AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

March 3, 2016 – Thursday
10:00 a.m.

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 February 4, 2016
   b) Acceptance of Statement of Revenues and Expenses for January 2016
5. Chairperson’s Report
6. Report of the Citizens Advisory Committee
7. Report of the Executive Director
   a) Caltrain Modernization Update
9. Authorize Support of an Application and Execution of a Funding Agreement with the San Mateo County Transportation Authority and the City/County Association of Governments for up to $2,912,680 for San Mateo County Shuttle Program Funds and Commit up to $1,753,420 in Matching Funds for the Caltrain Shuttle Program
10. Authorize Award of Contract to DV Electric, Co. for Santa Clara Station Closed-Circuit Television Improvements in the Total Amount of $116,000
11. Authorize Award of Contracts to Provide On-Call Railroad Business and Operations Support Services for an Aggregate Not-to-Exceed Cost of $32,086,200 for Six-Year Terms
12. Authorize Delegation of Authority to the Executive Director to Execute Contracts with Values of up to $100,000

MOTION

INFORMATIONAL

RESOLUTION

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

14. Correspondence

15. Board Member Requests

16. Date/Time of Next Regular Meeting: Thursday, April 7, 2016, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. General Counsel Report
   c) Closed Session: Conference with Legal Counsel - Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Arbitration Regarding Option to Purchase San Francisco Caltrain Station
   d) Closed Session: Conference with Legal Counsel - Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

18. 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. Communications to the Board of Directors can be e-mailed to board@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.
MINUTES OF FEBRUARY 4, 2016

MEMBERS PRESENT:  J. Cisneros, J. Gee, R. Peralez, J. Ramos, A. Tissier,  
P. Woodward (Chair), K. Yeager

MEMBERS ABSENT:  M. Cohen, R. Guilbault

STAFF PRESENT:  J. Averill, M. Bouchard, G. Cardona, J. Cassman, A. Chan,  
S. Cocke, D. Couch, B. Fitzpatrick, C. Fromson, G. Harrington,  
J. Hartnett, C. Harvey, M. Lee, M. Martinez, N. McKenna, D. Miller,  
S. Murphy, M. Simon, P. Skinner, S. van Hoften

Chair Perry Woodward called the meeting to order at 10:03 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT
Roland Lebrun, San Jose, said the agency’s retention policy is unique in the bay area. It is not acceptable for the Caltrain Board to lose the archived minutes and agendas off the webpage. He said the JPB should get a different managing agency with a different policy.

Jeff Carter, Millbrae, said it is unique to this agency that archives disappear after two years. He suggested it be readdressed because online archives are important. He said for the Super Bowl Caltrain put out a brochure that would be available on the train, but he has not seen them on the train.

CONSENT CALENDAR
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

Public Comment
Roland Lebrun, San Jose, said on the statement of revenue and expenses, Line 29, Fuel and Lubricants, the budget is $18.5 million, but the JPB is burning less than $600,000 per month on fuel. Last June he wrote to the Board and complained about deliberate inflation of the fuel budget by $10 million. He made a proposal to take $8 million and add 20 bullet trains a year including operations and maintenance, not including farebox recovery. That was ignored. Now $12 million is unaccounted for. The investment portfolio last year had $18 million in cash reserves and now has $14 million. He said he has no idea where that money went.
Motion/Second: Tissier/Gee  
Ayes: Cisneros, Gee, Peralez, Ramos, Tissier, Yeager, Woodward  
Absent: Cohen, Guilbault

CHAIRPERSON’S REPORT  
Resolution of Appreciation to Past Chair Adrienne Tissier  
Chair Woodward presented a resolution of appreciation to past chair Tissier.

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

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)  
Chris Cobey, Chair, CAC, said the CAC:  
- Reviewed the results of the 2015 Customer Satisfaction Survey. Overall customer satisfaction is the lowest it has been in 15 years and is the third lowest in 18 years. The CAC is concerned because of static capacity and increasing ridership. Major areas of comments from the public are around bikes, service delays, bathrooms on trains, and the absence of Wi-Fi.  
- Will receive a report next month on the feasibility of adding Wi-Fi to trains.  
- Has a vacancy due to the resignation of Alex Sweet. The CAC offered to assist the Board in selecting a replacement.

REPORT OF THE EXECUTIVE DIRECTOR  
Marian Lee, Chief Officer, Caltrain Planning/CalMod Program, said the Local Policy Maker Group (LPMG) met last week to discuss blended service with the California High-Speed Rail Authority (CHSRA). CHSRA focused on kicking off their planning effort, introduced their key staff and outlined justification for the project and the specific efforts anticipated on the peninsula. They outlined a schedule where the Federal and State environmental process would start this year and end in 2017, and expressed their commitment to work with the local communities to make this happen. The LPMG expressed concern about the proposed schedule, which they felt was very expedited. The city of Palo Alto provided a letter to CHSRA requesting to do context sensitive solutions planning, which are planning principles that tell people not to build something without understanding the environment it would be built in and to work with local communities to build infrastructure that works for them. Dan Richard, CHSRA chair, committed to consider the input. The CHSRA will be back in March to follow up on those issues.

Caltrain Modernization (CalMod) Update – Peninsula Corridor Electrification Project (PCEP) Quarterly Update  
Ms. Lee presented:  
- Funding Update  
  - Federal Transit Administration (FTA) Core Capacity  
    - Package submitted for inclusion in presidential Fiscal Year (FY) 2017 Budget  
    - Request in engineering phase and full funding grant agreement to be done
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- Local funding commitments required for full funding grant agreement
  - Six-party supplemental Memorandum of Understanding (MOU)
    - Funding partners oversight role
    - Target spring 2016
  - CHSRA funding agreements
    - Ongoing discussions
    - Target summer 2016

Dave Couch, Director, Project Delivery, presented:

- Electrification Infrastructure
  - Confidential information, transparent process
  - Complete
    - Three shortlisted firms selected
    - Partner participation
    - Issued addendum for best and final offer process
    - Additional site tour for shortlisted firms
  - To do
    - Receive and evaluate best and final offer proposals
    - Negotiations to finalize contract

- Electric Multiple Units (EMUs)
  - Confidential information, transparent process
  - Complete
    - Request for Information, Request for Proposals, pre-proposal meeting and site tour
    - Received expanded Federal Railroad Administration (FRA) vehicle waiver
    - Partners will participate in evaluation
  - To do
    - Vehicle proposal due February
    - Maintenance proposal due March
    - Revised contract award date to be determined

- Other contracts/environmental
  - Tunnel notching: preliminary design review complete, continue coordination with CHSRA, waiting for Union Pacific (UP) Railroad comments
  - Centralized Equipment Maintenance and Operations Facility to be modified in coordination of the final design pending EMU selection
  - Environmental consultation and permits: completed Federal consultation, Paralleling Station 7 to be approved, ongoing coordination for remaining permits

- Local coordination/utilities
  - City/county agreements: one approved, draft agreements sent to 18 remaining
  - Utilities: potholing complete, kickoff meeting held with utilities, coordination for potential relocation

- Pacific Gas and Electric (PG&E)/real estate/safety
  - PG&E: Scoping and design on hold until agreement finalized
Real estate: Segment #4 properties appraisals are complete and JPB will have closed sessions for real estate acquisition in spring and summer

Safety: Safety and security certification plan complete, developing project specific hazard management plan, safety statistics to be added when design-build contract is awarded

- Quality/risk/FTA
  - Quality: four internal audits conducted, zero non-conformance reports
  - Risk management: 88 risks are retired and 125 risks remain
  - FTA oversight: monthly roadmap meeting

- Future updates (post award) and augmented quarterly report
  - Labor statistics
  - Disadvantaged and small business enterprises
  - Construction pictures

- Schedule
  - Award contract in summer/fall 2016
  - Award contract in 2016
  - Service in 2020

Director Ken Yeager said it would be helpful to get a matrix that includes all the aspects of electrification, the proposed or estimated costs and where the money might come from to get a better idea to know what will come from CHSRA and the three partners for the EMUs, platforms, and other items. It would help to see the whole picture and all the moving parts. Mr. Couch said a tremendous amount of detail will be in a new version of future quarterly reports including availability of funding, expenditures, a cash flow curve, detail on risk register, the schedule, scope, and he will add tables that are an abbreviation of what is within the quarterly report to provide that level of detail.

Jim Hartnett, Executive Director, said:
- This is Ms. Lee’s last meeting in her current position as she will be working for the city of South San Francisco. She has been with the JPB for nine years and has been an outstanding performer. Michael Burns will be the interim director of the electrification program.
- The Caltrain fare change is effective February 28.
- Parking fee changes are effective July 1.
- Annual counts are ongoing.
- Staff is adjusting the Caltrain timetable and the modified schedule will be effective in April to better accommodate the needs and expectations of passengers.
- Staff is adding the third bike cars on Bombardier train sets. Staff will update all five six-car train sets with the bike car by March to increase bike capacity from 48 to 72 spaces.
- Special event service includes:
  - Super Bowl events
    - Concerts in San Francisco and San Jose
    - Additional bullet trains for fans going to the game
    - Coordinated with Santa Clara Valley Transportation Authority (VTA) for transitioning people at Mountain View for the light rail
- Ambassadors to help people
  - Sharks games
  - President’s Day schedule change
  - Giants Fan Fest
  - Martin Luther King Junior celebration train was successful. It was presented by PG&E and hosted by the Northern California Doctor Martin Luther King Junior Community Foundation. It was a 10-car train set. Ridership was close to 800, down from last year. Last year was going to be the last year of the train, but due to generous sponsorship, the train was able to be provided again.
- Capital projects underway include:
  - Quint Street Bridge Replacement
  - San Mateo Bridges Replacement
  - San Francisco Highway Bridges
  - Preliminary engineering for the 25th Avenue Grade Separation

Public Comment
Paul Jones, Atherton, said he is concerned about CHSRA’s impact on the electrification project due to their increased level of activity on the peninsula. CHSRA announced they will spend $1.5 billion in track straightening along Caltrain, which will have a severe impact on where and how Caltrain will place electrification towers and wires.

Doug Delong, Mountain View, said he hopes car makers will tell the JPB they are crazy to put 50-inch doors on bi-level cars. CHSRA is having a problem getting from Bakersfield to the Los Angeles basin. They are looking at clearing some alternate route. This presents an opportunity to solve the door height problem. If they simply cleared a new route eliminating the 80-mile detour, they wouldn’t need over 200 mile-per-hour trains. They could get trains that run 186 miles per hour, which are available in bi-level configuration off the shelf and would avoid major impacts on incumbent rail operators in California. CHSRA’s plan to put in 50-inch platforms is an operational disaster for all the incumbent rail operators.

Adina Levin, Friends of Caltrain, said the date for convening the stakeholder groups is in March and the first date for the notice or preparation for the Environmental Impact Report is in March. This seems like a contradiction in terms of wanting to bring people together to make sure their concerns and relevant issues are exposed. She hopes that the interaction between long-distance service and the commute service is covered as part of the blended system planning. CHSRA’s last business plan assumed people would be taking those trains for commute service and that may impact the customer experience, commute capacity for the region, and Caltrain’s business operations.

Andrew Boone, San Jose, said he moved to San Jose because of the deficient Caltrain schedule to return to his former home in East Palo Alto. The Caltrain schedule means Monday through Saturday nights have to end at 10 p.m. in San Jose, but in San Francisco the last train is at midnight. On Sunday the last train out of San Jose is 9 p.m. There are over a million people in San Jose and the residents should have just as good of service as in San Francisco. The fare increased 50 cents. Caltrain is not a transit choice for people who do not make a lot of money. The JPB should find ways to
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make it a choice. There was no consideration of a discount for students or low-income residents.

Roland Lebrun, San Jose, said this project is getting out of control. He said 18 months ago the JPB was on the right track with the EMU procurement. Now it is in shambles. The proposals are due in six days. He was on a Gallery car and the wheel assembly was severely damaged. Caltrain needs the trains now. Risk management is inadequate. The CHSRA looks at 20 different risk management reports every month.

Jeff Carter, Millbrae, said the service is inadequate for evenings. He said customers will be paying more and should get more service. CHSRA should not dictate that Caltrain should have a 50-inch platform. Caltrain should stay conventional. He said 50-inch platforms could be a severe constraint to standard rail service.

AUTHORIZE ADOPTION OF ADDENDUM #1 TO THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) AND APPROVE THE INCLUSION OF NEW POTENTIAL SITE FOR PARALLELING STATION 7 (PS7) FOR THE PCEP

Stacy Cocke, Principal Planner, said the FEIR was certified by the Board in January 2015. Since certification, staff identified one new location for PS7 because the three options in the FEIR are no longer viable. PS7 is no longer viable due to the shortening of the project limits as a result of cost containment measures. PS7 Variant A and Variant B were added to the FEIR and are partially on California State Department of Transportation (Caltrans) property who said the locations are not viable due to future expansion of Highway 87. Staff and the consultant prepared Addendum #1. The addendum identifies no new substantially or more severe impacts of the proposed PS7 Variant C location than were identified in the FEIR.

Rich Walter, ICF, consultant to JPB on PCEP, said an attorney representing Friends of the Three Creeks Trail sent an e-mail with concerns about the PS7 location relative to the future extension of the trail in San Jose. The city of San Jose has been moving forward on the western alignment between Los Gatos Creek and the Guadalupe River and has done an acquisition that was cleared through the California Environmental Quality Act (CEQA). The eastern alignment was mentioned in the General Plan, but has not gone through its detailed design or CEQA. There are two parcels at PS7. One is a triangular piece along the existing JPB right of way, and that is where the paralleling station would go. There is also an elongated parcel that goes back to Almaden Road where the trail will go. The only facility proposed on that parcel is an access road. There are no incompatibilities identified. PS7 would need to be fenced, but there is no conflict with the Three Creeks Trail. The JBP is acquiring this property from UP and is using it for the access road. Language has been added to the addendum to clear up these issues and an amended version of the addendum has been provided to the Board and public. If this authorization goes forward, Caltrain could lower the acquisition cost to the trail project.

Public Comment

Roland Lebrun, San Jose, said he is the treasurer for the Friends of Three Creeks Trail. He said the listing stated that the city of San Jose has previously indicated a possible interest in this property for trail purposes, but there was no mention of it in the JPB report.
He is glad this is resolved. He asked the JPB to consider moving all the stuff in the Tamien station parking lot out of the way to make more room for parking.

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

**KEY CALTRAIN PERFORMANCE STATISTICS – DECEMBER 2015**

Michelle Bouchard, Chief Operating Officer, Rail, said:
- Average weekday ridership was 51,663, a 0.2 percent increase.
- On-time performance (OTP) was 90.9 percent, a decrease of 1.9 percent. The month of January was 93.3 percent, the highest it has been since August 2014.
- The OTP should improve with the implementation of the revised April 4 timetable. This is a calibration of the existing times to reflect the actual performance of the service.
- Super Bowl brochures were on the trains but had run out, so staff will put more on the trains this afternoon. Saturday and Sunday were good warm ups for the anticipated Super Bowl service. On a typical Saturday, about 4,800 riders get off the train in San Francisco, but last Saturday there was an additional 4,000 riders. Staff leveraged the six-car trains for the weekend.
- Thanks to some special focus, OTP for Super Bowl week has been 95 percent, includes the bomb scare and a fatality on Monday.
- Caltrain is involved with joint ticket sales with VTA and have sold about 1,200 so far.

**Public Comment**

Doug DeLong, Mountain View, said even small changes in the schedule can break crew turns and consist turns and there can be financial impacts to implement a schedule that is more closely aligned with reality. He was surprised to see a six-car Gallery train and is eager for the rest of the Metrolink cars to get overhauled. He hopes the efforts move forward expeditiously. This will help address the capacity crunch.

Andrew Boone, San Jose, said there is a simple thing to attract more riders by having modern bike parking facilities like Bike Link. Every Bay Area Rapid Transit and VTA station has had them for years. San Mateo and Sunnyvale have installed electronic lockers at their stations. The old lockers are obsolete because they are accessed by a physical key and only one person can use each locker. A lot of people who want to bring their bikes don’t have a choice because many of the lockers are full and only one person can use each one. Lockers do not cost a huge amount of money.

Adina Levin, Friends of Caltrain, said she hopes the schedule will be reviewed against changed customer needs such as shoulder peak areas to address capacity, service to areas like downtown San Jose, or changed commute patterns. She said there is a year-long study going on that is looking at bike parking at stations. Some cities have strong budgets for bike programs and a strong culture for bicycling. She said there may be short-term opportunities to work with cities such as Palo Alto, Mountain View, and San Mateo to get solutions sooner than later.
UPDATE ON COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM (CBOSS)/POSITIVE
TRAIN CONTROL (PTC) PROJECT
Gigi Harrington, Deputy CEO, presented:

- Status
  - Onboard equipment installation complete
  - Wayside Interface Unit installation and FRA official validation testing complete
  - Fiber optic cable installation complete
  - Base station installation complete
  - Dynamic testing on test train continues
  - High rail testing for FRA official critical assets continues
  - Backup Central Control Facility build-out complete; CBOSS PTC testing being conducted from facility

- Project Schedule and Budget
  - New project baseline schedule developed
  - Revenue service demonstration (RSD) delayed until fourth quarter of 2016
    - Software release delays
    - Contractor execution of test plans and schedules
    - FRA process is in flux
  - Schedule delay will require additional funding for the project
    - Requires commercial negotiation with contractor
    - Funding for extension of owners team
  - Will submit budget request in the FY2017 budget process

- Next Steps
  - Develop and submit revised project budget in FY17 budget process
  - Complete Segment #3 pilot testing and FRA witness testing
  - Submit RSD application
  - Complete Segment #2 and Segment #1 testing
  - Commence revenue service in fourth quarter

AUTHORIZE AMENDMENT OF FY2016 OPERATING BUDGET TO INCREASE TOTAL REVENUES
BY $2.4 MILLION TO $141,556,066
Ms. Harrington said staff generally asks the Board to make an adjustment to the budget mid-year. This year staff is asking the Board to recognize the fare revenue received to date. The FY2017 budget will use all available savings from prior fiscal years and from this year.

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

AUTHORIZE THE FILING AND EXECUTION OF A FUNDING APPLICATION IN THE AMOUNT OF
$1,089,039 WITH CALTRANS FOR THE PROCUREMENT OF EMUs AND ANNUAL CAP AND TRADE AUTHORIZED AGENT FORMS AND CERTIFICATIONS AND ASSURANCES TO RECEIVE LOW CARBON TRANSPORTATION OPERATIONS PROGRAM (LCTOP) FUNDS
Peter Skinner, Manager, Grants and Fund Programming, said the LCTOP is part of the State’s overall Cap and Trade Program and is funded annually with 5 percent of the auction proceeds. Funds are administered by Caltrans and are distributed to transit...
agencies on a formula basis. Funds must be used for projects that reduce greenhouse
gas emissions.

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

ACCEPTANCE OF THE COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR
ENDING JUNE 30, 2015
Ms. Harrington said the SamTrans Ad Hoc Audit Committee met with the auditors who
gave the JPB a clean bill of health.

Public Comment
Roland Lebrun, San Jose, said on page 54 the bonded capacity jumped from
$2.5 million to $34.5 million in nine years and is now at 174.2 percent of member agency
contributions in terms of bond capacity. On page 76 under Financial Statement
Findings, a separate memorandum on internal control, an integral part of audits, was
issued. The memorandum is missing and should be part of the packet.

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

APPROVAL OF THE 2016 LEGISLATIVE PROGRAM
Casey Fromson said the legislative program establishes principles that will guide the
JPB’s legislative and regulatory advocacy efforts. Staff provided the Board with a draft
program last month and received feedback. The following changes have been
incorporated into the program:
- Clarified language supporting the allocation of Proposition 1A bond funding for the Caltrain corridor.
- Modified State Transit Assistance Program language that addresses regulatory
changes.
- Removed the reference for the need of a permanent extension of the pre-tax
commuter benefits because it became law after the draft was provided.

Public Comment
Vaughn Wolffe, Pleasanton, said to advocate for rail, there should be no highway
expansion ever considered. In the last 65 years, 90 percent of the funding for surface
transportation has gone to roads. If rail is to be effective, that should be turned around.
He said $1.3 billion was spent on expanding a highway lane in Antioch, but there is a lot
of trouble getting $1.5 billion for servicing two or three lanes worth of traffic or another
50,000 riders on rail. Advocacy has to be separating rail from surface transportation.

Motion/Second: Gee/Cisneros
Ayes: Cisneros, Gee, Peralez, Ramos, Tissier, Yeager, Woodward
Absent: Cohen, Guilbault
LEGISLATIVE UPDATE
Ms. Fromson provided the following update:

State
Governor Brown’s budget is a $122 billion spending plan. The total package is an $8 billion increase over last year with $2 billion of that set aside for a rainy day fund. Of the $6 billion, the governor proposes to spend $1.7 billion on transportation funding, which includes $590 million for local streets and roads, $515 million for highway repairs, $409 for transit, and $200 million for investments in train corridors. The new funding proposal includes funding sources from increasing gas and diesel tax, new road improvements, using additional Cap and Trade funds, and streamlining Caltrans to reduce costs.

Assembly Member Jim Frazier also introduced a spending bill that totals $7 billion and has many of the same funding sources as the governor with a few exceptions such as additional fees on zero-emission vehicles and truck weights. This proposal calls for doubling the funding for Cap and Trade in the Transit Inter-city Rail Program.

The proposals will require a two-thirds vote due to the tax increases.

Federal
Staff is hoping to see the PCEP in the FTA Core Capacity Program. Staff will be looking to see if the JPB has any projects that would be appropriate to file for TIGER funding.

WATER CONSUMPTION AND CONSERVATION
Chair Woodward said this item will be postponed to a future meeting.

CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
None.

DATE/TIME/PLACE OF NEXT REGULAR MEETING
The next meeting will be 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.

GENERAL COUNSEL REPORT
Public Comment
Roland Lebrun, San Jose, said no maps or layouts have been provided to the public to inform the public what is going on with the parcel under negotiation in San Jose. Initially there was going to be a soccer field and then a rocketship school. VTA is trying to redevelop the entire area, which includes relocating a day care that is used by hundreds of Caltrain users. The only logical relocation place for the day care is where the rocketship school was going to go. None of this is mentioned in the agenda. This should be open for discussion and public knowledge.
Joan Cassman, Legal Counsel, said the Board will meet in closed session regarding existing matters of litigation. No action is anticipated following the closed session.

Recessed to closed session at 11:35 a.m.

Director Yeager left at 12:19 p.m.

Reconvened at 12:35 p.m.


**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: Property/Negotiating Parties: City of San Jose, APN: 434-13-041**

**Closed Session: Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4): One potential case**

Ms. Cassman said the Board did not take any action and these matters will be continued to future meetings.

Adjourned at 12:36 p.m.
PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO
Eli Kay
Chief Financial Officer

SUBJECT: STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING JANUARY 31, 2016 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 January 2016 and supplemental information.

SIGNIFICANCE
Revenues: For January of Fiscal Year 2016, Total Operating Revenue (line 7) is $1,888,710 or 3.6 percent better than budget. Within total operating revenue, Farebox Revenue (line 1) is $2,707,179 or 5.7 percent better than budget. Compared to the prior year, Total Operating Revenue (line 7) is $1,649,353 or 3.1 percent higher.

Expense: Grand Total Expenses (line 50) show a favorable variance of $9,153,111 or 11.4 percent. The Rail Operator Service (line 23) is $377,861 or 0.9 percent better than budget, and Total Operating Expense (line 36) is $8,368,103 or 12.2 percent better than budget. Total Administrative Expense (line 46) is $784,991 or 6.9 percent better than budget.

Compared to prior year, Grand Total Expenses (line 50) are $5,823,965 or 8.9 percent higher.

BUDGET IMPACT
There are no budget revisions for the month of January 2016.

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

### Fiscal Year 2016

#### January 2016

<table>
<thead>
<tr>
<th>Month</th>
<th>Current Actual</th>
<th>Prior Year-To-Date</th>
<th>Revised Budget</th>
<th>% of Year Elapsed</th>
<th>Annual</th>
<th>% of Year Elapsed</th>
<th>Annual</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current Actual</td>
<td>Prior Year-To-Date</td>
<td>Revised Budget</td>
<td>Approved Budget</td>
<td>Revised Budget</td>
<td>% of Year Elapsed</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td>(AS PROJECTED)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Revenue

**Operations:**
- Farebox Revenue: $6,514,916
- Parking Revenue: $503,615
- Shuttles: $176,205
- Rental Income: $148,058
- Other Income: $28,824

**Total Operating Revenue:** $7,433,619

**Contributions:**
- AB4434 Peninsula & TA Shuttle Funding: $149,558
- Operating Grants: $465,968
- PJP Member Agencies: $1,167,809
- Other Sources: $906,079

**Total Contributed Revenue:** $1,783,336

**Grand Total Revenue:** $9,216,954

### Expense

**Operating Expense:**
- Rail Operator Service: $6,526,593
- Rail Operator Service-Other: $2,637
- Security Services: $294,923
- Rail Operator Extra work: $22,917
- Contract Operating & Maintenance: $6,821,516
- Shuttles Services: $395,075
- Fuel and Lubricants: $552,339
- Timetables and Tickets: $11,000
- Insurance: $89,273
- Facilities and Equipment Maint: $125,798
- Utilities: $113,580
- Maint & Services-Bldg & Other: $90,818

**Total Operating Expense:** $8,199,398

**Administrative Expense:**
- Wages and Benefits: $720,160
- Managing Agency Admin OH Cost: $448,518
- Board of Directors: $92
- Professional Services: $507,636
- Communications and Marketing: $4,141
- Other Expenses and Services: $123,354

**Total Administrative Expense:** $1,803,689

**Grand Total Expense:** $10,109,935

**Net Surplus / (Deficit):** $(892,981)

---

*(% 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.*

2/18/16 3:34 PM
### PENINSULA CORRIDOR JOINT POWERS BOARD

#### INVESTMENT PORTFOLIO

**AS OF JANUARY 31, 2016**

<table>
<thead>
<tr>
<th>TYPE OF SECURITY</th>
<th>MATURITY DATE</th>
<th>INTEREST RATE</th>
<th>PURCHASE PRICE</th>
<th>MARKET RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Agency Investment Fund (Restricted)</td>
<td>* Liquid Cash</td>
<td>0.446%</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>0.446%</td>
<td>67,240</td>
<td>67,240</td>
</tr>
<tr>
<td>County Pool (Unrestricted)</td>
<td>** Liquid Cash</td>
<td>0.775%</td>
<td>7,352,472</td>
<td>7,352,472</td>
</tr>
<tr>
<td>Other (Unrestricted)</td>
<td>Liquid Cash</td>
<td>0.000%</td>
<td>8,482,398</td>
<td>8,482,398</td>
</tr>
<tr>
<td>Other (Restricted)</td>
<td>*** Liquid Cash</td>
<td>0.200%</td>
<td>24,077,587</td>
<td>24,077,587</td>
</tr>
</tbody>
</table>

$ 41,979,697

---

Accrued Earnings for January 2016 $ 9,571.52
Cumulative Earnings FY2016 $ 90,831.19

(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 January 2016, the total cost of the Total County Pool was $4,526,033,401.78 and the fair market value per San Mateo County Treasurer’s Office was $4,535,532,418.78.

*** 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: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS JANUARY 2016

In January 2016, Caltrain’s average weekday ridership (AWR) was 56,012, which is an increase of 1,817 or 3.4 percent more than the January 2015 AWR of 54,195. The total number of passengers who rode Caltrain in January 2016 was 1,476,202, which is 1.3 percent more than January 2015 ridership of 1,456,933. Farebox revenue increased 1.1 percent over January 2015.

On-time performance (OTP) for January 2016 was 93.3 percent, which is higher than the 91.5 percent OTP for January 2015. When trains arriving within 10 minutes of the scheduled arrival time are included, OTP rises to 97.4 percent. In fact, 61 percent of all delayed trains arrived at the final destination within 10 minutes of the scheduled time. Overall in January 2016, there were 468 mechanical minutes of delay compared with 685 mechanical minutes of delay in January 2015. There were two days that operated with 100 percent of the trains on time and 12 additional days with 95 percent or better OTP.

Looking at customer service statistics, there were 8.7 complaints per 100,000 passengers in January 2016. This is lower than the 10.3 complaints in January 2015, but higher than the 7 complaints from the previous month in December 2015.

Shuttle ridership for January 2016 is up 17.7 percent from January 2015. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership increased 0.4 percent over January 2015. For the station shuttles, the Millbrae-Broadway shuttle averaged 311 daily riders. The Belmont-Hillsdale shuttle averaged 53 daily riders. The weekend Tamien-San Jose shuttle averaged 65 riders per day.
Caltrain Promotions – January 2016

MLK Train – Caltrain partnered with the Northern California Dr. Martin Luther King, Jr. Community Foundation (NorCalMLK Foundation) to run a special “Celebration Train” celebrating the life and legacy of Dr. Martin Luther King, Jr. The Celebration Train ran on January 18, 2016 and stopped in San Jose, Palo Alto and San Mateo. Ridership for the 2016 Celebration Train was 773. Caltrain promoted the special service on Facebook, Twitter, press releases, Caltrain’s Track the Fun guide and through partnerships with the NorCalMLK Foundation and the San Mateo County Martin Luther King, Jr. Day event. The Celebration Train will continue to run in 2017.

On-going

San Jose Sharks at SAP Center – For the month of January, there were nine home games played. Caltrain carried an additional 2,679 customers for the month of January.

Caltrain January Social Media Analytics

Caltrain’s social media following grew by 3,735 users in January and generated more than 2 million content impressions and 7,586 inbound clicks to Caltrain’s website. Twitter continues to be the social property driving the ongoing growth thanks to the high level of engagement by customers. Caltrain’s social media team engaged with more than 32,000 twitter comments during the month of January.

Caltrain launched a paid social promotion to support the Martin Luther King Jr. Celebration Train. Caltrain partnered with the Northern California Martin Luther King Jr. Community Foundation to launch the free train. Riders were required to register in advance. To help spread the word about the special service Caltrain launched a paid campaign on both Facebook and Twitter to drive riders to an Eventbright registration page. The campaign generated 385 clicks to the Eventbright registration page and more than 122,000 impressions.

The agency also rolled out its Super Bowl 50 promotions in January. Those campaigns geo-targeted NFL fans in Denver, Charlotte and the Bay Area. During the five days the paid campaign ran at the end of January, it generated 1,766 website clicks and 149,624 impressions of content. The campaign cost approximately $0.25 per click to posts. Additional details regarding the Super Bowl 50 campaign will be provided as part of the February performance report.

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

**January 2016**

<table>
<thead>
<tr>
<th></th>
<th>FY2015</th>
<th>FY2016</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Ridership</td>
<td>1,456,933</td>
<td>1,476,202</td>
<td>1.3%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>54,195</td>
<td>56,012</td>
<td>3.4%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$6,442,147</td>
<td>$6,514,916</td>
<td>1.1%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>91.5%</td>
<td>93.3%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>8,493</td>
<td>9,997</td>
<td>17.7%</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>10,775,328</td>
<td>11,071,661</td>
<td>2.8%</td>
</tr>
<tr>
<td>Average Weekday Ridership</td>
<td>57,754</td>
<td>59,292</td>
<td>2.7%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$48,307,862</td>
<td>$50,369,390</td>
<td>4.3%</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>91.9%</td>
<td>88.1%</td>
<td>-4.1%</td>
</tr>
<tr>
<td>Average Caltrain Shuttle Ridership</td>
<td>8,372</td>
<td>8,641</td>
<td>3.2%</td>
</tr>
</tbody>
</table>

### Graph A

**Caltrain Average Weekday Ridership**

- AWR
- 13-Month Rolling Average

![Graph showing Caltrain Average Weekday Ridership from January 2015 to January 2016 with a 13-month rolling average line.]

---

Page 3 of 4
Graph B

MONTHLY MECHANICAL DELAYS

Graph C

CALTRAIN MONTHLY COMPLAINTS
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: SUPPORT THE APPLICATION FOR AND AUTHORIZE EXECUTION OF A FUNDING AGREEMENT FOR SAN MATEO COUNTY SHUTTLE PROGRAM FUNDS

ACTION
Staff Coordinating Council recommends the Board support an application for and authorize the Executive Director, or his designee, to execute a funding agreement with the San Mateo County Transportation Authority (TA) and/or the City/County Association of Governments of San Mateo County (C/CAG) to receive San Mateo County Shuttle Program funds in an amount up to $2,912,680.

SIGNIFICANCE
Every two years, the Peninsula Corridor Joint Powers Board (JPB) applies for financial assistance from the TA and C/CAG, through the San Mateo County Shuttle Grant Program, to help support Caltrain shuttle operations in San Mateo County. Approval of this item will authorize the Executive Director, or his designee, to enter into a two-year funding agreement with the TA and/or C/CAG to receive up to $2,912,680 in funding for Fiscal Year (FY) 2017 and FY2018. A local match of up to $1,753,420 would be required. The JPB would fund the match through a combination of member agency contributions, Bay Area Air Quality Management District (BAAQMD) funds and employer contributions. A list of the shuttles to be funded through the San Mateo County Shuttle Program is included as Attachment A.

BUDGET IMPACT
The Shuttle Program funds, along with the required local match, will be included in the JPB’s operating budget for FY2017 and FY2018. Matching funds may include employer, city, and/or JPB member agency contributions, as well as other grant sources as appropriate.

BACKGROUND
The San Mateo County Shuttle Grant Program is administered by the TA. The program is funded through Measure A, a half-cent sales tax in San Mateo County, and the C/CAG Local Transportation Services Program under the Countywide Congestion Relief Plan.
Caltrain shuttles provide a last-mile connection between Caltrain stations and employers. In addition to the TA/C/CAG funds, Caltrain shuttle operations are supported by funding from the BAAQMD’s Transportation Fund for Clean Air, JPB local funds and contributions from employers.

Prepared By: Michael Stevenson, Associate Ops Contract Administrator 650.508.7979
Attachment A

List of Shuttles to be Funded by the San Mateo County Shuttle Program

<table>
<thead>
<tr>
<th>Community Shuttles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bayshore Brisbane Senior</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commuter Shuttles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bayshore Brisbane Commute</td>
</tr>
<tr>
<td>Belmont/Hillsdale</td>
</tr>
<tr>
<td>Broadway/Millbrae</td>
</tr>
<tr>
<td>Burlingame Bayside BART/Caltrain</td>
</tr>
<tr>
<td>Campus Drive Area</td>
</tr>
<tr>
<td>Clipper</td>
</tr>
<tr>
<td>Electronic Arts (EA)</td>
</tr>
<tr>
<td>Lincoln Centre</td>
</tr>
<tr>
<td>Mariners Island</td>
</tr>
<tr>
<td>Norfolk Area</td>
</tr>
<tr>
<td>Oracle</td>
</tr>
<tr>
<td>Pacific Shores</td>
</tr>
<tr>
<td>Sierra Point Millbrae</td>
</tr>
<tr>
<td>Twin Dolphin</td>
</tr>
</tbody>
</table>
RESOLUTION NO. 2016 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

SUPPORTING THE APPLICATION FOR AND AUTHORIZING EXECUTION OF A FUNDING AGREEMENT FOR SAN MATEO COUNTY SHUTTLE PROGRAM FUNDS

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 25 years, with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the TA the half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

WHEREAS, the Board of Directors of the City/County Association of Governments (C/CAG) of San Mateo County, at its February 14, 2002 meeting, approved the Congestion Relief Plan and subsequently reauthorized the Congestion Relief Plan in 2007, 2010, and 2015; and

WHEREAS, a component of the C/CAG Congestion Relief Plan is to support Local and Employer Based Shuttle Programs; and
WHEREAS, the TA and C/CAG issued a joint Call for Projects for the San Mateo County Shuttle Program on December 14, 2015; and

WHEREAS, the TA and C/CAG require agencies seeking funds from the San Mateo County Shuttle Program to provide a governing board resolution in support of the project; and

WHEREAS, there is a need to provide last-mile transit connections between Caltrain stations and major employment centers in San Mateo County; and

WHEREAS, the Caltrain shuttle program serves San Mateo County commuters by providing this last-mile transit connection; and

WHEREAS, to support the Caltrain shuttle program, the Peninsula Corridor Joint Powers Board (JPB) seeks $2,912,680 in San Mateo County Shuttle Program funds, which would require matching funds of $1,753,420.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the JPB hereby authorizes the Executive Director, or his designee, to execute a funding agreement for up to $2,912,680 with the TA and C/CAG for San Mateo County Shuttle Program funds; and

BE IT FURTHER RESOLVED that the Board commits up to $1,753,420 in required matching funds for the Caltrain shuttle program, to be identified through the annual JPB operating budget process and which may include employer, city, and/or JPB Partner contributions, as well as other grant sources as appropriate; and
BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to file any other required documentation and to take any other actions necessary for the purpose of obtaining grant funding through the TA and/or C/CAG for San Mateo County Shuttle Program funds.

Regularly passed and adopted this 3rd day of March, 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: Eli Kay  Gigi Harrington  Michelle Bouchard
Chief Financial Officer  Deputy CEO  Chief Operating Officer, Rail

SUBJECT: AWARD OF A CONTRACT FOR SANTA CLARA STATION CCTV IMPROVEMENTS PROJECT

ACTION
Staff Coordinating Council recommends the Board:

1. Award a contract to the lowest, responsive and responsible bidder, DV Electric, Co. (DV), in the total amount of $116,000 for Santa Clara Station closed-circuit television (CCTV) improvements.

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

SIGNIFICANCE
The CCTV improvements at Santa Clara Station will improve customer security by adding 15 cameras and support equipment to this location. The cameras will be installed on both passenger platforms (northbound and southbound) and in the pedestrian tunnel between them.

BUDGET IMPACT
Funding for this contract has been fully budgeted in the approved JPB capital budgets in prior years. Funding will come from Proposition 1B, Public Transportation Modernization, Improvement, and Service Enhancement Account Program funds.

BACKGROUND
In 2012, a Threat and Vulnerability Assessment of Peninsula Corridor Joint Powers Board (JPB) facilities identified CCTV upgrades at the Santa Clara Station as a priority improvement. The subsequent project design and recommended construction will address this security objective.

Invitations for Bids for the upgrades were distributed throughout the construction industry. The solicitation was advertised in a newspaper of general circulation and on the JPB’s procurement website for interested bidders, including Small Business
Enterprises (SBEs) and Disadvantaged Business Enterprises (DBEs) that are registered in the JPB’s procurement database.

Four bids were received as listed below:

<table>
<thead>
<tr>
<th>Company</th>
<th>Total Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Engineer’s Estimate</strong></td>
<td>$190,980</td>
</tr>
<tr>
<td>1. DV Electric, Co., San Jose, CA (SBE)</td>
<td>$116,000</td>
</tr>
<tr>
<td>2. Arktos Incorporated, Castro Valley, CA (SBE)</td>
<td>$120,000</td>
</tr>
<tr>
<td>3. Itech Solution, San Jose, CA (SBE)</td>
<td>$140,000</td>
</tr>
<tr>
<td>4. Netronix Integration, Inc., San Jose, CA</td>
<td>$140,821</td>
</tr>
</tbody>
</table>

DV submitted all required bid documentation. Staff has determined, and legal counsel concurred, that the bid submitted by DV is responsive. The bid from DV was 39.3 percent lower than the engineer’s estimate. Staff has determined that the difference between the engineer’s estimate and DV’s bid is fair and reasonable.

DV is an established Bay Area contractor and company reference checks confirmed that DV is experienced and competent. DV has successfully completed recent projects for several firms and agencies. Based upon these findings, staff concludes that DV is appropriately qualified and capable of meeting the requirements of the contract and is therefore the lowest, responsive and responsible bidder.

The Office of Small and Disadvantaged Business Enterprises assigned an 8 percent SBE goal to this project. The DBE officer reviewed the four bids, three of which exceeded the established goal. The fourth and highest bidder, Netronix Integration, Inc., did not meet the established SBE goal. After analysis, it was determined that DV meets the requirements of the District’s SBE program. Under the proposed contract, the total amount of work to be performed by SBEs is $116,000 or 100 percent of the total contract value.

Contract Officer: Dwayne Pugh 650.508.7730
Project Manager: Hubert Chan 650.508.7786
RESOLUTION NO. 2016 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AWARDING CONTRACT TO DV ELECTRIC, CO. FOR THE SANTA CLARA STATION CCTV IMPROVEMENTS PROJECT FOR A TOTAL COST OF $116,000

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) solicited competitive bids for the closed-circuit television (CCTV) improvements at Santa Clara Station; and

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

WHEREAS, staff and legal counsel have reviewed the bids and determined that DV Electric, Co. of San Jose, California (DV) is the lowest, responsive and responsible bidder; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the JPB hereby awards a contract to DV Electric, Co., for the CCTV improvements at Santa Clara Station for a total cost of $116,000; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute a contract on behalf of the JPB with DV Electric, Co., in full conformity with all the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 3rd day of March, 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: Eli Kay Gigi Harrington Michelle Bouchard
Chief Financial Officer Deputy CEO Chief Operating Officer, Rail

SUBJECT: AUTHORIZE AWARD OF CONTRACTS TO PROVIDE ON-CALL RAILROAD BUSINESS OPERATIONS AND SYSTEMS SUPPORT SERVICES

ACTION
Staff Coordinating Council recommends the Board:

1. Award on-call contracts to the firms listed below for the provision of railroad business operations and systems support services for six-year base terms, in an aggregate not-to-exceed amount of $32,086,200 to be shared as a pool among the six firms for authorized tasks in the following four categories of services.

   Railroad Operations Planning Support Services ($5.5 million – base term)
   - HDR Engineering, Inc.
   - Stantec Consulting Services Inc.
   - CDM Smith Inc.
   - Parsons Brinckerhoff, Inc.
   - LTK Engineering Services

   Railroad Business Planning Support Services ($2.1 million – base term)
   - HDR Engineering, Inc.
   - Stantec Consulting Services Inc.
   - LTK Engineering Services

   Railroad Operations Systems Support Services ($20 million – base term)
   - Stantec Consulting Services Inc.
   - Parsons Brinckerhoff, Inc.
   - LTK Engineering Services

   Rail Safety & Security Services ($4,486,200 – base term)
   - Stantec Consulting Services Inc.
   - B&G Transportation Group, LLC
2. Authorize the Executive Director or designee to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.

3. Authorize the Executive Director, or his designee, to exercise up to two 2-year option terms for an aggregate not-to-exceed amount of $17,990,800 to be shared as a pool among the firms for authorized tasks, if it is in the best interest of the Peninsula Corridor Joint Powers Board (JPB).

SIGNIFICANCE
Approval of the above actions will provide continuing railroad business and operations support services on an on-call basis. Issuance of these contracts will benefit the JPB by making available the most qualified firms to provide railroad business and operations support services to the JPB for operations planning and business planning activities.

The firms will be engaged on as-needed basis through the issuance of a work authorization (Work Directive) to perform specific tasks for the JPB. Work directives will be issued on a project-by-project basis. All qualified contractors within the specialized category will be given an opportunity to propose. Award of these contracts will not obligate the JPB to procure any specific level of effort from any of the firms.

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

BACKGROUND
A Request for Proposals (RFP) for railroad business and operations support services was issued detailing the scope of services in each services category. The solicitation was advertised in a newspaper of general circulation and on the JPB’s website. Solicitation notices also were sent to interested firms, Small Business Enterprises (SBEs) and Disadvantaged Business Enterprises (DBEs). The JPB invited firms to submit proposals in response to one or more of the four categories of service functions described in the RFP. Staff received proposals from six firms, one of which is an SBE firm: B&G Transportation Group, LLC.

An Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals for each category of service according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services: 30 points
- Qualifications and Experience of Firm
  - Key Personnel and Management Team: 50 points
- Cost Proposal: 20 points
- SBE Preference: 5 points

All six proposals received were responsive to the RFP’s requirements and found to be in the competitive range by the Committee for those categories of services that each firm
submitted proposals. All six firms possess the requisite depth of experience and meet all requirements to successfully perform the scope of services reflected in their respective service categories. The combination of services the six firms are able to perform will provide the JPB with adequate support during the contracts’ base and option terms, if exercised by the JPB. Staff has completed negotiations on price, as well as on contractual terms and conditions, with each of the firms.

The JPB’s existing railroad business and operations support services requirements are being performed by five firms. LTK Engineering Services, Nancy Whelan Consulting, Parsons Brinckerhoff, Inc., Systra Consulting, and Transportation Resources Associates, Inc. provide the current services for an aggregate on-call total of $9,450,000. The increased contract capacity being requested pursuant to this procurement reflects the increased current and future railroad business and operations support services required by the JPB, particularly in support of the Caltrain Modernization Program as well as the implementation of the Caltrain Communications-based Overlay Signal System Positive Train Control system.

Senior Contract Officer: Alan Chan
Project Manager: Danielle Stewart, Deputy Director, Rail

650.508.6256
650.508.7975
RESOLUTION NO. 2016 –

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

* * *

AUTHORIZE AWARD OF SIX CONTRACTS TO PROVIDE ON-CALL RAILROAD BUSINESS OPERATIONS AND SYSTEMS SUPPORT SERVICES FOR AN ESTIMATED AGGREGATE, NOT-TO-EXCEED AMOUNT OF $32,086,200 FOR A SIX-YEAR BASE TERM

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) solicited competitive proposals to provide on-call railroad business operations and systems support services; and

WHEREAS, firms were invited to submit proposals to provide one or more of the four categories or services described in the Request for Proposals (RFP): (1) railroad operations planning support services, (2) railroad business planning support services, (3) railroad operations systems support services, and (4) rail safety and security services; and

WHEREAS, in response to the RFP, the JPB received proposals from six firms, one of which is a Small Business Enterprise firm; and

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

WHEREAS, following evaluation, reference checks and financial reviews of the firms, the Committee completed the final evaluation and consensus ranking for each category of services, as set forth below: and
<table>
<thead>
<tr>
<th>RAILROAD OPERATIONS PLANNING SUPPORT SERVICES ($5,500,000 BASE TERM)</th>
<th>RAILROAD BUSINESS PLANNING SUPPORT SERVICES ($2,100,000 BASE TERM)</th>
<th>RAILROAD OPERATIONS SYSTEMS SUPPORT SERVICES ($20,000,000 BASE TERM)</th>
<th>RAIL SAFETY AND SECURITY SERVICES ($4,486,200 BASE TERM)</th>
</tr>
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<tbody>
<tr>
<td>LTK Engineering Services</td>
<td>LTK Engineering Services</td>
<td>LTK Engineering Services</td>
<td>Stantec Consulting Services Inc.</td>
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<td>Parsons Brinckerhoff, Inc.</td>
<td>Stantec Consulting Services Inc.</td>
<td>Stantec Consulting Services Inc.</td>
<td>B&amp;G Transportation Group, LLC</td>
</tr>
<tr>
<td>CDM Smith Inc.</td>
<td>HDR Engineering, Inc.</td>
<td>Parsons Brinckerhoff, Inc.</td>
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<td>Stantec Consulting Services Inc.</td>
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<tr>
<td>HDR Engineering, Inc.</td>
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</table>

WHEREAS, the Committee determined that each of the firms has the requisite depth of knowledge and experience in their respective category(ies) of service to successfully meet the JPB’s railroad support service needs; and

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

WHEREAS, the Executive Director recommends, and the Staff Coordinating Council concurs, that a six-year base term contract for on-call railroad business operations and systems support services be awarded to each firm set forth above covering their respective area(s) of expertise for an aggregate, not-to-exceed amount of $32,086,200, with up to two 2-year option terms for an aggregate, not-to-exceed amount of $17,990,800.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the JPB hereby awards contracts for on-call railroad business operations and systems support services to each of the firms listed above for a six-year base term for an estimated aggregate, not-to-exceed amount of $32,086,200 with the understanding that the JPB is
under no obligation to purchase any specific level of effort from the firms listed above and that work directives will be issued on an as-needed basis, taking into account such factors as work priorities, specialized expertise, cost and availability of funding; and

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

**BE IT FURTHER RESOLVED** that the Board authorizes the Executive Director or his designee to exercise up to two 2-year option terms to extend the contracts with the firms listed above, for an estimated aggregate not-to-exceed amount of $17,990,800, if it is in the best interest of the JPB.

Regularly passed and adopted this 3rd day of March, 2016 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

__________________________
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

__________________________
JPB Secretary
PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

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

Martha Martinez
Executive Officer, District Secretary/Executive Administration

SUBJECT: DELEGATION OF AUTHORITY TO THE EXECUTIVE DIRECTOR TO EXECUTE CONTRACTS WITH VALUES OF UP TO $100,000

ACTION
Staff Coordinating Council recommends the Board delegate authority to the Executive Director, or his designee, to pursue and execute agreements, and related amendments, that authorize the Peninsula Corridor Joint Powers Board (JPB) to accept, or bind the JPB to provide, funds or in-kind services valued at up to $100,000 per contract. This delegation would apply to transactions including, but not limited to, grant agreements, funding agreements, memoranda of understanding, interagency agreements and cooperative agreements.

SIGNIFICANCE
The Executive Director is permitted to exercise a long-standing delegation of authority for execution of procurement contracts. The procurement delegation limit was raised to $100,000 (including all amendments) per contract in 2010. However, this authority does not extend to other types of agreements. As a result, every agreement that is not related to a procurement, or certain limited-term real estate transactions, must be brought to the Board for approval.

To streamline the approval process and reduce administrative burdens related with entering into relatively small-value contracts to secure grant funds, intergovernmental cooperation, community partnerships and the like, staff recommends expanding the JPB’s existing delegation of authority to allow the Executive Director, or his designee, to execute all contracts of up to $100,000 (including any amendments). Amendments that would bring a total contract value above $100,000 would still require Board approval. Contracts involving transfers of real property interests are not included in this delegation of authority.

To ensure transparency and inform the Board of new agreements and amendments executed pursuant to the new delegation, a summary will be provided on a quarterly basis as part of the Board reading file.
**BUDGET IMPACT**
There is no budget impact associated with this action.

**BACKGROUND**
The JPB enters into multiple grant agreements, memoranda of understanding, funding agreements and interagency agreements on an annual basis. These agreements are with a variety of government agencies, non-profit and for profit organizations and fund activities such as planning studies, community outreach, and other minor work.

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

* * *

DELEGATING AUTHORITY TO THE EXECUTIVE DIRECTOR TO EXECUTE
CONTRACTS WITH VALUES OF UP TO $100,000

WHEREAS, the Executive Director of the Peninsula Corridor Joint Powers Board (JPB) has been authorized to execute procurement contracts with values up to $100,000; and

WHEREAS, the JPB desires to expand this delegation to authorize the Executive Director to execute to execute additional forms of agreements with values of up to $100,000 each, including any associated amendments; and

WHEREAS, the expanded authority would apply to contracts including, but not limited to, funding agreements, grant agreements, memoranda of understanding, cooperative agreements, and interagency agreements; and

WHEREAS, the expanded authority would not apply to contracts involving transfers of real property interests; and

WHEREAS, the JPB Board of Directors (Board) shall be informed of any and all agreements and amendments entered into under this authority on a quarterly basis as part of the Board reading file.

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

1. Delegates authority to the Executive Director, or his designee, to execute all contracts and related amendments with values up to a total of $100,000 per contract, including any amendments; and
2. Limits this delegation of authority so that it does not alter policies already established for procurements of real property, goods, and services, including public works; and

3. Directs the Executive Director, or his designee, to report to the Board on any and all contracts entered into under the authority granted by this resolution on a quarterly basis as part of the Board reading file.

Regularly passed and adopted this 3rd day of March, 2016 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Chair, Peninsula Corridor Joint Powers Board

______________________________
ATTEST:

______________________________
JPB Secretary
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: 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
Staff is monitoring several bills that have been introduced including:

Assembly Bill (AB) 1640 (Stone)
This bill seeks to clarify that public transit employees, hired between January 1, 2013 and December 30, 2014, are exempt from the Public Employee’s Pension Reform Act of 2013.

Senate Bill 824 (Beall)
Makes several changes to the Low Carbon Transit Operations Program to make the program more flexible for funding recipients.

Additional Bill of Interest:

AB 2030 (Mullin) – Support
This bill increases the purchasing threshold for the San Mateo County Transit District (District) and Bay Area Rapid Transit for small purchases from $2,500 to $5,000, for supplies, equipment and materials from $100,000 to $150,000, and for public works contracts from $10,000 to $100,000 to expedite and streamline the procurement process. This change in purchasing thresholds would also pertain to the Peninsula Corridor Joint Powers Board (JPB) since the District is the managing agency.
**FEDERAL ISSUES**
As of 2/19/16:

**2017 Budget**
On February 9th President Obama released his Fiscal Year (FY) 2017 Federal budget, which included $125 million for the Peninsula Corridor Electrification Project (PCEP) through the Department of Transportation (DOT) Federal Transit Administration (FTA) Core Capacity Program. The FTA also announced that the project will receive more than $72 million in prior year Core Capacity funding allocations.

PCEP is the first project in California to be included in the Project Development phase of FTA’s Core Capacity Program. The funding announcement signals significant progress toward a full funding grant agreement in the amount of $447 million between the JPB and the FTA. The Administration’s request for $125 million in funding for FY2017 will require Congressional approval.

Overall, the FY2017 Budget is $4.15 trillion and provides a total of $98.1 billion in discretionary and mandatory resources for the DOT. The transportation-related investment package includes:

- $19.9 billion for the FTA (69 percent increase from FY2016 enacted)
- $6.3 billion for the Federal Railroad Administration (269 percent increase from FY2016 enacted)
- $5.9 billion new Supplementary Transit Formula Grant program
- $3.5 billion Capital Investment Grant program
- $1.5 billion for TIGER grants
- $213 million for implementation of Positive Train Control
- $200 million autonomous vehicle deployment pilot programs
- $23 million FTA safety oversight program

To help pay for the budget, there are several proposed tax increases including a .07 percent fee on larger banks, reducing the value of itemized deductions taken by wealthier taxpayers, almost doubling the Federal cigarette tax, and the so-called “Buffett Rule” that would require a minimum 30 percent tax rate for those making $1 million or more.

Prepared By: Casey Fromson, Acting Government Affairs Manager 650-508-6493
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<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
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<tr>
<td><strong>AB 33</strong> Quirk D</td>
<td>S. E. U., &amp; C. 1/28/2016-Re-referred to Coms. on E., U., &amp; C. and E.Q.</td>
<td>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. <em>Last Amended on 9/4/2015</em></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>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. <em>Last Amended on 8/18/2015</em></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>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. <em>Last Amended on 6/11/2015</em></td>
<td>Oppose</td>
</tr>
<tr>
<td><strong>AB 326</strong> Frazier D</td>
<td>S. L. &amp; I.R. 1/28/2016-Referred to Com. on L. &amp; I.R.</td>
<td>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. <em>Last Amended on 1/4/2016</em></td>
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<tr>
<td><strong>AB 516</strong> Mullin D</td>
<td>S. THIRD READING 2/10/2016-Read second time. Ordered to third reading. 2/18/2016 #49 SEN THIRD READING FILE - ASM BILLS</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. <em>Last Amended on 7/16/2015</em></td>
<td>Support</td>
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### Peninsula Corridor Joint Powers Board
### State Legislative Matrix as of 2/17/2016

<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
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</table>
| **AB 828**  
Low D  
Vehicles: transportation services. | S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was E. U., & C. on 7/16/2015) | 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. **Last Amended on 7/14/2015** |  |
| **AB 857**  
Perea D  
California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. | S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015) | 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. **Last Amended on 8/18/2015** |  |
| **AB 869**  
Cooper D  
Public transportation agencies: fare evasion and prohibited conduct. | S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 7/2/2015) | 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. **Last Amended on 6/18/2015** |  |
| **AB 1360**  
Ting D  
Charter-party carriers of passengers: individual fare exemption. | S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 7/2/2015) | 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. **Last Amended on 7/2/2015** | Support |
| **AB 1591**  
Frazier D  
Transportation funding. | A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX. | Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws. | Watch Closely |
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<th>Bill ID/Topic</th>
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<tr>
<td><strong>AB 1595</strong> Campos D</td>
<td>A. L. &amp; E. 2/1/2016-Referred to Com. on L. &amp; E.</td>
<td>Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.</td>
<td>Pending</td>
</tr>
<tr>
<td><strong>AB 1641</strong> Allen, Travis R</td>
<td>A. TRANS. 2/4/2016-Referred to Com. on TRANS.</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>
</tr>
<tr>
<td><strong>AB 1655</strong> Dodd D</td>
<td>A. HEALTH 2/4/2016-Referred to Com. on HEALTH.</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>
</tr>
<tr>
<td><strong>AB 1669</strong> Hernández, Roger D</td>
<td>A. L. &amp; E. 2/4/2016-Referred to Coms. on L. &amp; E. and L. GOV.</td>
<td>Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor must offer employment to those employees, except for reasonable and substantiated cause. This bill would add employees of solid waste collection and transportation contractors and subcontractors to those provisions.</td>
<td>Watch Closely</td>
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<tr>
<td><strong>ABX1 7 Nazarian D</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>Bill ID/Topic</td>
<td>Location</td>
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<tr>
<td>ABX1 8 Chiu D</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>
</tr>
<tr>
<td>ABX1 24 Levine D</td>
<td>A. PRINT 9/12/2015-From printer.</td>
<td>Would, effective January 1, 2017, re-designate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017.</td>
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<tr>
<td>ABX1 25 Allen, Travis R</td>
<td>A. PRINT 1/12/2016-From printer.</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 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.</td>
<td>Watch Closely</td>
</tr>
<tr>
<td>ACA 4 Frazier D</td>
<td>A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.</td>
<td>Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 8/17/2015</td>
<td>Support</td>
</tr>
<tr>
<td>SB 32 Pavley 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 would also state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws. Last Amended on 9/10/2015</td>
<td>Support</td>
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<tr>
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<td>SB 122</td>
<td>A. 2 YEAR</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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<tr>
<td>Jackson D</td>
<td>8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/15/2015)</td>
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<tr>
<td>SB 207</td>
<td>A. 2 YEAR</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>
<td></td>
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<tr>
<td>Wieckowski D</td>
<td>7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/14/2015)</td>
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<td>SB 321</td>
<td>S. INACTIVE FILE</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>Beall D</td>
<td>9/11/2015-Ordered to inactive file on request of Senator Beall.</td>
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<td>SB 400</td>
<td>A. 2 YEAR</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. <strong>Last Amended on 6/1/2015</strong></td>
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<tr>
<td>Lara D</td>
<td>8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)</td>
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<td>Watch Closely</td>
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<tr>
<td>SB 878</td>
<td>S. RLS.</td>
<td>Current law regulates railroad employee hours, and sets forth various penalties for violation of those provisions. This bill would make nonsubstantive changes to those provisions. <strong>Watch</strong></td>
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<td>Leyva D</td>
<td>1/28/2016-Referred to Com. on RLS.</td>
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<td>Bill ID/Topic</td>
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<td>SB 882</td>
<td>S. PUB. S. 1/28/2016-Referred to Coms. on PUB. S. and APPR.</td>
<td>Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.</td>
<td>Watch Closely</td>
</tr>
<tr>
<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 7</td>
<td>S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.</td>
<td>Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws. Last Amended on 9/3/2015</td>
<td>Support</td>
</tr>
<tr>
<td>SBX1 8</td>
<td>S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.</td>
<td>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</td>
<td>Support</td>
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