisance lighting or glare to nearby residents  
  • Mitigation Measures AES-2a, AES-2b, BIO-5, AES-4a, and AES-4b would apply to reduce impacts from the visual aesthetic of the PS, tree removal, and lighting; the impact determinations identified in the Final EIR would not change.  
  • PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding aesthetics that were analyzed in the Final EIR.                                                                                                                                 |
| Air Quality         | • No new air quality impacts are identified relative to PS7 Variant C because the amount of construction would be similar to the construction of the other paralleling stations.  
  • Mitigation Measures AQ-2a, AQ-2b, and AQ-2c would apply to reduce construction impacts regarding criteria pollutants and toxic air contaminants (TACs) by requiring Bay Area Air Quality Management District (BAAQMD) BMPs and equipment requirements to reduce construction-related dust, reactive organic gasses (ROG), and NOx emissions. The impact determinations identified in the Final EIR would not change.  
  • PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding air quality that were analyzed in the Final EIR. |
### Environmental Topic | Impact
--- | ---
**Biological Resources** | • The potential paralleling station location is a rectangular dirt lot with homeless camps and thus is heavily trampled and filled with debris. The lot is devoid of vegetation except along the edges. Approximately six to seven black walnut (*Juglans nigra*) trees line the western edge of the property at its boundary with the Caltrain right-of-way. A few coyote bush (*Baccharis pilularis*) shrubs, black acacia (*Acacia melanoxylon*) saplings, and some smilo grass (*Stipa milaceum*) are present along the chain-link fence separating the lot from the adjacent autobody shop. No waters of the U.S., including wetlands, or habitat for special-status species are present with the boundaries of the proposed PS location.
  • The accessway to the proposed PS location is similarly degraded and heavily trampled. It is also composed of dirt and contains little vegetation. Sparse walnut trees and tree of heaven line the edges of the road, as well as a cluster of redwood (*Sequoia sempervirens*), cedar (*Cedrus sp.*), and black walnut separating the accessway from Shadowgraph Drive. On the southern side of the accessway there is a swale approximately three feet wide which runs most of the length of the accessway but ends approximately ten feet before the paralleling station location. This feature is a potentially jurisdictional water of the U.S. but is unlikely to provide habitat for special-status species due to the degraded nature of the site and the surrounding urban area. The swale can be fully avoided so long as vehicles, equipment and personnel remain on the accessway at all times.
  • The trees provide suitable habitat for migratory birds during the breeding season (February 1 to August 31). No other habitat for special-status species are present with the boundaries of the PS7 Variant C site apart
  • Mitigation Measures BIO-1a, BIO-1g, and BIO-1j would apply to reduce potential impacts to nesting birds and Mitigation Measure BIO-5 would apply to reduce impacts from tree removal; the impact determinations identified in the Final EIR would not change.
  • PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding biological resources that were analyzed in the Final EIR.

**Cultural Resources** | • An ICF Architectural Historian reviewed the PS7 Variant C site on November 25, 2015 and determined that there are no historic resources on or adjacent to the site.
  • An ICF Archaeologist reviewed the records for the PS7 Variant C site on November 23, 2015 and determined that there are no archaeological sites within the vicinity the Variant site and there would be no new archaeological effect related to selection of the Variant.
  • Mitigation Measures CUL-2a through CUL-2f would apply to reduce potential impacts to unknown archaeological resources; the impact determinations identified in the Final EIR would not change.
  • PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding cultural resources that were analyzed in the Final EIR.
<table>
<thead>
<tr>
<th>Environmental Topic</th>
<th>Impact</th>
</tr>
</thead>
</table>
| **EMI/EMF**         | • PS7 Variant C would not be any closer to sensitive receptors than the paralleling station sites included in the Final EIR and thus EMF/EMI impacts related to PS7 Variant C would also be less than health guidelines.  
• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding EMI/EMI that were analyzed in the Final EIR. |
| **Geology, Soils, Seismicity** | • The soil underlying the PS7 Variant C site is 130 – Urban land-Still Complex.  
• The site has moderate susceptibility to liquefaction and low susceptibility to landslides.  
• Expansive soil could exist on the site since specific soil sampling has not been completed. Mitigation Measures GEO-4a and GEO-4b requires identification and mitigation of expansive soils.  
• Mitigation Measure GEO-1 would require a site-specific geotechnical study for PS7 to reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides; the impact determinations identified in the Final EIR would not change.  
• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding geology, soils, and seismicity that were analyzed in the Final EIR. |
| **Greenhouse Gas Emissions** | • PS7 Variant C would not introduce any new construction impacts not previously analyzed in the Final EIR because the amount of construction would be the same as the prior PS7 options analyzed in the Final EIR.  
• With PS7 Variant C, there would be no changes to normal train operations, so there would be no change to operational emissions.  
• PS7 Variant C would not be susceptible to sea level rise inundation or be more at risk to other potential effects of climate change.  
• The impact determinations identified in the Final EIR would not change.  
• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding greenhouse gas emissions that were analyzed in the Final EIR. |
### Environmental Topic

<table>
<thead>
<tr>
<th>Hazards and Hazardous Material</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Four hazardous materials sites are within 0.25 mile of PS7 Variant C. All four cases are closed and represent a low level of concern.</td>
</tr>
<tr>
<td></td>
<td>• PS7 Variant C is not located within 0.25 mile of a school.</td>
</tr>
<tr>
<td></td>
<td>• Mitigation Measures HAZ-2a and HAZ-2b would require additional actions for areas with a high likelihood of contaminated media and would control exposure of workers and the public to contamination where encountered. This mitigation would also control potential spills of hazardous material during construction, as well as potential effects on emergency plans.</td>
</tr>
<tr>
<td></td>
<td>• The impact determinations identified in the Final EIR would not change.</td>
</tr>
<tr>
<td></td>
<td>• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding hazards and hazardous materials that were analyzed in the Final EIR.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hydrology and Water Quality</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• PS7 Variant C would not be within the 100-year floodplain.</td>
</tr>
<tr>
<td></td>
<td>• Access to the site would avoid the swale area on the southern edge of the access lot. PS7 Variant C would not be in proximity to any other waterways or other drainages. The nearest other waterway is the Guadalupe River, located approximately 0.20 mile west of the site, on the far side of the Caltrain tracks and State Route (SR) 87.</td>
</tr>
<tr>
<td></td>
<td>• The impervious surface associated with PS7 Variant C would be the same as the impervious surface for the PS7 sites analyzed in the Final EIR. Any regulatory requirements that would apply to the prior three PS7 options would also apply to impervious surfaces and stormwater runoff at this site.</td>
</tr>
<tr>
<td></td>
<td>• PS7 Variant C would not be located in an area vulnerable to potential sea level rise.</td>
</tr>
<tr>
<td></td>
<td>• If groundwater is encountered during construction activities, dewatering may be required and Mitigation Measure HYD-1 would be implemented.</td>
</tr>
<tr>
<td></td>
<td>• The impact determinations identified in the Final EIR would not change.</td>
</tr>
<tr>
<td></td>
<td>• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding hydrology and water quality that were analyzed in the Final EIR.</td>
</tr>
<tr>
<td>Environmental Topic</td>
<td>Impact</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Land Use and Recreation             | • The site for PS7 Variant C is zoned as Heavy Industrial (HI).  
• The site is currently vacant and owned by UPRR. It is located between the Caltrain tracks and an existing industrial/commercial use.  
• There is an existing residential neighborhood to the north of the site.  
• PS7 Variant C would not physically divide an established community and would be compatible with the surrounding existing land uses.  
• The site would be located within an area covered by the Santa Clara Valley Habitat Plan, but not within an area designated as a preservation area or otherwise containing habitat for special-status wildlife species.  
• The closest park is the Kyva Park located approximately 0.23 mile west of the PS7 Variant C site, on the far side of the Caltrain tracks. PS7 Variant C would not be visible from this park.  
• The impact determinations identified in the Final EIR would not change.  
• PS7, Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding land use and recreation that were analyzed in the Final EIR. |
| Noise and Vibration                 | • With PS7 Variant C, the character of construction and operational noise would be the same as disclosed in the Final EIR.  
• PS7 Variant C would be located approximately 275 feet from single-family residences. Due to the proximity of the proposed site from single-family residences (greater than 55 feet), it is not anticipated that there would be significant impacts from TPF noise at PS7 Variant C based on the analysis of other paralleling stations in the Final EIR.  
• The impact determinations identified in the Final EIR would not change.  
• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding noise and vibration that were analyzed in the Final EIR. |
| Population and Housing              | • No housing or other displacements would occur with PS7 Variant C.  
• The impact determinations identified in the Final EIR would not change.  
• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding population and house that were analyzed in the Final EIR. |
| Public Services and Utilities       | • There would be no change in demand for public service or utilities with implementation of PS7 Variant C as the demand would be the same as previously analyzed options.  
• The impact determinations identified in the Final EIR would not change.  
• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding public services and utilities that were analyzed in the Final EIR. |
### Environmental Topic | Impact
--- | ---
**Transportation** | • Impacts to transportation during construction would be similar to those described in the Final EIR for the other PS7 locations.
• PS7 Variant C would have no operational impact on transportation (traffic, transit, bicycle and pedestrian facilities) because it would be located adjacent to the Caltrain ROW and not along an existing roadway.
• PS7 Variant C would not change any conditions for freight operations.
• The impact determinations identified in the Final EIR would not change.
• PS7 Variant C would not result in new significant impacts or a substantial increase in the severity of impacts regarding transportation that were analyzed in the Final EIR.

**Cumulative** | • No new impacts associated with PS7 Variant C have been identified. Therefore, there would be no change to the cumulative analysis.
• The impact determinations identified in the Final EIR would not change.
• PS7 Variant C would not result in new cumulative significant impacts or a substantial increase in the severity of cumulative impacts that were analyzed in the Final EIR.

**Alternatives** | • No new alternatives identified relative to PS7 are proposed. The Final EIR together with this addendum consider four potential sites for PS7. No new or substantially more severe impacts were identified with implementation of PS7 Variant C compared to the prior three options. Therefore, four options for PS7 is sufficient and additional alternatives are not warranted.
Conclusion

This addendum analyzes the proposed PS7 Variant C and compares the potential impacts to the conclusions of the 2015 Final EIR. This analysis was completed to determine the requirement for further environmental documentation pursuant to the State CEQA Guidelines sections 15162, 15163 and 15164. This analysis has identified no new or substantially more severe impacts of the proposed PS7 Variant C compared with those identified and evaluated in the 2015 Final EIR. Mitigation measures identified in the 2015 Final EIR would be applied to PS7 Variant C, as proposed, to reduce or avoid significant impacts. With the application of these previously-identified mitigation measures, no new significant impacts or substantial increases in the severity of previously identified impacts requiring revisions to the 2015 Final EIR would occur. No new mitigation measures are required for the adoption and implementation of the proposed PS7 Variant C.
RESOLUTION NO. 2016 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

***

ADOPTING ADDENDUM #1 TO THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)
FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP)

WHEREAS, in January, 2014, pursuant to Resolution No. 2015-03, the Peninsula Corridor Joint Powers Board (JPB) certified a FEIR for the PCEP; and

WHEREAS, the FEIR identified several potential locations for an electrical “paralleling” station, known as Paralleling Station 7 (PS 7); and

WHEREAS, subsequent review by the PCEP staff has identified a new location, denoted as “Variant C,” for PS 7, which location was not analyzed in the FEIR; and

WHEREAS, the refinements to the PCEP do not: (1) trigger the need for subsequent environmental review pursuant to Section 21166 of the Public Resources Code and Section 15162 of the California Environmental Quality Act (CEQA) Guidelines; (2) require major revisions of the FEIR due to new or substantially increased significant environmental effects; or (3) result in any substantial changes with respect to the circumstances under which the PCEP will be undertaken that would require major revisions of the FEIR due to new or substantially increased significant environmental impacts; and there has been no discovery of new information of substantial importance that would trigger or require major revisions of the FEIR due to new or substantially increased significant environmental effects; and

WHEREAS, the JPB Board of Directors has reviewed and considered Addendum #1 to the FEIR for the PCEP, which is attached as Exhibit A.
NOW THEREFORE BE IT RESOLVED by the Board of Directors of the JPB as follows:

1. Based on the foregoing, the Board certifies that Addendum #1 to the FEIR has been completed in compliance with CEQA and reflects the independent judgment of the Board and hereby adopts Addendum #1 to the FEIR; and

2. Approve inclusion of the new potential site for PS 7 as part of the PCEP.

Regularly passed and adopted this 4th day of February, 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: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS DECEMBER 2015

In December 2015, Caltrain’s average weekday ridership (AWR) was 51,663, which is an increase of 94 or 0.2 percent more than the December 2014 AWR of 51,569. The total number of passengers who rode Caltrain in December 2015 was 1,408,824, which is 0.5 percent more than December 2014 ridership of 1,401,535. Fare box revenue increased 1.2 percent over December 2014.

On-time performance (OTP) for December 2015 was 90.9 percent, which is lower than the 92.7 percent OTP for December 2014. When trains arriving within 10 minutes of the scheduled arrival time are included, OTP rises to 96.2 percent. In fact, 58 percent of all delayed trains arrived at the final destination within 10 minutes of the scheduled time. Overall in December 2015, there were 1,480 mechanical minutes of delay compared with 960 mechanical minutes of delay in December 2014. There were four days that operated with 100 percent of the trains on time and nine additional days with 95 percent or better OTP.

Looking at customer service statistics, there were seven complaints per 100,000 passengers in December 2015. This is lower than both the 8.1 complaints in December 2014 and the 9.5 complaints from the previous month in November 2015.

Shuttle ridership for December 2015 is down 5.8 percent from December 2014. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership decreased 2.1 percent over December 2014. For the station shuttles, the Millbrae-Broadway shuttle averaged 306 daily riders. The Belmont-Hillsdale shuttle averaged 49 daily riders. The weekend Tamien-San Jose shuttle averaged 58 riders per day.
Caltrain Promotions – December 2015

Holiday Train – Caltrain operated the 2015 Holiday Train in partnership with Silicon Valley Community Foundation on Saturday, December 5 and Sunday, December 6. This family event brings the community the spirit of joy and giving. The show train decorated with thousands of lights, costume characters and holiday carolers, brought thousands of holiday revelers out to the selected stations. All toy and monetary donations collected were in benefit of Salvation Army and Toys for Tots. The event was heavily promoted using both internal and paid communications. Promotions included 30-second Comcast Spotlight TV commercial covering San Mateo, San Francisco and parts of Santa Clara Counties, print ads in local papers covering all three counties, sponsored online web/mobile ads, Facebook/Twitter social engagement, e-mail blasts, Caltrain website, and news releases. Over 2,500 toys were collected for both nights.

Pac-12 Championship – Longtime rival USC and Stanford played in this year’s PAC-12 Championship Football Game at Levi’s Stadium on Saturday, December 5, at 4:45 p.m. The event was promoted using internal communication channels via Caltrain website Special Events page, social media, Caltrain Connections newsletter/Track the Fun brochure, Visual Message Sign (VMS)/conductor announcements and news release. Total ridership alighting and boarding at Mountain View station was 2,925.

Foster Farms Bowl at Levi’s Stadium – The Foster Farms Bowl was held at Levi’s Stadium on Saturday, December 26, at 6:15 p.m. Caltrain provided additional post-game service after the matchup, which included PAC-12 UCLA Bruins taking on Big Ten’s Nebraska Cornhuskers. The event was promoted using internal communication channels via Caltrain website Special Events page, social media, Caltrain Connections newsletter/Track the Fun brochure, VMS/conductor announcements and news release. Total ridership alighting and boarding at Mountain View station was 701.

New Year’s Eve – Caltrain operated five additional post-fireworks special trains departing San Francisco. Communications plan included Caltrain website, news releases, social media engagement, Caltrain Connection newsletter and VMS/conductor announcements. Total post-fireworks ridership boarding at San Francisco station, including both regular services, was 5,543.

On-going

49ers At Levi’s® Stadium – The 49ers hosted one game against the Cincinnati Bengals on Sunday, December 20, at 1:25 p.m. Total ridership alighting and boarding for the game was 2,508. The promotion for the season is coming to an end for the final game in January. The 30-second Comcast spot continues to run the week leading up to the game and internal social media push.

San Jose Sharks at SAP Center – For the month of December, there were five home games played. Caltrain carried an additional 1,777 customers for the month of December. Promotion for the Sharks season has ended.
Caltrain December Social Media Analytics

Caltrain’s social profile began to undergo several changes as a reflection of the reorganization of the Communications Division. All social media accounts have now been streamlined to reflect industry best practices. The @GoCaltrain handle will now be used primarily for fun, promotional announcements and more traditional marketing efforts and the flagship handle @Caltrain_News will continue to provide service alerts, news, meeting announcements and social customer service. As a result of this reorganization, this month’s report reflects a higher than average increase in total monthly followers because we are now monitoring followers across all District accounts. In December, Caltrain appeared to gain 7,952 but when adjusted to reflect the reorganization of accounts, the actual increase was 2,288. Caltrain’s total monthly following is 61,829 with more than 30,124 interactions throughout the month of December and more than 6,900 inbound clicks to Caltrain.com throughout the month.

December’s social media activities focused on the Holiday Train in the early part of the month and holiday and New Year’s Eve service promotions in the latter part of the month. The New Year’s Eve promotion drove strong social media interest with a significant spike in engagement as the holiday approached. The most visited pages on Caltrain’s website in the month of December were the two posts promoting the system’s free New Year’s Eve service plans.

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

#### December 2015

<table>
<thead>
<tr>
<th></th>
<th>FY2015</th>
<th>FY2016</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>1,401,535</td>
<td>1,408,824</td>
<td>0.5%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>51,569</td>
<td>51,663</td>
<td>0.2%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$6,223,321</td>
<td>$6,297,644</td>
<td>1.2%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>92.7%</td>
<td>90.9%</td>
<td>-1.9%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>6,608</td>
<td>6,225</td>
<td>-5.8%</td>
</tr>
</tbody>
</table>

#### Year to Date

<table>
<thead>
<tr>
<th></th>
<th>FY2015</th>
<th>FY2016</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>9,318,395</td>
<td>9,595,459</td>
<td>3.0%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>58,347</td>
<td>59,838</td>
<td>2.6%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$41,865,715</td>
<td>$43,854,473</td>
<td>4.8%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>86.6%</td>
<td>90.9%</td>
<td>5.0%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>8,351</td>
<td>8,396</td>
<td>0.5%</td>
</tr>
</tbody>
</table>

### Graph A

#### Caltrain Average Weekday Ridership

- **AWR**
- **13-Month Rolling Average**

![Caltrain Average Weekday Ridership Graph](image)
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

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

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

Prepared by: Josh Averill, Assistant District Secretary 650.508.6223
AGENDA ITEM # 11  
FEBRUARY 4, 2016  

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT  

TO: Joint Powers Board  
THROUGH: Jim Hartnett  
General Manager/CEO  
FROM: Gigi Harrington  
Deputy CEO  
SUBJECT: AMENDMENT TO INCREASE THE FISCAL YEAR (FY) 2016 OPERATING BUDGET IN THE AMOUNT OF $2.4 MILLION FOR A TOTAL OPERATING BUDGET OF $141,556,066  

ACTION  
Staff Coordinating Council recommends the Board authorize an amendment to the FY2016 Operating Budget to increase total revenue by $2.4 million, for a new total revenue of $141,556,066, as detailed in Attachment A.  

SIGNIFICANCE  
The increase from $139,156,066 to $141,556,066 in FY2016 total revenue is due to actual fare revenue exceeding original estimates. The total fare revenue from the first five months (July through November) of FY2016 is $2.4 million over budget, due primarily to steadily climbing ridership.  

BUDGET IMPACT  
The proposed amendment would increase the authorized FY2016 Operating Budget from $139,156,066 to $141,566,066, or an increase of $2.4 million. Total operating expenses will remain the same.  

BACKGROUND  
The Peninsula Corridor Joint Powers Board (JPB) annually adopts an Operating Budget, which outlines the expected funding sources and uses that to represent the JPB’s year-long commitment to transportation projects and services. The JPB approved the FY2016 Operating Budget on June 4, 2015, by adopting Resolution No. 2015-32 authorizing a total operating budget in the amount of $139,156,066.  

Note that the format of the budget differs slightly from the monthly financial statement. Lines that have been changed in the revised budget are highlighted in bold, blue font as presented in Attachment A.  

Prepared By: Sam Le, Senior Budget Analyst  
Eileen Bettman, Manager, Budgets  
650.508.6426  
650.508.6425
## PENINSULA CORRIDOR JOINT POWERS BOARD
### STATEMENT OF REVENUE AND EXPENSE
#### REVISED BUDGET
##### FY2016

### REVENUE OPERATIONS:

<table>
<thead>
<tr>
<th></th>
<th>FY2015 UNAUDITED ACTUAL</th>
<th>FY2016 ADOPTED</th>
<th>FY2016 REVISED</th>
<th>INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
<th>% INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Farebox Revenue</td>
<td>83,351,480</td>
<td>83,737,500</td>
<td>86,137,500</td>
<td>2,400,000</td>
</tr>
<tr>
<td>2</td>
<td>Parking Revenue</td>
<td>4,359,089</td>
<td>4,436,600</td>
<td>4,436,600</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>Shuttles</td>
<td>1,631,200</td>
<td>2,548,700</td>
<td>2,548,700</td>
<td>-</td>
</tr>
<tr>
<td>4</td>
<td>Rental Income</td>
<td>1,763,815</td>
<td>1,781,595</td>
<td>1,781,595</td>
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</tr>
<tr>
<td>5</td>
<td>Other Income</td>
<td>1,234,911</td>
<td>641,736</td>
<td>641,736</td>
<td>-</td>
</tr>
</tbody>
</table>

TOTAL OPERATING REVENUE: 92,340,495

### CONTRIBUTIONS:

<table>
<thead>
<tr>
<th></th>
<th>FY2016 ADOPTED</th>
<th>FY2016 REVISED</th>
<th>INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
<th>% INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>93,146,131</td>
<td>95,546,131</td>
<td>2,400,000</td>
<td>2.6%</td>
</tr>
</tbody>
</table>

TOTAL CONTRIBUTED REVENUE: 28,958,731

### GRAND TOTAL REVENUE:

<table>
<thead>
<tr>
<th></th>
<th>FY2016 ADOPTED</th>
<th>FY2016 REVISED</th>
<th>INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
<th>% INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>139,156,066</td>
<td>141,556,066</td>
<td>2,400,000</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

### EXPENSE OPERATING:

<table>
<thead>
<tr>
<th></th>
<th>FY2015 UNAUDITED ACTUAL</th>
<th>FY2016 ADOPTED</th>
<th>FY2016 REVISED</th>
<th>INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
<th>% INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Rail Operator Service</td>
<td>69,603,742</td>
<td>75,245,335</td>
<td>75,245,335</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>Rail Operator Service - PTC/Other</td>
<td>2,657</td>
<td>1,500,000</td>
<td>1,500,000</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>Security Services</td>
<td>5,249,979</td>
<td>5,208,717</td>
<td>5,208,717</td>
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</tr>
<tr>
<td>11</td>
<td>Rail Operator Extra Work</td>
<td>152,277</td>
<td>125,000</td>
<td>125,000</td>
<td>-</td>
</tr>
<tr>
<td>12</td>
<td>Contract Operating &amp; Maintenance</td>
<td>75,008,655</td>
<td>82,079,052</td>
<td>82,079,052</td>
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</tr>
<tr>
<td>13</td>
<td>Shuttle Service</td>
<td>4,265,588</td>
<td>5,468,000</td>
<td>5,468,000</td>
<td>-</td>
</tr>
<tr>
<td>14</td>
<td>Fuel and Lubricants</td>
<td>12,099,511</td>
<td>18,541,863</td>
<td>18,541,863</td>
<td>-</td>
</tr>
<tr>
<td>15</td>
<td>Timetables and Tickets</td>
<td>117,517</td>
<td>212,700</td>
<td>212,700</td>
<td>-</td>
</tr>
<tr>
<td>16</td>
<td>Insurance</td>
<td>6,593,219</td>
<td>5,713,750</td>
<td>5,713,750</td>
<td>-</td>
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<tr>
<td>17</td>
<td>Facilities and Equipment Maint</td>
<td>1,813,585</td>
<td>1,852,069</td>
<td>1,852,069</td>
<td>-</td>
</tr>
<tr>
<td>18</td>
<td>Utilities</td>
<td>1,857,960</td>
<td>2,275,905</td>
<td>2,275,905</td>
<td>-</td>
</tr>
<tr>
<td>19</td>
<td>Maint. &amp; Services-Bldg &amp; Other</td>
<td>1,141,096</td>
<td>1,426,783</td>
<td>1,426,783</td>
<td>-</td>
</tr>
</tbody>
</table>

TOTAL OPERATING EXPENSE: 102,897,131

### ADMINISTRATIVE EXPENSE:

<table>
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<th>FY2015 UNAUDITED ACTUAL</th>
<th>FY2016 ADOPTED</th>
<th>FY2016 REVISED</th>
<th>INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
<th>% INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
</tr>
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<tbody>
<tr>
<td>20</td>
<td>Wages and Benefits</td>
<td>6,571,776</td>
<td>7,598,675</td>
<td>7,598,675</td>
<td>-</td>
</tr>
<tr>
<td>21</td>
<td>Managing Agency Admin OH Cost</td>
<td>4,924,424</td>
<td>5,760,754</td>
<td>5,760,754</td>
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<tr>
<td>22</td>
<td>Board of Directors</td>
<td>13,103</td>
<td>13,800</td>
<td>13,800</td>
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</tr>
<tr>
<td>23</td>
<td>Professional Services</td>
<td>3,867,139</td>
<td>4,563,609</td>
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<tr>
<td>24</td>
<td>Communications and Marketing</td>
<td>81,323</td>
<td>139,800</td>
<td>139,800</td>
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<tr>
<td>25</td>
<td>Other Office Expense and Services</td>
<td>1,758,279</td>
<td>2,227,131</td>
<td>2,227,131</td>
<td>-</td>
</tr>
</tbody>
</table>

TOTAL ADMINISTRATIVE EXPENSE: 17,216,044

### GRAND TOTAL EXPENSE:

<table>
<thead>
<tr>
<th></th>
<th>FY2016 ADOPTED</th>
<th>FY2016 REVISED</th>
<th>INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
<th>% INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
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<tbody>
<tr>
<td>26</td>
<td>139,156,066</td>
<td>141,556,066</td>
<td>2,400,000</td>
<td>1.7%</td>
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</table>

### REVENUE OVER/UNDER:

<table>
<thead>
<tr>
<th></th>
<th>FY2016 ADOPTED</th>
<th>FY2016 REVISED</th>
<th>INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
<th>% INC(DEC) FY16 ADOPTED to FY16 REVISED</th>
</tr>
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<tbody>
<tr>
<td>27</td>
<td>(0)</td>
<td>(0)</td>
<td>2,400,000</td>
<td>2.4%</td>
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</table>
RESOLUTION NO. 2016 –

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

* * *

AMENDING TO INCREASE THE FISCAL YEAR (FY) 2016
OPERATING BUDGET BY $2.4 MILLION FOR A TOTAL OPERATING BUDGET OF $141,566,066

WHEREAS, the Joint Powers Agreement of the Peninsula Corridor Joint Powers Board (JPB) requires approval of an operating budget each year; and

WHEREAS, the JPB adopted Resolution No. 2015-32 on June 4, 2015, approving the FY2016 Operating Budget in the amount of $139,156,066, which reflected the then-projected revenues and expenses; and

WHEREAS, since the adoption of the FY2016 Operating Budget, total revenues are projected to increase by $2.4 million due to actual farebox revenues coming in higher than originally estimated over the first five months (July through November) of FY2016, exceeding original estimates; and

WHEREAS, the Executive Director recommends and Staff Coordinating Council concurs that the Board amend the FY2016 Operating Budget to increase total revenues from $139,156,066 to $141,556,066.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby amends the FY2016 Operating Budget to increase total farebox revenues by $2.4 million, from $139,156,066 to $141,556,066.

Regularly passed and adopted this 4th day of February, 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: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: AUTHORIZE THE FILING AND EXECUTION OF A FUNDING APPLICATION FOR THE PROCUREMENT OF ELECTRIC MULTIPLE UNITS IN THE AMOUNT OF $1,089,039 AND ANNUAL CAP AND TRADE AUTHORIZED AGENT FORMS AND CERTIFICATIONS AND ASSURANCES

ACTION
Staff Coordinating Council recommends the Board:

1. Authorize the Executive Director, or his designee, to file and execute a funding application in the amount of $1,089,039 with the California State Department of Transportation (Caltrans) to receive California Low Carbon Transportation Operations Program (LCTOP) funds for the procurement of Electric Multiple Units (EMUs) as part of the Peninsula Corridor Electrification Project (PCEP); and

2. Authorize the filing and execution of annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, any agreements, related amendments, and any other documentation required to receive LCTOP funds.

SIGNIFICANCE
The LCTOP is one of several funding programs that are part of a broad-based State effort to invest cap and trade auction proceeds to reduce greenhouse gas emissions as required under California’s climate action law, Assembly Bill 32. These funds are distributed annually on a formula basis to transit agencies and the Metropolitan Planning Organization (the Metropolitan Transportation Commission (MTC) in the Bay Area). Similar to the State Transit Assistance program, transit agencies receive a portion of the funds directly based on operating revenues. Caltrans is the administering agency for the funds and requires eligible funding recipients to submit annual resolutions authorizing agency officer(s) to execute and process annual certifications, assurances, authorized agent forms and any other application materials associated with LCTOP funds. Caltrans also requires applicants to specify the projects to receive the LCTOP funds as part of a separate annual resolution. Both resolutions are included for the Board's consideration.
**BUDGET IMPACT**
Based on information from Caltrans and MTC, staff anticipates the Peninsula Corridor Joint Powers Board will receive $1,089,039 in Fiscal Year (FY) 2016. The LCTOP funds are already included in the FY2016 capital budget for EMU procurement under the PCEP.

**BACKGROUND**
The LCTOP provides capital funding as well as operational assistance for expanded transit service to reduce greenhouse gas emissions and improve mobility. The LCTOP program is funded annually with 5 percent of the auction proceeds from the State’s cap and trade program.

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

* * *

AUTHORIZING THE FILING AND EXECUTION OF A FUNDING APPLICATION FOR THE PROCUREMENT OF ELECTRIC MULTIPLE UNITS IN THE AMOUNT OF $1,089,039

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

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

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

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

WHEREAS, the Executive Director recommends, and the Staff Coordinating Council concurs, that the Board of Directors authorize the Executive Director, or his designee, to apply for and receive $1,089,039 in Fiscal Year (FY) 2015-16 LCTOP funds for the procurement of Electric Multiple Units (EMUs) as part of the Peninsula Corridor Electrification Project (PCEP).

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

1. Agrees to comply with all conditions and requirements set forth in the annual certifications and assurances, authorized agent forms, and any
applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and

2. Authorizes the Executive Director, or his designee, to apply for and receive from Caltrans $1,089,039 in FY2015-16 LCTOP for the procurement of EMUs as part of the PCEP, that will electrify the Caltrain corridor and purchase new EMUs.

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

Regularly passed and adopted this 4th day of February, 2016 by the following vote:

AYES:

NOES:

ABSENT:

________________________________________
Chair, Peninsula Corridor Joint Powers Board

__________________________
ATTEST:

__________________________
JPB Secretary
RESOLUTION NO. 2016 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AUTHORIZING THE FILING AND EXECUTION OF ANNUAL CAP AND TRADE FUNDING AUTHORIZED AGENT FORMS AND CERTIFICATIONS AND ASSURANCES

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

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

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

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

WHEREAS, the Executive Director recommends, and the Staff Coordinating Council concurs, that the Board of Directors authorize the Executive Director, or his designee, to file and execute annual cap and trade funding applications, certifications and assurances, authorized agent forms, any agreements, related amendments, and any other documents required to apply for and receive LCTOP funding.

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

1. Agrees to comply with all conditions and requirements set forth in the annual certifications and assurances, authorized agent forms, and any
applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and

2. Authorizes the Executive Director, or his designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap and trade funding applications, certifications and assurances, authorized agent forms, any agreements, related amendments, and other documents required to apply for and receive LCTOP funds.

Regularly passed and adopted this 4th day of February, 2016 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

_________________________________
JPB Secretary
AGENDA ITEM # 13  
FEBRUARY 4, 2016  

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT  

TO: Joint Powers Board  
THROUGH: Jim Hartnett  
Executive Director  
FROM: Gigi Harrington  
Deputy CEO  
SUBJECT: COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2015  

ACTION  
Staff Coordinating Council proposes the Board of Directors accept the Peninsula Corridor Joint Powers Board’s (JPB) Fiscal Year (FY) 2015 Comprehensive Annual Financial Report (CAFR).  

The FY2015 CAFR is also available online at http://www.caltrain.com/about/statsandreports/Comprehensive_Annual_Financial_Reports.html.  

SIGNIFICANCE  
Maze and Associates conducted the annual audit of the financial statements for the fiscal year ended June 30, 2015 and determined that the financial statements fairly represent the financial position of the JPB for the period of July 1, 2014 to June 30, 2015.  

The Comprehensive Annual Financial Report has four sections, the Introductory, Financial, Statistical and Single Audit. The financial section includes:  

- Independent Auditor’s Report – this report was prepared by the independent auditors, who rendered an unqualified opinion, which is the most favorable opinion an agency can receive in an audit. An unqualified opinion means that the financial statements are presented fairly and in accordance with generally accepted accounting principals in the United States.  
- Management’s Discussion and Analysis – this section provides management’s overview of the financial activities.  
- Basic Financial Statements – the basic financial statements include a statement of net assets, statement of revenues, expenses and changes in net assets, statement of cash flow, and notes to the financial statements which are essential to a full understanding of the data provided.
• Required Supplementary Information – this includes the budgetary basis comparison for the Revenue and Expenses and the notes to the supplementary schedule which are essential to a full understanding of the data provided.

Annually, the JPB submits the CAFR to the Government Finance Officers Association (GFOA) for the Certificate of Achievement for Excellence in Financial Reporting. The JPB has received an award for every year that the report was submitted.

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

Prepared by: Jeannie Chen, Senior Accountant  
650.508.6259
AGENDA ITEM # 14
FEBRUARY 4, 2016

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: 2016 LEGISLATIVE PROGRAM

ACTION
Staff Coordinating Council proposes Board adoption of the attached Legislative Program to guide Caltrain’s policy advocacy efforts over the course of the 2016 calendar year.

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
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 presented the Legislative Program as an informational item at the January JPB meeting. Since that meeting, staff has incorporated feedback into the final Legislative Program.

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

<table>
<thead>
<tr>
<th>Issues and Background</th>
<th>Strategies</th>
</tr>
</thead>
</table>
| **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. In addition, Governor Brown has called for a Special Session on Transportation, which will last through the end of the legislative session, to find revenues for local streets and roads maintenance and rehabilitation, the State highway system, and funding for public transportation. | **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 |
2016 Legislative Program

<table>
<thead>
<tr>
<th>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.</th>
<th>infrastructure bonds from that support transportation services and programs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Support legislation seeking to increase the sales tax on diesel, which serves as the primary source of funding for the STA program.</td>
<td></td>
</tr>
<tr>
<td>• 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.</td>
<td></td>
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</table>

Cap-and-Trade Revenues

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.

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.

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.

Cap-and-Trade Revenues

- Work with the Administration and like-minded coalitions to secure the appropriation of cap-and-trade revenues that will support JPB’s transportation needs.
- Support legislation and regional action makes a broad array of JPB’s emissions-reducing transportation projects, programs and services eligible for investment.
- Protect existing cap-and-trade appropriations for transit operations, capital projects, sustainable communities strategy, and HSR blended system implementation.
- 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.
- Support efforts to revise the definition of “disadvantaged communities” to include a larger proportion of disadvantaged communities on the Peninsula.
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 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)

<table>
<thead>
<tr>
<th>Issues and Background</th>
<th>Strategies</th>
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<tr>
<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 bonds 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>
</tr>
<tr>
<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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</table>
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)

<table>
<thead>
<tr>
<th>Issues and Background</th>
<th>Strategies</th>
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</thead>
<tbody>
<tr>
<td><strong>General</strong></td>
<td><strong>General</strong></td>
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</tbody>
</table>
| 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. | - 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)** | **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. | - 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** | **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 | - 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. |
2016 Legislative Program

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<thead>
<tr>
<th>Issues and Background</th>
<th>Strategies</th>
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<tbody>
<tr>
<td>Regional greenhouse gas emissions by specific amounts. In 2013, regional authorities</td>
<td><strong>Rail Safety</strong></td>
</tr>
<tr>
<td>in the Bay Area approved Plan Bay Area, which includes the region’s SCS. Currently,</td>
<td>• Advocate for policies and resources that promote rail safety.</td>
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<tr>
<td>work is underway to update Plan Bay Area.</td>
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</table>

**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.

**FEDERAL ISSUES**

1. Budget and Transportation Funding Opportunities (Federal)

<table>
<thead>
<tr>
<th>Issues and Background</th>
<th>Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Appropriations and Tax Extenders</strong></td>
<td><strong>Federal Appropriations and Tax Extenders</strong></td>
</tr>
<tr>
<td>Every year, Congress adopts several appropriations bills that cover 12 major issue</td>
<td>• Partner with local, regional, State and national coalitions to</td>
</tr>
<tr>
<td>areas, including the Transportation, Housing and Urban Development bill. These</td>
<td>advocate appropriation of the maximum authorized amount for programs that</td>
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<tr>
<td>measures provide the authority for Federal agencies to spend money during the</td>
<td>benefit JPB’s transportation services and needs.</td>
</tr>
<tr>
<td>upcoming fiscal year for the programs they administer.</td>
<td>• Work with local and regional coalitions to support JPB’s requests for</td>
</tr>
<tr>
<td>Congress also considers legislation that governs tax and finance issues that impact</td>
<td>funding from discretionary programs.</td>
</tr>
<tr>
<td>transit agencies.</td>
<td>• Continue to monitor legislation that impacts tax and finance issues</td>
</tr>
<tr>
<td><strong>Surface Transportation and Rail Authorization</strong></td>
<td>relative to transit agencies.</td>
</tr>
<tr>
<td>In 2015, Congress passed Fixing America’s Surface Transportation (FAST) Act, a five</td>
<td><strong>Surface Transportation and Rail Authorization</strong></td>
</tr>
<tr>
<td>year bill that establishes funding levels and Federal policy for the nation’s</td>
<td>• Advocate for a dedicated source of revenue that ensures long-term</td>
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<tr>
<td>highways and public transit systems through Fiscal Year 2020. While</td>
<td>solvency of the Highway Trust fund; allows for the expansion of Federal</td>
</tr>
<tr>
<td></td>
<td>transportation funding to cover transit State-of-good-repair and other</td>
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<tr>
<td></td>
<td>transportation expansion needs.</td>
</tr>
</tbody>
</table>
### 2016 Legislative Program

<table>
<thead>
<tr>
<th>Issues and Background</th>
<th>Strategies</th>
</tr>
</thead>
</table>
| **Caltrain Modernization Program**  
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. | **Caltrain Modernization Program**  
- Advocate for the PCEP to be included in the FY17 Core Capacity Program Presidential Budget and for a swift FFGA process with the FTA.  
- Work with Federal delegation members, as well as local, regional, and State coalitions to support the PCEP requests for funding. |
| **Other Projects**  
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.  
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. | **Other Projects**  
- Support the allocation of Federal funding to advance implementation of JPB projects.  
- 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. |
### 3. Regulatory and Administrative Issues (Federal)

<table>
<thead>
<tr>
<th>Issues and Background</th>
<th>Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<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.</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.</td>
</tr>
<tr>
<td>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>Rail Safety</strong>&lt;br&gt;• Advocate for policies and resources that promote rail safety.</td>
</tr>
<tr>
<td><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>
<td></td>
</tr>
</tbody>
</table>
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: STATE AND FEDERAL LEGISLATIVE UPDATE

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

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

STATE ISSUES
Transportation Funding Proposals
As of 1/19/16: On January 7th Governor Brown released his proposed 2016-2017 State Budget. The budget consists of a $122.6 billion spending plan, which is up $6 billion from last year’s $116 billion plan.

For transportation spending, the Governor proposes to spend $1.7 billion in 2016-17 with $590 million going to local streets and roads, $409 million for transit, $211 million for investments in trade corridors, and $515 million for highway repairs and maintenance.

The proposal lays out the foundation for a 10-year funding plan that will provide a total of $36 billion for transportation with an emphasis on repairing and maintaining the existing transportation infrastructure.

Assembly Member Jim Frazier, Chair of the Assembly Transportation Committee, introduced his own transportation spending plan, Assembly Bill 1591, which will raise approximately $7 billion annually and will mostly fund trade corridor improvements and road maintenance. His proposal doubles the amount of cap and trade funds going into the Transit and Intercity Rail Program from 10 percent to 20 percent, and provides 20 percent of the remaining 40 percent unallocated cap and trade funds for trade corridor improvements.

Summaries of both proposals and a chart comparing both proposals can be found in the agenda packets.
FEDERAL ISSUES
National Transit Database Expansion
As of 1/19/16: The Federal Transit Administration has proposed expansion of the National Transit Database. Peninsula Corridor Joint Powers Board (JPB) staff commented on the expansion and copy of the letter can be found in the correspondence packet.

2017 Budget
President Obama’s Fiscal Year (FY) 2017 budget is expected to be released on February 9, 2016. The JPB has requested that the Peninsula Corridor Electrification Project be part of the FY2017 budget and funded through the Federal Transit Administration Core Capacity Program.

Prepared By: Casey Fromson, Government Affairs Officer 650-508-6493
Date: January 7, 2016

To: Jim Hartnett, General Manager, San Mateo County Transit District

From: Joshua Shaw, Partner
Matt Robinson, Legislative Advocate

Re: Proposed California State Budget 2016-2017

The Governor released his proposed 2016-2017 State Budget this morning. Overall, his Department of Finance expects General Fund State Revenues for 2016-17 to total $125 billion and he proposed to spend $122.6 billion of General Fund Revenue (please note there are special funds that increase the overall size of the Budget). The Governor proposes to put a supplemental deposit of $2 billion into the state’s Rainy Day Fund – boosting the balance to $8 billion, from 37 percent today to 65 percent of its constitutional target.

The budget summary is laden with references to the next recession. The Governor also noted that historically, deficits are more likely than surpluses. To pre-emptively strike against the likely Legislative proposals to fund more permanent programs, the Governor included these comments in his Budget letter to the Legislature when he presented it today:

...But it would be short-sighted in the extreme to now embark upon a host of new spending only to see massive cuts when the next recession hits. In view of the $27 billion deficit of just five years ago and the much larger one in 2009, it is clear that fiscal restraint must be the order of the day. It also goes without saying that we should be chipping away at the $72 billion unfunded liability that weighs down our retiree health system.

Transportation/Transit/Infrastructure
The Governor’s 2016-17 Proposed Budget doubles down on the need to find a solution to our state’s transportation infrastructure and again points to his proposal to invest $36 billion in transportation over the next decade. The Governor reminds us that the Legislature has convened a conference committee as part of the transportation special session and that work continues toward delivering a comprehensive transportation funding plan and hopes the conference committee will focus on a few key principles:

• Focusing new revenue primarily on “fix-it-first” investments to repair neighborhood roads and state highways and bridges;
• Making key investments in trade corridors to support continued economic growth and implementing a sustainable freight strategy;
• Providing funding to match locally generated funds for high-priority transportation projects;
• Continuing measures to improve performance, accountability and efficiency at Caltrans. Investing in passenger rail and public transit modernization and improvement;
• Avoiding an impact on the precariously balanced General Fund.

The Governor’s package includes “a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections for the new revenues” and will be split evenly between state and local transportation priorities. As was the case in September 2015, the Governor’s package focuses on maintenance and preservation, and also includes a significant investment in public transit. Specifically, the proposal includes annualized resources as follows:

- **Road Improvement Charge**—$2 billion from a new $65 fee on all vehicles, including hybrids and electrics;
- **Stabilize Gasoline Excise Tax**—$500 million by setting the gasoline excise tax beginning in 2017-18 at the historical average of 18 cents, eliminating the current annual adjustments, and adjusting the tax annually for inflation;
- **Diesel Excise Tax**—$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18, adjusted annually for inflation;
- **Cap and Trade**—$500 million in additional Cap and Trade proceeds for complete streets and transit;
- **Caltrans Efficiencies**—$100 million in cost-saving reforms.

Additionally, the Budget includes a General Fund commitment to transportation by accelerating $879 million in loan repayments over the next four years. These funds will support additional investments in the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system.

The Governor’s Budget proposed spending a lesser amount in 2016-17 ($1.7 billion) and then ramps up to $3.6 billion the following year. In the table below, you can see how the $1.7 billion in new revenue would be split out in 2016-17 and then the upward adjustment moving forward.

### Governor’s Transportation Package
(Dollars in Millions)

| Investment Category | Program                      | 2016-17 Amount | Annualized Amount
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Low Carbon Road Program</td>
<td>$100</td>
<td>$100</td>
</tr>
<tr>
<td>Local Streets and Roads</td>
<td>Local Road Maintenance &amp; Repairs³</td>
<td>$490</td>
<td>$1,010</td>
</tr>
<tr>
<td></td>
<td>Local Partnership Grants²</td>
<td>$0</td>
<td>$250</td>
</tr>
<tr>
<td>Transit</td>
<td>Transit Capital¹</td>
<td>$409</td>
<td>$400</td>
</tr>
<tr>
<td></td>
<td>Pavement¹</td>
<td>$220</td>
<td>$600</td>
</tr>
<tr>
<td></td>
<td>Bridges and Culverts</td>
<td>$155</td>
<td>$500</td>
</tr>
<tr>
<td></td>
<td>Traffic Management Systems</td>
<td>$20</td>
<td>$90</td>
</tr>
<tr>
<td></td>
<td>Maintenance</td>
<td>$120</td>
<td>$120</td>
</tr>
<tr>
<td></td>
<td>Improved Goods Movement¹</td>
<td>$211</td>
<td>$200</td>
</tr>
<tr>
<td>State Highway Repair and Maintenance</td>
<td>Total</td>
<td>$1,725</td>
<td>$3,570</td>
</tr>
</tbody>
</table>

¹ The 2016-17 totals include anticipated loan repayments.
² Provides up to $250 million per year beginning in 2017-18.
³ Excludes one-time loan repayments totaling $879 million.
Caltrans Reform
The transportation package also includes the following reforms and efficiencies at Caltrans to streamline project delivery and advance projects more quickly:

- **State Highway Performance Plan**—Establish measurable targets for improvement including regular reporting to California Transportation Commission, the Legislature, and the public.
- **Streamlined Project Delivery**—Provide a limited California Environmental Quality Act (CEQA) exemption; remove the sunset date for the federal delegation of environmental reviews so they can be completed concurrent with the state review; advance project environmental mitigation to get early buy-in on activities and reduce late challenges that delay projects; and implement more innovative procurement methods, such as combining design and construction management elements to accelerate project delivery, commonly known as Construction Manager/General Contractor (CMGC) procurements.
- **Staffing Flexibility**— Permit Caltrans to deliver projects funded with new revenue by doubling contract staff over the next five years.
- **Extend Public-Private Partnership Authority**— Allow for these partnerships through 2027 by extending the current sunset date by ten years.

Transit
The Governor’s Budget projects the State Transit Assistance program will be $315 million in 2016-17. **This represents a decrease of $36 million over the current year projection of $351 million.** This is due to a continued reduction in the price of diesel fuel over the level realized in years past.

The Governor’s Budget reflect no change in anticipated revenues to each of the Cap and Trade Programs eligible to transit programs from continuous appropriations, and expenditure are proposed as follows:

- **Low-Carbon Transit Operations Program**—$100 million
- **Transit and Intercity Rail Capital Program**—$200 million
- **Affordable Housing and Sustainable Communities**—$400 million

The Governor’s Plan Cap and Trade plan also acknowledges his transportation funding proposal mentioned above, proposed expenditures as follows:

- **Transit and Intercity Rail Capital Program**—$400 million ($600 million total)
- **Low Carbon Road Program (Complete Streets)**—$100 million
- **Low Carbon Transportation**—$500 million

Cap and Trade
The Governor’s 2016-17 Proposed Budget includes expenditures of $3.1 billion Cap and Trade from, which includes revenues form both 2015-16 and 2016-17. The Governor’s Budget ventures to fund programs that support clean transportation, reduce short-lived climate pollutants, protect natural ecosystems, and benefit disadvantaged communities. The **$3.1 billion plan reflects the balance of auction proceeds that were not appropriated in 2015-16, as well as the expenditure of projected proceeds in 2016-17.** This Plan is consistent with the second triennial investment plan for Cap and Trade auction proceeds and expends at least 10 percent of the proceeds within disadvantaged communities and at least 25 percent of the proceeds to projects that benefit those communities.

Please see the chart below for a breakdown of Cap and Trade funding in the 2016-17 Proposed Budget:
A link to the summary of the Governor’s proposed budget can be found here: 
http://www.ebudget.ca.gov/FullBudgetSummary.pdf

We will provide more details as they become available. In the meantime, please do not hesitate to contact us with any questions you have about the budget.
<table>
<thead>
<tr>
<th>Key Element</th>
<th>Governor's Proposal</th>
<th>AB 1591 (Frazier)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effective Term</td>
<td>10 years</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Ongoing Revenue</td>
<td>$3.6 billion/year</td>
<td>$7 billion/year</td>
</tr>
<tr>
<td>Ongoing Sources</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>*6 cents/gal. tax increase on gasoline</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*11 cents/gal. tax increase on diesel fuel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*$65 &quot;road improvement charge&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*CalTrans efficiencies</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*22.5 cents/gal. tax increase on gasoline</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*30 cents/gal. tax increase on diesel fuel (dedicated</td>
<td></td>
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<tr>
<td></td>
<td>exclusively to trade corridor improvements)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*$38 vehicle registration fee</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*$165 zero emission vehicle fee</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*Restoration of truck weight fees</td>
<td></td>
</tr>
<tr>
<td>One-Time Revenue/Sources</td>
<td>*$879 million in loan repayments</td>
<td>*$879 million in loan repayment (50% before 6/30/16,</td>
</tr>
<tr>
<td></td>
<td>*$500 million in Cap and Trade revenues</td>
<td>50% after 6/30/17)</td>
</tr>
<tr>
<td>Transit and Intercity Rail</td>
<td>One-time $665 million to Transit and Intercity Rail</td>
<td>Additional 10% in Cap and Trade auction proceeds</td>
</tr>
<tr>
<td></td>
<td>Capital Program ($400 million expected to be ongoing)</td>
<td>(approx. $200) to Transit and Intercity Rail Capital</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Program annually</td>
</tr>
<tr>
<td>Complete Streets</td>
<td>One-time $100 million to Low Carbon Road Program (</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>expected to be ongoing)</td>
<td></td>
</tr>
<tr>
<td>Goods Movement</td>
<td>*$200 million/year to newly-created Trade Corridor</td>
<td></td>
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<tr>
<td></td>
<td>Enhancement Account (to be used in manner consistent with</td>
<td></td>
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<tr>
<td></td>
<td>TCIF)</td>
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</tr>
<tr>
<td></td>
<td>*One-time $334 million to Trade Corridor</td>
<td></td>
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<tr>
<td></td>
<td>Enhancement Account</td>
<td></td>
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<tr>
<td></td>
<td>*$840 million/year to trade corridor improvements</td>
<td></td>
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<tr>
<td></td>
<td>*20% in Cap and Trade auction proceeds (approx. $400</td>
<td></td>
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<tr>
<td></td>
<td>million) to trade corridor improvements annually</td>
<td></td>
</tr>
<tr>
<td>Self-Help Incentives</td>
<td>$250 million/year</td>
<td>5% to counties that approve transaction and use tax</td>
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<td></td>
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<td>on or after July 1, 2016</td>
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<tr>
<td>Distribution of Remainder</td>
<td></td>
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<td></td>
<td>*60% to SHOPP/year</td>
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<td></td>
<td>*40% to Local Streets &amp; Roads/year</td>
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<tr>
<td></td>
<td>*One-time $148 million to Traffic Congestion Relief</td>
<td></td>
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<td></td>
<td>Program</td>
<td></td>
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<tr>
<td></td>
<td>*One-time $132 million to SHOPP</td>
<td></td>
</tr>
<tr>
<td>Inflation Adjustment</td>
<td>Excise tax adjusted annually beginning 2017</td>
<td>Excise tax adjusted for inflation every three years</td>
</tr>
<tr>
<td>Local Streets and Road Fund</td>
<td></td>
<td></td>
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<tr>
<td>Fund Flexibility</td>
<td>&quot;Other transportation priorities&quot; allowed if PCI exceeds</td>
<td>&quot;Other transportation priorities&quot; allowed if PCI</td>
</tr>
<tr>
<td></td>
<td>85</td>
<td>exceeds 85</td>
</tr>
<tr>
<td>Active Transportation Eligibility</td>
<td>Active transportation and pedestrian and bicycle safety</td>
<td>Active transportation and pedestrian and bicycle</td>
</tr>
<tr>
<td></td>
<td>projects in conjunction with any other allowable project</td>
<td>safety projects in conjunction with any other</td>
</tr>
<tr>
<td>CalTrans Accountability</td>
<td>*CTC to annually evaluate Caltrans for effectiveness in</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>reducing deferred maintenance, improving road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>maintenance and other goals</td>
<td></td>
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<tr>
<td></td>
<td>*Caltrans to identify at least $100 million in cost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>savings/year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*Increase annual use of contract staff to 20% of capital</td>
<td></td>
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<tr>
<td></td>
<td>outlay support staff by FY 20-21</td>
<td></td>
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<tr>
<td>Local Streets and Road Fund</td>
<td>CTC to annually evaluate cities and counties for</td>
<td>CTC develops performance criteria</td>
</tr>
<tr>
<td>Fund Accountability</td>
<td>effectiveness in reducing deferred maintenance,</td>
<td></td>
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<tr>
<td></td>
<td>improving road maintenance and other goals</td>
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</tbody>
</table>
THE PROBLEM IN BRIEF:

California’s transportation infrastructure is extremely underfunded, which has led to significant deferred maintenance and a lost opportunity on economic growth. The current resources are not sufficient to cover the most basic and crucial maintenance and repair of our core transportation infrastructure: state highways, local streets, roads, and bridges. Without increased funding today, the deferred maintenance will soon be too much for our state to catch up.

BACKGROUND:

2015 was supposed to be the year to fix transportation funding in the Capitol. The Governor declared a $6 billion a year need for basic maintenance and repairs to state highways alone and challenged the Legislature to deliver a funding plan to meet that need. A special session was called, hearings were held, and proposals and counter-proposals were floated. Nonetheless, the call for more transportation funding went unanswered.

THE BILL:

AB 1591 answers the call for a long-term sustainable funding solution for transportation focused on relieving congestion, maintaining highways, and improving trade corridors. This bill provides nearly $8 billion a year in additional transportation funding. It also provides clear direction as to how those funds will be used.

AB 1591 takes a broad portfolio approach to investing in our state’s transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon and indexing it against the Consumer Price Index every three years thereafter. Almost half of this amount (9.5 cents) will restore funding lost from declining tax revenues in just the last two years due to rate adjustments by the Board of Equalization.

  Revenue raised from the gas tax increase (over $3.3 billion annually) will be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after setting a nominal portion aside to encourage state-local partnerships.

- Increasing the diesel fuel tax by 30 cents a gallon and indexing it, too. Revenue raised ($840 million annually) will be directed right to where trucks need it most—the state’s trade corridors.

- Increasing the vehicle registration fee by $38 annually (just over 10 cents a day) and directing those funds ($1.254 billion) to road maintenance and rehabilitation.

- Imposing an electric vehicle surcharge of $165. Consideration will be given to delaying this fee until the second year of ownership and thereafter. Delaying this fee to the second year of ownership allows financial incentives offered at the purchase of such zero-emission vehicles to remain in full effect while ensuring they do their part to help pay for the system they travel on. The $16 million raised will be directed to road maintenance and rehabilitation.

- Requiring repayment of outstanding transportation loans. Now that the General Fund is stable, it’s time to pay these loans ($879 million) back. Repayments will be sent directly to cities and counties to boost their road improvement efforts.

- Allocating cap and trade revenue auctions, as follows:
  - 20% (approximately $400 million annually) for major freight corridors. Communities near our major freight corridors have borne the brunt of the nation’s goods movement system. Improving congestion in these corridors will inherently improve air quality.
  - 10% ($200 million) more for intercity rail and transit, for a total of 20% of the auction proceeds.

- Restoring the truck weight fees. Again, the General Fund is now stable. It’s time for transportation dollars to go back to transportation. This restores $1 billion to the State Highway Account where it belongs.

AB 1591 also includes greater oversight responsibilities for the California Transportation Commission over the state’s roadway operation and rehabilitation efforts and imposes maintenance of effort requirements on cities and counties.

Finally, AB 1591 supports local communities and regional planning efforts to reduce greenhouse gas emissions. It provides the critical funding needed to implement sustainable communities’ strategies.

FOR MORE INFORMATION

Janet Dawson
(916) 319-2093
Janet.Dawson@asm.ca.gov
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 6</strong> Wilk R</td>
<td>A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</td>
<td>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.</td>
<td></td>
</tr>
<tr>
<td><strong>AB 21</strong> Wood D</td>
<td>S. HEALTH 1/15/2016-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HEALTH. 1/20/2016 1:30 p.m. John L. Burton Hearing Room (4203) SENATE HEALTH, HERNANDEZ, Chair</td>
<td>Current law provides that if a city, county, or city and county does not have land use regulations or ordinances regulating or prohibiting the cultivation of marijuana, commencing March 1, 2016, the Department of Food and Agriculture is the sole licensing authority for medical marijuana cultivation applicants in that city, county, or city and county. This bill would delete the provision that grants the department the sole licensing authority under those circumstances. <strong>Last Amended on 1/15/2016</strong></td>
<td></td>
</tr>
<tr>
<td><strong>AB 23</strong> Patterson R</td>
<td>A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</td>
<td>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</td>
<td></td>
</tr>
<tr>
<td>Bill ID/Topic</td>
<td>Location</td>
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<td><strong>AB 33</strong> Quirk  D</td>
<td>S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was THIRD READING on 9/8/2015)</td>
<td>Electrical corporations: procurement plans. The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation’s procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state’s overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination. Last Amended on 9/4/2015</td>
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<td><strong>AB 61</strong> Allen, Travis  R</td>
<td>A. TRANS. 1/12/2016-from committee: Without further action pursuant to Joint Rule 62(a).</td>
<td>Shuttle services: loading and unloading of passengers. Would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. Last Amended on 4/20/2015</td>
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<tr>
<td><strong>AB 156</strong> Perea  D</td>
<td>S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)</td>
<td>California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. Last Amended on 8/18/2015</td>
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<tr>
<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>Lost money and goods: bicycles: restoration to owner. 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. Last Amended on 6/11/2015</td>
<td>Oppose</td>
</tr>
<tr>
<td><strong>AB 326</strong> Frazier  D</td>
<td>S. RLS. 1/15/2016-In Senate. Read first time. To Com. on RLS. for assignment.</td>
<td>Public works: prevailing wage rates: wage and penalty assessments. Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws. Last Amended on 1/4/2016</td>
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<td><strong>AB 378</strong>&lt;br&gt;Mullin D&lt;br&gt;State Highway 101 Route corridor.</td>
<td>A. TRANS.&lt;br&gt;1/11/2016-In committee: Set, first hearing. Hearing canceled at the request of author.</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 require the department, in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, to create an integrated corridor management team to consider transportation projects addressing congestion relief in the State Highway Route 101 corridor located within the County of San Mateo. <strong>Last Amended on 1/4/2016</strong></td>
<td>Support</td>
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<tr>
<td><strong>AB 471</strong>&lt;br&gt;Harper R&lt;br&gt;Employment.</td>
<td>A. 2 YEAR&lt;br&gt;5/15/2015-Failed Deadline pursuant to Rule 61(a)[3]. (Last location was PRINT on 2/23/2015)</td>
<td>Current law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</td>
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<td><strong>AB 516</strong>&lt;br&gt;Mullin D&lt;br&gt;Vehicles: temporary license plates.</td>
<td>S. 2 YEAR&lt;br&gt;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><strong>AB 528</strong>&lt;br&gt;Baker R&lt;br&gt;San Francisco Bay Area Rapid Transit District: strikes: prohibition.</td>
<td>A. P.E.R. &amp; S.S.&lt;br&gt;1/6/2016-In committee: Set, first hearing. Failed passage.</td>
<td>Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.</td>
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<td><strong>AB 828</strong>&lt;br&gt;Low D&lt;br&gt;Vehicles: transportation services.</td>
<td>S. 2 YEAR&lt;br&gt;9/11/2015-Failed Deadline pursuant to Rule 61(a)[14]. (Last location was E. U., &amp; C. on 7/16/2015)</td>
<td>Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws. <strong>Last Amended on 7/14/2015</strong></td>
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<td>AB 857 Perea D</td>
<td>S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)</td>
<td>Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or $100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, pre-commercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws. <strong>Last Amended on 8/18/2015</strong></td>
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<td>AB 869 Cooper D</td>
<td>S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 7/2/2015)</td>
<td>Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. <strong>Last Amended on 6/18/2015</strong></td>
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<td>AB 877 Chu D</td>
<td>A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)</td>
<td>Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws. <strong>Last Amended on 3/26/2015</strong></td>
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<td>AB 1068 Allen, Travis R</td>
<td>A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)</td>
<td>Would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program.</td>
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<td>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>
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<td><strong>AB 1641</strong></td>
<td>A. PRINT 1/12/2016-From printer. May be heard in committee February 11.</td>
<td>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.</td>
<td>Watch Closely</td>
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<td><strong>AB 1655</strong></td>
<td>A. PRINT 1/14/2016-From printer. May be heard in committee February 13.</td>
<td>Under the Medi-Cal program, current law prohibits medically needy persons or medically needy family persons from receiving health care services during any month in which their share of cost has not been met. This bill would increase the personal needs allowance amount from $35 to $80 per month while a person is a patient as described above, and instead would require the State Department of Health Care Services to annually increase this amount based on the percentage increase in the California Consumer Price Index.</td>
<td>Watch Closely</td>
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<td><strong>ABX1 7</strong></td>
<td>A. PRINT 7/17/2015-From printer.</td>
<td>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</td>
<td>Support</td>
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<td><strong>ABX1 8</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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<td><strong>ABX1 24</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>
<td>Support</td>
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| ABX1 25 Allen, Travis  R | A. PRINT 1/12/2016-From printer. | Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school.

This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses. | Watch Closely |
| ACA 4 Frazier D | A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee. | Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition.

The measure would also make conforming and technical, nonsubstantive changes. | Support |
| SB 1 Gaines R | S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author. | The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.

This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. | |

This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. | |
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<td><strong>SB 32</strong> Pawley D</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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<td><strong>SB 122</strong> Jackson D</td>
<td>A. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/15/2015)</td>
<td>CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency’s action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions. <strong>Last Amended on 6/1/2015</strong></td>
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<td><strong>SB 207</strong> Wieckowski D</td>
<td>A. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/14/2015)</td>
<td>Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified. This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys. <strong>Last Amended on 3/24/2015</strong></td>
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<td><strong>SB 321</strong> Beall D</td>
<td>S. INACTIVE FILE 9/11/2015-Ordered to inactive file on request of Senator Beall.</td>
<td>Would, for the 2016-17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws. <strong>Last Amended on 8/18/2015</strong></td>
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<td><strong>SB 391</strong> Huff R</td>
<td>S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/21/2015)</td>
<td>Would make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding $2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <strong>Last Amended on 4/21/2015</strong></td>
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<td>SB 400</td>
<td>A. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)</td>
<td>Would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the Greenhouse Gas Reduction Fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a co-benefit of improving air quality. The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment. The bill would expand the purposes of a continuous appropriation, thereby making an appropriation. Last Amended on 6/1/2015</td>
<td>Watch Closely</td>
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<td>SB 529</td>
<td>S. T. &amp; H. 4/16/2015-Referred to Com. on T. &amp; H.</td>
<td>Current law provides various sources of funding for transportation projects. This bill would appropriate $10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project. Last Amended on 4/14/2015</td>
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<td>SB 698</td>
<td>S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/19/2015)</td>
<td>Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.</td>
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<td>SBX1 2</td>
<td>S. T. &amp; I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</td>
<td>Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</td>
<td>Oppose</td>
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<td>SBX1 3</td>
<td>S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</td>
<td>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. Last Amended on 8/17/2015</td>
<td>Oppose</td>
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<td><strong>SBX1 6</strong></td>
<td>S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</td>
<td>Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.</td>
<td>Oppose</td>
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<td><strong>SBX1 7</strong></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.</td>
<td>Support</td>
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<td><strong>SBX1 8</strong></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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TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: WATER CONSUMPTION AND CONSERVATION

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

SIGNIFICANCE
The statewide drought, along with the required statewide potable water usage reduction, is affecting the Peninsula Corridor Joint Powers Board (JPB). Staff will provide an overview of its compliance with these mandatory measures, as well as its voluntary water conservation efforts that support JPB’s commitment to sustainability. JPB’s 2015-2024 Strategic Plan identifies minimizing JPB’s environmental footprint and implementing environmentally sustainable business practices as integral components of the agency’s long-range goals and objectives.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
In January 2014, Governor Brown declared a statewide drought emergency, with 2012-2014 being the driest three consecutive years on record. In April 2015, the governor issued an Executive Order mandating a 25 percent statewide reduction in urban potable water use. As a result, the State Water Resources Control Board issued regulations identifying conservation standards for each local water district ranging from 8 to 36 percent depending on past water usage. To achieve these conservation standards, water districts are implementing surcharges for usage above a “drought budget” and are enforcing tighter restrictions on outdoor water use.

Staff will provide an overview of historic and current water usage; recent water conservation requirements; and JPB conservation efforts in operations, maintenance, and staff and public awareness.

Prepared By: Michelle Senatore, Principal Planner, Sustainability 650.508.6384